

**Vision:** *The City of Greater Sudbury is a growing, world-class community bringing talent, technology and a great northern lifestyle together.*



# Agenda

## Operations Committee

meeting to be held

Monday, October 22<sup>nd</sup>, 2012

**at 4:00 pm**

Tom Davies Square

# OPERATIONS COMMITTEE AGENDA

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Operations Committee Meeting  
**Monday, October 22, 2012**  
Tom Davies Square

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## COUNCILLOR JACQUES BARBEAU, CHAIR

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**Claude Berthiaume, Vice-Chair**

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

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

## **DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

### **COMMUNITY DELEGATIONS**

1. Stantec Consulting Ltd. - Highway 17 Route Planning Study from Sudbury to Markstay

**6 - 8**

**(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)**

- Gregg Cooke, Project Manager, Stantec Consulting Ltd.
- Dheera Kantiya, Project Manager, MTO

(Stantec Consulting Ltd. was invited to address the Operations Committee by Councillor Barbeau.)

## **PRESENTATIONS**

### **2. Road Priority Presentation**

#### **(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)**

- David Shelsted, MBA, P.Eng., Director of Roads and Transportation Services.

(The presentation will provide an understanding of how road improvement projects are reviewed as part of the Transportation Master Plan. The overview will include how projects are identified and how they are prioritized. Examples of recommended road improvements included in the last Transportation Master Plan are Maley Drive, the Kingsway realignment and widening Municipal Road 35.)

## **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.)

## **REGULAR AGENDA**

## **MANAGERS' REPORTS**

- |   |                |
|---|----------------|
| R-1. Report dated October 12, 2012 from the General Manager of Infrastructure Services regarding All-Way Stop Control - Various Locations.<br><b>(RECOMMENDATION PREPARED)</b><br><br>(Staff received requests to determine if All-Way Stop control would be warranted at various intersections throughout the City. This report presents staff's findings and provides a recommendation for traffic control at the requested intersections.) | <b>9 - 19</b>  |
| R-2. Report dated October 12, 2012 from the General Manager of Infrastructure Services regarding School Zone Speed Limit - Pius XII School.<br><b>(RECOMMENDATION PREPARED)</b><br><br>(The report recommends that the speed limit on Third Avenue in the area of Pius XII School be reduced to 40 km/h.)   | <b>20 - 22</b> |
| R-3. Report dated October 17, 2012 from the General Manager of Infrastructure Services regarding Ridership Growth Envelope.<br><b>(RECOMMENDATION PREPARED)</b>   | <b>23 - 25</b> |

(This report requests that the Operations Committee review the Ridership Growth Envelope and its initiatives and make recommendations to the Finance and Administration Committee regarding the initiatives and the funding source.)

- R-4. Report dated October 17, 2012 from the General Manager of Infrastructure Services regarding Trans Cab Service to St. Gabriel Villa, Chelmsford. **26 - 29**  
**(FOR DIRECTION ONLY)**

(This report provides the Operations Committee with the results from a trial period service to St. Gabriel Villa.)

- R-5. Report dated October 15, 2012 from the General Manager of Growth and Development regarding Review of Clearing of Yards and Vacant Lots By-law. **30 - 34**  
**(RECOMMENDATION PREPARED)**

(This report responds to the request by Council for a review of the by-law regarding clearing of lands during their meeting of July 10, 2012.)

## **ADDENDUM**

## **CIVIC PETITIONS**

## **QUESTION PERIOD AND ANNOUNCEMENTS**

## **NOTICES OF MOTION**

## **ADJOURNMENT**

**BRIGITTE SOBUSH, DEPUTY CITY CLERK**

**FRANCA BORTOLUSSI, COUNCIL ASSISTANT**

## For Information Only

### Stantec Consulting Ltd. - Highway 17 Route Planning Study from Sudbury to Markstay

Presented To: Operations Committee

Presented: Monday, Oct 22, 2012

Report Date Friday, Oct 12, 2012

Type: Community Delegations

### Recommendation

For Information Only

Stantec Consulting Ltd. was invited to address the Operations Committee by Councillor Barbeau.

Signed By

No signatures or approvals were  
recorded for this report.



**Stantec**

**Stantec Consulting Ltd.**  
100 - 401 Wellington Street West  
Toronto ON M5V 1E7  
Tel: (416) 596-6686  
Fax: (416) 596-6680

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September 21, 2012  
File: 165000734

Clerk's Services  
City of Greater Sudbury  
Tom Davies Square  
200 Brady Street, Box 500, Station A  
Sudbury ON P3A 5P3

**Attention: Ms. Caroline Hallsworth, Executive Director, Administrative Services / City Clerk**

Dear Ms. Hallsworth:

**Reference: Highway 17 Route Planning Study from Sudbury to Markstay and Highway 69 from the  
Estaire Road Interchange to Highway 17, GWP 5031-09-00  
Request for Delegation at the Operations Committee Meeting on October 22, 2012**

I am writing to request to include the Stantec/MTO project team as a delegation at the City of Greater Sudbury Operations Committee meeting scheduled for Monday, October 22, 2012 at 4:00 PM.

The purpose of the presentation will be to provide the Committee with a study update regarding the above noted project in advance of an upcoming Public Information Centre (PIC 2B) scheduled for Tuesday, October 23, 2012. A copy of the PIC notice will be provided for inclusion in the Committee's Agenda Package.

Stantec Consulting Ltd. has been retained by the Ministry of Transportation (MTO) to undertake a route planning, preliminary design, and environmental assessment study for Highway 17 from Sudbury to Markstay and Highway 69 from the Estaire Road interchange to Highway 17. At the completion of the study, a preferred route will be selected and designated (protected).

The second Public Information Centre (PIC) was held in February 2012 to provide the public with an opportunity to review the short-list of Route Alternatives. PIC 2B has been added to the study process to provide the preliminary results of the evaluation of Route Alternatives in the McFarlane – Richard Lake Flats / Daisy Lake Area and to present a new Alternative that was developed following consultation with the public. Following PIC 2B, the new Alternative (Alternative A5) will be evaluated to the same level of detail as the previously presented alternatives.

The project team met with City of Greater Sudbury staff, and provided Council with a presentation in advance of the first PIC in February 2011 and the second PIC in February 2012. This presentation will be provided by Stantec's Project Manager, Mr. Gregg Cooke, and should take approximately 10 minutes. The MTO Project Manager, Dheera Kantiya, will also be in attendance.

Please confirm that we have been included in the upcoming Operations Committee Meeting agenda and contact me if you have any questions.

September 21, 2012

Ms. Caroline Hallsworth, Executive Director, Administrative Services / City Clerk

Page 2 of 2

**Reference: Highway 17 Route Planning Study from Sudbury to Markstay and Highway 69 from the Estaire Road Interchange to Highway 17, GWP 5031-09-00 Highway 17 Route Planning Study from Sudbury to Markstay and Highway 69 from the Estaire Road Interchange to Highway 17, GWP 5031-09-00**

Sincerely,

**STANTEC CONSULTING LTD.**



Maya Caron, B. Sc., MCIP, RPP  
Environmental Planner

Tel: (416) 598-7162

Fax: (416) 596-6680

comments@highway17sudburytomarkstay.ca

- c. D. Kantiya, A. Healy – Ministry of Transportation  
G. Cooke – Stantec Consulting Ltd.



Presented To:	Operations Committee
Presented:	Monday, Oct 22, 2012
Report Date	Friday, Oct 12, 2012
Type:	Managers' Reports

## Request for Decision

### All-Way Stop Control - Various Locations

#### Recommendation

That the intersection of Algonquin Road and Field Street be controlled by an all-way stop, and;

That a by-law be passed by City Council to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended change all in accordance with the report from the General Manager of Infrastructure Services dated October 9, 2012.

## Background

### 1. Algonquin Road at Field Street

City staff was directed at the June 2011 Traffic Committee meeting to conduct a peak hour traffic count to determine if an all-way stop was warranted at the intersection of Algonquin Road and Field Street. It was agreed that the traffic count would be conducted once the new Holy Cross School was built and the expansion at St. Benedict's High School was completed.

Algonquin Road at Field Street is a cross intersection located west of Regent Street within Ward 9 (see **Exhibit 'A'**). The driveway entrance to St. Benedict High School and Holy Cross School forms the south leg of this intersection. Currently this intersection is controlled with a Stop sign facing southbound traffic on Field Street and northbound traffic from the two (2) schools.

Applying the data from the turning movement count that was conducted on September 25, 2012 to the City's new Minimum Volume Warrant indicates that the vehicle and pedestrian volume from the side street meets the minimum volume requirements (see **Exhibit 'B'**). There were a total of 175 pedestrians who crossed Algonquin Road during the four (4) peak hours.

A review of the City's collision information from 2009 to 2011 revealed that there was one (1) collision that may be susceptible to relief through an all-way stop during this three (3) year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three (3) collisions per year over a three (3) year period.

#### Signed By

##### Report Prepared By

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Oct 12, 12*

##### Division Review

David Shelsted, MBA, P.Eng.  
Director of Roads & Transportation  
Services  
*Digitally Signed Oct 12, 12*

##### Recommended by the Department

Tony Cecutti, P.Eng., FEC  
General Manager of Infrastructure  
Services  
*Digitally Signed Oct 12, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Oct 12, 12*

Since the traffic volume meets the minimum vehicle volume warrant, staff recommends installing an all-way stop at the intersection of Algonquin Road and Field Street.

## **2. Algonquin Road at Tuscany Trail/Trailridge Drive**

City staff was directed at the June 2011 Traffic Committee to conduct a peak hour traffic count to determine if an all-way stop was warranted at the intersection of Algonquin Road and Tuscany Trail/Trailridge Drive. It was agreed that the traffic count would be conducted once the new Holy Cross School was built and the expansion at St. Benedict's High School was completed.

Algonquin Road at Tuscany Trail/Trailridge Drive is a cross intersection located east of Countryside Drive within Ward 9 (see **Exhibit 'C'**). Currently this intersection is controlled with Stop signs facing northbound traffic from Tuscany Trail and southbound traffic from Trailridge Drive.

Applying the data from the turning movement count that was conducted on September 25, 2012 to the City's new Minimum Volume Warrant indicates that the vehicle and pedestrian volume from the side street meets 65 percent of the minimum volume requirements (see **Exhibit 'D'**). There were a total of seventy-five (75) pedestrians who crossed Algonquin Road during the four (4) peak hours.

A review of the City's collision information from 2009 to 2011 revealed that there were no collisions that may be susceptible to relief through an all-way stop during this three (3) year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three (3) collisions per year over a three (3) year period.

Since the adoption of the new Minimum Vehicle Warrant in 2008, staff has conducted several traffic studies at this intersection to determine if an all-way stop is warranted. The results of the previous studies and the most recent study are summarized below.

<b>Year</b>	<b>Total Vehicle Volume</b>	<b>Vehicle &amp; Pedestrian Volume from Side Street</b>	<b>Traffic Split</b>	<b>Total Collisions over 3 Year Period</b>
2008	79%	62%	83%	0
2010	97%	73%	77%	0
2012	100%	65%	83%	0

The summarized data shows that the while volumes have increased on Algonquin Road, the side street volume has remained somewhat consistent since 2008. The total vehicle volume, side street volume and traffic split must be 100 percent for an all-way stop to be warranted. Also, there has been no increase in the number of collisions occurring at this intersection.

Based on the traffic volumes, pedestrian volume and collision history, staff does not recommend installing an all-way stop at the intersection of Algonquin Road at Tuscany Trail/Trailridge Drive.

### **3. Roy Avenue and Lamothe Street, Sudbury**

At the April 16, 2012 Operations Committee meeting, Councillor Landry-Altmann submitted a petition signed by 119 area residents and a letter from the Principal of Carl A. Nesbitt Public School requesting an all-way stop be installed at the intersection of Roy Avenue and Lamothe Street (see **Exhibits 'E' & 'F'**).

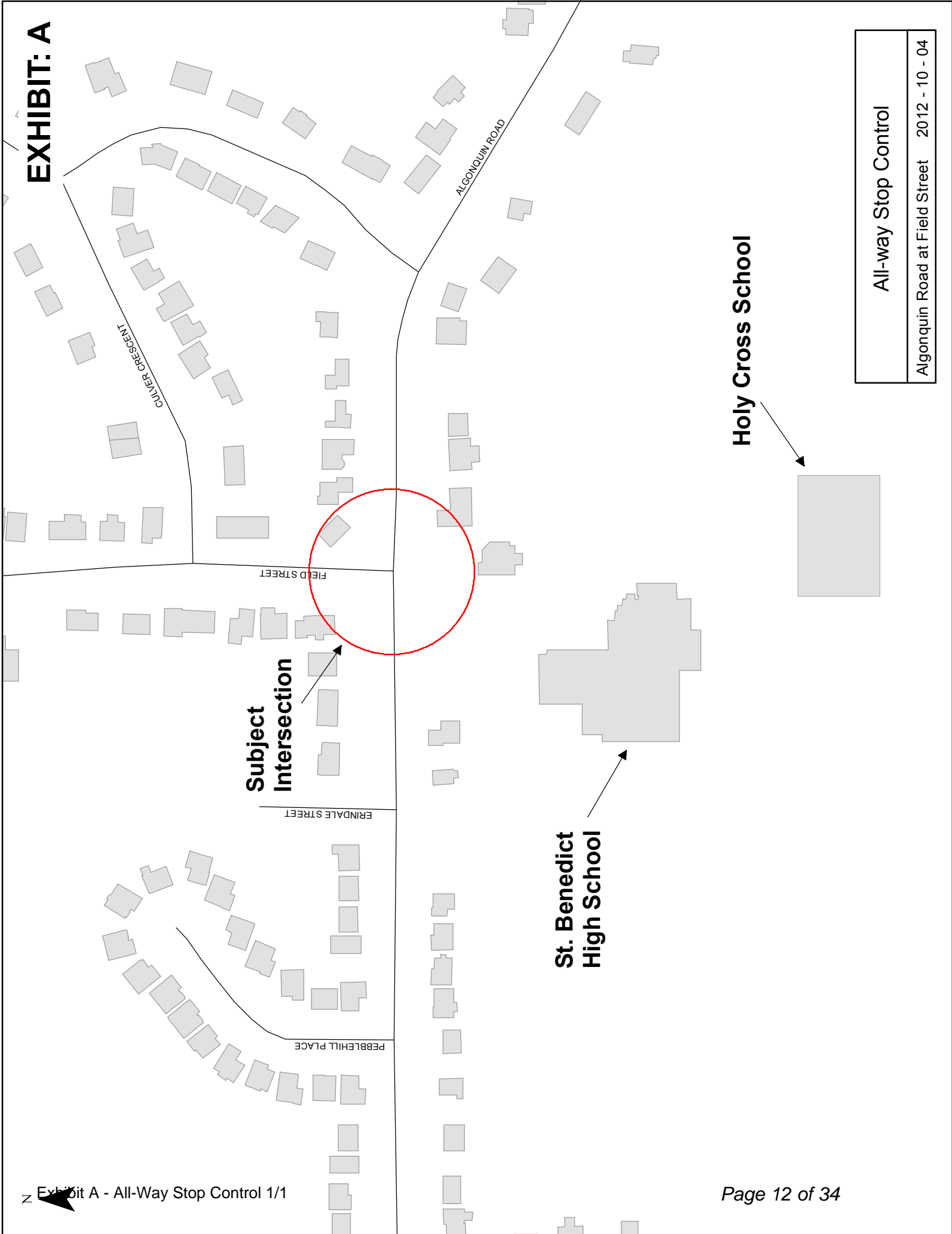
Roy Avenue at Lamothe Street is a cross intersection located north of Lasalle Boulevard within Ward 12 (see **Exhibit 'G'**). Currently this intersection is controlled with Stop signs facing eastbound and westbound traffic on Lamothe Street.

Applying the data from the turning movement count that was conducted on May 10, 2012 to the City's new Minimum Volume Warrant indicates that the total vehicle volume from all approaches meets only 47 percent of the volume requirements. Vehicle and pedestrian volume from the side street meets only 28 percent of the minimum volume requirements (see **Exhibit 'H'**). There were a total of twenty (20) pedestrians who crossed Roy Avenue during the four (4) peak hours.

Staff also counted this intersection on June 13, 2008 and completed an All-Way Stop warrant. At that time the intersection met forty-eight (48) percent of the Minimum Vehicle Volume warrant.

A review of the City's collision data from 2009 to 2011 revealed there were three (3) collisions in the three (3) year period that would be susceptible to relief through an all-way stop. For a Minor Collector roadway, the Collision Warrant requires a minimum of three (3) collisions per year over a three (3) year period. An analysis of the collision information revealed that all three (3) collisions involved an eastbound vehicle on Lamothe Street failing to stop at the stop sign and colliding with a vehicle in the intersection. Staff has issued a work order to have a tree trimmed around the stop sign, stop bars painted and a stop ahead sign installed.

Based on the traffic volumes, pedestrian volume and collision history, staff does not recommend installing an all-way stop at the intersection of Roy Avenue and Lamothe Street.



All-way Stop Control

Algonquin Road at Field Street 2012 - 10 - 04



## CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location:	Algonquin Road at Field Street	Date:	October 2, 2012
Date of TM Count:	Tuesday, September 25, 2012	Analyst:	JR
Type of Intersection:	Cross		
Roadway Type	Minor Collector		
AADT of Main Road:	2000		

### All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	100.0	%
Warrant #2	Collision History	11.1	%
Warrant #3	Traffic Control Signals	No	Y/N

**All-Way Stop Warranted?** **Yes** Y/N

#### Warrant #1 - Minimum Vehicle Volume

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is	500/hr	350/hr	250/hr	362	100.0%
Veh + Pedestrian volume from side street is	200/hr	140/hr	N/A	196	100.0%
Traffic Split	70/30	70/30	70/30	54/46	100.0%

#### Warrant #2 - Collision History

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Number of Collisions per year	Percent Compliance
Collisions per Year over 3 year period	4*	3*	2*	1/3	11.1%

**Warrant #3** **Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.**

**No** Y/N

- \* Only those collisions susceptible to relief through multi-way stop control must be considered (i.e. right angle and turning types).
- If the intersection meets warrant # 1, then the all-way stop is recommended regardless of the remaining warrants.
- If the intersection does not meet warrant #1 and does not meet warrant #2, then the all-way stop is not recommended.
- If the intersection does not meet warrant #1 and does meet warrant #2, then the all-way stop is recommended.

Algonquin  
Public School

Subject  
Intersection

All-way Stop Control

Algonquin Road at Tuscany Trail/Trailridge Drive

2012 - 10 - 04



## CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location:	Algonquin Road at Tuscany Trail	Date:	October 3, 2012
Date of TM Count:	Tuesday, September 25, 2012	Analyst:	JR
Type of Intersection:	Cross		
Roadway Type	Minor Collector		
AADT of Main Road:	2000		

### All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	65.0	%
Warrant #2	Collision History	0.0	%
Warrant #3	Traffic Control Signals	No	Y/N

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

#### Warrant #1 - Minimum Vehicle Volume

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is	500/hr	350/hr	250/hr	371	100.0%
Veh + Pedestrian volume from side street is	200/hr	140/hr	N/A	91	65.0%
Traffic Split	70/30	70/30	70/30	75/25	83.3%

#### Warrant #2 - Collision History

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Number of Collisions per year	Percent Compliance
Collisions per Year over 3 year period	4*	3*	2*	0	0.0%

**Warrant #3** **Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.**

**No** Y/N

- \* Only those collisions susceptible to relief through multi-way stop control must be considered (i.e. right angle and turning types).
- If the intersection meets warrant # 1, then the all-way stop is recommended regardless of the remaining warrants.
- If the intersection does not meet warrant #1 and does not meet warrant #2, then the all-way stop is not recommended.
- If the intersection does not meet warrant #1 and does meet warrant #2, then the all-way stop is recommended.

# EXHIBIT: E



WARD 12 - QUARTIER 12  
 NEW SUDBURY COMMUNITY ACTION NETWORK (NSCAN12)  
 RÉSEAU D'ACTION COMMUNAUTAIRE DU NOUVEAU-SUDBURY (RACNS12)  
 CONTACT: 524-9436  
 EMAIL: artpet@persona.ca

25/03/2012

## PETITION FOR A FOUR WAY STOP AT THE CORNER OF LAMOTHE AND ROY STS.

Installation of a 40km hour speed zone near the Carl Nesbitt Elementary School on Roy Street has not been successful.

This issue was brought up once again at the New Sudbury C.A.N. Ward 12 February 29, 2012 meeting. To ensure the safety of the students and residents we once again strongly request the traffic department install a four way stop on the corner of Roy and Lamothe Streets.

We sincerely hope that this can be accomplished in the very near future.

		1275 Buryclawne	
		1264 Lincoln Rd	
		1252 Lincoln Rd	
		1235 LINCOLN SUDBURY	
		1208 Roy Ave Sud	
		1193 Roy Ave Sud	





## Carl A. Nesbitt Public School

1241 Roy Street, Sudbury, Ontario P3A 3M5 | Tel: 705.566.3935 | Fax: 705.566.6608

Terry Moss, RPHE, BEd, MEd  
Principal

Janelle Bast, BA, BEd, MEd  
Vice-Principal

Sue Longchamps  
Secretary

**EXHIBIT: F**

April 2, 2012

*4 World  
Class School*

Councillor Joscelyne Landry-Altmann:

As Principal of Carl A. Nesbitt Public School, I am providing this letter of support to the City of Greater Sudbury for a new four-way stop sign at the corner of Lamothe Street and Roy Avenue in New Sudbury.

Carl A. Nesbitt Public School is located at 1241 Roy Avenue. Our school has an enrolment of 245 students in Grades 3 to 8. We also have a daycare.

Roy Avenue is a very busy street. Most of our students and families access the school from our main entrance. Our daycare patrons also enter and exit from Roy Avenue.

Bus drivers use the Roy Avenue entrance during the day to pick up students for field trips and at the end of the day to pick up students to return home. Our visitor and staff parking areas are located on both Roy Avenue and Lamothe Street.

Adding a four-way stop at this corner will promote student, staff and community safety.

The stop sign will force drivers to slow down in front of the school, whether they are accelerating towards Lasalle Boulevard or decelerating towards Lamothe Street. Many do not observe the 40 km speed limit that is currently posted in this area.

I would very much appreciate if you could present my request for a four-way stop to the appropriate personnel at the City of Greater Sudbury.

Thank you for your kind consideration. Safety, as always, is first and foremost.

Sincerely,

Terry Moss  
Principal

Subject  
Intersection

LAMOITHE STREET

LINCOLN ROAD

HOLLAND ROAD

ARVO AVENUE

All-way Stop Control

Roy Avenue at Lamoithe Street 2012 - 10 - 04

SPARKS STREET

ROY AVENUE

Carl A. Nesbitt  
Public School

LEON AVENUE

MCCORMACK COURT

ATLEE AVENUE



## CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location:	Roy Avenue and Lamothe Street	Date:	June 22, 2012
Date of TM Count:	Thursday, May 10, 2012	Analyst:	JR
Type of Intersection:	Cross		
Roadway Type	Minor Collector		
AADT of Main Road:	3600		

### All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	27.9	%
Warrant #2	Collision History	33.3	%
Warrant #3	Traffic Control Signals	No	Y/N

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

#### Warrant #1 - Minimum Vehicle Volume

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Vehicles per hour	Percent Compliance
AADT	> 5000	1000 - 5000	< 1000		
Count Period	7 hours	4 peak hours	4 peak hours		
Total vehicle volume from all approaches is	500/hr	350/hr	250/hr	164	46.9%
Veh + Pedestrian volume from side street is	200/hr	140/hr	N/A	39	27.9%
Traffic Split	70/30	70/30	70/30	76/24	80.0%

#### Warrant #2 - Collision History

Roadway Type	Arterial/Major Collector	Minor Collector	Local	Number of Collisions per year	Percent Compliance
Collisions per Year over 3 year period	4*	3*	2*	1	33.3%

**Warrant #3** **Traffic Control Signals are warranted and urgently needed, signs to be used as interim measures.**

**No** Y/N

- \* Only those collisions susceptible to relief through multi-way stop control must be consider (i.e. right angle and turning types).
- If the intersection meets warrant # 1, then the all-way stop is recommended regardless of the remaining warrants.
- If the intersection does not meet warrant #1 and does not meet warrant #2, then the all-way stop is not recommended.
- If the intersection does not meet warrant #1 and does meet warrant #2, then the all-way stop is recommended.

Presented To:	Operations Committee
Presented:	Monday, Oct 22, 2012
Report Date	Friday, Oct 12, 2012
Type:	Managers' Reports

## Request for Decision

### School Zone Speed Limit - Pius XII School

#### Recommendation

That the speed limit on Third Avenue from Hebert Street to Bancroft Drive, be reduced to 40 km/h due to the presence of Pius XII School, and;

That a by-law be passed by City Council to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended change all in accordance with the report from the General Manager of Infrastructure Services dated October 9, 2012.

## Background

The City's Traffic and Transportation Engineering Section received a request from Ward 11 Councillor, Terry Kett, to institute a school zone speed limit in the area of Pius XII School.

To deal with numerous requests to reduce the speed limit near schools, City Council adopted a School Zone Speed Reduction Policy in 2001 and further revised the policy in 2009. The approved policy states the following:

- That a school speed zone be installed at schools with primary grade aged students.
- That the school speed zone be limited to residential streets or residential collector streets.
- That the maximum speed of the roadways considered for school speed zones be 40 km/h.
- That if schools are closed, the speed limit will revert back to 50 km/h.
- That only those requests that meet the above four criteria be brought forward by staff to City Council for consideration.

Piux XII School is a primary grade aged school situated at the corner of Bancroft Drive and Third Avenue in Ward 11 (see **Exhibit 'A'**). Bancroft Drive is classified as a secondary arterial roadway while Third Avenue is classified as a

#### Signed By

##### Report Prepared By

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Oct 12, 12*

##### Division Review

David Shelsted, MBA, P.Eng.  
Director of Roads & Transportation  
Services  
*Digitally Signed Oct 12, 12*

##### Recommended by the Department

Tony Cecutti, P.Eng., FEC  
General Manager of Infrastructure  
Services  
*Digitally Signed Oct 12, 12*

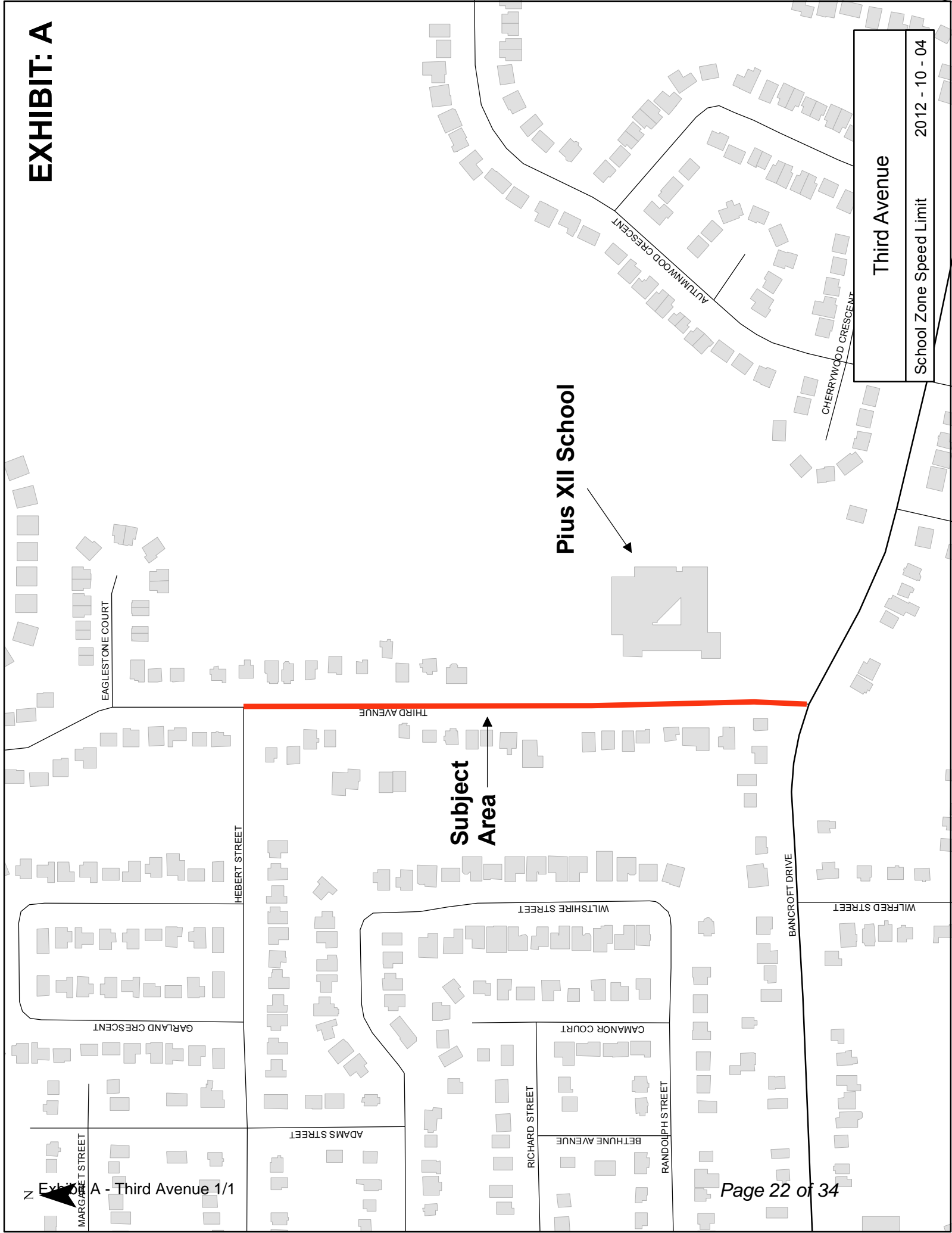
##### Recommended by the C.A.O.

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Oct 12, 12*

residential collector roadway. Both roadways have a maximum speed limit of 50 km/h.

As per Council's policy, Bancroft Drive does not qualify for a school zone speed because it is classified as a secondary arterial roadway. However, since Third Avenue is classified as a collector roadway, staff recommends that the speed limit on Third Avenue from Bancroft Drive to Hebert Street be reduced to 40 km/h.

At the direction of the Operations Committee, staff will bring forward a budget option to cover the cost of signs to implement 40 km/h school zone speed limits at the remaining 21 schools that qualify, as part of the 2013 Budget process.



Third Avenue	
School Zone Speed Limit	2012 - 10 - 04

## Request for Decision

### Ridership Growth Envelope

Presented To: Operations Committee

Presented: Monday, Oct 22, 2012

Report Date Wednesday, Oct 17, 2012

Type: Managers' Reports

### Recommendation

Staff requests that the Operations Committee approve the Ridership Growth Envelope and its initiatives for inclusion in the Budget for approval of the Finance and Administration Committee.

### Background

The City has been in receipt of dedicated Provincial Gas tax funds since 2004. These funds are classified as obligatory funds as they have to be set aside for transit related expenditures. Prior to 2007, these funds were used primarily for capital related expenditures. Unlike Federal Gas Tax, these funds are not a permanent source of revenue for the City, as the allocation is made only on an annual basis. The annual anticipated allocation is approximately \$2.6 million. The long term financial plan for Transit is heavily reliant on Provincial Gas Tax funding for capital bus replacement and the new Transit/Fleet Garage.

In 2007 Council approved the creation of a \$1 million dollar Ridership Growth Envelope funded by the Provincial Gas Tax. This envelope is used to fund new initiatives which have as an objective to increase transit ridership. After an appropriate trial period the initiatives are reviewed and evaluated to determine if in fact they should be permanently implemented and form part of the base service offered to the community. Many initiatives introduced since 2007 have been successful and are still being funded through the ridership Growth Envelope today.

The current amount funded by the Ridership Growth Envelope is \$1,104,339.

Moving permanent initiatives to the base would provide some flexibility within the envelope to try new initiatives. However, in doing so, there would be an equal increase to the tax levy.

Staff has reviewed the current initiatives and has determined that they should continue to form part of the base level of service with the exception of two individual trips. The removal of these two trips will reduce the

#### Signed By

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

Roger Sauvé  
Director of Transit & Fleet Services  
*Digitally Signed Oct 17, 12*

##### **Division Review**

Roger Sauvé  
Director of Transit & Fleet Services  
*Digitally Signed Oct 17, 12*

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

Tony Cecutti, P.Eng., FEC  
General Manager of Infrastructure Services  
*Digitally Signed Oct 17, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Oct 17, 12*

funding requirement by \$44,800.

Staff is also recommending that the Ridership Growth Envelope be reduced over the next several years as per detailed in the long term financial plan for Transit.

As part of our business planning for Ongoing Continuous Improvement, staff is currently working on standards which will be used to evaluate the performance of all transit routes on a regular basis. These standards will be used to determine if changes should be made to routes and individual trips. Staff will present the standards to the operations committee once they are established.

Staff recommends the approval of the 2013 Ridership Growth Envelope as presented in the attachment and the establishment of standards for consideration for future ridership programs.



# CITY OF GREATER SUDBURY

Transit Services

10/2/2012

Summary - Transit Committee Service Level Enhancements

Currently Funded Options (2013)	Gross Cost	Revenues	Net Cost	Transfers to Base	Revised Total	Transfers to Base	Revised Total
				2013		2014	
Hi All	\$99,320	\$0	\$99,320				
Attached are the proposed 2013 misc user fees ( 2012 fees updated by CPI for 2013), If you have any change:	\$119,374	(\$10,145)	\$109,229				
Thank you	\$201,783	(\$44,000)	\$157,783				
<u>4. Handi Transit - extending service hours to match regular transit route hours*</u>	\$35,625	(\$3,122)	\$32,503				
<u>5. Transcab - extending service hours to match regular transit route hours</u>	\$41,208	\$0	\$41,208				
<u>6. Garson to downtown</u>	\$25,323	(\$2,000)	\$23,323				
<u>7. Lively Route 701</u>	\$59,267	(\$14,200)	\$45,067				
<u>8. Double bus on New Sudbury Routes (reduced \$44,800 due to two underperforming routes)</u>	\$243,050	(\$54,000)	\$189,050				
<u>9. Youth Summer transit passes</u>	\$25,000	\$0	\$25,000				
<u>10. Transcab RR15 to Chelmsford</u>	\$15,000	\$0	\$15,000				
<u>11. Grant Program - For NPO's</u>	\$25,000	\$0	\$25,000				
<u>12. One Additional Valley East Route</u>	\$49,928	(\$8,400)	\$41,528				
<u>13. Add an Azilda/Chelmsford trip on weekdays to close the gap between 10:00 a.m. and 12:30 p.m.</u>	\$29,809	(\$6,200)	\$23,609				
<u>14. Adding a Valley route to close the gap between 11:30 a.m. and 2:30 p.m.</u>	\$50,979	(\$18,000)	\$32,979				
<u>15. Add an outbound Azilda/Chelmsford trip on Saturdays</u>	\$2,500	(\$1,000)	\$1,500				
<u>16. Increase Transcab Frequency to Wahnapiatae and Skead</u>	n/a	n/a	n/a				
<u>17. Adding a Valley route 703 to close the gap between 9:30 p.m. and 11:30 p.m.</u>	\$50,979	(\$4,500)	\$46,479				
Total Options Funded from Provincial Gas Tax (2012 and prior)	\$1,074,145	(\$165,567)	\$908,578	\$0	\$908,578	\$0	\$908,578

Proposed Options (2013) - Funded by Provincial Gas Tax	Expenses	Revenues	Net Amount	Options to Fund	Options to Fund
				2013	2014
Total Options to be Funded from Provincial Gas Tax (2013 and beyond)				\$0	\$0
Revised net costs to be funded from Provincial Gas Tax				\$908,578	\$908,578
Budget/Capital Plan				\$1,059,539	\$1,000,000
Provincial Gas Tax funding (available)/unavailable in Reserve Fund				(\$150,961)	(\$91,422)
Operating Cost Reduction Funding				\$150,961	\$91,422
U-Pass Funding				\$0	\$0
Total provincial gas tax required to fund net costs				\$1,059,539	\$1,000,000

Contribution from Reserve	
4760	50,000
4772	576,320
4775	0
5480	292,827
4780	140,393
Total Contributions from Reserves (2013)	\$1,059,541

## Request for Decision

### Trans Cab Service to St. Gabriel Villa, Chelmsford

Presented To: Operations Committee

Presented: Monday, Oct 22, 2012

Report Date Wednesday, Oct 17, 2012

Type: Managers' Reports

### Recommendation

For Direction.

## Background

In 2011, Transit Service was requested for the residents of St. Gabriel Villa located in Chelmsford.

A route review of the Azilda / Chelmsford route 702 was done to see if any changes could be made to accommodate the Villa without any financial impact. It was determined that 15 minutes would have to be added to this route to be able to service St. Gabriel Villa in both directions.

In December 2011, a budget option was prepared to extend the 702 route by 15 minutes per trip at a permanent cost of \$93,420.00 per year. It was determined at that time that service would be provided by way of Trans Cab (Attachment A).

In March of 2012, Transit staff met with the residents of St. Gabriel Villa explaining the process for using the Trans Cab Service to connect with either the Blezard bus or the Azilda/Chelmsford bus. Staff provided handouts which included the contact information as well as detailed schedule information.

The main issue of concern from both the residents and the site Administrator was that the Trans Cab Service is not wheelchair accessible. On June 12th, 2012, the option to provide accessible Trans Cab Service to and from St. Gabriel Villa was put into effect on a trial basis. If a resident was unable to use the regular cab, the Handi Transit Service provider would then transport the resident to and from the transit bus.

In early September, both the Trans Cab Service provider and the Handi Transit Service provider had not received any requests for St. Gabriel Villa.

#### Signed By

**Report Prepared By**

Robert Gauthier  
Manager of Transit Operations  
*Digitally Signed Oct 17, 12*

**Division Review**

Roger Sauvé  
Director of Transit & Fleet Services  
*Digitally Signed Oct 17, 12*

**Recommended by the Department**

Tony Cecutti, P.Eng., FEC  
General Manager of Infrastructure Services  
*Digitally Signed Oct 17, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Oct 17, 12*

The attached process and schedule was provided to all residents (Attachment B).

At the June 2012 Public Input Session, the City received a public input request from St. Gabriel Villa to service this facility with transit services. A 2013 budget option is not recommended by staff.

## **Attachment A**

**\*\*\*\*\* Excerpt from the budget option.**

**Extend the Azilda Chelmsford route to service St Gabriel Villa.**

**Extend the Azilda/Chelmsford route by 15 minutes to allow it to service St Gabriel Villa in Chelmsford in both directions. This would provide easier access for those visiting at this location and for the residents wanting to leave the premises without having to walk over one kilometer to the closest bus route. With the new developments in the areas covered by this route, ridership will continue to increase and the extra time will be required to meet the demand.**

**This option would add three hours of service on weekdays, two point five hours on Saturdays and Sundays and would cost \$93,420.00 per year.**

### **Account Numbers**

<b>51105-01-4772</b>	<b>\$54,183.60</b>	<b>Permanent</b>
<b>61584-01-5480</b>	<b>\$ 1,868.40</b>	<b>Permanent</b>
<b><u>64205-01-5480</u></b>	<b><u>\$37,368.00</u></b>	<b><u>Permanent</u></b>
	<b>\$93,420.00</b>	

# Regional Route 15 Transcab Service      Service de taxi Route Régional 15

The TransCab service for St Gabriel's Villa connects to the Azilda Chelmsford route 702 or the Blezard Elmview route 704. The schedule below shows the connection time options and the direction of the bus. The shaded times indicate the buses in the direction of the downtown transit terminal(inbound). The others indicate that the bus will continue to the end of the route prior to going to the transit terminal(outbound).

Le service de taxi à la Villa St Gabriel effectue une correspondance avec le circuit 702 (Azilda/Chelmsford) ou le circuit 704 (Blezard/Elmview). L'itinéraire ci-dessous indique les heures de correspondance et la direction de l'autobus. Les heures en gris indiquent que l'autobus voyage en direction du centre-ville (vers le Centre de transport). Les autres temps signifient que l'autobus doit voyager jusqu'à la fin du circuit avant de se rendre au centre-ville (à partir du Centre de transport).

## R.R.15 702

Departs Transit Ctr via # 702	Time
Mon to Fri	7:15 AM
Mon to Sat	10:00 AM
Mon to Sat	2:30 PM
Mon to Fri	4:15 PM
Mon to Fri	5:15 PM
Sat Only	6:00 PM
Mon to Fri	8:30 PM
Sat Only	9:30 PM
Mon to Fri	9:45 PM

Departs Bonaventure Mall via 702	Time
Mon to Fri	8:45 AM
Mon to Sat	8:00 AM
Mon to Sat	10:25 AM
Mon to Sat	2:55 PM
Mon to Fri	4:40 PM
Mon to Fri	6:00 PM
Sat Only	6:45 PM
Mon to Fri	9:15 PM
Sat Only	10:15 PM
Mon to Fri	10:30 PM

## R.R.15 704

Departs Transit Ctr via # 704	Time
Mon to Sat	10:00 AM
Mon to Sat	10:00 AM
Mon to Fri	12:15 PM
Sat Only	1:00 PM
Mon to Fri	2:15 PM
Sat Only	4:00 PM
Mon to Fri	4:30 PM
Mon to Sat	9:00 PM

Departs Turnaround via # 704	Time
Mon to Sat	6:37 AM
Mon to Sat	8:01 AM
Mon to Sat	10:28 AM
Mon to Sat	11:17 AM
Mon to Fri	12:43 PM
Sat Only	2:17 PM
Mon to Fri	3:32 PM
Sat Only	5:17 PM
Mon to Fri	5:47 PM
Mon to Sat	9:28 PM

## R.R.15 702

Departs Transit Ctr via # 702	Time
Sunday	8:15 AM
	10:15 AM
	2:15 PM
	6:15 PM
	10:30 PM

Departs Bonaventure Mall via 702	Time
Sunday	8:45 AM
	10:45 AM
	3:10 PM
	7:10 PM
	11:25 PM

Presented To:	Operations Committee
Presented:	Monday, Oct 22, 2012
Report Date	Monday, Oct 15, 2012
Type:	Managers' Reports

## Request for Decision

### Review of Clearing of Yards and Vacant Lots By-law

#### Recommendation

Whereas on July 10, 2012, Council asked staff to review the Clearing of Yards By-law for "fast tracking of minor issues"; and

Whereas the by-law does not distinguish between major or minor issues;

Now therefore Council is requested to receive this report and provide additional guidance and direction to staff on the report and matters listed for discussion in order for staff to implement improved timeframe with respect to clearing of lands by-law.

## Background

This report responds to the direction by Council during Question Period on July 10, 2012, to agree to a review of the Clearing of Yards By-law. They agreed that the review should consider the possibility of "fast tracking" minor issues and that such review include input from front line By-law Officers.

By-law Officers charged with enforcement of the Clearing of Yards By-law were consulted and suggested the following improvements to speeding up the process of having properties cleared when the owner does not comply with a Notice.

There can be no distinction given to violations which are major or minor in nature, as the procedure for enforcement remains constant for all items of non-compliance.

#### Review

##### Clearing of Yards By-law - Procedures and Objectives

The Clearing of Yards By-law requires owners and occupants of land to clean and clear the land and remove debris and refuse, maintain the grass and other vegetation on the property and keep the yard free from conditions that may constitute a safety hazard. When enforcing the Clearing of Yards By-law, every effort is made to obtain voluntary compliance of by notifying the property owner or occupant of their

#### Signed By

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

Darlene Barker  
Manager of Compliance and  
Enforcement  
*Digitally Signed Oct 15, 12*

##### **Division Review**

Guido Mazza  
Director of Building Services/Chief  
Building Official  
*Digitally Signed Oct 15, 12*

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

Bill Lautenbach  
General Manager of Growth and  
Development  
*Digitally Signed Oct 15, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Oct 16, 12*

responsibility to comply. When the owner cannot be reached, is absent, or does not respond to a verbal request of the officer, a Notice to Comply is issued.

The Notice to Comply is mandatory if the City intends to take remedial action to achieve compliance, pursuant to the Municipal Act, 2001, Sections 444 thru 446. The Notice to Comply sets out the nature of the violation as well as the date the owner is to rectify the conditions on the property so as to comply with the by-law. At a minimum, the compliance date must take into account the time to ensure delivery of the Notice and the time to appeal the Notice as set out in the by-law.

Unless the notice is delivered personally, it is effective 5 days after delivery. This time is set out in the by-law and reflects similar legislation and best practices. In most cases, the notice is delivered via registered mail because it is the most efficient and effective means to ensure and prove delivery of the notice.

An appeal process is also a requirement of the by-law and was implemented by a specific decision of Council at the time of enactment. The process for appeal is first to the General Manager of Growth and Development and then to the Hearing Committee. The time given to appeal the notice is 5 days from receipt of the Notice, as set out in section 23 of the by-law.

The time given for an owner to rectify the violations is termed "the compliance date". The compliance date for a Notice that is served via registered mail cannot be less than 10 days from the date of the Notice. If the notice is served personally, the date for compliance can be reduced to 6 days. The officer uses discretion in determining the compliance date of a Notice based on a number of factors, including the enforcement history of the property owner, and the safety risks that the violations present. The date provides for reasonable compliance on a Notice and is typically 2 weeks, unless extenuating circumstances prevail. This provides time for delivery, the time to appeal, and the time reasonably expected for the owner to complete the required work.

#### Factors Affecting Time for Compliance

The time for completion of a case when voluntary compliance cannot be obtained from the owner is dependent on a number of factors which may include the officers' ability to schedule inspections, and contact the owner to speak personally about the violations. The time required for service of the Notice, and the appeal period are also contributing factors as well as the time and resources required to carry out the process and conduct any required remedial action.

**Scheduling Inspections** - When a request for enforcement is received by the section, an officer must schedule an inspection and investigate the concerns. Inspections also are scheduled for follow up with the compliance date on a Notice. Officer availability, case load and priority determines the availability for an officer to schedule property inspections.

**Contact with Owner/Occupant** - The time to contact the owner of a property or the person responsible for the property also affects the time for case completion and/or compliance. The goal is to contact and speak to the person responsible and provide him with education and an opportunity to rectify the property without enforcement action, especially if there has been no prior enforcement conducted on the property.

**Service of the Notice** – As stated previously, if the Notice is hand delivered; service can be affected as early as the same day. This can be affected if the officer knows where the person will be during the time the officer attempts to serve the notice. Typically service of the notice is done via registered mail. Officer case

load as well as availability determines the time to create and send the Notice.

**Appeal Period** – The appeal period pursuant to the by-law is 5 days from receipt of the Notice. There is no statutory requirement for a by-law passed pursuant to the Municipal Act to provide an appeal period for persons receiving a Notice requiring them to comply.

**Enforcement Resources** – Officers carry approximately 50 to 100 outstanding by-law cases at any given time, depending on the time of year and the complexity of the cases. This affects the time to inspect, verify, contact owners and provide time to notify and attempt voluntary compliance. Additional time is required for the issuance and service of notices and orders, court preparation and attendance if charges must be laid. Priorities are given to each case, those higher in health and safety risks as well as those affecting the living standards of the public are given first priority.

**Contractor Availability** – When voluntary compliance cannot be achieved by the issuance of a Notice, the enforcement officer arranges with a contractor to undertake the remedial work to correct the violations. This may include the cutting of long grass and weeds, trimming trees and bushes, clean up of debris and waste, removal of derelict vehicles and/or the draining of pools and water. The time to complete remedial action is dependent on the type of work to be done, the equipment required, the cost of doing the work and the availability of the contractor and other resources, such as police or by-law enforcement officer presence.

The time for completion of a case when voluntary compliance cannot be obtained from the owner may be anywhere from 15 to 45 days depending on the contributing factors listed above.

### **Courses of Action for Reduction of Completion Time**

The following possible courses of action may assist in reducing the completion time for compliance of all violations of the Clearing of Yards By-laws. The following Actions numbered 1 and 2 will require Council direction and Actions 3 and 4 are being implemented administratively.

#### **1. Amend the By-law to Eliminate the Appeal Period - For Discussion**

The By-law may be amended to eliminate the right of appeal for a person who is the subject of a Notice. Council implemented the appeal process during the enactment of this by-law in part to afford persons additional time for compliance if they were unaware of the regulations, or unable to maintain the property to the standards in the by-law. It also provides a review of the Notice by an independent body. This process although well intentioned for first time offenders, may not serve it's purpose for owners that had been previously issued a Notice for the same property and the same violations.

Council may also consider eliminating the appeal process under the condition that the owner is a "repeat offender". The removal of the right to appeal may be justified because the person ought to have known their responsibilities through previous experience with enforcement of the by-law and the process to maintain and upkeep the property. Past experience has shown that those "repeat offenders" have not exercised their right of appeal.

If the by-law was amended to eliminate the right of appeal to persons receiving a Notice the time required for remedial action would be reduced by 5 days, regardless of all other factors.

The officers currently use discretion in following up with the date for compliance with a Notice, if there is a reasonable expectation that the person responsible will do to the work in the additional time given. If a person is in disagreement with contents of the Notice or the work required to be done, they are directed to



speak to the Manager of Compliance and Enforcement. The Manager will work with the Officer and the person receiving the Notice to ensure that the person understands what is required, the violations are reviewed, and any amendments may be done to the Notice with regards to the contents or the time for compliance. Except in cases where there is a blatant disregard for the by-law, or the contravention poses a public safety hazard all effort is made to work with the person to achieve compliance.

Experience has shown that in the previous 2 years, approximately 500 Clearing of Yards cases have been brought into compliance and only one appeal has been requested of the General Manager. The appeal was resolved in this first stage resulting in compliance with the Notice.

## 2. Increase Enforcement Resources: For Discussion

An increase in overtime hours or additional staffing for enforcement will decrease case load and increase completion time of cases. Most pressure is experienced during the seasonally warm months when grass is growing and people are outside enjoying their properties. This is also during the months when officer availability is low due to earned holidays. An increase in by-law enforcement staff resources temporarily during this time of the year or approval of overtime time hours would reduce response time and the time for case completion. The overtime costs for existing by-law officers paid at 1.5 times hourly wage at 24 hours each week for 6 months of the year amounts to approximately \$33,000. If a part time, temporary officer was hired for this purpose, for the same time period costs would be reduced to \$15,000 and the same officer if full time would still be more cost effective than the overtime option at \$20,000.

Due to the recent attention to the City's Attrition Policy and budget constraints, Council may not consider this as a viable option.

## 3. Increase Enforcement Penalties: For Administrative Implementation

For repeat offenders, a policy is currently being implemented that in addition to remedial action to rectify the conditions of a Notice that has not been complied with, the officer will be laying charges or fines against the offender. The by-law was enacted expecting voluntary compliance by all owners and occupiers of property. Experience has shown that some absentee land owners use the City's by-law staff and resources to maintain their property through enforcement and remedial action, instead of proactively, maintaining the property themselves. Increased enforcement through fines and penalties for repeat offenders will encourage voluntary compliance and responsible land ownership.

## 4. Tender Services for Remedial Action: For Administrative Implementation

Tendering services to complete remedial work and having a Vendor on Record is an opportunity to reduce time for completion of the work and will result in more competitive costs. Currently, when remedial work is undertaken, the officer may have to obtain 3 quotes from contractors. This may take up to a week before a contractor is hired to undertake the required work. Having a Vendor on Record for this service will result in significant time savings. There will be little time spent by the officer to obtain 3 quotes before the job is awarded as is in some circumstances, and the Vendor on Record will have a contractual agreement for response time and the time required to complete the work.

## Conclusion

This report explains the procedures required of by-law enforcement to effect compliance with the Clearing of Yards and Vacant Lots By-law, 2009-101, as amended and provides a review of the time lines in that process. Staff enforcement officers were consulted and their views are included in the explanation of the

factors affecting the time to implement enforcement actions as well as possible options to reducing compliance time frames for all violations of the by-law, including those minor in nature.