



# OPERATIONS COMMITTEE AGENDA

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Operations Committee Meeting  
**Monday, November 14, 2016**  
Tom Davies Square

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**COUNCILLOR ROBERT KIRWAN, CHAIR**

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**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](mailto: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 October 28, 2016 from the General Manager of Infrastructure Services regarding Drinking Water Quality Management System Annual Report. **4 - 8**  
**(FOR INFORMATION ONLY)**

(Annual report of activities for Drinking Water Quality Management System (legislated), including internal audits, supplier performance, risk assessment results, etc.)

## **REGULAR AGENDA**

### **MANAGERS' REPORTS**

- R-1. Report dated October 24, 2016 from the General Manager of Infrastructure Services regarding Traffic Control - Montee Genereux at Pilon Street. **9 - 12**  
**(RESOLUTION PREPARED)**

(The City's Roads and Transportation Services Section received a request to review how traffic is controlled at the intersection of Montee Genereux and Pilon Street. This report will present staff's finding and provide a recommendation regarding traffic control at this intersection.)

- R-2. Report dated October 24, 2016 from the General Manager of Infrastructure Services regarding Speed Limit Review - M.R. 80 - Yorkshire Drive to St. Mary Boulevard. **13 - 17**  
**(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.)

## **ADDENDUM**

**CIVIC PETITIONS**

**QUESTION PERIOD AND ANNOUNCEMENTS**

**NOTICES OF MOTION**

**ADJOURNMENT**

## For Information Only

### Drinking Water Quality Management System Annual Report

Presented To: Operations Committee

Presented: Monday, Nov 14, 2016

Report Date: Friday, Oct 28, 2016

Type: Correspondence for  
Information Only

### Resolution

For Information Only

### FINANCE IMPLICATIONS

There are no financial implications

### BACKGROUND

The Part II Report of the Walkerton Inquiry was released on May 23rd, 2002. It outlined Provincial oversight responsibilities and Municipal government responsibilities with regards to Standard of Care and the roles and responsibilities of the owners.

This report has been written to provide regular communication with Council regarding the conformance of CGS' water operations with the requirements of the Safe Drinking Water Act, 2002, including the Drinking Water Quality Management Standard and Drinking Water Quality Management System.

As part of the Provincial legislative framework for authorities supplying municipal drinking water the City is required to maintain a valid Municipal Drinking Water License for each of our six (6) drinking water systems. The Roles and Responsibilities of both staff and those with oversight over municipal drinking water systems in Ontario include ensuring that operations are compliant with the Safe Drinking Water Act as follows:

- Water provided by the system meets requirements of the Ministry's prescribed drinking water quality standards;
- The drinking water system is operated in accordance with the Safe Drinking Water Act;
- The drinking water system is maintained in a fit state of repair;
- The drinking water system is operated by qualified staff;
- Compliance is achieved by sampling, testing, and monitoring as required under the Safe Drinking Water Act.

#### Signed By

##### Report Prepared By

Jane Dupuis  
Quality Management Systems Officer  
*Digitally Signed Oct 28, 16*

##### Division Review

Nick Benkovich  
Director of Water/Wastewater Services  
*Digitally Signed Oct 28, 16*

##### Recommended by the Department

Tony Cecutti  
General Manager of Infrastructure  
Services  
*Digitally Signed Oct 28, 16*

##### Recommended by the C.A.O.

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 31, 16*

## **OUR COMMITMENT**

### **City of Greater Sudbury Quality Management System Policy**

The City of Greater Sudbury is committed to providing its customers with safe drinking water and environmentally responsible wastewater treatment services that comply with all applicable legislation and regulations. To ensure that these commitments are fulfilled, the Water & Wastewater Services Division shall maintain and continually improve upon a Quality Management System designed specifically for this purpose.

It should be noted that although there are no current legislated requirements to do so, Greater Sudbury has extended elements of the program into wastewater operations because of the positive influence of quality management on operations.

### **OPERATIONAL MANAGEMENT RESPONSIBILITIES**

It is the role of the operational management team to conduct operations in conformance with the Drinking Water Quality Management Standard. These roles and responsibilities are delineated in the City of Greater Sudbury Operational Plan (a copy is available upon request). The Quality Management System helps to ensure compliance with all standards and regulations.

Compliance with the standard is accomplished by:

- Maintaining a Quality Management System as current and consistent with all requirements, and promoting awareness of the Quality Management System throughout the organization;
- Ensuring the Operating Authority meets and maintains competencies for personnel directly affecting drinking water quality, and that personnel are aware of the relevance of their duties with respect to how safe drinking water is affected;
- Evaluating, determining, obtaining and/or providing supplies and services essential for the delivery of safe drinking water, and the infrastructure necessary to operate and maintain the subject systems; and
- Supporting the internal audit and continual improvement functions of the Quality Management System

### **Auditing and Continual Improvement Process**

All Ontario drinking water systems must adhere to the province's accreditation process. The process includes provisions for regular quality management system audits and follows a three (3) year cycle. The audits are specifically intended to assess conformance with the Ministry of the Environment and Climate Change's Drinking Water Quality Management Standard. As part of the process formal audits are conducted to monitor conformance of the operation with the specific requirements contained in the standard.

The external quality management system conformance audits are conducted by a third party who reviews the functioning of the Quality Management System. This is done through audits of documented operational plans and records, interviews with operating staff and on-site tours. The audit of our drinking water system for re-accreditation was conducted by a third party, an audit and accreditation body authorized by the Province named NSF-ISR. NSF-ISR performed an initial audit on CGS' Quality Management System in 2013 and audits have been completed annually since that time. Successfully passing the audits is a prerequisite to remain accredited ( or be re-accredited ) and to receive and maintain licenses and permits to qualify as an accredited operating authority suitable to operate CGS' municipal drinking water systems.

In order to monitor and continually improve our operation's conformance to the standard, the City has also instituted a system of regularly scheduled internal audits. These internal audits are conducted by CGS staff members who have volunteered to perform the audits and have received specialized training. This internal

audit team sets very high standards for our operations, well beyond the legislated requirements, and through continuous improvement helps to ensure that the City's processes and procedures adhere to the required external Quality Management System and translate to solid results during the next round of external audits slated for 2017.

## **KEY RESULTS**

### **Internal Audits 2016**

To this point in 2016, three internal audits were performed on Greater Sudbury Drinking Water supply systems. The aim is to assess the City's success in implementing, maintaining and continually improving our Quality Management System against the Quality Management Standard. Several opportunities for improvement were highlighted as a result of these audits and implemented to improve operations.

### **KEY Opportunities for Improvement**

Our internal auditing system did not discover any non-conformances with the Quality Management Standard. Examples of identified "Opportunities for Improvement" are listed below:

- Distribution & Collection Section ( SOP Binders ) It was suggested to distribute revised documents in a more efficient manner  
*Water/Wastewater Services is moving forward with an electronic filing system & mobile computers as a future improvement. Revised documents will then be updated through a "live" process ensuring that field Staff have the most up-to-date Operating Procedures for reference at all times.*
- Water - suggestions on how often evaluations of our maintenance programs efficiencies should be conducted to achieve the best results, *Water/Wastewater Services is in the process of utilizing our newly launched "CityWorks" computerized maintenance management system so that work orders can be organized and prioritized more quickly and efficiently.*
- Distribution & Collection ( Log Books ) - internal auditors suggested that data entered into log books be more quickly integrated into maintenance planning.  
*Water/Wastewater Services has subsequently developed an improved process utilizing CityWorks" to enable Staff to enter "live" data into digital log books. This improved process will help ensure efficient scheduling and planning tools are made available to Staff.*

### **Third Party Audit RESULTS, 2016**

In July 2016, an Auditor with NSF-ISR, the Registrar that accredited the City's DWQMS, performed the second Surveillance Audit for the three-year cycle currently underway. The audit yielded successful results and concluded that our results qualified CGS' operations to continue as an accredited operating authority. The auditor further concluded that the City's system is a "Well documented system. Data/information presented to management review is a strength."

## **SUMMARY**

The Drinking Water Quality Management System has positively benefitted CGS operations and re-enforced positive organizational behaviours such as:

- Learning from past mistakes;
- Commitment to continual improving;
- Providing sufficient resources;

- Operational staff must be given the opportunity to recognize new risks and threats ( training )

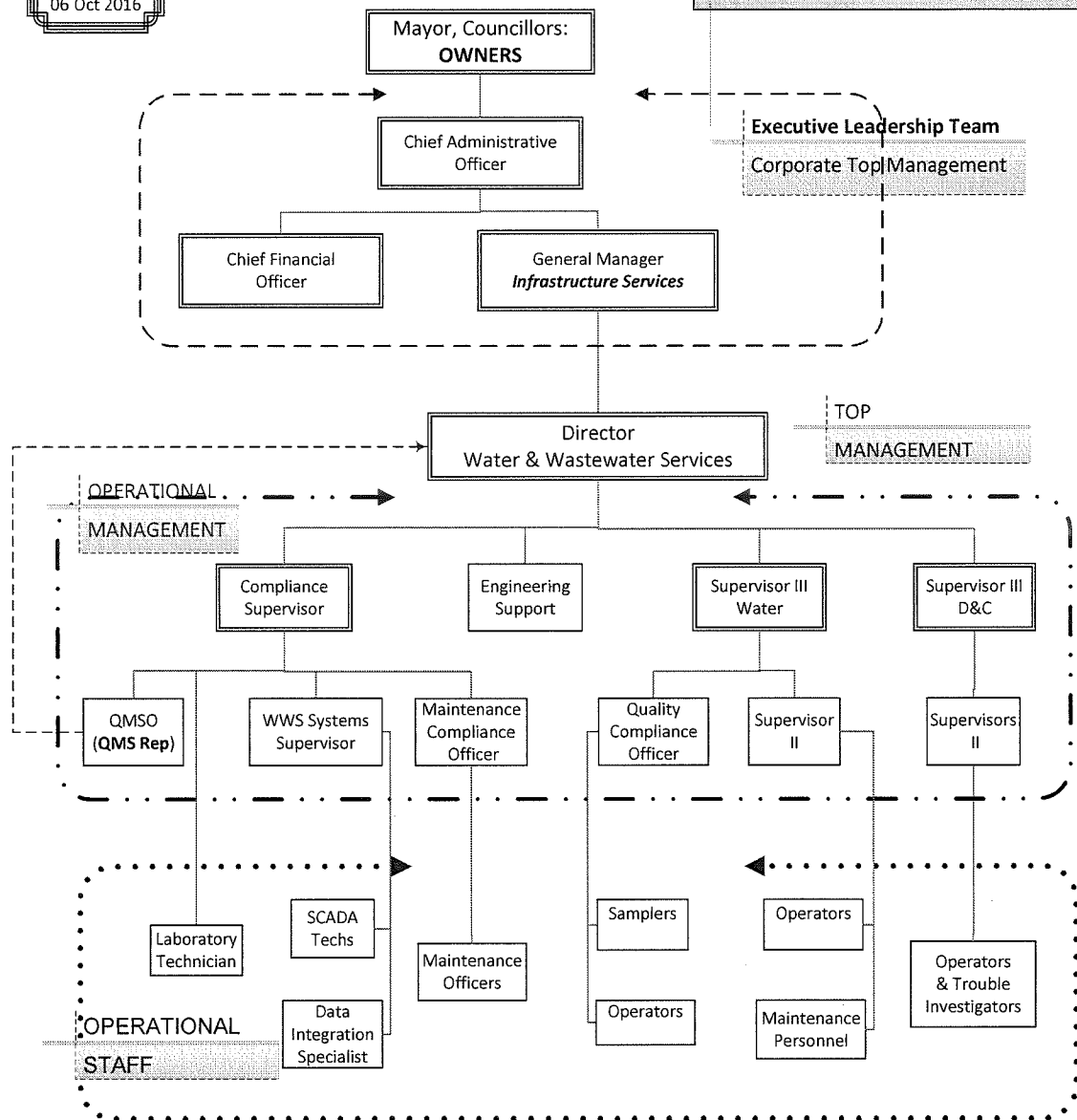
This information report has been written to communicate the outcomes of the City's ongoing quality management system implementation and evaluation to Council. The results indicate that citizens can remain confident in the City's municipal water supplies, and that City operations are in conformance with the Ontario Drinking Water Quality Management Standard, the Safe Drinking Water Act, and its associated regulations.

# ORGANIZATIONAL STRUCTURE

CGS Infrastructure Services  
Water & Wastewater Services

Revised  
06 Oct 2016

## CGS WATER SYSTEMS' ORGANIZATIONAL STRUCTURE





Presented To:	Operations Committee
Presented:	Monday, Nov 14, 2016
Report Date	Monday, Oct 24, 2016
Type:	Managers' Reports

## Request for Decision

### Traffic Control - Montee Genereux at Pilon Street

#### Resolution

THAT the City of Greater Sudbury reassigns the right-of-way at the intersection of Montee Genereux and Pilon Street so that westbound traffic on Pilon Street is controlled by a Stop sign and the existing Stop sign facing southbound traffic on Montee Genereux is removed;

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

#### Background

Roads and Transportation Services received a request from area residents to review the traffic control at the intersection of Montee Genereux and Pilon Street in Rayside Balfour.

Pilon Street intersects Montee Genereux forming a "T" intersection. Currently, traffic at this intersection is controlled by a Stop sign facing southbound traffic on Montee Genereux (see Exhibit 'A'). This is not a standard form of traffic control at a "T" intersection and may result in some confusion, especially for the drivers who are not familiar with the area.

Staff first reviewed whether an all-way stop was warranted at this intersection. A turning movement count was completed on June 8, 2015 at this intersection. Applying the data to the City's minimum vehicle volume warrant indicates that the total vehicle volume meets only 12 percent of the minimum volume requirements (see Exhibit 'B'). A review of the City's collision data from 2013 to 2015 revealed that there were no reported collisions at this intersection during this three year period. Based on traffic volume and collision history, an all-way stop is not warranted at this intersection. However, in order to improve safety and to implement a standard uniform system of traffic control, it is recommended that traffic be controlled with a Stop sign facing westbound traffic on Pilon Street.

The process for reassigning the right-of-way at an intersection is a multiple step process which can be confusing to drivers. To try and minimize the risk of a collision, the Ontario Traffic Manual (OTM) has

#### Signed By

##### **Report Prepared By**

Joe Rocca  
Traffic and Asset Management  
Supervisor  
*Digitally Signed Oct 24, 16*

##### **Division Review**

David Shelsted  
Director of Roads & Transportation  
Services  
*Digitally Signed Oct 24, 16*

##### **Recommended by the Department**

Tony Cecutti  
General Manager of Infrastructure  
Services  
*Digitally Signed Oct 24, 16*

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 25, 16*

provided a procedure that is to be followed to safely carry out the transition. The intent of the procedure is to change driver expectation and behavior by alerting drivers to a state of operational change. The following is a summary of the required procedure:

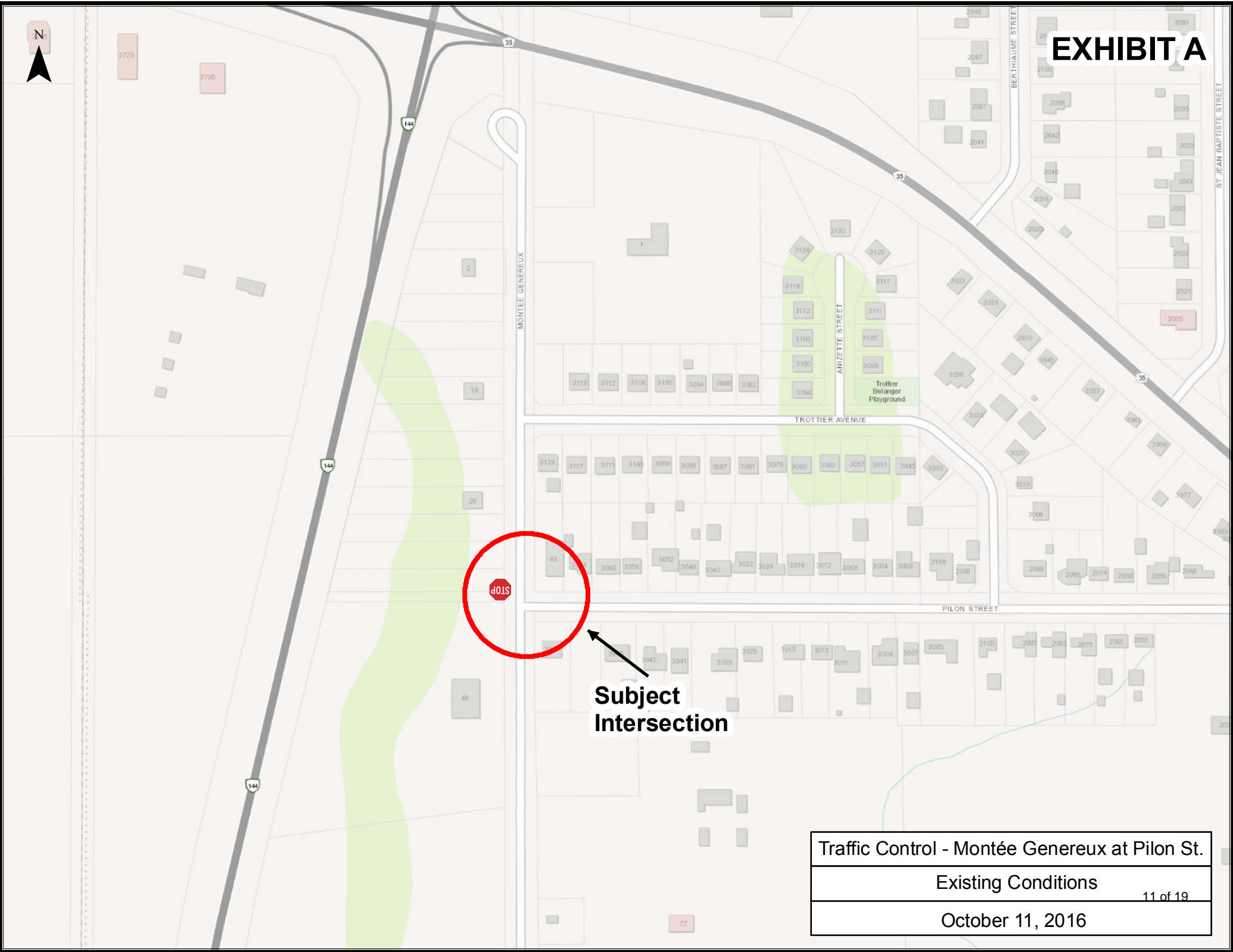
- i. The process will begin by installing new stop signs facing northbound traffic on Montee Genereux and westbound traffic on Pilon Street with appropriate tabs to create an all-way stop at the intersection. The all-way stop is to remain in effect for at least 15 days.
- ii. At the same time, signs will be installed on the westbound approach of Pilon Street indicating “cross traffic does not stop”. Below this sign, a tab sign is installed stating “After”, with the month and day indicating when the stop sign will be removed.
- iii. After a minimum of 15 days, the stop signs facing both northbound and southbound traffic on Montee Genereux and the tab signs with the month and day will be removed.
- iv. After an additional period of a minimum of 15 days, the “cross traffic does not stop” sign will be removed.

In addition to utilizing the recommended process from the OTM, staff will issue a public service announcement to advise the public of the change in traffic control at the intersection. Greater Sudbury Police Services will also be requested to increase the level of enforcement at the intersection during the transition period.

### **Recommendation**

In order to improve safety and to implement a standard uniform system of traffic control, it is recommended that the right-of-way be reassigned at the intersection of Montee Genereux and Pilon Street so that westbound traffic on Pilon Street is controlled with a stop sign and the existing stop sign facing southbound traffic on Montee Genereux is removed. It is also recommended that the process for reassigning the right-of-way at an intersection that is outlined in the Ontario Traffic Manual be followed to facilitate this change.

# EXHIBIT A



Traffic Control - Montée Genereux at Pilon St.		
Existing Conditions		11 of 19
October 11, 2016		

# EXHIBIT B

## CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location:	Montee Genereux at Pilon Street	Date:	October 12, 2016
Date of TM Count:	June 8, 2015	Analyst:	SB
Type of Intersection:	T		
Roadway Type	Local		
AADT of Main Road:	300		

### All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	12	%
Warrant #2	Collision History	0	%
Warrant #3	Traffic Control Signals	No	Y/N

**All-Way Stop Warranted?** **No** Y/N

Warrant #1 - Minimum Vehicle Volume					
Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is ≥	500/hr	350/hr	250/hr	29	12%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	11	N/A
Traffic Split	70/30	70/30	70/30	63/37	100%

Warrant #2 - Collision History					
Roadway Type	Arterial/Major Collector	Minor Collector	Local	Total Number of Collisions	Percent Compliance
Total Collisions over a 3 year period	12*	9*	6*	0	0%
Warrant #3 Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.				No	Y/N

\* Only those collisions susceptible to relief through multi-way stop control must be consider (i.e. right angle and turning types).

- If the intersection meets warrant # 1, then the all-way stop is recommended regardless of the remaining warrants.
- If the intersection does not meet warrant #1 and does not meet warrant #2, then the all-way stop is not recommended.
- If the intersection does not meet warrant #1 and does meet warrant #2, then the all-way stop is recommended.

Presented To:	Operations Committee
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## Request for Decision

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

#### Resolution

THAT the City of Greater Sudbury reduce 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 reduce 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.

#### Signed By

**Report Prepared By**

Joe Rocca  
Traffic and Asset Management  
Supervisor  
*Digitally Signed Oct 24, 16*

**Division Review**

David Shelsted  
Director of Roads & Transportation  
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**Recommended by the Department**

Tony Cecutti  
General Manager of Infrastructure  
Services  
*Digitally Signed Oct 24, 16*

**Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Oct 25, 16*

## 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 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 85<sup>th</sup> percentile speed was 91 km/h. The 85<sup>th</sup> 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 85<sup>th</sup> 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:

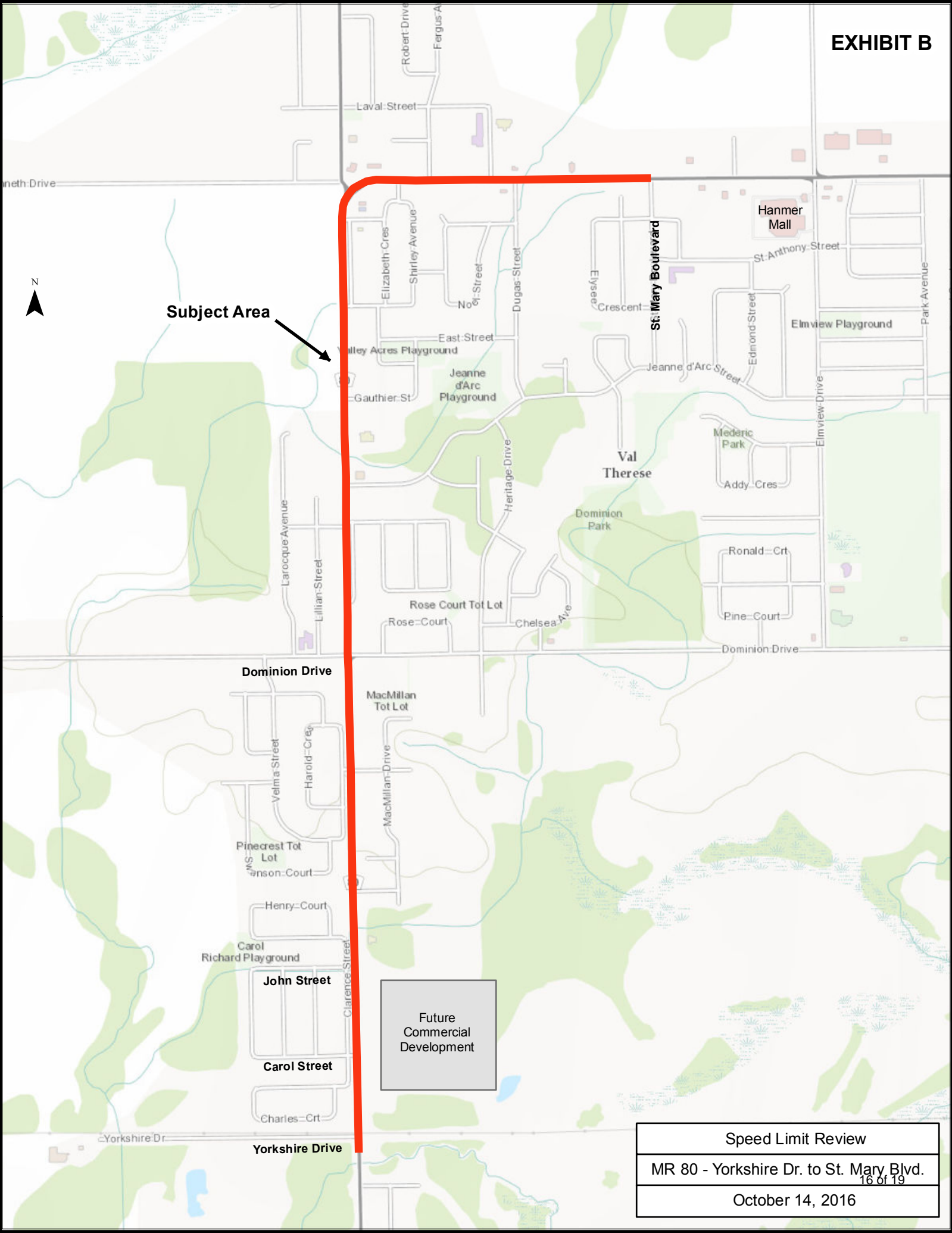
[Redacted Name, Address and Telephone Number]

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.





Speed Limit Review
MR 80 - Yorkshire Dr. to St. Mary Blvd.
October 14, 2016





## 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):**

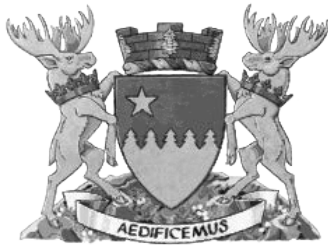
As determined by road characteristics

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:**



# 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;

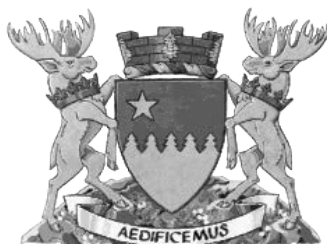
**AND WHEREAS** the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

**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.