



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, November 6, 2017
Tom Davies Square

COUNCILLOR ROBERT KIRWAN, CHAIR

Evelyn Dutrisac, Vice-Chair

4:00 p.m. OPERATIONS COMMITTEE MEETING
COMMITTEE ROOM C-11

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DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

CONSENT AGENDA

(For the purpose of convenience and for expediting meetings, matters of business of repetitive or routine nature are included in the Consent Agenda, and all such matters of business contained in the Consent Agenda are voted on collectively.

A particular matter of business may be singled out from the Consent Agenda for debate or for a separate vote upon the request of any Councillor. In the case of a separate vote, the excluded matter of business is severed from the Consent Agenda, and only the remaining matters of business contained in the Consent Agenda are voted on collectively.

Each and every matter of business contained in the Consent Agenda is recorded separately in the minutes of the meeting.)

CORRESPONDENCE FOR INFORMATION ONLY

- C-1. Report dated October 17, 2017 from the General Manager of Growth and Infrastructure regarding Fluoridation of Greater Sudbury Municipal Water Supplies - Information Update. **4 - 8**
(FOR INFORMATION ONLY)
(This report provides background information on use and cost of fluoride in the municipal drinking water system.)

REGULAR AGENDA

MANAGERS' REPORTS

- R-1. Report dated October 19, 2017 from the General Manager of Growth and Infrastructure regarding Traffic Calming - 2017 Ranking. **9 - 17**
(RESOLUTION PREPARED)
(Each year the City of Greater Sudbury reviews various roads under the City's Traffic Calming Policy. This report will provide an overview of the City's Traffic Calming Policy, roads where the policy has been applied and the update ranking for 2017.)
- R-2. Report dated October 17, 2017 from the General Manager of Growth and Infrastructure regarding 2018 Pedestrian Crossover Program Update. **18 - 26**
(RESOLUTION PREPARED)
(This report presents an update on the City of Greater Sudbury Pedestrian Crossover Program, including information on monitoring and compliance of those pedestrian crossovers installed in previous years. This report also seeks approval of locations proposed for new pedestrian crossovers to be installed in 2018.)

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD AND ANNOUNCEMENTS

NOTICES OF MOTION

ADJOURNMENT

For Information Only

Fluoridation of Greater Sudbury Municipal Water Supplies - Information Update

Presented To: Operations Committee

Presented: Monday, Nov 06, 2017

Report Date: Tuesday, Oct 17, 2017

Type: Correspondence for Information Only

Resolution

For Information Only

Relationship to the Strategic Plan / Health Impact Assessment

Providing fluoridated drinking water supports the 'Quality of Life and Place' pillar of the Corporate Strategic Plan by providing a program or service designed to improve the health and well-being of our youth, families and seniors.

Report Summary

This report provides information regarding the current state of fluoridation of CGS municipal water supplies including the financial implications of adding fluoride. The report also provides context on the public health benefits of fluoridation and fluoridation issues in other municipalities.

Financial Implications

Funds required for adding fluoride to the water supply are included within the operating and capital budgets.

Operationally, costs vary from year to year given the changes in production rates and maintenance requirements but range in the order of \$100,000 to \$120,000 annually. These costs include purchasing chemical, operational and maintenance labour, parts and materials, as well as medical surveillance for staff. Operational costs are integrated into budget submissions.

There are twelve sites that are in need of fluoride isolation rooms, with a total estimated cost of \$4.0 million. The first phase of the design and tendering of five of these fluoride units is underway. Funding for this phase has been set aside in the previous capital budgets for Well Building Upgrades. Future capital budgets for Well Building Upgrades are forecasted to include the balance of funding for the remaining fluoride units. The estimated timeframe for the completion of all twelve sites is six years

Signed By

Report Prepared By

Nick Benkovich
Director of Water/Wastewater
Digitally Signed Oct 17, 17

Health Impact Review

Nick Benkovich
Director of Water/Wastewater
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Financial Implications

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Recommended by the Department

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General Manager of Growth and Infrastructure
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Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
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For Information Only

FLUORIDATION OF GREATER SUDBURY MUNICIPAL WATER SUPPLIES - INFORMATION UPDATE

RECOMMENDATION

For Information Only

BACKGROUND

Safe, high quality drinking water is essential to the public health of everyone in Greater Sudbury. In many Ontario and Canadian communities including Greater Sudbury, fluoride is added to the municipal water supply to promote oral health. Poor oral health has been linked to other chronic diseases such as diabetes and heart disease. Delivery of fluoride through potable water systems provides a cost effective method of providing preventive fluoride protection to the benefit of the entire serviced population.

The practice is seen by some members of the public as controversial and therefore draws frequent questions from constituents. This report has been prepared in response to a request by Council at the Finance and Administration Committee held March 28, 2017 to provide information to Councilors to enable them to respond to constituents questions about fluoridation in Greater Sudbury.

CGS Current Situation

Municipal water supplies operated by Greater Sudbury have contained fluoride additives as part of their treatment programs since 1952. At the direction of Council, fluoride is added to all municipal water supplies in Greater Sudbury to promote oral health as it has been endorsed by Health Canada and the Sudbury & District Health Unit (SDHU) as safe and effective. Despite this and other support for fluoridation from organizations such as the Canadian Dental Association (CDA) and Public Health Ontario (PHO) as well as the American Dental Association (ADA), the practice of fluoridating municipal water supplies continues to be the subject of ongoing public debate with strong opinions voiced by advocates of both anti and pro fluoridation positions.

In November of 2011 an information report was prepared by Community Development Department and was presented to the Finance Committee. The report provided a detailed assessment of the financial implications and benefits to citizens of Greater Sudbury of fluoridating their water supplies.

<http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=4&id=440>

Operational Tactics

Currently all municipally supplied residents in Greater Sudbury receive fluoridated water. Greater Sudbury water systems feed a National Sanitation Foundation (NSF) approved liquid fluoride product in the range of 0.5 – 0.8 mg/L which is within the legislated limits. All CGS systems are monitored by provincially certified water treatment operators 24 / 7 from the central control room at the Wanapitei WTP. Data from continuous monitoring instruments is validated through regular calibrations against laboratory test results and viewed via the Supervisory Control and Data Acquisition (SCADA) System. The system provides continuous trending capability of the level of fluoride applied to the water supply as well as alarms for each site to alert operators to high and low levels. The system also includes manual and automatic shut offs should variances be detected.

Other Municipalities

Recently there have been several well publicized situations where municipalities have discontinued fluoridation however 2016 statistics show that in Ontario over 67 % of the population lives in communities with fluoridated water systems.

In 2011, the City of Calgary, Alberta stopped adding fluoride to the drinking water citing potential cost savings. Several recent news items have indicated that the fluoridation debate has been refueled in that community by stories about rising rates of tooth decay among children in Calgary since fluoride was removed from the water supply.

<http://www.cbc.ca/news/canada/calgary/calgary-fluoride-citizen-group-election-1.4306198>

<http://www.ctvnews.ca/canada/worried-parents-dentists-pushing-for-fluoride-in-calgary-water-1.3605897>

Staff will continue to collaborate closely with oral health staff from the Sudbury and District Health Unit and monitor information from other public health authorities to stay abreast of developments and communicate any new developments or emerging trends to Council.

Relationship to Corporate Strategic Plan

Providing fluoridated drinking water supports the 'Quality of Life and Place' pillar of the Corporate Strategic Plan by providing a program or service designed to improve the health and well-being of our youth, families and seniors.

Financial Implications

Adding fluoride to the water supply creates financial implications for both operating and capital budget areas.

Operationally, costs vary from year to year given the variability of production rates and maintenance requirements but range in the order of \$100,000 to \$120,000 annually. These costs include purchasing chemical, operational and maintenance labour, parts and materials, as well as medical surveillance for staff. Operational costs have been integrated into budget submissions.

Capital and asset management costs range to over \$2.5M over a multi-year period to provide funding for chemical feed room updates. Although some facilities have been updated, some of the older water supply facilities will require improvements to bring them to provincial standards established for such facilities (ie. mechanical ventilation and other support systems upgrades). Capital costs will be factored into future capital budget submissions and integrated into facility upgrade projects.

REPORT SUMMARY

This report provides information regarding the current state of fluoridation of CGS municipal water supplies including the financial implications of adding fluoride. The report also provides context on the public health benefits of fluoridation and fluoridation issues in other municipalities.

References

American Dental Association. (n.d.). *ADA Fluoridation Policy*. Retrieved 09 26, 2017, from American Dental Association: <http://www.ada.org/en/public-programs/advocating-for-the-public/fluoride-and-fluoridation/ada-fluoridation-policy>

Canadian Dental Association. (2012, 03). *CDA Position on Use of Fluorides in Caries Prevention*. Retrieved from Canadian Dental Association: https://www.cda-adc.ca/en/about/position_statements/fluoride/

Gasparini, C. (2011, 11 24). *Fluoridation of the city of Greater Sudbury's Public Water System*. Retrieved from Greater Sudbury Finance Committee:
<http://agendasonline.greatersudbury.ca/?pg=agenda&action=navigator&lang=en&id=440&itemid=4926>

King, A. (2011, 04 04). *Drinking Water Fluoridation*. Retrieved 10 02, 2017, from Ontario Ministry of Health and Long-Term Care: http://www.health.gov.on.ca/en/news/bulletin/2011/hb_20110404_2.aspx

King, A. (2011, 04 04). *Statement from Dr. Arlene King, Chief Medical Officer of Health for Ontario*. Retrieved from FluorideAlert.org: <http://fluoridealert.org/news/statement-from-dr-arlene-king-chief-medical-officer-of-health-for-ontario/>

Smith, J. (2016, 10 03). *Updated Review of Evidence on the Effectiveness and Safety of Community Water Fluoridation*. Retrieved from Region of Peel:
<http://www.peelregion.ca/council/subcomm/cwfc/2010s/2016/>

Sudbury District Health Unit. (2016, 02). *Water Fluoridation Toolkit*. Retrieved from
https://webcache.googleusercontent.com/search?q=cache:6y56sST_AJcJ:https://www.nbdental.com/fluoridation/assets/Water-Fluoridation-Toolkit-2016-02-EN.pdf+&cd=2&hl=en&ct=clnk&gl=ca

Presented To:	Operations Committee
Presented:	Monday, Nov 06, 2017
Report Date	Thursday, Oct 19, 2017
Type:	Managers' Reports

Request for Decision

Traffic Calming - 2017 Ranking

Resolution

Resolution # 1

THAT the City of Greater Sudbury approves the 2017 ranking list for traffic calming eligible roadways as outlined in the report entitled "Traffic Calming - 2017 Ranking" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on November 6, 2017.

Resolution # 2

THAT the City of Greater Sudbury directs staff to proceed with the next steps of the traffic calming process as per the recommendations outlined in the report entitled "Traffic Calming - 2017 Ranking" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on November 6, 2017.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

Each year the City of Greater Sudbury reviews various roads under the City's Traffic Calming Policy. This report will provide an overview of the City's Traffic Calming Policy, roads where the policy has been applied and the updated ranking for 2017.

Financial Implications

Recommendations of this report may be carried out with existing approved budget and staff complement.

Signed By

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Health Impact Review

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Recommended by the Department

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Recommended by the C.A.O.

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Traffic Calming – 2017 Ranking

The City's Traffic and Transportation Engineering Section receives numerous requests each year to install traffic calming measures such as speed humps and traffic circles to reduce speeding and improve safety on its roadways. In February, 2008, the City of Greater Sudbury retained IBI Group to develop a Traffic Calming Policy to aid staff in evaluating requests and the application of traffic calming devices. This policy was permanently adopted by City Council on May 12, 2010.

What is Traffic Calming?

The Institute of Transportation Engineering defines traffic calming as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non motorized street users”.

Traffic Calming Warrant

The City's traffic calming warrant is based upon the review of the best practices of 24 jurisdictions throughout North America. In addition, public input was solicited through surveys posted on the City's website and at the Citizen Services Centres. Two (2) stakeholder workshops were also held with City departments and agencies including City Councillors, Police, Fire, EMS, Planning, Roads and Engineering.

The traffic calming warrant consists of an initial screening where a combination of requirements must be met for a site to be eligible for traffic calming. The threshold criteria and screening process can be found in the attached Exhibits “A” and “B”.

Sites that pass the initial screening are then ranked against each other using a weighted point criteria based on the classification of the road. Each eligible site is awarded points based on its score for each factor, with a maximum score of 100 points. A score of 30 points has been established as a minimum threshold to qualify for traffic calming consideration. The scoring criteria for local and collector roads are outlined in the attached Exhibit "C".

Initial Screening and Ranking of City of Greater Sudbury Roads

Over the past year, residents requested four (4) locations to be evaluated for traffic calming. All four (4) locations did not meet the minimum criteria. See Exhibit “D” for the list of road segments which did not qualify.

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Overall the initial screening process has been completed for 272 road segments on 169 different roads. Of the 272 road segments reviewed, 32 qualified for the ranking process and scored more than 30 points. As part of the final ranking process, any abutting road segments that scored greater than 30 points were combined into one (1) segment and assigned the highest score, resulting in a total of 29 roadways.

Final Ranking

As indicated in the attached Exhibit “E”, a total of 29 roadways qualify for traffic calming. Depending on the calming devices chosen and the length of the project, the City's Annual traffic calming of \$175,000 should be enough to complete one major roadway, similar in size to Southview Drive or Attlee Avenue, or a couple of smaller projects per year.

In addition to the eligible roadways, Exhibit “E” shows the project length and indicates whether the road is a transit route or primary emergency services route. It is noted that the cost estimates may vary greatly depending on the devices preferred by the residents. For example, on a 1 km road, you could paint bike lanes for \$10,000 or construct physical devices for \$150,000. Also, roadways that are not transit routes or primary emergency service routes qualify for vertical traffic calming measures such as speed humps. Speed humps are not only effective in reducing vehicle speed but are also less expensive to construct than many other calming devices.

Also, roadways that are eligible for traffic calming and are part of the Road Capital Program will have recommended traffic calming devices incorporated as part of the design and construction. Kathleen Street is an example of where traffic calming was incorporated as part of the capital contract.

Projects

Since 2010, staff has initialized several traffic calming projects throughout the City, some of which were standalone projects and others which were part of the Capital Road Program. The April 2016 report entitled [Traffic Calming – 2015 Ranking](#) contains more information on completed projects.

Ongoing Projects

Traffic calming measures are being implemented on Southview Drive as part of the 2017 Road Capital Program. New traffic calming measures include five (5) asphalt humps, two (2) pedestrian crossovers and a bike route with edge lines. The July 2017 report [Southview Traffic Calming Update](#) contains a history of traffic calming on Southview Drive and how the new traffic calming plan was created.

Future Projects

As shown on Exhibit “E”, Auger Avenue is tied for first on the traffic calming ranking. In addition, Auger Avenue is tentatively scheduled for rehabilitation in 2019. Staff will begin the public consultation process for Auger Avenue during the first quarter of 2018.

York Street has also been tentatively scheduled for rehabilitation in 2019. Since York Street ranks fifth on the traffic calming ranking, staff will also begin the public consultation process for York Street during the first quarter of 2018.

Recommendations

As indicated in the Traffic Calming Policy, approval is required for a project or series of projects prior to initiating the public support component. Staff recommends that the list ranking the eligible roadways be approved. Based on approved budget limitations, staff will initiate the public support component in the order the roadways are ranked. However, some similar projects may be selected out of order to fully utilize the available capital budget.

Many roads which did not pass the initial screening for traffic calming had 85th percentile speeds that exceeded the posted speed. City staff will compile a list of these roadways and forward it to Greater Sudbury Police Services to be considered for speed enforcement campaigns.

Resources Cited

Canadian Institute of Transportation Engineers and Transportation Association of Canada,
Canadian Guide to Neighbourhood Traffic Calming, 1998

City of Greater Sudbury, *Traffic Calming Policy*, Accessed online:

<http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=1993.pdf>

EXHIBIT: A

Traffic Calming Criteria

Criteria	Threshold		Notes
	Local Road	Collector/Tertiary Arterial	
Grade	< 8%		If the grade is equal to or greater than 8%, traffic calming is not permitted
Collision History	≥ 6	≥ 12	Number of collisions within the last three years involving vulnerable road users and/or which may be potentially corrected by traffic calming measures.
Volume	≥ 900	≥ 3,000 vpd (Collector) ≥ 5,000 vpd (Tertiary Arterial)	Two-way AADT Volumes
Speeds	≥ posted speed limit		85 th percentile speed
Non-Local Traffic	≥ 30%		'Cut-through traffic'

EXHIBIT: B

Screening Process

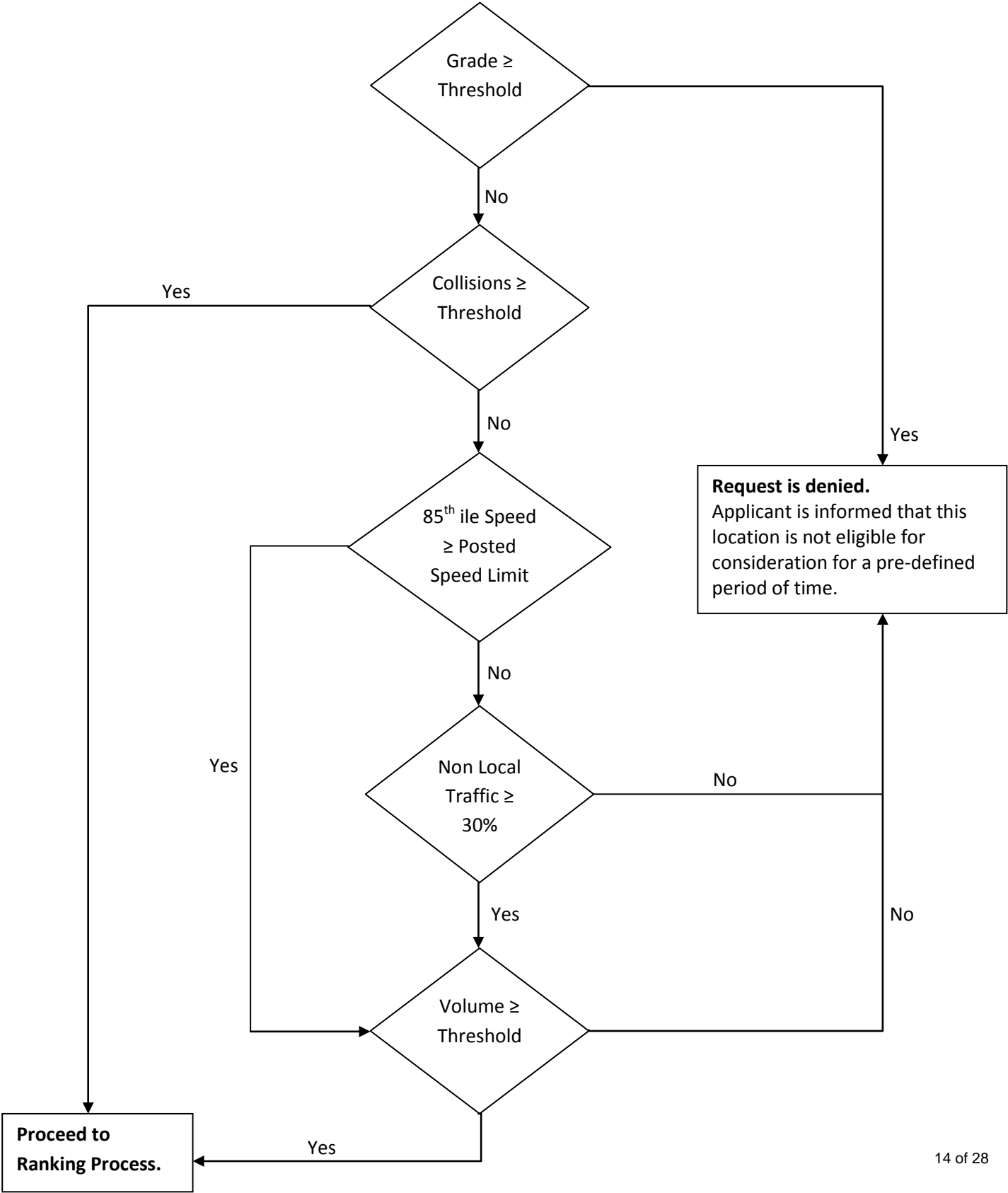


EXHIBIT: C

Scoring Criteria

Local Roads

Factor	Point Criteria	Maximum Points
Collision History	4 points for each qualifying collision in the past three years	20
Traffic Speeds	1 point for each km/h above posted speed limit	15
Non-Local Traffic	3 points for each 10% of non-local traffic above 20% (maximum reached at 60% non-local traffic)	15
Traffic Volumes	1 point for each 50 vehicles above 900	20
Pedestrian Generators	5 points for each school or park within the study area (other Pedestrian Generators may be defined by City staff)	10
Pedestrian Facilities	5 points if there are no sidewalks in the study area	5
Emergency Services and Routes	- 4 points if the study area is a primary Emergency Services route	0
Transit Services and Routes	- 2 points if the study is an existing or planned transit route	0
Block Length	1 point for each 50 metre increment between stop-controlled points	10
Adjacent Land Uses (residential)	1 point for each 20% of residential land use	5
		100

Collector and Tertiary Arterial Roads

Factor	Point Criteria	Maximum Points
Collision History	3 points for each qualifying collision in the past three years	15
Traffic Speeds	1 point for each km/h above posted speed limit	20
Non-Local Traffic	2 points for each 10% of non-local traffic above 20% (maximum reached at 60% non-local traffic)	10
Traffic Volumes	1 point for each 100 vehicles above 3,000 for Collector roads and 5,000 for Tertiary Arterials	20
Pedestrian Generators	5 points for each school or park within the study area (other Pedestrian Generators may be defined by City staff)	10
Pedestrian Facilities	10 points if there are no sidewalks in the study area, 5 if only on one side	10
Emergency Services and Routes	- 6 points if the study area is a primary Emergency Services route	0
Transit Services and Routes	- 4 points if the study is an existing or planned transit route	0
Block Length	1 point for each 50 metre increment between stop-controlled points	10
Adjacent Land Uses (residential)	1 point for each 20% of residential land use	5
		100

EXHIBIT: D

Road Segments Evaluated between 2016-2017 Which Do Not Qualify for Traffic Calming

Street	From	To	Reason
Fleetwood Drive	Notre Dame Avenue	Country Club Drive	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Wembley Drive	Connaught Avenue	Wellington Heights	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Wembley Drive	Wellington Heights	Killarney Avenue	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
White Avenue	Thompson Street	Ethelbert Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements

EXHIBIT: E

Traffic Calming Final Street Ranking - 2017

Rank	Location	Score	Length (m)	Transit or ES Route?
1	Auger Avenue (LaSalle Boulevard to Gemmell Street)	74.2	1000	Yes
1	Riverside Drive (Regent Street to Broadway Street)	74.2	960	Yes
3	Michelle Drive (Municipal Road 80 to Ivan Street)	71.6	1100	Yes
4	Brenda Drive (Moonrock Avenue to St Charles Lake Road)	69.8	1300	No
5	York Street (Courtney Hill to Paris Street)	65.0	640	Yes
6	Lansing Avenue (LaSalle Boulevard to Maley Drive)	63.4	1750	Yes
7	Grandview Boulevard (Montrose Avenue to Wedgewood Drive)	63.1	290	Yes
8	Kelly Lake Road (Southview Drive to Copper Street)	59.3	490	Yes
9	Hawthorne Drive (Barry Downe Road to Auger Avenue)	54.3	860	Yes
10	Arnold Street (Barbara Street to 400 m West of Skyward Drive)	51.4	515	Yes
11	Demarais Road (Municipal Road 80 to Talon Street)	51.2	647	No
12	Morin Avenue (Dell Street to Tedman Avenue)	50.5	460	Yes
13	Balsam Street (Garrow Road to Nickel Street (East Leg))	49.1	1200	Yes
14	Hawthorne Drive (Auger Avenue to Claudia Court (East Leg))	48.2	300	No
15	Meehan Street (Dennie Street to Coulson Street)	47.4	330	No
16	Valleyview Road (Municipal Road 80 to L'Horizon Secondary School)	47.0	180	No
17	Dublin Street (Attlee Avenue to Arthur Street)	46.5	540	No
18	Cote Avenue (Highway 144 to Hill Street), Chelmsford	44.8	450	No
19	Whittaker Street (Douglas Street to Haig Street)	43.3	365	Yes
20	Hillcrest Drive (Brian Street to Mikkola Road)	42.0	710	Yes
21	Beaumont Avenue (Woodbine Avenue to Moss Street)	41.6	180	Yes
22	Second Avenue (Highway 17 to Government Road), Coniston	39.8	940	Yes
23	Gemmell Street (Attlee Avenue to Downland Avenue)	39.2	200	No
24	Edward Avenue (Highway 144 to Falcon Street)	37.3	570	Yes
25	Woodbine Avenue (Agincourt Avenue to Roy Avenue)	37.1	450	Yes
26	Greenbriar Drive (Scarlett Road to Highgate Road)	36.7	160	Yes
27	Mackenzie Street (Baker Street to Elgin Street)	35.6	380	Yes
28	Loach's Road (Oriole Drive to Cerilli Crescent)	32.6	660	Yes
29	Stonegate Drive (Beatrice Crescent to Attlee Avenue)	31.7	250	No

Presented To:	Operations Committee
Presented:	Monday, Nov 06, 2017
Report Date	Tuesday, Oct 17, 2017
Type:	Managers' Reports

Request for Decision

2018 Pedestrian Crossover Program Update

Resolution

Resolution #1

THAT the City of Greater Sudbury implements a pedestrian crossover on Algonquin Road at Tuscany Trail and prohibits parking and stopping within 30 metres of the pedestrian crossover to be installed, as outlined in the report entitled "2018 Pedestrian Crossover Program Update" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on November 6, 2017.

Resolution #2

THAT the City of Greater Sudbury implements a pedestrian crossover on Walford Road at Ramsey View Court and prohibits parking and stopping within 30 metres of the pedestrian crossover to be installed, as outlined in the report entitled "2018 Pedestrian Crossover Program Update" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on November 6, 2017.

Resolution #3

THAT the City of Greater Sudbury implements a pedestrian crossover on Westmount Avenue at William Street and prohibits parking and stopping within 30 metres of the pedestrian crossover to be installed, as outlined in the report entitled "2018 Pedestrian Crossover Program Update" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on November 6, 2017.

Resolution #4

THAT the City of Greater Sudbury implements a pedestrian crossover on York Street at the York Street Playground and prohibits parking and stopping within 30 metres of the pedestrian crossover to be installed, as outlined in the report entitled "2018 Pedestrian Crossover Program Update" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on

Signed By

Report Prepared By

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Health Impact Review

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Recommended by the Department

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Recommended by the C.A.O.

Ed Archer
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November 6, 2017.

Resolution #5

THAT the City of Greater Sudbury prepares a by-law to amend Traffic and Parking By-Law 2010-1 to implement the recommended changes, as outlined in the report entitled "2018 Pedestrian Crossover Program Update" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on November 6, 2017.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to "providing quality multimodal transportation alternatives for roads, transit, trails, paths, sidewalks and connecting neighborhoods and communities within Greater Sudbury" which is identified in the Strategic Plan under the key pillar of Sustainable Infrastructure.

Report Summary

This report presents an update on the City of Greater Sudbury Pedestrian Crossover Program, including information on monitoring and compliance of those pedestrian crossovers installed in previous years. This report also seeks approval of locations proposed for new pedestrian crossovers to be installed in 2018.

Financial Implications

The estimated cost to implement the recommended pedestrian crossovers for 2018 is \$200,000. New crossovers will be funded from the approved Roads Capital Budget through the Traffic Systems Improvements existing budget.

2018 Pedestrian Crossover Program Update

In May 2016, a report entitled "[Pedestrian Crossover Facilities](#)" was presented to Operations Committee providing an overview of this new tool and recommending that an annual report prioritizing the installation of pedestrian crossovers (PXOs) based on existing and anticipated pedestrian volumes be presented to the Committee. This report has been prepared to fulfill that commitment.

In July 2017, the first annual [Pedestrian Crossover Program Update](#) report was presented to the Operations Committee highlighting new crossovers to be installed, as well as reporting on monitoring and compliance of previously installed PXOs. As part of that report, staff committed to bring forward future reports to highlight results of analysis conducted to determine whether pedestrian crossovers requested by members of the public were warranted. The 2018 update is also being presented at this time, so that potential new pedestrian crossover locations that were evaluated over the summer of 2017 can be approved and installed in 2018.

Monitoring Program Update:

When the Pedestrian Crossover Program for the City was initially developed in 2016, an approach to monitor the success of the program was also planned to ensure the PXOs are achieving their objective of improving pedestrian safety in Greater Sudbury. In July 2017, the [first annual report](#) was presented to Operations Committee highlighting findings from studies of three PXOs, including Brady Street at Shaughnessy Street, Barry Downe Road at Woodbine Avenue and Elm Street at the Transit Terminal.

To determine additional impacts that the PXO program has had, studies of both pedestrians and motorists were completed at some of the previously-installed locations as identified in Table 1.

Table 1. Locations and Types of Pedestrian Crossovers Monitored for Pedestrian and Motorist Compliance in 2017

Location	PXO Type
Bond Street, 25 m East of Murray Street	D
Elgin Street and Nelson Street	D
Elgin Street and Shaughnessy Street	D
LaSalle Boulevard and Barry Downe Road, Eastbound Right Turn Lane	D Channelized
LaSalle Boulevard and Barry Downe Road, Northbound Right Turn Lane	D Channelized
Municipal Road 24, 30 m South of Jacobson Drive	B

.../2

Analysis presented within this report is based on observations and data collected from these six pedestrian crossovers.

Motorist Compliance:

To measure motorist compliance, traffic cameras were used to record pedestrian and motorist movements at the various PXOs. To determine motorist compliance, staff were specifically looking for two behaviours: 1) did the approaching motorist stop when a pedestrian was present at the side of the road and 2) did the motorist remain stopped until the pedestrian had completely left the roadway.

Motorist compliance for the PXOs observed as part of this report was variable (Figure 1).

It is possible that the type of PXO installed at a crossing has an impact on motorist compliance, with Type D PXOs exhibiting lower than expected compliance at present. Type D PXOs are designed with 'Stop for Pedestrians' signs on both sides of the ladder crosswalk markings and also have yield bars to indicate where vehicles and bicycles must stop. Type C and Type B PXOs both have flashing beacons to supplement the signage and pavement markings which may potentially have an impact on motorist compliance.

The Bond Street crossing as well as the Elgin Street crossings at Nelson Street and at Shaughnessy Street, appear to have low motorist compliance, however a closer look at the data suggests this may be the result of the low volume of potential conflicts between pedestrians and motorists observed during the study. The vast majority of pedestrians approaching the PXOs were able to make a safe crossing without any conflicts with motor vehicles. Similarly the majority of vehicles travelling in these two corridors were able to go through the PXO without a pedestrian present. In the instances where there was a pedestrian waiting to cross at the PXO, the approaching vehicles did not typically stop.

Motorist compliance was near perfect at the two Type D channelized PXOs at the intersection of Barry Downe Road and LaSalle Boulevard that were monitored as part of this study. Compliance levels are believed to be high due to the fact that motorists are already beginning to slow down on an approach to a channelized turn.

The Type B PXO installed on Main Street in Lively has witnessed relatively high motorist compliance. Again, this type of PXO is installed with flashing beacons, which signal more strongly to motorists that stopping for a pedestrian waiting to cross the road is required.

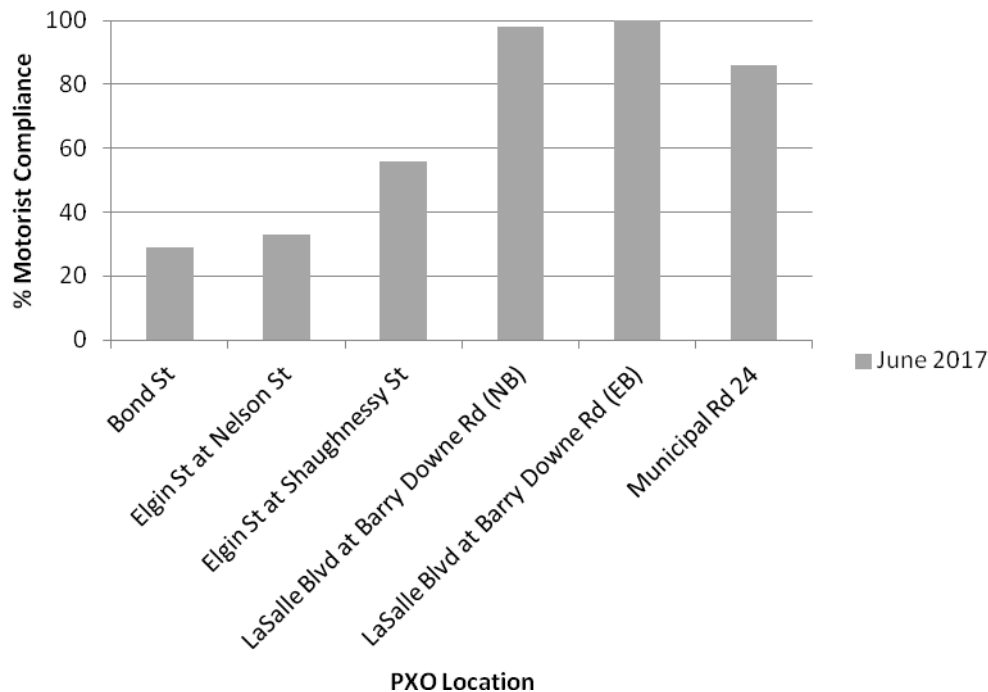


Figure 1. Percentage of motorists at each PXO Location who stopped at the appropriate time to allow pedestrians to cross the road

Pedestrian Compliance and Use:

Pedestrian compliance is somewhat more difficult to determine, as per the *Highway Traffic Act*, the presence of the 'Stop for Pedestrians' signs are all that is required for motorists to have to stop to allow pedestrians to cross the road. In addition, when flashing beacons are present at the PXO, pedestrians are not required to activate them prior to crossing. Rather, they are required to enter the road only when there would be adequate time for an approaching vehicle to stop. The flashing beacons are a supplemental device which helps draw the attention of motorists that a pedestrian is waiting to cross the road.

Table 2 illustrates pedestrian compliance for the six crossings that were studied. Pedestrians were considered to be in compliance if they waited for the vehicles to stop prior to entering the roadway and if they remained within the ladder crosswalk markings for the entirety of their crossing. The percentages represent the proportion of pedestrians who followed these rules out of the ones who could have followed these rules.

Although it has been less than a year since the initial installation of PXOs, it is important to note that no pedestrian collisions have been reported within any of the installed pedestrian crossovers.

Table 2: Locations and Types of Pedestrian Crossovers Monitored for Pedestrian and Motorist Compliance in 2017

Location	Percent Pedestrian Compliance (%)	PXO Type
Bond Street, 25 m East of Murray Street	100	D
Elgin Street and Nelson Street	66	D
Elgin Street and Shaughnessy Street	70	D
LaSalle Boulevard and Barry Downe Road, Eastbound Right Turn Lane	98	D Channelized
LaSalle Boulevard and Barry Downe Road, Northbound Right Turn Lane	100	D Channelized
Municipal Road 24, 30 m South of Jacobson Drive	84	B

Pedestrian Volumes:

While volumes have changed since the initial traffic counts conducted in May 2016, the results are inconclusive (Table 3). Staff will continue to monitor pedestrian volumes to determine if there are trends over the longer term, and will report back in future years on any findings.

Table 3: 2016 and 2017, 8-hr Pedestrian Volume Count Results

Location	May 2016 Pedestrian Volume (8-hr)	June 2017 Pedestrian Volume (8-hr)	% Change
Bond Street, 25 m East of Murray Street	105	106	0%
Elgin Street and Nelson Street	117	156	33%
Elgin Street and Shaughnessy Street	186	118	-37%
LaSalle Boulevard and Barry Downe Road, Eastbound Right Turn Lane	183	260	42%
LaSalle Boulevard and Barry Downe Road, Northbound Right Turn Lane	137	123	-10%
Municipal Road 24, 30 m South of Jacobson Drive	32	22	-31%

2018 Pedestrian Crossover Locations:

In 2017, staff received 22 requests for pedestrian crossovers to be installed throughout the community. Staff proceeded to complete the warrant process for these requested crossings to determine whether they met the guidelines outlined in Book 15 of the Ontario Traffic Manual. Analysis concluded that four (4) of the requested PXOs are warranted and staff recommend implementation of PXOs at the following locations in 2018:

Algonquin Road at Tuscany Trail

A community meeting was held in the area of Algonquin Road in early 2017, where residents expressed concern regarding traffic speeds and safe crossings of Algonquin Road in the vicinity of Algonquin Public School. A Type D PXO is recommended to be installed on Algonquin Road at Tuscany Trail, to enable pedestrians to cross Algonquin Road at a controlled location other than at the intersection of Algonquin Road and Countryside Drive.

Walford Road at Ramsey View Court

There are two schools in the vicinity of the intersection of Walford Road at Ramsey View Court. During the before and after school hours, a crossing guard is present to ensure vehicular traffic stops to provide safe crossing opportunities for the students and other pedestrians in the area. As part of the study of this intersection, it was determined that a sufficient number of crossings take place outside of the hours when the crossing guard is present, therefore it is recommended that a Type B PXO be installed at this intersection.

Westmount Avenue at William Street

A Type B PXO is warranted to facilitate mid-block crossings of Westmount Avenue at William Street. With a densely populated residential area and retirement residence situated to the north of Westmount Avenue and with commercial establishments located to the south, pedestrians are frequently crossing mid-block. Traffic counts conducted for the PXO warrant determined that the majority of pedestrians crossing in this area are seniors. Providing this controlled mid-block crossing will enable pedestrians to take the shortest route to their destinations, thereby further encouraging more active travel in the neighbourhood.

York Street at York Street Playground

In 2017, staff received a number of requests from residents in the vicinity of the York Street Playground to investigate an opportunity to provide a controlled mid-block crossing of York Street. Staff completed traffic counts and sightline analysis and have concluded that a PXO Type D crossing is warranted and can be safely installed. The PXO will enable pedestrians south of York Street to access the York Street Playground and will provide residents to the north with access to the sidewalk on the south side of York Street.

Table 2: Pedestrian Crossings which Qualify for a Pedestrian Crossover

Intersection	Pedestrian Volume	Vehicular Volume	Raised Refuge	Number of Lanes	Type
Algonquin Road at Tuscan Trail	157	2448	No	2	D
Walford Road at Ramsey View Court	207	5445	No	3	B
Westmount Avenue at William Street	146	3988	No	3	B
York Street at York Street Playground	103	3680	No	2	D

New PXO Requests:

Requests for pedestrian crossings received since implementation of the initial program launch continue to be reviewed by staff on an ongoing basis. Staff regularly conduct sight line analyses and complete traffic counts to determine if PXOs are warranted at any of the requested locations. Staff will continue to bring forward an annual update report which will outline any additional warranted pedestrian crossovers.

Next Steps:

The addition of PXOs to the municipal infrastructure toolbox has provided a lower cost option to create controlled pedestrian crossings at locations where pedestrians desire to cross. By continuing to expand the PXO program, pedestrian access and movement will continue to be prioritized which ultimately enhances pedestrian safety and enables a healthier lifestyle for Greater Sudbury residents.

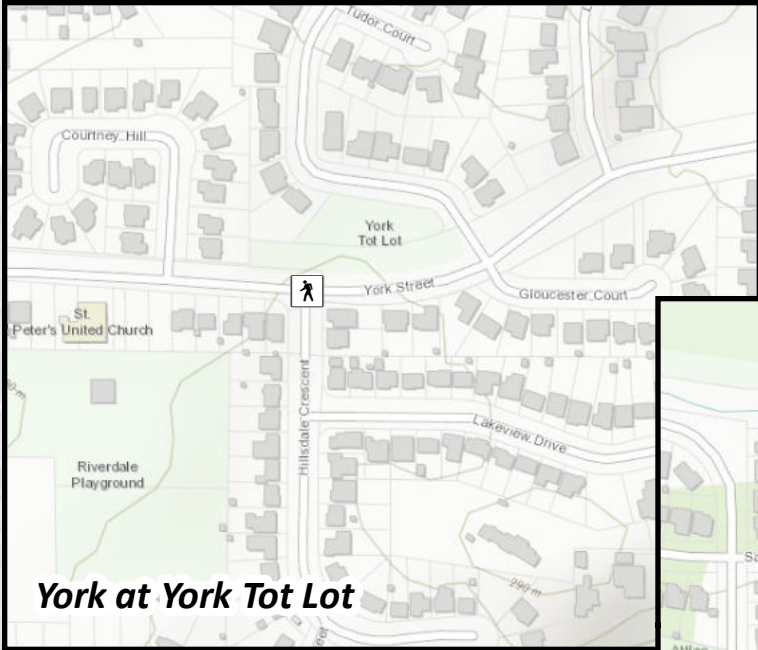
In an effort to improve compliance at Type D PXOs, staff are collaborating with other municipalities to exchange compliance data, efforts and ideas for additional measures and education opportunities to be explored. In 2018, staff will investigate further opportunities to receive feedback from both motorists and pedestrians on their experiences with PXOs, which may include an online survey of the public.

Staff will continue to work with Corporate Communications and Greater Sudbury Police Services to develop public communication materials to inform drivers and pedestrians of new locations for the pedestrian crossovers and to continue to educate all road users on their proper use.

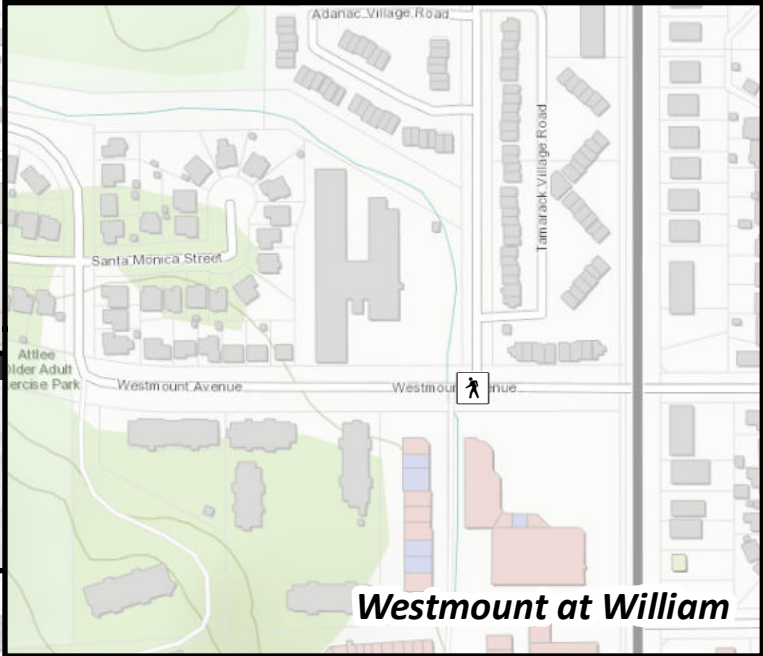
Resources Cited:

Ontario Traffic Manual, *Book 15 Pedestrian Crossing Facilities*, 2016

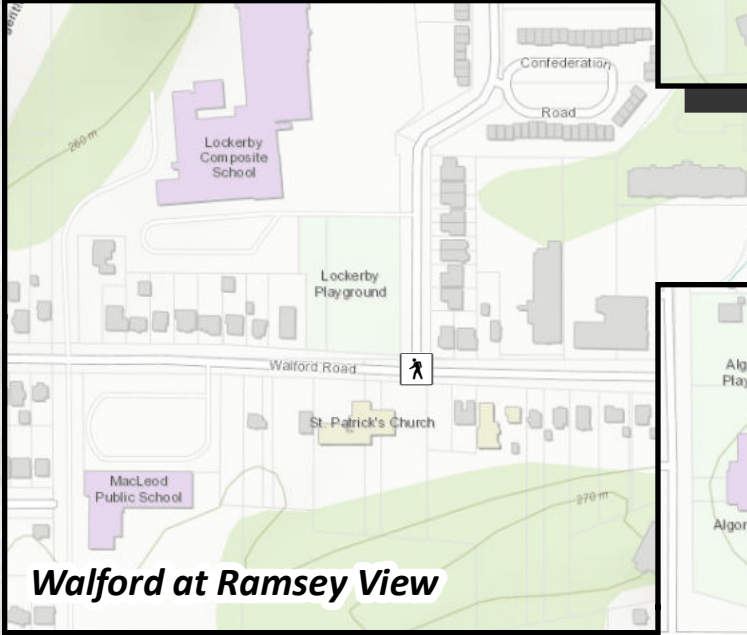
EXHIBIT A



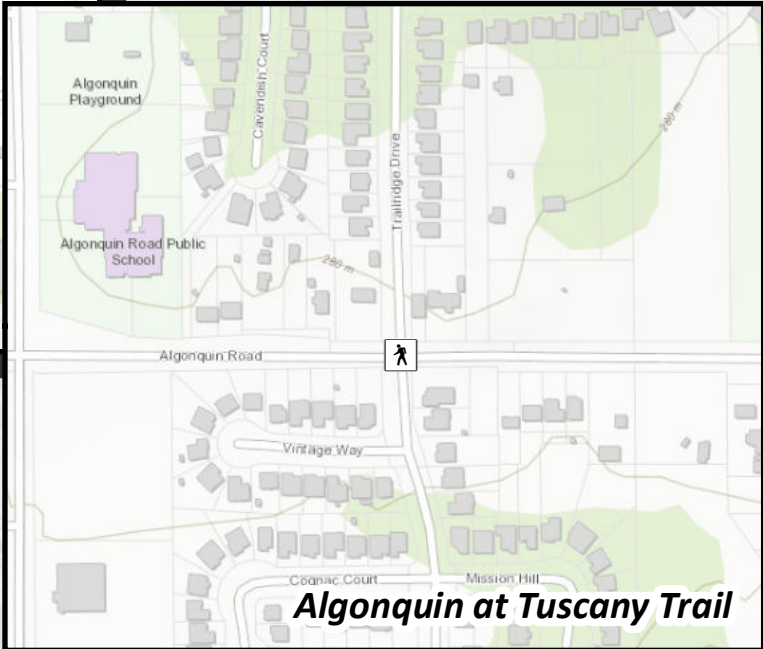
York at York Tot Lot



Westmount at William



Walford at Ramsey View



Algonquin at Tuscany Trail

2018 Pedestrian Crossover Program Update

October 17, 2017



City of Greater Sudbury Charter

WHEREAS Municipalities are governed by the Ontario Municipal Act, 2001;

AND WHEREAS the City of Greater Sudbury has established Vision, Mission and Values that give direction to staff and City Councillors;

AND WHEREAS City Council and its associated boards are guided by a Code of Ethics, as outlined in Appendix B of the City of Greater Sudbury's Procedure Bylaw, most recently updated in 2011;

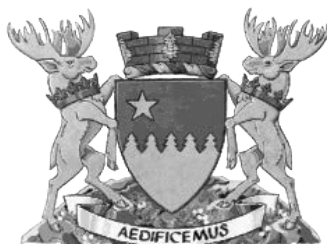
AND WHEREAS the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

THEREFORE BE IT RESOLVED THAT Council for the City of Greater Sudbury approves, adopts and signs the following City of Greater Sudbury Charter to complement these guiding principles:

As Members of Council, we hereby acknowledge the privilege to be elected to the City of Greater Sudbury Council for the 2014-2018 term of office. During this time, we pledge to always represent the citizens and to work together always in the interest of the City of Greater Sudbury.

Accordingly, we commit to:

- Perform our roles, as defined in the Ontario Municipal Act (2001), the City's bylaws and City policies;
- Act with transparency, openness, accountability and dedication to our citizens, consistent with the City's Vision, Mission and Values and the City official motto;
- Follow the Code of Ethical Conduct for Members of Council, and all City policies that apply to Members of Council;
- Act today in the interest of tomorrow, by being responsible stewards of the City, including its finances, assets, services, public places, and the natural environment;
- Manage the resources in our trust efficiently, prudently, responsibly and to the best of our ability;
- Build a climate of trust, openness and transparency that sets a standard for all the City's goals and objectives;
- Always act with respect for all Council and for all persons who come before us;
- Ensure citizen engagement is encouraged and promoted;
- Advocate for economic development, encouraging innovation, productivity and job creation;
- Inspire cultural growth by promoting sports, film, the arts, music, theatre and architectural excellence;
- Respect our historical and natural heritage by protecting and preserving important buildings, landmarks, landscapes, lakes and water bodies;
- Promote unity through diversity as a characteristic of Greater Sudbury citizenship;
- Become civic and regional leaders by encouraging the sharing of ideas, knowledge and experience;
- Work towards achieving the best possible quality of life and standard of living for all Greater Sudbury residents;



Charte de la Ville du Grand Sudbury

ATTENDU QUE les municipalités sont régies par la Loi de 2001 sur les municipalités (Ontario);

ATTENDU QUE la Ville du Grand Sudbury a élaboré une vision, une mission et des valeurs qui guident le personnel et les conseillers municipaux;

ATTENDU QUE le Conseil municipal et ses conseils sont guidés par un code d'éthique, comme l'indique l'annexe B du Règlement de procédure de la Ville du Grand Sudbury dont la dernière version date de 2011;

ATTENDU QUE la devise officielle de la Ville du Grand Sudbury, « Ensemble, bâtissons notre avenir », a été choisie afin de célébrer la diversité de notre municipalité ainsi que d'inspirer un effort collectif et l'inclusion;

QU'IL SOIT RÉSOLU QUE le Conseil de la Ville du Grand Sudbury approuve et adopte la charte suivante de la Ville du Grand Sudbury, qui sert de complément à ces principes directeurs, et qu'il y appose sa signature:

À titre de membres du Conseil, nous reconnaissons par la présente le privilège d'être élus au Conseil du Grand Sudbury pour le mandat de 2014-2018. Durant cette période, nous promettons de toujours représenter les citoyens et de travailler ensemble, sans cesse dans l'intérêt de la Ville du Grand Sudbury.

Par conséquent, nous nous engageons à :

- assumer nos rôles tels qu'ils sont définis dans la Loi de 2001 sur les municipalités, les règlements et les politiques de la Ville;
- faire preuve de transparence, d'ouverture, de responsabilité et de dévouement envers les citoyens, conformément à la vision, à la mission et aux valeurs ainsi qu'à la devise officielle de la municipalité;
- suivre le Code d'éthique des membres du Conseil et toutes les politiques de la municipalité qui s'appliquent à eux;
- agir aujourd'hui pour demain en étant des intendants responsables de la municipalité, y compris de ses finances, biens, services, endroits publics et du milieu naturel;
- gérer les ressources qui nous sont confiées de façon efficiente, prudente, responsable et de notre mieux;
- créer un climat de confiance, d'ouverture et de transparence qui établit une norme pour tous les objectifs de la municipalité;
- agir sans cesse en respectant tous les membres du Conseil et les gens se présentant devant eux;
- veiller à ce qu'on encourage et favorise l'engagement des citoyens;
- plaider pour le développement économique, à encourager l'innovation, la productivité et la création d'emplois;
- être une source d'inspiration pour la croissance culturelle en faisant la promotion de l'excellence dans les domaines du sport, du cinéma, des arts, de la musique, du théâtre et de l'architecture;
- respecter notre patrimoine historique et naturel en protégeant et en préservant les édifices, les lieux d'intérêt, les paysages, les lacs et les plans d'eau d'importance;
- favoriser l'unité par la diversité en tant que caractéristique de la citoyenneté au Grand Sudbury;
- devenir des chefs de file municipaux et régionaux en favorisant les échanges d'idées, de connaissances et concernant l'expérience;
- viser l'atteinte de la meilleure qualité et du meilleur niveau de vie possible pour tous les résidents du Grand Sudbury.