

Presentations and Delegations

Request for Recommendation Priorities Committee



Type of Decision

Meeting Date	June 15, 2005				Report Date	May 25, 2005			
Recommendation		Yes	<input checked="" type="checkbox"/>	No	Priority		High		Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed

Report Title

3-1-1 Service for the City of Greater Sudbury

Policy Implications + Budget Impact

This report and recommendation(s) have

Background attached

Recommendation

Recommendation attached

Recommended by the Department Head

C Matheson

Catherine Matheson
General Manager of Community Development

Recommended by the C.A.O.

M. Mioto

Mark Mioto
Chief Administrative Officer

Date: June 15, 2005

Report Authored By

Marg Hardie
Manager of South Citizen Service Centres, Call
Centre and Neighbourhood Libraries

Division Review**BACKGROUND**

In the fall of 2003 a group of municipalities (Calgary, Toronto, Halifax, Halton, Gatineau and Montreal) filed an application with the Canadian Radio Television and Telecommunications Commission requesting the right to use 3-1-1 for non-emergency municipal government services. It was approved in November 2004, at which time staff began to investigate the value of a 3-1-1 service for the City of Greater Sudbury.

3-1-1 can be used by citizens to contact any municipal service including non-emergency police and fire services. Instead of calling 671-CITY or any of the other municipal phone numbers, a citizen would only have to dial 3-1-1. This number is easy to remember and would replace some of the separate telephone lines that the city still uses.

The 3-1-1 service could permit citizens to easily report dangerous road conditions, traffic and street light outages, water main breaks, blocked and/or broken sewer mains, stray animals, abandoned vehicles and noise complaints. Further, citizens could make inquiries regarding garbage and recycling, water quality and safety, public transit schedules, development of building permits, property tax bills, parking tickets and recreation facility schedules.

Currently, the City of Greater Sudbury has several different numbers that a citizen must use in order to receive or report information and in order to get the services outlined above. All of these phone lines handle a significant call volume on a daily basis.

Service	Average Daily Calls
Pioneer Manor	250
Public Works Dispatchers	125
Transit Information Line	250
Ontario Works	335
Municipal Call Centre	1,642
Total	2,602

Date: June 15, 2005

Prior to installation Bell recommends a 3-1-1 readiness study to determine impacts and changes that will be required to gain the full benefits of a 3-1-1 service. This study would focus on People, Processes, and Technology and would cost approximately \$25,000.00. The findings of this report may indicate a need for other technology/services, the cost of which would need to be determined, and be in addition to costs listed here.

There are several cost components to implementing and operating a 3-1-1 service:

- ☐ a one time installation fee of \$2,500;
- ☐ an annual charge of \$4,800; and
- ☐ an annual estimated cost of \$635 - \$3,500 depending on routing choices made on exchanges shared with other municipalities¹.

There are also indirect costs associated with implementing a 3-1-1 system. Decisions will need to be made regarding routing calls to existing work locations e.g. the Transit Office and Operations located at Frobisher Street, or moving some staff to a central location. An advertising campaign to educate citizens about a 3-1-1 service would also have to be developed and costed.

A 3-1-1 telephone service will provide citizens greater convenience by eliminating many individual telephone numbers and providing either a first contact answer or a seamless transfer to whichever department or service provider has information for the caller. A consolidation of telephone services would enable improved effectiveness and accountability.

OTHER CONSIDERATIONS

The Greater Sudbury Police department has an automated telephone service for non-emergency calls which averages 1,620 calls per day. Citizens call for a variety of information, or to register a complaint. Requests include such things as information about accidents reported, how to obtain traffic reports, record checks, arrest inquiries, firearm inquiries, by-law, landlord and tenant information, civil matter information, outside police agencies and/or lawyers calling to speak to prisoners, hiring processes, court information, and fingerprint information. Complaints include late reports regarding Break and Enter, shoplifters, traffic accidents, lost property/found property, and stolen vehicles after the fact. There have been times that a priority call has come by way of the non-emergency police switchboard. The 3-1-1 service could replace this number as well as those listed above. Currently citizens call 9-1-1 for non-emergencies because they don't know of another number.

There is also interest in developing a Seniors' Information line which seniors could access at any time for any kind of information. 3-1-1 may prove to be a useful tool for this concept and could be included in the People, Processes, and Technology study mentioned earlier.

1

This figure is based on an estimate of 1.3 calls per year that would come from an exchange that is shared with another municipality. Telephone exchanges do not map to municipal borders. These calls are serviced using the "311 Enhanced Routing" feature. The wide dollar range is related to available choices on routing on these exchanges. There is no charge for the majority of 3-1-1 calls since most are made from phones that form part of an exchange that is totally within Greater Sudbury.

Request for Recommendation Priorities Committee



Type of Decision

Meeting Date	June 15, 2005				Report Date	May 26, 2005			
Recommendation		Yes		No	Priority		High		Low
	Direction Only				Type of Meeting		Open		Closed

Report Title

Adanac Park

Policy Implications + Budget Impact

X

This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified

Background attached

Recommendation

That Council adopt **Option 1** as the preferred model for Adanac Park.

OR

That Council adopt **Option 2** as the preferred model for Adanac Park; and

That a reallocation of capital funds be made to the Adanac Project as follows:

\$275,000 from the Approved Capital Budget for the Adanac Dozer,
\$56,748 from the Approved Capital Budget for Lift, Grip Replacement,
\$46,939 from the Approved Capital Budget for the Adanac Ski Hill Safety Review; and

That the operating expenses be dealt with during the 2006 budget process.

X

Recommendation attached

Recommended by the Department Head

C Matheson

Catherine Matheson
General Manager, Community Development

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

Report Prepared By



Chris Gore
Manager, Community Development and Volunteerism

Division Review

OR

That Council adopt **Option 3** as the preferred model for Adanac Park; and

That the City maintain the capital assets associated with Adanac Ski Hill; and

That an expression of interest for public private partnership be issued;

OR

That Council adopt **Option 4** as the preferred model for Adanac Park; and

That a reallocation of capital funds be made to the Adanac Project as follows:

\$275,000 from the Approved Capital Budget for the Adanac Dozer,
\$56,748 from the Approved Capital Budget for Lift, Grip Replacement,
\$46,939 from the Approved Capital Budget for the Adanac Ski Hill Safety Review,
\$131,400 from the projected Insurance Proceeds for Adanac Chalet and
\$50,108 from the Adanac Ski Chalet Reserve upon the reconstruction of the ski chalet; and

That the operating expenses be dealt with during the 2006 budget process.

Executive Summary

"The importance of winter recreation in northern climates cannot be overstated—the need to provide recreation opportunities in a winter environment may arguably be the most important service provided on a sustained basis as it provides relief from the potential drabness of winter and day to day pressures and provides a strong impetus for personal and community well being." (City of Greater Sudbury Parks, Open Space and Leisure Master Plan)

Sudbury is a 'Winter City' and the Adanac site has been providing residents of the City of Greater Sudbury with skiing for over 30 years and most recently has offered general winter activities for all. Overall the city offers a variety of winter experiences which enable citizens the opportunity to experience the varied natural environment. By example, skating on the ice of outdoor rinks and Ramsey Lake, cross-country ski and snowshoe trails and downhill ski and snowboard.

Date: June 15, 2005

Adanac Background

Adanac has been providing skiers in the City of Greater Sudbury with skiing opportunities since the early 1970's. The ski hill was established to provide convenient and affordable downhill skiing opportunities for local residents. Its central location and north facing slope make the site off Beatrice Crescent a unique opportunity. The Adanac Ski Hill sits on a parcel of land slightly over 200 hectares in size which the CGS leases from the Nickel District Conservation Authority (NDCA). There continues to be strong support from the NDCA for the operation of the ski hill and the development of this parcel of land for recreational use. The infrastructure at the ski hill is owned by the City but has been operated in a variety of manners in the 30-plus years that it has been in existence.

In 1984 an Advisory Committee was formed to recommend program directions, budget priorities and long range planning. This committee was comprised of key ski hill users including the Adanac Laurentian Ski Club, Ethier Sport, Sudbury Board of Education and community users. The Advisory Committee utilized their energy and experience to advocate improvements to the existing chalet, snowmaking capability and the creation of an appropriate beginner slope and the increase of the skiable terrain at the hill. The Advisory Committee recognized the fact that the Adanac site held other opportunities for year round activity which would complement the existing winter activity.

Operational Factors

In 1994 a used double chairlift was purchased for the site to replace the existing surface lift (T-bar) and to extend the height of the ski hill to approximately 240 vertical feet. This provided users access to more skiable terrain and presented the opportunity to develop new ski trails. Over the next two years the chair lift was engineered, installed and brought into operation by the City of Sudbury at an approximate cost of \$500,000. Much of this expenditure was invested in the stationary structures to support the lift (foundations and towers) which were installed new in 1995 and to reinforce the lift's chairs and grips which were purchased used.

In order to address operational and management challenges at the ski hill a private/public partnership was established with a local business from 1996-1999. Under the terms of this agreement the City of Sudbury retained ownership and maintenance of the assets at the hill while the business owner assumed the responsibility of operating the facility during the winter season. When the business terminated its ski hill operating contract with the City, as a result of business decisions, the City resumed operation of the ski hill.

During the 1999/2000 ski season the facility was supported by an operating understanding between City management and union representatives under the Continuous Improvement Program then in place between the City of Sudbury and Union Locals. The model did help to reduce the operating net cost of the facility to approximately \$64,000 from a previous average of \$95,500 for the two years (1994/95) prior to the establishment of the previously mentioned private/public partnership. A local business person operated the ski and snowboard rentals and also managed the ski lesson program with the school boards and the general public. The CGS received a portion of the rental fees and lesson fees from the business.

Pre 2003 Closure

Towards the end of the 2003 ski season new regulations from the Technical Safety Standards Association (TSSA) required that an inspection be carried out on all lifts equipped with counter weights, such as Adanac. Due to the late time in the season and the difficulty with performing this inspection at

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Adanac during the winter, the hill was closed for the season as were some other hills within the province. During budget deliberations for the following year it was decided that the ski lift was too costly to repair and the facility was closed.

Post 2003 Closure

The Adanac Ski Hill Citizens' Working Group was created by Council shortly after the ski hill was closed. The committee was organized into two groups, the Short-term and Long-term Working Groups. The Short-term Group was tasked with establishing immediate uses for the Adanac site. The Adanac Winter Experience was quickly developed and throughout the month of February for the past two years kept people visiting the Adanac site for outdoor winter activity.

In June 2004 Council issued an RFP for the purpose of analyzing the community priorities for Adanac Park, to review resources and opportunities and to recommend an implementation and operating strategy for the facility. In January 2005 the "Adanac Park Master Plan and Business Plan Draft Report" prepared by Monteith and Brown Planning Consultants and DR Matthews and Associates was released in draft form and presented to the public for comment/feedback. The report recommended the redevelopment of the Adanac site as a multi-season park over two phases. The Adanac Ski Hill Working Group reviewed the draft Master Plan for Adanac to determine appropriate recommendations to City Council. They recommended a two phased approach for full ski hill and park operation.

Congruence in Reports - Working Committee and Consultant

- The existing lift can be repaired or replaced.
- A conveyor lift servicing a beginner hill is a required feature for a ski hill.
- Efficient snow making equipment is critical to ensure that the ski hill opens before the Christmas Break and continues to the end of the March Break.
- The Adanac Park setting presents an excellent opportunity to develop a multi-season recreational area that can support a variety of activities including trail use, mountain biking, soccer and skateboarding in addition to winter activities like downhill skiing, snow boarding, snow shoeing , sliding and skating.
- A multi-purpose chalet to serve activities in all seasons is an essential component of the plan.
- In order to be successful a ski operation should retain all of its revenue sources including lessons, lift passes, equipment rentals and concessions.
- Adanac can be operated more efficiently and in order to do so appropriately, experienced management is required to promote, market and operate the ski hill in the most efficient and effective manner.
- There is significant community support for the ski hill as provided by an Oracle poll survey in 2003 that indicated approximately 70% of those surveyed thought the hill should reopen.
- School boards would play a significant role in weekday use of the ski hill as they have in the past.
- Skiing is an affordable recreational activity.
- The reopening of Adanac Ski hill augments business at other local ski areas.

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- Fill is required to adjust some of the slopes at the Adanac Ski Hill but this can be done over time in gradual steps as the material becomes available.
- The tubing area proposed is a good potential addition to the facility but should not be put in such a place as to compromise the existing skiable/boardable terrain on the hill.
- Average revenue per visit for full ski hill is \$21.70 (lift, rental, concession, lesson)

Non-Congruency between Consultant, Working Group and Internal Review

While there are many areas and issues surrounding the ski hill that are agreed upon there are also areas where opinions differ. The table below illustrates some of the more key issues that vary.

Issue	Consultant	Working Group	Internal Review
Number of annual operating days	111	102	92
Number of skier visits	20,000	15,000	12,000
Number of tubing visits	10,000	N/A	6,500
Location of beginner hill	West of the main hill adjacent to tubing area	East of main hill	East of main hill
Revenue / tube visit	\$13		\$11

Considerations

Net Operating Cost

Recreational facilities in the CGS operate at a net cost to the citizen. The cost per visit is comparable across all facilities.

School Board Use

The CGS does have a Joint Use Facility Agreement with the four school boards in the community which supports school use of city facilities (playing fields and non-prime time ice) and community use of school facilities (field use and access to school gyms). There are facilities which fall outside of this agreement as a result of their specific nature. The ski hill is in this category and while it is heavily used by school boards there is a fee paid for this service. The CGS has always enjoyed a mutually beneficial relationship with community school boards regarding the use of the ski hill and have been assured that this will continue. The ski hill visits are not generally paid by the school boards but rather from fund raising activities from the schools and their school councils.

Capital Expenditure Needs

While the capital funds in place currently for the Adanac Ski Hill will address the short-term capital needs of the hill at this time there will be future capital funding requirements for the continued operation of the ski hill. As with any other facility capital maintenance funds and equipment replacement will be required to sustain the operation. As an example the groomer at Adanac will require replacement at some time in the next few years and it is an integral component of the operation whether it be a beginner hill/terrain park operation with a tube park or a full service ski hill.

Insurance Issues

A number of municipalities in Ontario operate ski hills as components of their recreational facility provision to their residents. Facilities are guided by policies, by-laws and regulations as to how they are operated, insured and managed. These regulations and policies will have some effect on the number of staff on site at the facility and on the level and nature of the insurance coverage in place for the operation. Privately run facilities may operate differently and while they still have to comply with the applicable provincial regulations (TSSA and Employment Standards, etc.) their owners often assume a different level of responsibility from a liability perspective.

The City of Greater Sudbury holds a blanket insurance policy which covers the liability issues surrounding all the facilities owned by the CGS and the services which the CGS delivers at these sites. Private operators delivering services at CGS sites (arenas, pools, etc.) carry their own insurance for their programs. The insurance premium paid is a function of a combination of all the facilities owned and operated by the CGS and the knowledge that the CGS will operate and maintain all these facilities in a responsible manner regarding the safety of all users.

While it is difficult to place a specific price tag on the cost of insurance for Adanac if the CGS sold all its ski hills (Adanac, Lively and Capreol) the annual premium would drop by \$15,000 - 20,000. A private operator might pay premiums of \$40,000 per year with a \$10, 000 deductible as suggested by DR Matthews in the Adanac Master Plan. The City carries a deductible of \$50,000 dollars for this policy. A certain level of risk is assumed by owning or operating any piece of equipment or facility be it a playground structure or a ski hill.

Number of Ski Days

Changing weather patterns have forced most successful ski hills to turn to snow making in order to ensure their facilities are ready to operate at the critical times during the season. While there has been much discussion on the number of ski days in Sudbury it is anticipated that 92 days is a reasonable number.

Projected Capital Works Timeline

In order to have the existing chair lift operational for the 2005/06 season as in options 2 and 3, lift assessment and repairs would have to commence in July/August 2005. In order to have the new chalet in place for the 2005/06 season planning for construction would have to start in July 2005.

Adanac Capital Expenditure Options

The following 4 options are presented for consideration. Each option is accompanied by the capital expenditures required to achieve its goals (Appendix A). Projected one year operational budgets are also provided to assist Council (Appendix B).

OPTION 1 - STATUS QUO

This option would see the ski hill remain closed as it currently is. A minimum of dollars would be spent on preserving the buildings currently on the site. Consideration would need to be given to disposal of the assets located at the site to avoid danger to visitors to the area and to minimize vandalism opportunities in the future.

OPTION 2 - SKI HILL CITY OPERATED

This option would see the existing chairlift at Adanac repaired and improvements undertaken at the site to prepare for operation during the 2005/2006 ski season. The terrain would need to be adjusted to improve slope conditions for skiing and snowboarding. Improvements to the site would include enhanced snowmaking and the installation of a terrain park. The toboggan hill would be cleared of stumps in preparation for a potential future tubing site. Portable buildings would be arranged for the first year of operation. The Adanac Ski Hill Working Group has committed to raise funds to match the City's contribution (\$370,000) in order to achieve additional features such as a beginner ski hill. The ski hill would be managed by city staff with the working group functioning in an advisory capacity.

OPTION 3 - SKI HILL PRIVATELY OPERATED

This option would see the existing chair lift repaired and improvements made to the snowmaking system and parking area in preparation for operation. An active search would be conducted for a private partner to operate the ski hill while the city would retain ownership of the ski hill. Ski hill operation including grooming, lift operation, rentals and lessons would be the responsibility of the operator. Negotiations would be undertaken with the operator to determine specific operating and capital arrangements regarding hours of operation, user fee rates and the assurance of appropriate operating standards for the ski hill. Portable buildings would be installed at the site to compliment the existing portable and house ski rental, concession, ski school and a seating area.

OPTION 4 - ADANAC PARK

This option considers a conveyor lift installed on the main slope of the Adanac Ski Hill to accommodate a tubing facility and beginner ski terrain and snowboard areas. Tubing and rental ski equipment would be required. A new multi purpose chalet would be constructed on the site to serve as a year round activity site. Plans would be implemented to see mountain biking, skateboarding and other activities provide a year round activity centre. The Adanac Winter Experience would continue to be offered at the site. It is expected that the realization of these goals can be enhanced through donation of time and in kind services from the public/private sector. The tubing area and beginner ski/snowboard area and terrain park would be operated and maintained by the City of Greater Sudbury.

Appendix A

Adanac Ski Hill Capital Expenditures by Option

EXPENDITURES	Status Quo Option 1	Ski Hill City Operation Option 2	Ski Hill Private Operation Option 3	Adanac Park Option 4
Repair existing lift		200,000		
Conveyor lift				105,480
Snow making		30,000		15,000
Fill, seeding		15,000		15,000
Parking				10,000
Chalet				250,000*
Rentals facility		5,000		
Groomer repairs		5,000		5,000
Terrain park		5,000		5,000
Rental equipment and tools		23,000		25,000
Signage		2,000		2,000
Tubing air bag				2,400
Tubes				22,000
Tube mats				3,550
Chalet equipment and fixtures		20,000		40,000
Portable buildings		30,000		
PST		15,440		15,074
Contingency		19,500		25,000
TOTAL CAPITAL REQUIREMENTS		\$369,940		\$540,504
CAPITAL AVAILABLE		\$370,000	Unknown	\$540,000

*Pending HRDC grant to assist with chalet construction

Appendix B

Adanac Ski Hill Options - 1 Year Operational

REVENUES	Status Quo Option 1	Ski Hill City Operated Option 2	Ski Hill Privately Operated** Option 3	Adanac Park Option 4
Lift ticket sales/concession/rentals/ lessons		260,400		135,000
Signage revenue on seats/towers/tubes		11,000		6,000
Wage subsidies		30,000		30,000
TOTAL REVENUES		301,400		171,000
OPERATING				
Wages		143,000		62,000
Marketing		20,000		10,000
Plant Overhead and Utilities		120,000		50,000
Insurance - contents		2,000		2,000
Food Service		27,000		15,000
Maintenance	15,000	50,000		20,000
Contingency		25,000		
TOTAL EXPENDITURES	15,000	387,000		159,000
NET COST	(\$15,000)	(\$85,600)*	Unknown	\$12,000

*Best case scenario would see a net cost for the ski hill operation of \$60,600.

**Dependent on the outcome of the Expression of Interest for the Private/Public Partnership.

Request for Recommendation Priorities Committee



Type of Decision

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Recommendation	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only		<input type="checkbox"/>		Type of Meeting	<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Report Title

Citizens on Patrol Pilot Project

Policy Implications + Budget Impact

This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified

Funding for the Citizens on Patrol pilot project will be accessed through the Community Improvement Funds.

☒ Background attached

Recommendation

Whereas Citizens on Patrol is a community based, volunteer driven program in which citizens patrol their community and act as the "eyes and ears" of police services with the focus of reporting suspicious activity; and

Whereas the Nickel Centre Citizens' Police Advisory Committee (CPAC) requested the assistance of Greater Sudbury Police Services to lead the implementation process; and

Whereas Nickel Centre and Capreol have active volunteers that will contribute towards the success of the pilot project,

Recommendation attached

Recommended by the General Manager

Catherine Matheson
General Manager
Community Development

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

Date: June 15, 2005

Report Authored By



Cindy Dent
Community Development Officer

Division Review

Therefore, let it be resolved that the Greater Sudbury City Council support the implementation of the Citizens on Patrol program for a one year pilot period in Nickel Centre and Capreol, after which the success of the program will be evaluated and reported to Council.

Background

The Citizens on Patrol (COP) program has been successfully implemented in Canadian municipalities throughout the last ten years. It is a community based, volunteer driven program that is not intended to replace regular police or licensed security patrol services.

Volunteers in the program are screened and trained by the police department. Training includes a thorough orientation, including: crime prevention techniques, police communication protocols, and observation and note-taking skills. During a three-hour shift, Citizen on Patrol volunteers are responsible for being the extra “eyes and ears” of the local police force, conducting focussed drive-bys while looking for and reporting suspicious behaviours and property conditions.

The COP program has produced results. The most noted successes of the program include: finding stolen cars, reporting suspicious people and circumstances, reducing vandalism, identifying liquor and drug offenders, crime prevention, and helping community members “make a difference” and reduce crime. The outcomes of the Citizen on Patrol program are reflected by the dedication of concerned citizens who give their time to assist in the fight against crime in their community.

Greater Sudbury Citizens on Patrol Pilot Project

At the January 26, 2005 Priorities Committee meeting, the Nickel Centre Citizens’ Police Advisory Committee (CPAC) made a verbal presentation about the possibility of implementing the Citizens on Patrol Program. They followed their presentation by requesting the assistance of the City of Greater Sudbury Police Services to assume a leadership role in the implementation of the project.

Subsequent to the Priorities Committee meeting, a working group was established and includes a police services representative, members of the Citizens’ Police Advisory Committee, a City liaison, and other interested citizens from Nickel Centre and Capreol. The merits of the COP program have been discussed extensively by the working group and all parties are willing to make a concerted effort to see the project materialize.

The Citizens on Patrol Working Group are proposing that a pilot study be considered for implementation in Nickel Centre and Capreol with a September 2005 start. These targeted areas of the City were chosen as pilot sites because of the current involvement of the communities in curbing crime. In addition, both locations have police satellite offices and a dedicated volunteer base that will ease the recruitment of volunteers.

Although September is an ambitious goal, the Working Group has dedicated many hours to solidify their implementation plans. Volunteer manuals have been prepared, a budget has been drafted, and funding is being pursued. Further, measurement methods to gauge the success of the pilot project and liability issues are being reviewed. The Working Group has the support of many other communities, like Elliot Lake and Barrie, who have programs in place.

Request for Recommendation Priorities Committee



Type of Decision

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	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed	

Report Title

Proposed Traffic Signals, Lasalle Boulevard at Ecole Secondaire MacDonald-Cartier

Policy Implications + Budget Impact

This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified

☒ Background attached

Recommendation

THAT traffic signals be installed at the intersection of Crescent Park Road and Lasalle Boulevard as part of the proposed 2006 Capital Roads Program, in accordance with the report from the General Manager of Infrastructure and Emergency Services dated June 8th, 2005.

Recommendation attached

Recommended by the Department Head

Alan Stephen
General Manager of Infrastructure and Emergency Services

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

Date: June 8th, 2005

Report Authored By

Nathalie Mihelchic, P. Eng.
Manager of Transportation Engineering Services

Division Review

R.G. (Greg) Clausen, P. Eng.
City EngineerBackground:

The City of Greater Sudbury's Transportation Engineering Services Section has received a request from the "Conseil Scolaire du District du Grand Nord de L'Ontario" (School Board) to have traffic signals installed at the entrance to Ecole Secondaire MacDonald-Cartier (ESMC) on Lasalle Boulevard. A copy of their letter is attached as **Exhibit 'A'**. Further, the School Board is offering to contribute \$50,000 towards the cost of the installation of the traffic signals which is estimated at \$100,000.

Ecole Secondaire MacDonald-Cartier Driveway

ESMC's main private entrance is located approximately 430 metres west of Notre Dame Avenue as shown on **Exhibit 'B'**, attached. The school officials are concerned for the safety of motorists entering and / or exiting the school's main entrance.

Lasalle Boulevard is a primary arterial roadway with an annual average daily traffic (AADT) volume of 16,500 in this area. It is constructed to urban standards with a four lane cross-section. The posted speed limit on Lasalle Boulevard is 50 km/h which changes to 60 km/h approximately 90 metres west of ESMC's entrance.

City staff conducted a seven hour turning movement count at the entrance to ESMC. The data was applied to the Provincial warrants for the installation of traffic signals which are based on traffic volumes including pedestrian volumes and collision experience. The results indicate that traffic volumes are only 26 percent of the minimum required to warrant the installation of traffic signals.

The collision history from 2001 to 2003 inclusive, indicates that there have been only three reported collisions at this intersection which may have been preventable with the installation of traffic signals. The warrants indicate that traffic signals may be justified when five or more collisions of types preventable by traffic signals have occurred per year over a three year period. The collision history does not support the warrants for traffic signals.

The future Maley Drive extension will require the installation of new traffic signals approximately 170 metres west of the entrance to ESMC where the Maley Drive Extension will connect to Lasalle Boulevard. Therefore, traffic signals, if installed at the driveway to ESMC would only be temporary and should be removed at a later date.

Crescent Park Road- Public Information Session

A public information meeting was held with area residents by the two Ward Councillors and City staff, in January 2005. The residents also expressed the desire for traffic signals at Crescent Park Road. Motorists often have difficulty during peak traffic periods, turning into and out of Crescent Park Road and the adjacent streets in the area, Lorraine Street, O'Grady Street and Gordon Avenue. These streets are often blocked by the queue of vehicles stopped for the traffic signals at the Lasalle Boulevard / Notre Dame Avenue intersection.

Date: June 8th, 2005

Crescent Park Road is located 150 metres east of the entrance to ESMC. and 280 metres west of the intersection of Lasalle Blvd and Notre Dame Avenue. Crescent Park Road, Lorraine Street, O'Grady Street and Gordon Avenue are residential streets which exit onto Lasalle Boulevard. Traffic is controlled at each intersection with stop signs facing traffic on the side streets. A pedestrian crosswalk with refuge island presently exists at the intersection of Crescent Park Road and Lasalle Boulevard.

As a result of the requests, staff also conducted turning movement counts on Lasalle Boulevard at Crescent Park Road, as well as at Lorraine Street, Gordon Avenue and O'Grady Street. The volumes were applied against the Provincial warrants for traffic signals. Individually, no intersection alone meets the warrants for traffic signals.

Staff investigated the option of closing off the access to Lorraine Street, O'Grady Street individually, and Gordon Avenue from Lasalle Boulevard and combining the streets to meet at Crescent Park Road to form a new cross intersection (see **Exhibit 'C'**). Included in this option, it is recommended that access to ESMC from Lasalle Boulevard be limited to a right-in / right-out only, and that access off Crescent Park Road become the main entrance to the school. This entrance is currently used primarily by school buses. Staff have met with the Superintendent of the School Board who is agreeable to this option / recommendation.

The chart below depicts the collision history for all the intersections. The combined collisions from all five entrances meet the warrant for collisions susceptible to correction by traffic signals. This warrant justification combined with the traffic volumes satisfies the warrant for the installation of traffic signals for the proposed new cross intersection.

Collision Data	2001	2002	2003
Lasalle at Crescent Park Road	1	1	3
Lasalle at Gordon Avenue	0	1	1
Lasalle at O'Grady Street	3	2	4
Lasalle at Lorraine Street	0	1	0
Lasalle at entrance to ESMC	3	0	0
Total	7	5	8

Proposed Lasalle Boulevard Road Improvements

Lasalle Boulevard from Notre Dame Avenue, west to the entrance to ESMC is proposed to be widened to five lanes as part of the 2006 Capital Roads budget. The work will include installing a centre left-turn lane along the entire section which will facilitate turning movements both into and out of residences and side streets by providing a refuge to the turning vehicles.

In conjunction with the road widening, City staff is recommending that O'Grady Street and Gordon Avenue be closed and that Lorraine Street be realigned. The initial estimate for this work is over \$500,000, plus property acquisition. This work will be recommended to Council as part of the 2006 Capital Roads Program.

City staff recommends that if Council approves the School Board's request for Traffic Signals at the entrance to ESMC, that all costs be the School Board's.

Date: June 8th, 2005

This information has been discussed with the School Board. The School Board is requesting that traffic signals be installed at the entrance to ESMC this year and wishes to make a presentation to the Priorities Committee.

Recommendation

It is recommended that traffic signals at Crescent Park Road be installed as part of the proposed 2006 road widening project on Lasalle Boulevard from Notre Dame Avenue to the entrance to Ecole Secondaire MacDonald Cartier in 2006.



CONSEIL SCOLAIRE DU DISTRICT DU GRAND NORD DE L'ONTARIO

Aurèle Tellier
Président
Poste 210

Louise d'Amour
Directrice de
l'éducation
poste 201

le 15 avril 2005

Madame Nathalie Mihelchic
Coordonnatrice des services de génie des transports
Ville du Grand Sudbury
Services de la circulation et des transports
Place Tom Davies, 3^e étage
200, rue Brady, C.P. 5000
Succursale A
Sudbury ON P3A 5P3

Madame,

En ma qualité de président du Conseil scolaire du district du Grand Nord de l'Ontario, je vous fais parvenir la présente lettre au nom du Conseil afin de confirmer par écrit le besoin bien défini des feux de circulation devant l'École secondaire Macdonald-Cartier située à l'adresse suivante : 37, boulevard Lasalle Ouest, Sudbury (Ontario) P3P 1V2.

En guise d'appui à la requête transmise à la ville par le conseil d'école (ESMC) il y a environ un an, la présente lettre constitue une demande formelle de la part du Conseil scolaire du district du Grand Nord de l'Ontario visant à faire installer des feux de circulation devant l'École secondaire Macdonald-Cartier, demande qui est destinée au *Comité des priorités* de la Ville du Grand Sudbury.

Par ailleurs, le Conseil demanderait au comité susmentionné de bien vouloir donner l'occasion à Monsieur Roch Gallien, surintendant de l'éducation du CSDGNO, de faire une présentation auprès des membres du comité en ce qui touche cette requête.

Je profite de cette occasion pour souligner que le Conseil est prêt à contribuer une somme d'argent pouvant s'élever à un maximum de 50 000 \$ et ayant pour but de réduire les frais découlant de l'installation des feux de circulation à l'entrée de l'É. s. Macdonald-Cartier.

Il va sans dire que la sécurité des élèves ainsi que celle des membres du grand public nous tiennent à cœur et je suis convaincu que la Ville du Grand Sudbury vise à appuyer toute mesure qui saura assurer le bien-être de la clientèle qu'elle dessert.

Dans l'attente d'une réponse favorable, je vous prie d'agréer, Madame, l'expression de mes salutations distinguées.

Aurèle Tellier
président du CSDGNO

c.c. : Membres du comité exécutif
Conseillères et conseillers scolaires
Madame Rolande Pilon, directrice, É. s. Macdonald-Cartier
Présidence, conseil d'école, É.s. Macdonald-Cartier

www.gno.edu.on.ca

296, rue Van Horne, Sudbury ON P3B 1H9
Tél.: (705) 671-1533 • 1-800-465-5993 • Téléc.: (705) 671-1720



CONSEIL SCOLAIRE DU DISTRICT
DU GRAND NORD DE L'ONTARIO

April 15, 2005

TRANSLATION

Aurèle Tellier
Président
Poste 210

Nathalie Mihelchic
Coordinator of Transportation Engineering Services
City of Greater Sudbury
Traffic and Transportation Section
Tom Davies Square, 3rd Floor
200 Brady Street, P.O. Box 5000
Station A
Sudbury ON P3A 5P3

Louise d'Amour
Directrice de
l'éducation
poste 201

Dear Mrs. Mihelchic:

As Chair of Conseil scolaire du district du Grand Nord de l'Ontario (CSDGNO), I am forwarding this letter to you on behalf of the Board to confirm in writing the need for traffic control signals at the entrance to École secondaire Macdonald-Cartier (ESMC) located at 37 Lasalle Boulevard West, Sudbury, Ontario P3P 1V2.

This letter is an official request from the Board to the *Priorities Committee* of the City of Greater Sudbury, in support of the ESMC school council submitted to the City almost one year ago, to have traffic control signals installed at the entrance to the high school.

The Board would also ask that Superintendent Roch Gallien be given the opportunity to make a presentation to the committee about this request.

Futhermore, Conseil scolaire du district du Grand Nord de l'Ontario is willing to contribute up to a maximum of \$50,000 towards the cost of the traffic control signal installation at the entrance to É. s. Macdonald-Cartier.

Student and public safety is a high priority for the Board and I believe the City of Greater Sudbury would support any initiative designed to ensure the well-being of area residents.

We hope to hear from you soon and to have the opportunity to address the Priorities Committee on this matter.

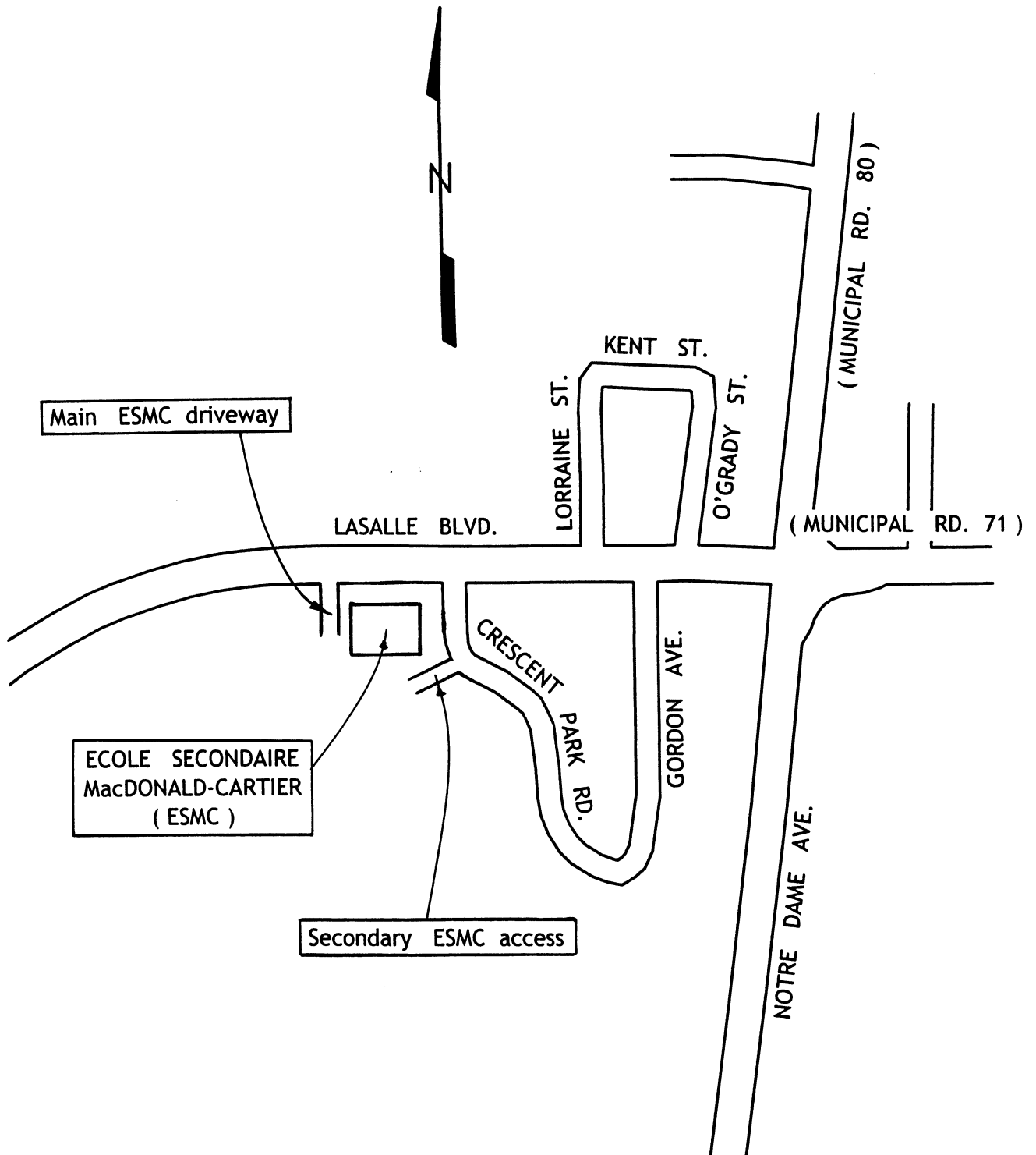
Aurèle Tellier
CSDGNO Chair

c.c. : Executive Council
School Board Trustees
Rolande Pilon, Principal, É. s. Macdonald-Cartier
School Council Chair, É.s. Macdonald-Cartier
Mayor David Courtemanche
City Council – City of Greater Sudbury

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EXHIBIT: B

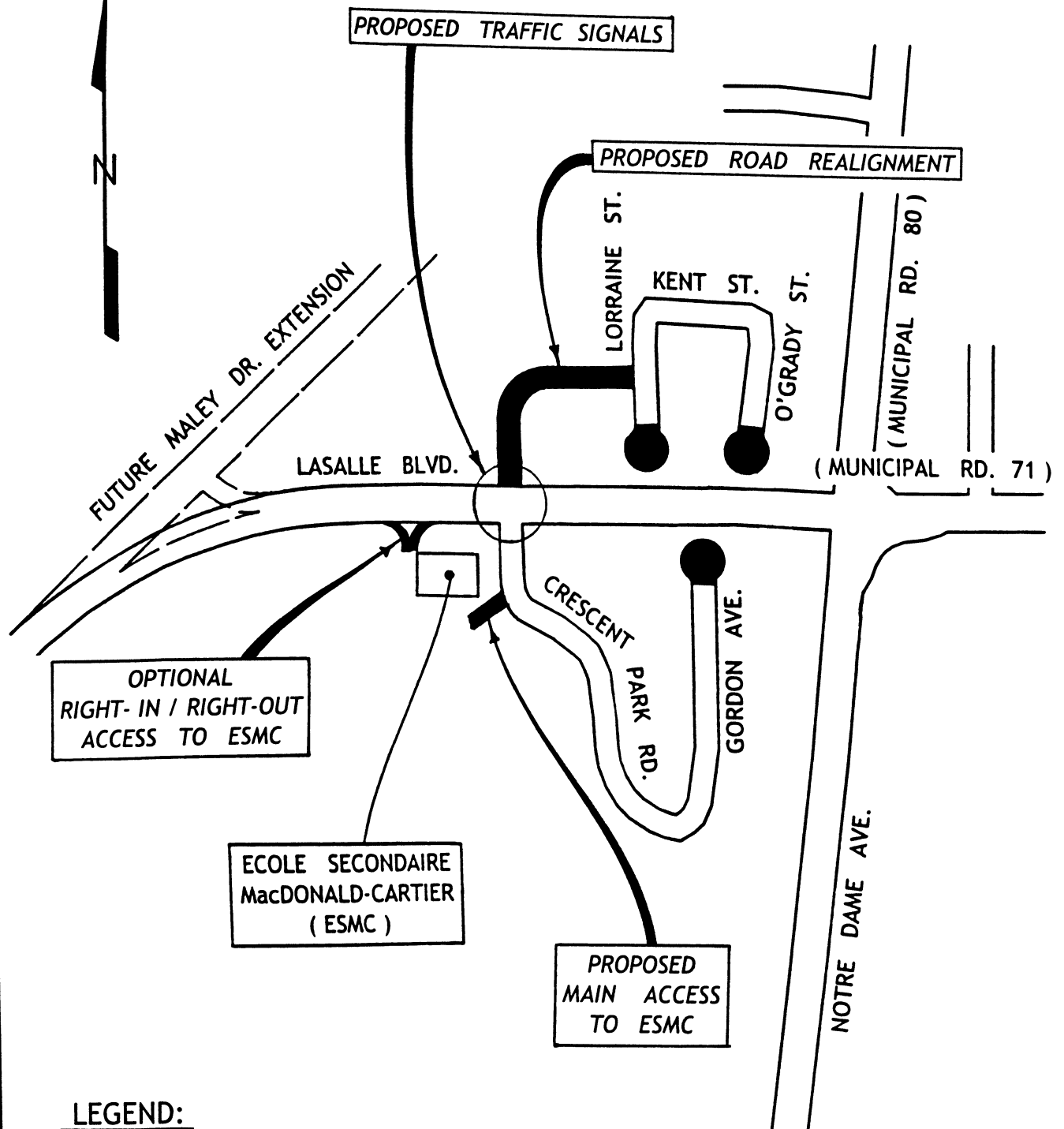


SITE PLAN

2005/05/30

N.T.S.

EXHIBIT: C



LEGEND:

● PROPOSED CUL-DE-SAC



PROPOSED NEW INTERSECTION
CRESCENT PARK ROAD

2005/05/30

N.T.S.