



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, October 23, 2017
Tom Davies Square

COUNCILLOR ROBERT KIRWAN, CHAIR

Evelyn Dutrisac, Vice-Chair

3:00 p.m. OPERATIONS COMMITTEE MEETING
COMMITTEE ROOM C-11

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DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

PRESENTATIONS

1. Report dated October 4, 2017 from the General Manager of Growth and Infrastructure regarding 2017 Cycling Infrastructure Update. **4 - 15**
(ELECTRONIC PRESENTATION) (RESOLUTION PREPARED)

- Marisa Talarico, Active Transportation Coordinator, Roads and Transportation - Traffic

(This report highlights cycling infrastructure improvements completed in 2017 and outlines recommended amendments to the Traffic and Parking By-Law 2010-1 to enable the designation of newly constructed cycling infrastructure.)

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 3, 2017 from the General Manager of Growth and Infrastructure regarding Ice Blading Operations. **16 - 21**
(FOR INFORMATION ONLY)

(This report describes the ice blading operation utilized by the City of Greater Sudbury and includes a business case outlining the cost for consistent removal of large ice debris that may be deposited in driveway entrances as a result of this operation, to be included as part of the 2018 budget deliberations.)

REGULAR AGENDA

MANAGERS' REPORTS

- R-1. Report dated October 3, 2017 from the General Manager of Growth and Infrastructure regarding Second Avenue By-Law Amendments. **22 - 26**
(RESOLUTION PREPARED)

(The report provides information regarding the City's ongoing Capital road construction project, new traffic signals have been installed at the intersections of Second Avenue and Scarlett Drive and Second Avenue and Kenwood Drive. The newly constructed roadway design for Second Avenue incorporates a two-way center left turn lane and cycling facilities on both sides of the road between Donna Drive and Kenwood Drive.)

- R-2. Report dated October 4, 2017 from the General Manager of Growth and Infrastructure regarding One-Way Street and Parking Restrictions - Lagace Street, Sudbury. **27 - 30**
(RESOLUTION PREPARED)

(The Roads and Transportation Services Division received a request to restrict parking and to restrict traffic flow to one way on Lagace Street. The report provides information and a recommendation for consideration.)

- R-3. Report dated October 4, 2017 from the General Manager of Growth and Infrastructure regarding Parking Restrictions - Hillcrest Drive, Walden. **31 - 34**
(RESOLUTION PREPARED)

(Roads and Transportation staff received a request from area residents to remove the parking restrictions on Hillcrest Drive in Lively. Staff completed a review of the roadway to see if removing the parking restrictions could be achieved without having any impact on the traffic safety.)

- R-4. Report dated October 4, 2017 from the General Manager of Growth and Infrastructure regarding Parking Restrictions - Ridgemount Avenue, Sudbury. **35 - 37**
(RESOLUTION PREPARED)

(Roads and Transportation staff received a request from a resident of Ridgemount Avenue asking that the sight lines be reviewed for on-street parking in the area of the hill. This report will recommend appropriate parking restrictions for Ridgemount Avenue.)

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD AND ANNOUNCEMENTS

NOTICES OF MOTION

ADJOURNMENT

Request for Decision

2017 Cycling Infrastructure Update

Presented To: Operations Committee

Presented: Monday, Oct 23, 2017

Report Date Wednesday, Oct 04, 2017

Type: Presentations

Resolution

Resolution #1:

THAT the City of Greater Sudbury designates the 1st lane from the north curb of Municipal Road 15, from Martin Rd to 425 m west of Martin Rd, as a cycling facility (Bike Lane), as outlined in the report entitled "2017 Cycling Infrastructure Update" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #2:

THAT the City of Greater Sudbury designates the 1st lane from the south curb of Municipal Road 15, from Martin Rd to 425 m west of Martin Rd, as a cycling facility (Bike Lane), as outlined in the report entitled "2017 Cycling Infrastructure Update" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #3:

THAT the City of Greater Sudbury designates the 2nd lane from the south curb of Westmount Avenue, from 50 m west of Barry Downe Road to Barry Downe Road, as a cycling facility (Bike Lane), as outlined in the report entitled "2017 Cycling Infrastructure Update" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #4:

THAT the City of Greater Sudbury designates the boulevard on the west side of Paris St from York St to Ramsey Lake Rd as a cycling facility (Cycle Track), as outlined in the report entitled "2017 Cycling Infrastructure Update" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #5:

Signed By

Report Prepared By

Marisa Talarico
Active Transportation Coordinator
Digitally Signed Oct 4, 17

Manager Review

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Oct 4, 17

Division Review

Stephen Holmes
Acting Director of Infrastructure Capital
Planning
Digitally Signed Oct 4, 17

Financial Implications

Liisa Brule
Coordinator of Budgets
Digitally Signed Oct 4, 17

Recommended by the Department

Tony Cecutti
General Manager of Growth and
Infrastructure
Digitally Signed Oct 4, 17

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Oct 11, 17

THAT the City of Greater Sudbury designates the multi-use path on the west side of Paris St from Ramsey Lake Rd to Centennial Dr as a cycling facility, as outlined in the report entitled “2017 Cycling Infrastructure Update” from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #6:

THAT the City of Greater Sudbury designates the boulevard on the west side of Paris St from Centennial Dr to Walford Rd as a cycling facility (Cycle Track), as outlined in the report entitled “2017 Cycling Infrastructure Update” from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #7:

THAT the City of Greater Sudbury designates the boulevard on the east side of Paris St from Ramsey Lake Rd to Walford Rd as a cycling facility (Cycle Track), as outlined in the report entitled “2017 Cycling Infrastructure Update” from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #8:

THAT a by-law be prepared to amend Traffic and Parking By-law 2010-1 in the City of Greater Sudbury to implement the recommended changes, as outlined in the report entitled “2017 Cycling Infrastructure Update” from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Relationship to the Strategic Plan / Health Impact Assessment

Implementing recommendations of the Transportation Master Plan (TMP) by building new cycling infrastructure supports the achievement of priorities under the Sustainable Infrastructure pillar of the Strategic Plan. Providing quality multimodal transportation options to connect neighbourhoods and communities within Greater Sudbury will also assist in promoting a quality of life that attracts and retains youth and professionals in our community.

Report Summary

This report highlights cycling infrastructure improvements completed in 2017 and outlines recommended amendments to the Traffic and Parking By-Law 2010-1 to enable the designation of newly constructed cycling infrastructure.

Financial Implications

Capital and infrastructure improvement projects presented in this report are being completed within existing approved 2017 budget. Recommendations of this report may be carried out within existing approved budget and staff complement.

2017 Cycling Infrastructure Update

The City's Roads and Transportation Services Division is responsible for providing a transportation network that is safe and efficient for all road users. In 2016, Council adopted the Transportation Master Plan (TMP) which lays out a recommended network of cycling infrastructure and suggests phasing for implementation of this network. Following the recommendations in the TMP, cycling infrastructure has been incorporated into a number of capital projects delivered in 2017.

Cycling Facility Types:

The TMP recommends a variety of cycling facility types intended to provide staff with a toolbox of options to suit the different contexts throughout the community. These facility types generally include:

Paved Shoulders

A paved shoulder is a portion of a roadway which is contiguous with the travelled way, and is used to accommodate stopped vehicles, emergency use, pedestrians and cyclists as well as for lateral support of the pavement structure. A paved shoulder on a designated bike route provides separation between motorists and cyclists travelling in the same direction on roads with a rural cross section.

Signed Bike Route with Edgelines ('edgelines')

Signed-only bike routes in urban areas may be supplemented with edgelines to create urban paved shoulders (Figure 1). These provide cyclists with operating space outside the motor vehicle travelled portion of the roadway without restricting on-street parking. The perceived reduction in width available to the motorist may also have a traffic calming effect, and to date edgelines have been implemented as part of traffic calming efforts in Greater Sudbury.

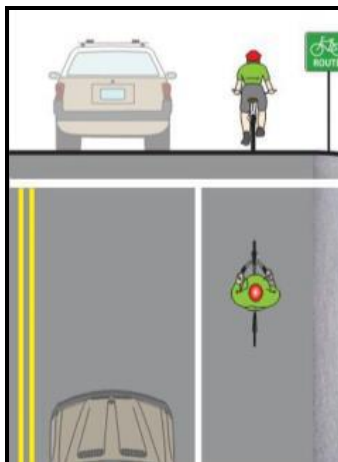


Figure 1. Signed Bicycle Route with Paved Shoulders

Conventional Bike Lane ('bike lane')

A bike lane is a portion of a roadway which has been designated by pavement markings and signage for the preferential or exclusive use of cyclists (Figure 2). A bike lane is typically located on urban arterial or collector roadways that have higher traffic volumes, operating speeds and proportion of commercial vehicles compared to local roads. Bike lanes are typically provided on both sides of two-way streets. In areas where additional separation is desired but implementing a raised cycle track is not possible, various types of buffers may be used to provide additional separation for cyclists from motor vehicle traffic.

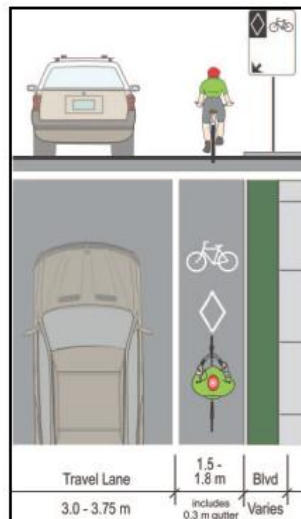


Figure 2. Conventional Bike Lane

Raised Cycle Track ('cycle tracks')

A cycle track is a cycling facility adjacent to but vertically separated from motor vehicle travel lanes, typically by a mountable or barrier curb (Figure 3). A cycle track is designated for exclusive use by cyclists, and is distinct from the sidewalk. A cycle track is typically implemented on high volume urban arterial or collector roadways with high bicycle traffic volumes. Cycle tracks are typically raised and curb separated to the level of the adjacent sidewalk or an intermediate level between that and the roadway. This facility type may be designed for one-way or two-way travel and are typically used by both experienced and casual cyclists for utilitarian purposes.

In July 2017, the Traffic and Parking By-law 2010-1 was amended to enable certain appropriately retrofitted boulevards to be designated as cycle tracks in Greater Sudbury.

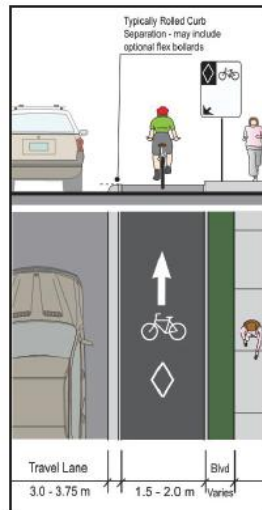


Figure 3. Raised Cycle Track

Multi-use Path

Multi-use paths are shared facilities that may be used in instances where it is not practical or feasible to provide dedicated, separate cycling and pedestrian facilities. In some circumstances, multi-use paths may be implemented in areas where sufficient right-of-way width exists to situate the path behind the drainage ditches, thereby creating even greater separation from motor vehicles.

New Infrastructure for Cycling:

Crossride

Under the *Highway Traffic Act*, at a crosswalk, cyclists are required to dismount and cross as a pedestrian by walking their bicycle. Ontario Traffic Manual Book 18 – Cycling Facilities introduced new infrastructure to provide safe, dedicated roadway crossings for cyclists. A crossride is dedicated space, identified by unique pavement markings, for cyclists to ride their bicycle through an intersection without dismounting or riding within the crosswalk (Figure 4). A crossride may appear alongside a pedestrian crosswalk as a separate facility or may be combined with a crosswalk to save space in some areas. Crossrides will be installed where dedicated cycling infrastructure, such as cycle tracks, intersects with another street, such as where Paris Street intersects with Ramsey Lake Road.

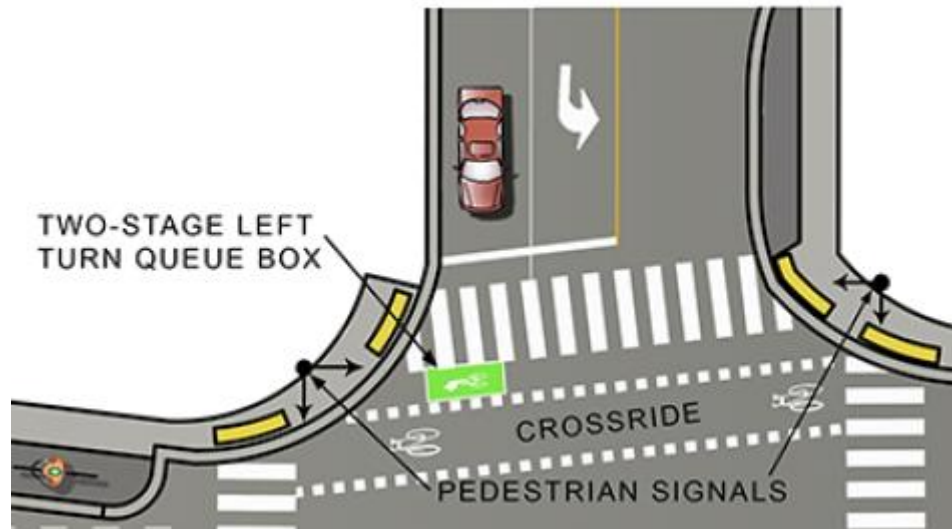


Figure 4. Illustration of a Crossroad and Two-Stage Left Turn Queue Box

Two-Stage Left Turn Queue Box ('Bike Box')

Since cyclists are expected to stay within a separated cycling facility on the approach to an intersection, cyclists intending to make a left turn need to complete this movement in two stages (Figure 4). The two-stage left turn queue box is a designated area within the signalized intersection, which is aligned with the cross street. Cyclists waiting in the left turn queue box are situated in front of the stop bar of the cross street to improve safety and visibility. The queue box may also be marked by green surface treatment to further enhance the visibility of cyclists.

Intersection Curb Modifications

Curbs at intersections where raised cycle tracks have been implemented are being modified to provide better separation between cyclists travelling straight through an intersection within the cycle track and pedestrians waiting to cross the street (Figure 5). The modified curb design ensures that pedestrians waiting to cross the road remain on the sidewalk, behind the tactile warning surface indicators, and not within the potential path of a cyclist. This configuration also helps to improve visibility of cyclists travelling through the intersection for motorists making a right turn across their path.

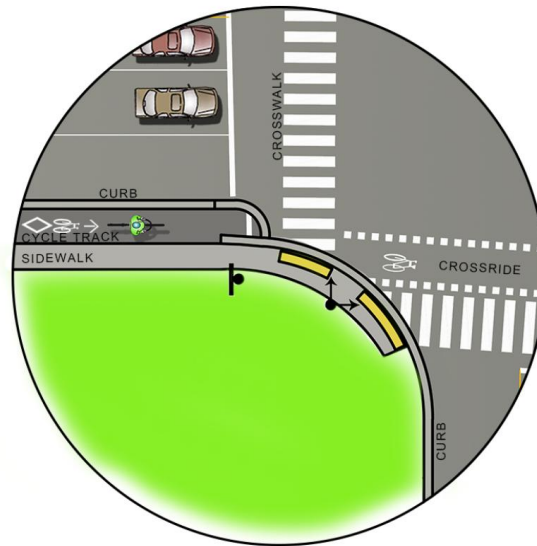


Figure 5. Illustration of Curb Modifications for Paris Street and Second Avenue

Bicycle Signals

Bicycle-specific traffic signals may be used to give direction to designated bicycle lanes, cycle tracks, or multi-use trails. Unlike traffic signals, bicycle signals do not have the yellow backboard (Figure 6).



Figure 6. Illustration of a typical Bicycle Signal

2017 Capital Projects:

Municipal Road 15 (1.8 km west of Martin Road to Whitson River Bridge)

Greater Sudbury's first 'road diet' is being implemented on a segment of Municipal Road 15 (M.R. 15) from 1.8 km west of Martin Road to the Whitson River Bridge. This urbanized section of M.R. 15 is being converted from four general purpose travel lanes to two general purpose travel lanes, bike lanes and left-turn

lanes at the intersection of Martin Road. Bike lanes are being provided through this segment to tie into paved shoulders to both the east and west of both the urbanized segment and the project limits, thereby creating a continuous bike route along the M.R. 15 corridor.

Municipal Road 55 (McCharles Lake Road to Vermilion River Bridge)

During the rehabilitation of Municipal Road 55 (M.R. 55), 2.0 m paved shoulders were installed to improve safety and to provide dedicated space for cyclists travelling between communities in this corridor. Paved shoulders on this segment of M.R. 55 will connect with previously installed paved shoulders on this road. M.R. 55 forms part of the provincially significant tourism cycling route, the [Lake Huron North Channel Waterfront Trail](#), and paved shoulders help support growing demand for cycle tourism in the North.

Municipal Road 84 (Suez Drive to Capreol Lake Road)

Municipal Road 84 is being rehabilitated to include 2.0 m paved shoulders from Suez Drive to Capreol Lake Road. These paved shoulders provide cyclists and pedestrians with safe space to travel between the communities of Capreol and Hanmer.

Paris Street (York Street to Walford Road)

In 2016, a feasibility study was undertaken for the Paris Street / Notre Dame Avenue corridor to retrofit existing asphalt boulevards to provide a barrier curb separated cycle track for cyclists. This 8.3 km bikeway, recommended as a short-term priority in the TMP will form a north-south spine of the City's growing commuter cycling network once complete. This project is being designed and completed in sections, as funds become available. The first 1.4 km section was completed this year between York Street and Walford Road connecting with existing cycling routes to key destinations and employment areas. Cycling improvements completed for the Paris Street cycle tracks include:

- Raised cycle track along the west side of Paris Street from York Street to Ramsey Lake Road and from Centennial Drive to Walford Road.
- Multi-use path along the west side of Paris Street from Ramsey Lake Road to Centennial Drive (Figure 7).
- Raised cycle track along the east side of Paris Street from Ramsey Lake Road to Walford Road.
- Crossrides at the intersections of Paris Street and Ramsey Lake Road and Paris Street and Centennial Drive (Figure 4).

- Curb modifications at the intersections of Paris Street and Ramsey Lake Road and Paris Street and Centennial Drive (Figure 5).
- Tactile warning surface indicators in the raised cycle track in advance of transit stops to alert cyclists to potential conflicts with transit users.
- Directional signage for cyclists on the southbound approach to the Paris Street and Ramsey Lake Road intersection to inform cyclists of which turning movements to make to continue on down Ramsey Lake Road or southbound on Paris Street (Figure 7).

Paris Street cycling improvements have been made possible through the Canada-Ontario Public Transit Infrastructure Fund (PTIF). The Government of Canada, in partnership with the Government of Ontario, is cost-matching a municipal investment of \$367,500.

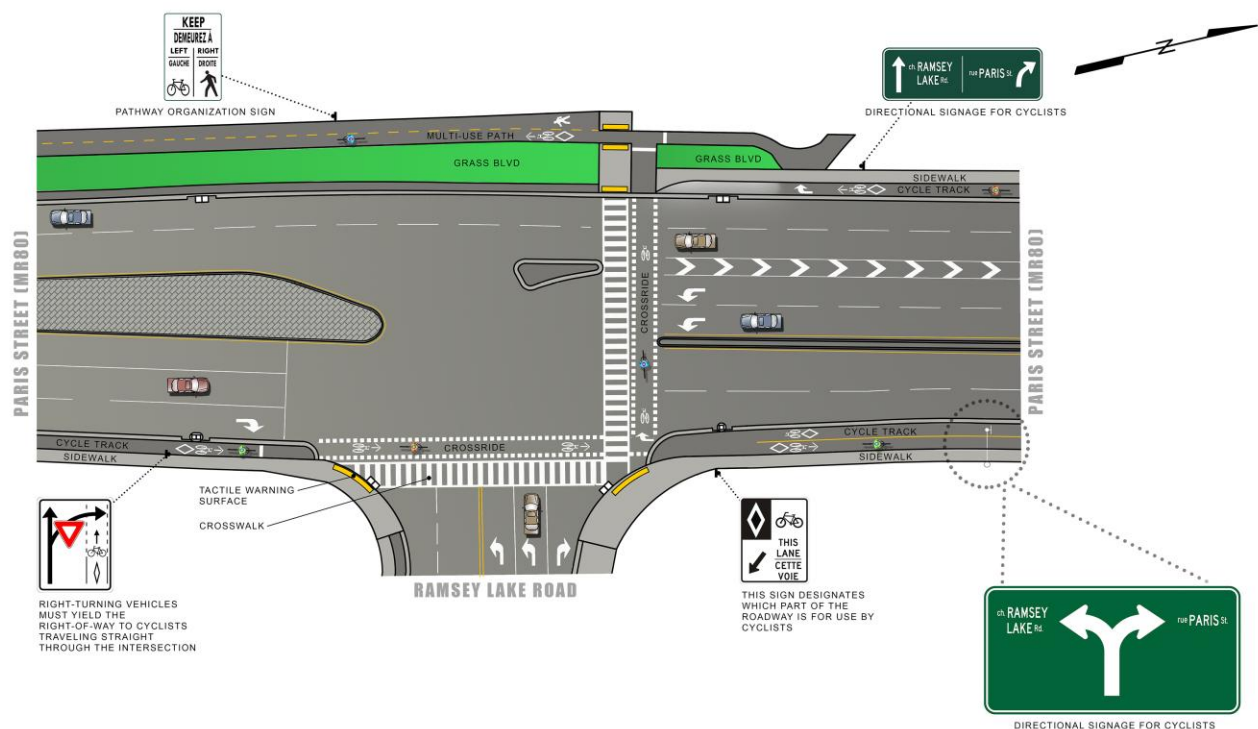


Figure 7. Illustration of new cycling infrastructure at Paris Street and Ramsey Lake Road Intersection

Second Avenue (Sudbury, Donna Drive to First Avenue)

The reconstruction of Second Avenue addresses the existing and forecast capacity constraints, while enabling improvements to be made to promote cycling, walking and transit use, and providing an opportunity for the City to construct and showcase a complete street. The most vulnerable road users, pedestrians and cyclists, have been considered in the design of improvements to

Second Avenue. Many improvements for cyclist safety have been implemented as part of the reconstruction of Second Avenue, including:

- Raised cycle track along the east and west side of Second Avenue from Donna Drive to Kenwood Drive.
- Multiuse path along the east side of Second Avenue from Kenwood Dr to 20 m south of First Avenue.
- Designation of on-road bicycle lane along the west side of Second Avenue from Kenwood Drive to First Avenue.
- Two-stage left turn queue box for southbound cyclists on Second Avenue to make a left turn eastbound onto Scarlett Road (Figure 4).
- Crossrides at each intersection of a minor road with Second Avenue (Figure 4).
- Tactile warning surface indicators in the raised cycle track in advance of transit stops to alert cyclists to potential conflicts with transit users.
- Curb modifications at Second Avenue and Scarlett Road will reduce conflicts between cyclists travelling through the intersection and pedestrians waiting to cross Second Avenue (Figure 5).

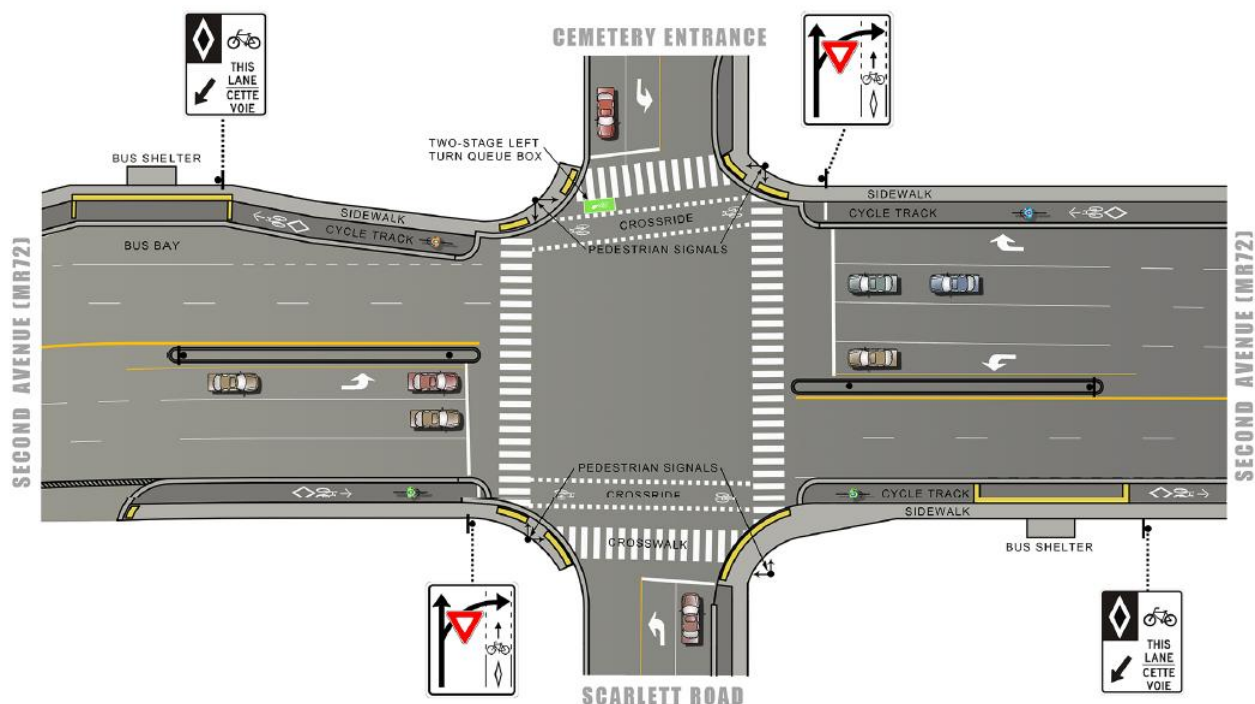


Figure 8. Illustration of new cycling infrastructure at Second Avenue and Scarlett Road Intersection

Westmount Avenue (Attlee Avenue to Barry Downe Road)

Westmount Avenue between Attlee Avenue and Barry Downe Road is being rehabilitated and a bike route with edgelines is being installed to connect with the existing bike route on Attlee Avenue. At the intersection of Westmount Avenue and Barry Downe Road, the eastbound bike lane is designed to position cyclists appropriately to travel straight through the intersection and connect with planned cycling infrastructure improvements for Westmount Avenue on the east side of Barry Downe Road, as well as on Barry Downe Road.

Westmount Avenue cycling improvements have been made possible through the Canada-Ontario Public Transit Infrastructure Fund (PTIF). The Government of Canada, in partnership with the Government of Ontario, is cost-matching a municipal investment of \$127,500.

Additional Operational Cycling Improvements:

Bouchard Street and Southview Drive (Regent Street to Kelly Lake Road)

As part of the ongoing traffic calming efforts on Southview Drive, edgelines have been installed on Bouchard Street from Edgehill Drive to Southview Drive and on Southview Drive from Bouchard Street to Janmar Court. Sharrows will be installed to guide cyclists from the end of the edgelines to the proper positioning at the intersection of Regent Street and Bouchard Street. This facility also provides a connection with previously installed sharrows on Regent Street between Walford Road and Caswell Drive.

Moonlight Avenue (Kingsway to Bancroft Drive)

Edgelines have been installed on Moonlight Avenue between the Kingsway and Bancroft Drive, providing a connection with the existing bike lanes on Bancroft Drive.

Second Avenue (Coniston, Highway 17 to Government Road)

In 2017, improvements made to Second Avenue in Coniston included edgelines to provide cyclists with an opportunity to travel through the community by bike, between the commercial area near Highway 17 and recreational facilities near Government Road.

Amendments to Traffic and Parking By-law 2010-1:

When new cycling facilities are installed as part of a roads capital projects or as part of operational improvements, an amending by-law to the Traffic and

Operations Committee Report - 2017 Cycling Infrastructure Update

Parking By-law 2010-1 must be passed to appropriately designate facilities and devices for use by residents.

Summary of Cycling Facilities Installed in 2017:

In 2017, the City of Greater Sudbury installed approximately 12.4 centreline kilometers of cycling infrastructure.

Road	Side	From	To	Facility Type	Segment Length
Second Ave (Sudbury)	Both	Donna Dr	Kenwood St	Cycle Track	960 m
	East	Kenwood St	First Ave	Multi-use Path	150 m
	West	Kenwood St	First Ave	Bicycle Lane	150 m
Municipal Road 15	Both	425 m west of Martin Rd	Martin Rd	Bicycle Lane	425 m
		1800 m west of Martin Rd	425 m west of Martin Rd	Paved Shoulders	1375 m
Westmount Ave	Both	Attlee Ave	Barry Downe Rd	Edgelines	370 m
Paris St	East	Ramsey Lake Rd	Walford Rd	Cycle Track	660 m
	West	York St	Ramsey Lake Rd	Cycle Track	780 m
	West	Ramsey Lake Rd	Centennial Dr	Multi-use Path	320 m
	West	Centennial Dr	Walford Rd	Cycle Track	360m
Moonlight Ave	Both	Kingsway	Bancroft Dr	Edgelines	950 m
Bouchard St	Both	Edgehill Rd	Southview Dr	Edgelines	240 m
Southview Dr	Both	Bouchard St	Janmar Ct	Edgelines	1350 m
Second Ave (Coniston)	Both	Hwy 17	Government Rd	Edgelines	775 m
Municipal Road 84	Both	Suez Dr	Capreol Lake Rd	Paved Shoulders	3000 m
Municipal Road 55	Both	McCharles Lake Rd	Vermilion River Bridge	Paved Shoulders	2700 m
TOTAL					13 km

For Information Only

Ice Blading Operations

Presented To:	Operations Committee
Presented:	Monday, Oct 23, 2017
Report Date	Tuesday, Oct 03, 2017
Type:	Correspondence for Information Only

Resolution

For Information Only

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

This is an information only report for Winter Control Operations.

Financial Implications

A business case outlining the cost for the provisions of consistent removal of ice blading/scraping debris from driveway entrances to be included as part of the 2018 budget deliberations.

Signed By

Report Prepared By

Tony De Silva
Roads Operations Engineer
Digitally Signed Oct 3, 17

Manager Review

Tony De Silva
Roads Operations Engineer
Digitally Signed Oct 3, 17

Division Review

Randy Halverson
Director of Linear Infrastructure Services
Digitally Signed Oct 3, 17

Financial Implications

Liisa Brule
Coordinator of Budgets
Digitally Signed Oct 4, 17

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Oct 4, 17

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Oct 4, 17

Introduction

At the June 27th, 2017 meeting, Council passed resolution CC2017-190 which states the following:

WHEREAS the City of Greater Sudbury performs ice blading / scraping operations when winter road conditions require removal of ice and slush;

AND WHEREAS the ice blading / scraping operations can often result in a large amount of ice shavings, ice chunks and / or slush being deposited in driveway entrances;

AND WHEREAS the City of Greater Sudbury only performs the removal of ice chunks and / or slush in driveway entrances resulting from ice blading / scraping operations under certain circumstances;

AND WHEREAS the removal of these ice shavings, ice chunks or slush from driveway entrances can be very challenging for residents;

THEREFORE BE IT RESOLVED THAT the City of Greater Sudbury directs staff to bring a report to the Operations Committee at its September 18th, 2017 meeting outlining the current process for ice blading/scraping operations and removal of ice chunks, slush and/or ice shavings resulting from those operations from driveway entrances, including a business case outlining the cost for the provision of consistent removal of ice blading/scraping debris from driveway entrances, to be included as part of the 2018 budget deliberations.

Background

Over the past few years there has been an increase in the number of melting events during the winter months likely due to climate change. It has become increasingly common to experience two or more occasions during the winter where the temperature is sufficiently high enough to cause the snow pack on our roads to melt. It should also be noted that snow packed roads are only found on Class 4 to 6 roadways (local roads) and not the arterial and collector roads which are maintained to a “bare pavement” condition.

During a typical thaw event, the snow packed roads begin to melt inconsistently and at varying degrees, (i.e. may depend on existing snow depth; changing weather and tracking of salt) and when they refreeze, cause a phenomenon commonly referred to as “ice ruts”. In most instances, ice ruts are a manageable inconvenience for Northern Ontarians. However, in severe circumstances, it is necessary to remove the peaks and fill in the valleys that result from ice rutting to enable a reasonably smooth driving surface (refer to pictures 1, 2 & 3). This is typically done with the use of a motor grader equipped with a serrated cutting edge, commonly referred to as “ice blades”. An afflicted road section is scraped or ice bladed by a City or contract grader to mitigate ice ruts. The grader typically makes multiple passes in order to create thin layers of ice shavings. These ice shavings are plowed to the edge of roadways

Ice Blading

similar to the snow plowing operation. It is unlikely that ice shavings result in large ice chunks being deposited in driveways. However, in some instances, when road widths narrow due to significant snow accumulation, the edges of frozen snow banks may be “clipped” by the grader during the ice blading operation. This may result in large ice chunks breaking off the snow bank and/or debonding from the road surface and falling into driveways.

Picture 1 – Minor Ice Ruts



Picture 2 – Moderate Ice Ruts



Ice Blading

Picture 3 – Severe Ice Ruts



It is worth noting that since ice blading is utilized during a winter thaw event, the resulting ice ruts are considered very much a temporary condition. That is, if winter continues (i.e. during a January thaw), additional snowfall will fill in the ice ruts and recreate a snow packed state. If winter is coming to an end (i.e. during a March thaw), the likelihood is that ice rutting will melt with the warming weather conditions.

Picture 4 – Melting Ice Ruts



Current Winter Maintenance Standard for Ice Blading

When ice ruts are deemed to be too deep / excessive or when the snow pack has a hole that is too large (see picture 2 or 3 for examples), the ice blading activity is initiated.

If very heavy / dense ice chunks (i.e. 2 feet around or larger) are created during ice blading the City will remove them from residential driveways. Small ice chunks or soft snow chunks left in driveways as a result of ice blading are typically not cleared by City forces. Clearing this type of material from the edge of a driveway after an ice blading operation is considered very similar to clearing snow from the edge of a driveway after a winter snow storm.

Picture 5 – Remove Large Ice Chunk in Driveway



Picture 6 – Motor Grader with Ice Blades



Intangibles with Ice Blading

Although many driveways are partly installed on City property, to date, the City has largely been absolved of legal responsibility for maintaining private driveways on City property. However, routinely removing snow and / or ice shaving from driveways may increase our legal liability.

Budget Estimate for Removing Ice Shavings from Driveways

Staff took a three year average of its current model blading / scraping operation, and added the necessary equipment, labour and material to complete the additional work (remove large ice shaving/debris from driveways). The associated additional cost for this operation is approximately \$66,000 annually. It is important to note that this additional cost is only related to delivering the current discretionary ice blading model and does not include a complete City wide response.

Presented To:	Operations Committee
Presented:	Monday, Oct 23, 2017
Report Date	Tuesday, Oct 03, 2017
Type:	Managers' Reports

Request for Decision

Second Avenue By-Law Amendments

Resolution

Resolution #1:

THAT the City of Greater Sudbury designates the center lane of Second Avenue for left turns only; from Donna Drive to north of Kenwood Drive, as outlined in the report entitled "Second Avenue By-law Amendments", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #2:

THAT the City of Greater Sudbury authorizes the installation of new traffic signals at the intersection of Second Avenue and Scarlett Drive, as outlined in the report entitled "Second Avenue By-law Amendments", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #3:

THAT the City of Greater Sudbury authorizes the relocation of the existing mid-block pedestrian signals from the entrance of the Morel Family Foundation Park to the north side of the intersection Second Avenue and Kenwood Drive, as outlined in the report entitled "Second Avenue By-law Amendments", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #4:

THAT the City of Greater Sudbury designates the boulevard on east side of Second Avenue, from Donna Drive to Kenwood Street, as a cycling facility (Cycle Track), as outlined in the report entitled "Second Avenue By-law Amendments", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #5:

THAT the City of Greater Sudbury designates the boulevard on the west side of Second Avenue, from

Signed By

Report Prepared By

Soutsay Boualavong
Traffic/Trans Eng Analyst
Digitally Signed Oct 3, 17

Manager Review

Joe Rocca
Traffic and Asset Management
Supervisor
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Division Review

Stephen Holmes
Acting Director of Infrastructure Capital
Planning
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Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Oct 3, 17

Recommended by the Department

Tony Cecutti
General Manager of Growth and
Infrastructure
Digitally Signed Oct 3, 17

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Oct 3, 17

Donna Drive to Kenwood Street, as a cycling facility (Cycle Track), as outlined in the report entitled “Second Avenue By-law Amendments”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #6:

THAT the City of Greater Sudbury designates the shoulder on the east side of Second Avenue from Kenwood Street to 20 m south of First Avenue as a cycling facility (Multi-Use Path), as outlined in the report entitled “Second Avenue By-law Amendments”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #7:

THAT the City of Greater Sudbury designates the first lane from the west sidewalk on Second Avenue from Kenwood Street to 20 m south of First Avenue as a cycling facility (Bike Lane), as outlined in the report entitled “Second Avenue By-law Amendments”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #8:

THAT a by-law be prepared to amend Traffic and Parking By-law 2010-1 in the City of Greater Sudbury to implement the recommended changes, as outlined in the report entitled “Second Avenue By-law Amendments”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Relationship to the Strategic Plan / Health Impact Assessment

Implementing recommendations of the Transportation Master Plan (TMP) by building new cycling infrastructure supports the achievement of priorities under the Sustainable Infrastructure pillar of the Strategic Plan. Providing quality multimodal transportation options to connect neighbourhoods and communities within Greater Sudbury will also assist in promoting a quality of life that attracts and retains youth and professionals in our community.

Report Summary

As part of the City’s ongoing capital road reconstruction project, new traffic signals have been installed at the intersections of Second Avenue and Scarlett Drive and Second Avenue and Kenwood Drive. The newly constructed roadway design for Second Avenue also incorporates a two-way center left turn lane and cycling facilities on both sides of the road between Donna Drive and First Avenue.

Financial Implications

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

Second Avenue By-Law Amendments

The City's Roads and Transportation Services Division is responsible for providing a transportation network that is safe and efficient for all road users. When new traffic control devices are installed as part of a roads capital project, an amending by-law to the Traffic and Parking By-law 2010-1 must be passed to appropriately designate facilities and devices for use by residents.

Two-Way Centre Left Turn Lane

Traffic congestion often occurs along arterial roads through areas of strip commercial development, where there is left turn demand to approaches along both sides of the street. To keep traffic flowing safely and efficiently, while still providing access to properties abutting main roads, implementing a two-way centre left turn lane is a preferred option. Two-way centre left turn lanes are designed to allow for simultaneous left turns by vehicles travelling from both directions. A key benefit of two-way centre left turn lanes includes the removal of turning vehicles from the through traffic lanes, thereby reducing the potential for rear-end type collisions.

The City of Greater Sudbury is currently upgrading and reconstructing Second Avenue to an urban standard (Exhibit 'A'). As part of this reconstruction work, the newly designed roadway will incorporate a two-way centre left turn lane between Donna Drive and Kenwood Street. This two-way centre left turn lane will improve safety on this major arterial road by allowing an area outside of the through lane for left turn maneuvers to occur.

It is recommended that the City's Traffic and Parking By-law 2010-1 be amended to designate the new centre lane for two-way left turns between Donna Drive and Kenwood Street. The necessary signage and pavement markings will be installed as part of the capital project.

Traffic Signals

As part of the upgrades, new traffic signals are being installed at the intersection of Second Avenue and Scarlett Drive. In addition, the mid-block pedestrian traffic signals are being relocated to the north side of the intersection of Second Avenue and Kenwood Street from their current location at the entrance to the Morel Family Foundation Park (Exhibit 'A').

Amendments to the City's Traffic and Parking By-law 2010-1 are required in order to implement the recommended changes to the traffic signals on Second Avenue.

.../2

Cycle Track

A raised cycle track is a cycling facility adjacent to and vertically separated from motor vehicle travel lanes. Raised cycle tracks are typically implemented on high volume arterial roads and are typically curb separated to the level of the adjacent sidewalk. This type of cycling facility is appropriate for both experienced and casual cyclists and is being implemented on Second Avenue as part of the reconstruction. The segment of Second Avenue from Donna Drive to Kenwood Street will be constructed with a 2.0 m wide raised cycle track on both sides of the street (Exhibit 'A'). On the west side of Second Avenue, from Kenwood Street to 20 m south of First Ave, an on-road bike lane is being implemented.

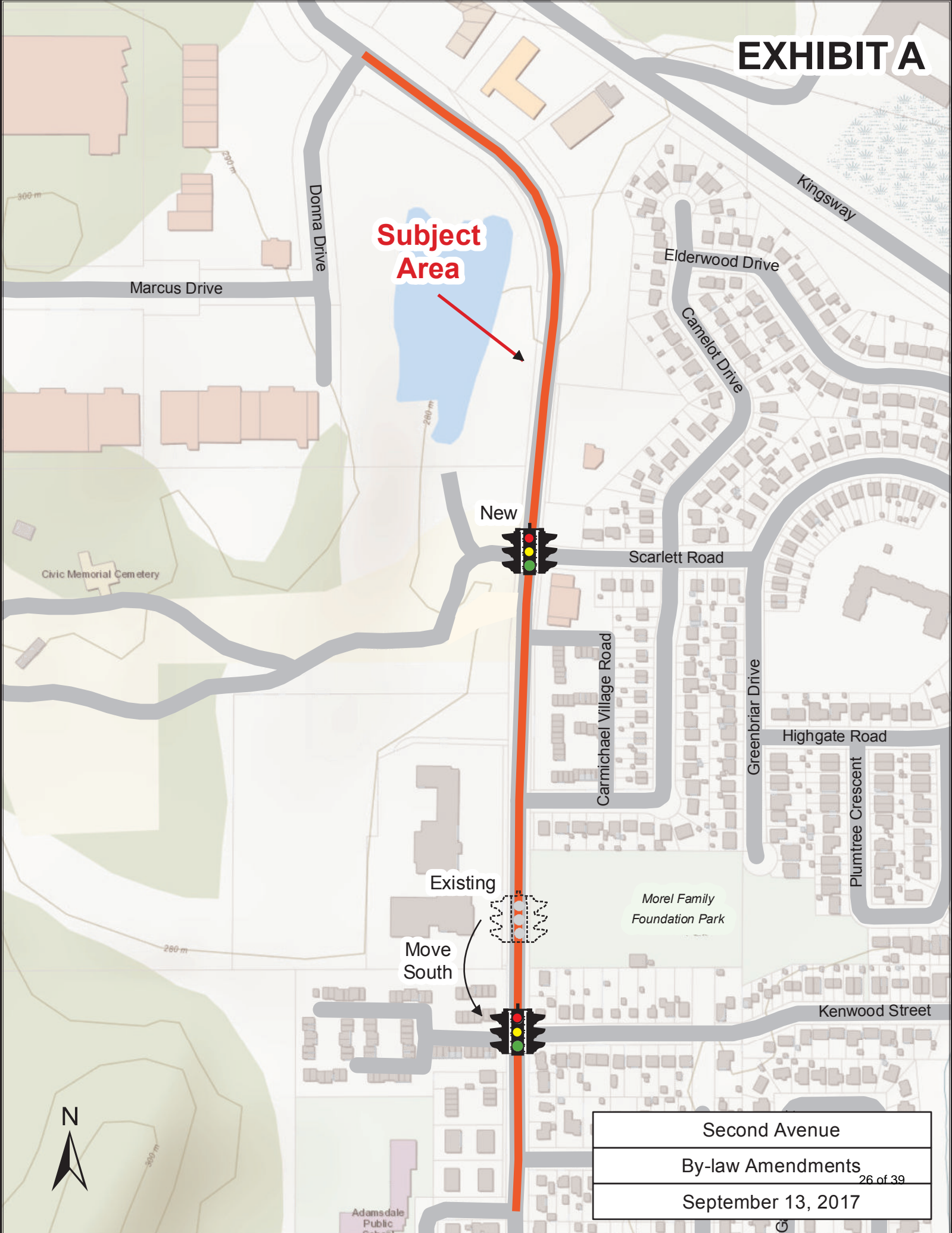
An amendment to the Traffic and Parking By-law 2010-1 is required to designate the in-boulevard cycle track facility for use by cyclists. Required signage and pavement markings will be installed as part of the capital project.

Multi-use Path

Multi-use paths are designed to accommodate various types of uses simultaneously and may be used as a solution where not enough space is available to provide separate dedicated facilities for pedestrians and cyclists. The minimum recommended width for a multi-use path for pedestrians and cyclists is 3.0m. Due to property and utility constraints in the corridor, a 3.0m wide, paved, multi-use path will be installed on the east side of Second Avenue from Kenwood Street to 20 m south of First Avenue (Exhibit 'A'). Only cyclists travelling in the northbound direction will be able to travel on the multi-use path, while pedestrians may travel in both directions.

The City's Traffic and Parking By-law 2010-1 requires an amendment to designate this multi-use path. Required signage and pavement markings will be installed as part of the capital project.

EXHIBIT A



Request for Decision

One-Way Street and Parking Restrictions - Lagace Street, Sudbury

Presented To: Operations Committee

Presented: Monday, Oct 23, 2017

Report Date: Wednesday, Oct 04, 2017

Type: Managers' Reports

Resolution

Resolution #1:

THAT the City of Greater Sudbury prohibits parking on the west side of Lagace Street from the north intersection of Murray Street to 120 metres south of the north intersection of Murray Street, as outlined in the report entitled "One-Way Street and Parking Restrictions - Lagace Street, Sudbury", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #2:

THAT the City of Greater Sudbury designates Lagace Street as a "One-Way" street for northbound traffic between the south intersection of Murray Street and the north intersection of Murray Street, as outlined in the report entitled "One-Way Street and Parking Restrictions - Lagace Street, Sudbury", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #3:

THAT a by-law be prepared to amend Traffic and Parking By-law 2010-1 in the City of Greater Sudbury to implement the recommended changes as outlined in the report entitled "One-Way Street and Parking Restrictions - Lagace Street, Sudbury", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Signed By

Report Prepared By

Ryan Purdy
Traffic and Transportation Engineering Analyst
Digitally Signed Oct 4, 17

Manager Review

Joe Rocca
Traffic and Asset Management Supervisor
Digitally Signed Oct 4, 17

Division Review

Stephen Holmes
Acting Director of Infrastructure Capital Planning
Digitally Signed Oct 4, 17

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Oct 4, 17

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Oct 5, 17

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Oct 11, 17

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

Roads and Transportation Services staff received a request to restrict parking and traffic flow on Lagace Street. The report provides information on the road geometry and safety considerations for users of Lagace Street.

Financial Implications

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

One-Way Street and Parking Restrictions – Lagace Street, Sudbury

Council received a request from area residents to review traffic operations on Lagace Street due to the difficulties they were having travelling on the road when vehicles are parked on both sides of the road. The area residents asked the City to consider parking restrictions and designate Lagace Street as a “One-Way”, street.

Lagace Street is located east of Notre Dame Avenue in Sudbury (see Exhibit ‘A’). This roadway has an operating width of approximately 7 metres with no shoulders or sidewalks. Currently, parking is allowed on both sides of the roadway. Most residents on the west side of the road have driveways and garages while most residents on the east side have parking in their front yard and very close to the road.

The primary function of a public road is for the safe and efficient movement of traffic. On-street parking may be considered when this criteria is met. Due to the width of Lagace Street, when vehicles are parked on both sides the road, it becomes difficult for area residents to drive on the road and access to abutting properties is restricted.

While there are a number of advantages to making Lagace Street “One-Way”, there are also a number of disadvantages. Travel distance will increase, especially for residents who live near both ends of the street. Traffic volumes will also increase at the north end of the street. In addition, some residents may choose to travel in the wrong direction to save time, and unfamiliar drivers may go the wrong way by mistake.

To improve safety and best meet the needs of residents, staff recommend that Lagace Street be designated as a “One-Way” street for northbound traffic between the south intersection of Murray Street and the north intersection of Murray Street and that parking be prohibited on the west side of Lagace Street from the north intersection of Murray Street to 120 metres south of the north intersection of Murray Street. The portion of Lagace Street south of 314 Lagace Street will continue to operate as a two-way street in order to maintain access to the abutting properties. Councillor Landry-Altmann has conducted a poll of Lagace Street residents. The result of the poll indicates that the majority of residents support the recommendations.

EXHIBIT A

N

Ramsey Lake

Junction Creek Waterway Park Trail

Murray Street

Lagace Street

No parking
on west side
of Lagace Street

One way from
314 Lagace Street to
346 Murray Street

South of the
intersection will
remain two-way

Lagace Street

Parking Restrictions

September 19, 2017 30 of 39

Request for Decision

Parking Restrictions - Hillcrest Drive, Walden

Presented To: Operations Committee

Presented: Monday, Oct 23, 2017

Report Date: Wednesday, Oct 04, 2017

Type: Managers' Reports

Resolution

Resolution #1:

THAT the City of Greater Sudbury allows parking on the south side of Hillcrest Drive from 40 metres east of Brian Street to 30 metres west of Jessie Street and on the north side of Hillcrest Drive from Mikkola Road to 30 metres west of Jessie Street as outlined in the report entitled "Parking Restrictions – Hillcrest Drive, Walden" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #2:

THAT the City of Greater Sudbury prohibits parking on both sides of Jessie Street from Hillcrest Drive to 33 metres south of Hillcrest Drive as outlined in the report entitled "Parking Restrictions – Hillcrest Drive, Walden" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Resolution #3:

THAT a by-law be prepared to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes as outlined in the report entitled "Parking Restrictions – Hillcrest Drive, Walden" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Signed By

Report Prepared By

David Knutson
Traffic and Transportation Technologist
Digitally Signed Oct 4, 17

Manager Review

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Oct 4, 17

Division Review

Stephen Holmes
Acting Director of Infrastructure Capital
Planning
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Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Oct 4, 17

Recommended by the Department

Tony Cecutti
General Manager of Growth and
Infrastructure
Digitally Signed Oct 5, 17

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Oct 11, 17

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

Roads and Transportation staff received a request from area residents to remove the parking restrictions on Hillcrest Drive in Lively. Staff completed a review of the roadway to see if removing the parking restrictions could be achieved without having an impact on road safety.

This report will recommend appropriate parking restrictions for Hillcrest Drive.

Financial Implications

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

Report

Roads and Transportation staff received a request from area residents to remove the parking restrictions on Hillcrest Drive in Lively and requested staff review the roadway to see if removing the parking restrictions could be achieved without having an impact on road safety.


Hillcrest Drive is a paved residential roadway with an operating width of approximately 7 metres, a mix of gravel and paved shoulders and a posted speed limit of 40 km/h. There is an existing sidewalk, separated from the roadway by a swale, on the north side of Hillcrest Drive between the entrance to the Kinsmen Sports Complex and Mikkola Road. Hillcrest Drive is classified as a collector road from Municipal Road 55 (M.R. 55) to Mikkola Road and a local road from Mikkola Road to Jessie Street. Transit route 701 also travels on Hillcrest Drive from M.R. 55 to Mikkola Road and has transit stops near the intersections with M.R. 55, Polvi Avenue and Mikkola Road (see Exhibit 'A'). Currently parking is prohibited on both sides of Hillcrest Drive from M.R. 55 to Jessie Street.


Staff completed a sight line study and found that the sight lines were acceptable on Hillcrest Drive with the exception of the intersection between Hillcrest Drive and Jessie Street. A further review of the street noted that the north side between Brian Street and Mikkola Road has dense driveway spacing and limited parking spaces would be available.


The primary function of a public road is for the safe and efficient movement of traffic. On-street parking may be considered when this criteria is met. Staff recommends maintaining parking restrictions on the north side of Hillcrest Drive from M.R. 55 to Mikkola Road due to the road classification, presence of a transit route and operating width of the road. Staff also recommends maintaining parking restrictions on the south side of Hillcrest Drive from M.R. 55 to 40 metres east of Brian Street due to the hill and curve in the road. On Hillcrest Drive, east of Mikkola Road, the road classification lowers from a collector road to a local road and the numbers of vehicles which use this segment are reduced. For these reasons, staff recommends allowing parking on both sides of Hillcrest Drive from Mikkola Road to 30 metres west of Jessie Street. Also, as previously noted, sight lines at the intersection of Hillcrest Drive and Jessie Street are deficient. Staff recommend parking be restricted on both sides of Hillcrest Drive from 30 metres west of Jessie Street to Jessie Street and on both sides of Jessie Street from Hillcrest Drive to 33 metres south of Hillcrest Drive. All of staff's recommendations are illustrated on Exhibit "A".


In summary, to improve available parking for area residents, it is recommended that parking be allowed on the south side of Hillcrest Drive from 40 metres east of Brian Street to Mikkola Road and on both sides of Hillcrest Drive from Mikkola Road to 30 metres west of Jessie Street.

EXHIBIT A

 Bus stops

 Parking permitted

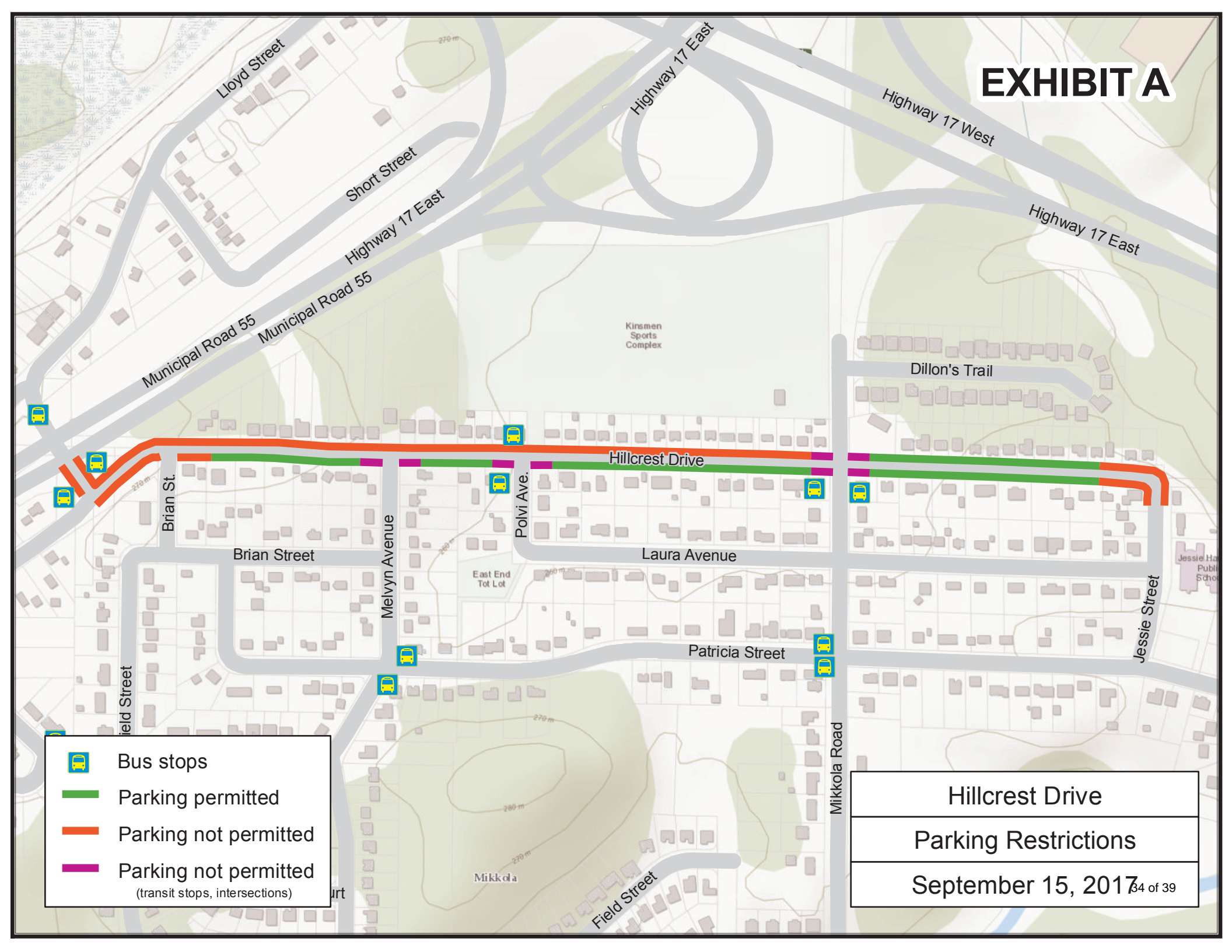
 Parking not permitted

 Parking not permitted
(transit stops, intersections)

Hillcrest Drive

Parking Restrictions

September 15, 201734 of 39



Request for Decision

Parking Restrictions - Ridgemount Avenue, Sudbury

Presented To: Operations Committee

Presented: Monday, Oct 23, 2017

Report Date: Wednesday, Oct 04, 2017

Type: Managers' Reports

Resolution

THAT the City of Greater Sudbury prohibits parking at all times of the day on both sides of Ridgemount Avenue from 234 metres south of Claude Street to 370 metres south of Claude Street;

AND THAT a by-law be prepared to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes as outlined in the report entitled "Parking Restrictions – Ridgemount Avenue, Sudbury" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 23, 2017.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

Roads and Transportation staff received a request from area residents of Ridgemount Avenue asking that the sight lines be reviewed for on-street parking in the area of the hill near #148 Ridgemount Avenue. This report will recommend appropriate parking restrictions for Ridgemount Avenue.

Financial Implications

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

Signed By

Report Prepared By

David Knutson
Traffic and Transportation Technologist
Digitally Signed Oct 4, 17

Manager Review

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Oct 4, 17

Division Review

Stephen Holmes
Acting Director of Infrastructure Capital
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Digitally Signed Oct 4, 17

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Oct 4, 17

Recommended by the Department

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

Ed Archer
Chief Administrative Officer
Digitally Signed Oct 11, 17

Parking Restrictions – Ridgemount Avenue, Sudbury

Roads and Transportation Services staff received a request from area residents to review sight lines on Ridgemount Avenue in the location of the hill near #148 Ridgemount Avenue.

Ridgemount Avenue is located in Ward 11 and runs parallel to Moonlight Avenue. This paved residential roadway has an operating width of approximately 6.5 metres; gravel shoulders and a speed limit of 50 km/h (see Exhibit 'A').

Near the mid-point of the road there is a steep hill which residents were concerned affected their ability to see vehicles over the hill. Staff conducted a sight line review of the area and found that the sight lines were in fact deficient in the area of concern. Staff also reviewed the collision history between January 1, 2009 and September 1, 2017 and found no reported collisions.


The primary function of a public road is for the safe and efficient movement of traffic. On-street parking may be considered when this criteria is met. Due to the nature of the hill motorists cannot see vehicles, parked or otherwise, in the roadway at a sufficient distance to be able to avoid a potential collision.

To improve safety, it is recommended that parking be restricted all times of the day on both sides of Ridgemount Avenue from 234 metres south of Claude Street to 370 metres south of Claude Street.

EXHIBIT A



Subject Area

 Parking not permitted

Ridgemount Avenue
Parking Restrictions
September 19, 2017 37 of 39



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;

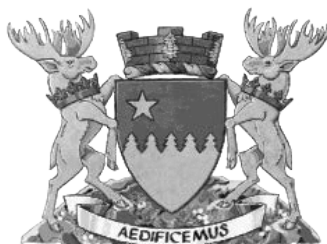
AND WHEREAS the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

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.