



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, April 18, 2016
Tom Davies Square

COUNCILLOR ROBERT KIRWAN, CHAIR

Evelyn Dutrisac, Vice-Chair

3:00 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

PRESENTATIONS

1. Pedestrian Safety in the City of Greater Sudbury (ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)

- David Shelsted, Director, Roads & Transportation Services

(This presentation will provide an overview of the two pedestrian related reports being provided to the Operations Committee.) See items C-1 and C-2.

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 April 5, 2016 from the General Manager of Infrastructure Services regarding Pedestrian Collisions (2011 to 2015). 4 - 15 (FOR INFORMATION ONLY)

(Staff completed a review of pedestrian collisions in the City of Greater Sudbury from 2011 to 2015. This report provides a summary of statistics for various factors related to pedestrian collisions.)

C-2. Report dated April 5, 2016 from the General Manager of Infrastructure Services regarding Pedestrian Safety Initiatives. 16 - 29 (FOR INFORMATION ONLY)

(This report provides an update on devices and programs that have been and will be implemented to increase pedestrian safety.)

C-3. Report dated March 30, 2016 from the General Manager of Infrastructure Services regarding Winter Control Operations Update for February 2016 . 30 - 32 (FOR INFORMATION ONLY)

(This report provides a monthly financial update of Winter Control Operations.)

REGULAR AGENDA

REFERRED & DEFERRED MATTERS

- R-1. Report dated March 23, 2016 from the General Manager of Infrastructure Services regarding Amendment to Surplus Fill By-Law 2003-282.

33 - 45

(RESOLUTION PREPARED)

(This report is a follow up to the report that was deferred at the Operations Committee meeting of July 6, 2015 pending an audit from the Interim Auditor General. Comments have now been received from the Interim Auditor General.)

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD AND ANNOUNCEMENTS

NOTICES OF MOTION

ADJOURNMENT

For Information Only

Pedestrian Collisions (2011 to 2015)

Presented To: Operations Committee

Presented: Monday, Apr 18, 2016

Report Date Tuesday, Apr 05, 2016

Type: Correspondence for
Information Only

Resolution

For Information Only

Signed By

Report Prepared By

Joe Rocca
Acting Co-ordinator of Transportation &
Traffic Engineering Services
Digitally Signed Apr 5, 16

Division Review

David Shelsted
Director of Roads & Transportation
Services
Digitally Signed Apr 5, 16

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Apr 5, 16

Recommended by the C.A.O.

Kevin Fowke
Acting Chief Administrative Officer
Digitally Signed Apr 6, 16

Pedestrian Collisions (2011 to 2015)

Introduction

Walking is the oldest and most basic method of active transportation and is a fundamental part of the transportation network. It promotes good health, social well-being, personal independence and mobility all while minimizing the negative environmental impacts of motorized vehicles.

The decision of whether or not to walk usually takes into account the distance of the trip, perceived safety of the route and the comfort and convenience of walking versus an alternative mode of transportation. For many it is the only available mode of transportation and at various times all road users are pedestrians.

Over the past decade, the City of Greater Sudbury has adopted policies and guidelines to improve pedestrian facilities throughout the City. The Official Plan which was adopted in 2006 identified an active transportation network as an element of the transportation system and recommended protecting and expanding the existing pedestrian and bicycle network. Also in 2006, City Council endorsed the Municipal Pedestrian Charter as prepared by the Sudbury Heart Health Coalition to be utilized as a guideline in the planning and development of walking opportunities within the City of Greater Sudbury. The City has also adopted many new pedestrian safety initiatives since prior to amalgamation which are detailed in a report to the Operations Committee titled *"Pedestrian Safety Initiatives."* In addition to the already adopted policies and guidelines, the draft Transportation Master Plan recommends sustainability focused planning alternative which focuses on creating transportation choices to better support walking, cycling and transit. By limiting the extent of new road projects and reallocating resources to create a balanced multi-modal system, the sustainability focused alternative aims to improve the transportation system through the betterment of both the road network and increased use of transit systems, ridesharing, cycling and walking.

The Traffic and Transportation Engineering Services section is responsible for the safe and efficient operation of the road network, including traffic control and pedestrian facilities within the public right-of-way. Safety is a key consideration in the planning, design and operation of pedestrian facilities. Since pedestrians are the most vulnerable road users, particular attention to pedestrian safety is required.

Scope of Analysis

To evaluate the performance of pedestrian facilities in the City, a review of pedestrian collision data from 2011 to 2015 was completed. For this review, only collisions on public right-of-ways were considered. This excludes any collisions which may have occurred in parking lots or off-road trails.

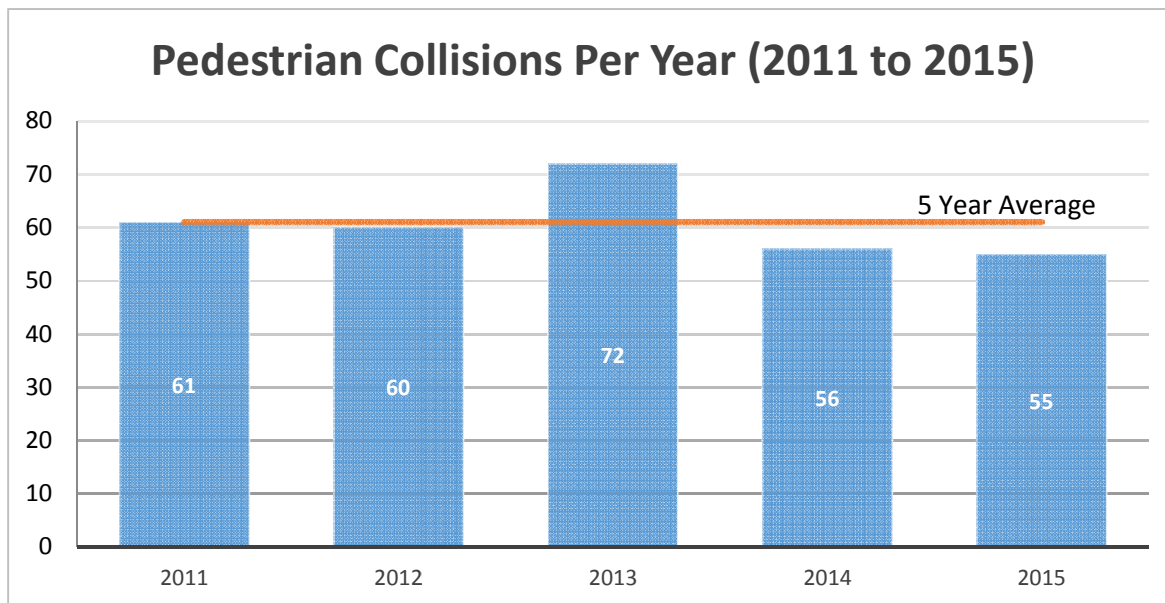
Pedestrians are defined in this report as people who travel on foot or who use assistive devices, such as wheelchairs, for mobility. Cyclists are not included in this review as they have different characteristics than pedestrians and bicycles are considered a vehicle under the Highway Traffic Act.

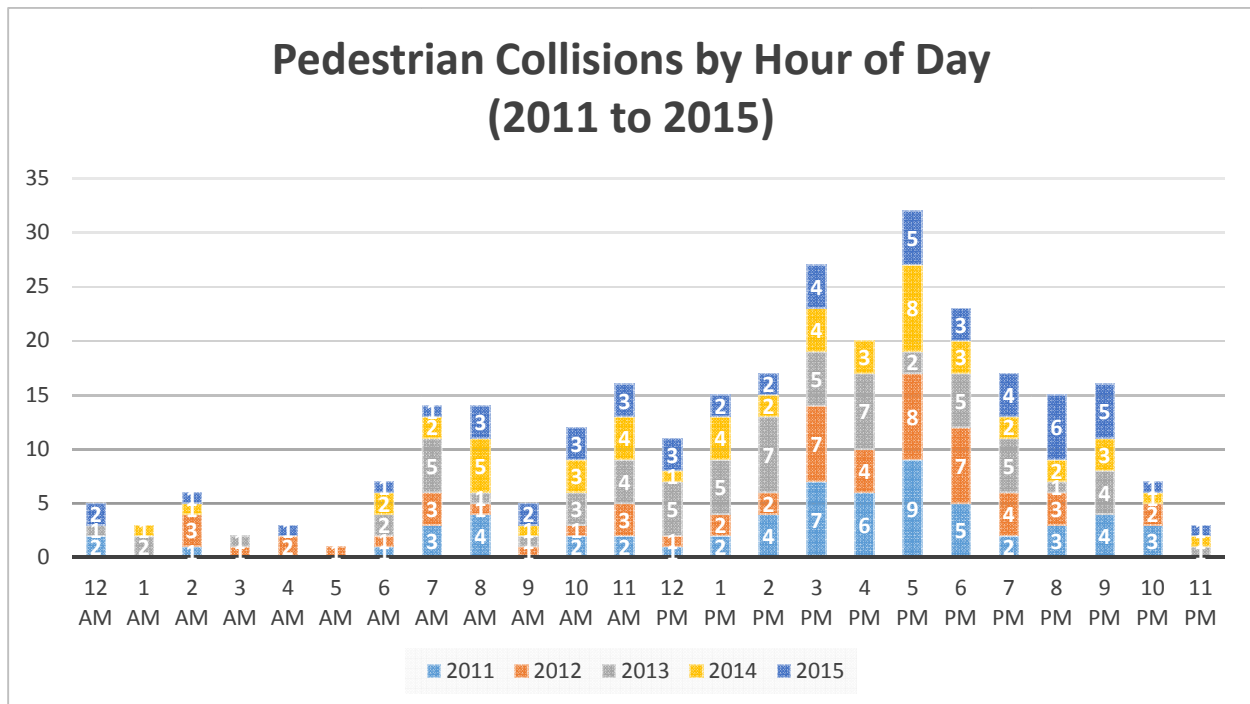
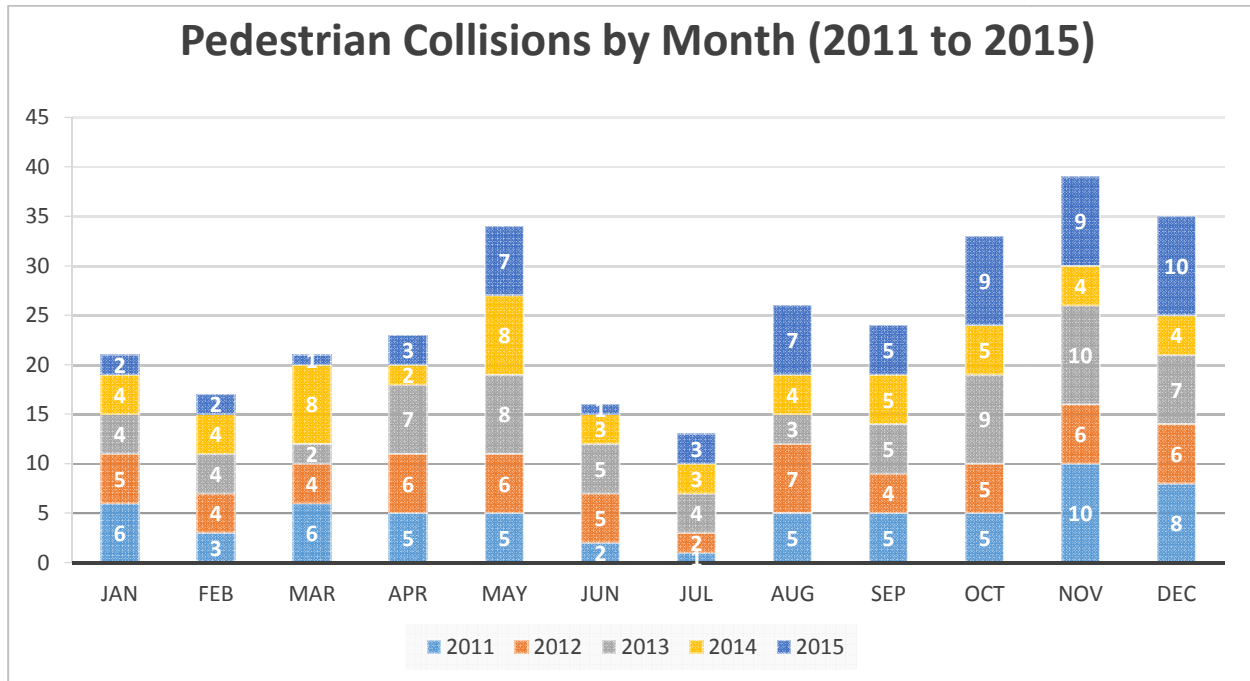
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Demographic information regarding pedestrians involved in collisions was provided by the Sudbury District Health Unit. The remaining data used in this report comes from fields on the Ontario Motor Vehicle Collision Report which are completed by an officer from Greater Sudbury Police Services.

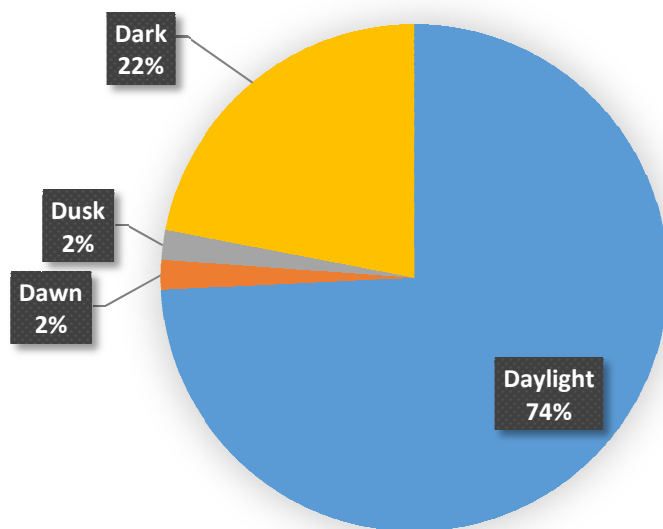
A five year period is used because collisions are random events that naturally fluctuate over time. These fluctuations make it difficult to determine whether changes in the observed collision frequency are due to changes at the location or due to natural fluctuations. In addition, when a period with a relatively high collision frequency is observed, it is statistically probable that the following period will be one with a relatively low collision frequency if no changes are made to the location. This statistical phenomenon is known as regression to the mean and also applies in reverse; a low collision frequency period will likely be followed by a period with a high collision frequency if no changes are made to the location.

When do they happen?

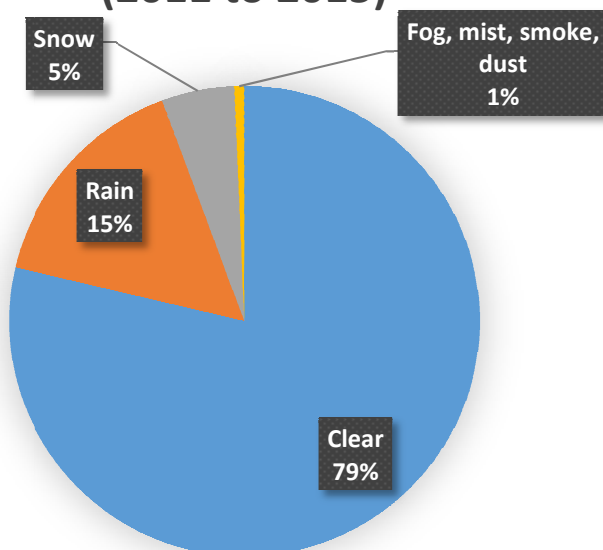




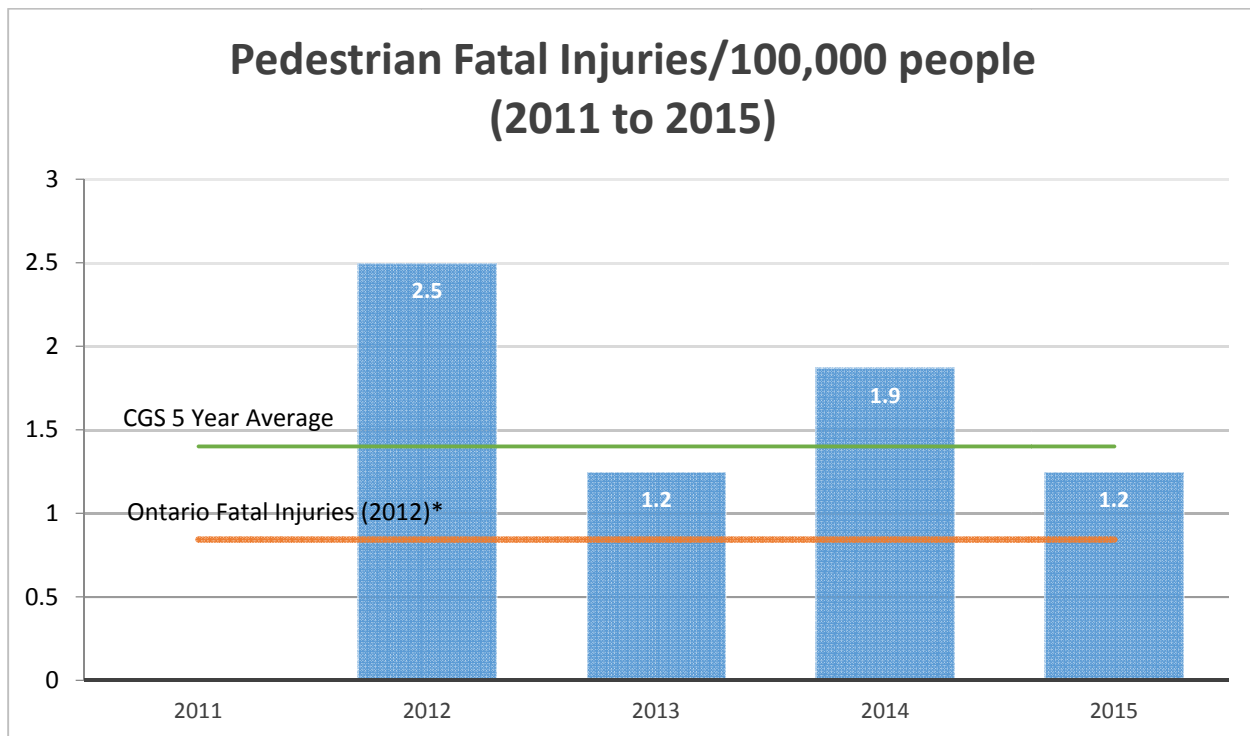
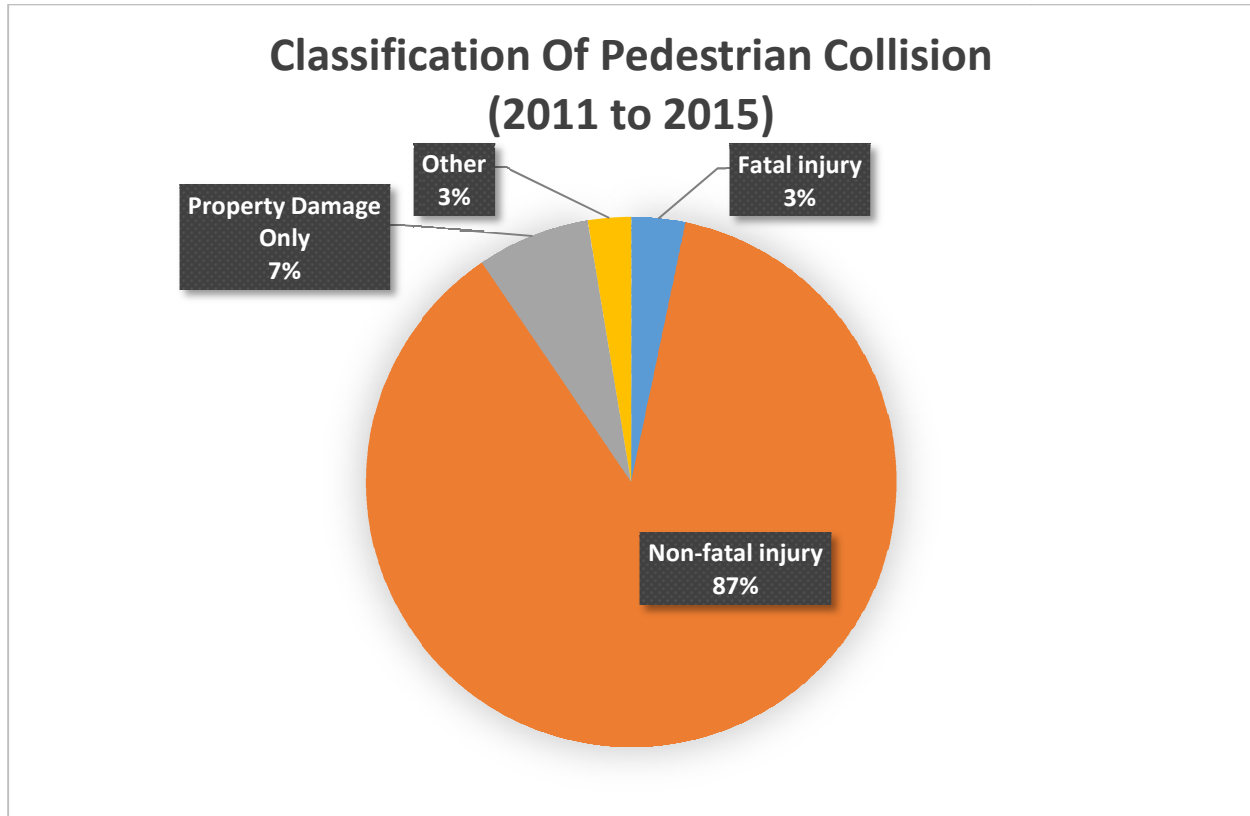
Pedestrian Collisions by Type of Natural Light (2011 to 2015)



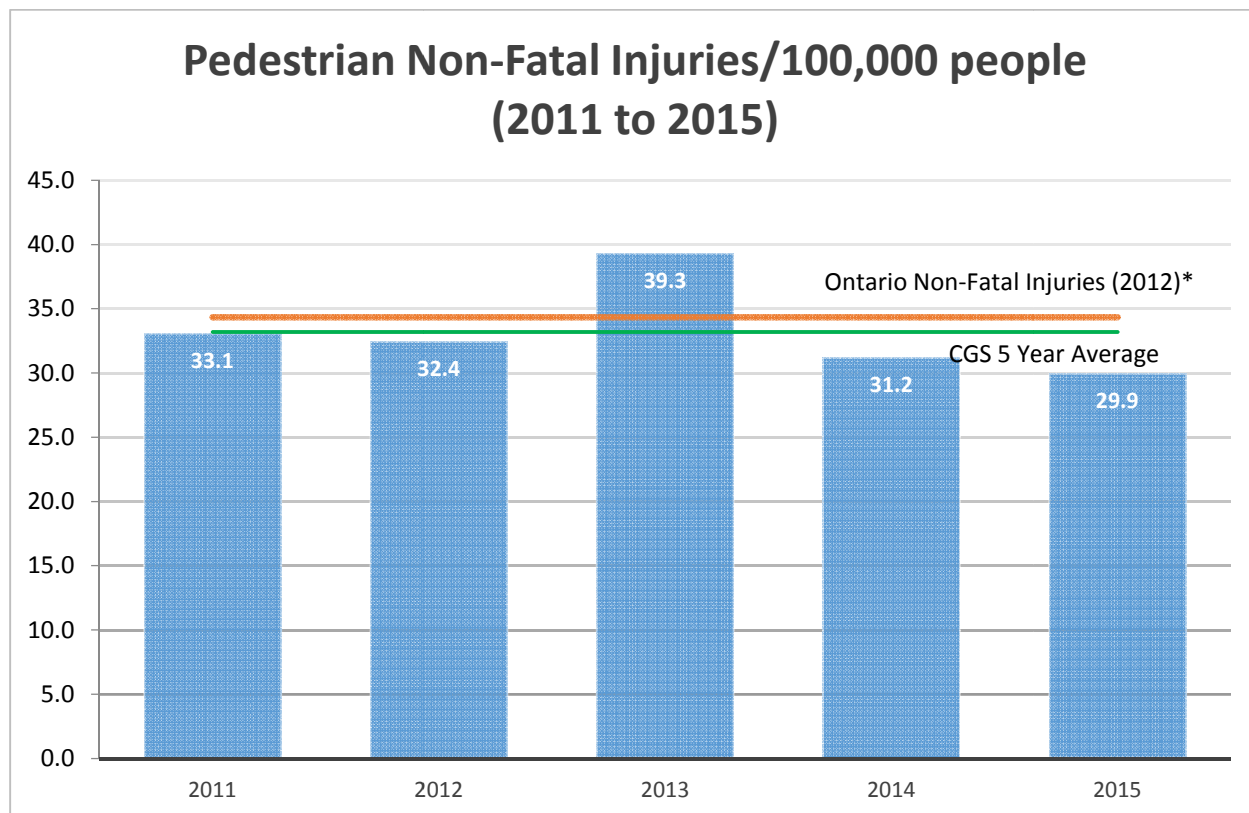
Pedestrian Collisions by Weather Condition (2011 to 2015)



How severe were the pedestrian collisions?

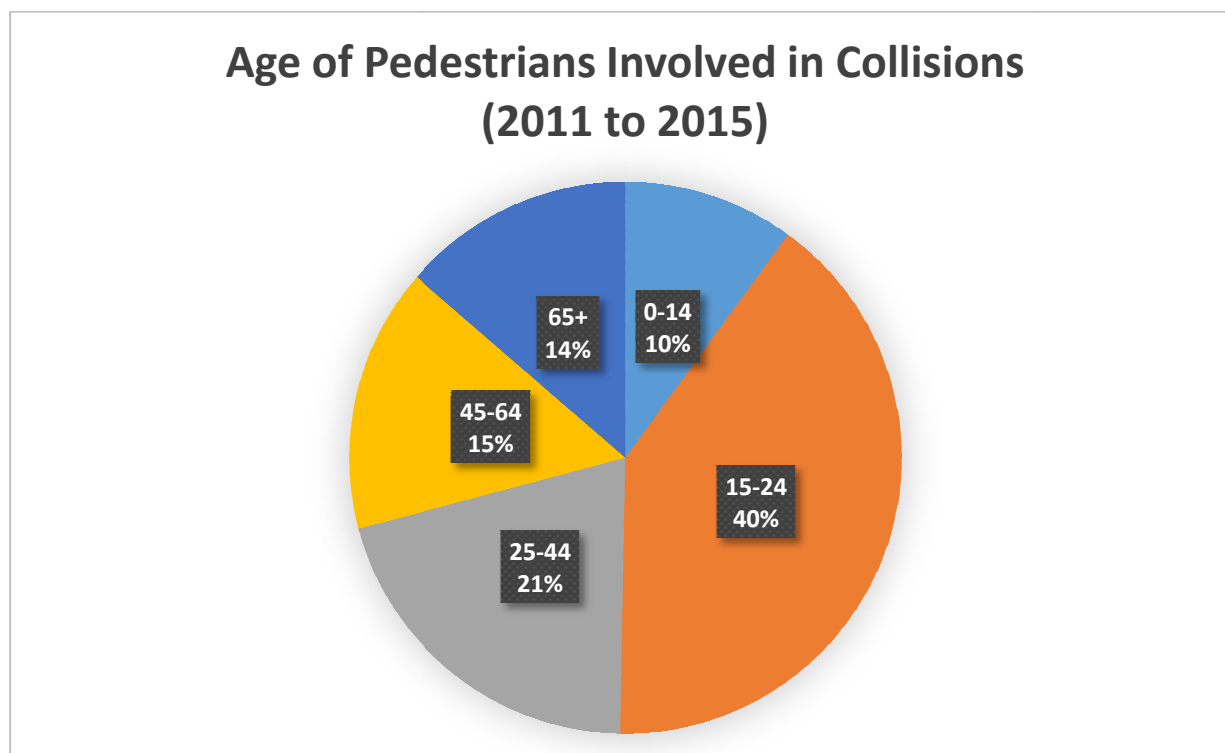


*The rate for Ontario Fatal Injuries was obtained from the *Ontario Road Safety Annual Report 2012*.

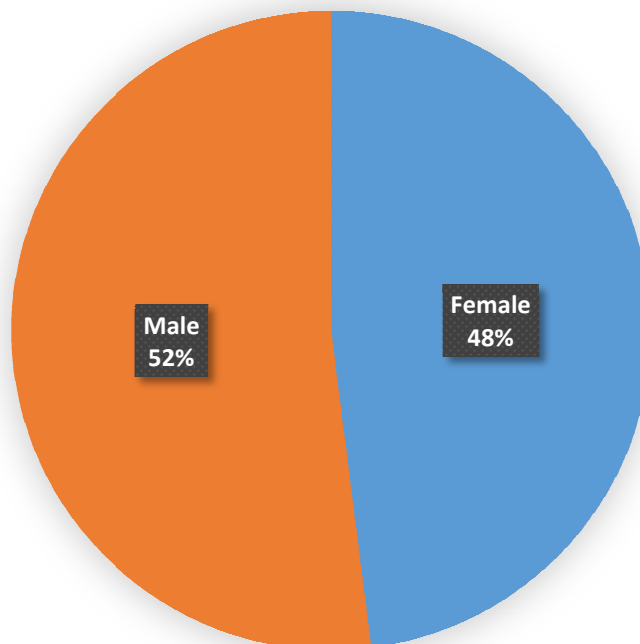


*The rate for Ontario Non-Fatal Injuries was obtained from the *Ontario Road Safety Annual Report 2012*.

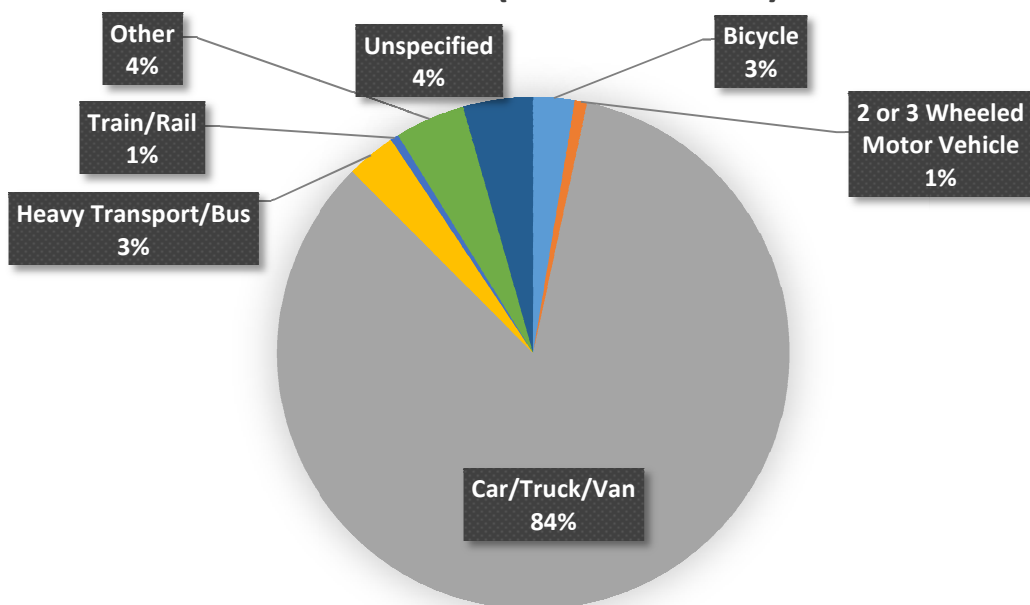
Who are involved in collisions?



Sex of Pedestrians Involved in Collisions (2011 to 2015)

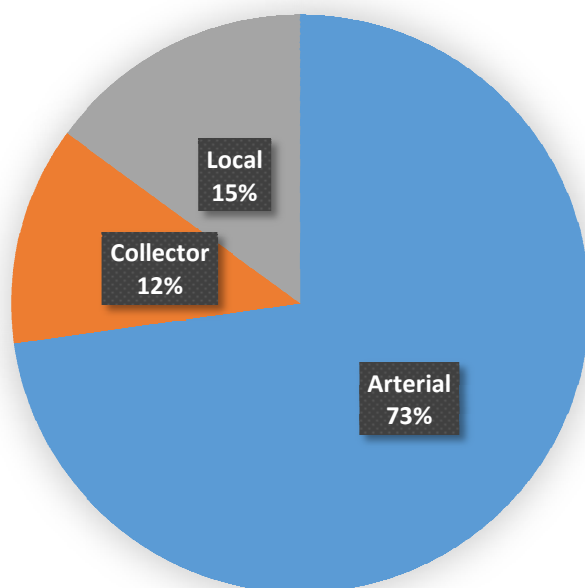


Types of Vehicles Involved in Pedestrian Collisions (2011 to 2015)

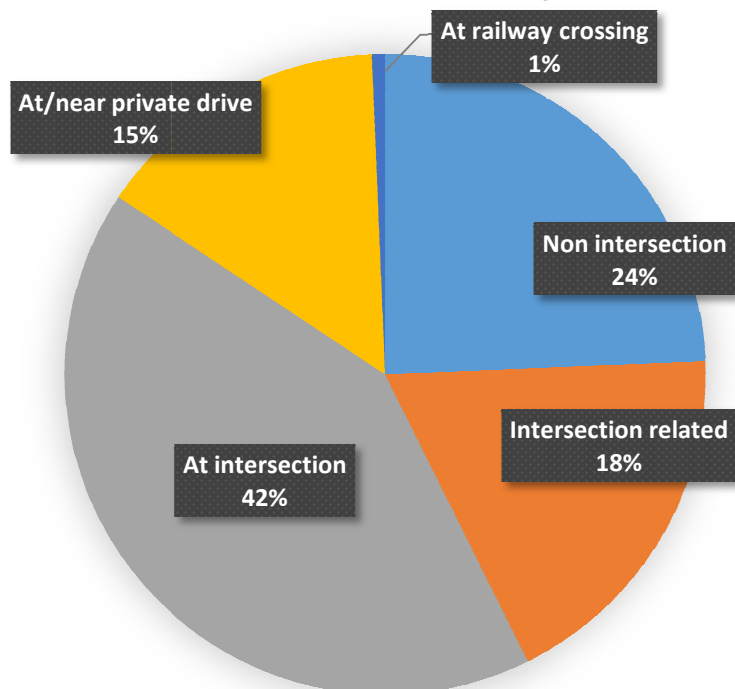


Where do the collisions occur?

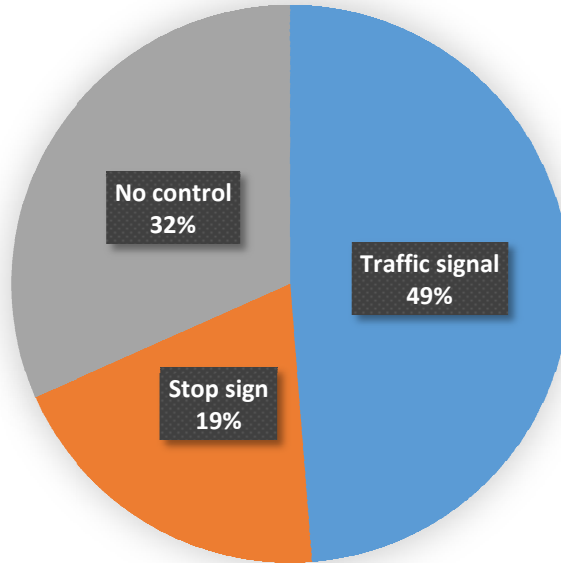
**Pedestrian Collisions by Road Classification
(2011 to 2015)**



Pedestrian Collision Location (2011 to 2015)

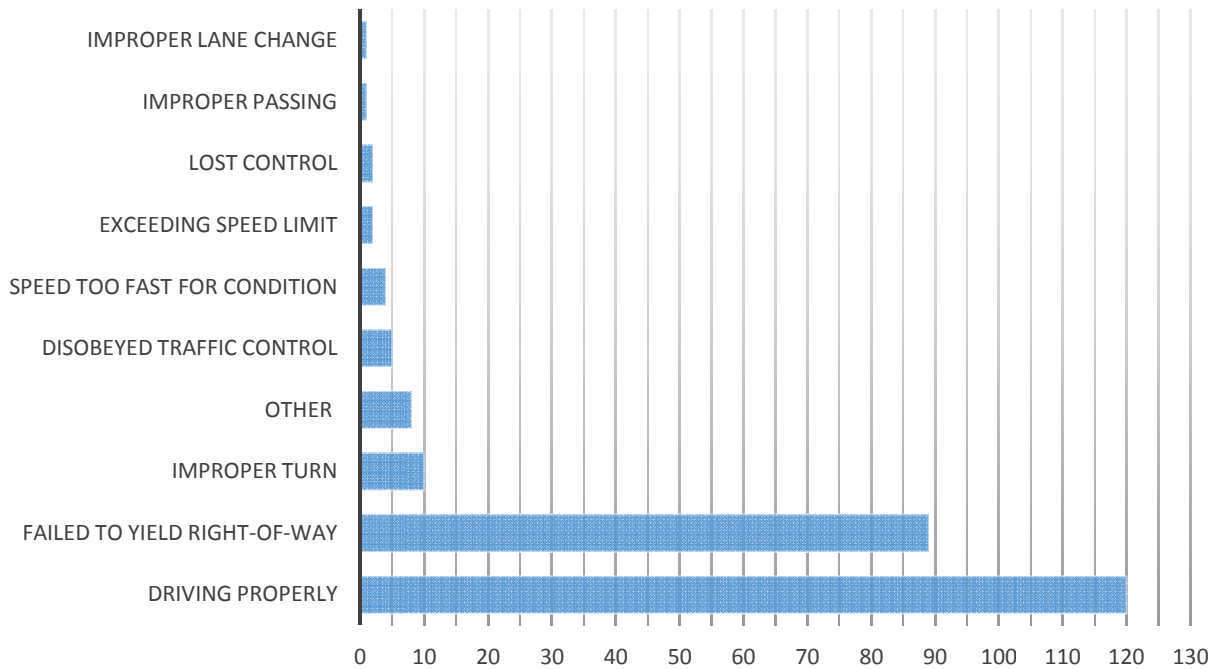


Intersection Pedestrian Collisions by Type of Traffic Control (2011 to 2015)

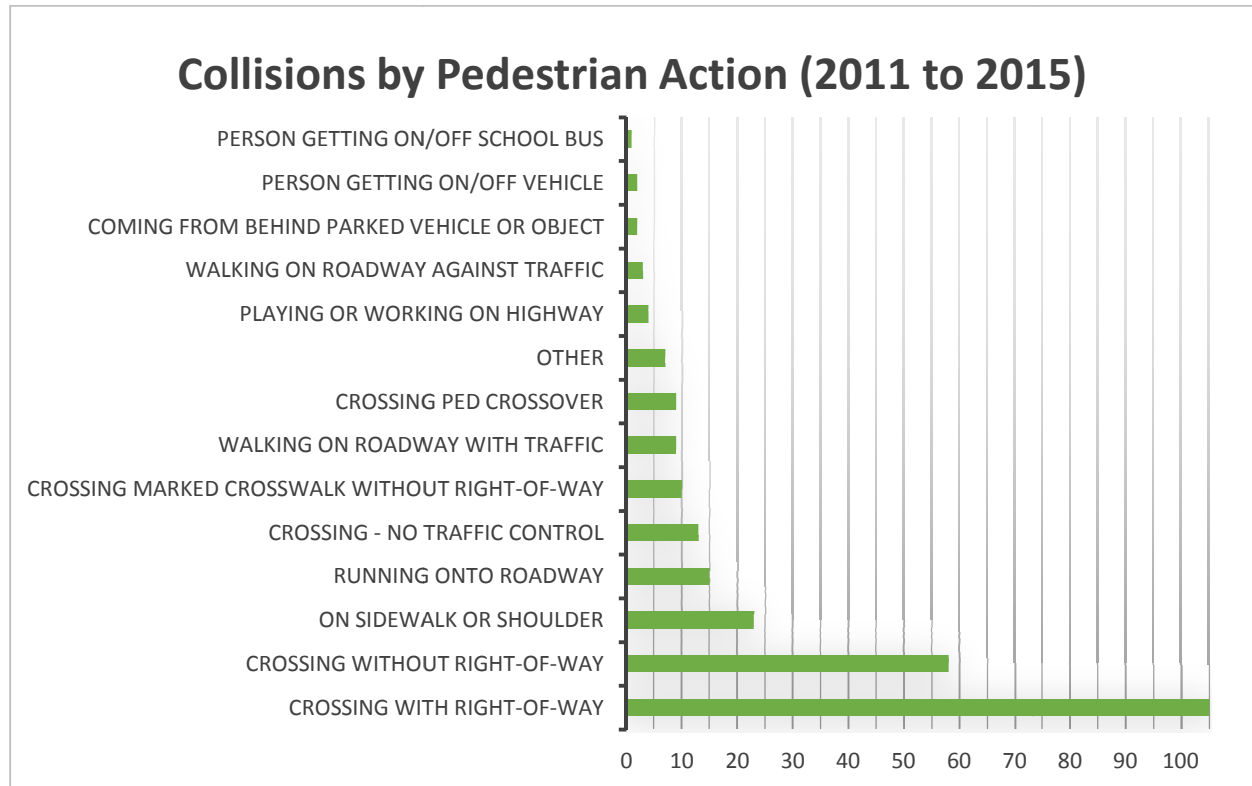


Why do they happen?

Collisions by Driver Action (2011 to 2015)



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Key Findings

- Overall, pedestrian collisions have been down for the past two years and below the five year average
- Pedestrian collisions are most common in November. This is likely due to a reduction in daylight hours (end of Daylight Savings Time) and the weather still being warm enough to comfortably walk for extended periods.
- Pedestrian collisions are most common between the hours of 5:00 pm and 6:00 pm. This is expected since this is typically the peak hour for traffic in the City and would be the time period with the most potential conflict between pedestrians and drivers.
- 74 percent of pedestrian collisions occur during daylight and 79 percent occur on clear days. This is expected since these are the times when most people choose to walk.
- The City's five year average for Fatal Injuries/100,000 people of 1.4, is above the provincial average of 0.8. Based on the population of the City of Greater Sudbury, this equates to just over two pedestrian fatalities per year. If the provincial average were applied to the City of Greater Sudbury's population, it would equate to just over one pedestrian fatality per year.
- The City's five year average for Non-Fatal Injuries/100,000 people is below the provincial average from 2012.
- Based on the number of people who live in the City of Greater Sudbury within in each age group, people ages 15 to 24 are involved in almost two times as many collisions as the next highest age group.
- 73 percent of pedestrian collisions are occurring on roads classified as arterial roads. Arterial roads typically carry the highest volumes of vehicle traffic, have the most number of lanes of traffic to cross, are the roads where most commercial destinations are located, and most transit routes are accessed.

- 60 percent of collisions are occurring at intersections. Intersections are the most complex parts of the road network and represent a high percentage of all types of collisions.
- 49 percent of intersection related collisions are occurring at traffic signals.
- 37 percent of drivers failed to yield the right-of-way when striking a pedestrian.
- 40 percent of pedestrians were crossing with the right of way when struck by a vehicle.

Next Steps

Due to the random nature of collisions, there is no one measure that could be implemented which could eliminate all pedestrian collisions. However, the City's goal is to have the safest transportation network for all road users. As previously mentioned, the City has implemented many new pedestrian safety initiatives over the past number of years and is committed to researching and implementing new safety initiatives as they are developed throughout the industry. Safety initiatives already implemented in the City are detailed in the report to the Operations Committee titled "*Pedestrian Safety Initiatives*".

In the short term, staff will complete a review of all pedestrian collisions involving a fatality and a review of pedestrian collisions locations with the highest ratio of collisions to pedestrians to vehicular traffic. Where an identifiable pattern of collisions is discovered, staff will implement appropriate countermeasures to try to mitigate future pedestrian collisions. In addition, staff will setup a program to monitor the long term effectiveness of any implemented countermeasures.

Education is also an important tool for improving road safety. Based on the findings of this review, staff will work with its community partners and the City's Communication Services section to develop educational campaigns targeting drivers and pedestrians between the ages of 15 to 24.

Finally, staff will continue to complete annual pedestrian collision reviews which will be presented to the Operations Committee in the form of a report.

For Information Only

Pedestrian Safety Initiatives

Presented To:	Operations Committee
Presented:	Monday, Apr 18, 2016
Report Date	Tuesday, Apr 05, 2016
Type:	Correspondence for Information Only

Resolution

For Information Only

Signed By

Report Prepared By

Joe Rocca
Acting Co-ordinator of Transportation &
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Digitally Signed Apr 5, 16

Division Review

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Pedestrian Safety Initiatives

Background:

The Traffic and Transportation Engineering Services section is responsible for the safe and efficient movement of people and goods in the City of Greater Sudbury. The section reviews new devices on a continuous basis and implements new programs aimed at increasing safety for pedestrians, vehicles and other road users. This report focuses on current policy, technology and safety programs aimed at increasing pedestrian safety. Road safety and specifically pedestrian safety has been a long time focus of the Traffic and Transportation Engineering Services section. Many of the initiatives that are described in this report began well before amalgamation and have evolved to the current practice.

Pedestrian Crossing Policy

The Pedestrian Crossing Policy was adopted in 2012 to help the City determine how and when to implement pedestrian crossings. Listed below are the key recommendations contained in the policy.

1. Continue to follow the Ontario Traffic Manual warrants and methodologies for implementing protected pedestrian crossings using traffic control signals, mid-block pedestrian signals and intersection pedestrian signals.
2. With the exception of supervised school crosswalks, marked crosswalks will be discouraged.
3. Utilize warning signs, pedestrian refuge islands and other measures such as reflective delineator posts at unprotected crossings to draw driver's attention to the possible presence of pedestrians.
4. Consider removing crosswalk markings at unprotected crossings on high speed or high volume multi-lane roads.
5. Proactively address pedestrian safety needs and establish a program for reviewing pedestrian crossings.

As a result of the policy uncontrolled crosswalks are no longer painted and locations with apparent desire lines have had additional signs installed.

Pedestrian Crossing Time

The pedestrian crossing time at traffic signals is calculated based on a designated walking speed of pedestrians and the length of the crosswalk. Currently, provincial standards recommend using a walking speed of 1.2 metres per second for a typical adult, and a walking speed of 1.0 metre per second for crosswalks frequented by children, seniors and people with a disability.

In 2014, City staff conducted a walking speed study to determine what walking speed should be used in the City of Greater Sudbury so the majority of residents could comfortably use a crosswalk to cross a roadway. It was determined that if a walking speed of 1.0 metre per second was used, 95 percent of residents within the City of Greater Sudbury would be able to comfortably cross a roadway. These results were similar to a study completed by the Transportation Association of Canada which found that 90 percent of Canadians would be accommodated by a walking speed of 1.0 metre per second. As a result of these studies and a literature review of other completed studies, the City is now using a walking speed of 1.0 metres per second when recalculating pedestrian timing at intersections with traffic signals.

The City has implemented the slower 1.0 metre per second walking speed along the entire Paris Street/Notre Dame Avenue corridor and at the intersections of Regent Street at Walford Road, Regent Street at Bouchard Street, Lasalle Boulevard at Notre Dame Avenue and Lasalle Boulevard at Barry Downe Road.

There is often a misunderstanding regarding the operation of pedestrian signal displays. Although pedestrian signals are very common throughout the City of Greater Sudbury and the Province of Ontario, many pedestrians do not understand the meaning of the "Walk" and "Flashing Don't Walk" symbols. Many pedestrians expect to see the "Walk" symbol displayed during their entire crossing of the intersection. However, the "Walk" symbol is intended to tell pedestrians that they may begin to walk across the intersection. The City of Greater Sudbury typically displays the "Walk" symbol for seven (7) seconds, regardless of the length of the road that is being crossed. Seven seconds is typically enough time to cross two (2) lanes of traffic. The "Flashing Don't Walk" symbol means that if you have started crossing the intersection there will be enough time to complete the crossing but do not begin to cross from the curb or sidewalk. It is important to note that pedestrians continue to have the right-of-way while the "Flashing Don't Walk" symbol is being displayed. The amount of time the "Flashing Don't Walk" symbol is displayed is based on the walking speed and length of the crosswalk as described above. This means at each intersection, pedestrians have the amount of time required to cross the entire road based on the walking speed plus an additional seven (7) seconds.

Pedestrian Countdown Timers



A common concern raised by pedestrians crossing intersections with traffic signals is the uncertainty of the time remaining to cross once the “Flashing Don’t Walk” display begins. In response to this concern, the traffic signal industry developed the Pedestrian Countdown Signal (PCS) head. The PCS is an enhanced pedestrian signal head which displays the amount of time remaining to cross the intersection.

It starts a descending numerical countdown in seconds once the “Flashing Don’t Walk” symbol starts and indicates how many seconds are available for pedestrians to safely cross the intersection before the amber vehicle signal will appear.

The City of Greater Sudbury began installing PCS heads in 2003 and has received very positive feedback from the public. PCS heads have been installed on the main street crossing of all traffic signals throughout the City.

Accessible Pedestrian Signals



An Accessible Pedestrian Signal is a device that communicates audible, tactile, and vibrotactile to provide crossing information to people who have visual disabilities. Different audio tones are emitted for the east-west and north-south directions at the intersection crosswalks.

The signals come equipped with a pushbutton locator tone. The tone is a repeating sound that informs approaching pedestrians that a pushbutton to activate pedestrian timing or receive additional information exists, and enables pedestrians with visual disabilities to locate the pushbutton. In order for pedestrians to locate the appropriate pushbutton, tactile arrows are used to indicate which crosswalk signal is actuated by each pushbutton. Tactile arrows are located on the pushbutton, have high visual contrast (light on dark or dark on light), and are aligned parallel to the direction of travel on the associated crosswalk.

The City continues to work with the Canadian Institute for the Blind (CNIB) to assist with determining new locations for Accessible Pedestrian Signals. The CNIB also trains people with visual disabilities to cross intersections.

On December 12, 2012, the Province of Ontario passed a regulation to amend the Accessibility for Ontarians with Disabilities Act (AODA) of 2005 to include accessibility standards for the built environment. The amendment to the regulation came into force January 1, 2013 and applies to public spaces that are newly constructed or redeveloped after January 1, 2016 by municipalities among other obligated organizations.

One of the requirements of the new AODA regulation is Accessible Pedestrian Signals (APS) are to be installed a minimum of 3 metres apart where two are installed on the same corner. If this requirement cannot be met because of site constraints or existing infrastructure, two APS can be installed on the same pole, but with a verbal announcement which clearly states which crossing is active. In addition, pedestrian poles are to be located 1.5 metres from the road to shorten the distance for people with visual disabilities to travel and orient themselves to cross the road.

Pedestrian Traffic Signals



Pedestrian traffic signals manage the interaction between pedestrians and vehicles, and present operational benefits to pedestrians by providing priority over vehicles at all times. This priority may provide a sense of security for pedestrians, encourage pedestrians to cross at the controlled location and limit the number of locations where pedestrian crossings occur.

They are similar to standard traffic signals except that there are only two approaches for which traffic signal heads are required. They may be installed at an intersection or at a mid-block location. These signals are actuated with pedestrian push buttons or Accessible Pedestrian Signals (APS) and use the same methodology to determine the pedestrian crossing time as full traffic signals.

The City of Greater Sudbury has installed pedestrian traffic signals at the following locations:

1. Lasalle Boulevard at Holland Road (New Sudbury Library)
2. Lloyd Street at Brady Street
3. Paris Street near Rumball Terrace
4. Paris Street near the Southwind Retirement Facility
5. Regent Street near Hazel Street
6. Second Avenue at Adamsdale Park

Refuge Islands

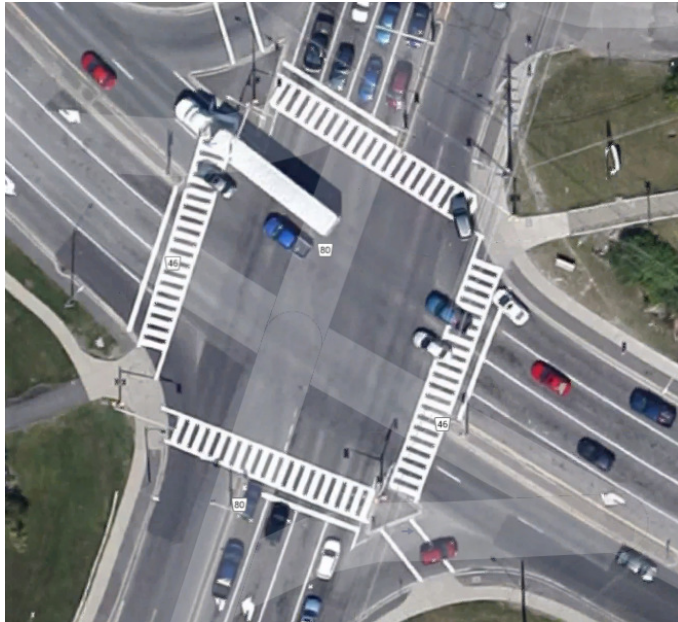


Refuge islands are raised medians placed in the centre of the roadway at midblock locations or unsignalized intersections.

Refuge islands are intended to assist pedestrians in crossing wide streets by providing a safe “refuge” in the centre of the road and allowing pedestrians to cross one direction of traffic at a time. The presence of a refuge island reduces the time a pedestrian must wait for an adequate gap in the traffic stream and reduces the crossing distance and exposure to traffic that they must face at one time.

Where properly installed, pedestrian refuge islands are beneficial in delineating pedestrian activity and encouraging pedestrians to cross at more desirable crossing locations. Some examples of refuge islands that have been installed in the City include Barry Downe Road at Woodbine Avenue, Brady Street at Shaughnessy Street, Municipal Road 8 at Fraser Avenue, Municipal Road 15 near Herve Avenue and Municipal Road 24 near Jacobson Drive.

Enhanced Crosswalk Markings



Enhanced crosswalk markings are a technique that is used to heighten driver awareness of pedestrian crossings and increase crosswalk visibility. Three types of enhanced crosswalk markings are used throughout the City; ladder, zebra stripe and school crosswalks.

Typical crosswalk lines are two parallel white lines which lead from one side of the road to the other.

Zebra stripe crosswalk markings are longitudinal white lines installed 60 centimeters apart within the area that pedestrians are expected to cross the travelled portion of the roadway. For new developments, the City has been requesting them at the driveway entrance to the site, when a sidewalk is present, and within the site where pedestrians need to cross the parking aisles.

Ladder crosswalk markings are enhanced pavement markings that are a combination of zebra stripe pavement markings and standard parallel crosswalk lines (see picture above). Ladder crosswalks increase driver's visibility of crosswalks at all times of the day.

The following guidelines are considered when determining locations for ladder crosswalks in the City:

- The location must be a controlled crossing
- Pedestrian crossing volumes are high
- There is a high volume of turning vehicles
- There is a higher than expected number of pedestrian collisions

For school crossing locations, the Ontario Traffic Manual Book 11 outlines the appropriate pavement markings for urban and rural supervised school crosswalks. The school crossing markings use a variance of standard crosswalk markings and zebra stripe markings.

School Crossing Guard Program

A school crossing is a point on a highway supervised by a school crossing guard, either at an intersection or mid block location that has been designated through a warrant process. A school crossing guard has the authority under the Highway Traffic Act to stop traffic to allow for the safe crossing of pedestrians. On June 2, 2015, the Ontario Government passed Bill 31, also called the Making Ontario's Roads Safer Act, making several important changes to the Ontario Highway Traffic Act (HTA). One of these changes included the requirement for vehicles to yield the entire roadway when a school crossing guard is displaying a stop sign.

To determine where protected school crossings are needed, the City uses the school crossing warrant based on the 1992 School Crossing Review undertaken by the Ontario Ministry of Transportation. The purpose of the warrant is to utilize a consistent and uniform approach when dealing with student safety.

The warrant consists of a site inspection conducted at each location where student safety is an issue and a gap study. The purpose of the site inspection is to study and analyze apparent hazards at a potential school crossing location and determine if there are alternatives to a school crossing to improve student safety. If it is determined that a school crossing is the best solution, a gap study is conducted to record the number of students crossing, the number of gaps for students to cross safely and any conflicts between pedestrians and vehicles.

A school crossing warrant is approved if:

- There are less than five (5) safe gaps in traffic in fifty per cent of the five minute timed intervals on a road having a posted speed limit of not more than 60km/ h, and
- The number of students crossing meets or exceeds the minimum number previously established in the terms of reference (in the case of the City the minimum number is 20)

Tactile Warning Panels



As part of the new Accessibility for Ontarians with Disabilities Act standards, tactile warning indicators are to be installed where an accessible walkway crosses a vehicle path. The purpose of the tactile warning indicators is to alert visually impaired pedestrians when they are approaching an intersection before they reach the curb ramp.

The tactile warning indicators are panels with a pattern of truncated domes on the surface. They are typically made with a composite material and are wear and slip resistant. A panel uses a colour that contrasts from the surrounding concrete. After consultation with the CNIB, the City decided to use yellow tactile warning panels. They are installed at the bottom of curb ramps and are set back between 150 mm and 200 mm from the curb edge.

In 2015, tactile warning panels were installed at the intersection of Municipal Road 80 and Municipal Road 15 and at the northeast and southeast corners of Municipal Road 80 and the entrance to the Val East Mall. The City now installs the panels as part of all capital projects at controlled crosswalks.

Uninterrupted Power Supplies

In the event of a power failure, an uninterrupted power supply (UPS) will provide battery backup power with no interruption to traffic and pedestrian signals for up to four (4) hours of normal operation. If the power is off for longer than four (4) hours, the signals will continue to operate for another six (6) hours in a flashing mode. In most cases, power will be back on before the four (4) hour period is over. In the City of Greater Sudbury 75 percent of signalized intersections have an UPS installed.

New Pedestrian Crossing Facilities

On June 2, 2015, the Ontario Government passed Bill 31, also called the Making Ontario's Roads Safer Act, making several important changes to the Ontario Highway Traffic Act (HTA). Another measure of the Making Ontario's Roads Safer Act was the introduction of new pedestrian crossover facilities (PXOs). These new crossing treatments will allow pedestrians to cross the right-of-way under a greater number of conditions and will provide municipalities with a more cost effective solution to ensure pedestrian safety.



Staff will bring forward a report in the near future describing these new facilities.

Traffic Calming

The Institute of Transportation Engineers defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. For example, vertical deflections (speed humps, speed tables, and raised intersections), horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorists.

An example of road narrowing is curb extensions which are an extension of the curb line into the roadway. The pedestrian safety benefits include a shorter crossing distance and increased visibility for both the driver of the waiting pedestrian and the waiting pedestrian of the approaching vehicles. Curb extensions can also make pedestrian crossings more visible, especially when used in combination with high visibility markings.

Attlee Avenue is an example of a traffic calmed road. Curb extensions, raised median islands, edge lines and radar speed display signs were used to reduce the overall operating speeds by up to 10 km/h in certain areas of the road. In addition to reducing operating speeds, curb extensions were installed at locations where pedestrians are known to frequently cross the road and would benefit from the shorter crossing distance and increased visibility.

Channelized Right Turn Lanes

Many channelized right turn lanes are designed for unimpeded vehicle movement. In areas with pedestrian activity and crosswalks this makes it difficult for pedestrians to find safe gaps to cross the lane. Where possible, the City is removing channelized right turn lanes in conjunction with capital road projects. However, there are situations where removing the channelized right turn lane is not practical and would decrease pedestrian safety. In these situations, the City is constructing Smart Channels. Smart Channels reduce the approach angle of vehicles to the intersection. By reducing the angle, drivers are no longer required to look over their shoulder for a gap in traffic and can focus more on the road in front of them. This design also reduces a vehicle speed which creates a better environment for pedestrians trying to cross the right turn lane. Below is an example of a smart channel at the intersection of Paris Street and Brady Street.



Sudbury Road Safety Committee



The City of Greater Sudbury is a standing member of the Sudbury Road Safety Committee. The mission of the committee is to promote road safety within Greater Sudbury for all road users through education, enforcement, engineering and enthusiasm. Its goals are to reduce the incidence of road injuries in Greater Sudbury and provide safe transportation for all transportation modes and populations, including the most vulnerable road users.

The committee aims to achieve its goals through information sharing, research, policy recommendations and education. An example of one of the committee's education initiatives is the Do the Bright Thing campaign which ran in the fall of 2015. The campaign encouraged pedestrians to wear bright or light-coloured clothing or reflective strips especially at dusk, dark or when it is raining, or snowing so they would be more visible to other road users.

RP-8 Street Lighting

In 2014, the City adopted a street lighting policy based on the Illuminating Engineering Society of North America's (IESNA) RP-8 guideline. The purpose of the guideline is to serve as the basis for design of fixed lighting for roadways, adjacent bikeways, and pedestrian ways. The RP-8 guideline provides recommendations for designing new continuous lighting systems for roadways and it is not intended to be applied to existing lighting systems until such systems are redesigned. Through the use of the RP-8 guideline, roadways and sidewalks throughout the City will be brighter and more evenly lit. A brighter and more evenly lit roadside environment will enhance pedestrian visibility and increase pedestrian comfort levels.

Conclusion

Pedestrian safety has been and remains a primary focus of the Traffic and Transportation Engineering Services section. Although many pedestrian safety initiatives have been implemented over the years, staff remains committed to researching and implementing new safety initiatives as they are developed throughout the industry with the goal of providing the safest transportation network for all road users.

For Information Only

Winter Control Operations Update for February 2016

Presented To: Operations Committee

Presented: Monday, Apr 18, 2016

Report Date: Wednesday, Mar 30, 2016

Type: Correspondence for Information Only

Resolution

For Information Only

BACKGROUND

This report provides the financial results of the 2016 winter roads operations up to and including the month of February 2016. As depicted in Table 1 below, the results for the first two months of 2016 is an over expenditure of approximately \$1.2 million. Certain estimates were necessary to account for outstanding invoices.

Signed By

Report Prepared By

Shawn Turner
Manager of Financial & Support
Services
Digitally Signed Mar 30, 16

Division Review

David Shelsted
Director of Roads & Transportation
Services
Digitally Signed Mar 30, 16

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Mar 31, 16

Recommended by the C.A.O.

Kevin Fowke
Acting Chief Administrative Officer
Digitally Signed Apr 6, 16

Table 1
2016 Winter Control Summary
29-Feb-16

	Annual Budget	2016 YTD		
		Budget	Actual	Variance
Administration & Supervision	2,357,174	781,080	786,174	(5,094)
Sanding/Salting/Plowing	6,803,347	2,825,894	3,915,436	(1,089,542)
Snow Removal	524,909	303,980	724,621	(420,640)
Sidewalk Maintenance	893,398	402,027	492,737	(90,710)
Winter Ditching/Spring Cleanup	1,740,264	280,452	66,833	213,619
Miscellaneous Winter Roads	4,200,812	1,199,759	1,002,714	197,045
TOTAL	16,519,904	5,793,192	6,988,515	(1,195,323)

2016 Winter Control Activities

As shown in Table 2 below, the City received approximately 208 centimetres or 186 percent of the average January and February snowfall.

This above average snowfall in the first two months of the year contributed to an over expenditure of approximately \$1.2 million in winter control activities. Large over expenditures occurred in sanding/salting/plowing, snow removal and sidewalk maintenance. Under expenditures in winter ditching/spring cleanup and miscellaneous winter roads partially offset some of these over expenditures.

TABLE 2
2016 Snowfall

	Jan.	Feb.	Mar.	Apr.	Nov.	Dec.	Total
Normal	60	52	35	17	30	63	257
30 year avg. (cm)							
2016 Actual (cm)	91	117					
% of Actual to Normal	152	224					

Summary

In summary, winter roads operations for the first two months of 2016 resulted in an over expenditure of

approximately \$1.2 million. As per the Reserve and Reserve Fund policy, any annual over expenditure in winter roads operations may be funded from the Roads Winter Control Reserve Fund.

Request for Decision

Amendment to Surplus Fill By-Law 2003-282

Presented To: Operations Committee

Presented: Monday, Apr 18, 2016

Report Date Wednesday, Mar 23, 2016

Type: Referred & Deferred Matters

Resolution

THAT the City of Greater Sudbury directs staff to prepare revisions to the Surplus Fill By-Law 2003-282 all in accordance with Scenario 2 from the report dated June 18, 2015 from the General Manager of Infrastructure Services.

Background

The Amendment to the Surplus Fill By-Law 2003-282 report dated June 18, 2015 was presented to the Operations Committee on July 6, 2015. A copy of the report is attached as Appendix A.

The report was deferred by motion of the Operations Committee in order to provide an opportunity for the Auditor General to provide comments and suggestions to this report.

Comments were received by the Auditor General where support was received in favour of Scenario 2 (attached as Appendix B).

Recommendation

Staff recommends that the CGS adopt Scenario 2, which will shift the responsibility for surplus fill disposal to the Contractor. Under this Scenario, Conservation Sudbury would continue to be involved in the site approval process. Shifting of responsibilities would remove the burden from CGS staff to locate, review, and authorize surplus fill sites and it would provide the Contractor with the opportunity to sell surplus fill, potentially reflecting a reduction in contract pricing.

Staff will continue to make best use of surplus fill on planned CGS future projects when possible. Future contracts would be modified to stipulate methods of disposal, and conditions for release of obligations where material is disposed at private property.

Subject to approval of this report, Surplus Fill By-Law 2003-282 will be modified to reflect changes in

Signed By

Report Prepared By

Peter Chiesa
Director of Engineering Services
Digitally Signed Mar 23, 16

Division Review

Peter Chiesa
Director of Engineering Services
Digitally Signed Mar 23, 16

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure Services
Digitally Signed Apr 6, 16

Recommended by the C.A.O.

Kevin Fowke
Acting Chief Administrative Officer
Digitally Signed Apr 6, 16

surplus fill disposal methodology as well as to reflect an appropriate phase-out period.



Request for Decision

Amendment to Surplus Fill By-Law 2003-282

Presented To: Operations Committee

Presented: Monday, Jul 06, 2015

Report Date Thursday, Jun 18, 2015

Type: Managers' Reports

Recommendation

THAT the City of Greater Sudbury directs staff to prepare revisions to the Surplus Fill By-Law 2003-282 all in accordance with Scenario 2 from the report dated June 18, 2015 from the General Manager of Infrastructure Services.

Summary of Recommended Changes

The purpose of this report is to obtain approval of Council to change the standard process for disposal of surplus fill summarized as follows.

1. City of Greater Sudbury (CGS) staff will continue to make best use of surplus fill on planned CGS future projects when possible.
2. When no CGS future projects have been identified, surplus fill will be turned over to the Contractor for disposal or re-use at their discretion.
3. Contractors will be obligated to obtain a release from private owners who receive surplus fill, removing the City from any liabilities or costs associated with receipt of the surplus fill.
4. The practice of identifying and approving private sites for disposal of surplus fill will be discontinued, although private owners may be required to obtain permits from other government agencies such as the Conservation Sudbury (formerly Nickel District Conservation Authority) and, owners may have to comply with other City by-laws such as zoning.
5. The current Surplus Fill By-law 2003-282 will be amended or rescinded as necessary.
6. Standard contract documents will be amended in accordance with this report and any amended by-laws.

Finance Implications

As the cost to dispose of surplus fill is not explicitly defined in our contracts, it is difficult to ascertain the financial impact. With the adoption of shifting disposal responsibility to the Contractor (Scenario 2), it is expected that disposal costs would not increase from the current method of disposal and the CGS may benefit from Contractor efficiencies and re-use.

Signed By

Report Prepared By

Kevin Shaw
Director of Engineering Services
Digitally Signed Jun 18, 15

Division Review

Kevin Shaw
Director of Engineering Services
Digitally Signed Jun 18, 15

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure Services
Digitally Signed Jun 18, 15

Recommended by the C.A.O.

Bob Johnston
Interim Chief Administrative Officer
Digitally Signed Jun 23, 15

Background

Current Method of Disposal (Scenario 1)

The current method of disposing of surplus fill tasks CGS Staff with reviewing and authorizing private site locations for our Contractor's use for the disposal of the surplus fill.

CGS Staff in conjunction with Conservation Sudbury jointly approve surplus fill sites, having the landowner sign a release form and provide a sketch or survey of the exact location where the surplus fill will be deposited on the property.

Our Contractor normally delivers surplus fill to an authorized private site and in many cases has to level the surplus fill because the receiving property owner has no means to do so. Leveling of the surplus fill is a necessity to the continuation of the disposal process. The cost associated with this method of disposal is normally carried in the contract pricing under the various items associated with the activities that generate the surplus fill, such as road excavation. In cases where work is performed by time and material such as emergency repairs, then excavation, disposal and leveling are all completed by time and material pricing.

The City's existing By-law 2003-282 does not allow City forces to level surplus fill on private property. It has not been practical to wait for private property owners to make arrangements to level the fill which is necessary for disposal to continue. Since the City is currently contractually obligated to delineate disposal locations, the additional cost of leveling surplus fill is deemed more practical than finding new disposal locations or paying for delays in contracts if sites are not available for disposal.

In addition to the practical challenges associated with disposal of surplus fill, the existing process is very restrictive to potential re-use. Should a Contractor have a potential re-use of the material, the City may benefit financially in the form of more favourable tender prices. The existing disposal method provides long term value to the property owner, but not to the Contractor or the City.

If the existing method of disposal of surplus fill were to be maintained then the surplus fill by-law should be amended. Alternatively, CGS staff considered two alternative methods of disposal of surplus fill, summarized in the following analysis.

Analysis

Scenario 1 – Existing Methodology

This Scenario is our current method of disposal as described above. The annual cost of disposal of surplus fill, under Scenario 1, based on an average of fill generated at construction projects over the past three years, amounts to approximately \$750,000. In addition to this disposal cost, is the cost to dispose of surplus fill generated through the Operations and Maintenance activities (CGS and contracted forces) for the repair of CGS underground infrastructure or culverts and ditching. This cost amounts to approximately \$300,000 annually.

For this scenario to continue, a modification to Surplus Fill By-law 2003-282 would be required to allow City crews and/or City Contractors to level fill on private property. This flexibility is deemed necessary under this scenario to allow City operating departments and Contractors the means to execute their work on schedule.

Scenario 2 – Transfer Responsibility for Disposal

This Scenario would shift the responsibility for the locating of private surplus fill sites and the ownership of the surplus fill to the Contractor.

In preparing the cost analysis for this scenario, it was assumed that the quantity of surplus fill and the haul distances would remain the same as those used in Scenario 1. The Contractor would merely take over the work currently done by CGS staff to secure private disposal sites and assume ownership of the surplus fill. The Contractor would be responsible for convening meetings with private fill site property owners, in conjunction with Conservation Sudbury, to physically review the site to ascertain suitability to receive surplus fill. A Property Owner Release Form including various stipulations attached to the placement of the fill would be obtained from the Contractors after conclusion of the work. The cost associated with Scenario 2 is approximately \$750,000 annually. Under Scenario 2, the Contractor could elect to fill personal property or haul to smaller fill sites than the current 0.5 hectare CGS stipulated size requirement, thus potentially finding efficiencies that could be reflected in contract pricing.

Where possible, CGS contracts involving emergency repairs would either be provided suitable City-owned property for disposal, or be transferred responsibility for disposal. These alternative arrangements would be a component of the competitive procurement process.

Scenario 3 – Purchase Disposal Sites

Under Scenario 3, the CGS would potentially purchase a number of large sites, in strategic locations across the geographic area of the CGS. This scenario would considerably increase the cost of the disposal of surplus fill as a result of land purchase; security requirements such as, fencing and gates to control access; substantially longer haul distances; and, the need to locate equipment for the purpose of fill leveling. The capital cost for Scenario 3 is estimated to be \$800,000. The annual operating cost could exceed \$1,000,000 with longer haul distances and the increased operating costs.

Other Considerations

It is recognized that the best use of surplus fill is for re-use on other CGS projects. For all scenarios, CGS staff will continue to endeavour to find suitable uses for the fill. When contracts are issued for tender, the specifications will direct Contractors where to dispose surplus fill at CGS property, if opportunities exist.

Contractors and private land owners may continue to require permits from other various government agencies. For example, Conservation Sudbury may restrict placement of fill in flood plains. The Ministry of Natural Resources may also have restrictions with fill placement adjacent to waterways. The City will only manage the acquisition of supplemental permits in Scenarios 1 and 3.

In reviewing alternatives for disposal of surplus fill, CGS staff reviewed the possibility of using this material at CGS landfill sites. It was determined that most excavation sites have minimal volumes of material of a suitable nature for use at the landfill. The material must be relatively clean sands and fine gravels with low moisture content. CGS staff will continue to look for opportunities to take surplus fill to CGS landfill sites.

Conservation Sudbury would continue to provide a prime role in the examination of potential surplus fill sites for the purpose of authorizing the sites to receive fill.

In 2009, the City of Greater Sudbury passed the Site Alteration By-law 2009-170 which regulates the alteration of grades and the placing and dumping of fill. Staff will be meeting to ensure that the approach

moving forward ensures compliance with this By-law.

Ontario Provincial Standard Specification (OPSS) 180 – General Specification for the Management of Excess Material that has been developed for use in provincial and municipal oriented Contracts will be included in future CGS Contracts.

Various municipalities were contacted to understand their methods of dealing with the disposal of surplus fill. The findings of these discussions are summarized in Table 1 below:

Table 1 – Discussions with Similar Sized Municipalities

Municipality	Disposal Responsibility	Time in Effect	Private Property Release Form	Fill Site Size	Public Sale	Landfill Cover
Barrie	Contractor	Many years	yes	any size	no	never
Kingston	Contractor	15 years	yes	large	no	periodically
North Bay	Contractor	2 Years	yes	any size	n/c	periodically
Peterborough	Contractor	Many years	yes	any size	no	periodically
Sault Ste. Marie	Contractor	Many years	yes	large	n/c	periodically
Timmins	Contractor	n/c	yes	n/c	no	often

n/c = No Comment

Recommendation

Staff recommends that the CGS adopt Scenario 2, which will shift the responsibility for surplus fill disposal to the Contractor. Under this Scenario, Conservation Sudbury would continue to be involved in the site approval process. Shifting of responsibilities would remove the burden from CGS staff to locate, review, and authorize surplus fill sites and it would provide the Contractor with the opportunity to sell surplus fill, potentially reflecting a reduction in contract pricing.

Staff will continue to make best use of surplus fill on planned CGS future projects when possible. Future contracts would be modified to stipulate methods of disposal, and conditions for release of obligations where material is disposed at private property.

Subject to approval of this report, Surplus Fill By-law 2003-282 will be modified to reflect changes in surplus fill disposal methodology as well as to reflect an appropriate phase-out period.

D. Belisle
R. Swindle (2)
Jeff. Blum

BY-LAW 2003-282

**A BY-LAW OF THE CITY OF GREATER SUDBURY
TO ESTABLISH A SURPLUS FILL POLICY**

WHEREAS the Council of the City of Greater Sudbury deems it desirable to adopt a policy for the dumping of surplus excavated material from City of Greater Sudbury construction projects or other works;

**NOW THEREFORE THE COUNCIL OF THE CITY OF GREATER SUDBURY
HEREBY ENACTS AS FOLLOWS:**

1. In this By-law:

"City" means the City of Greater Sudbury;

"former municipalities" means the former Regional Municipality of Sudbury or any of its constituent area municipalities or any of their predecessor municipalities;

"Manager of Construction Services" means the City's Manager of Construction Services from time to time and includes his or her authorized designate; and

"surplus fill" means surplus excavated material or fill generated by construction projects or other works conducted by or for the City of Greater Sudbury.

2. The Policy on Surplus Fill attached hereto as Schedule "A" is hereby adopted.

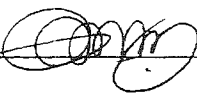
3. All previous Surplus Fill Policies of the former municipalities are hereby repealed.

4. The Manager of Construction Services is hereby authorized to process and approve or reject applications to have surplus fill disposed of on public land or private land and to authorize the disposition of surplus fill, all in accordance with the guidelines in the Policy on Surplus Fill, set out in Schedule "A" attached to and forming a part of this By-law.

5. No fee will be payable by the City for the right to deposit surplus fill generated by works conducted by the City of Greater Sudbury on public land or private land or charged by the City for the surplus fill provided to public land or private land.

6. This By-law shall come into force and take effect immediately upon the final passing thereof.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 13th day of
November, 2003.

 Mayor
 Clerk

**SCHEDULE "A" TO BY-LAW 2003-282
of the City of Greater Sudbury**

Page 1 of 3

POLICY CONCERNING SURPLUS FILL

Interpretation

1. In this Surplus Fill Policy:

"City" means the City of Greater Sudbury;

"City land" means land owned by the City, any local boards of the City or any corporation owned or controlled by the City;

"Manager of Construction Services" means the City's Manager of Construction Services from time to time and includes his or her authorized designate;

"owner" means the registered owner or registered owners of land;

"private land" means land which is not City land or public land;

"public land" means land owned by the Government of Canada, the Government of Ontario, any ministry, department, commission, corporation, authority, board or other agency established from time to time by the Government of Ontario or the Government of Canada, or by a school board; and

"surplus fill" means surplus excavated material or fill generated by construction projects or other works conducted by or for the City of Greater Sudbury.

Application of Policy

2. This Policy shall apply to all surplus fill generated in the City.

Guidelines - Disposition Surplus Fill

3. No surplus fill shall be deposited on private land or public land unless first authorized by the Manager of Construction Services.
4. An application to have surplus fill deposited on private land or public land shall:
- (a) be made in writing;
 - (b) be signed by each owner of the land to which the application applies;
 - (c) set out the legal description and where available, a municipal address of the land to which the application applies;
 - (d) contain an acknowledgement by each applicant, that he or she understands that the City will not level any surplus fill deposited on the land;

**SCHEDULE "A" TO BY-LAW 2003-282
of the City of Greater Sudbury**

Page 2 of 3

- (e) contain adequate direction or explanation of the location at which the surplus fill is to be deposited;
- (f) include a written release of liability of the City, which is satisfactory to the Manager of Construction Services, as to form and content; and
- (g) contain such other information and be accompanied by such other documentation as may be determined by the Manager of Construction Services from time to time.

5. The Manager of Construction Services shall make such investigations as to title and other matters as he or she shall consider appropriate in processing each application to have surplus fill deposited on public land or private land.

6. The Manager of Construction Services shall reject any application for deposit of surplus fill on private land or public land which the Manager of Construction Services, in his sole discretion determines:

- (a) pertains to land of less than 0.5 hectare in area, provided, however, this limitation shall not apply if the application is made by the owner of land on which the City has an easement and relates only to surplus fill generated on the portion of the City easement located on that land;
- (b) pertains to land located in a flood plain or land which the Nickel District Conservation Authority advises would not be suitable for the deposit of surplus fill;
- (c) pertains to land to which access is not appropriate for depositing surplus fill; or
- (d) does not conform with the requirements of Section 4.

7. The Manager of Construction Services shall advise the applicant whether the application for surplus fill has been approved or rejected.

8. The Manager of Construction Services shall retain approved applications for surplus fill until the earliest of:

- (a) 5 years after the date of approval of the application;
- (b) a change in ownership of the land to which the application applies; or
- (c) any registered owner of the land to which the application applies requests the application be withdrawn.

9.-(1) The Manager of Construction Services shall authorize disposition of surplus fill in accordance with the following priorities:

- (a) if the surplus fill is generated on a City easement, and there is an approved application for surplus fill by the owner of the land on which the fill is generated, the surplus fill shall be disposed of on that land;
- (b) if paragraph 9(1)(a) does not apply, the surplus fill shall be deposited on City land;

**SCHEDULE "A" TO BY-LAW 2003-282
of the City of Greater Sudbury**

Page 3 of 3

- (c) if there is surplus fill which cannot be utilized on City land, the Manager of Construction Services may, in his or her sole discretion, authorize disposition of the surplus fill on public land or private land for which there is an approved application for surplus fill on file. In the event that there is more than one approved application for surplus fill on file, the Manager of Construction Services is authorized to determine where to deposit the surplus fill and his decision shall be final. In exercising his discretion the Manager of Construction Services shall consider the following factors:
 - (i) accessibility, location, cost and convenience of disposing of surplus fill should be considered in choosing a site from the approved applications on file; and
 - (ii) there shall be a preference to deposit surplus fill on public land in priority to private land.
- (2) The Manager of Construction Services shall provide notice to the owner of land which was subject of an approved application for surplus fill prior to disposition of surplus fill on that land.
10. The General Manager of Public Works shall provide an annual report to Council on the use of surplus fill.

RECOMMENDATION TO COUNCIL

Moved By Emelyn Dubusac No. OP2015-20
Seconded By Fern Cormier Date 2015-07-06

THAT the City of Greater Sudbury directs staff to prepare revisions to the Surplus Fill By-Law 2003-282 all in accordance with Scenario 2 from the report dated June 18, 2015 from the General Manager of Infrastructure Services.

deferred

CARRIED

2015-07-06


Councillor Kirwan, Chair

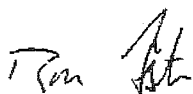
Recommendations are not ratified until
approved by City Council.

March 29, 2016

Peter Chisea
Director of Engineering Services

Re: Amendment to Surplus Fill By-Law 2003-282

I have read the report dated June 18, 2015 regarding Amendment to Surplus Fill By-Law 2003-282, and I am satisfied with the analysis. I support staff's recommendation to shift disposal responsibility to the Contractor as outlined in Scenario 2.

A handwritten signature in black ink, appearing to read "Ron Foster", with a stylized flourish at the end.

Ron Foster
Auditor General



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;

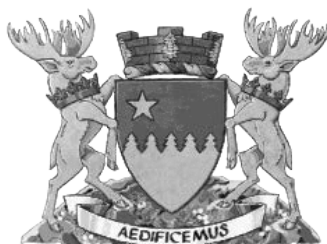
AND WHEREAS the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

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.