

A pedestrian countdown signal contains a timer display that counts down and shows the number of seconds left to finish crossing the street. This device is intended to aid pedestrians in getting out of the street before they would be exposed to the danger of oncoming motor vehicles. A countdown signal can reassure a pedestrian who is in the crosswalk when the flashing Don't Walk phase appears that he or she still has time to finish crossing and does not need to panic, run to the opposite side, return to the starting side, or stop in the middle of the street. A countdown pedestrian signal is shown in Figure 2.

The use of a countdown pedestrian signal has several potential outcomes. The possible positive outcomes of the countdown signal (in terms of perhaps reducing crash risk) include:

- A pedestrian already in the street during the flashing Don't Walk (clearance interval) will see the countdown timer and take action such as walking faster if necessary to reach the other side of the street safely, before the timer counts down to zero (and cross traffic gets the green light).
- A pedestrian who arrives at the curb during the flashing Don't Walk and observes that the countdown shows only a few seconds may decide that there is not enough time to cross to the other side of the street and thus may wait until the beginning of the next Walk interval. The time available to cross a street is even more important when crossing wide streets, especially those with high traffic speed and volumes.

In the broader perspective, some traffic engineers may decide to use the countdown signal in the hope that it would not only improve pedestrian safety (*i.e.*, by reducing the number of pedestrians stranded in the street when cross traffic gets a green light), but also improve traffic flow on the cross street as a result.

The possible negative outcomes of the countdown signal (*i.e.*, increasing the risk of a pedestrian crash) include:

- A pedestrian arrives at the curb while the flashing Don't Walk is displayed along with the number of seconds remaining. The pedestrian mistakenly assumes that the time displayed on the countdown device is sufficient to cross the street. He or she begins crossing the street and is in the middle of the street when crossing traffic gets a green light. The pedestrian is at risk of being struck.
- A motorist stopped at an intersection on a red signal phase is waiting for the green light. The driver can clearly see the device counting down and uses it as a "starting gun" to step on the accelerator as soon as the countdown displays zero seconds, even before he or she gets the green light. A pedestrian who is still in the process of crossing the street may be struck by this motorist.

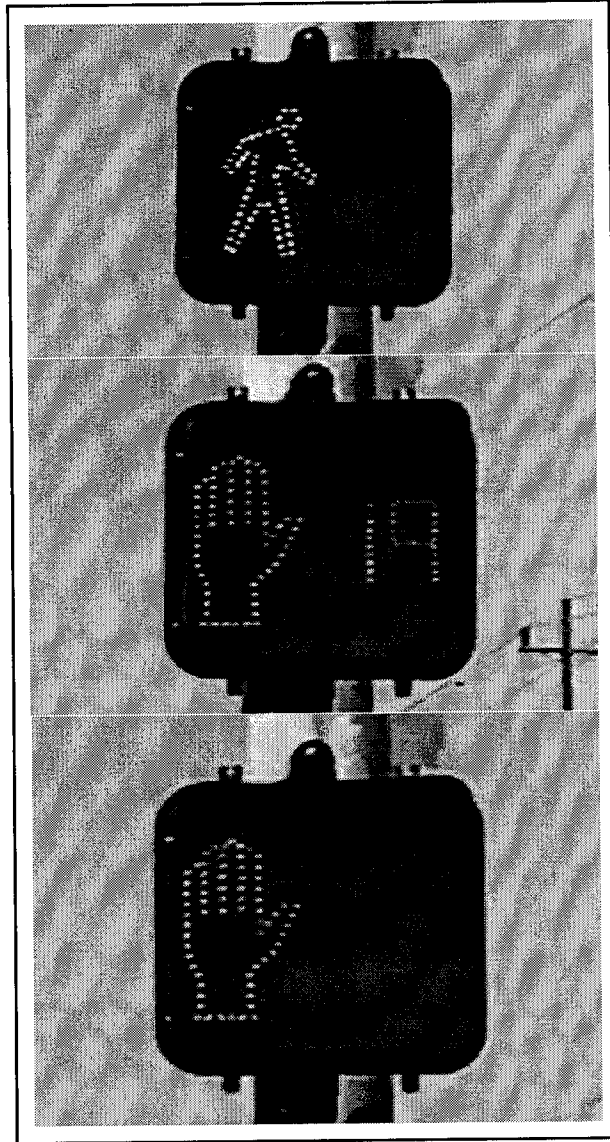


Figure 2. Countdown signal in Sacramento County, California.

- | | |
|----------|---|
| (Top) | No time display appears during the Walk interval. |
| (Middle) | The timer counts down through the flashing Don't Walk interval. |
| (Bottom) | After the timer reaches zero, the time display disappears. |

Countdown signals were installed at several intersections in Sacramento County, California, in 1997 and 1998. Huang and Zegeer (1999) found that those countdown signals reduced pedestrian compliance with the Walk phase. Another adverse effect was that the countdowns increased the number of people who finished crossing after the steady Don't Walk display appeared. The countdowns did not affect whether pedestrians ran or hesitated while crossing.

This report evaluates countdown signals at two intersections in Lake Buena Vista, Florida. This study focused on determining the positive and negative effects of these devices on pedestrian behavior.

DATA COLLECTION

A treatment-and-control study design was used. Data were collected at two signalized intersections (one crosswalk at each) with countdown pedestrian signals (the "treatment" sites). Each intersection was matched with one or two nearby "control" intersections which had conventional pedestrian signals (Table 1). Data collection took place on various days between May and November 1999, during daylight hours and under dry conditions.

Table 1. Intersections where data were collected.

INTERSECTION	T/C	HOURS OF DATA COLLECTION	NUMBER OF PEDESTRIANS
State Route 535 at Hotel Plaza Blvd., north crossing	T	6 h 00 min	232
County Route 535 at Vinings Way Blvd., north crossing	C	6 h 00 min	32
State Route 535 at Palm Parkway, north crossing	C	16 h 00 min	250
Buena Vista Drive at entrance to Team Disney, east crossing	T	4 h 00 min	136
Buena Vista Drive at entrance to Disney Casting Center, east crossing	C	3 h 45 min	26

T = Treatment site, with a countdown signal

C = Control site

A video camera was used to record data at all locations. The video camera was placed on a tripod and set up on the sidewalk along the side street, approximately 23 m (75 ft) upstream from the intersecting main road. The camera faced in the same direction as traffic on that half of

the side street. This position enabled the camera to record, on videotape, pedestrians in the crosswalk as they were crossing the main road, and those waiting in the queuing areas on either side of the main road. The camera also recorded signal phases for parallel traffic on the side street and pedestrian phases for pedestrians crossing the main road.

The countdown signals were evaluated according to three measures of effectiveness (MOE's):

1. Pedestrian compliance with the Walk signal
2. Pedestrians who ran out of time when crossing the street
3. Pedestrians who started running when the flashing Don't Walk signal appeared

It should be noted that the sample sizes vary for each MOE, because: (1) some MOE's pertain to only a subset of the total number of pedestrians; and (2) some pedestrians were not clearly videotaped.

SITE DESCRIPTIONS

At all of the intersections used in this study, pedestrian signals with conventional push buttons control the crosswalks of interest. The Walk signal will not appear unless the button is pushed. Descriptions of the two treatment and three control sites are given below.

State Route 535 at Hotel Plaza Boulevard (existing countdown pedestrian signal)

State Route 535 is a bustling north-south commercial strip with many hotels, restaurants, and souvenir shops (Figures 3 and 4). The east leg of Hotel Plaza Boulevard is the entrance to a shopping plaza. The west leg of Hotel Plaza Boulevard is one of the entrances to Walt Disney World™. State Route 535 has three lanes of through traffic and a right-turn lane in each direction. There is one left-turn lane for southbound traffic and two left-turn lanes for northbound traffic. Northbound and southbound traffic are separated by a raised grass median. The ADT is 68,300 vehicles per day and the speed limit is 64 km / h (40 mi / h).

The northside crosswalk is equipped with a countdown signal. It starts at 37 seconds, when the Walk first appears. At 25 seconds, the flashing Don't Walk appears. At 0 seconds, the steady Don't Walk appears and the timer display disappears.

There was steady pedestrian activity during the data collection periods. Most pedestrians crossed in groups. Because of heavy traffic along State Route 535, someone in most groups pushed the button, and people usually waited for the Walk phase.



Figure 3. State Route 535 at Hotel Plaza Boulevard (countdown signal site).

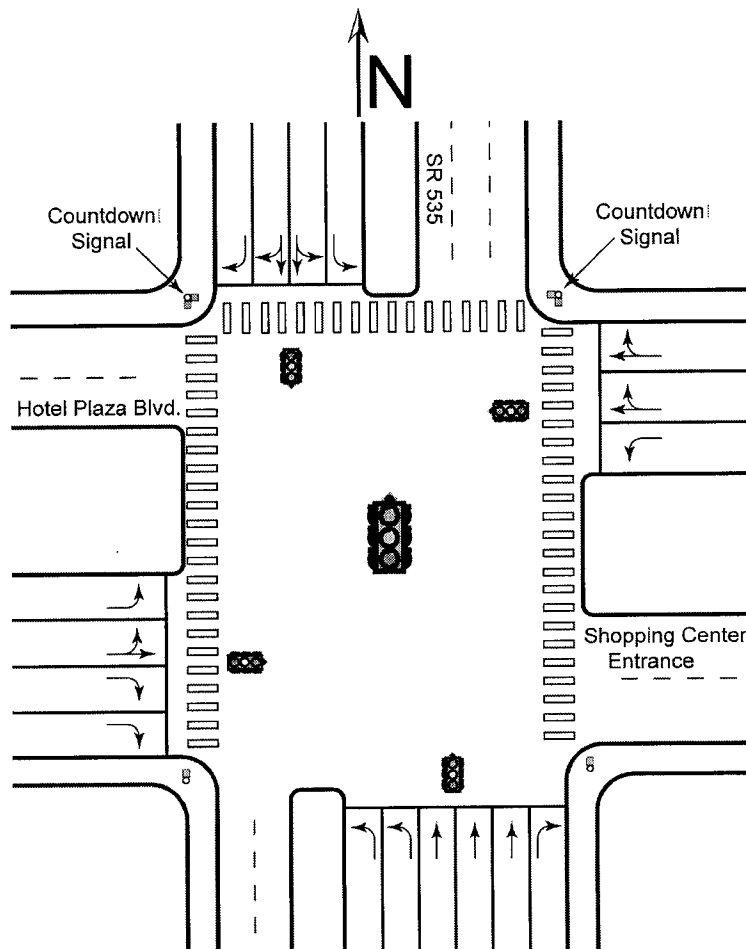


Figure 4. SR 535 at Hotel Plaza Boulevard.

County Route 535 at Vinings Way Drive (control site #1 for State Route 535 at Hotel Plaza Boulevard)

This T-intersection is two traffic lights, about 0.8 km (0.5 mile) north of its matching treatment site (State Route 535 at Hotel Plaza Boulevard) (Figure 5). The east leg is the entrance to a shopping plaza. County Route 535 has two lanes of through traffic and a left-turn lane in each direction, and a raised grass median. The ADT is 47,200 vehicles per day and the speed limit is 64 km / h (40 mi / h). Compared to State Route 535 at Hotel Plaza Blvd., pedestrian

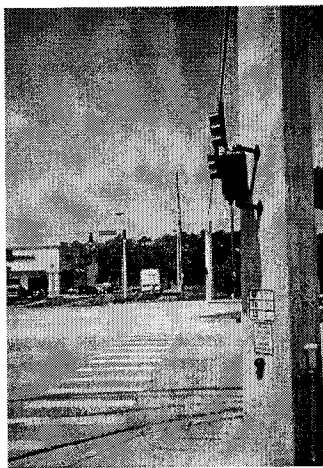


Figure 5. County Route 535 at Vinings Way (control site #1).

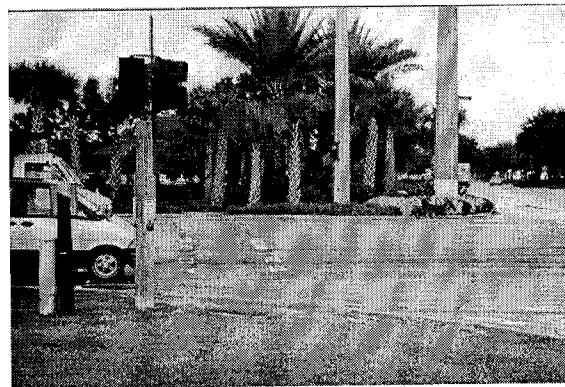


Figure 6. State Route 535 at Palm Parkway (control site #2).

activity was more sporadic here. The area north of this intersection is largely undeveloped.

State Route 535 at Palm Parkway (control site #2 for State Route 535 at Hotel Plaza Boulevard)

Because of low pedestrian activity at Vinings Way Drive, a second control site for Hotel Plaza Boulevard was added to the study. This site is about halfway in-between Hotel Plaza Boulevard and Vinings Way Drive. State Route 535 approaches this intersection from the south and turns to the west. It has two lanes of through traffic and a left-turn lane in each direction, and a raised grass median (Figure 6). The ADT is 47,200 vehicles per day and the speed limit is 64 km / h (40 mi / h). To the north of the intersection, the road is known as County Route 535 and has a similar cross-section as State Route 535 to the south. Palm Parkway approaches from the east. It has two lanes of through traffic in each direction, left- and right-turn lanes for westbound traffic, and a raised median. There are hotels, restaurants, and souvenir shops here. More pedestrian activity was observed here than at County Route 535 and Vinings Way Drive.

Buena Vista Drive at entrance to Team Disney, east leg (existing countdown pedestrian signal)

Buena Vista Drive is an east-west roadway with a raised grass median (Figures 7 and 8). There are three through lanes and a left-turn lane in each direction. The ADT is 30,500 vehicles per day and the speed limit is 56 km / h (35 mi / h). The north side of Buena Vista Drive is occupied by Downtown Disney, which is a shopping, restaurant, and entertainment complex. Team Disney, which houses Walt Disney Company offices, is on the south side.



Figure 7. Buena Vista Drive at Team Disney (countdown signal site).

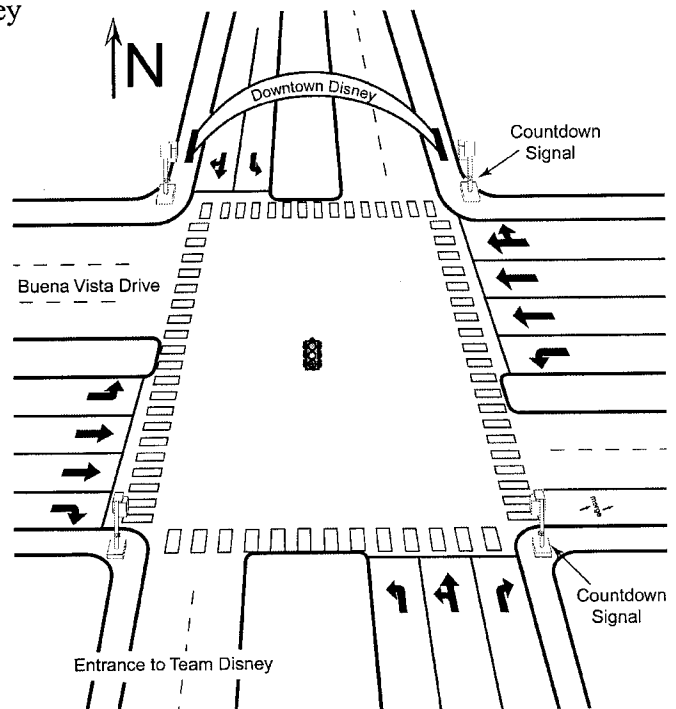


Figure 8. Buena Vista Drive at entrance to Team Disney.

Buena Vista Drive at entrance to Disney Casting Center, east leg (control site for Buena Vista Drive / Team Disney)

This location is one traffic light (about 1/4 mile) east of its corresponding treatment site (Buena Vista Drive at entrance to Team Disney). Buena Vista Drive is an east-west roadway with a raised grass median (Figure 9). There are three through lanes and a left-turn lane in each direction. The ADT is 30,500 vehicles per day and the speed limit is 56 km / h (35 mi / h). Downtown Disney is on the north side of Buena Vista Drive. The Disney Casting Center serves as the Walt Disney World™ employment office, and is on the south side.



Figure 9. Buena Vista Drive at Disney Casting Center (control site).

RESULTS

For analysis purposes, the two countdown signal sites were combined and the three control sites were combined.

Pedestrian Compliance with the Walk Signal

A pedestrian complied with the Walk signal if he or she started crossing during the Walk interval. Pedestrians who crossed during the flashing or steady Don't Walk for any reason (such as impatience, arriving late, or not pushing the button and not getting a Walk) were not in compliance with the Walk signal.

With countdown pedestrian signals, pedestrians who arrive at the curb just as the flashing

Don't Walk appears will see that they still have as much as 20-25 seconds left to cross. Some may decide to "go for it" instead of pushing the button and waiting for the next Walk interval. Thus, it was hypothesized that countdown signals might have the *undesirable* effect of reducing compliance with the Walk signal.

The chi-square statistic was used to compare the levels of compliance at the countdown signal locations and the control sites. Figure 10 and Table 2 show that pedestrians were less

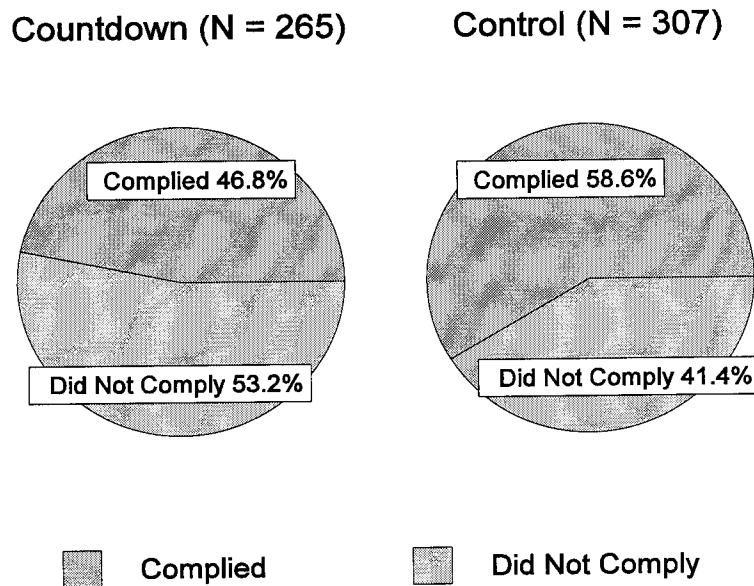


Figure 10. Pedestrians who complied with the Walk signal.

likely to comply at the countdown signal locations than at the control sites. This difference was significant at the 0.005 level. The findings support the hypothesis.

Table 2. Pedestrians Who Complied with the Walk Phase

	Countdown	Control
Complied	124 (46.8%)	180 (58.6%)
Did Not Comply	141 (53.2%)	127 (41.4%)

chi-square statistic = 8.006302

p-value, with one degree of freedom = 0.004662

SIGNIFICANT

Pedestrians Who Ran Out of Time

Pedestrians who start crossing on a Walk or flashing Don't Walk signal and who are still in the crosswalk when the steady Don't Walk signal is displayed and parallel traffic has the red signal have one to two seconds of an all-red interval before cross traffic gets the green signal. For the purposes of this analysis, such pedestrians were considered to have run out of time. It was hypothesized that countdown signals might have the *desirable* result of fewer pedestrians remaining in the intersection after the steady Don't Walk appears, since they will know how much time they have and will presumably attempt to finish crossing before "time runs out."

Some people started and finished on a steady Don't Walk either because: (1) no one pushed the button and the Walk signal never came on, or (2) they started and finished while opposing traffic had the green. These people were not included in this analysis.

The chi-square statistic was used to compare the number of pedestrians who finished crossing after time ran out at the countdown signal locations and the corresponding control locations. Figure 11 and Table 3 show the number of pedestrians (total of all three study locations) who ran out of time (*i.e.*, started crossing on a Walk or flashing Don't Walk and finished crossing during the steady Don't Walk). A slightly smaller percentage of people ran out of time at the control sites than at the countdown sites, but the difference was not statistically significant.

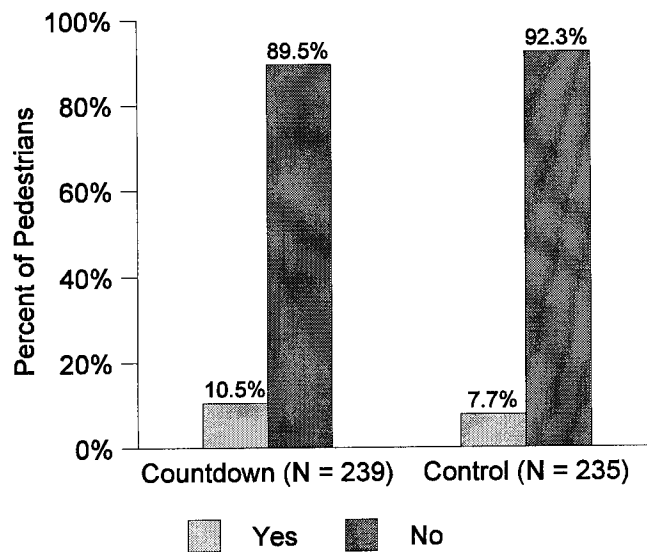


Figure 11. Pedestrians who ran out of time.

Table 3. Pedestrians Who Were Crossing When the Steady Don't Walk Was Displayed

	Countdown	Control
Yes	25 (10.5%)	18 (7.7%)
No	214 (89.5%)	217 (92.3%)

chi-square statistic = 1.126717

p-value, with one degree of freedom = 0.288477

NOT SIGNIFICANT

Pedestrians Who Started Running When the Flashing Don't Walk Display Appeared

It was thought that the effects of countdown signals on pedestrian crossing behavior are likely to be mixed. On the one hand, the timer display may reassure crossing pedestrians that they still have time to finish crossing, even when the flashing Don't Walk is being displayed. On the other hand, more pedestrians may decide to "run for it" when they arrive on flashing Don't Walk if they see how many seconds are left. In this study, it was hypothesized that countdown signals would have the *desirable* effect of *less* running when the flashing Don't Walk display first appears.

About three percent of those crossing at the treatment sites and ten percent of those crossing at the control sites started running when the flashing Don't Walk signal appeared (Figure 12 and Table 4). This difference was significant, with a p-value of 0.011. This finding suggests that pedestrians are paying attention to the countdown timer display and are not being confused as to the meaning of the countdown signal.

Table 4. Pedestrians Who Started Running When the Flashing Don't Walk Appeared

	Treatment	Control
Yes	10 (3.4%)	25 (10.4%)
No	203 (96.6%)	221 (89.6%)

chi-square statistic = 6.405311

p-value, with one degree of freedom = 0.011378 SIGNIFICANT

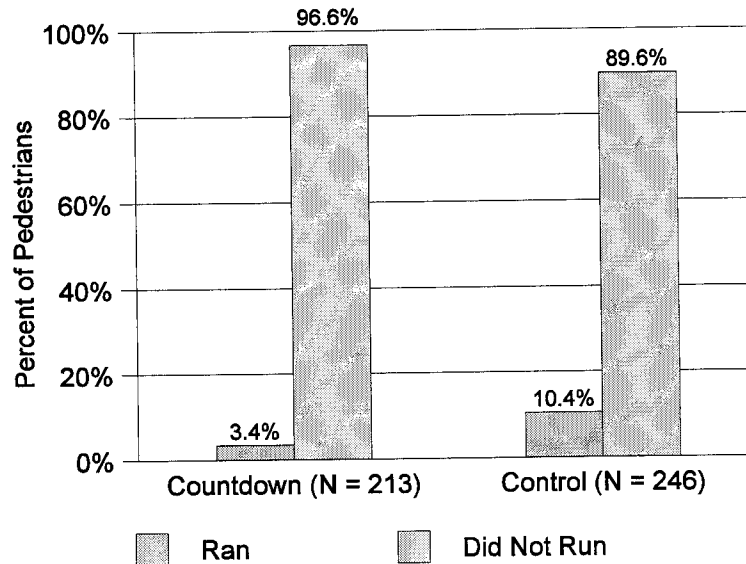


Figure 12. Pedestrians who started running when the flashing Don't Walk display appeared.

CONCLUSIONS AND RECOMMENDATIONS

This study involved the before-and-after evaluation of countdown signals on pedestrian behavior. Two crosswalks at two intersections in Lake Buena Vista, Florida, were used for test purposes. Three nearby crosswalks without countdown signals (*i.e.*, the control sites) were used for comparison purposes. The key findings and authors' discussion are given below.

- 1. The countdown signals had both positive and negative effects on pedestrian behavior at the treatment sites, compared to the matched control sites.**

Table 5 summarizes the effects of countdown signals by each MOE. For example, the countdown signals had a desirable effect on pedestrian running (*i.e.*, less running) when the flashing Don't Walk signal appeared. Because relatively few people arrived at the curb during the flashing Don't Walk interval, no conclusions can be drawn as to whether they were more or less likely to push the button and wait for the next Walk signal.

Table 5. The effects of countdown signals by MOE.

MOE	EFFECT
COMPLIANCE WITH WALK SIGNAL	U
RAN OUT OF TIME	N
STARTED RUNNING WHEN FLASHING DON'T WALK SIGNAL APPEARED	✓

✓ Had desirable effect, significant at the 0.10 level.

U Had undesirable effect, significant at the 0.10 level.

N No effect.

A potential drawback of a countdown signal is that some pedestrians who would otherwise wait for the next Walk signal may be encouraged to start crossing on the flashing Don't Walk, with insufficient crossing time. This, of course, can result in more persons being stranded in the street when cross-traffic gets the green light. Although the countdown signals were found to reduce compliance with the Walk signal (an undesirable effect), the countdowns did not appear to have had an effect on the number of pedestrians who ran out of time. This clearly may be the result of some pedestrians leaving during the flashing Don't Walk but walking fast to complete their crossing before the steady Don't Walk is displayed.

2. Based on these results and those of other studies, countdown signals are *not* recommended for use at standard intersections in Florida.

Countdown signals may result in more pedestrian signal violations among some age groups. For example, teenage and young adult males (such as near high schools and universities) may try to "beat the light" after seeing that they still have several seconds to cross. Countdowns may be more promising at intersections that are frequented by an older adult population, by virtue of the added information about the time available for crossing.

3. The countdown pedestrian signals should be tested at other signalized intersections.

The present study was a behavioral evaluation of countdown pedestrian signals using two treatment sites and three control sites. Ideally, data would have been collected using a before-and-after approach, at a larger number of locations. Countdown signals should be tested in other cities, especially those with multiple countdown signal installations. With a before-and-after study, it is more likely that any effects on pedestrian and motorist behavior are in fact the result of the treatment alone, and not from differences between sites. However, a before-and-after study requires that the data collection be coordinated with local agencies' installation schedules. This was not possible within the time frame of this study, so a treatment-and-control study was conducted as the next best option. Of course, conducting a crash-based analysis of a countdown signal would require hundreds or thousands of test sites in order to have an adequate sample of

pedestrian crashes.

4. Instead of pedestrian countdown signals, there may be more effective alternatives to improve pedestrian safety and service at signalized intersections.

A number of alternative devices and treatments are available to the traffic engineer to improve conditions for pedestrians at signalized intersections. These may be more effective alternatives than pedestrian countdown signals in achieving more desirable pedestrian and / or motorist behavior.

Pedestrian signalization alternatives

- **Longer Walk and clearance intervals:**

At wide intersections, pedestrian crossing times often dictate green splits and cycle lengths. As a result, *minimum* Walk and flashing Don't Walk times are too often used. The *Manual on Uniform Traffic Control Devices* recommends a minimum Walk interval of 4 to 7 seconds (MUTCD, 1988). With such a short interval, pedestrians may only get one or two lanes across the street before the flashing Don't Walk appears and they may get confused or even panic (because they do not understand the meaning of the flashing Don't Walk). It is desirable to provide a longer Walk interval whenever practical. Also, the timing of clearance (*i.e.*, flashing Don't Walk) intervals to assume slower walking speeds (*e.g.*, 0.9 or 1.1 m / sec (3 or 3.5 ft / sec) instead of 1.2 m / sec (4 ft / sec)) may also be appropriate, particularly at locations with older pedestrians which cross the street regularly.

- **Exclusive pedestrian signal phasing at downtown intersections:**

Most pedestrian signals use standard (or concurrent) timing, in which the Walk signal is displayed at the same time with the green light for parallel traffic. Under such a timing scheme, right- and left-turning motor vehicles may conflict with pedestrians crossing on the Walk signal (and many motorists will not yield to pedestrians when making turns at such intersections).

Two alternatives are exclusive timing and scramble (or Barnes dance) timing. With exclusive timing, all vehicular traffic is stopped and pedestrians are allowed to cross in any crosswalk: the Walk interval is displayed for all crosswalks at the same time, while all motorists have a red traffic signal. Exclusive timing has been associated with approximately a fifty percent reduction in motor vehicle - pedestrian crashes as compared to standard timing (Zegeer *et al.*, 1985). With scramble timing, all vehicular traffic is stopped and pedestrians are allowed to cross in any crosswalk or diagonally across the intersection (Figure 13). These exclusive timing schemes are most appropriate in downtown signalized intersections with high pedestrian volumes (1,200 or more per day), and relatively low vehicle speeds and volumes. Such timing schemes will typically increase vehicle and pedestrian delay, since longer signal cycles are required, and it may



Figure 13. With scramble timing, pedestrians are allowed to cross in any direction, including diagonally.

be difficult to synchronize adjacent signals. Exclusive timing plans are generally impractical outside of downtown areas.

Reducing pedestrian crashes involving through vehicles

- **Refuge Islands:**
Refuge islands are areas within an intersection or between lanes of traffic where pedestrians may safely wait if they are unable to cross the entire street within the allotted time. A refuge island at a signalized intersection can provide a place for slower pedestrians to safely stop and wait for the next cycle to finish crossing.

- **Medians:**
Streets with raised medians experienced lower pedestrian crash rates compared to streets with painted two-way left turn lanes or undivided streets (Bowman and Vecellio, 1994).

A refuge island or median island should be a minimum of 1.2 m (4 ft) (and preferably 1.8 m, or 6 ft) wide, and at least 3.7 m (12 ft) long or the width of the crosswalk, whichever is greater. Cut-through ramps at pavement level or curb ramps are needed to accommodate wheelchair users. More information about medians and refuge island design can be found in the Institute of Transportation Engineers' *Design and Safety of Pedestrian Facilities* (1998).

- **Automated pedestrian detection:**
Infrared, microwave, or video detection devices can be installed to automatically detect pedestrians waiting at the curb and activate the pedestrian phases (Figure 14). The devices can be set up so that if the pedestrian starts crossing before the WALK phase, the "call" for the pedestrian phase will be canceled, thereby reducing delay to cross traffic.

These devices can also detect persons in the crosswalk and extend the clearance interval if necessary so that pedestrians will have time to finish crossing.

Automated pedestrian detectors were evaluated in Los Angeles, CA (infrared and microwave), Phoenix, AZ (microwave), and Rochester, NY (microwave) (Hughes *et al.*, 1999). The results indicated that the use of automated detection devices in conjunction with the standard pedestrian push-button resulted in a significant reduction in vehicle-pedestrian conflicts as well as a reduction in the number of pedestrians beginning to cross during the steady Don't Walk phase. Detailed field testing of the microwave equipment

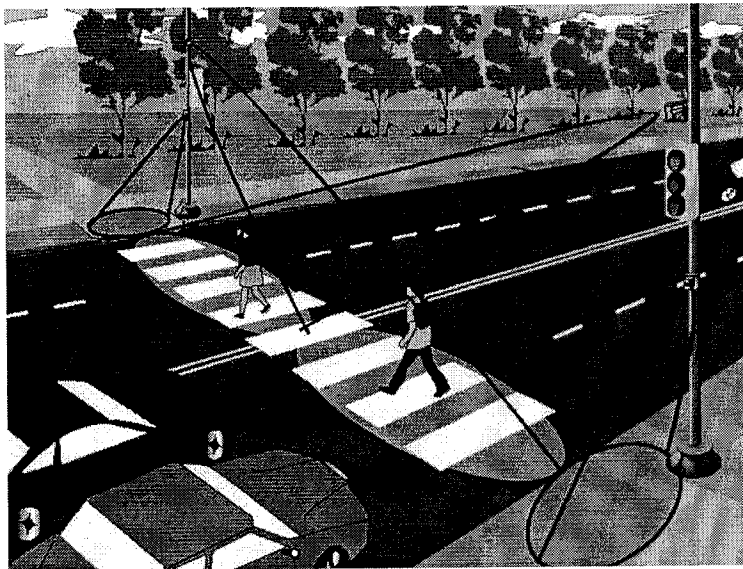


Figure 14. An automated pedestrian detection system.

in Phoenix revealed that fine tuning of the detection zone is still needed to reduce some false calls and missed calls (Hughes *et al.*, 1999).

Education and enforcement

Education and enforcement can help improve conditions for pedestrians. Table 2 and Figure 10 show that 47 percent of pedestrians at the countdown sites, and 58 percent of those at the control sites, complied with the Walk phase. In other words, 53 and 42 percent, respectively, did not comply. Some of those who started crossing on a flashing Don't Walk were still in the street when the countdown timer reached zero. This finding highlights the need to educate pedestrians as to what the signals mean and when it is appropriate to cross the street. For instance, an informational sign could explain what pedestrians should do during the Walk, flashing Don't Walk, and steady Don't Walk signal intervals (Figure 15).

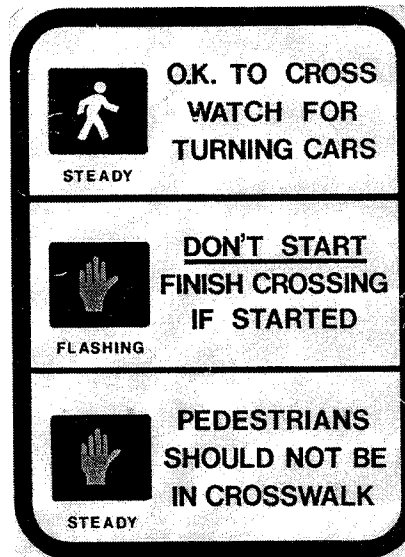


Figure 15. A sign that explains the meaning of the pedestrian signal displays.

Driver education programs should deal effectively with driver responsibility to yield to pedestrians when turning at intersections and other situations where motorists should yield the right-of-way to pedestrians, driving slowly in pedestrian areas, etc. Better enforcement of driver compliance to traffic signals (perhaps using red light cameras) may also be effective in improving pedestrian safety at signalized intersections.

ACKNOWLEDGMENTS

This study was conducted as part of a research project funded by the Florida Department of Transportation. Theo Petritsch was the Contracting Officer's Technical Representative for Florida DOT. The authors gratefully acknowledge the information provided by Stokes Wallace (Control Specialists, Inc. -- the countdown signal distributor). Charles Hamlett, L. Travis Huey, and Bradley Keadey (all University of North Carolina Highway Safety Research Center) assisted with data collection. Thomas Meadows (University of North Carolina Highway Safety Research Center) drew the intersection diagrams. Eric Rodgman and J. Richard Stewart (both University of North Carolina Highway Safety Research Center) provided computer and statistical expertise, respectively.

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Request for Decision City Council



Type of Decision

Meeting Date	November 14 th , 2002				Report Date	November 8th, 2002			
Decision Requested	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only				Type of	<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Report Title

Land Ambulance Response Time Framework

Policy Implication + Budget Impact

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

No budget impact, as the increased cost is offset by Provincial Funding from the Ministry of Health and Long-Term Care and the Community Re-investment Fund (CRF)

☒ Background Attached

Recommendation

THAT Council approve the Revised Land Ambulance 2002 Budget; with offsetting Provincial funding; and

THAT Council authorize the Chief Administrative Officer to sign the following two Schedules:
 1) Schedule A-1: 2001/2002 Ministry of Health and Long-Term Care Response Time Accountability Agreement to Improve Land Ambulance Response Time, SIGN-BACK Agreement for Upper-Tier Municipality/Designated Delivery Agent; and
 2) Schedule A-2: 2001/2002 Ministry of Health and Long-Term Care Response Time Accountability Agreement to Improve Land Ambulance Response Time, SIGN-BACK Agreement for Upper-Tier Municipality/Designated Delivery Agent

Recommendation Continued

Recommended by the General Manager

Doug Wuksinic
General Manager of Corporate Services, and
Acting General Manager of Emergency Services

Recommended by the C.A.O.

Mark Mieto
Acting Chief Administrative Officer

Report Prepared By



Tim P. Beadman, Director
Greater Sudbury Emergency Medical Services

Division Review

Background:

As part of the Provincial/Municipal partnership of the Land Ambulance Implementation Steering Committee (LAISC), there was a commitment to improve ambulance response times. In order to support a decision-making initiative, each municipality was requested to submit a Plan or Implementation Improvement Strategy which demonstrated that municipalities are innovative, efficient and are adopting "best practice" approaches for improving ambulance response times.

Under Phase One (May 2002), the City of Greater Sudbury, EMS Division received a one-time grant of \$410,000 (90% of our original request) for the purchase of capital equipment to support strategies to improve land ambulance response times in our community.

In late August 2002, the Province announced new funding dedicated to response time reduction across Ontario. Based on our submission to the Province, we have been granted additional annual funding in the amount of \$730,000 (\$365,000 from MOHLTC and \$365,000 of CRF) provided it is used for response time reduction in our community.

In order to receive this new combined annualized funding of \$730,000, the MOHLTC has introduced a *Response Time Framework Agreement* which must be supported officially by the City, and subsequently signed off by the Chief Administrative Officer. The attached forms actually reflect a higher amount based on annualization over the Ministry's fiscal period of April 01, 2002 through March, 2003. Attached is a confirmation of emergency services funding the City is committed to use in support of the EMS Division's goal of ambulance response time reduction (Attachment #1 - Schedule A-1). Also attached is a commitment by the City to increase service level hours of ambulance service to reduce ambulance response times (Attachment #2 - Schedule A-2).

It is imperative that the City deal with this issue now as the expectation from the Province is that, now that the City has been granted this new funding, our Plan for the further reduction in ambulance response times in the community must be implemented. Failure to address this issue now will result in the loss of this annualized funding.

In order to implement our Plan and meet the requirements of the Response Time Framework Agreement and the additional \$730,000 of annual funding, there is a need for the City to add additional human resources, re-allocate portions of its existing Budget and implement a "*Balanced Emergency Coverage*" Strategy, all of which can be achieved without an impact on the local tax levy. I have attached a revised 2002 EMS Budget detailing a re-allocation of funding to support these strategies (Attachment #3).

As the "*Balanced Emergency Coverage*" Initiative was a known critical component to reducing our response times, the Emergency Medical Services Division, for some time now, has been in discussions with the Ministry's Central Ambulance Communications Centre (CCAC) to develop and implement same. We are able to report that this new Initiative has now been developed with the complete support and co-operation of the Ministry's CACC, and in fact, they have agreed to adjust their human resources staffing, and to model their training initiatives based on our comprehensive plan of reducing response times to this community.

As we would not qualify for the additional \$730,000 without the implementation of our Plan to reduce ambulance response times, which in turn is dependent upon the City's "*Balanced Emergency Coverage*" Strategy, there is a need to revise the 2002 EMS Budget in the following fashion:

- a) There is the requirement to add additional human resources; specifically:
- 6 (six) full-time Paramedics
 - 1 (one) full-time Emergency Vehicle Technician (EVT)
 - 1 (one) full-time data/records clerk for Quality Service Review Section
 - 1 (one) full-time clerical support position to be shared between the Training/Education Section and the quality review aspects of the Division;
- b) The re-allocation of portions of the existing 2002 Budget to cover operational costs within overtime, medical supplies, vehicle purchases, medical equipment purchases and maintenance;

This revised 2002 Budget re-allocates existing resources within the Budget, and utilizes the \$730,000 additional annual funding to support the new resources required, and will not have an impact on the local tax levy.

Please find attached the Revised 2002 Budget with the above-noted changes (Attachment #3). In addition, the letter from the Ministry of Health & Long-Term Care (Attachment #4) confirms that the response time framework funding is eligible for the Community Re-investment Fund (CRF).

As stated earlier, the expeditious treatment of this matter is required if we are to qualify for the additional funding.

**2001/2002 Ministry of Health and Long-Term Care Response Time Accountability Agreement
to Improve Land Ambulance Response Time
SIGN-BACK Agreement for Upper-Tier Municipality/Designated Delivery Agent**

We, the undersigned, agree that the allocation provided to us by the Ministry of Health and Long-Term Care (MOHLTC), will be used as operating funds commencing in the ministry's fiscal year 2002-2003 for Response Time Improvement. This funding shall not be applied earlier than the implementation date of your Response Time Improvement Plan or April 1, 2002 (whichever comes last). We further agree that the City of Greater Sudbury commits to providing matching municipal funds.

This addition to your base funding will be effective on April 1, 2002 and is conditional on the following:

- Monthly monitoring by the ministry and the City of Greater Sudbury of response time performance in the Sudbury EMS through Ambulance Response Information System (ARIS).
- The City of Greater Sudbury will complete (as part of the normal year-end report due January 31), a statement that this funding has been used in accordance with the Response Time Funding agreement. The report will confirm:
 - that matching municipal funds were used
 - that the negotiated response time improvement strategies were implemented
 - what barriers (if any) or constraints were encountered in implementing the plan
- The City of Greater Sudbury and the Field Office will meet at least once annually (but no later than 60 days after receipt of the year-end report) to review overall progress towards improvements in response time and to clarify/discuss year-end report information.
- The City of Greater Sudbury agrees to report any significant delays in the rollout of their plan.

A. The Ministry of Health & Long-Term Care will recover funds from the City of Greater Sudbury in the event of non-compliance with this agreement following a series of graduated actions as follows:

1. If the ministry observes that the Sudbury EMS response time performance has deteriorated for three consecutive months, the City of Greater Sudbury will be contacted to establish the reason for the decline, to review progress in implementing response time improvements and to ensure that plans are being implemented in accordance with the implementation timeline established for municipal plan initiatives
2. If the Sudbury EMS response time performance does not improve, ministry staff will review the City of Greater Sudbury explanation of the variance between the actual response time performance and the standard, review progress in implementing response time initiatives and ensure that plans are being implemented in a timely manner and where necessary, negotiate revisions to the municipal plan and Response Time Agreement to optimize response time performance.

B. The ministry will require the full or partial repayment of any provincial response time funds that are not matched by equal or greater municipal funding or not spent by the City of Greater Sudbury in accordance with the Response Time Agreement. The City of Greater Sudbury agrees to such repayment (or, at the discretion of the ministry, a reduction in annual grant).

The ministry will consider amending Response Time Agreements in-year to accommodate unforeseen circumstances where the City of Greater Sudbury has identified barriers to implementation or cost-saving alternatives that can achieve the same or better results.

City of Greater Sudbury
Organization Name

\$ 273,055
Sign-back allocation amount

Mark Mieto
(A) CAO

CAO Signature

Date

To access this special grant, please complete and return this form no later than October 22, 2002 to:

Mr. Ken Wong
199 Larch St, Suite 101
Sudbury, Ontario
P3E 5P9
Fax Number (705) 564-4484

Please also send a copy to Malcolm Bates, Director, Emergency Health Services Branch, Head Office, 6th Floor, 5700 Yonge Street, Toronto ON M2M 4K5 (Fax: 416-327-7879)

**2001/2002 Ministry of Health and Long-Term Care Response Time Accountability Agreement
to Improve Land Ambulance Response Time
SIGN-BACK Agreement for Upper-Tier Municipality/Designated Delivery Agent**

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This addition to your base funding will be effective on _____, 200_ and is conditional on the following:

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- The City of Greater Sudbury agrees to report any significant delays in the rollout of their plan.

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The ministry will consider amending Response Time Agreements in-year to accommodate unforeseen circumstances where the City of Greater Sudbury has identified barriers to implementation or cost-saving alternatives that can achieve the same or better results.

City of Greater Sudbury	\$ 137,500
Organization Name	Sign-back allocation amount

Mark Mieto
(A) CAO

CAO Signature

Date

To access this special grant, please complete and return this form no later than October 22, 2002 to:

Mr. Ken Wong
199 Larch St; Suite 101
Sudbury, Ontario
P3E 5P9
Fax Number (705) 564-4484

Please also send a copy to Malcolm Bates, Director, Emergency Health Services Branch, Head Office, 6th Floor, 5700 Yonge Street, Toronto ON M2M 4K5 (Fax: 416-327-7879)

EMS ADMINISTRATION

Q.L.05.00.00.00

Description	2002 Budget	2002 Revised Level	Dollar Change
1. Salaries and Benefits			
Sub-total	538,695	626,635	87,940
2. Materials Expenses			
Sub-total	4,000	4,000	
3. Equipment Expenses			
Sub-total	4,000	4,000	
4. Purchased / Contract Serv			
Sub-total	72,192	75,592	3,400
5. Prof Development & Training			
Sub-total	14,000	14,000	
COST CENTRE TOTAL	632,887	724,227	91,340

EMS FIELD OPERATIONS

Q.L.10.00.00.00

Description	2002 Budget	2002 Revised Level	Dollar Change
1. SALARIES & BENEFITS			
Sub-total	7,178,487	7,665,719	487,232
2. Materials Expenses			
Sub-total	458,507	475,907	17,400
3. Equipment Expenses			
Sub-total	0	0	
4. Purchased / Contract Serv			
Sub-total	997,186	1,055,123	57,937
5. Internal Recoveries			
Sub-total	47,701	47,701	
6. Debenture & Insurance Cost			
Sub-total	36,793	41,208	4,415
7. Professional Development & Training			
Sub-total	187,705	207,705	20,000
8. Prov to Reserves & Capital			
Sub-total	676,377	728,053	51,676
COST CENTRE TOTALS	9,582,756	10,221,416	638,660

NIGHT LANDING SITES - 6332			
Sub-total	25,000	25,000	0

TOTAL BUDGET	10,240,643	10,970,643	730,000
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Ministry of Health
and Long-Term Care

Ministère de la Santé
et des Soins de longue durée



Emergency
Health Services
Branch

Direction
des services
de santé d'urgence

199 Larch Street
Suite 101
Sudbury, Ontario
P3E 5P9

199, rue Larch
Local 101
Sudbury (Ontario)
P3E 5P9

Tel./Télé. (705)564-4336/1-800-277-9937
Fax:/Télécopieur: (705)564-4484

November 6, 2002

File: 5/47/2

BY FACSIMILE


Mr. Tim Beadman
Director
Greater Sudbury EMS
City of Greater Sudbury
3767 Highway 69 South, Unit # 7
Sudbury, ON P3G 1E4

Dear Mr. Beadman:

As requested, this is to confirm that the response time framework funding adjustments to the City of Greater Sudbury's base funding for land ambulances is eligible for the Community Re-investment Fund (CRF), within the broader context of the approval process for CRF that is administered by the Ministry of Finance.

For further clarification, be advised that only the 50% share is CRF eligible and that the money will not be available until the fall of 2003.

Sincerely,

 Denis Fournier
Field Manager
North East Field Office # 5

Minutes

City Council Minutes	2002-10-24
Planning Committee Minutes (TABLED)	2002-11-12
Priorities Committee Minutes (TABLED)	2002-11-13
Selection Committee to Appoint C.A.O.	2002-10-31
Special City Council Minutes	2002-11-07
Tender Opening Committee	2002-10-29
Tender Opening Committee	2002-11-05
Nickel District Conservation Authority	2002-10-16
Greater Sudbury Police Services Board	2002-09-23
Public Input Session - Long Term Financial Plan	2002-10-29
Sudbury & District Board of Health	2002-10-17
Greater Sudbury Housing Corporation	2002-10-01
Children's Aid Society	2002-09-05
Greater Sudbury Public Library Board	2002-06-20
Greater Sudbury Public Library Board	2002-09-19
Public Input Session - Business Licensing	2002-11-06

**THE THIRTY-NINTH MEETING OF THE COUNCIL
OF THE CITY OF GREATER SUDBURY**

**Committee room C-11
Tom Davies Square**

**Thursday, October 24th, 2002
Commencement: 5:06 p.m.**

DEPUTY MAYOR ELDON GAINER, IN THE CHAIR

Present Councillors Bradley; Callaghan; Courtemanche; Davey; Dupuis; Kilgour; Lalonde; McIntaggart; Portelance; Petryna; Mayor Gordon (A5:08 pm)

City Officials D. Wuksinic, General Manager, Acting Chief Administrative Officer; D. Belisle, General Manager of Public Works; C. Hallsworth, General Manager of Citizen & Leisure Services; D. Nadorozny, General Manager of Economic Development & Planning Services; C. Sandblom, Acting General Manager of Health & Social Services; H. Salter, Deputy City Solicitor; T. Mowry, City Clerk; G. Ward, Council Secretary

Declarations of Pecuniary Interest None declared.

"In Camera" 2002-614 Bradley/Dupuis: That we move "In Camera" to deal with property and litigation matters in accordance with Article 15.5 of the City of Greater Sudbury Procedure By-law 2002-202 and the Municipal Act, R.S.O. 1990, c.M.45, s.55(5).

CARRIED

Recess At 7:00 p.m., Council recessed.

Reconvene At 7:07 p.m., Council moved to the **Council Chamber** to continue the regular meeting.

Chair **HIS WORSHIP MAYOR JAMES GORDON, IN THE CHAIR**

Present Councillors Bradley; Callaghan; Courtemanche; Davey; Dupuis; Gainer; Kilgour; Lalonde; McIntaggart; Portelance; Petryna

City Officials D. Nadorozny, Acting Chief Administrative Officer; D. Belisle, General Manager of Public Works; C. Hallsworth, General Manager of Citizen & Leisure Services; C. Sandblom, Acting General Manager of Health & Social Services; D. Wuksinic, General Manager, Corporate Services and Acting General Manager, Emergency Services; H. Salter, Deputy City Solicitor; I. Davidson, Chief of Police, Greater Sudbury Police Service; P. Aitken, Government Relations/Policy Analyst; C. Riutta, Administrative Assistant to the Mayor; M. Prevost, Canine Control Officer; R. Essler, Canine Control Officer; L. Moulaison, Planning Technician; T. Mowry, City Clerk; G. Ward, Council Secretary

News Media

The Box; MCTV; Sudbury Star; CIGM; Northern Life

Declarations of
Pecuniary Interest

None declared.

Welcome

Mayor Gordon welcomed the First Year Cambrian College Journalism students who were in attendance.

MATTERS ARISING FROM THE "IN CAMERA" SESSION

Rise and Report

Deputy Mayor Gainer, as Chairman of the Committee of the Whole, reported Council met to deal with property and litigation matters falling within Article 15.5 of the City of Greater Sudbury Procedural By-law 2002-202 and the Municipal Act, R.S.O. 1990, c.M.45, s.55(5) and no resolutions emanated therefrom.

**PART I
CONSENT AGENDA**

The following resolution was presented to adopt Items C-1 to C-10 inclusive, contained in Part I, Consent Agenda:

2002-615 McIntaggart/Dupuis: That Items C-1 to C-10 inclusive, contained in Part I, Consent Agenda, be adopted.

CARRIED

MINUTES

Item C-1
Report No. 38
C.C.
2002-10-10

2002-616 Bradley/McIntaggart: That Report No. 38, City Council Minutes of 2002-10-10 be adopted.

CARRIED

Item C-2
Report No. 6
Priorities Committee
2002-10-23

2002-617 Bradley/Dupuis: That Report No. 6, Priorities Committee Minutes of 2002-10-23 be adopted.

CARRIED

Item C-3
T.O.C.
2002-10-08

2002-618 McIntaggart/Bradley: That the Report of the Tender Opening Committee, Minutes of 2002-10-08 be received.

CARRIED

Item C-4
T.O.C.
2002-10-15

2002-619 McIntaggart/Bradley: That the Report of the Tender Opening Committee, Minutes of 2002-10-15 be received.

CARRIED

Item C-5
G.S.H.C.
2002-09-03

2002-620 Bradley/Dupuis: That the Report of the Greater Sudbury Housing Corporation, Minutes of 2002-09-03 be received.

CARRIED

TENDERS

Item C-6
Contract 2002-53
Valley East Waste
Water Treatment
Plant

Report dated 2002-10-16 from the General Manager of Public Works regarding Award of Contract 2002-53: Valley East Waste Water Treatment Plant, Clarifier & Ferric Tank Upgrades was received.

The following resolution was presented:

2002-621 Bradley/Dupuis: That Contract 2002-53, Valley East Waste Water Treatment Plant, Clarifier & Ferric Tank Upgrades, be awarded to Cecchetto & Sons Ltd., in the tendered amount of \$169,154.16, this being the lowest tender meeting all contract specifications.

CARRIED

Item C-7
Award of Tender -
Rental of Bulldozers/
Loader for Snow
Dump Operations

Report dated 2002-10-16 from the General Manager of Public Works regarding Award of Tender - Rental of Bulldozers/Loaders for Snow Dump Operations was received.

The following resolution was presented:

2002-622 Dupuis/Bradley: That the tender for the Rental of Bulldozer/Loader for Snow Dump Operations be awarded to O.C.L. Trucking & Excavating Ltd., this being the lowest tender meeting all specifications.

CARRIED

Item C-8
Awarding of RFP
Handi-Transit
Service

Report dated 2002-10-16 from the General Manager of Citizen & Leisure Services regarding Awarding of RFP for Handi-Transit Service was received.

The following resolution was presented:

2002-623 Dupuis/Bradley: That the contract for delivery of Handi-Transit Services in the City of Greater Sudbury be awarded to Leuschen Bros. Limited, this being the lowest price and highest scoring bid that meets the criteria outlined in the RFP. The tender price is \$1,287,195.75 plus applicable taxes for the period May 5th, 2003 to May 4th, 2008, with an option to extend the contract on a yearly basis for a period of an additional four (4) years.

CARRIED

Item C-9
Disposal of Surplus
Fill, Contract 2002-23
MR 80 Upgrading
Yvon Despatie

Report dated 2002-10-20, with attachment, from the General Manager of Public Works regarding Disposal of Surplus Fill, Contract 2002-23 - MR 80 Upgrading, Yvon Despatie was received.

Item C-9
(Continued)

The following resolution was presented:

2002-624 Bradley/Dupuis: That due to a lack of suitable land available for disposal of excavated material for Contract 2002-23 (MR 80 Upgrading), that disposal take place on Part of Lot 2, Concession 1, designated as Part 1, 53R-12520, Parcel 49039 S.E.S., Hanmer Township, City of Greater Sudbury, owned by Yvon Despatie.

CARRIED

Item C-10
Cancellation,
Reduction of Refund
of Realty Taxes

Report dated 2002-10-15, with attachment, from the General Manager, Corporate Services and Acting General Manager, Emergency Services regarding the Cancellation, Reduction or Refund of Realty Taxes - Sections 441, 442 and 443 of The Municipal Act was received.

The following resolution was presented:

2002-625 Bradley/McIntaggart: That City Council authorize the cancellation, reduction or refund of Realty Taxes pursuant to Sections 441, 442 and 443 of The Municipal Act, in accordance with the Report from the General Manager, Corporate Services and Acting General Manager, Emergency Services dated October 15, 2002.

CARRIED

BY-LAWS

2002-281Z 3 BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO AMEND BY-LAW 83-300, THE COMPREHENSIVE ZONING BY-LAW FOR THE FORMER CITY OF VALLEY EAST AND FORMER TOWN OF ONAPING FALLS

Committee of the Whole - Planning Resolution 2001-142

(This By-law rezones the subject property to Rural Special to recognize an existing seasonal dwelling and to permit a private camping ground with a maximum of 16 camper trailer sites for that period of time extending from May 15th to October 15th each year - Gilbert Quenneville and Louise Quenneville, New Cobden Road, Vermillion River, Township of Dowling.)

2002-283 3 BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO CONFIRM THE PROCEEDINGS OF COUNCIL AT ITS MEETING OF OCTOBER 24, 2002

2002-284F	3	BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO AMEND BY-LAW 2001-287F, BEING A BY-LAW TO ESTABLISH AND CONTINUE RESERVES, RESERVE FUNDS AND TRUST FUNDS Council Resolution 2002-260
2002-285	3	BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO REGULATE THE KEEPING OF ANIMALS, LICENCING OF DOGS AND THE REGISTRATION AND IDENTIFICATION OF CATS Corporate Priorities Committee 2002-09-25
2002-286Z	3	BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO AMEND BY-LAW 83-304, THE COMPREHENSIVE ZONING BY-LAW FOR THE FORMER TOWN OF NICKEL CENTRE Planning Committee Recommendation #2002-70 (This by-law rezones the subject property to a revised Local Commercial Special to permit the use of the site for any local commercial use including a butcher shop. R. Dougon & D. Bard - 3386 Falconbridge Hwy)
2002-287Z	3	BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO AMEND BY-LAW 95-500Z, THE COMPREHENSIVE ZONING BY-LAW FOR THE FORMER CITY OF SUDBURY Planning Committee Recommendation 2002-71 (This by-law rezones the subject property to "R6-15", Special Established Residential to permit a film/theatre/television entertainment production facility and one dwelling unit within an existing building in addition to other "R6" uses. Special provisions for an entertainment facility are established with regard to parking and loading spaces. Further, the existing building location and lot area are permitted. (Sudbury Regional Credit Union - 381 Pine Street, Sudbury)
2002-288A	3	BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO APPOINT BY-LAW ENFORCEMENT OFFICERS FOR THE SUDBURY AIRPORT (This By-law updates the list of By-law Enforcement Officers at the Sudbury Airport.)
2002-289A	3	BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO AUTHORIZE A TAX EXTENSION AGREEMENT BETWEEN THE CITY OF GREATER SUDBURY AND GUY LACASSE AND JULIE LACASSE Report dated 2002-10-17 from the General Manager, Corporate Services and Acting General Manager of Emergency Services

2002-290A 3 BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO
AUTHORIZE A TAX EXTENSION AGREEMENT BETWEEN THE
CITY OF GREATER SUDBURY AND BRUNO GOBEIL O/A VAL
CARON GOLF AND COUNTRY CLUB LIMITED

Report dated 2002-10-17 from the General Manager, Corporate
Services and Acting General Manager of Emergency Services

2002-291F 3 BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO
AUTHORIZE THE CANCELLATION, REDUCTION OR REFUND OF
REALTY TAXES UNDER SECTIONS 441, 442 AND 443 OF THE
MUNICIPAL ACT

Report dated 2002-10-15 from the General Manager, Corporate
Services and Acting General Manager of Emergency Services

2002-292A 3 BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO
AUTHORIZE AN EXTENSION AGREEMENT WITH CORPORATE
ADMINISTRATIVE SERVICES INC. C.O.B. BK. CORPORATE
MARKETING SERVICES FOR COMMUNITY RINK BOARDS
ADVERTISING

Council Resolution 2002-607

2002-293A 3 BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO
AUTHORIZE AN EXTENSION AGREEMENT WITH CORPORATE
ADMINISTRATIVE SERVICES INC. C.O.B. BK. CORPORATE
MARKETING SERVICES FOR TRANSIT PASSENGER SHELTERS
AND AIRPORT ADVERTISING

Council Resolution 2002-607

2002-294A 3 BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO
AUTHORIZE AN EXTENSION AGREEMENT WITH CORPORATE
ADMINISTRATIVE SERVICES INC. C.O.B. BK. CORPORATE
MARKETING SERVICES FOR ADVERTISING DISPLAY SPACE
ON TRANSIT BUSES

Council Resolution 2002-607

By-law 2002-292A
Pulled from Agenda

Mayor Gordon advised By-law 2002-292A (BEING A BY-LAW OF
THE CITY OF GREATER SUDBURY TO AUTHORIZE AN
EXTENSION AGREEMENT WITH CORPORATE
ADMINISTRATIVE SERVICES INC. C.O.B. BK. CORPORATE
MARKETING SERVICES FOR COMMUNITY RINK BOARDS
ADVERTISING) was pulled from the Agenda as additional
information was required.

1st & 2nd Reading

2002-626 Dupuis/Bradley: That By-law 2002-281Z, By-law
2002-283 to and including By-law 2002-294A be read a first and
second time.

CARRIED

3rd Reading

2002-627 Dupuis/Bradley: That By-law 2002-281Z, By-law 2002-283 to and including By-law 2002-294A be read a third time and passed.

CARRIED

CORRESPONDENCE FOR INFORMATION ONLY

Item C-11
Development Liaison
Advisory Committee
Status Report on
City Council

Report dated 2002-10-07, with attachment, from the General Manager of Economic Development & Planning Services regarding Development Liaison Advisory Committee Status Report to City Council was received for information.

PART II
REGULAR AGENDA

MANAGERS' REPORTS

Item R-1
Appointment of
Consultant - 4-Laning
MR #35, Sudbury to
Azilda

Report dated 2002-10-16 from the General Manager of Public Works regarding appointment of consultant, Engineering Design and Tendering, 4-Laning of Municipal Road #35, Sudbury to Azilda was received.

The following resolution was presented:

2002-628 Bradley/Dupuis: That the firm of Northland Engineering (1987) Limited be retained to complete the engineering design and tendering for the 4-laning of Municipal Road #35 from Sudbury to Azilda.

CARRIED

Item R-2
Convention Centre
Proposal

Report dated 2002-10-17, with attachment, from the General Manager of Economic Development & Planning Services regarding Convention Centre Proposal was received.

The following resolution was presented:

2002-629 Dupuis/McIntaggart: That the Council of the City of Greater Sudbury, as recommended by the Greater Sudbury Development Corporation Board of Directors, **not** support the City's financial participation in the development of a privately held convention centre at this time, and that the concerns expressed by the local tourism industry and lack of sufficient economic impact data on their local business form the basis for this decision, and further that the Tourism and Convention Services division, in co-operation with the tourism industry, facilitate the creation and implementation of a convention strategy to increase the use of existing facilities and hotels in the City of Greater Sudbury.

Item R-2
(Continued)

RECORDED VOTE:

YEAS

Bradley
Callaghan
Davey
Dupuis
Gainer
Kilgour
Lalonde
McIntaggart
Portelance
Gordon

NAYS

Courtemanche
Petryna

CARRIED

Rules of Procedure

Council, by a two-thirds majority, agreed to dispense with the Rules of Procedure and deal with a Motion, not on the Agenda, at this time.

MOTIONS

Streetlighting

2002-630 Davey/McIntaggart: THAT the Council of the City of Greater Sudbury petition the Minister of Transportation to have streetlights installed at the intersection of Highway 69 South with Old Wanup Road and Horseshoe Lake Road, and the intersections of Highway 537 with Old Wanup Road and Red Deer Lake Road North.

CARRIED

QUESTION PERIOD

Animal Control
By-law

Councillor Portelance questioned when the animal control by-law RFP for enforcement and the task force would be implemented.

The Acting Chief Administrative Officer advised an RFP was in the process of being prepared for contracting out of the enforcement of the by-law.

Smoke-Free By-law

Councillor McIntaggart requested when the task force for the smoke-free by-law is formed that he be appointed a member of the task force.

Street Naming
Committee

Councillor Dupuis questioned the status of the Street Naming Committee established by Council at its meeting of 2002-08-22.

The Assistant City Solicitor advised a meeting date had been scheduled for November, 2002.

Hydro One Customers
in the City of Greater
Sudbury

Councillor Dupuis questioned the status of negotiations to acquire the assets and customers of Hydro One in the outlying areas of the City of Greater Sudbury.

Mayor Gordon advised he and Councillor Lalonde would be participating in a conference call with the Mayors of Ottawa, Haldiman, Norfolk and Hamilton to discuss this matter.

Smoke-Free By-law

Councillor Davey requested a comparison of the time lines for implementation of 100% smoke-free by-laws for Northern Ontario municipalities, Toronto, Hamilton and Mississauga to that of the City of Greater Sudbury.

Priorities Committee

Councillor Davey expressed concern over the number of delegations that are not being heard at the Priorities Committee because of the 10:00 p.m. adjournment time. He requested that a report be prepared to either extend the time of the Priorities meetings to 11:00 p.m. or that three (3) Council meetings be scheduled each month.

The consensus of Council was obtained for the report requested.

Edward Street
Sidewalk -
Chelmsford

Councillor Bradley expressed concern regarding the quality of work in the reconstruction of the Edward Street sidewalk in Chelmsford.

The General Manager of Public Works advised he was aware of the concerns and advised the project would be reviewed in the spring.

Adjournment

2002-631 Bradley/Dupuis: That this meeting does now adjourn.
Time: 8:25 p.m.

CARRIED

Mayor

Clerk

**THE SECOND MEETING OF THE SELECTION COMMITTEE
TO APPOINT A CHIEF ADMINISTRATIVE OFFICER
OF THE CITY OF GREATER SUDBURY**

**Committee Room C-42
Tom Davies Square**

**Wednesday, 2002-10-31
Commencement: 5:00 p.m.**

HIS WORSHIP MAYOR JAMES GORDON, IN THE CHAIR

<u>Present</u>	Councillors Craig; Davey; Dupuis; Gainer; Kilgour; Lalonde
<u>City Officials</u>	R. Swiddle, Director of Legal Services/City Solicitor; A. Orendorff, Co-Ordinator of Human Resources; J. McKechnie, Executive Assistant to the Mayor
<u>Declarations of Pecuniary Interest</u>	None declared.
<u>"In Camera"</u>	2002-614 Kilgour/Lalonde: That we move "In Camera" to deal with personnel matters in accordance with Article 15.5 of the City of Greater Sudbury Procedure By-law 2002-202 and the Municipal Act, R.S.O. 1990, c.M.45, s.55(5).

CARRIED

<u>Rise and Report</u>	Mayor Gordon reported the Committee met to deal with personnel matters falling within Article 15.5 of the City of Greater Sudbury Procedural By-law 2002-202 and the Municipal Act, R.S.O. 1990, c.M.45, s.55(5) and no resolutions emanated therefrom.
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<u>Adjournment</u>	2002-615 Lalonde/Kilgour: That this meeting does now adjourn. Time: 5:45 p.m.
--------------------	--

CARRIED

Mayor

Acting Clerk

**THE THIRTEENTH SPECIAL MEETING
OF THE COUNCIL OF THE CITY OF GREATER SUDBURY**

**Committee Room C-11
Tom Davies Square**

**Thursday, 2002-11-07
Commencement: 6:05 p.m.**

HIS WORSHIP MAYOR JAMES GORDON, IN THE CHAIR

<u>Present</u>	Councillors Bradley; Callaghan; Courtemanche; Craig; Davey (A6:08 pm); Dupuis; Gainer; McIntaggart; Portelance
<u>City Officials</u>	D. Wuksinic, General Manager, Corporate Services and Acting General Manager, Emergency Services; C. Sandblom, Acting General Manager of Health & Social Services; R. Swiddle, Director of Legal Services/City Solicitor; P. Thomson, Director of Human Resources; S. Jonasson, Director of Finance/City Treasurer; G. Ward, Council Secretary
<u>Declarations of Pecuniary Interest</u>	None declared.
<u>Purpose of Meeting</u>	Mayor Gordon addressed Council advising the purpose of the meeting was to deal with a personnel matter and would be conducted "In Camera".
<u>"In Camera"</u>	2002-632 Dupuis/Bradley: That we move "In Camera" to deal with a personnel matter in accordance with Article 15.5 of the City of Greater Sudbury Procedure By-law 2002-202 and the Municipal Act, R.S.O. 1990, c.M.45, S.55(5).

CARRIED

<u>Recess</u>	At 6:05 p.m., Council recessed.
<u>Reconvene</u>	At 7:00 p.m., Council reconvened.

MATTERS ARISING FROM THE "IN CAMERA" SESSION

<u>Rise and Report</u>	Mayor Gordon, as Chairman of the Committee of the Whole, reported Council met to deal with a personnel matter falling within Article 15.5 of the City of Greater Sudbury Procedural By-law 2002-202 and the Municipal Act, R.S.O. 1990, c.M.45, s.55(5) and certain resolutions emanated therefrom.
<u>Appointment of Chief Administrative Officer</u>	2002-633 Dupuis/Bradley: WHEREAS the Selection Committee to Retain a Chief Administrative Officer has recommended that Mr. Mark Mieto be appointed as Chief Administrative Officer for the City of Greater Sudbury;

Appointment of Chief
Administrative
Officer
(Continued)

NOW THEREFORE BE IT RESOLVED THAT the recommendation of the Selection Committee to Retain a Chief Administrative Officer be approved and that Mr. Mark Mieto be appointed as Chief Administrative Officer for the City of Greater Sudbury effective immediately;

AND FURTHER that the City Solicitor be instructed to prepare the necessary by-law.

RECORDED VOTE:

YEAS

NAYS

Bradley
Callaghan
Courtemanche
Craig
Davey
Dupuis
Gainer
McIntaggart
Portelance
Gordon

CARRIED

BY-LAWS

2002-295A 3 BEING A BY-LAW OF THE CITY OF GREATER SUDBURY TO
APPOINT MARK MIETO AS CHIEF ADMINISTRATIVE OFFICER

1st & 2nd Reading 2002-634 Dupuis/Bradley: That By-law 2002-295A be read a first
and second time.

CARRIED

3rd Reading 2002-635 Dupuis/Gainer: That By-law 2002-295A be read a third
time and passed.

CARRIED

Adjournment 2002-636 Bradley/Dupuis: That this meeting does now adjourn.
Time: 7:05 p.m.

CARRIED

Mayor

Acting Clerk

MINUTES OF THE TENDER OPENING COMMITTEE

Committee Room C-41
Tom Davies Square
2002-10-29

Commencement: 2:35 p.m.
Adjournment: 3:10 p.m.

ROGER DELAIRE, COORDINATOR OF SUPPLIES & SERVICES, IN THE CHAIR

Present

D. Mathe, Manager of Supplies & Services; R. Martin, Manager of Fleet; M. Hauta, Accountant; K. Lessard, Law Clerk; L. Lesar, Secretary to the Manager of Supplies & Services

Tender for Tandem / Tri-Axle / Tractor Trailer Dump Trucks

Tenders for Operated Tandem / Tri-Axle / Tractor Trailer Dump Trucks for Winter Control Operations and Occasional Haulage of Sand, Gravel and Excavated Materials {estimated at a total cost of \$490,000.00} were received as outlined on Schedule "A", attached hereto.

The foregoing tenders were turned over to the Manager of Fleet for review and recommendation to the General Manager of Public Works who would report to City Council.

Adjournment

The meeting adjourned at 3:10 p.m.

Chairman

Secretary

SCHEDULE "A"
TENDER FOR TANDEM / TRI-AXLE / TRACTOR TRAILER DUMP TRUCKS

All Rates are hourly rates

BIDDERS	TANDEM / TRI-AXLE / TRACTOR TRAILER DUMP TRUCKS FOR WINTER CONTROL						SAND, GRAVEL & EXCAVATED MATERIAL, OCCASIONAL			
	<i>Tandem</i>	<i># of Trucks</i>	<i>Tri-Axle</i>	<i># of Trucks</i>	<i>Tractor Trailer</i>	<i># of Trucks</i>	<i>Tandem</i>	<i># of Trucks</i>	<i>Tri-Axle</i>	<i># of Trucks</i>
Don Cameron	No Bid		\$50.00	1	No Bid		No Bid		No Bid	
Charles Olivier	No Bid		No Bid		\$48.00	1	No Bid		No Bid	
Oscar Jones Contracting	No Bid		\$48.50	1	No Bid		\$45.50	2	\$50.00	1
Gilles Pellerin	\$46.00	1	No Bid		No Bid		\$46.00	1	No Bid	
Ackerland & Son Trucking	No Bid		\$50.00	2	\$55.00	1	\$45.00	1	\$50.00	2
Denis Gratton Transport	No Bid		\$44.90 \$50.00	1 2	No Bid		No Bid		\$55.00	3
D. Lafond Contracting	\$48.00	4	\$54.00	1	No Bid		\$48.00	4	\$54.00	1
Ted Craig	No Bid		No Bid		\$62.50	1	No Bid		No Bid	
Bruce Tait Constr. Ltd.	\$43.80	1	\$47.49	3	No Bid		\$43.80	1	\$47.49	3
William Young	No Bid		\$55.00	1	No Bid		No Bid		\$55.00	1
M. Lafreniere	No Bid		\$44.50	3	No Bid		No Bid		\$55.00	3
Nova Contracting Inc.	\$42.00	1	\$47.50	1	No Bid		\$42.00	1	\$50.00	1
Marcel Labre	No Bid		\$42.50	2	No Bid		No Bid		\$55.00	1
Tommy Carruthers Service	\$42.23	1	No Bid		No Bid		\$42.23	1	No Bid	
510949 Ontario Limited o/a Ernest Belanger	\$39.95	1	\$44.90	1	No Bid		\$40.00	1	\$50.00	1

Page 2 to Schedule "A" - All Rates are hourly rates

BIDDERS	TANDEM / TRI-AXLE / TRACTOR TRAILER DUMP TRUCKS FOR WINTER CONTROL						SAND, GRAVEL & EXCAVATED MATERIAL, OCCASIONAL			
	Tandem	# of Trucks	Tri-Axle	# of Trucks	Tractor Trailer	# of Trucks	Tandem	# of Trucks	Tri-Axle	# of Trucks
Rimes Trucking	No Bid		\$50.00	1	No Bid		No Bid		No Bid	
Savoy Holdings	\$39.90	1	No Bid		No Bid		No Bid		No Bid	
Renger Resources	No Bid		No Bid		\$65.00	2	No Bid		No Bid	
Therhault Construction	\$45.00	1	\$48.00	4	\$58.00	1	\$45.00	1	\$48.00	4
Robert A. Roy Enterprises	No Bid		\$49.90	1	No Bid		No Bid		\$54.50	1
Daniel Laliberte Trucking	No Bid		\$42.00	1	No Bid		No Bid		\$42.00	1
BT Paving & Snowplowing	\$50.00	1	\$50.00	2	No Bid		\$50.00	N/I	\$50.00	N/I
Bill Tait Backhoe & Truck Rentals	\$36.00	1	No Bid		No Bid		\$36.00	1	No Bid	
Bernard Beaulieu	No Bid		No Bid		\$58.20	1	No Bid		No Bid	
Tap Enterprises	\$39.40	1	No Bid		No Bid		No Bid		No Bid	
Luoma Trucking	No Bid		\$40.00	1	No Bid		No Bid		\$40.00	1
Roland Lalonde	No Bid		\$50.00	1	No Bid		No Bid		\$50.00	1
RM Belanger Limited	No Bid		\$55.00	1	\$65.00	1	No Bid		\$55.00	1
Garson Pipe Contractors	\$45.00	2	No Bid		\$65.00	3	\$45.00	2	No Bid	
Rintala Construction	\$50.00	1	\$55.00	2	\$70.00	1	\$50.00	1	\$55.00	2
Ethier Sand & Gravel Ltd.	No Bid		\$55.00	N/I	\$64.00	N/I	No Bid		\$55.00	N/I
1022901 Ont. Inc.	\$44.22	3	\$49.52	1	No Bid		\$44.22	3	\$49.52	1
G. Lefrancois Trucking	\$45.00	1	\$50.00	1	No Bid		\$45.00	1	\$50.00	1

Page 3 to Schedule "A" - All Rates are hourly rates												
BIDDERS	TANDEM / TRI-AXLE / TRACTOR TRAILER DUMP TRUCKS FOR WINTER CONTROL						SAND, GRAVEL & EXCAVATED MATERIAL, OCCASIONAL					
	Tandem	# of Trucks	Tri-Axle	# of Trucks	Tractor Trailer	# of Trucks	Tandem	# of Trucks	Tri-Axle	# of Trucks		
Tate's	\$45.00	2	\$49.99	2	\$65.00	3	\$42.00	2	\$45.00	2		
William Day Const. Ltd.	No Bid		\$58.00	N/I	\$75.00	N/I	No Bid		\$58.00	5		
Lewis General Contracting	\$35.00	1	\$42.00	1	No Bid		\$40.00	1	\$42.00	1		
	\$40.00	1					\$35.00	1				
B.M. Metals Services Inc.	\$49.00	2	No Bid		No Bid		\$49.00	2	No Bid			
Yves Roy	No Bid		\$44.92	1	No Bid		No Bid		\$46.50			
Pioneer Construction Inc.	\$50.00	1	\$50.00	4	\$60.00	1	\$55.00	1	\$60.00	4		
1168055 Ontario Inc.	No Bid		No Bid		\$55.00	1	No Bid		No Bid			
John Rintala Trucking	\$43.00	N/I	\$43.00	N/I	\$65.00	N/I	No Bid		No Bid			

* N/I denotes - Not Indicated

TENDER OPENING COMMITTEE MEETING

Committee Room C-41
Tom Davies Square
2002-11-05

Commencement: 2:30 p.m.,
Adjournment: 2:32 p.m.

DARRYL MATHÉ, MANAGER OF SUPPLIES & SERVICES, IN THE CHAIR

Present

K. Lessard, Law Clerk; N. Dury, Administrative Assistant to the
Director of Information Technology; I. McCormick, Police Services;
L. Lesar, Secretary to the Manager of Supplies & Services

RFP for Cellular and Hardware Services

Proposals for Cellular and Hardware Services {estimated at a total
cost of \$390,000.00 for three years} were received from the
following bidders:

Bidders

Telus Mobility
Bell Mobility Inc.
Celluland & Rogers A.T.& T. Wireless

The foregoing proposals were turned over to the Administrative
Assistant to the Director of Information Technology for review and
recommendation to the Director of Information Technology who
would report to the General Manager of Corporate Services.

Adjournment

The meeting adjourned at 2:32 p.m.

Chairman

Secretary

T.O.C. 2002-11-05 (1)

Nickel District Conservation Authority
Minutes of General Board Meeting

Wednesday, October 16, 2002

Room C-12
Tom Davies Square

Commenced: 7:00 p.m.
Adjourned: 8:34 p.m.

PRESENT: Ron Bradley, Chairman
David Courtemanche
Gerard Dalcourt
Patricia Douglas
Dave Kilgour
Michael Petryna
Bob Rogers

ALSO PRESENT: A. Bonnis
P. Sajatovic

1. Chair Bradley opened the meeting.
2. No declarations of conflict were declared.
3. Adoption of Minutes

September 18, 2002

Resolution 2002-49

Rogers - Dalcourt

That the minutes of the General Board meeting of September 18, 2002, as duplicated and circulated, be approved.

Carried.

4. Presentation - Biennial Tour Outcomes

Members Rogers and Dalcourt undertook to make a presentation concerning the Biennial Tour they had attended recently. Using slides, they showed many of the sites visited over the three days. They pointed out various enterprises the Niagara, Halton and Hamilton Authorities are involved with in their watersheds. They mentioned a few affiliations identified during the tour, which may be worth pursuing at the N.D.C.A. Although the 2004 tour location is not known at this time, both members commented on the value of this type of trip. They encouraged the N.D.C.A. to try to send members in the future as it is extremely beneficial. The members were thanked for their presentation and for their hard work during the tour.

5. General Business

- a) September, 2002 Variance Report - Members were presented with a Variance Report as of September, 2002. This is the N.D.C.A.'s initial estimated year-end projection based on the revenue and expenditure information available. Preliminary forecasts are that the N.D.C.A. will likely be in a deficit position at year-end. Members discussed in detail, the reasons for the potential year-end variations within each major revenue and expenditure account. It was noted that if a year-end deficit does occur, it will have to be covered through existing reserves. However, members expressed great concern that this situation cannot continue as the N.D.C.A. must be on solid financial ground into the future. Actions to try to reduce the projected deficit in 2002 and measures to balance the budget in 2003 were discussed. Following many questions being answered, a resolution was passed.

Resolution 2002-50

Rogers - Courtemanche

That the September, 2002 Variance Report be received as presented.

Carried.

- b) 2003 Budget Submission - Members were advised that the member municipality has requested preliminary funding information for 2003 by the end of October and that a detailed draft 2003 budget should be submitted by the middle of November. The members had earlier at this meeting, had a detailed discussion about N.D.C.A. finances. It was acknowledged that the N.D.C.A. had implemented other revenue sources, however, the Province is under funding core programs and it was unlikely extra provincial grants would be forthcoming in the future. Therefore, members agreed that a request must be made to the member municipality to increase the 2003 general levy. Staff were directed to develop a report detailing the reasons for this request in relation to supporting the N.D.C.A.'s core program functions of flood and erosion control, and flood forecasting. After many questions were answered, the following resolution was presented.

Resolution 2002-51

Dalcourt - Rogers

That the Nickel District Conservation Authority hereby requests that the City of Greater Sudbury provide the following funding in 2003:

1. General Levy - \$250,000, and
2. Capital Projects Allocation - \$277,500, for a total allocation of \$527,500.

Carried.

c) 2002 Christmas Dinner Meeting

It was decided that the N.D.C.A. Christmas Dinner Meeting would be held on Monday, December 2, 2002 at Timberwolf Golf Course. Members directed that the three former Chairmen of the N.D.C.A. and members of the N.D.C.F. be invited.

d) Conservation Ontario Updates

- i) Letter to Minister of Natural Resources - As of the end of September, 2002, none of the 36 Authorities had received their transfer payments from the Province for 2002. Conservation Ontario Council finally decided to send a letter to the Minister of Natural Resources requesting that this outstanding issue be pursued immediately. A copy of the letter sent to the Minister through Conservation Ontario was distributed to N.D.C.A. members. It was pointed out to members that by not receiving this funding much earlier in the year, it was a main reason why the N.D.C.A. was facing certain revenue deficiencies. This especially relates to investment income generated which is often used to replenish reserves. The funding will likely not be received until near the end of October. Members expressed serious concern with this and hope the Province will be more responsive in 2003.
- ii) Earth Charter Initiative - The Earth Charter is a declaration of principles for building a just, sustainable and peaceful global society. The Charter was developed based on international consultation and was approved at a UNESCO meeting in Paris in March, 2000. At the June 17, 2002 Conservation Ontario Council meeting, it was requested that Conservation Ontario consider endorsing the Charter. However, since the Charter embraces some principles not of immediate concern to Authorities, the Charter was referred to each Conservation Authority for discussion and response. N.D.C.A. members reviewed the Charter and raised many issues although they did support the fundamental principles outlined. It was pointed out by members that some of the principles are embraced already in the Healthy Communities initiative in Greater Sudbury for example. Members decided not to endorse or reject the Charter. They decided to set the issue aside and monitor what evolves within the Authorities' collective at the provincial level.
- iii) Watershed Source Protection Planning - As a follow up to a report made on this topic at the September 18, 2002 General Board meeting, P. Sajatovic summarized the results from a provincial conference call held on October 3rd. Staff on the Source Protection Planning Team met to discuss and refine the source protection planning process for Authorities. Information was also exchanged in terms of the Province's activities on

this issue through the various ministries involved. This process is moving forward, however, it is still too early to identify the overall financial ramifications for Authorities or what the Province will commit to in terms of funding support.

6. New Business

Moxam Drive Properties - Chair Bradley reported that the Engineer's Report related to the erosion problem on the three properties at Moxam Drive, Walden, had been delivered to Councillor Gainer by the end of September. The report will be reviewed with the owners and Chair Bradley conveyed Councillor Gainer's thanks to the N.D.C.A. for undertaking the agreed upon study.

No other business was transacted.

7. Adjournment

Resolution 2002-52

Rogers - Dalcourt

That we do now adjourn.

Carried.

GREATER SUDBURY POLICE SERVICES BOARD MEETING
MONDAY, SEPTEMBER 23, 2002 - 4:00 p.m.
5th Floor Boardroom Police Headquarters, Tom Davies Square

Present:

Andy HUMBER, Chair
Joanne FIELDING, Vice-Chair
Councillor Eldon GAINER (Left at 6:00 p.m.)
Mr. David PETRYNA

Councillor Ron BRADLEY (Regrets)

Rollande MOUSSEAU, Secretary

Ian DAVIDSON, Chief of Police
Jim CUNNINGHAM, Deputy Chief
Sharon BAIDEN, Director of Administration
Staff Inspector Brian JARRETT
Inspector Susan Evans
Inspector Gerry Pope

PUBLIC PORTION

News Media

Rob O'Flanagan, Sudbury Star
Gordon Nicholls, MCTV News
James Janiszewski, MCTV

Declaration of Pecuniary Interest

None

Adoption of Minutes

(2002-93) Gainer-Fielding: THAT the Greater Sudbury Police Services Board Minutes of June 26, 2002 and July 11, 2002, be adopted as circulated and read.

CARRIED

Matters Arising from June Board Meeting

Chair Humber advised that the matter of the Trust Fund Guidelines will be dealt with later in this meeting.

Matters Arising from In Camera Portion

Vice Chair Joanne Fielding reported that a number of motions dealing with personnel and legal issues resulted from In Camera discussions.

Introduction of New Recruits

Letter from Chief Davidson dated September 6, 2002, advising that new recruits who successfully completed the Basic Recruit Program will be introduced to the Board at the September 23, 2002, meeting.

Chief Davidson and Chair Humber presented badges to the following officers:

Constable Gordon Goddard
Constable Christopher Moggy
Constable Robert Spec

Board members congratulated the new police officers and family members present.

Promotion of Staff Inspector Jarrett

Letter from Chief Davidson dated September 6, 2002, announcing the promotion of Brian Jarrett to the position of Staff Inspector.

Staff Inspector Jarrett was recognized by Chief Davidson and board members for his 30-year exemplary service medal and for his hard work and accomplishments in the service and in the community. Staff Inspector Jarrett was congratulated on his promotion.

Ironman Canada Competition

Letter from Chief Davidson dated September 10, 2002, reporting on Sergeant Leslie McClosky's successful completion in the Ironman Canada competition recently held in Penticton, British Columbia. Sergeant McClosky completed the physical event in fifteen hours and twenty-six minutes. Chief Davidson reviewed Sergeant McClosky's service record and congratulated her on behalf of the service for her achievements.

Sergeant Leslie McClosky was introduced to board members who commended her on her performance in the Ironman Canada competition.

Ontario Crime Control Commission Awards

Letter from Chief Davidson dated September 10, 2002, acknowledging Constable Scott Kirkwood's Award of Excellence in Crime Control from the Ontario Crime Control Commission.

Staff Inspector Brian Jarrett reviewed Constable Scott Kirkwood's accomplishments in the Crime Prevention Branch and his contributions in crime control work within our community. Board members congratulated Constable Kirkwood on his receipt of the Award of Excellence in Crime Control.

T.A.S.E.R

Letter from Chief Davidson dated September 5, 2002, reporting that on July 15, 2002, the Assistant Deputy Minister, Roger B. Hollingworth, announced the approval of the use of a less than lethal conducted energy weapon technology, the T.A.S.E.R (Thomas A Swift Electrical Rifle). Chief Davidson gave a brief overview on the use of this device which has been approved for use by trained members of the Tactical Unit/Hostage Rescue Teams in the Province of Ontario. Field tests concluded that the T.A.S.E.R is a safe and effective less lethal weapon, particularly in subduing subjects immune to pain compliance tactics.

Staff Sergeant Al Lekun introduced Tactical Response Team members Constable Michael Stafford, trained in the use of the T.A.S.E.R, Sergeant Carl Hoeg, Tactical Supervisor, and Constable Scott Greenough. Constable Michael Stafford explained and demonstrated the use and effect of this weapon on volunteer Constable Scott Greenough. Constable Greenough was commended by board members for agreeing to take part in the T.A.S.E.R. demonstration.

Departmental Statistics

Letter from Chief Davidson dated September 5, 2002, attaching Overview of Criminal Offences report for May 2002, as well as the Crime Statistics from May 1, 2002 to May 31, 2002. Chief Davidson updated the board regarding changes to statistical data collection and reporting as a result of the replacement of the OMPPAC System with the new Optic System. Chief Davidson reviewed the statistics with the Board.

It was agreed that Chief Davidson will provide monthly crime data to the Board and if any analytical work is necessary, it will also be included. Board members agreed that an overview report of trends is adequate for board meetings.

Delayed Priority One Calls

Letter from Chief Davidson dated September 5, 2002, advising that there were no delayed priority one calls during the months of June, July and August 2002.

Return of Found Property

(2002-94) Fielding-Gainer: THAT the Board approves the request for the return of found property from Mr. Steven Labre as follows:

One white and blue GT Tempest, adult male 24 speed bicycle, mountain bike, serial number MA5201497.

CARRIED

Report of the Senate Special Committee on Illegal Drugs

Letter from Chief Davidson dated September 6, 2002, attaching a Media Release from the Canadian Association of Chiefs of Police outlining to their position on the Report of