



Location:	Tom Davies Square
Commencement:	5:55 PM
Adjournment:	7:57 PM

Minutes

**For the Operations Committee Meeting held
Monday, September 16, 2013**

Committee Room C-11

COUNCILLOR JACQUES BARBEAU, IN THE CHAIR

Present

Councillors Berthiaume; Caldarelli; Kett

City Officials

Tony Cecutti, General Manager of Infrastructure Services; Paul Baskcomb, Acting General Manager of Growth & Development/ Planning Director; Roger Sauvé, Director of Transit & Fleet Services; David Shelsted, Director of Roads & Transportation Services; Nick Benkovich, Director of Water/Wastewater Services; Akli Ben-Anteur, Project Engineer, Water/Wastewater Services; Brigitte Sobush, Deputy City Clerk

DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None declared.

Presentations

- 1 . Report dated September 5, 2013 from the General Manager of Infrastructure Services regarding Handi Transit Recommendations.

Roger Sauvé, Director of Transit & Fleet Services, provided an electronic presentation regarding the proposed recommendations for the Handi Transit System.

The following recommendation was presented:

OP2013-40 Berthiaume/Caldarelli: THAT the City of Greater Sudbury approve a new Handi Transit application process for eligibility to assist City staff in ensuring that the Handi Transit Service is available to be used by persons who have physical disabilities and are unable to use

the conventional transit system;

AND THAT the application form in the report dated September 5, 2013 from the General Manager of Infrastructure Services regarding Handi Transit Recommendations be approved and used for all new applicants and existing users for re-assessment;

AND THAT existing users be reassessed using the new application process;

AND THAT fare parity is implemented as per the Accessibility for Ontarians with Disabilities Act (AODA) mandate;

AND THAT the hours to accept booking requests be extended to meet the AODA mandate which includes weeknights, weekends and statutory holidays;

AND THAT of the above be in effect for January 1, 2014.

CARRIED

- 2 . Report dated September 10, 2013 from the General Manager of Infrastructure Services regarding Infrastructure Services 2014 Capital Budget – Water Wastewater Services was received for information only.

Nick Benkovich, Director of Water Wastewater Services, provided an electronic presentation entitled 'Infrastructure Services Water & Wastewater 2014 – 2018 Capital Budget'.

See below.

- 3 . Report dated September 10, 2013 from the General Manager of Infrastructure Services regarding Infrastructure Services 2014 Capital Budget – Roads and Drainage was received for information only.

David Shelsted, Director of Roads & Transportation Services, provided an electronic presentation entitled 'Infrastructure Services Roads and Transportation 2014 – 2018 Capital Budget'.

See below.

Regular Agenda

Referred & Deferred Matters

- R-1 . Report dated August 1, 2013 from the General Manager of Infrastructure Services regarding All-Way Stop Control - One Year Review (1) Bouchard Street at Marcel Street, Sudbury (2) Lansing Avenue at Melbourne Street, Sudbury (3) Hawthorne Drive at Westmount Avenue, Sudbury (4) Madeleine Avenue at Main Street, Sudbury (5) Madeleine Avenue at Alexander Street, Sudbury.

Motion for Deferral

The Chair moved that this item be deferred to a future meeting due to the absence of a Ward Councillor.

- R-2 . Report dated August 1, 2013 from the General Manager of Infrastructure Services regarding Tender for Winter Operations Snow Plowing Services Specifying New Equipment was received for information only.

Managers' Reports

- R-3 . Report dated September 5, 2013 from the Acting General Manager of Growth & Development/Planning Director regarding Recommendations from the Solid Waste Advisory Panel.

The following recommendation was presented:

OP2013-41 Caldarelli/Berthiaume: THAT the City of Greater Sudbury receive item #1 and item #2 in the report dated September 4, 2013 from the Acting General Manager of Growth & Development/Planning Director regarding Recommendations from the Solid Waste Advisory Panel for information only;

AND THAT the tipping fee rate for waste that requires additional consideration or handling be increased to double the tipping fee rate, plus \$200 per load, including a 48 hour notice as detailed in item #3a of the said report and that a budget option be prepared for the estimated additional revenue stream of \$25,000;

AND THAT a budget option be prepared for the tipping fee rate for garbage loads mixed with electronic waste or garbage loads mixed with scrap metal be increased to double the tipping fee rate as detailed in item #3b of the said report;

AND THAT a budget option be prepared for the tipping fee rate for garbage loads mixed with banned Industrial, Commercial and Institutional blue box materials be increased to triple the tipping fee rate as detailed in item #3c of the said report;

AND THAT the residential weekly disposal exemption be reduced from 100 kg per week to 50 kg per week as detailed in item #3d and that a budget option be prepared for the estimated additional revenue stream of \$75,000;

AND THAT the processing rate for concrete, brick and block be increased from \$20 per tonne to \$40 per tonne and that the processing rate for the two wood waste categories be increased

from \$0 per tonne to \$40 per tonne as detailed in item #3e of the said report and that a budget option be prepared for the estimated additional revenue stream of \$400,000;

AND THAT a budget option be prepared for the garbage fee for multi-unit residential properties be increased from \$24 per unit to \$40 per unit effective January 1, 2014 as detailed in item #3f and that a budget option be prepared for the estimated additional revenue stream of \$225,000;

AND THAT a budget option be prepared for full cost recovery of the garbage fee for multi-unit residential properties be phased in by 2018 as detailed in item #3f of the said report and that this fee be reviewed annually as part of the User Fee By-law;

AND THAT the Waste Management By-law be amended to reflect the new changes and rates.

R-4 . Report dated September 10, 2013 from the General Manager of Infrastructure Services regarding Stroller Policy.

The following recommendation was presented:

OP2013-42 Caldarelli/Berthiaume: THAT the City of Greater Sudbury authorize the implementation of the Transit Stroller Policy outlined in the report dated September 10, 2013 from the General Manager of Infrastructure Services for a one year period during which time the working group would reconvene to make adjustment should any issues arise.

CARRIED

Motions

R-5 . The following recommendation was presented by Councillors Belli and Cimino:

Caldarelli/Berthiaume: WHEREAS at its May 23rd, 2007 meeting, Greater Sudbury City Council unanimously passed the following resolution: "AND BE IT FURTHER RESOLVED that the City of Greater Sudbury accept the challenge to become the most pedestrian friendly City in Ontario by 2015";

AND WHEREAS The City of Greater Sudbury cannot afford to provide the pedestrian and cycling infrastructure necessary to encourage more people to use active transportation to get safely to their destinations;

AND WHEREAS there is clear evidence that physical activity from active transportation generates important health benefits;

AND WHEREAS the City of Greater Sudbury has already designated roadways under its jurisdiction in its Traffic and Parking By-law 2010-1, which are not school or hospital zones, as 40 kilometers per hour zones;

AND WHEREAS at page 37 of the Ontario Chief Coroner's Report into Pedestrian Deaths, it is recommended that the Ministry of Transportation amend "the Highway Traffic Act, to allow local municipalities to set the unsigned default speed limit at 40 kilometers an hour on residential streets, a decrease from the current 50 kilometers an hour;

AND WHEREAS slower streets make for more livable and safer neighbourhoods;

AND WHEREAS an increase in speed is directly related both to the likelihood of a crash occurring and to the severity of the crash consequences;

AND WHEREAS the Sustainable Mobility Panel recommended that the City of Greater Sudbury be bold and modify its Traffic and Parking by-law 2010-1 to reduce speed limits on all residential streets to 40 kilometers per hour unless otherwise posted, rather than the current 50 kilometers per hour;

AND WHEREAS the city of North Bay has instituted a by-law establishing 40 kilometer per hour speed limits on residential streets and the City of Ottawa has established a method where by means of petition, residents can request a reduction in the speed limit to 40 kilometers per hour on local residential streets provided there is a consensus of 66 percent of the residents on the entire street;

THEREFORE BE IT RESOLVED that City of Greater Sudbury direct staff to investigate options to amend the Traffic and Parking by-law 2010-1 to reduce speed limits on residential streets to 40 kilometers per hour unless otherwise posted, rather than the current 50 kilometers per hour and that those options be presented to the Operations Committee at its October 22st, 2013 meeting.

Friendly Amendment

With the consent of the Mover, the following friendly amendment was made: change the date at the end of the recommendation from October 21, 2013 to January 2014.

Main Recommendation (as amended)

The main recommendation was presented as amended:

OP2013-43 Caldarelli/Berthiaume: WHEREAS at its May 23rd, 2007 meeting, Greater Sudbury City Council unanimously passed the following resolution: “AND BE IT FURTHER RESOLVED that the City of Greater Sudbury accept the challenge to become the most pedestrian friendly City in Ontario by 2015”;

AND WHEREAS The City of Greater Sudbury cannot afford to provide the pedestrian and cycling infrastructure necessary to encourage more people to use active transportation to get safely to their destinations;

AND WHEREAS there is clear evidence that physical activity from active transportation generates important health benefits;

AND WHEREAS the City of Greater Sudbury has already designated roadways under its jurisdiction in its Traffic and Parking By-law 2010-1, which are not school or hospital zones, as 40 kilometers per hour zones;

AND WHEREAS at page 37 of the Ontario Chief Coroner’s Report into Pedestrian Deaths, it is recommended that the Ministry of Transportation amend “the Highway Traffic Act, to allow local municipalities to set the unsigned default speed limit at 40 kilometers an hour on residential streets, a decrease from the current 50 kilometers an hour;

AND WHEREAS slower streets make for more livable and safer neighbourhoods;

AND WHEREAS an increase in speed is directly related both to the likelihood of a crash occurring and to the severity of the crash consequences;

AND WHEREAS the Sustainable Mobility Panel recommended that the City of Greater Sudbury be bold and modify its Traffic and Parking by-law 2010-1 to reduce speed limits on all residential streets to 40 kilometers per hour unless otherwise posted, rather than the current 50 kilometers per hour;

AND WHEREAS the city of North Bay has instituted a by-law establishing 40 kilometer per hour speed limits on residential streets and the City of Ottawa has established a method where by means of petition, residents can request a reduction in the speed limit to 40 kilometers per hour on local residential streets provided there is a consensus of 66 percent of the residents on the entire street;

THEREFORE BE IT RESOLVED that City of Greater Sudbury direct staff to investigate options to amend the Traffic and Parking by-law 2010-1 to reduce speed limits on residential streets to 40 kilometers per hour unless otherwise posted, rather than the current 50 kilometers per hour and that those options be presented to the Operations Committee at its January 2014 meeting.

CARRIED

R-6 . The following recommendation was presented by Councillor Kett:

OP2013-44 Kett/Caldarelli: WHEREAS the intersection of Bancroft Drive/Shelbourne Street/Brentwood Court is becoming a very busy intersection;

AND WHEREAS traffic on Bancroft Drive is travelling too fast to be able to stop for young children attempting to cross Bancroft Drive to access the nearby playground;

THEREFORE BE IT RESOLVED that the City of Greater Sudbury direct staff to bring forth a report on the appropriateness of a four way stop at this intersection.

CARRIED

R-7 . The following recommendation was presented by Councillor Kett:

OP2013-45 Kett/Caldarelli: WHEREAS a speed hump is a raised area of a roadway that is intended to slow traffic;

AND WHEREAS the intent of speed humps is to allow the driver to travel the entire roadway at a rate of speed that is at or slightly below the posted speed, i.e. a safe constant travelling speed;

AND WHEREAS speed humps are very effective in reducing overall speeds including the number of drivers exceeding the limit. (On local roads, most motorists slow to approximately 30 - 35 km/h to traverse a speed hump.);

AND WHEREAS their cost efficiency allows for incorporation into most projects;

AND WHEREAS they can be safely navigated by bikes;

AND WHEREAS they do not affect on-street parking;

THEREFORE BE IT RESOLVED THAT a speed hump be placed on Jeanine Street near Redwood Drive for a one year trial period and that staff report back to the Operations Committee in a year's time as to the efficacy of the measure.

CARRIED

R-8 . The following recommendation was presented by Councillor Cimino:

Caldarelli/Berthiaume: WHEREAS fallen trees and other debris in creeks and waterways continue to clutter and cause safety and environmental concerns across the City of Greater Sudbury;

AND WHEREAS specific concerns have been raised about fallen trees and debris in Lilly Creek, particularly in the area between Southview Drive and Marcel Street at the Martindale bridge;

AND WHEREAS the clearing of many of the fallen trees and debris in Lilly Creek and other waterways across the City of Greater Sudbury remains outstanding;

THEREFORE BE IT RESOLVED THAT City of Greater Sudbury staff be directed to investigate options for dealing with the clearing of fallen trees and debris in Greater Sudbury creeks and other waterways, and that those options, together with the associated costs, be presented to the Operations Committee at its November 18th, 2013 meeting;

AND BE IT FURTHER RESOLVED THAT the clearing of fallen trees and debris in Lilly Creek at the Martindale bridge be identified as a priority in the report.

Amendment

The following amendment to the recommendation was presented:

Kett/Caldarelli: THAT the recommendation be amended so that the last paragraph be removed;

AND THAT the date be changed to the spring of 2014.

CARRIED

Main Recommendation (as amended)

The main recommendation was presented as amended:

OP2013-46 Caldarelli/Berthiaume: WHEREAS fallen trees and other debris in creeks and waterways continue to clutter and cause safety and environmental concerns across the City of Greater Sudbury;

AND WHEREAS specific concerns have been raised about fallen trees and debris in Lilly Creek, particularly in the area between Southview Drive and Marcel Street at the Martindale bridge;

AND WHEREAS the clearing of many of the fallen trees and debris in Lilly Creek and other waterways across the City of Greater Sudbury remains outstanding;

THEREFORE BE IT RESOLVED THAT City of Greater Sudbury staff be directed to investigate options for dealing with the clearing of fallen trees and debris in Greater Sudbury creeks and other waterways, and that those options, together with the associated costs, be presented to the Operations Committee at a spring 2014 meeting.

CARRIED

R-9 .

The following recommendation was presented by Councillor Dutrisac:

OP2013-47 Berthiaume/Caldarelli: WHEREAS public use of the Lionel E. Lalonde Centre and the adjoining facilities such as the outdoor rink, and the soccer fields has increased;

AND WHEREAS transit service to this location would provide a convenient, safe and green option for transportation for the users of this facility;

AND WHEREAS development of residential properties are also on the rise in this area;

THEREFORE BE IT RESOLVED THAT the City of Greater Sudbury direct staff to investigate options to provide transit service to the Lionel E. Lalonde Centre and bring forward a budget option during the 2014 budget deliberations.

CARRIED

Addendum

Nil

Civic Petitions

Nil

Question Period and Announcements

Nil

Notices of Motion

Nil

PRESENTATIONS

Items 2 & 3

The Committee noted recommendations should have been passed accepting the reports regarding Infrastructure Services 2014 Capital Budget – Water Wastewater Services and Roads and Drainage.

The following recommendations were presented:

Item 2, Infrastructure Services 2014 Capital Budget – Water Wastewater Services

OP2013-48 Caldarelli/Berthiaume: THAT the City of Greater Sudbury accept the report dated September 10, 2013 from the General Manager of Infrastructure Services regarding the draft Water Wastewater Services 2014 Capital Budget and the 2015 to 2018 Capital Forecast.

CARRIED

Item 3, Infrastructure Services 2014 Capital Budget – Roads and Drainage

OP2013-49 Berthiaume/Caldarelli: THAT the City of Greater Sudbury accept the report dated September 11, 2013 from the General Manager of Infrastructure Services regarding the draft Roads and Transportation Services 2014 Capital Budget and the 2015 to 2018 Capital Forecast.

CARRIED

Adjournment

Caldarelli/Berthiaume: THAT this meeting does now adjourn. Time: 7:57 p.m.

CARRIED

Jacques Barbeau, Chair

Brigitte Sobush, Deputy City Clerk