



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, July 10, 2017
Tom Davies Square

COUNCILLOR ROBERT KIRWAN, CHAIR

Evelyn Dutrisac, Vice-Chair

9:30 a.m. OPERATIONS COMMITTEE MEETING
COUNCIL CHAMBER

City of Greater Sudbury Council and Committee Meetings are accessible and are broadcast publically online and on television in real time and will also be saved for public viewing on the City's website at:
<https://agendasonline.greatersudbury.ca>.

Please be advised that if you make a presentation, speak or appear at the meeting venue during a meeting, you, your comments and/or your presentation may be recorded and broadcast.

Your information is collected for the purpose of informed decision-making and transparency of City Council decision-making under various municipal statutes and by-laws and in accordance with the *Municipal Act, 2001, Planning Act, Municipal Freedom of Information and Protection of Privacy Act* and the City of Greater Sudbury's *Procedure By-law*.

For more information regarding accessibility, recording your personal information or live-streaming, please contact Clerk's Services by calling 3-1-1 or emailing clerks@greatersudbury.ca.

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 June 28, 2017 from the General Manager of Growth and Infrastructure regarding Southview Drive Traffic Calming Update. **4 - 7**
(FOR INFORMATION ONLY)

(This report provides an update on traffic calming initiatives for Southview Drive.)

REGULAR AGENDA

MANAGERS' REPORTS

- R-1. Report dated June 21, 2017 from the General Manager of Growth and Infrastructure regarding Parking Restrictions - Hennessey Road, Walden. **8 - 10**
(RESOLUTION PREPARED)

(The Roads and Transportation Services Division received a request to restrict parking on Hennessey Road. The specific area of concern is south of Panache North Shore Road where users of the marina park their vehicles. The report provides information and a recommendation for consideration.)

- R-2. Report dated June 21, 2017 from the General Manager of Growth and Infrastructure regarding 2017 Pedestrian Crossover Program Update. **11 - 18**
(RESOLUTION PREPARED)

(This report presents the 2017 update on the Pedestrian Crossover Program, including information on monitoring and compliance of those installed in 2016. This report also seeks approval of locations proposed for new pedestrian crossovers to be installed in 2017.)

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD AND ANNOUNCEMENTS

NOTICES OF MOTION

ADJOURNMENT

For Information Only

Southview Drive Traffic Calming Update

Presented To: Operations Committee

Presented: Monday, Jul 10, 2017

Report Date: Wednesday, Jun 28, 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

New traffic calming features are being installed on Southview Drive. This report will provide a brief overview of the history of traffic calming on Southview Drive and provide an update on the current status.

Financial Implications

The estimated cost to implement the traffic calming plan, including the two pedestrian crossovers, is \$150,000. This will be funded from the approved Roads Capital Budget through the Traffic Calming Budget.

Signed By

Report Prepared By

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Jun 28, 17

Health Impact Review

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Jun 28, 17

Manager Review

David Shelsted
Director of Roads & Transportation
Digitally Signed Jun 28, 17

Division Review

David Shelsted
Director of Roads & Transportation
Digitally Signed Jun 28, 17

Recommended by the Department

Tony Cecutti
General Manager of Growth and
Infrastructure
Digitally Signed Jun 28, 17

Financial Implications

Liisa Brule
Coordinator of Budgets
Digitally Signed Jun 28, 17

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 28, 17

Southview Drive Traffic Calming Update

Background:

The City has received numerous complaints in the past about speeding, heavy trucks, high traffic volumes and aggressive driving on Southview Drive and Bouchard Street from Janmar Court to Regent Street.

To address these concerns, Southview Drive became the first roadway in the City of Greater Sudbury to have traffic calming features installed under the newly developed traffic calming policy. The traffic calming plan that was implemented at the time was developed by IBI Group. To develop the plan, IBI Group reviewed traffic data, conducted multiple field visits and held two public meetings to understand the concerns of area residents and present the final traffic calming plan. The plan that was developed included raised median islands, curb extensions, a traffic circle and a road narrowing. Vertical traffic calming measures, such as speed humps, were not considered at the time due to the potential impact they could have to emergency vehicle response times and transit operations. A survey of Southview Drive residents was also conducted to determine if they supported the final traffic calming plan. The survey results showed that 86 percent of residents who responded, supported the plan. In the Fall of 2009, the traffic calming features were constructed along Southview Drive and Bouchard Street.

In 2013, an infrastructure improvement project required the removal of traffic calming features from the east intersection of Cranbrook Crescent to Regent Street. This project provided the opportunity to re-evaluate the traffic calming measures to determine if changes should be made. Residents living near the area of the traffic calming features that were removed were surveyed to determine which of three options they preferred:

Option 1 – Restore the previous traffic calming features

Option 2 - Install a raised intersection at Bouchard Street at Marcel Street and four speed humps (three temporary rubber speed humps and one asphalt speed hump)

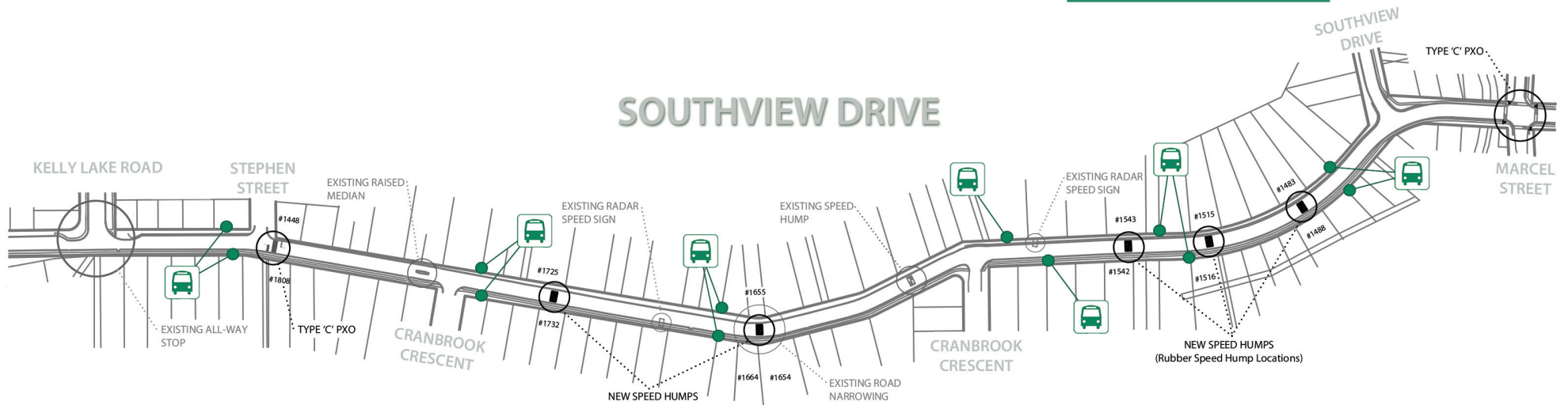
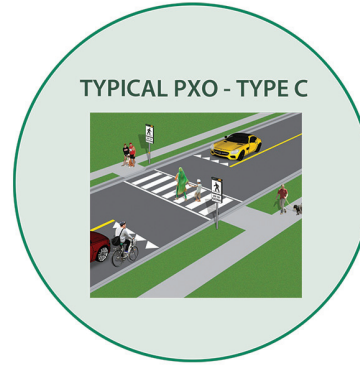
Option 3 - Not replace the traffic calming features at all.

Based on the results of the survey the majority of residents preferred to have Option 2 implemented. It was also agreed to at the time that the temporary speed humps would be removed during the fall of 2014 and the asphalt speed hump would remain in place to determine how it would affect winter maintenance activities. Over the past few winters, it was determined that the asphalt speed hump had minimal impacts on winter maintenance activities.

.../2

During 2016, Councillor Signoretti and staff met with residents of Southview Drive and hosted an open house to discuss traffic calming options for Southview Drive. Based on the feedback received from residents, a traffic calming plan was developed by staff which included the installation of five asphalt speed humps, two pedestrian crossovers and a bike route with edge lines (see Exhibit A). A survey was sent to residents in Spring 2017 asking if they supported the implementation the new traffic calming plan. Please note, the traffic calming plan indicates Type C PXOs were to be installed. Updated traffic counts were completed since the survey was sent to residents and the current traffic volumes indicate that a Type B PXO be installed instead. <http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=1&id=1001>

Over 50 percent of residents responded to the survey, with 67 percent supporting the implementation of the traffic calming plan. The response and support rate both exceed the minimum requirements of the City's traffic calming policy. The implementation of these traffic calming features is scheduled to be completed during the 2017 construction season. Once implemented, staff will monitor the overall effectiveness of the traffic calming plan.



Request for Decision

Parking Restrictions - Hennessey Road, Walden

Presented To: Operations Committee

Presented: Monday, Jul 10, 2017

Report Date: Wednesday, Jun 21, 2017

Type: Managers' Reports

Resolution

THAT the City of Greater Sudbury prohibits parking on the east side of Hennessey Road from Panache North Shore Road to the South Limit;

AND THAT the necessary By-law be prepared to amend Traffic and Parking By-Law 2010-1 to implement the recommended changes as described in the report entitled "Parking Restrictions – Hennessey Road, Walden" from the General Manager of Growth and Infrastructure Services dated June 21, 2017.

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

Report Summary

The Roads and Transportation Services Division received a request to restrict parking on Hennessey Road. The specific area of concern is south of Panache North Shore Road where users of the marina park their vehicles. The report provides information and a recommendation for consideration.

Financial Implications

The cost of sign installations would be funded from the existing operating budget.

Signed By

Report Prepared By

Ryan Purdy
Traffic and Transportation Engineering Analyst
Digitally Signed Jun 21, 17

Health Impact Review

Ryan Purdy
Traffic and Transportation Engineering Analyst
Digitally Signed Jun 21, 17

Manager Review

Joe Rocca
Traffic and Asset Management Supervisor
Digitally Signed Jun 21, 17

Division Review

David Shelsted
Director of Roads & Transportation
Digitally Signed Jun 21, 17

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Jun 21, 17

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jun 22, 17

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 28, 17

Parking Restrictions – Hennessey Road

Background:

Roads and Transportation Services staff received a request from area residents to restrict parking on Hennessey Road due to the difficulties they were having travelling on Hennessey Road when vehicles are parked on both sides of the road.

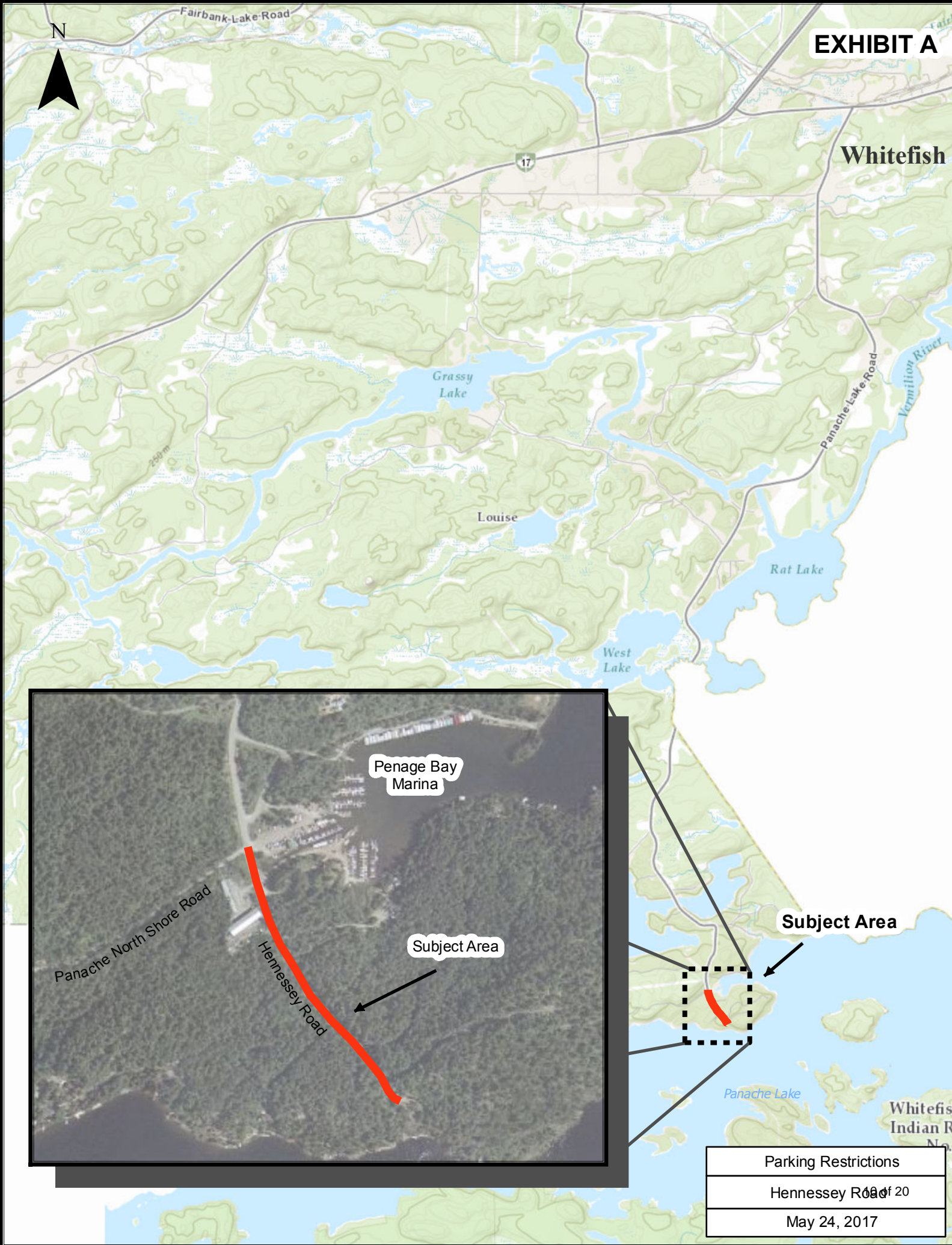
Hennessey Road is located south of Panache North Shore Road in the former Town of Walden (see Exhibit 'A'). This gravel rural roadway has an operating width of approximately six (6) metres. Currently, parking is allowed on both sides of the roadway.

On the east side of Panache Lake Road and opposite Panache North Shore Road is the Penage Bay Marina. The marina charges for parking and as a result users of the marina are parking their vehicles and trailers on both sides of Hennessey Road.

The primary function of a public road is for the safe and efficient movement of traffic. On-street parking is usually permitted when this criteria is met. Due to the width of Hennessey Road when vehicles are parked on both sides, the road becomes difficult for area residents to drive on and restricts access to abutting properties.

To improve safety, it is recommended that parking be prohibited at all times along the east side of Hennessey Road from Panache North Shore Road to the South Limit. Ward 2 Councillor Vagnini has indicated his support for this recommendation.

EXHIBIT A



Whitefish

Grassy Lake

Louise

Rat Lake

West Lake

Penage Bay Marina

Panache North Shore Road

Hennessey Road

Subject Area

Subject Area

Panache Lake

Whitefish Indian Reservation

Parking Restrictions

Hennessey Road of 20

May 24, 2017

Request for Decision

2017 Pedestrian Crossover Program Update

Presented To: Operations Committee

Presented: Monday, Jul 10, 2017

Report Date: Wednesday, Jun 21, 2017

Type: Managers' Reports

Resolution

THAT the City of Greater Sudbury implements pedestrian crossover facilities at the locations described in the report entitled "2017 Pedestrian Crossover Program Update", from the General Manager of Growth and Infrastructure, dated June 21, 2017.

AND THAT the City of Greater Sudbury prohibits parking and stopping within 30 metres of the pedestrian crossovers to be installed on Southview Drive at Stephen Street and on Bouchard Street at Marcel Street;

AND THAT the necessary By-law be prepared to amend Traffic and Parking By-Law 2010-1.

Relationship to the Strategic Plan / Health Impact Assessment

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

Report Summary

This report presents the 2017 update on the Pedestrian Crossover Program, including information on monitoring and compliance of those installed in 2016. This report also seeks approval of locations proposed for new pedestrian crossovers to be installed in 2017.

Financial Implications

The estimated cost to implement the recommended pedestrian crossovers for 2017 is \$325,000. This will be

Signed By

Report Prepared By

Marisa Talarico
Active Transportation Coordinator
Digitally Signed Jun 21, 17

Health Impact Review

Marisa Talarico
Active Transportation Coordinator
Digitally Signed Jun 21, 17

Manager Review

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Jun 21, 17

Division Review

David Shelsted
Director of Roads & Transportation
Digitally Signed Jun 21, 17

Recommended by the Department

Tony Cecutti
General Manager of Growth and
Infrastructure
Digitally Signed Jun 21, 17

Financial Implications

Apryl Lukezic
Co-ordinator of Budgets
Digitally Signed Jun 22, 17

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jun 28, 17

funded from the approved Roads Capital Budget through the Traffic Calming budget.

This estimate includes \$120,000 for pedestrian crossovers on Southview Drive as stated on the Southview Drive Traffic Calming Update on tonights agenda.

2017 Pedestrian Crossover Program Update

Background:

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

In late 2016, Council approved the installation of pedestrian crossover facilities ('PXOs') at 20 locations throughout the community. At the same time, the City launched a public education campaign aimed at all road users on the appropriate and safe use of these new facilities.

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. To determine the impact of the PXO program, studies of both pedestrians and motorists were completed for three of the City's most prominent and well-used pedestrian crossovers, Barry Downe Road at Woodbine Avenue, Brady Street at Shaughnessy Street and Elm Street at the Transit Terminal. Analysis presented below is based on observations and data collected from these three pedestrian crossovers.

Motorist Compliance:

Three months after the pedestrian crossovers were installed, motorists are adapting well to this new infrastructure by nearly always stopping at the appropriate time to allow pedestrians to cross the road. To determine compliance, traffic studies of these three PXOs were completed in January 2017 and again in June 2017. A second study of Barry Downe Road was not completed in June, as this is outside of the regular semester schedule and would likely not be a representative or comparable sample to data collected in January.

In January, motorist compliance was 92 percent and 90 percent for Barry Downe Road and Brady Street, respectively, whereas on Elm Street, motorists stopped for pedestrians approximately 83 percent of the time (Figure 1). Studies completed in June for Brady Street showed an increase in compliance to 94 percent and Elm Street showed a significant improvement to 95 percent compliance. A positive trend in motorist compliance is evident in the study data.

.../2

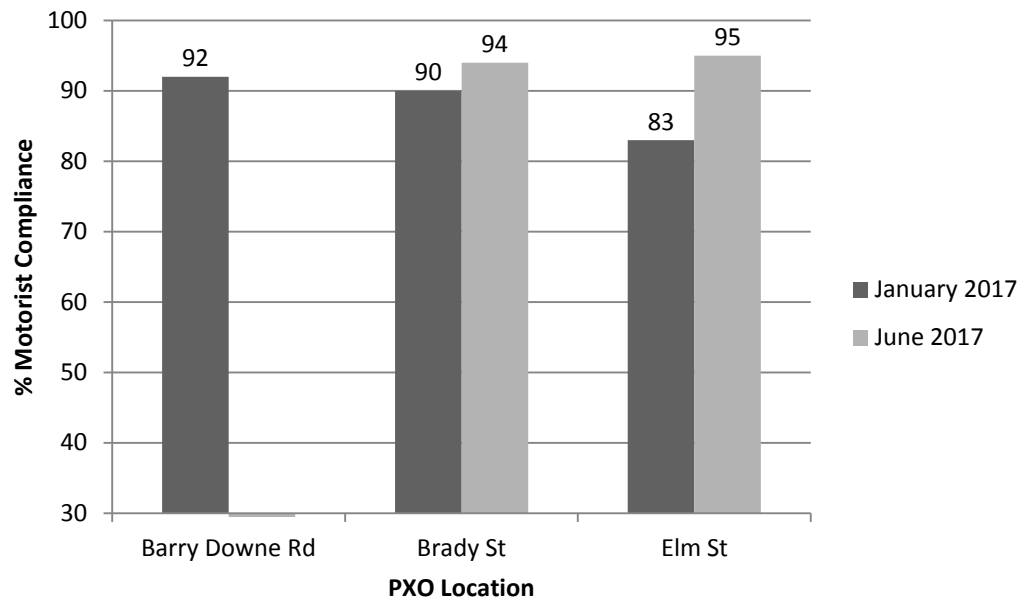


Figure 1. Percentage of motorists at each PXO Location who stopped at the appropriate time to allow pedestrians to cross the road

Pedestrian Compliance and Use:

Pedestrian compliance is somewhat more difficult to determine, as per the *Highway Traffic Act*, pedestrians are not required to push the button to activate the flashing beacons 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.

Prior to implementing the PXO on Brady Street, pedestrians would cross the road in the vicinity of Shaughnessy Street whenever there was a gap in traffic. This kind of pedestrian behaviour is known to create challenges for motorists in anticipating where to look for pedestrians. With the implementation of the pedestrian crossover, this behaviour has been minimized with approximately 93 percent of pedestrians counted in January 2017, now crossing this segment of Brady Street within the PXO. This enhances safety by making pedestrians more predictable and in turn, simplifying the driver experience.

.../3

Currently, PXOs on Brady Street and Barry Downe Road are configured so that a pedestrian must push only one button to activate the flashing beacons across the roadway. As a pilot project the Elm Street PXO was configured to require a pedestrian to push one button to activate the first leg of the crossing, and a second button to activate the next leg of the crossing. A study reviewing the number of times a pedestrian utilized the median island push button showed that less than 20 percent of pedestrians used the median island push buttons. To improve consistency for pedestrians, the Elm Street PXO has been re-configured so that only one button is required to activate the flashing beacons across the entire roadway.

Pedestrian Volumes:

Volumes observed at the three PXOs showed significant increases in the number of pedestrians using the crossings (Table 1). A 56 percent increase in pedestrian volume on Barry Downe Road is likely due to the timing of the traffic count. In 2016, the traffic count was completed when school was not in session, whereas the traffic count in 2017 was completed in January, during the winter semester. Of note also, both the Brady Street and Elm Street traffic counts in June 2017 occurred while construction was obstructing one travel lane. Without these obstructions, it is possible that the increase in pedestrian volumes would be even higher than 7 percent and 26 percent, respectively (Table 1). Generally, more pedestrians are choosing to use the midblock crossing locations now that they are controlled by a PXO and staff expect this trend to translate to PXOs across our community.

Table 1: 2016 and 2017, 8-hr Pedestrian Volume Count Results

	May 2016 Pedestrian Volume (8-hr)	June 2017 Pedestrian Volume (8-hr)	% Change
Barry Downe Rd at Woodbine Ave	141	220*	56%
Brady St at Shaughnessy St	1062	1145	7%
Elm St at Transit Terminal	913	1233	26%

*Pedestrian count for Barry Downe Road was conducted in January 2017, while classes were still in session at Cambrian College, to provide a more representative traffic count

2017 Pedestrian Crossover Locations:

Bouchard Street at Marcel Street

Based on pedestrian traffic counts, a pedestrian crossover is not warranted for Bouchard Street at Marcel Street (Table 2). However, as part of the ongoing traffic calming efforts for the Bouchard Street/Southview Drive corridor, staff is recommending the implementation of a Type B PXO. This PXO will enable residents to access the sidewalk on the south side of Bouchard Street from the north, as well as the Marcel Tot Lot and the commercial businesses to the east at Regent Street.

.../4

This location is also less than 100 metres east of the intersection of Southview Drive at Bouchard Street. The City frequently receives requests for a controlled crossing at this intersection however sight lines at this location are restricted and do not allow sufficient time for a motorist to view a pedestrian crossing the road and stop their vehicle. A PXO at the intersection of Bouchard Street at Marcel Street will provide a nearby controlled crossing for pedestrians.

Southview Drive at Stephen Street

A Type B PXO is warranted at the intersection of Southview Drive and Stephen Street. A PXO at this location will enable pedestrians to cross Southview Drive to access residential areas, as well as the elementary school on Stephen Street and the nearby Robinson Playground on Cranbrook Crescent.

Table 2: Pedestrian Crossings Which Qualify for a Pedestrian Crossover

Intersection	Pedestrian Volume	Vehicular Volume	Raised Refuge	Number of Lanes	Type
Southview Drive at Stephen Street	100	6400	No	2	B
Bouchard Street at Marcel Street	47	7500	No	2	B

Channelized Right Turn Lanes

In 2016, the City installed 10 Type D PXOs in channelized right turn lanes throughout the City. Channelized right turn lanes typically provide unprotected pedestrian crossings, which may cause some difficulty for pedestrians to find safe gaps to cross. This may be especially challenging for people with visual impairments or for people with other disabilities who want to use this type of crossing. Staff received positive feedback from residents about the installation of the PXOs in the channelized right turn lanes. Generally, residents felt that motorists were more aware that pedestrians were trying to cross and were stopping more frequently to allow pedestrians to cross in these locations.

To improve pedestrian safety and to provide a consistent experience for both pedestrians and motorists, staff recommends that Type D PXOs be installed in all channelized right turn lanes which contain pedestrian crossings. It is recommended that the locations listed in Table 3 have Type D PXOs installed in 2017.

.../5

Table 3: Pedestrian Crossings at Channelized Right Turn Lanes Which Qualify for a Pedestrian Crossover

Intersection	Channelized Right Turn	Pedestrian Volume	Vehicular Volume	Type
Barry Downe Road at Marcus Drive	Westbound	27	1538	D
Cote Road at Notre Dame Avenue	Westbound	15	2103	D
Kingsway at Barry Downe Road	Eastbound	53	556	D
	Southbound	55	3976	D
	Westbound	31	2721	D
Kingsway at Falconbridge Road	Southbound	15	3459	D
	Westbound	24	1906	D
	Eastbound	10	1545	D
Kingsway at Silver Hills Drive	Eastbound	22	2093	D
LaSalle Boulevard at Falconbridge Road	Eastbound	7	1484	D
	Westbound	47	311	D
MR 80 at Dominion Drive	Northbound	7	1466	D
Notre Dame Street at Marier Street/ St. Agnes Street	Westbound	N/A	N/A	D
	Southbound	120	85	D
Old Highway 69 at Notre Dame Avenue	Eastbound	15	1837	D
Paris Street at Walford Road	Eastbound	50	838	D
	Southbound	51	1269	D
Regent Street at Algonquin Road	Southbound	10	2074	D
Regent Street at MacLeod Street	Eastbound	27	593	D

New PXO Requests:

Requests for pedestrian crossings received since implementation of the initial 20 PXOs are currently under review by staff. Staff are conducting sight line analyses and completing traffic counts to determine if a PXO is warranted at any of the requested locations. Staff will bring forward a future report should any additional PXOs be warranted.

Award Nomination:

In March 2017, the Pedestrian Crossover Program was nominated for the Ministry of Transportation Road Safety Award for Initiative of the Year (2016) by the Sudbury Roads Safety Committee. The Sudbury Roads Safety Committee is a partnership of organizations in Greater Sudbury who aim to promote road safety, which includes the Sudbury and District Health Unit, Ministry of Transportation, Ontario Provincial Police, Greater Sudbury Police Services and the Sudbury Cyclists Union. Unfortunately the City of Greater Sudbury did not win, however it is an honour to be nominated for this award.

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.

Staff will continue to work with Corporate Communications and Greater Sudbury Police Services to develop a communication plan 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:

Institute of Transportation Engineers, *Intersection Design Guidelines*,
Accessed online: <https://www.ite.org/css/online/DWUT10.html>

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



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;

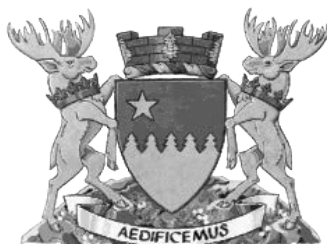
AND WHEREAS the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

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.