

**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, April 16<sup>th</sup>, 2012

**at 5:30 pm**

Tom Davies Square

# **OPERATIONS COMMITTEE AGENDA**

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Operations Committee Meeting  
**Monday, April 16, 2012**  
Tom Davies Square

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**COUNCILLOR JACQUES BARBEAU, CHAIR**

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**Claude Berthiaume, Vice-Chair**

**5:30 p.m. Operation 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**

### **PRESENTATIONS**

1. Roundabouts Presentation  
**(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)**
  - David Shelsted, Director of Roads and Transportation Services

(This presentation will explain the concept of roundabouts and how they can be used in roads instead of more traditional intersections to change traffic patterns and will be made for the information of the Committee.)

## **CONSENT AGENDA**

(For the purpose of convenience and for expediting meetings, matters of business of repetitive or routine nature are included in the Consent Agenda, and all such matters of business contained in the Consent Agenda are voted on collectively.

A particular matter of business may be singled out from the Consent Agenda for debate or for a separate vote upon the request of any Councillor. In the case of a separate vote, the excluded matter of business is severed from the Consent Agenda, and only the remaining matters of business contained in the Consent Agenda are voted on collectively.

Each and every matter of business contained in the Consent Agenda is recorded separately in the minutes of the meeting.)

### **CORRESPONDENCE FOR INFORMATION ONLY**

- C-1. Report dated March 30, 2012 from the General Manager of Infrastructure Services regarding The Green Way and Rightsizing Vehicles Program. **7 - 9**  
**(FOR INFORMATION ONLY)**

(This report provides information regarding Fleet Section initiatives on the Green Way and Rightsizing Vehicles Program.)

- C-2. Report dated April 4, 2012 from the General Manager of Infrastructure Services regarding Community Safety Zones. **10 - 12**  
**(FOR INFORMATION ONLY)**

(This report outlines previous reviews undertaken by the City regarding Community Safety Zones. The report also provides an updated literature review of the Ontario Municipalities experience with Community Safety Zones.)

- C-3. Report dated March 26, 2012 from the General Manager of Infrastructure Services regarding Winter Control Operations Update - February 2012. **13 - 15**  
**(FOR INFORMATION ONLY)**

(This report provides information for Council, on the updated projected financial results of the 2012 Winter Control Operations, up to and including February 2012.)

## **REGULAR AGENDA**

### **REFERRED & DEFERRED MATTERS**

- R-1. Report dated March 27, 2012 from the General Manager of Growth and Development regarding Residential Tipping Fee Holiday Weeks: Rental Vehicles and Commercial Pick-up Trucks. **16 - 17**  
**(RECOMMENDATION PREPARED)**

(This report is regarding a recommendation from the Solid Waste Advisory Panel to permit the use of rental vehicles and/or commercial pick-up trucks to deliver defined residential waste at no charge during the City's Spring and Fall Residential Tipping Fee Holiday Weeks.)

- R-2. Report dated March 27, 2012 from the General Manager of Growth and Development regarding Additional Recycling Collection Services: Non-profit Organizations. **18 - 19**  
**(RECOMMENDATION PREPARED)**  
(This report is regarding a recommendation from the Solid Waste Advisory Panel to waive the Biz Box Recycling Collection Fee for eligible non-profit organizations.)

## **MANAGERS' REPORTS**

- R-3. Report dated April 3, 2012 from the General Manager of Growth and Development regarding Expansion of the Green Cart Program. **20 - 23**  
**(RECOMMENDATION PREPARED)**  
(This report is regarding a recommendation and update from the Solid Waste Advisory Panel in regards to expanding the Green Cart Organic's Program.)
- R-4. Report dated March 27, 2012 from the General Manager of Growth and Development regarding Contract ISD09-42 Household Hazardous Waste Program. **24 - 24**  
**(RECOMMENDATION PREPARED)**  
(This report requests an extension to the existing contract until Stewardship Ontario provides the new terms and conditions to Ontario municipalities.)
- R-5. Report dated April 4, 2012 from the General Manager of Infrastructure Services regarding Elm Street - On-Street Parking. **25 - 36**  
**(RECOMMENDATION PREPARED)**  
(The City's proposed revisions to the Downtown Master Plan prepared by IBI Group states that "on-street parking could be permitted on one or both sides of Elm Street as a pilot project" in 2012 on the south side of Elm Street between Elgin Street and Lisgar Street. This report provides comments and recommendations regarding the proposed trial. The report also identifies other roadways in the vicinity of Elm Street where additional on-street metered parking could be provided.)
- R-6. Report dated April 4, 2012 from the General Manager of Infrastructure Services regarding All-Way Stop Control Report - Ramsey View Court at Centennial Drive. **37 - 40**  
**(RECOMMENDATION PREPARED)**  
(The Traffic Impact Study that was submitted for the new École-St-Denis identified that an all-way stop may be warranted at the intersection of Ramsey View Court and Centennial Drive when the school was completed. With the new École St-Denis having opened in January 2012, City staff has conducted a turning movement to determine if an all-way stop is warranted. )
- R-7. Report dated April 4, 2012 from the General Manager of Infrastructure Services regarding Traffic Control - (1) Foxborough Subdivision, Phase 4a, (2) Balfour Place Subdivision, Phases 3 and 5. **41 - 44**  
**(RECOMMENDATION PREPARED)**

(Two (2) new subdivisions have been developed in the City of Greater Sudbury. As part of these subdivisions, the City of Greater Sudbury will assume new public roadways. To provide for a safe and orderly flow of traffic, appropriate traffic control signs will be required at newly created intersections.)

## **MOTIONS**

### **8. Transit Service to Villa St. Gabriel Villa**

#### **As presented by Councillor Berthiaume:**

WHEREAS there is currently no transit bus service provided directly to Villa St. Gabriel Villa situated at 4690 Municipal Road 15 in Chelmsford;

AND WHEREAS Villa St. Gabriel Villa is the only long term care facility in Greater Sudbury which does not receive transit bus services;

AND WHEREAS residents, family members, volunteers, students, visitors and staff of Villa St. Gabriel Villa would benefit from some transit bus service to the facility;

AND WHEREAS residents of Villa St. Gabriel Villa cannot fully benefit from the Handi-Transit service because the service is often too busy meeting other priority demands;

AND WHEREAS trans-cabs are not wheelchair accessible and therefore cannot meet the needs of individuals who are confined to wheelchairs;

THEREFORE BE IT RESOLVED that staff be directed to investigate options for transit bus service to Villa St. Gabriel Villa and to present those options to the Operations Committee at its meeting of May 14th, 2012.

## **ADDENDUM**

## **CIVIC PETITIONS**

## **QUESTION PERIOD AND ANNOUNCEMENTS**

## **NOTICES OF MOTION**

## **ADJOURNMENT**

(Two-thirds majority required to proceed past 8:30 P.M.)

**BRIGITTE SOBUSH, DEPUTY CITY CLERK**

**FRANCA BORTOLUSSI, COMMITTEE SECRETARY**

## For Information Only

### The Green Way and Rightsizing Vehicles Program

Presented To:	Operations Committee
Presented:	Monday, Apr 16, 2012
Report Date	Friday, Mar 30, 2012
Type:	Correspondence for Information Only

### Recommendation

For Information Only

## Background

In the Infrastructure Services, 2012 – 2016 Capital Budget report dated October 5, 2011 presented to the Finance Committee by the General Manager of Infrastructure Services, Fleet Services outlined several initiatives that would be presented to Council in 2012 by way of Council Reports. The following is the first report outlining our Green Way and Rightsizing Vehicles Program.

Rightsizing of vehicles is a process where the unit is designed to match the actual requirements of the work being performed. As one of the City of Greater Sudbury goals is to reduce fuel consumption and lower Green House Gas emissions, it is hoped that in many cases there would be a downsizing of the vehicle or piece of equipment. However, there will be circumstances such as when combining functions where the size, capacity and functionality of the vehicle may be increased.

The City of Greater Sudbury, for many years, has been involved with rightsizing practices. It has been our objective to ensure that the proper vehicle matched to the work performed is being purchased. Some examples of these occurrences are:

- Traditional larger (legacy) sedans are being replaced with compact model cars or hybrid cars.
- Tandem multi-function trucks that carry larger loads and perform multi-functional work that previously required two vehicles (e.g. one plow truck and one sander) are being purchased.
- Commercial vans in the one ton capacity were either undersized and overloaded or were oversized and carried very little cargo. We are now purchasing dual wheel cab & chassis with service bodies for heavier applications and in the case of the lighter requirements, mini-vans. For example; In the W/WW plants section one ton commercial vans are currently being utilized. They are undersized to carry the weight required and they do not have the towing capacity requirement for

#### Signed By

##### Report Prepared By

Eric Bertrand  
Manager of Fleet Services  
*Digitally Signed Mar 30, 12*

##### Division Review

Roger Sauvé  
Director of Transit & Fleet Services  
*Digitally Signed Mar 30, 12*

##### Recommended by the Department

Greg Clausen, P.Eng.  
General Manager of Infrastructure Services  
*Digitally Signed Mar 30, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Apr 5, 12*

towing of necessary generators and thawing equipment. The Wastewater Section also contracts out for crane services to carry out certain duties in plants and lift stations. Fleet Section met with the end-users and determined their needs and has purchased two (2) crew cabs equipped with service bodies and 6,000 pound cranes. This results in a higher load and trailering capacity vehicle, as well as reducing contracting out by having the crane integrated into the service truck. The estimated annual savings for contracted crane rentals in the Wastewater Section is \$25,000 , based on a three year average of actual expenditures.

d) Historically, SUV type vehicles were full sized, four wheel drive models. They are now being replaced with cars or light duty two wheel drive SUV models. Four wheel drive requests must be justified as a requirement for carrying out work by completing a Business Plan Justification Form or Report.

e) Flusher trucks have historically been purchased for one specific purpose resulting in minimal summer utilization. When replacing this unit we redesigned the truck to include flushing functions with anti-icing capabilities for winter control purposes. The truck can now be used year round to accomplish many tasks, such as; watering of flower beds and medians, flushing streets, pre-wetting sidewalks for sweeping, spraying liquid calcium for dust control on gravel roads, high pressure cleaning under sides of bridges and underpasses and anti-icing for roads in winter control.

### **Fleet Challenge Ontario:**

In 2007 the Ministry of Finance, with support from the Ministry of Transportation, through the “Strengthening Our Partnerships” initiative, funded a project designed to effect change in Ontario’s municipal fleet sector. Fleet Challenge Ontario was designed to assist Ontario municipalities in understanding and delivering on opportunities to facilitate fleet efficiencies and achieve associated environmental benefits. The E3 (Energy, Environment, Excellence) Fleet Review was an evaluation framework that was based on the principles of a LEED (Leadership in Energy and Environmental Design) certification.

In early 2008, the City of Greater Sudbury participated in an E3 Fleet Review that was sponsored by Fleet Challenge Canada. Fleet Challenge Ontario staff looked at the makeup of our fleet, fuel consumption, maintenance programs and idling controls. Following the review a report from E3 Fleet was provided. The report, based on City of Greater Sudbury information, included the following:

- a) Key performance indicators
- b) Key recommendations
- c) Guide for Managers
- d) Detailed E3 Fleet Review reports

After reviewing these reports with City of Greater Sudbury Fleet user groups, the need for a “Green Way” and a continuing Rightsizing Program was identified as recommended for the City of Greater Sudbury.

### **Green Way and Rightsizing Program:**

Our Green Way program laid the foundation for the development of our internal City of Greater Sudbury Idling Control Policy dated August 13, 2008, and for the purchasing of high efficiency/low emission vehicles (hybrids and compact vehicles).



Our programs detail the procedure for vehicle selection for all City of Greater Sudbury vehicles based on the requirements necessary to perform typical tasks. The City of Greater Sudbury supports the reduction of Greenhouse Gas (GHG) emissions and fuel consumption from our Fleet.

The Rightsizing Program will allow the Fleet Section, in consultation with the user department; to determine the requirements for a base model vehicle for each specific function. The selection process will be incorporated into the Fleet Capital Replacement plan where each vehicle up for replacement will be reviewed to define, evaluate and optimize its functional requirements based on the customer requirements. Co-operatively our goal is to balance the environmental, operational and financial aspects of all equipment purchases.

#### **Base Models Rightsized for Typical Loads:**

The purpose of each vehicle including its functional requirements must be clearly and where possible, quantitatively defined. A vehicle will be selected based on the “typical” functional requirements where not only the application of the vehicle is considered, but the utilization will be important as well. Often a vehicle is selected based on the maximum load or performance that is required for a given operation, even though maximum vehicle performance is required for a small percentage of time. Properly sizing a vehicle for the “typical” loads and performance frequently results in the reduction of fuel consumption and GHG emissions.

In areas where additional functions are important but occasional, user departments are encouraged to evaluate their operations to determine how to optimize their internal fleet requirements to aid in our objectives. Instead of supplying a group of vehicles with similar functional requirements with full capabilities, allowances should be made to specify the majority of vehicles for average use, while allowing a few vehicles of the same group to be fully equipped to perform the specialty tasks that are only occasionally necessary. Also, it may be more efficient to occasionally rent specialized pieces of equipment instead of owning them with limited full utilization. For example, within a fleet of work vans that are originally sized to handle every situation, it may be more appropriate to have most of the vehicles sized to typical functional requirements and reserve a few vans to have the capabilities required for the extreme case situation.

Detailing the passenger and cargo carrying requirements quantitatively also helps to properly size the performance specifications of the vehicle and to properly design the unit to maximize space and utilization.

Due to the wide range of applications that City of Greater Sudbury user departments perform, exceptions are occasionally required due to the unique and necessary application of certain vehicles. However, the guidelines of the Functional Analysis form are designed to provide a base model by working through a series of criteria.

The City of Greater Sudbury has and will continue to use best practices in Rightsizing and the Greening of our fleet. Through co-operative efforts amongst the departments and with assistance from external agencies we have achieved fleet reductions in the number of assets, fuel consumption and Green House Gas emissions.

We are committed to the Green Way and Rightsizing Vehicles program and are confident that further achievements of our goals are attainable.

## For Information Only

### Community Safety Zones

Presented To:	Operations Committee
Presented:	Monday, Apr 16, 2012
Report Date	Wednesday, Apr 04, 2012
Type:	Correspondence for Information Only

### Recommendation

FOR INFORMATION ONLY.

### Background

On September 1, 1998, the Highway Traffic Act was amended to permit municipalities to establish Community Safety Zones by By-law on public roads under their jurisdiction.

Community Safety Zones are intended to be established in areas of special concern, which may include schools, day care centres, playgrounds, parks, hospitals, senior citizens residences and may also be used for collision-prone areas within a community. Traffic related offences committed within a Community Safety Zone are subject to increased fines. Many set fines are doubled, such as speeding and traffic related offences. Parking related infractions are not subject to increased penalties, and demerit points of offenders are not increased.

The Provincial legislation does not specify limits on the size of a Community Safety Zone, only that the designation applies to parts of a roadway. The designation of the entire municipality is not an intended application of the Community Safety Zone concept.

In 1998, meetings were held between representatives from the former Regional Municipality of Sudbury and lower tier municipalities to discuss the implementation of Community Safety Zones. The following concerns were raised at the meetings:

- Community Safety Zones will not increase driver's level of adherence to existing legislation.
- Community Safety Zones without a high level of enforcement will have little or no effect in increasing safety within zones.
- Provincial legislation prohibits the designation of either large areas or entire municipalities as Community Safety Zones.

### Signed By

**Report Prepared By**

David Shelsted, MBA, P.Eng.  
Director of Roads & Transportation  
Services  
*Digitally Signed Apr 5, 12*

**Division Review**

David Shelsted, MBA, P.Eng.  
Director of Roads & Transportation  
Services  
*Digitally Signed Apr 4, 12*

**Recommended by the Department**

Greg Clausen, P.Eng.  
General Manager of Infrastructure  
Services  
*Digitally Signed Apr 4, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Apr 5, 12*

- That the creation of Community Safety Zones will place additional public pressures and expectations on the Police for increased enforcement without the additional resources to target these areas.
- That to be effective, criteria for the implementation of Community Safety Zones be limited to a narrow choice of localized locations.
- That the implementation of Community Safety Zones be implemented with an effective publicity campaign to inform motorists of this new initiative.
- The implementation of Community Safety Zones will be at a substantial cost to the taxpayers.

This legislation falls under the jurisdiction/authority of the Highway Traffic Act. Therefore, four information/notification signs must be installed on both sides of the road because the signs must be bilingual. Motorists are informed that they are entering a Community Safety Zone through the required regulatory sign. As motorists enter the established zone, the sign will display a “Begins” tab posted beneath; as they exit the zone the sign will display an “Ends” tab.

In 1998, 305 local school and park areas were considered for designation as Community Safety Zones, which would have required the manufacture and installation of over 2,500 signs. The estimated cost for this number of signs in 2012 is over \$500,000.

Due to the concerns outlined above and the significant costs, Community Safety Zones were not implemented in the former Region and municipalities.

### **Experience of Other Municipalities**

The City of Hamilton, City of Ottawa, and City of Toronto have found Community Safety Zones generally ineffective in changing driver behaviour and as a result are no longer implementing them.

York Region has five Community Safety Zones, approved prior to 2005. York Region recently recommended against a blanket assessment of all school areas to York Region’s established warrants for Community Safety Zones.

The City of Kingston has undertaken extensive speed studies and research in Community Safety Zones, and has determined that signage alone is not an effective traffic calming measure. The City of Kingston states that without constant and aggressive enforcement by police, motorists continue to drive at the speed that they are comfortable with, despite the regulatory signage. For these reasons, the City of Kingston’s Engineering Division does not recommend the installation of any new Community Safety Zones or reduced speed limit areas other than in school zones.

The City of Mississauga installed six Community Safety Zones in May 1999, and to date only four have been retained.

The City of Niagara Falls recently approved the installation of their first Community Safety Zone. The area was chosen because of multiple significant pedestrian generators directly abutting the roads. Speed control devices were not recommended as an alternative at this location as both roads are classified as arterial roads, and speed control devices, such as speed tables or humps, are not appropriate for arterial roads.

## **Conclusion**

The vast majority of municipalities are not approving additional Community Safety Zones as the concerns raised by Staff in 1998 have been realized in practise. These municipalities are generally recommending increased police enforcement in areas of concern.

## For Information Only

### Winter Control Operations Update - February 2012

Presented To:	Operations Committee
Presented:	Monday, Apr 16, 2012
Report Date	Monday, Mar 26, 2012
Type:	Correspondence for Information Only

### Recommendation

For Information Only

## Background

Report attached.

#### Signed By

**Report Prepared By**

Shawn Turner  
Manager of Financial & Support  
Services  
*Digitally Signed Mar 26, 12*

**Division Review**

David Shelsted, MBA, P.Eng.  
Director of Roads & Transportation  
Services  
*Digitally Signed Mar 26, 12*

**Recommended by the Department**

Greg Clausen, P.Eng.  
General Manager of Infrastructure  
Services  
*Digitally Signed Mar 26, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Mar 26, 12*

## **BACKGROUND**

This report provides the projected financial results of the 2012 winter roads operations up to and including February 2012. The projected result for the month of February is a \$330,000 under expenditure as shown in Table 1. For the first two months of 2012 the projected result is a \$160,000 over expenditure. Certain estimates were necessary to account for outstanding invoices.

**Table 1**  
**2012 Winter Control Summary**  
**For the Month Ending: February 29, 2012**

	Annual Budget	February			2012 YTD		
		Budget	Actual	Variance	Budget	Actual	Variance
Administration & Supervision	2,081,259	335,083	338,155	(3,072)	689,430	688,490	940
Sanding/Salting/Plowing	6,065,348	1,096,241	931,502	164,740	2,475,500	3,052,855	(577,355)
Snow Removal	929,486	296,524	106,044	190,480	566,988	208,913	358,075
Sidewalk Maintenance	834,440	208,612	155,980	52,632	375,497	428,661	(53,164)
Winter Ditching/Spring Cleanup	1,448,650	194,655	66,524	128,131	228,342	105,141	123,201
Miscellaneous Winter Roads	3,814,025	422,915	629,597	(206,682)	1,034,543	1,046,526	(11,983)
<b>Totals</b>	<b>15,173,208</b>	<b>2,554,030</b>	<b>2,227,801</b>	<b>326,229</b>	<b>5,370,300</b>	<b>5,530,586</b>	<b>(160,286)</b>

### **February Winter Control Activities**

As shown in Table 2 below, the City received 42 centimetres of snow or 84 percent (%) of the average February snowfall. Additionally, the City experienced 1 freeze/thaw event during the month of February. This translated into a monthly under expenditure of approximately \$330,000, as a result of positive variances in Sanding/Salting/Plowing, Snow Removal and Winter Ditching/Spring Cleanup. These positive variances were partially offset by an over expenditure in Miscellaneous Winter Roads Maintenance.

<b>TABLE 2</b> <b>2012 Snowfall</b>							
	<b>Jan.</b>	<b>Feb.</b>	<b>Mar.</b>	<b>Apr.</b>	<b>Nov.</b>	<b>Dec.</b>	<b>Total</b>
<b>Normal 30 year avg. (cm)</b>	64	50	39	18	32	64	267
<b>2012 Actual (cm)</b>	98	42					
<b>% of Actual to Normal</b>	153	84					

### **Year to Date Winter Control Activities**

During the first two months of 2012, the city received approximately 123% of the average snowfall. As a result over expenditures of approximately \$580,000 in Sanding/Salting/Plowing and \$50,000 in Sidewalk Maintenance were realized. Positive variances of \$350,000 in Snow Removal and \$125,000 in Winter Ditching/Spring Cleanup have partially offset the over expenditures and culminated in an over expenditure of \$160,000 to the end of February.

### **Summary**

In summary, winter control operations in the month of February resulted in an under expenditure of approximately \$330,000. For the first two months of 2012, winter control operations are over budget by approximately \$160,000 or 2.6 percent (%) of the year to date budget.

## Request for Decision

### Residential Tipping Fee Holiday Weeks: Rental Vehicles and Commercial Pick-up Trucks

Presented To: Operations Committee

Presented: Monday, Apr 16, 2012

Report Date: Tuesday, Mar 27, 2012

Type: Referred & Deferred Matters

### Recommendation

That the Waste Management By-law be amended as per the General Manager of Growth & Development report titled "Residential Tipping Fee Holiday Weeks: Rental Vehicles and Commercial Pick-up Trucks" and dated March 27th, 2012.

### Finance Implications

If approved, the Environmental Services Division will monitor the additional activity, however, the financial impact is expected to be minimal.

## Background

On June 22, 2011, the Solid Waste Advisory Panel reviewed and advised that rental vehicles should be permitted to deliver approved residential waste during the City's residential tipping fee holiday weeks. This recommendation was presented to Council on November 16th, 2011 and Council referred the matter back to the Solid Waste Advisory Panel. Council requested that the Panel reconsider this matter and to review the possibility of allowing residents to borrow commercial pick-up trucks during these weeks.

The Solid Waste Advisory Panel again reviewed the matter on February 21, 2012. Discussion on potential abuse and the application process (detailed below) was reviewed. The Panel agreed that the program should be closely monitored and that staff report back to the Panel at year end. The annual review will provide an opportunity not only to streamline the process (if necessary), but also to ensure compliance with the approved by-law. All other requirements of the by-law would not be changed.

In order to make the changes, the following amendments to the Waste Management By-law are required:

- (1) Notwithstanding anything to the contrary in the By-law, including the Schedules, during Clean-Up Week, fees otherwise payable shall be waived for garbage which is:
  - (i) generated in a residential dwelling in a low density residential building;

### Signed By

#### Report Prepared By

Chantal Mathieu  
Director of Environmental Services  
*Digitally Signed Mar 27, 12*

#### Division Review

Chantal Mathieu  
Director of Environmental Services  
*Digitally Signed Mar 27, 12*

#### Recommended by the Department

Bill Lautenbach  
General Manager of Growth and Development  
*Digitally Signed Mar 30, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Apr 3, 12*



- (ii) delivered to the Waste Disposal Site in a **private motor vehicle or vehicle from a rental agency or commercial pick-up truck that has been pre-approved one week prior to the Clean-up Week. The approved original form must be submitted to the Scalehouse Attendant;**
- (iii) delivered by a person who is an owner who resides in the dwelling in the low density residential building in which the garbage was generated; and
- (iv) otherwise compliant with this By-law.



**Application Process:** Staff would receive applications from interested residents during a four week period and no later than one week prior to the event. The form would request a variety of details from the resident/driver. This includes, but is not limited to, name of resident/driver, address where waste is coming from, type of waste, proof of residency, driver's license, vehicle details, etc. The form would be reviewed by staff and the applicant would be required to present the approved original form to the scalehouse attendant.

## Request for Decision

### Additional Recycling Collection Services: Non-profit Organizations

Presented To: Operations Committee

Presented: Monday, Apr 16, 2012

Report Date Tuesday, Mar 27, 2012

Type: Referred & Deferred  
Matters

### Recommendation

That the Waste Management By-law be amended as per the General Manager of Growth & Development report titled "Additional Recycling Collection Services: Non-Profit Organizations" and dated March 27th, 2012.

### Finance Implications

If approved, the financial impact will be minimal.

## Background

On August 23, 2011, the Solid Waste Advisory Panel reviewed and advised waiving the Biz Box recycling collection fee for non-profit volunteer organizations with a sports related theme. This recommendation was presented to Council on November 16<sup>th</sup>, 2011 and Council referred the matter back to the Solid Waste Advisory Panel. Council requested that the Panel reconsider the matter by not restricting the service level enhancement to a particular theme or to only non-profit groups staffed with volunteers.

The Solid Waste Advisory Panel again reviewed the matter on February 21, 2012.

Options were discussed and the Panel agreed to recommend that any non-profit organization that meets the requirements of the Biz Box program could make application and the annual service fee and the initial recycling container cost would be waived.

The City's Biz Box Recycling Program provides recycling collection services of up to three yellow boxes or one Big Yellow once a week for organizations on a residential collection route. Organizations that produce larger quantities of recyclable materials are advised to contact private waste haulers for collection services.

If this service level enhancement is approved, staff would simply alter the existing Biz Box application form and request that non-profit organizations (including charities) complete the application for review. Once the application has been approved, the City would then waive the annual collection cost (currently \$61) and

### Signed By

**Report Prepared By**

Chantal Mathieu  
Director of Environmental Services  
*Digitally Signed Mar 27, 12*

**Division Review**

Chantal Mathieu  
Director of Environmental Services  
*Digitally Signed Mar 27, 12*

**Recommended by the Department**

Bill Lautenbach  
General Manager of Growth and  
Development  
*Digitally Signed Mar 30, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Apr 3, 12*

the cost of the initial containers.

The anticipated cost of the enhanced service level is expected to be minimal and staff would budget the additional costs annually based on actual program participants.

## Request for Decision

### Expansion of the Green Cart Program

Presented To:	Operations Committee
Presented:	Monday, Apr 16, 2012
Report Date	Tuesday, Apr 03, 2012
Type:	Managers' Reports

### Recommendation

That the Green Cart Organics Program be expanded as detailed in the General Manager of Growth & Development report dated April 3rd, 2012 and if approved by Council;

That the estimated \$40,000 cost be forwarded to the Finance & Administration Committee for consideration during the 2013 budget deliberations; and that

The expansion of the program be tentatively announced to schools in 2012 with a program launch in 2013 pending budget approval.

### Finance Implications

If approved, an option will be forwarded to the Finance and Administration Committee for consideration during the 2013 Operating Budget deliberations. The value of option is \$40,000, which includes a temporary employee working 3 days a week.

#### Signed By

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

Chantal Mathieu  
Director of Environmental Services  
*Digitally Signed Apr 3, 12*

##### **Division Review**

Chantal Mathieu  
Director of Environmental Services  
*Digitally Signed Apr 3, 12*

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

Bill Lautenbach  
General Manager of Growth and Development  
*Digitally Signed Apr 3, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Apr 3, 12*

## Background

In 2009, the City implemented a curbside residential green cart organic program for homes (6 residential dwellings or less) on a curbside collection system.

Commencing in 2010, the green cart organics program was expanded to homes (7 residential dwellings or more) on the City's curbside collection system.

During this time, staff have been conducting collection pilots at local schools, multi-unit residential buildings (on a centralized collection system), special events, a few commercial locations and a retirement complex.

### Organic Collection Program for Schools

On November 24<sup>th</sup>, 2011, staff updated the Solid Waste Advisory Panel on the school's pilot program and the Panel is supporting and recommending that the Green Cart organics program be expanded to local

schools as per the details listed below.

### **Program Details:**

- Each school would apply for collection services. The application would detail school specifics and provide a designated school contact person (Champion).
- A staff representative would meet with the school champion to review program details and to determine equipment and collection needs. Staff would provide guidance on system set-up and explain various options.
- Once approval to proceed is received from the school, staff would order the required indoor equipment at the school's expense and advise the collection contractor to install the centralized collection equipment (collection charges to be billed directly to the school).
- Prior to commencing the program, staff would organize a presentation with the champion and his/her team (volunteers, Green Committee, janitorial staff, etc.). An educational package would be provided. Following implementation, each participating school would receive an annual presentation. Replacement or new champions must receive training. This is imperative in making the program work.

### **City Services and Responsibilities**

- take in applications
- set-up school programs on a first come first serve basis
- make presentations
- train champions and their support teams
- order equipment and invoice for fees
- co-ordinate initial collection services with designated contractor
- trouble shoot and/or investigate issues
- develop and update educational materials, provide access to on-line materials
- Waive processing fees for organic waste.

### **School Services and Responsibilities**

- Assign a champion and a support team.
- Pay the City for the necessary equipment and signage.
- Pay the designated contractor directly for collection services.
- Provide the necessary certified compostable bags.
  - Incorporate program requirements in school systems and ensure proper program participation with students, school staff, janitorial contracts etc.
  - Permit City staff to make annual presentations and to conduct on-site inspections for quality control.

Although divertible tonnes are anticipated to be low (approximately 555 tonnes per year), the most beneficial aspect to adding schools to the program is the benefit that the school children will naturally take the practice home. They will encourage their parents to divert the organic waste and they will guide the next generation toward environmental responsibility. Another important aspect is that schools have requested participation in the program to promote environmental practices.

## **Financial Impact**

There would be no impact to the overall collection costs. These costs would be the responsibility of the schools and the cost of the collection containers would be reimbursed to the City.

Processing of additional organic material is anticipated. However, the additional cost is expected to be low and the allocated budget should only be increased based on actual quantities processed.

An increase to staff resources would be required to meet the City's identified responsibilities. A part time position would be created and would be responsible to implement and maintain the program for an estimated 88 schools and 37,000 students. Over time, the position would expand educational services to cover all recyclable and divertible items and not just organic waste diversion. The estimated annual cost is \$40,000.

Educational material costs would be funded from existing educational accounts.

### **Organic Collection Program for Multi-unit Residential Buildings (centralized collection system)**

On February 21, 2012, staff updated the Solid Waste Advisory Panel on the multi-unit residential pilot program and the Panel is supporting and recommending that the Green Cart organics program expansion be delayed for this sector.

Diversion statistics from the pilots are very low and implementing a full program expansion would be very costly (over \$300,000). The Panel agreed to postpone recommending the expansion. It was agreed that the focus, for now, should be the expansion to schools. The Panel did agree that multi-unit residential property owners requesting participation in the program could do so on a cost recovery basis. To date, staff have received no requests for this service.

The Panel supported reviewing the matter in a few years.

### **Organic Collection Program for Special Events**

On February 21, 2012, staff updated the Solid Waste Advisory Panel on the special event pilot programs and the Panel deferred supporting expansion of the program until further details are provided by staff. The additional details requested will be reviewed at the next Solid Waste Advisory Panel meeting.

### **Organic Collection Program for the Industrial, Commercial & Institutional (IC&I) Sector**

Municipal Facilities:

On February 21, 2012, staff updated the Solid Waste Advisory Panel on the expansion of the green cart organics program to municipal facilities. Staff anticipates that most municipal facilities will have an organics collection program within one year.

The Environmental Services Division at the Annex (200 Larch Street) and the Information Technology Section in the Tower (199 Larch Street) will be set-up with a centralized collection system that includes organic collection in April 2012.

Other IC&I Facilities:

Additional expansion programs within this sector will be presented to the Solid Waste Advisory Panel in September 2012.

## Request for Decision

### Contract ISD09-42 Household Hazardous Waste Program

Presented To:	Operations Committee
Presented:	Monday, Apr 16, 2012
Report Date	Tuesday, Mar 27, 2012
Type:	Managers' Reports

### Recommendation

That the contract with Hotz Environmental Services Inc. for the Household Hazardous Waste Program be extended one year to August 16, 2013 under existing contract terms and conditions as detailed in the report from the General Manager of Growth & Development dated March 27th, 2012.

### Finance Implications

There is sufficient funding in the operating budget to provide for this extension.

## Background

The purpose of this report is to seek authority to extend the contract with the current Household Hazardous Waste Program provider, Hotz Environmental Services Inc.

The contract was tendered in 2009 as a one year contract with the possibility of two - one year extensions. The current contract is scheduled to expire on August 17th, 2012 and staff is requesting a one year extension.

The one year extension will hopefully provide staff enough time to receive and evaluate the upcoming changes to the related funding program. This funding program has undergone significant changes since its inception and most notably following the eco-fees debacle in July 2010. The most recent announcement on the matter was released by the Minister of the Environment in February 2012. The Minister is requiring a review of the financial models used by all three stewardship programs (Municipal Hazardous Special Waste, electronic waste and tires) and is looking for feedback by late Spring. Clear guidelines should be available later this year to assist staff in developing tender language that meets current service standards approved by Council while meeting funding guidelines established by Stewardship Ontario.

Staff is confident that the long and arduous process will result in additional financial savings for municipalities.

#### Signed By

**Report Prepared By**

Chantal Mathieu  
Director of Environmental Services  
*Digitally Signed Mar 27, 12*

**Division Review**

Chantal Mathieu  
Director of Environmental Services  
*Digitally Signed Mar 27, 12*

**Recommended by the Department**

Bill Lautenbach  
General Manager of Growth and  
Development  
*Digitally Signed Apr 2, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Apr 3, 12*



## Request for Decision

### Elm Street - On-Street Parking

Presented To:	Operations Committee
Presented:	Monday, Apr 16, 2012
Report Date	Wednesday, Apr 04, 2012
Type:	Managers' Reports

### Recommendation

That on-street parking NOT be permitted on Elm Street between Lorne Street and Paris Street, and;

That the proposed Transportation Study Report review the need and timing for Ste. Anne Road extension and other road network improvements to reduce traffic volumes on Elm Street, and;

That bicycle routes through the downtown be planned based on recommendations contained in the Downtown Sudbury Master Plan and the Transportation Study Report that is currently being prepared, all in accordance with the report from the General Manager of Infrastructure Services dated April 2, 2012.

### **Background**

At the Traffic Committee meeting held on March 21, 2011, the Committee directed staff "to prepare a report regarding the proposal to allow on-street parking on Elm Street as proposed by the Downtown Village Development Corporation and Downtown Sudbury BIA including bicycle lanes".

As a result of the request, staff prepared a report dated June 11, 2011 that was presented to the Traffic Committee on June 17, 2011 (**see Appendix 'A'**). The report reviewed the impact of permitting parking along both sides of Elm Street from Lorne Street to Paris Street. Due to capacity problems at the signalized intersections and diversion of through traffic to residential areas, staff recommended that on-street parking not be permitted. Subsequently, the Committee agreed to a motion by Councillor Landry-Altmann to defer this item until such a time as the Downtown Master Plan has been completed. The Committee also agreed to a request by Councillor Caldarelli for a report with an option to consider on-street parking on one (1) side of Elm Street from Lorne Street to Paris Street.

As the issue of on-street parking along Elm Street is linked to the Downtown Master Plan, staff asked that IBI Group review the possibility of providing parking along one (1) side of Elm Street. IBI Group prepared the City's Strategic Parking Plan in 2010, and the Transportation Position Paper prepared in support of the Downtown Master Plan. In both of these documents, on-street parking on both sides of Elm Street is not recommended owing to the traffic congestion that would likely occur.

#### Signed By

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

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Apr 4, 12*

##### **Division Review**

David Shelsted, MBA, P.Eng.  
Director of Roads & Transportation  
Services  
*Digitally Signed Apr 4, 12*

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

Greg Clausen, P.Eng.  
General Manager of Infrastructure  
Services  
*Digitally Signed Apr 4, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Apr 5, 12*

In a memorandum dated July 22, 2011, IBI Group submitted the results of their updated review (**see Appendix 'B'**). Their analysis is based on traffic counts taken by the City in July 2011. As indicated by IBI Group, the typical nominal capacity of a single lane of traffic on a roadway in a downtown area is 600 vehicles per hour. Overall, traffic volumes are lower on Elm Street west of Lisgar Street than they are west of Elgin Street. Therefore, IBI Group recommended that the "least risk" option from a transportation perspective is to conduct a pilot project that would consist of allowing parking on the south side of Elm Street (eastbound lane), between Elgin Street and Lisgar Street during the summer months. The summer was chosen for the pilot project as traffic volumes are generally lower. This recommendation is consistent with a recommendation contained in the Draft Downtown Sudbury Master Plan that was presented to the Planning Committee on January 23, 2012.

#### Additional Analysis and Recommendation

As indicated by IBI Group, the theoretical capacity of a single lane of traffic on a downtown street is approximately 600 vehicles per hour (VPH). The counts taken in July 2011 indicate that eastbound volumes west of Lisgar Street are near or exceed 600 VPH for most of the afternoon.

The analysis conducted by IBI Group looked at the roadway in general, and not at the affected intersections. The previous intersection analysis contained in the staff report dated June 1, 2011 indicated that with only one (1) lane, the intersection of Elm Street and Durham Street will experience capacity problems in the eastbound direction unless drivers choose to take alternate routes to avoid Elm Street.

Also, the analysis prepared by IBI Group did not consider the impacts of trains at the at-grade rail crossing located west of Elgin Street. It is acknowledged that permitting parking east of the tracks, on the downstream side, will have less of an impact on traffic operations than if it was on the upstream (west) side. However, it will still take much longer for vehicle queues to dissipate and for operations to return to normal after the train has passed with only a single lane for traffic on the downstream side.

Based on a review of traffic operations, staff recommends that the existing parking restrictions remain in place, and that parking not be permitted along the south side of Elm Street between Elgin Street and Lisgar Street. Should Council decide to implement on-street parking along Elm Street as recommended in the Downtown Sudbury Master Plan, it should be implemented as a pilot project. The pilot project would occur during the summer months (June 1<sup>st</sup> to August 31<sup>st</sup>) on the south side of Elm Street between Elgin Street and Lisgar Streets. It is estimated that approximately 18 parking spaces can be created in this area. These 18 parking spaces represent a 0.5 percent increase in available parking downtown. It is also recommended that the maximum time limit for parking be set at a maximum of two (2) hours. This should ensure a turnover of the parking spaces, and is consistent with maximum time allowed at parking metres. It is estimated that the cost of installing the required parking control signs for the pilot project is \$2,500.

If the pilot project is approved for implementation, staff will review the impact of the pilot project on traffic operations and safety, and report back to the Operations Committee in the fall 2012.

## Appendix 'A'



## Request for Decision

### Elm Street - Lorne Street to Paris Street, Sudbury, On-Street Parking

Presented To: Traffic Committee  
 Presented: Friday, Jun 17, 2011  
 Report Date: Wednesday, Jun 01, 2011  
 Type: Managers' Reports

[show/hide decisions](#)

#### Decisions

Report dated May 27, 2011 was received from the General Manager of Infrastructure Services regarding Elm Street - Lorne Street to Paris Street, Sudbury, On-Street Parking.

The Committee agreed to a motion by Councillor Landry-Altmann to defer this item until such a time as the Downtown Master Plan has been completed.

The Committee also agreed to a request by Councillor Caldarelli for a report with an option for considering on-street parking parking on one side of Elm Street from Lorne Street to Paris Street and peak hour lane exchange.

#### Recommendation

That on-street parking NOT be permitted on Elm Street between Lorne Street and Paris Street, and;

That the proposed Transportation Study Report review the need and timing for the Ste. Anne Road extension and other road network improvements to reduce traffic volumes on Elm Street, and;

That bicycle routes through downtown be planned based on recommendations contained in the Downtown Sudbury Master Plan that is currently being prepared and the proposed Transportation Study Report, all in accordance with the report from the General Manager of Infrastructure Services dated June 1, 2011.

#### Background:

At the Traffic Committee meeting held on March 21, 2011, the Committee directed staff "to prepare a report regarding the proposal to allow on-street parking on Elm Street as proposed by the Downtown Village Development Corporation and Downtown Sudbury BIA including bicycle lanes".

#### Signed By

##### Report Prepared By

Dave Kivi  
 Co-ordinator of Transportation  
 & Traffic Engineering Services  
*Digitally Signed Jun 1, 11*

##### Division Review

Robert Falcioni, P.Eng.  
 Director of Roads and  
 Transportation Services  
*Digitally Signed Jun 1, 11*

##### Recommended by the Department

Greg Clausen, P.Eng.  
 General Manager of  
 Infrastructure Services  
*Digitally Signed Jun 1, 11*

Elm Street between Lorne Street and Paris Street is designated as a secondary arterial roadway and forms part of a major east/west link in the City's road network (**see Exhibit 'A'**). At one time, Elm Street was also a major link in the provincial highway system providing a connection between Highway 17 East and West. In 1990, daily traffic volumes on Elm Street were 22,000, east of Durham Street. With construction of the Brady Street extension, and Highway 17 By-Pass in the 1990's, daily traffic volumes have been reduced to 20,500, east of Lorne Street, and 16,000, east of Durham Street. Traffic counts indicate that hourly traffic volumes are fairly consistent between 8:00 a.m. and 6:00 p.m. During the afternoon peak hour, traffic volumes range from 1,500 to 2,000 along Elm Street through downtown.

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Jun 1, 11*

Between Lorne Street and Lisgar Street, Elm Street is constructed with four (4) lanes of traffic, and wide sidewalks on both sides. The road has an asphalt surface width of approximately 42 feet which results in lane widths of 10 to 11 feet which are narrow for an arterial roadway. As there are no left turn lanes within this section of Elm Street, left turn prohibitions are in place at Elgin Street, Durham Street, and Frood Road, at certain times of the day. The intersection of Elm Street and Lisgar Street is widened to provide a westbound left turn lane.

In 2001 a report was presented to Council that recommended that on-street parking **not** be allowed on Elm Street due to the reduced Level of Service (LOS) as a result of the congestion of the corridor.

## **CAPACITY ANALYSIS**

### **Existing Conditions**

Based on existing turning movement counts at the signalized intersections from Lorne Street to Paris Street, staff has undertaken a capacity analysis for the afternoon peak hour for this section of Elm Street. The results of the capacity analysis are shown on Table 'A' below. As indicated, the major movements at the intersections are currently operating at a reasonable Level of Service (LOS) of 'B' to 'D'. The westbound through movement on Elm Street at Elgin Street is currently nearing capacity. Currently, average operating speed from Lorne Street to Paris Street is calculated at 19 km/h.

### **Scenario # 1 – Parking on Both Sides, No Diversion of Traffic**

Staff completed a second analysis assuming that parking was permitted along both sides of Elm Street, between Lorne Street and Lisgar Street. The results of the analysis show that serious congestion will occur along Elm Street with Level of Service ranging from 'E' to 'F'. Average travel speed though the study area is estimated to be 11 km/h after parking is allowed.

**Table A**

### **SUMMARY OF INTERSECTION CAPACITY ANALYSIS PM PEAK HOUR**

Scenario	Parameters	Elm @ Elgin		Elm @ Durham	
		EBT	WBT	EBT	WBT
Existing	V/C	0.67	0.84	0.35	0.57
	Approach Delay	23.8	42.5	21.6	10.5
	LOS	C	D	C	B

	Maximum Queue Length	67	109	62	20
Parking on Both Sides with no diverted traffic	V/C	0.91	1.55	0.66	0.93
	Approach Delay	56.3	386.2	55.9	431.8
	LOS	<b>E</b>	<b>F</b>	<b>E</b>	<b>F</b>
	Maximum Queue Length	141	288	103	179
Parking on Both Sides with diverted traffic	V/C	0.73	0.85	0.41	0.42
	Approach Delay	26.2	56.2	24.3	8.4
	LOS	<b>C</b>	<b>E</b>	<b>C</b>	<b>A</b>
	Maximum Queue Length	93	132	76.5	19

Level of Service (LOS)	Delay per Vehicle (Seconds)
A	≤ 10
B	>10 and ≤ 20
C	>20 and ≤ 35
D	>35 and ≤ 55
E	>55 and ≤ 80
F	>80

The reduction of the Level of Service (LOS) is consistent with the analysis of the 2001 Council Report for on-street parking on Elm Street.

#### Scenario # 2 – Parking on Both Sides, With Diverted Traffic

Due to the high level of congestion and delay on Elm Street, created by the on-street parking, many drivers will choose to divert to alternate routes and by-pass the downtown all together. In order to determine the number of trips that may be diverted from Elm Street, and the alternate routes that would be taken, the City's Transportation Model was utilized. The Transportation Model was developed in support of the City's 2006 Official Plan, and is based on household surveys, and census tract information.

**Exhibit 'B'** shows the change in hourly traffic volumes on the road network after parking is permitted along both sides of Elm Street. As shown on the Exhibit, traffic volumes are significantly reduced on Elm Street in the westbound direction by 300 to 480 vehicles per hour (vph). Eastbound traffic is also reduced by 150 to 195 vph. While the reduced traffic volumes provide a benefit to capacity on Elm Street, the diverted traffic will adversely impact a number of other corridors in the City. Some of the routes that will be impacted include:

- Beech Street and Frood Road

- Brady Street, Douglas Street and Lorne Street south of Douglas Street
- College Street, Evergreen Lane/Davidson Street and Ste. Anne Road
- MacKenzie Street and Kathleen Street
- LaSalle Boulevard

While some of these roadways such as Brady Street are designated as arterial roads and are intended to carry commuter traffic from other areas of the City, many are not. Frood Road, College Street, MacKenzie Street, Kathleen Street and others are designated as collector roads with residential development on both sides. They are not intended to be used as cut through routes for drivers avoiding congestion along the City's major arterial roadways. It is estimated that 3,000 to 5,000 vehicle trips per day may be diverted away from Elm Street to these other roads.

The Transportation model indicates that capacity problems and congestion will occur on College Street as well as parts of Elm Street and Brady Street if parking was permitted.

A more detailed capacity analysis was completed for the signalized intersections on Elm Street, with the volumes adjusted. Due to on-street parking, the results confirm that capacity problems will still occur if parking is permitted. Level of service for eastbound traffic on Elm Street will fall to "D" and "E".

Based on the capacity problems that will be created, and diversion of traffic through residential areas, staff does not recommend that parking be permitted on Elm Street.

#### Parking Details

Based on as-built drawings, and a site review, it is estimated that approximately 44 parking spaces could be provided on Elm Street. Parking has not been included east of Lisgar Street due to the mid-block uncontrolled pedestrian crossing. Parking has also not been included on the north side of Elm Street, west of the CPR tracks, and adjacent to the planter boxes in front of the Rainbow Centre. Parking within close proximity to the signalized intersections (15 to 18 metres) is not permitted to provide very short right hand turn lanes, and allow for the turning movements of large trucks, fire trucks and busses.

There are currently a total of 3,490 public and private parking spaces within the downtown. The additional parking spaces on Elm Street would represent a 1.3 percent increase in total parking spaces.

Implementation of parking on Elm Street will require the installation of approximately 24 parking meters, or seven (7) to eight (8) pay and display machines. In addition, approximately 36 parking signs on 18 supports will be required.

#### Trains

Canadian Pacific Railway currently has a three (3) track, at grade, crossing of Elm Street, located west of Frood Road. This railway crossing currently causes substantial delays to traffic on Elm Street and intersecting streets. Reducing Elm Street to one (1) lane will result in greatly increased delays and create much longer traffic queues. The effects of the congestion will remain long after the train has cleared the crossing.

#### Ste. Anne Road Extension

The 2005 Transportation Study indicates that the westerly extension of Ste. Anne Road to College Street will provide relief to Elm Street between Lorne Street and Frood Road. Moderate traffic reductions will also occur on Elm Street from Frood Road to Paris Street. The attached **Exhibit 'C'** shows the change in traffic volumes that will result if Ste. Anne Road were extended and parking was permitted on both sides of Elm Street.

The 2005 Transportation Study recommended that the City "undertake detailed feasibility/operational studies for this improvement to address area growth or other localized operational deficiencies".

There continues to be a desire to reduce traffic volumes on Elm Street through downtown to allow for on-street parking, and other right-of-way beautification initiatives. Therefore, staff recommends that the proposed

Transportation Study Report review the need and timing for the Ste. Anne Road extension, and other road network improvements that may be required to reduce traffic volumes on Elm Street.

### Bicycle Lanes

Due to the narrow cross-section and high traffic volumes on Elm Street, bicycle lanes are not recommended. The Downtown Sudbury Master Plan is currently reviewing bicycle routes and related infrastructure for downtown. Preliminary findings of the study indicate that bicycle lanes/paths be provided on the Ste. Anne Road/Frood Road/Elgin Street corridors to facilitate travel through the downtown. The proposed Transportation Study Report will also undertake a review of bicycle facilities in the City that will build on supporting documents such as the Sustainable Mobility Plan, and Bicycle Technical Master Plan. It is recommended that bicycle facilities through downtown Sudbury be planned based on the recommendations contained in the Downtown Sudbury Master Plan and proposed Transportation Study Report.

Supporting Documents
<ol style="list-style-type: none"><li>1. Exhibit A - Elm Street-Lorne Street to Paris Street (pdf)</li><li>2. Exhibit B - Elm Street-Change in 2009 PM Peak Volumes with Parking on Both Sides (pdf)</li><li>3. Exhibit C - Elm Street-Change in 2009 PM Peak Volumes with Parking on Both Sides and Ste (pdf)</li></ol>



**IBI Group**  
 5th Floor – 230 Richmond Street West  
 Toronto ON M5V 1V6 Canada  
 tel 416 596 1930  
 fax 416 596 0644

## Memorandum

<b>To/Attention</b>	Jason Ferrigan	<b>Date</b>	July 22, 2011
<b>From</b>	Brian Hollingworth	<b>Project No</b>	28852
<b>cc</b>	Dave Kivi, David Kalviainen, David Shelsted, Ross Burnett	<b>Steno</b>	tpw
<b>Subject</b>	<b>Elm Street On-Street Parking</b>		

### Background

Over the past several years, there has been a growing discussion on the merits of permitting on-street parking on Elm Street within Downtown Sudbury. Specifically, businesses along Elm Street feel that on-street parking would increase their attractiveness to a broader customer base.

The feasibility of on-street parking on Elm Street was first examined in 2010 as part of the Strategic Parking Plan for the City of Greater Sudbury. In that City-wide parking plan, it was recommended that as a general policy, on-street parking be maximized. In addition to addressing the high demand for on-street parking, it was noted that *"increased capacity of on-street parking means that parking supply increases without using more land or major construction."* However, with respect to Elm Street, on-street parking was not recommended owing to the traffic congestion that would likely occur with only one lane in each direction. It was also noted that if an alternative route through the Downtown for Highway 55 is created via College Street and Ste. Anne Road, Elm Street would become a candidate for on-street parking.

### Downtown Master Plan Recommendations

Through the Downtown Master Plan exercise, the desire for increased on-street parking was re-emphasized by a number of stakeholders, including businesses on Elm Street. The **Draft** Downtown Sudbury Mobility and Infrastructure Study (which was prepared by IBI Group as part of the overall Master Plan) included a recommendation to "provide on-street parking wherever possible with simple pricing structures that are responsive to parking demand." With regard to Elm Street, the mobility study noted that *"on-street parking could be permitted on one or both sides of the street as a pilot project. This would become permanent when the Ste Anne Road/College Street connection is completed. Initially the parking could be free to avoid the need for new meters."*

### Analysis

Given that both the City-wide Parking Plan and the Downtown Master Plan acknowledge the desire to provide on-street parking on Elm Street, but caution about the potential traffic impacts and need for a diversion route, the City requested that additional analysis of the options and impacts be undertaken. The analysis presented herein supplements the analysis undertaken by City staff and documented in the report to council on June 1, 2011.



Jason Ferrigan

### ***Historic Traffic Levels***

The historic traffic levels along Elm St are shown in Exhibit 1. It shows that traffic levels west of the intersection with Lisgar have been steadily declining over the past 12 years, and are now 22% lower than in 1999. Traffic levels west of Elgin are 9% lower than 12 years ago, although traffic levels were highest in 2009.

It is reasonable to expect that traffic levels have stabilized and that the most recent counts from 2011 are representative of near term future conditions.

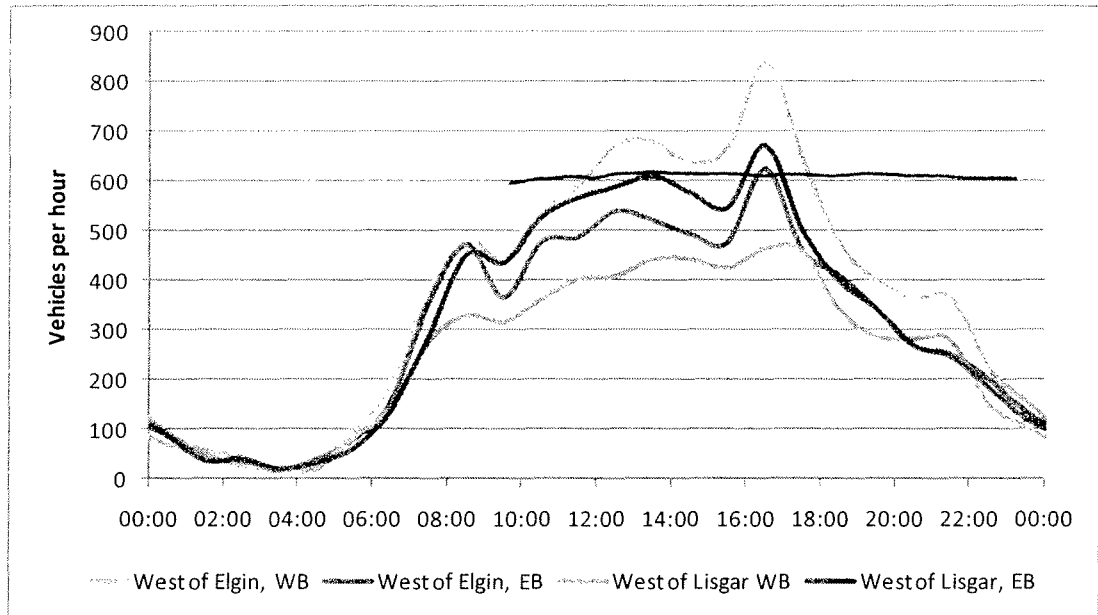
**Exhibit 1: Historic AADT Levels**



### ***Temporal Distribution***

The hourly traffic volumes by time of day at the two locations on Elm St are shown in Exhibit 2. They show that volumes are generally highest in the PM peak period, and that volumes during the day are generally higher than in the AM peak period. The exhibit also shows that westbound traffic volumes on Elm St west of Elgin are above 600 vehicles per hour (the typical nominal capacity of a single lane in a downtown area) from noon until 18:00. However, eastbound traffic volumes west of Elgin and west of Lisgar rise significantly above 600 vehicles per hour for only a single hour in the day.

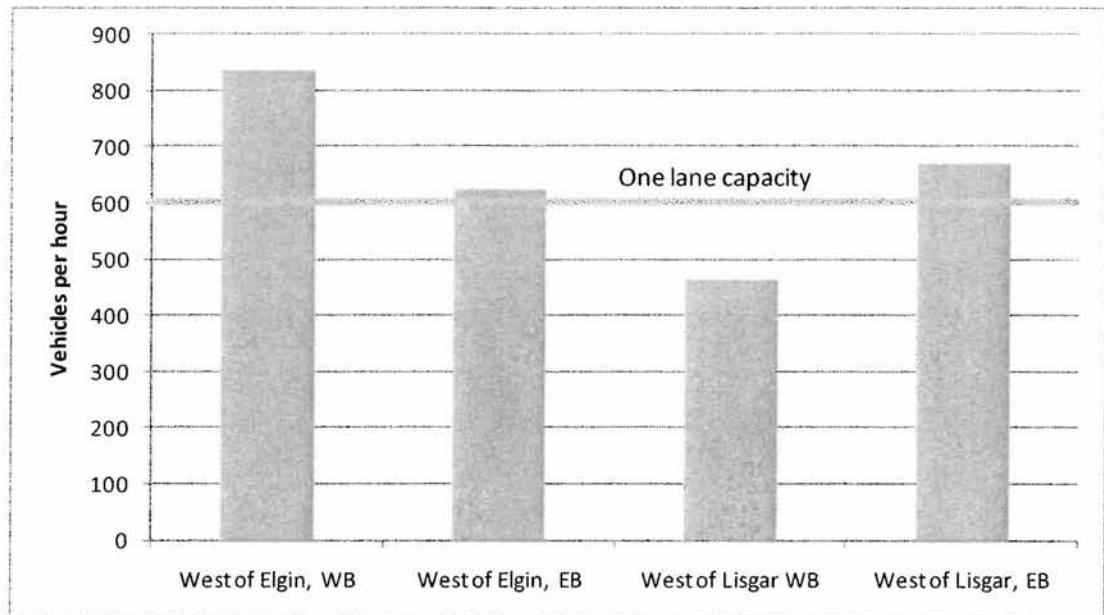
Jason Ferrigan

**Exhibit 2: Traffic Volumes by Time of Day****Volumes in Relation to Capacity**

Traffic volumes in the busiest hour at the two locations are shown in Exhibit 2. The horizontal orange line (at 600 vehicles per hour) indicates the typical maximum capacity of a single lane in a downtown urban environment. The exhibit shows that current volumes on Elm Street west of Elgin exceed the capacity of a single lane, especially westbound. Similarly, the eastbound volumes on Elm St west of Lisgar also exceed the capacity of a single lane. Accordingly, it is reasonable to expect that if lanes are reduced by allowing on-street parking, there will be some congestion and/or need for traffic diversion.

It should be noted that this simple analysis does not account for the impacts of trains at the at-grade crossing west of Elgin Street, an issue that has been raised by City staff.

Jason Ferrigan

**Exhibit 3: Elm St Peak Hour Volumes**

### Identification of Alternatives

If parking is to be provided on Elm Street, there are several potential options including:

- Allowing parking on both sides of the street
- Allowing parking only during the off-peak hours
- Allowing parking on one-side of the street
- Allowing parking only on a portion of the street.

Any of the above could be implemented as a pilot project to test the impacts on traffic.

### Recommended Alternative

As a pilot project, it is recommended that a "least-risk" option (from a traffic perspective) be pursued. This would consist of allowing parking on the south side of Elm Street (eastbound lane). Parking would be limited to the sections between Elgin Street and Lisgar Street. Staff estimate that this would provide for approximately 18 on-street spaces.

As a pilot project, the parking would be free such that the cost of installing metres is avoided. Time limits would need to be set to limit parking to 1 hr or 2 hrs to ensure it is not simply used by employees.

The rationale for this alternative is as follows:

- Traffic volumes are lower in the eastbound direction
- Avoids issues with queuing due to train crossings
- Rainbow Centre on the north side has on-site parking

Jason Ferrigan

### **Consistency with Previous Recommendations**

As noted previously the Strategic Parking Plan, which has been presented to Council, did not recommend on Elm Street until the College St/Ste. Anne Road connection was completed. This recommendation was based on the proposal to provide on-street parking on both sides of the street on a permanent basis. A pilot project was not considered at that time.

Conversely, the Downtown Master Plan is supportive of allowing on-street parking on Elm Street, but under a different set of conditions; namely:

- That on-street parking be provided as a pilot project to test the impacts on traffic level of service. Ideally the pilot would occur during the summer when volumes are lower.
- That parking is permitted only on the south side between Elgin and Lisgar

It is also noted that since the Strategic Parking Plan was completed, there have been additional calls for on-street parking by businesses on Elm Street, expressed during consultations for the Downtown Master Plan. In addition, largely guided by the Downtown Master Plan consultation activities, there is also a growing Vision for the downtown to become more walkable and vibrant environment with a reduced emphasis on vehicle movement. An increase in parking activity and congestion levels is not inconsistent with that Vision.

## Request for Decision

### All-Way Stop Control Report - Ramsey View Court at Centennial Drive

Presented To:	Operations Committee
Presented:	Monday, Apr 16, 2012
Report Date	Wednesday, Apr 04, 2012
Type:	Managers' Reports

### Recommendation

That the intersection of Ramsey View Court and Centennial Drive 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 April 4, 2012.

### Background

The traffic impact study that was submitted for the new École St-Denis identified that an all-way stop may be warranted at the intersection of Ramsey View Court and Centennial Drive when the school was completed. With the new École St-Denis opening in January 2012, City staff have conducted a turning movement count to determine if an all-way stop is warranted.

Ramsey View Court at Centennial Drive is a cross intersection located one block east of Regent Street and one block west of Paris Street (**see Exhibit A**). The driveway entrance to the new École St-Denis forms the east leg of this intersection. Currently this intersection is controlled with a Stop sign facing eastbound traffic on Ramsey View Court and westbound traffic from École St-Denis.

Applying the data from the turning movement count that was conducted on February 13<sup>th</sup>, 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**). A review of the City's collision information from 2008 to 2010 revealed that there was one collision that may be susceptible to relief through an all-way stop during this three year period. For a Minor Collector roadway, the Collision Warrant requires a minimum of three collisions per year over a three year period. Since the traffic volume meets the minimum vehicle volume warrant, it is recommended that an all-way stop at the intersection of Ramsey View Court and Centennial Drive be installed.

Also, through the site plan control agreement process, it was identified that a curb extension should be

#### Signed By

##### Report Prepared By

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Apr 4, 12*

##### Division Review

David Shelsted, MBA, P.Eng.  
Director of Roads & Transportation  
Services  
*Digitally Signed Apr 4, 12*

##### Recommended by the Department

Greg Clausen, P.Eng.  
General Manager of Infrastructure  
Services  
*Digitally Signed Apr 4, 12*

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

Doug Nadorozny  
Chief Administrative Officer  
*Digitally Signed Apr 5, 12*

constructed at the northwest corner of the intersection to improve safety for pedestrians by reducing the distance needed to cross Centennial Drive. The School Board has provided a contribution towards the improvement which is currently scheduled for construction as part of the 2012 Capital Roads Program.

# EXHIBIT: A

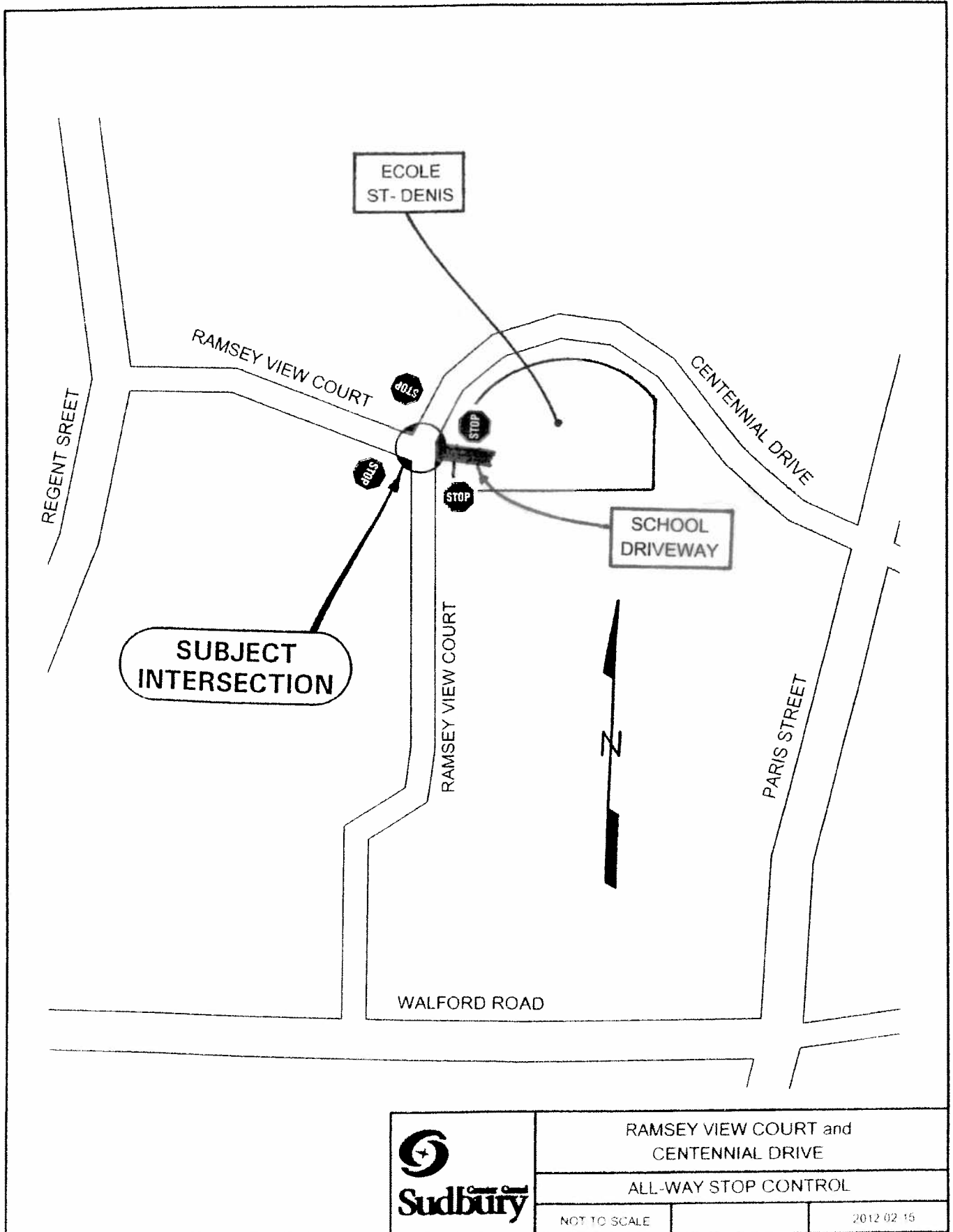


Exhibit A - Ramsey View Crt and Centennial Dr 1/1



# EXHIBIT: B

## CITY OF GREATER SUDBURY ALL-WAY STOP WARRANTS

Location:	Ramsey View Court at Centennial Drive	Date:	February 13, 2012
Date of TM Count:	February 2, 2012	Analyst:	JR
Type of Intersection:	Cross		
Roadway Type	Minor Collector		
AADT of Main Road:	3000		

### All-Way Stop Warrant Summary

Warrant #1	Minimum Vehicle Volume	100.0	%
Warrant #2	Collision History	8.3	%
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	371	100.0%
Veh + Pedestrian volume from side street is ≥	200/hr	140/hr	N/A	168	100.0%
Traffic Split	70/30	70/30	70/30	55 / 45	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	8.3%

**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 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.



## Request for Decision

### Traffic Control - (1) Foxborough Subdivision, Phase 4a, (2) Balfour Place Subdivision, Phases 3 and 5

Presented To:	Operations Committee
Presented:	Monday, Apr 16, 2012
Report Date	Wednesday, Apr 04, 2012
Type:	Managers' Reports

### Recommendation

That traffic at the intersection of Bluejay Way and Meadowgreen Drive/Applewood Court be controlled with a "yield" sign facing eastbound traffic on Applewood Court and westbound traffic on Meadowgreen Drive, and;

That traffic at both intersections of Pinellas Road and Adam Crescent be controlled with a "yield" sign facing northbound traffic on Adam Crescent, and;

That traffic at both intersections of Keith Avenue and Winnipeg Street be controlled with a "yield" sign facing southbound traffic on Winnipeg Street, 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 changes all in accordance with the report from the General Manager of Infrastructure Services dated April 4, 2012.

### Background

#### 1. Foxborough Subdivision, Phase 4a

Foxborough Subdivision, Phase 4a is currently being developed in Garson (**see Exhibit 'A'**). The City of Greater Sudbury will assume Bluejay Way, Meadowgreen Drive and Applewood Court as public roads.

Currently, Bluejay Way intersects with Applewood Court/Meadowgreen Drive and forms a "T" intersection. Bluejay Way will be extended further south in a future phase and will be the through street at a cross intersection. "Yield" signs are appropriate when sight lines are good and stopping is not always required. Therefore, it is recommended that traffic at this intersection be controlled with a "yield" sign facing eastbound traffic on Applewood Court and westbound traffic on Meadowgreen Drive.

#### 2. Balfour Place Subdivision, Phases 3 and 5

Phases 3 and 5 of Balfour Place Subdivision are currently being developed in Chelmsford (**see Exhibit**

#### Signed By

##### Report Prepared By

Dave Kivi  
Co-ordinator of Transportation & Traffic  
Engineering Services  
*Digitally Signed Apr 4, 12*

##### Division Review

David Shelsted, MBA, P.Eng.  
Director of Roads & Transportation  
Services  
*Digitally Signed Apr 4, 12*

##### Recommended by the Department

Greg Clausen, P.Eng.  
General Manager of Infrastructure  
Services  
*Digitally Signed Apr 4, 12*

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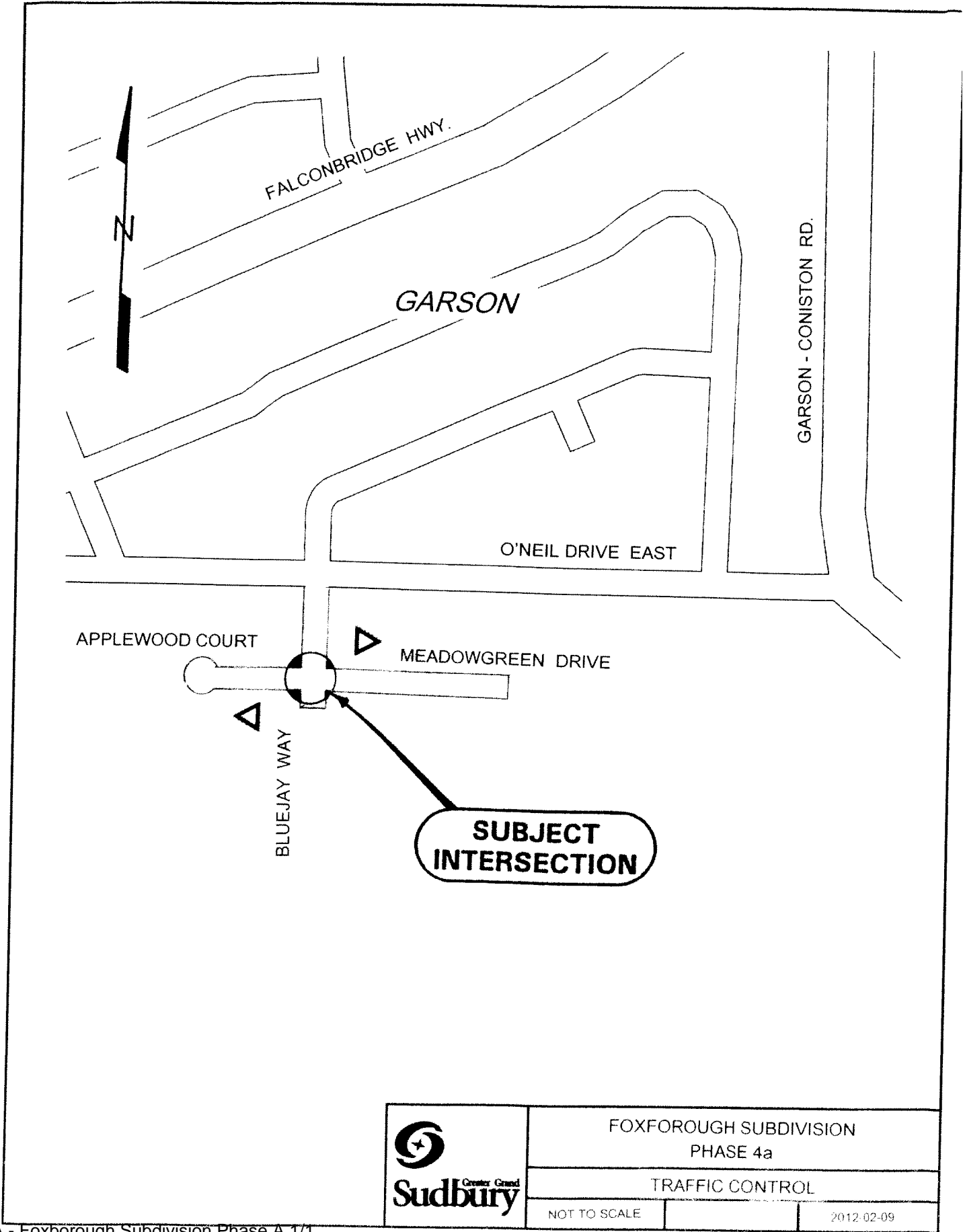
**'B')** The City of Greater Sudbury will assume Adam Crescent and Winnipeg Street as public roads.

As shown in Exhibit B, in Phase 3, Adam Crescent intersects twice with Pinellas Road and form "T" intersections at both ends. "Yield" signs are appropriate when sight lines are good and stopping is not always required. It is recommended that traffic be controlled with a "yield" sign at both intersections facing northbound traffic on Adam Crescent. This is a standard form of traffic control at a "T" intersection.

In Phase 5, Winnipeg Street intersects twice with Keith Avenue forming "T" intersections at both ends. As sight lines are good, it is recommended that traffic be controlled with a "yield" sign at both intersections facing southbound traffic on Winnipeg Street. This is a standard form of traffic control at a "T" intersection.

It is recommended that a by-law be passed to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the above recommended changes.

EXHIBIT: A



# EXHIBIT: B

