



Location:	Committee Room C-11
Commencement:	6:03 PM
Adjournment:	8:00 PM

## Minutes

**For the 1<sup>st</sup> Operations Committee Meeting held  
Monday, January 9, 2012**

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### Chair

BRIGITTE SOBUSH, DEPUTY CITY CLERK

### Councillors

Councillors Barbeau, Berthiaume, Caldarelli, Kett, Landry-Altmann

Councillors Cimino, Belli, Craig

### City Officials

Greg Clausen, General Manager of Infrastructure Services; Guido Mazza, Acting General Manager of Growth & Development; Roger Sauvé, Director of Transit & Fleet Services; David Shelsted, Acting Director of Roads & Transportation; Stephen Monet, Manager of Environmental Planning Initiatives; Dave Kivi, Co-ordinator of Transportation & Traffic Engineering Services; Darlene Barker, Manager of Compliance & Enforcement Services; Franca Bortolussi, Committee Secretary

### Declarations of Pecuniary Interest

None declared.

## **Appointment of Committee Chair and Vice-Chair**

1. Report dated December 5, 2011 was received from the Executive Director, Administrative Services/City Clerk regarding Appointment of Chair and Vice-Chair – Operations Committee.

Nominations were held for the position of Committee Chair.

#### NOMINATOR

#### NOMINEE

Councillor Kett

Councillor Barbeau

There being no further nominations, nominations were closed.

Nominations were held for the position of Committee Vice-Chair.

NOMINATOR

NOMINEE

Councillor Barbeau

Councillor Berthiaume

There being no further nominations, nominations were closed.

The following recommendation was presented:

OP2012-01 Landry-Altmann/Berthiaume: THAT Councillor Jacques Barbeau be appointed Chair and Councillor Claude Berthiaume be appointed Vice-Chair of the Operations Committee for the term ending December 31, 2012 or until such time as their successors are appointed.

**CARRIED**

**COUNCILLOR JACQUES BARBEAU, IN THE CHAIR**

**Community Delegations**

2. Naomi Grant, Chair, Coalition for a Liveable Sudbury, made an electronic presentation entitled '*Continuing to Improve Transit Services in Greater Sudbury*'. She stated that improving transit service is an ongoing goal of Sudbury Transit and part of the Healthy Community Strategy, Sustainable Mobility Plan and EarthCare Sudbury Location Action Plan. It is also consistent with the City's Official Plan and 2010 Audit of Greater Sudbury Transit Services – Conventional Transit. She indicated that following research and discussions with various groups, a number of priorities were identified. She outlined, in detail, the five priorities and concluded by listing the recommended follow-up actions.

**Presentations**

3. Report dated December 21, 2011 was received from the General Manager of Growth & Development regarding Idling Control in Greater Sudbury.

Stephen Monet, Manager of Environmental Planning Initiatives, made an electronic presentation regarding Idling Control in Greater Sudbury. He outlined, in detail, the negative effects of motor vehicle idling. He advised of the City's idling control initiatives with respect to fleets and transit. He also advised of the community outreach through the EarthCare Sudbury Program. He also provided information on Ontario Idling Control By-laws. He presented the two options outlined in the report and concluded with the recommendation.

The following recommendation was presented:

OP2012-02 Berthiaume/Landry-Altmann: WHEREAS Council of the City of Greater Sudbury has expressed concern about public nuisances and concern for the economic, social and environmental well-being of the municipality and the health, safety and well-being of its citizens;

AND WHEREAS motor vehicle idling results in the release of atmospheric pollutants and greenhouse gases that are harmful to the environment and to people's health;

THEREFORE BE IT RESOLVED THAT Council of the City of Greater Sudbury select Option 2 – preparation of a by-law to control motor vehicle idling, whose coming

into force will be preceded by an education campaign on the topic.

**CARRIED**

## **Consent Agenda**

The following recommendation was presented to adopt the items contained in the Consent Agenda:

OP2012-03 Berthiaume/Landry-Altmann: THAT Consent Agenda Item C-1 (Trans Cab Services to St. Gabriel Villa, Chelmsford) be received for information only.

**CARRIED**

## **Correspondence for Information Only**

- C-1 . Report dated December 23, 2011 was received from the General Manager of Infrastructure Services regarding Trans Cab Service to St. Gabriel Villa for information only.

At 7:22 p.m., Councillor Kett departed.

## **Managers' Reports**

- R-1 . Report dated December 23, 2011 was received from the General Manager of Infrastructure Services regarding Jeanne d'Arc Street Safety Concerns.

The following recommendation was presented:

OP2012-04 Barbeau/Landry-Altmann: THAT the current traffic control at the intersections of Jeanne d'Arc Street at Chateau Crescent/Leger Crescent, Jeanne d'Arc Street at Grandale Street, Jeanne d'Arc Street at Heritage Drive and Jeanne d'Arc Street at Lee Street, be maintained;

AND THAT the speed limits within the Dominion Parc subdivision remain 50 km/h.

**CARRIED**

At 7:26 p.m., Councillor Kett returned.

- R-2 . Report dated December 23, 2011 was received from the General Manager of Infrastructure Services regarding School Zone Speed Limit – Various Schools.

The following recommendation was presented:

OP2012-05 Landry-Altmann/Barbeau: THAT the speed limit on First Avenue, from Second Avenue to 100 metres south of Keen Street be reduced to 40 km/h due to the presence of Adamsdale Public School;

AND THAT the speed limit on O'Neil Drive West, from Imperial Drive to Rodney Street, be reduced to 40 km/h due to the presence of École St. Augustin;

AND THAT the speed limit on Wilfred Street, from Bancroft Drive to the south end of Wilfred Street and on Rita Street from Wilfred Street to the east end of Rita Street, be reduced to 40 km/h due to the presence of École St. Pierre;

AND THAT the speed limit on Centennial Drive, from Paris Street to Ramsey View Court, and on Ramsey View Court, from Centennial Drive to Walford Road, be reduced to 40 km/h due to the presence of École St. Denis;

AND THAT a by-law be passed by Council of the City of Greater Sudbury to amend Traffic and Parking By-Law 2010-1 of the City of Greater Sudbury to implement the recommended changes in accordance with the report from the General Manager of

Infrastructure Services dated December 23, 2011.

**CARRIED**

- R-3 . Report dated December 23, 2011 was received from the General Manager of Infrastructure Services regarding Traffic Control: 1) Trottier Avenue at Pilon Street; and 2) Anizette Street at Trottier Avenue.

The following recommendation was presented:

OP2012-06 Landry-Altmann/Barbeau: THAT traffic at the intersection of Trottier Avenue at Pilon Street be controlled with a stop sign facing southbound traffic on Trottier Avenue;

AND THAT traffic at the intersection of Anizette Street at Trottier Avenue be controlled with a stop sign facing southbound traffic on Anizette Street; AND THAT a by-law be passed by Council of the City of Greater Sudbury to amend Traffic and Parking By-law 2010-1 of the City of Greater Sudbury to implement the recommended changes in accordance with the report from the General Manager of Infrastructure Services dated December 23, 2011.

**CARRIED**

- R-4 . Report dated December 23, 2011 was received from the General Manager of Infrastructure Services regarding Additional Meters on Beech Street and Amendments to the Maximum Allowable Parking Time.

The following recommendation was presented:

OP2012-07 Barbeau/Landry-Altmann: WHEREAS the City of Greater Sudbury is committed to improve downtown parking services for its citizens;

THEREFORE BE IT RESOLVED THAT all on-street downtown parking meters be set at a 2-hour limit;

AND FURTHER THAT additional meters be installed on Beech Street.

**CARRIED**

- R-5 . Report dated December 23, 2011 was received from the General Manager of Infrastructure Services regarding All-Way Stop Control – Various Intersections.

The following recommendations were presented:

OP2012-08 Landry-Altmann-Barbeau: THAT the current traffic control at the intersections of Bouchard Street at Marcel Street, Lansing Avenue at Melbourne Street, Hawthorne Drive at Westmount Avenue, Madeleine Avenue at Main Street and Madeleine Avenue at Alexander Street be maintained.

**DEFEATED**

Landry-Altmann/Caldarelli: THAT the traffic at the intersections of Bouchard Street at Marcel Street, Lansing Avenue at Melbourne Street, Hawthorne Drive at Westmount Avenue, Madeleine Avenue at Main Street and Madeleine Avenue at Alexander Street be controlled by all-way stops for a period of one year from installation;

AND THAT a by-law be passed by Council of the City of Greater Sudbury to amend Traffic and Parking By-law 2010-1 of the City of Greater Sudbury to implement the recommended change in accordance with the report from the General Manager of Infrastructure Services dated December 23, 2011.

### Friendly Amendment

With the consent of the Mover, the following friendly amendment was made: 'for a period of one year from installation' changed to 'And that the controls be reviewed after a period of one year after installation':

### Main Motion as Amended

OP2012-09 Landry-Altmann/Caldarelli: THAT the traffic at the intersections of Bouchard Street at Marcel Street, Lansing Avenue at Melbourne Street, Hawthorne Drive at Westmount Avenue, Madeleine Avenue at Main Street and Madeleine Avenue at Alexander Street be controlled by all-way stops;

AND THAT the controls be reviewed after a period of one year after installation;

AND THAT a by-law be passed by Council of the City of Greater Sudbury to amend Traffic and Parking By-law 2010-1 of the City of Greater Sudbury to implement the recommended change in accordance with the report from the General Manager of Infrastructure Services dated December 23, 2011.

**CARRIED**

## **Addendum**

## **Civic Petitions**

### **NOTICES OF MOTION**

#### Howey Drive/Bellevue Avenue/Bancroft Drive Corridor

The following Notice of Motion was presented by Councillor Kett:

WHEREAS the volume of traffic on Howey Drive, Bellevue Avenue and Bancroft Drive corridor has reached levels that are inconsistent with the character of these roadways and the neighbourhoods they serve;

AND WHEREAS a considerable amount of through traffic that could and should be using the Kingsway instead uses the Howey, Bellevue, Bancroft corridor as there are no stop signs and only one stop light between the corner of Howey and Van Horne and Second Avenue a distance of several kilometers;

AND WHEREAS residents are finding it increasingly difficult to access these roadways by vehicle and to cross as pedestrians due to the volume of traffic and the often excessive vehicle speeds;

AND WHEREAS there are a number of recreational and public facilities adjacent to these roadways (tennis and basketball courts, baseball fields, a skateboard park, arena, schools, churches, community centres, two lakes, offices and shopping areas) with significant pedestrian used particularly by seniors and youth;

AND WHEREAS a significant portion of these roadways are hilly and winding with a recognized unique character worthy of preservation. As well these roadways incorporate bike lanes that are quite popular;

AND WHEREAS a portion of Bancroft Drive (from the Kingsway to the Skateboard Park) is

designated as 40 km per hour and several curves on this and the other roadways are specifically marked with reduced speed signs;

THEREFORE BE IT RESOLVED that the Staff of the Greater City of Sudbury be directed to review the traffic patterns on this traffic corridor, giving consideration to the comments from the citizens of that area, and provide a report to the Operations Committee at a future meeting.

The Committee directed staff to prepare a report as set out in the above motion.

Adjournment

OP2012-10 Berthiaume/Landry-Altmann: THAT this meeting does now adjourn. Time: 8:00 p.m.

**CARRIED**

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Jacques Barbeau, Chair

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Brigitte Sobush, Deputy City Clerk