



OPERATIONS COMMITTEE AGENDA

Operations Committee Meeting
Monday, September 21, 2015
Tom Davies Square

COUNCILLOR ROBERT KIRWAN, CHAIR

Evelyn Dutrisac, Vice-Chair

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

Council and Committee Meetings are accessible. For more information regarding accessibility, please call 3-1-1 or email clerks@greatersudbury.ca.

DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

PRESENTATIONS

1. Report dated September 9, 2015 from the General Manager of Infrastructure Services regarding Infrastructure Services Department Capital Budget Allocation. **5 - 9**
(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)
(Background information on Capital Budget Allocation.)

REGULAR AGENDA

REFERRED & DEFERRED MATTERS

- R-1. Report dated September 9, 2015 from the General Manager of Infrastructure Services regarding Safety Concerns - Lasalle Boulevard at 901 Lasalle Boulevard. **10 - 12**
(RECOMMENDATION PREPARED)
(Residents of 901 Lasalle Boulevard submitted a petition requesting an advanced left turn signal for westbound traffic and for the pedestrian crossing time to be increased. This report will summarize the results of the traffic studies conducted by staff and provide appropriate recommendations.)

- R-2. Five-Year Road Rehabilitation Plan

As presented by Councillor Kirwan:

WHEREAS it has been recognized that there is a need to devote as much of our available resources as possible on the re-construction and rehabilitation of the City's arterial and collector roads;

THEREFORE BE IT RESOLVED THAT the General Manager of Infrastructure Services be directed to provide a Report to the Finance and Administration Committee or City Council on or before October 27, 2015 consisting of a five-year plan which will contain recommended rehabilitation strategies and estimated costs by road classification subject to the following: That the top priority will be the satisfactory rehabilitation of the 741 lane kilometers of major roads and arterials through re-construction and/or rehabilitation with a variety of full restoration or large area patching;

AND THAT the next priority will be the satisfactory rehabilitation of the 616 lane kilometers of the collector roads through re-construction and/or rehabilitation with a variety of surface treatment or large area patching strategies; That all re-construction and/or rehabilitation of local roads will be limited to small- and large-area patching or pot-hole repair funded where possible through the operations budget lines for summer/winter maintenance program on an emergency or out of necessity basis until the first two

priorities have been satisfied;

AND THAT a minimum of 70% of the Roads Budget shall be devoted to the top two priority items;

AND THAT the plan will use the total amounts of the relevant budget lines for Roads contained in the 2016-2019 Capital Budget Outlook for Infrastructure Services.

MOTIONS

1. Request for all-way stop at Arnold St. and Moonrock Ave

As presented by Councillor Signoretti,

WHEREAS in 2011, an All-Way Stop warrant was completed for the intersection at Arnold Street and Moonrock Avenue and was recommended against based on traffic volume and collision information;

AND WHEREAS Arnold Street is a bus route and there is a day care situated at the intersection of Arnold Street and Moonrock Avenue;

AND WHEREAS there are no stop signs at all along Arnold Street to slow speeding traffic along that roadway;

AND WHEREAS the intersection of Arnold Street and Moonrock Avenue is large, with generously rounded corners, which make it easy for drivers to turn onto Moonrock without slowing down;

AND WHEREAS we need to ensure the safety of all children at play, pedestrians and drivers alike;

THEREFORE BE IT RESOLVED THAT the City of Greater Sudbury direct City staff to install an all-way stop at the intersection of Arnold Street and Moonrock Avenue.

ADDENDUM

CIVIC PETITIONS

QUESTION PERIOD AND ANNOUNCEMENTS

NOTICES OF MOTION

ADJOURNMENT

For Information Only

Infrastructure Services Department Capital Budget Allocation

Presented To: Operations Committee

Presented: Monday, Sep 21, 2015

Report Date: Wednesday, Sep 09, 2015

Type: Presentations

Recommendation

For Information Only

Background

At the August 10, 2015 Operations Committee Meeting, the Committee debated and deferred a motion with respect to the possible reallocation of the Roads Capital Budget to focus on arterial roads. This report outlines the existing capital budget allocation for Infrastructure Services which includes the Roads and Transportation Services Division, Environmental Services Division and Water/Wastewater Services Division. This report will be supplemented with a presentation to the Operations Committee to provide additional information on the current and projected condition of Infrastructure Services assets with current and proposed budget allocations.

Signed By

Report Prepared By

David Shelsted
Director of Roads & Transportation Services
Digitally Signed Sep 9, 15

Division Review

David Shelsted
Director of Roads & Transportation Services
Digitally Signed Sep 9, 15

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure Services
Digitally Signed Sep 9, 15

Recommended by the C.A.O.

Bob Johnston
Interim Chief Administrative Officer
Digitally Signed Sep 9, 15

Roads and Transportation Services Budget Allocation

In November of 2004, Council approved a budget allocation formula for Capital Road construction and rehabilitation projects. The allocations were adopted for different types of road classifications and other project categories in the Capital Roads Program. Council revised the budget allocation for the 2015 capital budget to provide for a new Cycling Infrastructure category. The following table indicates the percentage distribution approved by Council in 2004 and the revision to the allocation for the 2015 budget:

| Project Category | 2004 Guideline Percentage | 2015 Guideline Percentage |
|---------------------------------------|---------------------------|---------------------------|
| Major Roads: Arterials and Collectors | 30 | 30 |

| | | |
|---|------------|------------|
| Minor Roads: Local Streets and Sidewalks | 20 | 20 |
| New Roads/Road Widenings | 20 | 18.5 |
| Bridge Rehabilitation | 15 | 15 |
| Storm Water Systems | 5 | 5 |
| Consulting Engineer Services, Design and Supervision | 5 | 5 |
| Traffic Signals; New and Upgrades | 1 | 1 |
| Miscellaneous (Street Lighting, Crack Sealing, Contingency, etc.) | 4 | 4 |
| Cycling Infrastructure (excluding cycling infrastructure constructed with Roads Projects) | 0 | 1.5 |
| Total | 100 | 100 |

The road improvement projects represent 68.5% of the budget and are divided into three categories which are described in the following table:

| Project Category | Major Roads: Arterials and Collectors (30%) | Minor Roads: Local Streets and Sidewalks (20%) | New Roads and Road Widenings (18.5%) |
|------------------|---|--|---|
| Road Description | <p>Arterials: roads connect communities, 5,000 to 50,000 vehicles per day, traffic movement is major consideration</p> <p>Collectors: roads connect neighbourhoods to other neighbourhoods and to arterials, 1,000 to 12,000 vehicles per day, traffic movement and land access of equal importance</p> | <p>Locals: roads connect properties within a neighbourhood and connect to collectors, less than 1,000 vehicles per day, traffic movement is secondary consideration, land access is primary function</p> | <p>Arterials and Collectors (see Major Roads)</p> |
| CGS examples | <p>Arterials: MR80, MR15, MR55, Lasalle Blvd., Kingsway, Regent Street</p> <p>Collectors: Algonquin Rd, Lansing Avenue, Errington Ave., Belisle Drive</p> | <p>Locals: Muriel Crescent (South End), Mona Avenue (Chelmsford), Francis Street (Hanmer), Catherine Drive (Garson)</p> | <p>Arterials and Collectors: Moonlight Avenue installation of curbs and sidewalk, Lasalle / Notre Dame intersection improvements, MR 15 / MR 80 intersection improvements</p> |

| | | | |
|-------------------------------|---|---|--|
| Typical Construction Projects | Asphalt overlay, resurfacing, rehabilitation, reconstruction without expansion. | Asphalt overlay, resurfacing, rehabilitation, reconstruction without expansion. | Expansion Projects which include widening and/or urbanization (ditches to curbs) of existing roads, and construction of new roads. |
|-------------------------------|---|---|--|

The percentages are used as a guideline in the preparation of the five (5) year Capital Roads Program. Specific priorities or other opportunities (for example Federal, Provincial or private funding) may require that the percentages vary from year to year.

The criteria for selecting Roads projects for major roads and minor roads are developed through the determination of an Overall Condition Index (OCI) of the existing asset. The criteria for selecting new roads and road widening projects are selected as recommended in the Transportation Master Plan and as determined by other opportunities (i.e. external funding).

The following criteria are used to develop the OCI.

| Overall Condition Index Criteria | | Points |
|----------------------------------|---|--------|
| a) | Pavement Condition Index (PCI) Rating/Cost Benefit: Roads are physically examined for structural condition, truck traffic, traffic volumes and drainage. Pavement Asset Management Software (Deighton) generates recommended rehabilitation strategies and costs by road classification using established budget scenarios. | 30 |
| b) | Safety: Proposed project will address safety concern. | 25 |
| c) | Coordination with Water/Wastewater Projects: Where water/wastewater construction or rehabilitation is required, the road with be restored/upgraded if warranted. | 20 |
| d) | Economic Development Opportunity: Site Specific in conjunction with proposed development (commercial, industrial, institutional or residential). | 15 |
| e) | Environmental and Traffic Congestion: It has been demonstrated that reducing bottlenecks and idling can reduce carbon monoxide and carbon dioxide between 50% and 80%. | 10 |

Councillors are asked to provide the Roads and Transportation Division with a ranking of 10 Local roads. The ranking the Councillor's provide are input into the Local Road database within the Economic Development Opportunity category. This ranking influences 15% of the point total for the calculation of the Overall Condition Index.

Water / Wastewater Services Budget Allocation

The Water / Wastewater Services Division capital budget allocations have been historically governed by regulatory requirements, using a due diligence approach to meet the requirements of the Statutory Standard of Care. The water / wastewater capital envelopes are each divided into three main categories (listed

below) with annual Council approval of the relative budget allocations:

Water Envelope:

| Project Category |
|-----------------------------------|
| |
| Water Distribution (watermains) |
| Water Plants |
| Waterworks – Strategic Objectives |

Wastewater Envelope:

| Project Category |
|---|
| |
| Wastewater Collection (sanitary sewers) |
| Wastewater Plants |
| Wastewater – Strategic Objectives |

Due to regulatory requirements, the water / wastewater plants capital budget envelopes have historically been allocated the greater proportion of available capital funds. More recently however, the pipe infrastructure has become a higher priority given the increasing average age and number of pipe failures. Moving forward, as the regulatory requirements for the water / wastewater plants are being met, the allocation of budget toward pipe infrastructure will increase, with the goal of at least 60% of the budget allocated to watermain and sanitary sewer projects and the remainder to plants and strategic objectives.

For the purpose of this report, with the objective to correlate the water / wastewater capital budget allocations to the roads budget allocations, the detailed prioritization criteria for the watermain and sanitary sewer system projects is provided by the following:

- A) Condition: watermain condition considers break history, pipe age, material, diameter and consequence of breaks; sanitary sewer condition considers the results of video investigations and pipe material.
- B) Capacity / Security of Supply: fire flows and pressures are analyzed to identify opportunities for looping or upsizing existing watermains, to improve the security of supply in existing areas or anticipated future developments.
- C) Coordination with Roads Projects; when a roads project is identified, the above criteria are reviewed to determine if the associated pipe projects are required. Watermain and sanitary sewer projects, where possible, will be re-prioritized to accommodate the roads project schedule. Coordinating the watermain and sanitary sewer projects with roads projects is particularly challenging, as the roads priorities listing (including arterials / collectors / locals) is typically substantially more comprehensive than what the watermain and sanitary sewer projects funding provides.

For both watermains and sanitary sewers, the project sub-categories are replacement and rehabilitation,

with rehabilitation utilizing trenchless technologies for extending the expected life of the existing pipes. Rehabilitation of the pipe infrastructure is considered in coordination with roads resurfacing projects or for a pipe priority project, when the existing pipe sizing is appropriate. In the cases where roads reconstruction is anticipated or when the pipes need to be upsized, replacement is the preferred option. The budget allocations for each of these sub-categories is dependent upon a variety of factors.

Based on an overall prioritization of all water / wastewater capital projects, only those projects which fall within the available capital envelope will proceed, leaving the remaining projects “unfunded”.

Environmental Services Budget Allocation

Environmental Services maintains three operating landfill & waste diversion sites, one small vehicle transfer station & waste diversion site, two closed landfills, three closed hauled sewage sites, 13 residential waste transfer depots, one material recycling facility, one household hazardous waste depot, one administrative office/depot and six weigh scales.

The allocation of capital funds within the Environmental Services Division is typically based on the following:

- A) meeting existing or new regulatory requirements;
- B) maintaining existing, new or closed sites, site components or equipment in a good and safe state of repair;
- C) purchasing properties for solid waste purposes;
- D) funding structural/safety reviews and strategic studies

Summary

The Infrastructure Services Department currently allocates their budget using Council approved guidelines or regulatory requirements, and best practices for asset management applicable to the individual Division.

Request for Decision

Safety Concerns - Lasalle Boulevard at 901 Lasalle Boulevard

Presented To: Operations Committee

Presented: Monday, Sep 21, 2015

Report Date: Wednesday, Sep 09, 2015

Type: Referred & Deferred Matters

Recommendation

THAT the City of Greater Sudbury continues to monitor traffic volumes at the intersection of Lasalle Boulevard and 901 Lasalle Boulevard to determine if an advanced left turn signal for westbound traffic becomes warranted, all in accordance with the report from the General Manager of Infrastructure Services dated July 14, 2015.

Background

At the City Council meeting of March 31, 2015, a petition was submitted requesting that an advanced left arrow phase be installed for westbound traffic at the intersection of Lasalle Boulevard and the Lasalle Court Mall/901 Lasalle Boulevard and that additional time be provided for pedestrians crossing Lasalle Boulevard (see Exhibit 'A').

The intersection of Lasalle Boulevard and the Lasalle Court Mall / 901 Lasalle Boulevard is located in New Sudbury and is currently controlled with a traffic signal (see Exhibit 'B'). Eastbound traffic at this intersection currently has an advanced left turn phase.

Westbound Advanced Left Turn Phase

Separate left turn phases are not provided at all traffic signals. The need for a left turn phase depends on a number of factors including: vehicle volume, number of left turns, collisions, delay, signal timing and intersection geometry. Left turn arrows increase delay for all other movements of traffic and should only be installed when warranted.

The Ontario Ministry of Transportation has provided a method to calculate the number of vehicles that can turn left during the green and amber phase. This method incorporates the opposing traffic volume, number of lanes that must be crossed and the signal timing of the intersection. The City uses an even more conservative value than recommended by the province. For westbound traffic at this intersection, approximately 30 vehicles will be able to make a left turn during the peak hour of traffic.

City staff completed a traffic count on May 25, 2015 to determine how many westbound vehicles were

Signed By

Report Prepared By

Dave Kivi
Co-ordinator of Transportation & Traffic
Engineering Services
Digitally Signed Sep 9, 15

Division Review

David Shelsted
Director of Roads & Transportation
Services
Digitally Signed Sep 9, 15

Recommended by the Department

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turning left during the afternoon peak hour. During that time, a total of 10 westbound vehicles turned left. As a comparison, during the same peak hour a total of 111 eastbound vehicles turned left at the same intersection.

A review of the City's collision information from 2009 to June 2015 revealed that there were no collisions that involved westbound left turning vehicles at this intersection during the 6 ½ year period. Based on the traffic volumes and collision history, it is not recommend that an advanced left turn phase be provided for westbound vehicles at this intersection. Staff will continue to monitor traffic volumes at this intersection to determine if an advanced left turn phase for westbound traffic becomes warranted in the future.

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 normal walking speed of 1.2 metres per second, and a speed of 1.0 metres per second may be used at crosswalks frequented by children, seniors and special needs persons. Since 1998, the slower walking speed of 1.0 metre per second has been used to calculate pedestrian crossing times at this intersection. At the time, this walking speed had been selected to a meet the needs of the seniors who lived in the apartments at 901 Lasalle Boulevard.

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 cross a roadway. It was determined that if a walking speed of 1.0 metre per second were used, 95 percent of residents within the City of Greater Sudbury will 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, the City is now using a walking speed of 1.0 metres per second when recalculating pedestrian timing at all intersections.

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 "Flashing Don't Walk" symbol means that if you are in the middle of 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.

To help residents better understand the amount of time remaining to cross an intersection, the City of Greater Sudbury installs pedestrian countdown timers at intersections with traffic signals. The countdown timer provides a numeric display that indicates the number of seconds remaining for a pedestrian to complete the crossing. The timer starts counting down when the "Flashing Don't Walk" symbol is first displayed and finishes counting (i.e. a "zero" display is shown) at the end of the "Flashing Don't Walk" period. There is no count-down displayed during the "Walk" or "Solid Don't Walk" symbols. This intersection was one of the first within the City of Greater Sudbury to have countdown timers installed for pedestrians crossing Lasalle Boulevard.

A review of the City's collision information from 2009 to June 2015 revealed that there were no collisions involving pedestrians at this intersection.

Based on the walking speed used, collision history and the safety enhancements that have been made, it is recommended that no changes be made to the pedestrian crossing time at this intersection.



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;

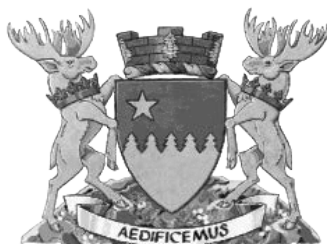
AND WHEREAS the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

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.