



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, December 5, 2016
Tom Davies Square

COUNCILLOR ROBERT KIRWAN, CHAIR

Evelyn Dutrisac, Vice-Chair

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

Council and Committee Meetings are accessible. For more information regarding accessibility, please call 3-1-1 or email 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 November 10, 2016 from the General Manager of Infrastructure Services regarding Water Wastewater Emergency Repairs Update Report. **4 - 6**
(FOR INFORMATION ONLY)

(Update to provide Council planned changes to the practices used to emergency repairs of water & sewer pipes.)

REGULAR AGENDA

REFERRED & DEFERRED MATTERS

- R-1. Report dated November 16, 2016 from the General Manager of Infrastructure Services regarding Speed Limit Review - M.R. 80 - Yorkshire Drive to St. Mary Boulevard. **7 - 12**
(RESOLUTION PREPARED)

(Roads and Transportation Services staff received a petition asking for the speed limit on Municipal Road 80 from Yorkshire Drive to the Hanmer Mall be reduced to 60 km/h. This report will present the findings of traffic studies that were completed and provide a recommended speed limit for the roadway.)

MANAGERS' REPORTS

- R-2. Report dated November 17, 2016 from the General Manager of Infrastructure Services regarding Pedestrian Traffic Signal Request - Regent Street at Junction Creek Crossing. **13 - 16**
(RESOLUTION PREPARED)

(Roads and Transportation Services staff received a proposal from the Rainbow Routes Association requesting mid-block pedestrian traffic signals be installed on Regent Street where it crosses Junction Creek. This report will summarize the results of the traffic studies conducted by staff and provide appropriate recommendations.)

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD AND ANNOUNCEMENTS

NOTICES OF MOTION

ADJOURNMENT

For Information Only

Water Wastewater Emergency Repairs Update Report

Presented To:	Operations Committee
Presented:	Monday, Dec 05, 2016
Report Date	Thursday, Nov 10, 2016
Type:	Correspondence for Information Only

Resolution

For information only

Finance Implications

There are no current financial implications

Background

This report has been written to provide an update to members of Council regarding planned changes to the practices used to respond to emergency repairs of water & sewer infrastructure in Greater Sudbury.

The number and severity of emergency repairs required during any given year varies because of a wide variety of causal factors (ie age / condition of infrastructure) but certainly can be influenced significantly by severe weather and in-particular severe and prolonged cold temperatures. This was evident in winter 2015 when a severe and prolonged cold event drove up the number of emergency repair events.

Since 2005, emergency repairs of water main breaks and other buried water and wastewater infrastructure have been undertaken using a combination of external contractor crews and equipment and City crews primarily using external contracted excavation equipment. Typically, external crews completed about 65% of the required repairs.

The practice over the last few years was to callout the external contractor to respond to most emergency repairs occurring after hours and weekends. City crews typically responded to emergency repairs occurring during regular hours and into afternoon shift when forces were available on straight time pay rates. This response model helped to control costs and balance the need to keep certified City operators available to focus their efforts on core operational work that requires specific license qualifications. Performing tasks designated as 'operational' require that operating staff possess valid certifications as licensed operators from the Ontario Ministry of Environment & Climate Change.

Periodically, in accordance with the Purchasing Bylaw, the contract for external emergency repairs resources has been renewed through the public tendering process. Although Greater Sudbury experiences

Signed By

Division Review

Nick Benkovich
Director of Water/Wastewater Services
Digitally Signed Nov 10, 16

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure Services
Digitally Signed Nov 14, 16

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Nov 20, 16

a significant variability in the number of emergency response events from year to year estimates for expected levels of work have been based on recent estimates of about 170 events annually handled by the former contractor. This translates to an estimated need to replace about 4000 contractor crew hours annually designated specifically to attend emergency response events.

Over time, the terms and conditions built into the tender document have evolved and incorporated a number of contract management, safety, and purchasing requirements. The increasing complexity of the scope of work coupled with the fact that many local contractors scale down operations during the winter season resulted in reduced response to the contract tender by some potential bidders. So, despite the fact that the tender was publicly advertised on multiple occasions, recent efforts to find external contractors willing to perform the expected scope of work within estimated budget allocations were not successful.

With the former tender period quickly expiring, staff was able to develop a trial or pilot option to perform more emergency repairs using in-house resources. With an outside contractor no longer routinely available, arrangements to fill the void of 4000 contractor crew hours and undertake the emergency repairs with internal staff has been readied in time for the upcoming winter season. Based on past records of emergency repair work, the frequency of emergency repairs typically increases during the winter months.

At this time, the current response framework relies primarily on City crews to perform the repairs supported by external excavation equipment (ie. Backhoes, and Excavators). Staff is working on contractual arrangements to secure the necessary contracted equipment resources to match our new requirements for mandatory response on a 24 / 7, 365 day basis. If extreme circumstances manifest where emergency requirements exceed the two (2) City emergency crews available, additional contractor resources would be accessed via the emergency circumstances provisions of the Purchasing Bylaw.

Residents who call to request services will continue to follow the same protocols they always have used to request service and will receive similar service standards. The workflow change described here only relates to how the City will respond to the service request. Internal staff response times and other protocols built into the internalization pilot closely reflect those formerly in place with external contractors so response service standards should remain similar. Crews have been designated on a 'standby' rotation to provide suitably qualified resources with a mandatory response within fifteen minutes of being called which typically will translate to crews reporting to the repair site within 1 hour from initial contact (depending on exact locations within Greater Sudbury).

POTENTIAL BENEFITS

Staff has identified some potential benefits associated with the in-house based pilot including:

- **Simplified Contract Management Framework:** Using internal staff reduces some of the training, monitoring, and documentation associated with administering emergency repairs via external contractors;
- **Improved Access to Documentation:** Internal staff work orders are coordinated through the CityWorks Computerized Maintenance Management System provides detailed information on asset management, costing, and other record keeping information required to provide effective oversight and reporting;

RISKS & CONSTRAINTS

The pilot arrangements for emergency repairs pose new and different set of risks than the former arrangements. Staff has identified several possible risks that could be associated with the pilot:

- **Hours of Work:** The Employment Standards Act limits the hours of work of employees to 60 hours per week unless exceptional circumstances arise. This constraint could impact normal core work if employees have an active repair week and expend available hours responding to emergency repairs;

- **Deferring Preventive Maintenance:** Emergency repairs may compromise preventative maintenance efforts by occupying more time from the limited numbers of internal resources. Preventive maintenance is a key to delivering effective services to the community and as such requires dedicated resources. In the short-term pilot situation this risk has been somewhat mitigated by recruiting additional temporary resources, however if the volume of emergency repairs reaches a level where we become too reliant on temporary employees, a different type long term solution will be needed including re-introducing contractors.
- **Financial / Budgetary:** Despite the change in response framework, because it is difficult to accurately predict the number and severity of emergency events requiring a response by the City there remains a budgetary risk if the number or severity of actual events exceeds estimates. Staff will closely monitor the actual costs versus estimates and endeavour to communicate variances promptly and effectively.

NEXT STEPS

Staff will implement the pilot over the 2016 -2017 winter season and monitor Key Performance Indicators during the pilot. The information will provide the basis for a follow up evaluation to determine the way forward in consultation with senior administrative staff.

A recommended long term strategy will then be developed and a staff recommendation developed and brought to Council for consideration.

Request for Decision

Speed Limit Review - M.R. 80 - Yorkshire Drive to St. Mary Boulevard

Presented To:	Operations Committee
Presented:	Monday, Dec 05, 2016
Report Date	Wednesday, Nov 16, 2016
Type:	Referred & Deferred Matters

Resolution

THAT the City of Greater Sudbury reduces the speed limit on Municipal Road 80 from Yorkshire Drive to St. Mary Boulevard to 70 km/h;

AND THAT the City of Greater Sudbury reduces the speed limit on Municipal Road 80 from 60 metres south of Yorkshire Drive to Yorkshire Drive to 60 km/h;

AND THAT the City of Greater Sudbury reevaluate the speed limit on Municipal Road 80 from Yorkshire Drive to Dominion Drive when the proposed large scale commercial development on the east side of Municipal Road 80 proceeds;

AND THAT a by-law be prepared to amend the Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes in accordance with the report from the General Manager of Infrastructure Services dated October 24, 2016.

Background

Roads and Transportation Services received a petition signed by 37 area residents requesting the speed limit on Municipal Road 80 (M.R. 80) from Yorkshire Drive to the Hanmer Mall be reduced to 60 km/h. The first page of the petition can be found in Exhibit 'A'.

In 2010, City Council adopted the use of the Canadian Guidelines for Establishing Posted Speed Limits, published by the Transportation Association of Canada, for evaluating posted speeds on arterial and major collector roadways. These guidelines assess appropriate posted speed limits based primarily on the classification, function and physical characteristics of a roadway.

This area of M.R. 80 is located in the former Town of Valley East and is classified as a primary arterial roadway due to its importance in the City's road network. It is constructed to a rural standard with two lanes for northbound traffic, two lanes for southbound traffic and a two-way centre turning lane. On the west side of the roadway there is an off-road paved trail that runs from Yorkshire Drive to Dominion Drive which is

Signed By

Report Prepared By

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Nov 16, 16

Division Review

David Shelsted
Director of Roads & Transportation
Services
Digitally Signed Nov 16, 16

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Nov 16, 16

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
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used by both cyclists and pedestrians (see Exhibit 'B'). In this area, M.R. 80 has an average annual daily traffic volume of approximately 15,500. The speed limit on M.R. 80 is 80 km/h from approximately 60 metres south of Yorkshire Drive to St. Mary Boulevard and is 60 km/h from St. Mary Boulevard to the Hanmer Mall.

Staff evaluated this area of M.R. 80 as two different segments; 60 metres south of Yorkshire Drive to Dominion Drive and Dominion Drive to St. Mary Boulevard. Since the existing speed limit is already 60 km/h from St. Mary Boulevard to the Hanmer Mall, this segment of the road was not evaluated.

Applying the current physical characteristics of each segment to the Canadian Guidelines for Establishing Posted Speed Limits and using a functional classification of a "four lane rural undivided major arterial" yields a total risk score of 46 and a recommended posted speed limit of 70 km/h for the 60 metres south of Yorkshire Drive to Dominion Drive segment (see Exhibit 'C') and a total risk score of 53 and a recommended posted speed limit of 70 km/h for the Dominion Drive to St. Mary Boulevard segment (see Exhibit 'D').

Staff also completed a speed study in this area of Municipal Road 80 on June 10, 2010. The study was conducted 200 metres north of Yorkshire Drive and recorded the speeds of over 31,000 vehicles. The average speed recorded was 82 km/h while the 85th percentile speed was 91 km/h. The 85th percentile speed is the speed at or below which 85 percent of drivers are travelling and is generally accepted as a good indicator of an appropriate speed limit.

Recommendation

The Canadian Guidelines for Establishing Posted Speed Limits recommends that the speed limit on M.R. 80 from 60 metres south of Yorkshire Drive to St. Mary Boulevard be lowered to 70 km/h. The existing signs indicating the change from the 60 km/h speed limit to the 80 km/h speed limit are installed near Yorkshire Drive. In order to simplify the by-law and reuse the existing sign locations, it is recommended that the 60 km/h speed zone be extended north to Yorkshire Drive and the 70 km/h speed zone begin at Yorkshire Drive and continue to St. Mary Boulevard. As noted previously, the 85th percentile speed for this area of road is 91 km/h. A reduction in the speed limit will require significant police enforcement to bring operating speeds more closely in line with a posted speed limit of 70 km/h.

Additionally, a parcel of land on the east side of M.R. 80, between Yorkshire Drive and Josephine Drive, has been rezoned to permit a large scale commercial development. Through the rezoning process it was identified that this commercial development will require a full movement driveway south of Carol Street, a right-in only driveway south of John Street and a set of traffic signals at the John Street intersection. It is recommended that when this development proceeds, staff reevaluate the speed limit on M.R. 80 from Yorkshire Drive to Dominion Drive to determine if any changes should be made to the posted speed limit.

PETITION

We, the

Residents of Community of Valley East and citizens of the City of Greater Sudbury

Identify, in general terms, who the petitioners are: for example: residents of Ward,
Residents of Street, Residents of Community of, citizens of the City of Greater Sudbury.

Briefly state the matter or argument in support of your petition.

This is to be included on each signature page.

We feel that due to many safety issues the speed limit from Yorkshire Drive to the Hanmer Mall be reduced on MR80

State the specific request for action you wish Council to undertake.

This is to be included on each signature page.

We want council to reduce the speed from 80km down to 60km on MR80 due to the many safety issues resulting from this high speed and that we are in a residential area.

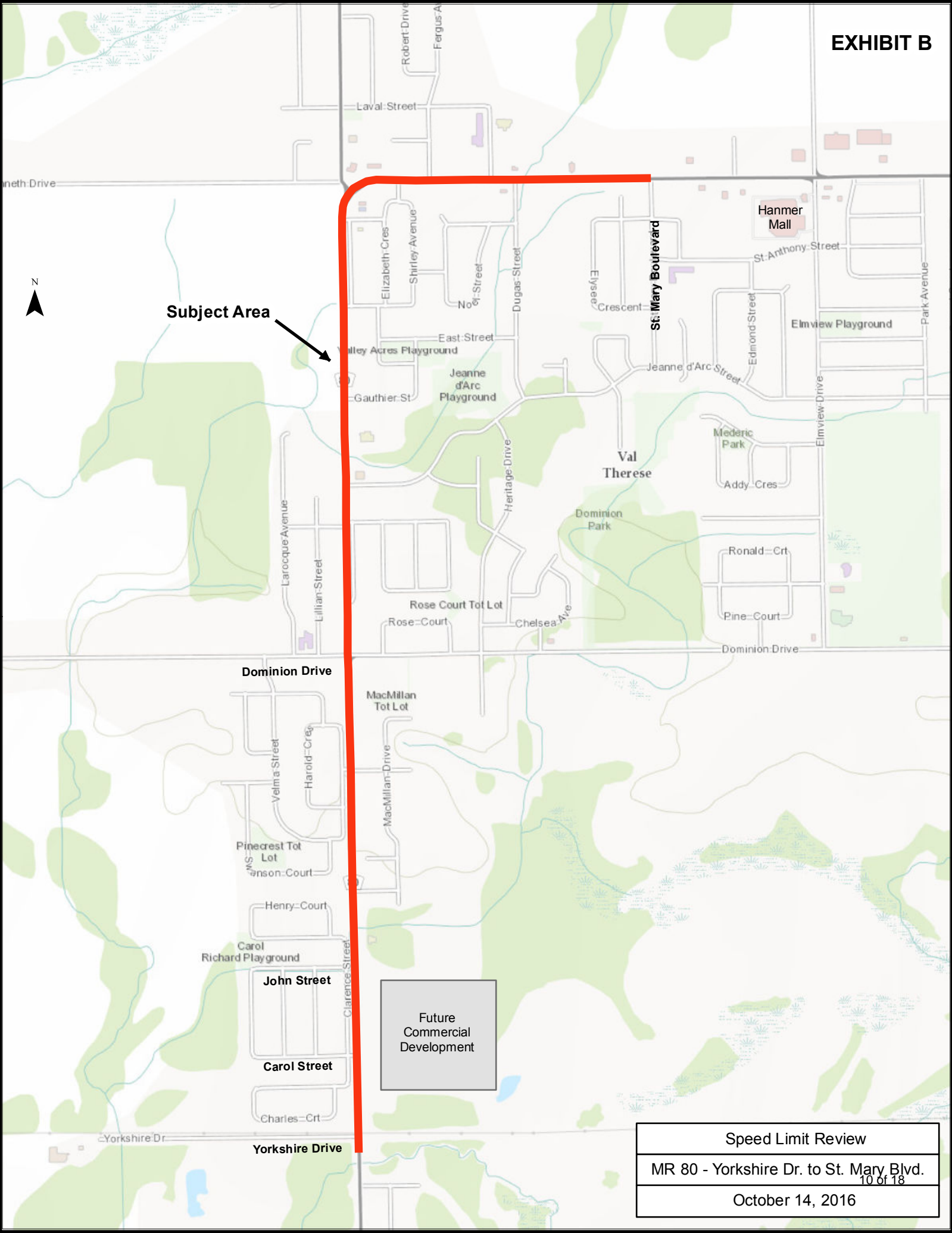
NAME, ADDRESS AND TELEPHONE NUMBER OF THE SPOKESPERSON OR PRINCIPLE PETITIONER:

[Redacted Name, Address and Telephone Number]

Here follows the Signatures

Signatures (only original signatures are permitted-if signing on behalf of a business or organization you should indicate if you are the owner, president, secretary, treasurer, etc.)	Addresses (your residential address in the City of Greater Sudbury)
1. [Redacted Signature]	[Redacted Address]
2. [Redacted Signature]	[Redacted Address]
3. [Redacted Signature]	[Redacted Address]

Once submitted to Council, this petition becomes a public document and is available for viewing. The information provided on a petition is not considered to be confidential information and may be seen by anyone requesting to see copies of the petition. This information will not be used by the City for any purpose other than to ensure it meets Council's requirements for a valid petition and ensure to contact with spokesperson or principal petitioner.





Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Old Highway 69 - Municipal Road 80		
Segment Evaluated:	60 metres south of Yorkshire Drive	to	Dominion Drive
Geographic Region:	Val Caron		
Road Agency:	City of Greater Sudbury		
Road Classification:	Arterial	Length of Corridor:	1,715 m
Urban / Rural:	Rural	Design Speed: (Required for Freeway, Expressway, Highway)	km/h
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	80 km/h
Major / Minor:	Major	Prevailing Speed: (85th Percentile - for information only)	91 km/h
# Through Lanes Per Direction:	2+ lanes	Policy: (Maximum Posted Speed)	

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	3
A2	GEOMETRY (Vertical)	Lower	3
A3	AVERAGE LANE WIDTH	Medium	6
B	ROADSIDE HAZARDS	Lower	3
C1	PEDESTRIAN EXPOSURE	Lower	2
C2	CYCLIST EXPOSURE	Lower	3
D	PAVEMENT SURFACE	Medium	6
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	12
	STOP controlled intersection	0	
	Signalized intersection	1	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	7	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	8
	Left turn movements permitted	22	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	N/A	0

Total Risk Score:

46

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

70

As determined by policy

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:



Automated Speed Limit Guidelines

FORM A - Automated Speed Limit Guidelines Spreadsheet

Version:
10-Apr-09

Name of Corridor:	Old Highway 69 - Municipal Road 80		
Segment Evaluated:	Dominion Drive	to	St Mary Boulevard
Geographic Region:	Val Caron - Hanmer		
Road Agency:	City of Greater Sudbury		
Road Classification:	Arterial	Length of Corridor:	2,584 m
Urban / Rural:	Rural	Design Speed: (Required for Freeway, Expressway, Highway)	
Divided / Undivided:	Undivided	Current Posted Speed: (For information only)	80 km/h
Major / Minor:	Major	Prevailing Speed: (85th Percentile - for information only)	91 km/h
# Through Lanes Per Direction:	2+ lanes	Policy: (Maximum Posted Speed)	

		RISK	Score
A1	GEOMETRY (Horizontal)	Lower	3
A2	GEOMETRY (Vertical)	Lower	3
A3	AVERAGE LANE WIDTH	Medium	6
B	ROADSIDE HAZARDS	Higher	9
C1	PEDESTRIAN EXPOSURE	Medium	4
C2	CYCLIST EXPOSURE	Medium	6
D	PAVEMENT SURFACE	Lower	3
E1	NUMBER OF INTERSECTIONS WITH PUBLIC ROADS	Number of Occurrences	11
	STOP controlled intersection	0	
	Signalized intersection	2	
	Roundabout or traffic circle	0	
	Crosswalk	0	
	Active, at-grade railroad crossing	0	
	Sidestreet STOP-controlled or lane	8	
E2	NUMBER OF INTERSECTIONS WITH PRIVATE ACCESS DRIVEWAYS	Number of Occurrences	8
	Left turn movements permitted	34	
	Right-in / Right-out only	0	
E3	NUMBER OF INTERCHANGES	Number of Occurrences	0
	Number of interchanges along corridor	0	
F	ON-STREET PARKING	N/A	0

Total Risk Score:

53

Recommended Posted Speed Limit (km/h):

As determined by road characteristics

70

As determined by policy

The recommended posted speed limit may be checked against the prevailing speeds of the roadway and the road's safety performance.

Comments:

Request for Decision

Pedestrian Traffic Signal Request - Regent Street at Junction Creek Crossing

Presented To:	Operations Committee
Presented:	Monday, Dec 05, 2016
Report Date	Thursday, Nov 17, 2016
Type:	Managers' Reports

Resolution

THAT the City of Greater Sudbury installs signs encouraging trail users and employees of Greater Sudbury Utilities to utilize the protected pedestrian crossings at the existing traffic signals at the intersections of Regent Street and McLeod Street and Regent Street and Ontario Street;

AND THAT the City of Greater Sudbury provide a signed bicycle route from where the Junction Creek Waterway Park crosses McLeod Street to the north end of Wellington Heights as outlined in Exhibit A of the report dated November 17, 2016 from the General Manager of Infrastructure Services.

Background

Roads and Transportation Services staff received a proposal from the Rainbow Routes Association requesting mid-block pedestrian signals be installed on Regent Street where it crosses Junction Creek to help provide a safe passage for users of the Junction Creek Waterway Park and employees of Greater Sudbury Utilities who utilize the parking lot on the west side of Regent Street and must cross the road to access the Greater Sudbury Utilities offices. The proposal was submitted on behalf of the Rainbow Routes Association, Connect the Creek Partnership and Greater Sudbury Utilities (GSU).

Regent Street crosses Junction Creek approximately 200 metres north of McLeod Street and 215 metres south of Ontario Street (see Exhibit A). There are traffic signals installed at both of these intersections which provide pedestrians a protected pedestrian crosswalk. The Junction Creek Waterway Park/Trans Canada Trail follows Junction Creek from McLeod Street to Regent Street and then continues west from Regent Street to Riverside Drive. The parking lot utilized by GSU staff is located directly north of Junction Creek on the west side of Regent Street.

On June 10th, 2014, City staff counted the number of pedestrians and cyclists which crossed Regent Street in the area of Junction Creek from 5 AM to 10 PM. During the entire 17 hours counted, a total of 101 pedestrians (1 child, 94 adults, 6 seniors) and 22 bicycles crossed Regent Street. Book 12 of the Ontario Traffic Manual provides guidelines for the minimum pedestrian volume required before pedestrian traffic

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Recommended by the Department

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Recommended by the C.A.O.

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signals are warranted. The Ontario Traffic Manual (OTM) is a series of books published by the Province of Ontario which provides information and guidance for transportation practitioners in order to promote uniform design, application and operation of traffic control devices and systems across Ontario. Installing traffic control devices in a manner that is uniform across the province helps simplify transportation for all road users and helps create roads which are safer overall. Book 12 of the OTM specializes in traffic signals and provides guidance for what circumstances traffic signals should be installed, how they are designed and constructed and how they are operated.

This warrant provided in Book 12 is based on the eight busiest hours of the day and considers the number of equivalent adults crossing the road and the traffic volume of the road. Equivalent adults are calculated by multiplying the total number of children, seniors or persons with a disability by a factor of two and summing that total with the number of adults counted. For the eight busiest hours of the day, this area of Regent Street has a total vehicle volume of 8,750. For a road with this vehicle volume, the OTM requires a total of 257 pedestrians crossing the main road to warrant pedestrian traffic signals. From the June 2014 traffic count, a total of 116 equivalent adults and bicycles crossed Regent Street during the same eight hour period. This meets 45% of the pedestrian crossing volume required by the OTM to warrant pedestrian traffic signals.

Staff also considered a pedestrian crossover at this location. OTM Book 15 provides guidelines for what type of pedestrian crossover is appropriate based on the eight hour traffic volume, posted speed limit and the total number of lanes that need to be crossed. For a four lane road with a posted speed limit of 50 km/h and eight hour vehicle volumes of 8,750, OTM Book 15 does not recommend the installation of a pedestrian crossover.

Staff reviewed video of the traffic count that was completed and noted several items. The desire line of users of the Junction Creek Waterway Park does not match the desire line of GSU employees. The users of the Junction Creek Waterway Park typically crossed on or near the bridge over Junction Creek while GSU employees crossed approximately 50 to 100 metres further north. This is expected because the entrance to both the GSU parking lot and building are north of Junction Creek. Historically, staff have observed that pedestrians do not go out of their way to use traffic signals to cross the road. Based on this experience, it is likely that some GSU employees will continue to cross at this location rather than at the pedestrian signals.

Additionally, staff observed repeated vehicle queue lengths which extended beyond the bridge over Junction Creek and out of the view of the camera. With the installation of pedestrian traffic signals, vehicle stop lines are set back 15 metres from the crosswalk. This additional set back may cause vehicles to spill into the Regent Street and McLeod Street signalized intersection, which is a safety concern. Although it is illegal to block an intersection, it is an unfortunate common occurrence on congested roads.

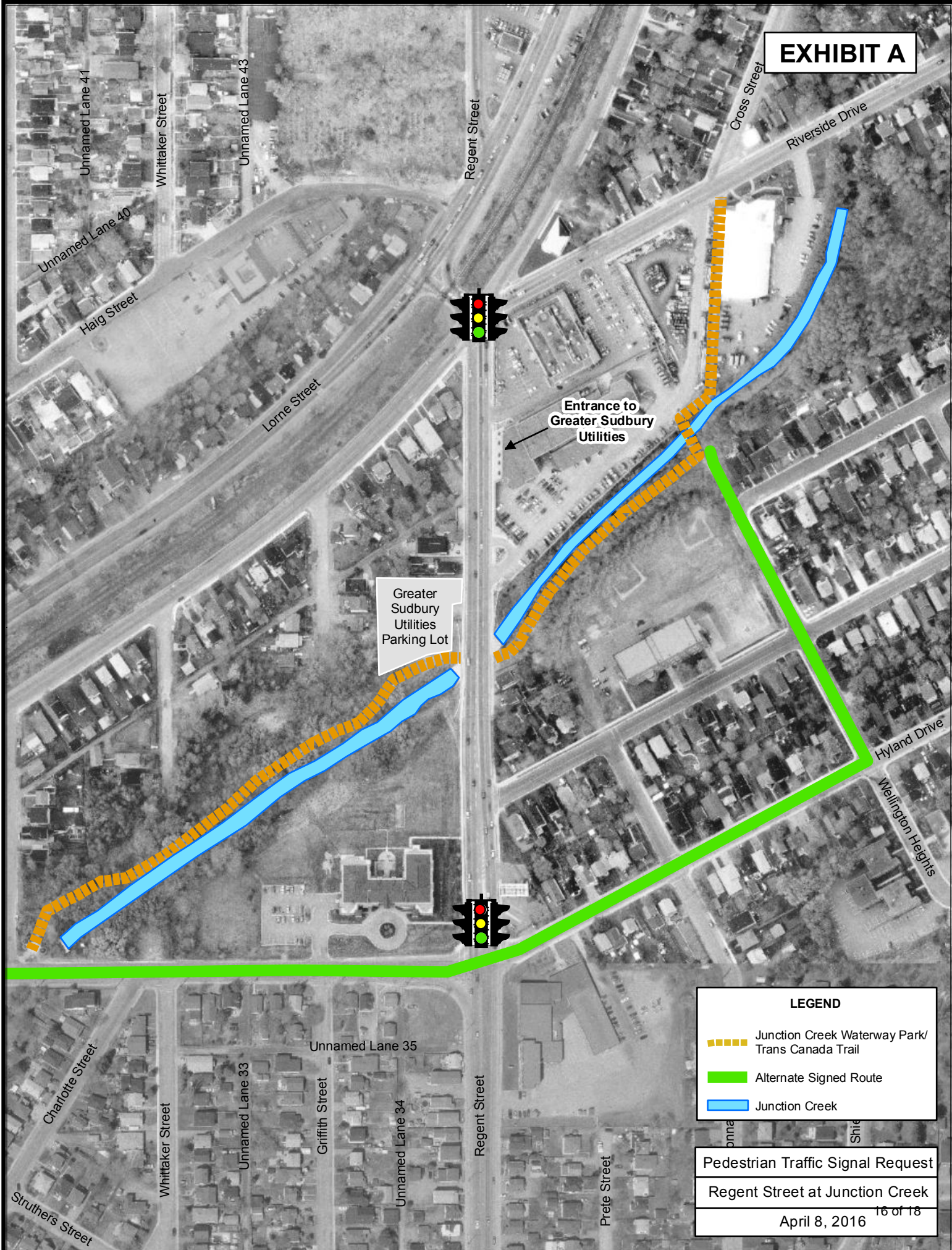
Although this proposal indicates that the Greater Sudbury Utilities and the Connect the Creek Partnership have committed funds to help pay for the construction of traffic signals at this location, the City of Greater Sudbury will be responsible for any funding shortfall and the ongoing maintenance of these traffic signals. Staff estimated that the installation of midblock pedestrian signals at this location will cost approximately \$120,000 and maintenance costs at these types of signals typically cost \$2,000 per year. In addition, the City would be responsible for eventual replacement of the traffic signals at the end of their 20 year life cycle.

Staff does not recommend the installation of these traffic signals. Based on the traffic counts completed, this location does not meet the minimum pedestrian volumes required in the Ontario Traffic Manual. By installing these signals, each pedestrian or cyclist will save only 400 metres of walking while decreasing the overall safety of this area. While traffic signals are not recommended at this location, staff understands the importance of pedestrian safety along the Junction Creek Waterway Park and reviewed all of the remaining

road crossings along the route. Based on this review, staff recommended the installation of pedestrian crossovers on Riverside Drive near Cross Street, Bond Street near Murray Street and Madison Avenue near Sagebrush Place. Installation of these pedestrian crossovers is expected to be completed by the end of November 2016.

Although a review of the collision history from 2011 to 2015 revealed that there were no collisions involving pedestrians or cyclists trying to cross Regent Street near this location, employees of Greater Sudbury Utilities and trail users should be encouraged to utilize the protected pedestrian crossings at the nearby traffic signals. Instead of pedestrian traffic signals, staff recommends that signs be posted at each trailhead and the exit to the GSU parking lot to educate users that protected pedestrian crossings are available at the traffic signals at McLeod Street and Ontario Street. In addition, staff recommends providing a signed bicycle route which would encourage trail users to use the existing traffic signals at the intersection of Regent Street and McLeod Street and is only 150 metres longer than if users stayed on the trail. This alternate route is depicted on Exhibit A.

EXHIBIT A



LEGEND

- Junction Creek Waterway Park/Trans Canada Trail
- Alternate Signed Route
- Junction Creek



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;

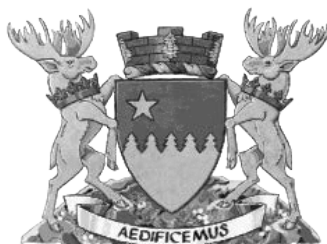
AND WHEREAS the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

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.