



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, May 16, 2016
Committee Room C-11, Tom Davies Square

COUNCILLOR ROBERT KIRWAN, CHAIR

Evelyn Dutrisac, Vice-Chair

3:00 p.m. OPERATIONS COMMITTEE MEETING

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

PRESENTATIONS

1. Report dated April 29, 2016 from the General Manager of Infrastructure Services regarding Pedestrian Crossover Facilities. **4 - 15**
(ELECTRONIC PRESENTATION) (RESOLUTION PREPARED)
- David Shelsted, Director, Roads & Transportation Services

(This report will provide an overview of the new pedestrian crossover (PXO) facilities that municipalities are now allowed to use and provide a recommendation process for the screening of sites and the selection of appropriate PXOs for sites that qualify. In addition, staff conducted studies in anticipation of these PXOs being approved by the Province. This report will include a list of the locations reviewed and the recommended PXOs if warranted.)

REGULAR AGENDA

MANAGERS' REPORTS

- R-1. Report dated April 26, 2016 from the General Manager of Infrastructure Services regarding Parking Restrictions - Young Street, Capreol. **16 - 17**
(RESOLUTION PREPARED)
- (The Roads and Transportation Services Division has received a request from the Northern Ontario Railroad Museum and Heritage Centre to modify the parking restrictions on Young Street in front of the centre. The current restrictions were put in place when the building was a fire hall and prohibits parking in front of the entire building. The Northern Ontario Railroad Museum and Heritage Centre would like to allow parking in front of the entrance to the building while leaving parking restricted in front of the garage doors. Councillor Jakubo has indicated he is in support of this request. The report provides information and a recommendation for consideration.)
- R-2. Report dated April 26, 2016 from the General Manager of Infrastructure Services regarding Traffic Calming - 2015 Ranking. **18 - 38**
(RESOLUTION PREPARED)
- (Each year the City of Greater Sudbury reviews various roads under the City's Traffic Calming Policy. This report will provide an overview of the City's Traffic Calming Policy, roads where the policy has been applied and the update ranking of 2015.)

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD AND ANNOUNCEMENTS

NOTICES OF MOTION

ADJOURNMENT

Presented To:	Operations Committee
Presented:	Monday, May 16, 2016
Report Date	Friday, Apr 29, 2016
Type:	Presentations

Request for Decision

Pedestrian Crossover Facilities

Resolution

THAT the City of Greater Sudbury adopts the use of Type B, C and D pedestrian crossovers to be used at locations that meet the guidelines of Book 15 of the Ontario Traffic Manual;

AND THAT the prioritized list of locations where pedestrian crossovers are recommended to be installed be presented to the Operations Committee at a future meeting;

AND THAT an annual report be presented to the Operations Committee which prioritizes the installation of pedestrian crossovers based on existing and anticipated pedestrian volumes all in accordance with the report dated April 29, 2016 from the General Manager of Infrastructure Services.

Background

Recently an update to Book 15, Pedestrian Crossing Treatments of the Ontario Traffic Manual was completed. The Ontario Traffic Council, various Ontario municipalities (including the City of Greater Sudbury), the Ministry of Transportation of Ontario, and CIMA Canada Inc. were involved in the development of the updated manual. With this updated manual and recent amendments to the Ontario Highway Traffic Act (HTA) through Bill 31, the Making Ontario Roads Safer Act, the Province has introduced three new pedestrian crossover facilities for municipalities to use. These new crossing treatments will allow pedestrians to cross roads under a greater number of conditions and will provide municipalities with a more cost effective solution to enhance pedestrian safety.

What is a Pedestrian Crossover Facility?

A Pedestrian Crossover (PXO) is defined in the HTA as “any portion of a roadway, designated as a by-law of a municipality, at an intersection or elsewhere, distinctly indicated for pedestrian crossing by signs on the highway and lines or other markings on the surface of the roadway as prescribed by the regulations.” There are four types of pedestrian crossovers which can be used for both mid-block and intersection control.

Signed By

Report Prepared By

Joe Rocca
Traffic and Asset Management
Supervisor
Digitally Signed Apr 29, 16

Division Review

David Shelsted
Director of Roads & Transportation
Services
Digitally Signed Apr 29, 16

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Apr 29, 16

Recommended by the C.A.O.

Kevin Fowke
Acting Chief Administrative Officer
Digitally Signed May 4, 16

Level 1 Pedestrian Crossover - Type A

The type A PXO is the traditional PXO that was previously available to municipalities and is now referred to as a Level 1 Pedestrian Crossover in the HTA. In Ontario it has been most commonly used in the City of Toronto. This PXO consists of pedestrian push buttons; side mounted crossing signs and overhead signs with flashing beacons. A typical layout for a type A PXO can be found in Exhibit "A".

This type of PXO is designed for use on multi lane roads with medium to high vehicle volumes. Many municipalities have had concerns with drivers and pedestrians not understanding how to use these types of PXOs and have replaced them with mid-block pedestrian traffic signals or intersection pedestrian traffic signals. The City of Greater Sudbury has shared these concerns and when warranted, has installed pedestrian traffic signals instead. It is recommended that the City continue this practice.

Level 2 Pedestrian Crossover - Types B, C and D

The recent amendment to the HTA introduced a new PXO referred to as a Level 2 Pedestrian Crossover. This PXO utilizes a ladder crosswalk, a yield to pedestrian line, Level 2 Pedestrian Crossover signs and as options, allows for rapid rectangular flashing beacons and overhead signs. Each configuration of the Level 2 PXO has its own type associated with it. The type D PXO has a ladder crosswalk, tactile warning panels, yield to pedestrian line and the Level 2 Pedestrian Crossover signs on both sides of the road. The type C PXO uses all the features of the type D PXO and includes rapid rectangular flashing beacons and accessible pedestrian signals. The type B PXO uses all the features of the type C PXO and includes overhead signs. Typical layouts of all three types of PXOs can be found in Exhibits "B", "C" and "D". The type D PXO can also be used at crossings within channelized right turn lanes. Exhibit "E" shows the typical layout for this situation.

Statutory Requirements

The HTA regulates the use of PXOs to roads with a posted speed limit of 60 km/h or less. Recent amendments to the HTA, which came into effect January 1, 2016, require drivers to stop when a pedestrian is within a PXO and to not proceed until the pedestrian is no longer on the roadway. Drivers of any vehicle are not permitted to pass another vehicle within 30 metres of a PXO. Pedestrians are required to continue exercising caution when choosing to cross to the road by selecting a safe time to enter the road and giving any approaching vehicle adequate time to stop. These new rules do not apply to pedestrian crosswalks at intersections with stop signs or traffic signals, unless a school crossing guard is present.

Initial Screening and Selection of Type of PXOs

OTM Book 15 provides guidelines for when PXOs should be implemented. The guidelines are as follows:

- 100 or more pedestrians (or equivalent) observed crossing over an eight hour period or 65 or more pedestrians (or equivalent) observed crossing over a four hour period.
- The PXO is intended to serve pedestrian traffic crossing low speed roads (posted speed of 60 km/h or less) and low to moderate vehicular volume not exceeding 35,000 in AADT;
- The PXO should not be installed within 200 metres of other controlled crossings;
- There are not more than four lanes of two-way traffic or three lanes of one-way traffic;

OTM Book 15 provides a preliminary assessment flow chart and a PXO selection matrix to assist practitioners in choosing the appropriate PXO for the site in question. These are presented in Exhibits "F" and "G".

Preliminary Review

In anticipation of these new PXO devices being available to municipalities, staff conducted pedestrian and vehicle counts at 36 locations throughout the City. These locations included trail heads along the Junction Creek Trail, channelized right turn lane crossings and other mid-block uncontrolled crossings. Exhibit “H” presents the list of 17 locations which qualify for a PXO and Exhibit “I” presents the list of locations which do not meet the requirements for a PXO. This preliminary review demonstrates how the guidelines of OTM Book 15 are applied and how the various types of PXOs are chosen.

Recommendations

The addition of these new types of PXOs has provided municipalities a lower cost option to create controlled pedestrian crossings at locations where pedestrians desire to cross. By providing additional controlled crossings, the City of Greater Sudbury will help facilitate a healthier and safer lifestyle for all residents. It is recommended that the City of Greater Sudbury adopt the use of Type B, C and D PXOs to be used at locations that meet the guidelines of OTM Book 15.

The installation cost for a PXO can vary greatly depending on the type of PXO recommended, the availability of street lighting and if any physical changes to the roadside environment are required. The existing capital budget for sidewalks and street lighting will be utilized to install PXOs. It is recommended that staff prepare a report which will prioritize the installation of PXOs at the recommended locations based on expected construction costs and allocated budgets.

Should the City of Greater Sudbury adopt the use of PXOs, staff anticipate receiving many requests to have additional PXOs installed. In order to prioritize requests in a fair manner, it is recommended that staff present an annual report to the Operations Committee which prioritizes the installation of PXOs based on existing and anticipated pedestrian volumes.

In addition, staff will work with Communication Services and Greater Sudbury Police Services to develop a communication plan to educate drivers and pedestrians on the safe use of PXOs.

EXHIBIT A

Typical Type A Pedestrian Crossover

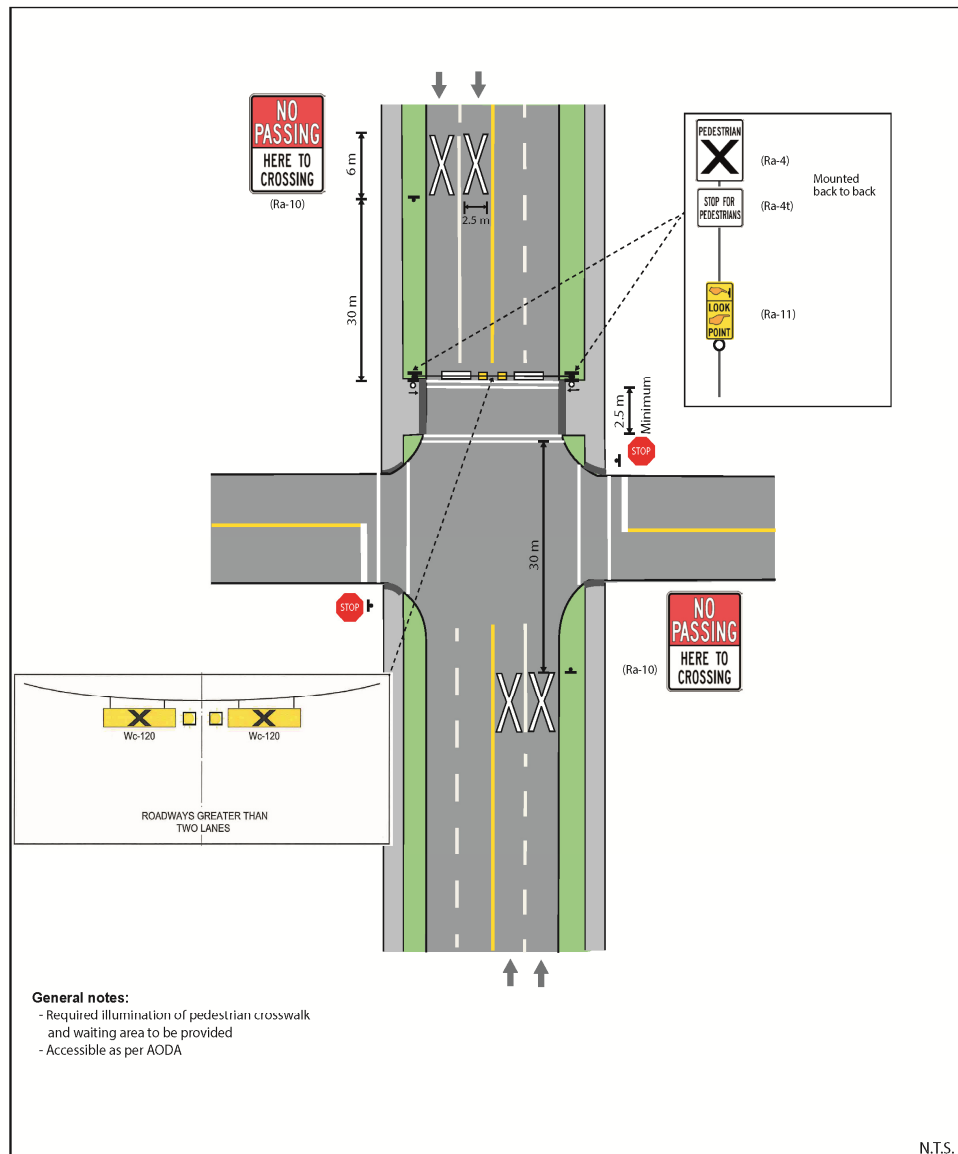
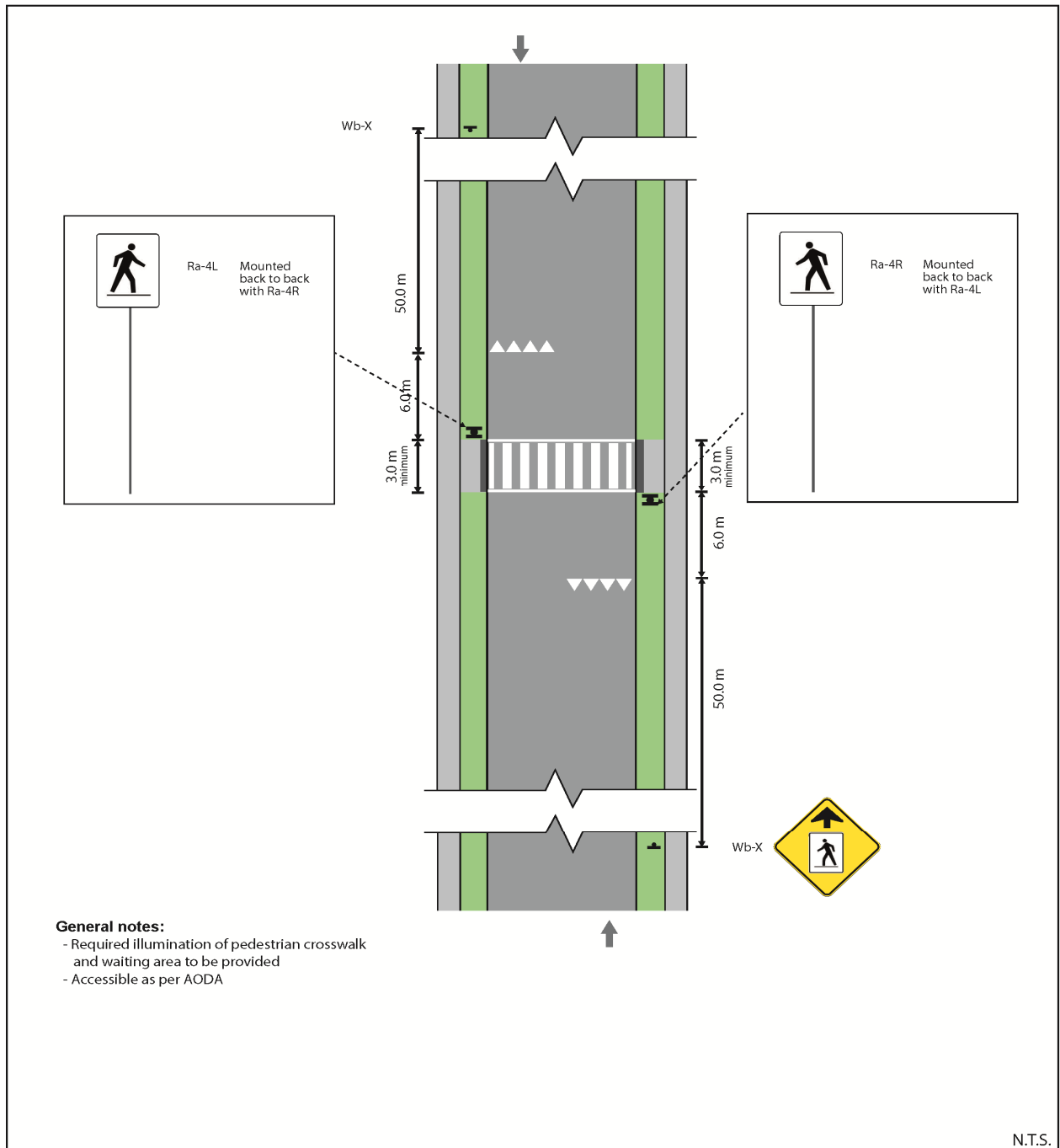


EXHIBIT B

Typical Type D Pedestrian Crossover



Typical Type C Pedestrian Crossover

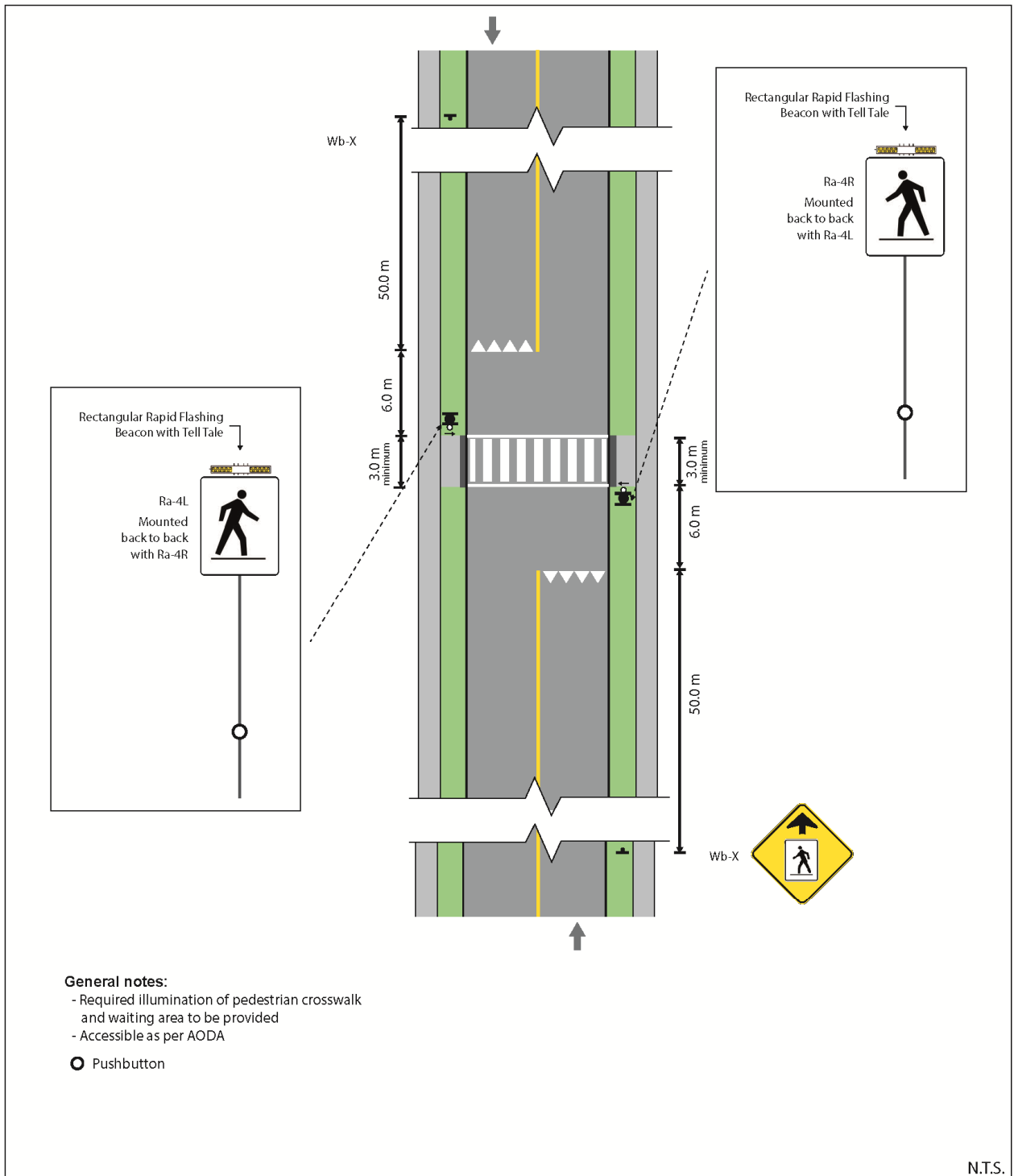


EXHIBIT D

Typical Type B Pedestrian Crossover

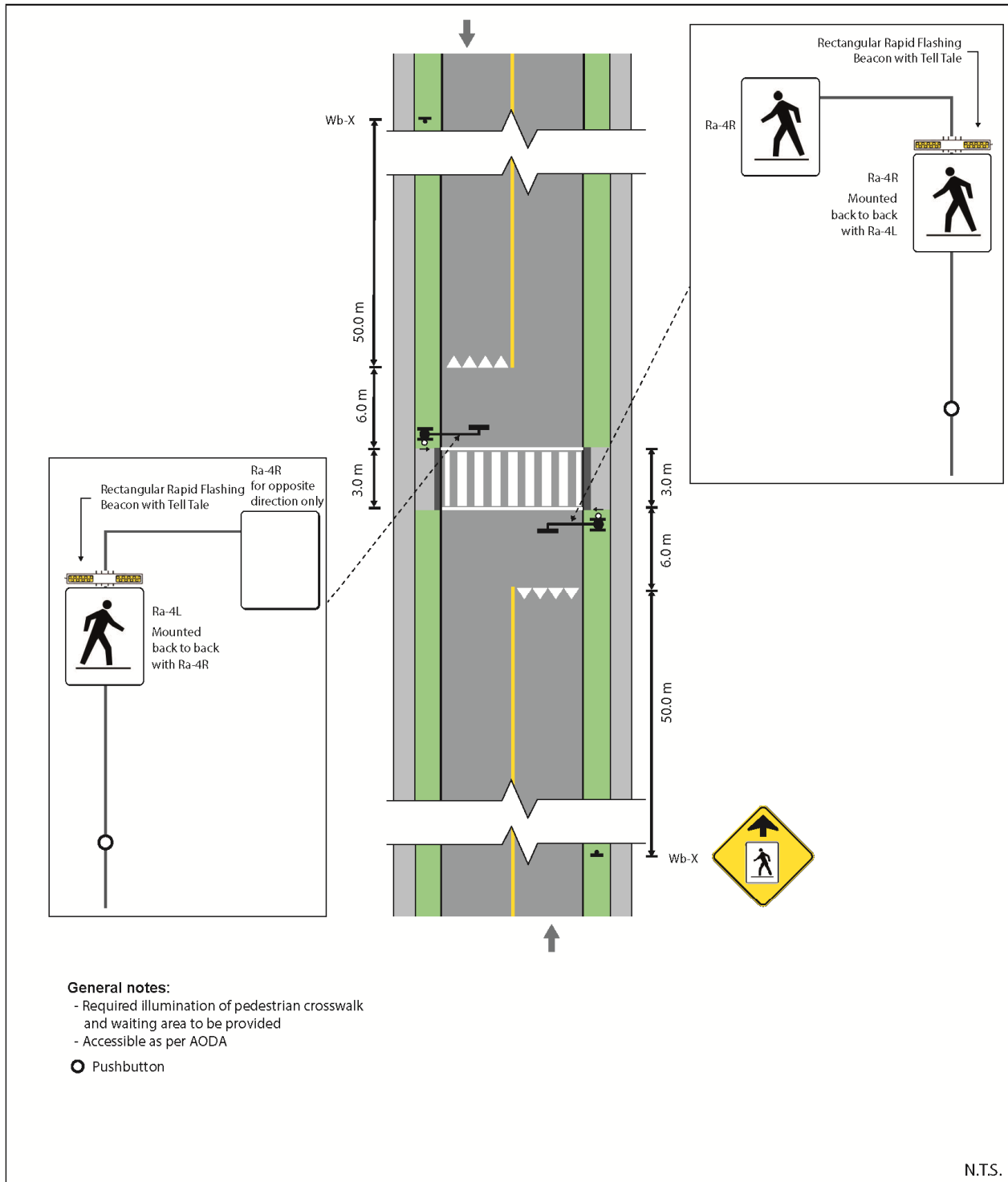


EXHIBIT E

Typical Type D Pedestrian Crossover at Channelized Right-turn Lane

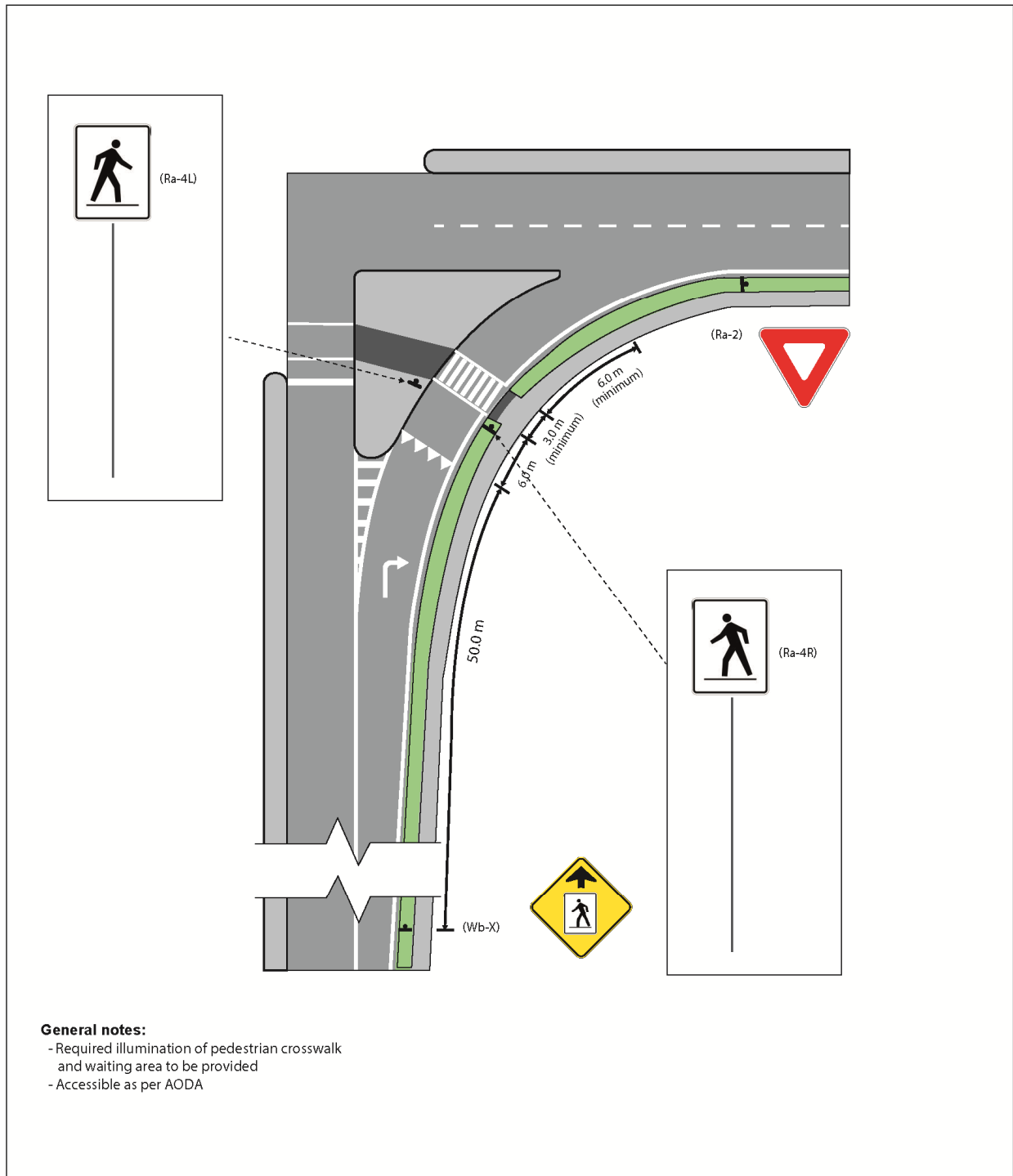


EXHIBIT F

Preliminary Assessment Flow Chart

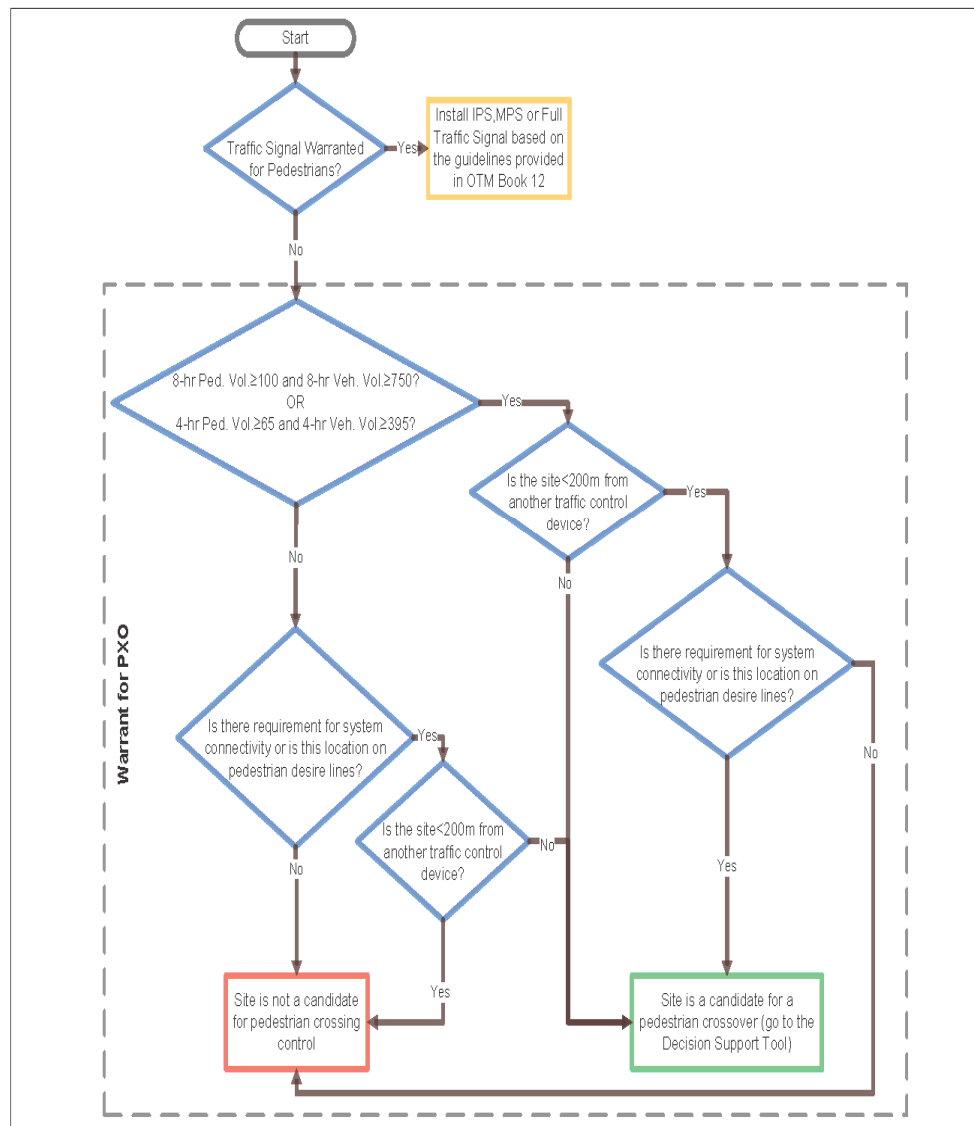


EXHIBIT G

Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Speed Limit (km/h)	Total Number of Lanes for the Roadway Cross Section ¹			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	PXO D	PXO C ³	PXO D ²	PXO B
4 Hour	395	1,185					
8 Hour	750	2,250	60	PXO C	PXO B	PXO C ²	PXO B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	PXO D	PXO B	PXO D ²	PXO B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	PXO C	PXO B	PXO C ²	PXO B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	PXO C	PXO B	PXO C ²	PXO B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	PXO B	PXO B	PXO C ²	PXO B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	PXO B	PXO B	PXO C ²	PXO A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	PXO B	PXO B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	PXO B	PXO B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	PXO B			
4 Hour	3,950	9,215					

¹The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) that extends the average crossing distance beyond this range of lane widths may need to be considered as an additional lane in this table.

²Use of two side mounted signs per direction (one on the right side and on the median).

³Use PXO B for one-way streets.

EXHIBIT H

Pedestrian Crossings Which Qualify for a Pedestrian Crossover

Location	Pedestrian Volume	Vehicular Volume	Raised Refuge	Number of Lanes	Type
Bond Street - East of Murray Street	105	740	No	2	PXO D
Barry Downe Road at Woodbine Avenue	141	5502	Yes	2	PXO B
Brady Street at Shaughnessy Street	1062	10026	Yes	4	PXO C
Elm Street at Transit Centre and Rainbow Centre	913	6781	Yes	4	PXO C
Elgin Street at Nelson Street Bridge	117	2329	No	2	PXO D
Elgin Street at Shaughnessy Street	186	2623	No	2	PXO D
Municipal Road 24 - South of Jacobson Drive*	32	7521	Yes	2	PXO B

* Existing pedestrian refuge island with flashing beacons. Desire line for area residents exists and seniors residence in area is exanding. Staff recommends replacing the existing uncontrolled crossing with a type B PXO.

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

Intersection	Channelized Right turn	Pedestrian Volume	Vehicular Volume	Type
Paris Street at Elm Street	Northbound	310	188	PXO D
Paris Street at Brady Street	Northbound	123	3303	PXO D
	Southbound	94	1687	PXO D
Lasalle Boulevard at Barry Downe Road	Eastbound	183	1524	PXO D
	Northbound	137	1688	PXO D
Lasalle Boulevard at Notre Dame Avenue	Westbound	102	1808	PXO D
	Northbound	155	4052	PXO D
Regent Street at Paris Street/Long Lake Road	Northbound	153	1054	PXO D
	Southbound	140	1184	PXO D
Regent Street at Walford Road /Martindale Road	Northbound	136	1641	PXO D

EXHIBIT I

Pedestrian Crossings Which Do Not Qualify for a Pedestrian Crossover

Location	Pedestrian Volume	Vehicular Volume	Raised Refuge	Number of Lanes
Attlee Avenue at Lexington Court	9	4240	No	2
Beatrice Crescent at Adanac Ski Hill	19	229	No	2
Beatrice Crescent at Cambrian Arena	22	229	No	2
Errington Avenue at Anna Street	33	3339	No	2
Errington Avenue at Morin Street	28	3339	No	2
Falconbridge Highway at Cedargreen Drive	6	12441	yes	4
Falconbridge Highway at O'Neil Drive West	8	9985	Yes	4
Martindale Road - North of Copper Street	23	5537	No	2
Mountain Street at Vincent Street	57	738	No	2
Municipal Road 24 at Ninth Avenue	29	2336	No	2

Pedestrian Crossings at Channelized Right Turn Lanes Which Do Not Qualify for a Pedestrian Crossover

Intersection	Channelized Right turn	Pedestrian Volume	Vehicular Volume
Barry Downe Road at Marcus Drive	Westbound	27	1538
Kingsway at Barry Downe Road	Eastbound	53	556
	Westbound	31	2721
	Southbound	18	3976
	Eastbound	10	1545
Kingsway at Falconbridge Highway	Westbound	24	1906
	Southbound	15	3459
	Westbound	55	193
Paris Street at Walford Road	Southbound	51	1269

Presented To:	Operations Committee
Presented:	Monday, May 16, 2016
Report Date	Tuesday, Apr 26, 2016
Type:	Managers' Reports

Request for Decision

Parking Restrictions - Young Street, Capreol

Resolution

THAT the City of Greater Sudbury removes the existing parking prohibition on the southwest side of Young Street from King Street to 29 metres south of King Street;

AND THAT the City of Greater Sudbury prohibits parking on the southwest side of Young Street from King Street to 15 metres south of King Street;

AND THAT a by-law be prepared to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes all in accordance with the report dated April 26, 2016 from the General Manager of Infrastructure Services.

Background

The Roads and Transportation Services Division received a request from the Northern Ontario Railroad Museum and Heritage Centre (NORMHC) to modify the parking restrictions on Young Street in front of the centre.

Young Street is located in Ward 7, within the former Town of Capreol. This one-way collector roadway has an operating width of approximately 13 metres and allows for parking on both sides of the road for most of its length. In the area of the NORMHC, parking is prohibited on the southwest side from King Street to 29 metres south of King Street (see Exhibit A).

The current parking restrictions were put in place when the building was a fire hall and prohibits parking in front of the entire building. The NORMHC would like to allow parking in front of the entrance to the building for visitors while leaving parking restricted in front of the garage doors. In order to allow parking in this area, it is recommended that the existing parking prohibitions be removed and parking be prohibited on the southwest side of Young Street from King Street to 15 metres south of King Street. Councillor Jakubo has indicated his support of this recommendation.

Signed By

Report Prepared By

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Traffic and Asset Management
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Division Review

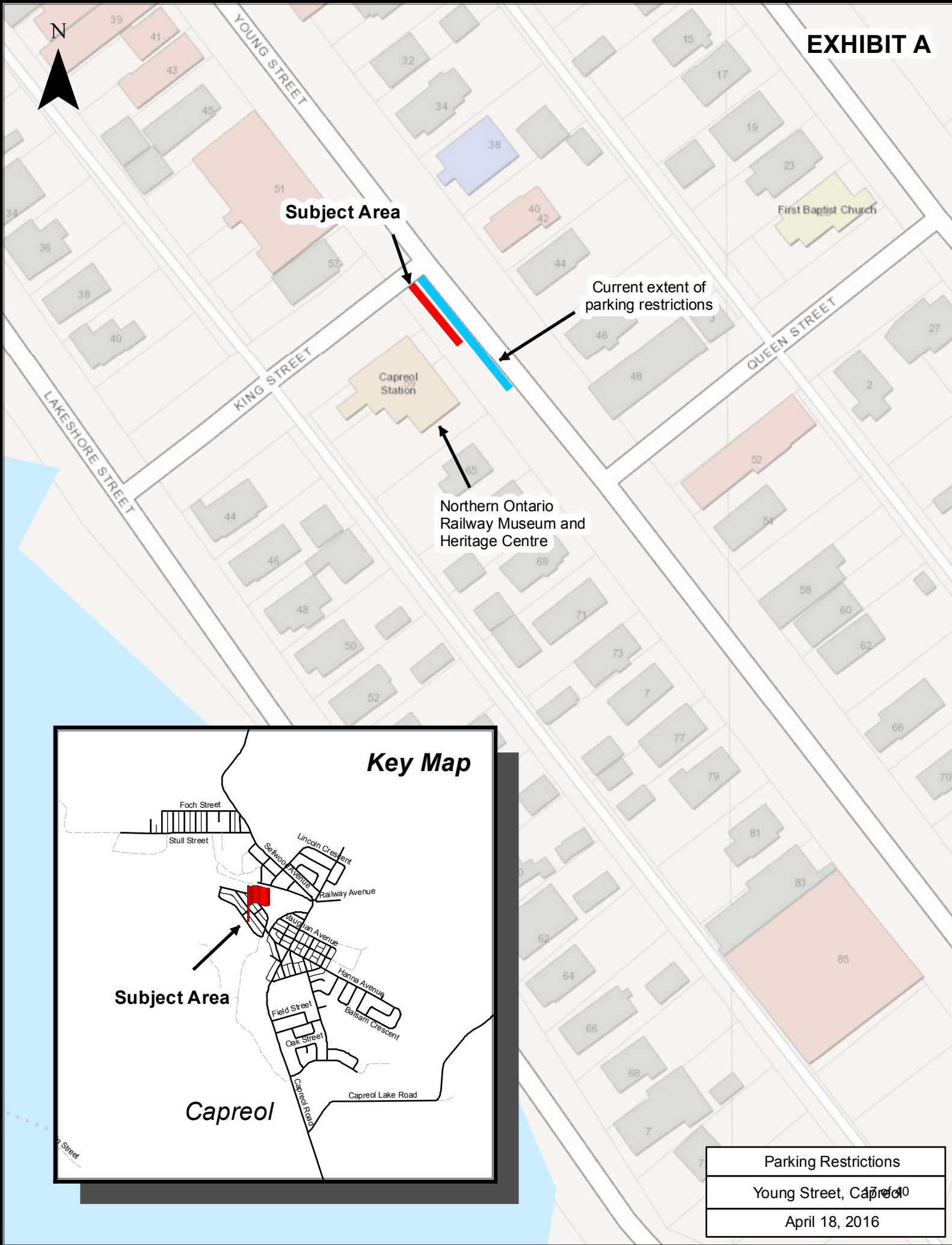
David Shelsted
Director of Roads & Transportation
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Recommended by the Department

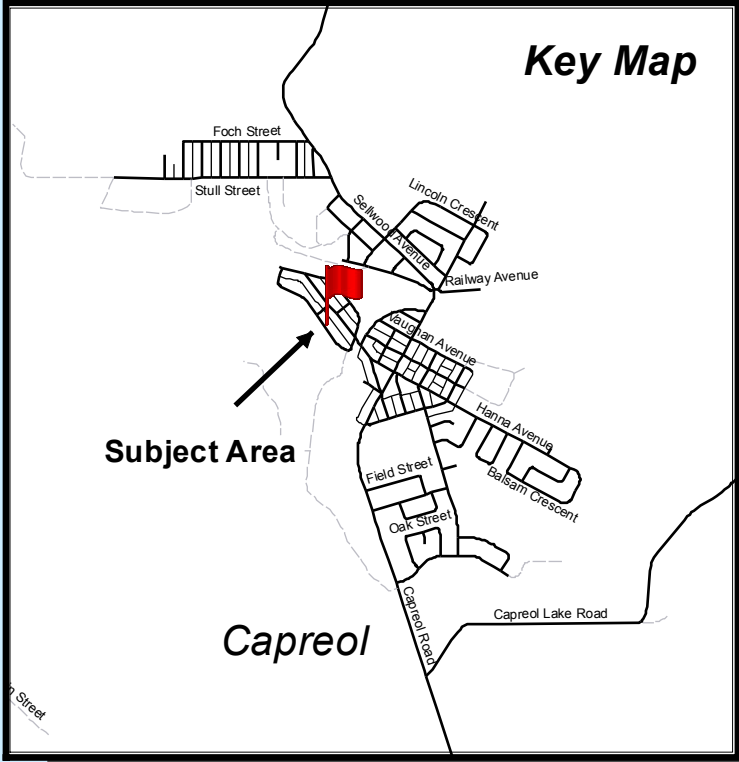
Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Apr 29, 16

Recommended by the C.A.O.

Kevin Fowke
Acting Chief Administrative Officer
Digitally Signed May 4, 16



Key Map



Parking Restrictions
Young Street, Capreol
April 18, 2016

Presented To:	Operations Committee
Presented:	Monday, May 16, 2016
Report Date	Tuesday, Apr 26, 2016
Type:	Managers' Reports

Request for Decision

Traffic Calming - 2015 Ranking

Resolution

THAT the City of Greater Sudbury approves the 2015 ranking list for traffic calming eligible roadways contained in the report dated April 26, 2016 from the General Manager of Infrastructure Services;

AND THAT the City of Greater Sudbury initiates the public support component for the traffic calming process based on the ranking order. Projects from lower in the ranking may be chosen to fully utilize the annual budget;

AND THAT the City of Greater Sudbury forwards the results of the speed studies to Greater Sudbury Police Services and requests increased enforcement on roadways identified with speeding problems.

Background

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

What is Traffic Calming?

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

Traffic Calming Warrant

The City's traffic calming warrant is based upon the review of the best practices of 24 jurisdictions throughout North America. In addition, public input was solicited through surveys posted on the City's

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website and at the Citizen Services Centres. Two (2) stakeholder workshops were also held with City departments and agencies including City Councillors, Police, Fire, EMS, Planning, Roads and Engineering.

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

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

Initial Screening and Ranking of City of Greater Sudbury Roads

City staff has collected collision and traffic data for all requested locations as well as a list of roads where capital roads projects are scheduled to be completed. Since 2012, the initial screening process has been completed for 104 road segments on 90 different roads. Of the 104 road segments reviewed, six (6) qualified for the ranking process and scored more than 30 points. As part of the final ranking process, any abutting road segments that scored greater than 30 points were combined into one segment and assigned the highest score, resulting in a total of five (5) roadways. See Exhibit "D" for the list of five (5) roadways which qualified for traffic calming and Exhibit "E" for the list of road segments which did not qualify.

Final Ranking

Currently, the City's annual budget for traffic calming projects is \$165,000. Depending on the calming devices chosen, the budget should be enough to complete one major project approximately 1 km in length or a couple of smaller projects each year. Exhibit "F" contains the list of all roadways eligible for traffic calming.

In addition to the eligible roadways, Exhibit "F" shows the project length and indicates whether the road is a transit route or primary emergency services route. The cost to install traffic calming devices may vary greatly depending on the devices preferred by the residents. For example, on a 1 km road, you could paint bike lanes for \$5,500 or construct physical devices for \$165,000 or more. Roadways that are not transit routes or primary emergency service routes qualify for vertical traffic calming measures such as speed humps. Speed humps are not only effective in reducing vehicle speed but are less expensive to construct than many other calming devices.

Also, roadways that are eligible for traffic calming and are part of the Roads capital program will have recommended traffic calming devices incorporated as part of the design and construction. Errington Avenue is an example of where traffic calming was incorporated as part of the capital contract.

Initiated Projects

Since 2010, the City of Greater Sudbury has installed traffic calming devices on many roads throughout the City. Each project has utilized a variety of devices to slow down traffic and make the road safer for vulnerable road users. Some of the devices used include curb extensions, median islands, speed bumps, edge lines for bike routes and radar speed display signs.

A summary of effectiveness of each project can be found in Exhibit “G”.

As the studies indicate, some measures have been more effective than others. For example, on Attlee Avenue, although operating speeds have been reduced, the 85th percentile speeds remain above the posted speed limit. 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. The effectiveness of traffic calming measures varies by the type of measures used. Horizontal devices (median islands, curb extensions) are not as effective at reducing speed as vertical devices (speed bumps and tables).

While the City has completed many traffic calming projects, there have been a number of projects which did not obtain the required public support to proceed. These projects include:

- Jean Street from Frood Road to Eva Street
- King Street from Notre Dame Avenue to Morin Avenue
- Ontario Street from Regent Street to Douglas Street
- Robinson Drive from Kelly Lake Road to Southview Drive

As per the policy, these roads will not be reconsidered for traffic calming for two (2) years from the date they did not receive public support.

Recommendations

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

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

EXHIBIT: A

Traffic Calming Criteria

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

EXHIBIT: B

Screening Process

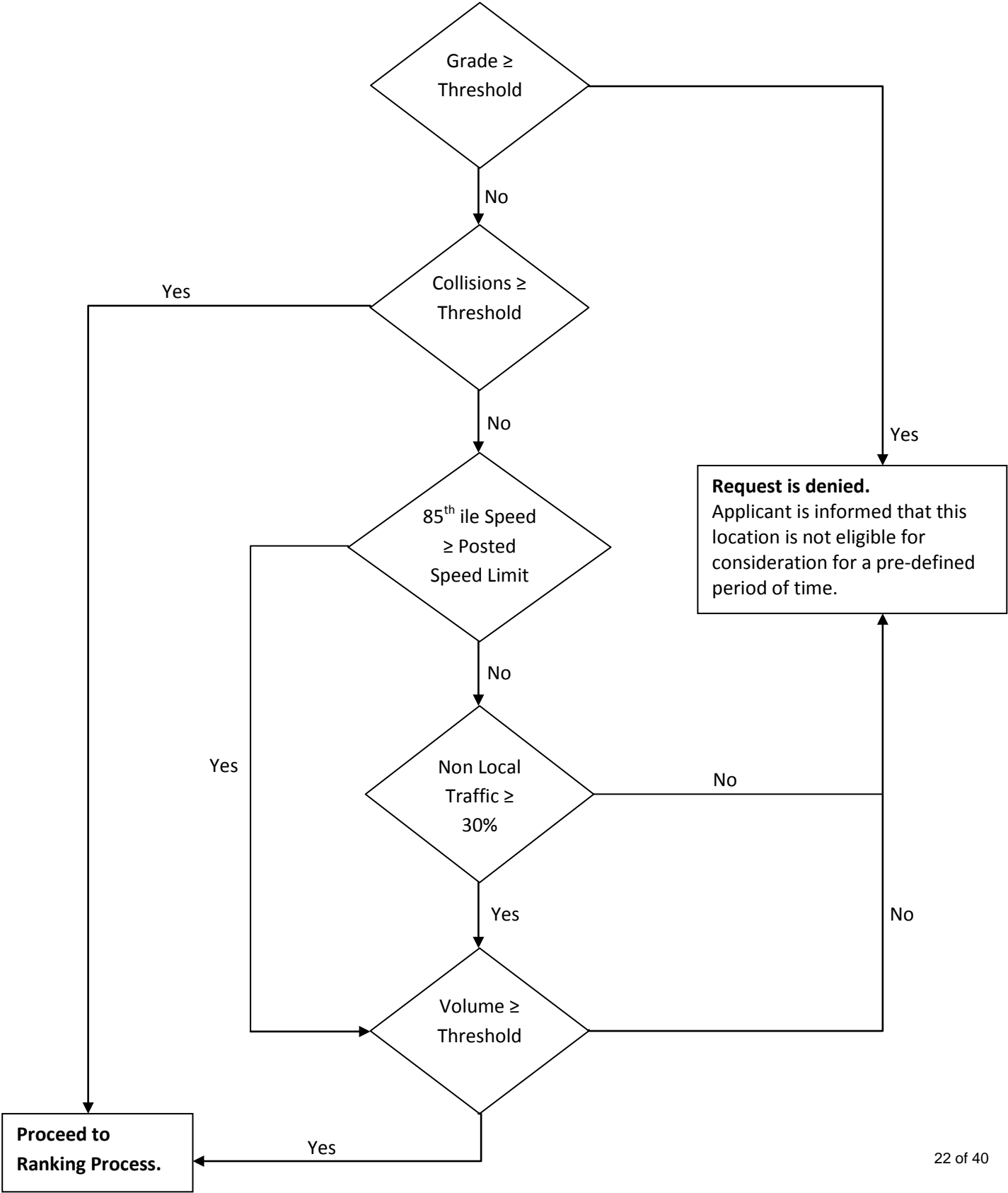


EXHIBIT: C

Scoring Criteria

Local Roads

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

Collector and Tertiary Arterial Roads

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

EXHIBIT: D

Road Segments Evaluated Between 2012 and 2015 Which Qualify for Traffic Calming

Location	Score	Length (m)	Transit or ES Route?
Desmarais Road (Municipal Road 80 to Talon Street)	51.2	647	No
Dublin Street (Attlee Avenue to Arthur Street)	46.5	540	Yes
Whittaker Street (Douglas Street to Haig Street)	43.3	365	Yes
Beaumont Avenue (Woodbine Avenue to Moss Street)	41.6	180	Yes
Greenbriar Drive (Scarlett Road to Highgate Road)	36.8	160	Yes

EXHIBIT: E

Road Segments Evaluated between 2012-2015 Which Do Not Qualify for Traffic Calming

Street	From	To	Reason
Afton Avenue	Hawthorne Drive	Gemmell Street	Volume and speed do not meet the minimum requirements.
Algonquin Road	Countryside Drive	Field Street	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Arvo Street	Sparks Street	North End	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Barbara Street	Yale Street	Arnold Street	Volume and speed do not meet the minimum requirements.
Barrington Street	Falconbridge Highway	West End	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Belanger Street	Main Street	Bridge Street	Volume and speed do not meet the minimum requirements.
Brierwood Court	Kelly Lake Road	Bigwood Drive	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Carol Street	Municipal Road 80	Suzanne Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Chenier Street	Oscar Street	Municipal Road 80	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.

EXHIBIT: E

Street	From	To	Reason
Claude Street	Moonlight Avenue	Ridgemount Avenue	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Copper Street	Martindale Road	Zinc Street	Scored less than 30 points in the ranking process.
Copper Street	Zinc Street	Kelly Lake Road	Scored less than 30 points in the ranking process.
Countryside Drive	Blyth Road	Countryside Drive	Volume does not meet the minimum requirements.
Creighton Road	School Street	Club Road	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Culver Crescent	Algonquin Road	Access Road	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Culver Crescent	Field Street	Access Road	Volume and speed do not meet the minimum requirements.
Danforth Avenue	Gemmell Street	Fielding Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
David Street	Bridge Street	Marion Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Dollard Street	Madison Avenue	Briar Avenue	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.

EXHIBIT: E

Street	From	To	Reason
Ellen Street	St Agnes Street	Laurier Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Elm Street (Valley East)	Durham Avenue	Larch Street	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Elm Street (Valley East)	Main Street	Durham Avenue	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Ester Street	Treeview Road	Long Lake Road	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Ester Street	Treeview Road	West End	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Ferndale Avenue	Parkdale Avenue	Bancroft Drive	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Field Street (Lively)	Brian Street	Timothy Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Field Street (Sudbury)	Larchwood Drive	Algonquin Road	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Fleetwood Drive	Notre Dame Avenue	Country Club Drive	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.

EXHIBIT: E

Street	From	To	Reason
Foch Street	Sellwood Avenue	Randolph Street	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Frontenac Street	Papineau Crescent	Carmelo Avenue	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Gill Street	Beaton Avenue	West End	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Glendale Avenue	Clearview Avenue	Lonsdale Avenue	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Gregg Lane	Martindale Road	Gino Street	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Grenoble Street	Old Falconbridge Road	Grenoble Court	Non-Local Traffic Percentage & Speed do not meet the minimum requirements.
Gutcher Avenue	Irving Street	Mary Street	Non-Local Traffic Percentage & Speed do not meet the minimum requirements.
Gutcher Avenue	Irving Street	Lorne Street	Non-Local Traffic Percentage & Speed do not meet the minimum requirements.
Haig Street	Byng Street	Whittaker Street	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Highgate Road	West Leg of Plumtree Crescent	East Leg of Plumtree Crescent	Volume and speed do not meet the minimum requirements.

EXHIBIT: E

Street	From	To	Reason
Highgate Road	Greenbriar Drive	Third Avenue	Volume and speed do not meet the minimum requirements.
Hillside Avenue	McCrea Heights Avenue	West End	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Hines Street	Moonlight Avenue	Equinox Crescent	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Hunter Street	Latimer Crescent	Oriole Drive	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Huntington Drive	Falconbridge Road	Auger Avenue	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
John Street	Paris Street	Annie Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Kennedy Street	Barry Downe Road	East End	Scored less than 30 points in the ranking process.
Kipling Court	Westmount Playground	Westmount Avenue	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Kipling Court	Westmount Playground	Westmount Avenue	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Lamothe Street	Barry Downe Road	Leon Avenue	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.

EXHIBIT: E

Street	From	To	Reason
Laura Street	Eva Street	Carmen Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Laura Street	Municipal Road 80	Eva Street	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Laval Street	Regent Street	East End	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Leslie Street	Mont Adam Street	Myles Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Logan Avenue	Lorne Street	Quinn Street	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Logan Avenue	Quinn Street	Mary Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Louis Street	Pierre Street	Helene Street	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Louisa Drive	Cam Street	Muriel Crescent	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Louisa Drive	Cam Street	Muriel Crescent	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.

EXHIBIT: E

Street	From	To	Reason
Maple Street	Cedar Street	Durham Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
Maple Street	Larch Street	Cedar Street	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Marie Avenue	Helene Street	Pierre Street	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Maureen Crescent	Gemmell Street	Dowland Avenue	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements.
McNeill Boulevard	Beatty Street	Ethelbert Street	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Melvyn Avenue	Hillcrest Drive	Timothy Avenue	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Minto Street	North of Brady Street	Larch Street	Non-Local Traffic Percentage & Speed do not meet the minimum requirements
Minto Street	South of Brady Street	Van Horne Street	Non-Local Traffic Percentage & Speed do not meet the minimum requirements
Morris Street	Howey Drive	Annie Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements

EXHIBIT: E

Street	From	To	Reason
Navanod Road	Fourth Avenue	East End	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Nobel Street	Granite Street	Huron Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Norfolk Court	St Andrew's Road	St Andrew's Road	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Northway Avenue	Lasalle Boulevard	Palisade Place	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Old Skead Road	Gordon Street	Sunny Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Old Skead Road	Sunny Street	Skead Road	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
O'Neil Drive West	Covington Avenue	Falconbridge Highway	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
O'Neil Drive East	Garson Coniston Road	Penman Avenue	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Parkwood Street	Maple Street	Pine Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements

EXHIBIT: E

Street	From	To	Reason
Patrick Avenue	Hawthorne Drive	Canterbury Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Paul Street	Anthony Street	Graham Road	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Paul Street	Caroline Street	Anthony Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Peter Street	Martin Road	Beverly Street	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Pond Hollow Drive	Sweetberry Drive	Mist Hollow Drive	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Pond Hollow Drive	Mallards Landing Drive	Mist Hollow Drive	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Prevost Street	St Agnes Street	Laurier Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Railway Road	Robinson Drive	East End	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Ralph Street	Bellevue Avenue	South End	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements

EXHIBIT: E

Street	From	To	Reason
Ravina Avenue	Monique Crescent	Monique Crescent	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Rene Street	Addy Crescent	Mederic Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
River Road	Main Street	North End	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Ronald Crescent	Thomas Avenue	Black Lake Road	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Roy Avenue	Lasalle Boulevard	Woodbine Avenue	Volume does not meet the minimum requirements
Roy Street	West End	East End	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Second Avenue	Torbay Road	Bayside Crescent	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
South Lane Road	Pioneer Road	Highway 69	Volume does not meet the minimum requirements
Springhill Drive	Racicot Drive	Racicot Drive	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
St. Nicolas Street	Edinburgh Street	Wembley Drive	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements

EXHIBIT: E

Street	From	To	Reason
Talon Street	Will Street	Josephine Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Third Avenue	Highgate Road	Kingsway	Volume does not meet the minimum requirements
Third Avenue	Kenwood Street	Highgate Road	Volume does not meet the minimum requirements
Third Avenue	Kenwood Street	Bancroft Drive	Non-Local Traffic Percentage, Speed do not meet the minimum requirements
Trembley Street	Talon Street	Laval Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Whittaker Street	Douglas Street	Victoria Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Windle Drive	Millwood Crescent	North End	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements
Worthington Crescent	Marion Street	Ramsey Road	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Worthington Crescent	Riverside Drive	Marion Street	Non-Local Traffic Percentage & Volume do not meet the minimum requirements.
Yale Street	Marcel Street	Linda Street	Non-Local Traffic Percentage, Speed & Volume do not meet the minimum requirements

EXHIBIT: F

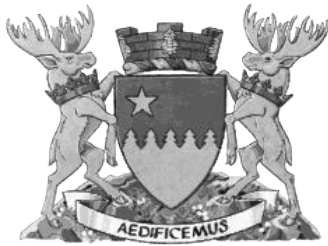
Traffic Calming Final Street Ranking - 2015

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

Traffic Calming Project Results

Location	Year of Study	Speed Limit (km/h)	Average Speed (km/h)	85 th Percentile Speed (km/h)	Volume
Attlee Avenue (Gemmell Street and Beatrice Crescent)	2010 (pre)	50	50	55	5278
	2014 (post)	50	46	52	4026
	Difference:		-4	-3	-1252
Attlee Avenue (Peel Street and Belfry Avenue)	2010 (pre)	50	58	66	6139
	2014 (post)	50	49	56	5426
	Difference:		-9	-10	-713
Churchill Street (Porter Street and Gemmell Street)	2011 (pre)	50	49	58	1365
	2013 (post)	50	46	55	1597
	Difference:		-3	-3	232
Errington Avenue (Highway 144 and Brookside Road)	2011 (pre)	50	55	66	5839
	2014 (post)	50	51	60	3478
	Difference:		-4	-6	-2361
Jeanne D'Arc Street, Val Therese (Heritage Drive and Dugas Street)	2011 (pre)	50	43	50	1668
	2014 (post)	50	45	50	2125
	Difference:		2	0	457
Kathleen Street (Frood Road and Bessie Street)	2012 (pre)	50	36	45	6531
	2013 (post)	50	42	50	5971
	Difference:		6	5	-560
Loachs Road (Lady Ashley Court and Windle Drive)	2010 (pre)	40	49	58	5725
	2015 (post)	40	52	60	5265
	Difference:		3	2	-460

Location	Year of Study	Speed Limit (km/h)	Average Speed (km/h)	85 th Percentile Speed (km/h)	Volume
Niemi Road (Santala Road and Irene Crescent)	2009 (pre)	50	44	52	2742
	2014 (post)	50	39	53	2626
	Difference:		-5	1	-116
Southview Drive (Cranbrook Crescent and Bouchard Street)	2008 (pre)	50	47	54	11021
	2010 (traffic circle)	50	41	49	10450
	2013 (removed)	50	51	57	13264
	2014 (speed table)	50	28	35	9597



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;

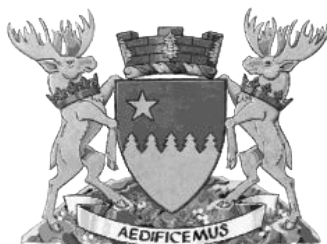
AND WHEREAS the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

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.