

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

Vision: *La Ville du Grand Sudbury est une communauté croissante de calibre international qui rassemble les talents, les technologies et le style de vie exceptionnel du Nord.*

Agenda

Ordre du jour

Councillor / Conseillère
Janet Gasparini

Chair / Président(e)

Councillor / Conseiller
Jacques Barbeau

Vice-Chair / Vice-président(e)



For the **Priorities Committee** meeting to be held
Pour la réunion du **Comité des priorités** qui aura lieu

Wednesday, August 13th, 2008 mercredi 13^e août 2008

at 10:30 am à 10h 30

Council Chamber, Tom Davies Square dans la Salle du Conseil, Place Tom Davies



PRIORITIES COMMITTEE AGENDA

For the 33rd Priorities Committee Meeting
to be held on **Wednesday, August 13, 2008**
Council Chamber, Tom Davies Square at 10:30 am

COUNCILLOR JANET GASPARINI, CHAIR

Jacques Barbeau, Vice-Chair

(PLEASE ENSURE CELL PHONES AND PAGERS ARE TURNED OFF)

The Council Chamber of Tom Davies Square is wheelchair accessible. Please speak to the City Clerk prior to the meeting if you require a hearing amplification device. Persons requiring assistance are requested to contact the City Clerks Office at least 24 hours in advance of the meeting if special arrangements are required. Please call (705) 671-2489, extension 2471. Telecommunications Device for the Deaf (TTY) (705) 688-3919. Copies of Agendas can be viewed on the City web site at www.greatersudbury.ca.

DECLARATIONS OF PECUNIARY INTEREST

COUNCILLOR BRIEFING SESSIONS

POLICY DISCUSSION PAPERS - PRELIMINARY DISCUSSION

1. Report dated July 30, 2008 from the General Manager of Infrastructure Services regarding Implementation of an Idling Control Policy. **8 - 13**
(ELECTRONIC PRESENTATION) (RECOMMENDATION TO BE READ)

- Danielle Braney, Director of Asset Services

(This report recommends that Council of the City of Greater Sudbury adopt the Idling Control Policy to regulate the idling of its municipal fleet.)

POLICY DISCUSSION PAPERS - DECISION REQUESTED

CORRESPONDENCE FOR INFORMATION ONLY

MANAGERS' REPORTS

2. Report dated August 5, 2008 from the Acting Chief Administrative Officer regarding Recommendations of the Junction Creek Safety Committee. **14 - 23**
(RECOMMENDATION PREPARED)

(This report outlines costs, implementation dates and comments on the long and short term recommendations of the Junction Creek Safety Committee.)

ADDENDUM

CITIZEN DELEGATIONS

CITIZEN PETITIONS

MOTIONS

ADJOURNMENT (RECOMMENDATION PREPARED)

Councillor Gasparini
Chair

Franca Bortolussi
Council Secretary

COMITÉ DES PRIORITÉS ORDRE DU JOUR

Pour la 33^e réunion du Comité des priorités
qui aura lieu le **13 août 2008**
dans la Salle du Conseil, Place Tom Davies, à 10h 30

CONSEILLÈRE JANET GASPARINI, PRÉSIDENT(E)

Jacques Barbeau, Vice-président(e)

VEUILLEZ ÉTEINDRE LES TÉLÉPHONES CELLULAIRES ET LES TÉLÉAVERTISSEURS) La salle du Conseil de la Place Tom Davies est accessible en fauteuil roulant. Si vous désirez obtenir un appareil auditif, veuillez communiquer avec la greffière municipale, avant la réunion. Les personnes qui prévoient avoir besoin d'aide doivent s'adresser au bureau du greffier municipal au moins 24 heures avant la réunion aux fins de dispositions spéciales. Veuillez composer le 705-671-2489, poste 2471; appareils de télécommunications pour les malentendants (ATS) 705-688-3919. Vous pouvez consulter l'ordre du jour au site Web de la Ville à l'adresse www.grandsudbury.ca.

DÉCLARATION D'INTÉRÊT PÉCUNIAIRE

SÉANCES D'INFORMATION DES CONSEILLERS

DOCUMENTS DE TRAVAIL SUR LES POLITIQUES – DISCUSSION PRÉLIMINAIRE

1. Rapport du directeur général des Services d'infrastructure , daté du 30 juillet 2008 portant sur Mise en œuvre d'une politique anti-ralenti. **8 - 13**
(PRÉSENTATION ÉLECTRONIQUE) (RECOMMANDATION À LIRE)

- Danielle Braney, directrice des Immeubles

(Ce rapport recommande que le Conseil de la Ville du Grand Sudbury adopte la Politique anti-ralenti afin de réglementer la marche au ralenti de son parc automobile municipal.)

DOCUMENTS DE TRAVAIL SUR LES POLITIQUES – DEMANDE DE DÉCISION

CORRESPONDANCE À TITRE DE RENSEIGNEMENTS SEULEMENT

RAPPORTS DES GESTIONNAIRES

2. Rapport daté du 05 août 2008 portant sur Comité sur la sécurité du ruisseau Junction . **14 - 23**
(RECOMMANDATION PRÉPARÉE)

(Ce rapport décrit brièvement les coûts et les dates de mise en œuvre des recommandations à long et à court terme du Comité sur la sécurité du ruisseau Junction.)

ADDENDA

DÉLÉGATIONS DE CITOYENS

PÉTITIONS DE CITOYENS

MOTIONS

LEVÉE DE LA SÉANCE (RECOMMANDATION PRÉPARÉE)

La Conseillère Gasparini,
Présidente

Franca Bortolussi,
Secrétaire du conseil



Request for Recommendation
Implementation of an Idling Control Policy

Presented To:	Priorities Committee
Presented:	Wednesday, Aug 13, 2008
Report Date	Wednesday, Jul 30, 2008
Type:	Policy Discussion Papers - Preliminary Discussion

Recommendations

It is recommended that the Council of the City of Greater Sudbury adopt the Idling Control Policy as outlined in the report dated July 30th, 2008 from the General Manager of Infrastructure Services.

Finance Implications

The implementation of this policy will result in a reduction in fuel consumption. It will be difficult to determine actual savings in fuel costs until a new fuel system is in place to track consum...

[finance implications continued...](#)

Signed By

Report Prepared By
Eric Bertrand
Manager of Fleet Services
Digitally Signed Aug 7, 08

Division Review
Danielle Braney
Director of Asset Services
Digitally Signed Aug 7, 08

Recommended by the Department
Greg Clausen, P.Eng
General Manager of Infrastructure Services
Digitally Signed Aug 8, 08

Recommended by the C.A.O.
Mark Mieto
Chief Administrative Officer
Digitally Signed Aug 8, 08

(Financial Implications continued from cover)

...consumption. Infrastructure Services is in the process of recommending the acquisition of a new fuel management system and this would allow for accurate tracking of consumption.

Background

Policy Discussion Paper

Request for Approval Idling Control Policy

Recommended Policy for Discussion:

At the request of the Chief Administrative Officer, municipal staff have prepared a new corporate policy that will reduce unnecessary idling of municipal vehicles and vehicles owned by firms under contract with the municipality. Infrastructure Services, Community Development, Growth and Development, Emergency Medical Services, Fire and Police Services have participated in the development of this new policy.

The Idling Control Policy will limit idling time to three minutes for gasoline fueled vehicles. Diesel fueled vehicles will also be limited to three minutes idling time, following an initial warm-up period to properly circulate and cool diesel engine fluids.

Exceptions will apply to the new Idling Control Policy. Vehicles responding to emergencies, vehicles at job sites and Greater Sudbury Transit vehicles may be exempt from the policy under certain conditions. Drivers will also be advised to follow the vehicle manufacturer's guidelines for engine idling unless otherwise advised by the Manager of Fleet Services in jurisdiction.

Purpose

The City of Greater Sudbury is already acknowledged as a leader in environmental restoration. The municipality has an opportunity to again take a leadership role by protecting air quality through reduced vehicle idling, thereby setting an example for private motorists throughout the community. In addition to environmental benefits, a reduction in unnecessary vehicle idling will result in significant cost savings for the municipality.

Background

National context:

Natural Resources Canada (NRCan) has identified a series of actions that Canadians can take to reduce greenhouse gas emissions. One action is to reduce the duration and frequency of vehicle idling.

Unnecessary idling:

- produces carbon dioxide emissions (CO²) that contribute to climate change, smog and health problems,
- is a waste of fuel and money,
- results in engine component wear.

NRCan estimates that if every driver of a light-duty vehicle in Canada avoided idling for just five minutes every day for a year, more than two million tonnes of CO² would be prevented from entering the atmosphere each year. That's the equivalent to removing over 350,000 cars from the road for one year.

Local context:

The City of Greater Sudbury has been working with the Fleet Challenge Ontario program, a not-for-profit program of the Canadian Energy Efficiency Alliance.

The Fleet Challenge Ontario program is designed to help municipal fleet managers cut emissions and operational costs by applying fleet management tools and techniques shared through E3 (Energy Environment Excellence) Fleet Reviews, information sessions and a Best Practices manual.

This spring, the City of Greater Sudbury took part in an optional E3 Fleet Rating, which uses a point-based rating system checklist for rating fleet management practices and energy and emissions performance.

Among the recommendations of the E3 Fleet Review is the initiation of an idling reduction program. Fleet Challenge Ontario estimates that the average municipal vehicle idles between 60 and 65 per cent of the time.

In 2007, the City of Greater Sudbury had an expenditure of \$4.5 million for gas and diesel fuel to operate the municipal fleet, including police, fire, ambulance, infrastructure services and various other divisions.

Since December 2007, fuel costs have risen at an alarming rate. Reducing unnecessary vehicle idling will achieve significant savings.

Further cost savings will be achieved through the City's commitment to "The Green Way", a broad initiative of municipal Fleet Services to reduce fuel consumption and achieve

environmental benefits.

Last year, seven hybrid vehicles were purchased for use by building inspectors and bylaw enforcement officers. Gasoline fuel consumption has been in the range of 20 to 40 litres per week for the hybrid vehicles versus 80 to 100 litres per week for conventional full-size cars. Fleet Services hopes to purchase additional hybrids to replace conventional vehicles in future budgets.

Application of municipal idling control policy

Diesel fueled vehicles:

Operators of diesel fueled vehicles will be allowed to idle the engine for up to five minutes during the initial shift warm-up and at subsequent times when the vehicle is being restarted after a prolonged shut down period.

Extended idle time is necessary for diesel fueled engines to allow proper circulation and cooling of engine oil and other fluids.

After the warm-up period, no operator shall idle the engine of a diesel fueled vehicle that is stopped for more than three minutes.

Gasoline fueled vehicles:

No operator shall idle the engine of a gasoline fueled vehicle that is stopped for more than three minutes.

Alternative fueled vehicles:

Vehicles powered with alternative fuels should operate in accordance with the provisions of the previous section on Gasoline Fueled Vehicles. Alternative fuels include propane and compressed natural gas.

Transit buses:

Transit buses should be turned off as soon as possible upon arrival at the transit terminal. The bus should not be restarted until it is ready to depart.

Off-Road vehicles and equipment:

Off-road vehicles and equipment shall not be left idling unless absolutely required for operations and/or safety.

Exceptions

The following vehicles and situations will be exempt from the corporate policy to limit vehicle idling to a maximum of three minutes.

- Emergency vehicles, emergency boats, off-road vehicles and equipment while engaged in operational activities, including training and client transfer,

- Vehicles assisting in emergency response and/or activities,
- Mobile workshops where engine power is necessary for electrical or pressure generation, tool use, hoist or winch use, lift gate or boom operation, and/or similar applications,
- Vehicles with power take-off containing work equipment that must be powered by the vehicle engine,
- Transit vehicles in layover or stopover, defined as a stopping point along a transit route or at a transit vehicle terminal, for a maximum of 15 minutes to allow transit vehicles to adjust to service schedules,
- Vehicles that remain motionless because of an emergency or traffic conditions, including but not limited to congestion, traffic control signals, weather conditions or mechanical difficulties,
- Vehicles undergoing service or inspection,
- Extreme cold weather or heat alerts where idling may be necessary for the well-being of the operator and/or passengers,
- Idling to defrost, defog or deice vehicle windows provided a scraper is used prior to starting the engine. Idling must end once fog, frost or ice conditions have been eliminated.
- Staff may idle a vehicle for up to 15 minutes for the purpose of getting warm and/or dry if indoor accommodations are not available at the work site. To reduce the possibility of carbon monoxide accumulation in the cab, window(s) must remain partially open for safe ventilation.

Purchase and use of idle-reducing equipment

All attempts shall be made to purchase equipment that will eliminate the need for excessive vehicle idling. Appropriate purchases may include, but are not limited to, auxiliary power units, auxiliary batteries, LED lighting and automatic shutdown devices where necessary.

Training and Communications

This policy and the reasons for it will be communicated to all operators during driver orientation and training sessions, as well as through periodic communications in crew meetings and staff bulletins.

Signs will be posted in municipal yards and other locations frequented by municipal vehicles. Decals will be provided for windshields of municipal vehicles.

Supervisors will ensure that employees who operate a city vehicle or off-road vehicles and equipment are made aware of the idling control policy.

Supervisors/foremen in their respective department/division/section will be responsible for the adherence and enforcement of the idling policy. Violations of the policy will be documented as to the vehicle operator, vehicle number, location, date and time, weather conditions and circumstances of the violation. The vehicle operator will be informed of the violation by the supervisor at the time of the infraction.

Discipline will be in accordance with respective departments/divisions/sections' policies and/or collective bargaining agreements.

Monitoring

Periodic evaluations will be conducted, which will include the participation of operators, to monitor the effectiveness of the policy. Results will be communicated to operators and the policy may be amended from time to time if needed.

Evaluating the Programme

It is difficult for Fleet Services to establish a base line for fleet idling as there is still no system in place to monitor fuel consumption for each vehicle in the fleet. The acquisition of a new fuel management system will be recommended to Council in the coming weeks. Nevertheless, the reduction in idling will also translate in an overall reduction in the amount of fuel that is consumed by the municipal fleet.

Recommendation

That Council adopt the Idling Control Policy as presented herein.

Staff will be in attendance to provide elaboration on any item contained in the report and/or to provide additional information if requested.



Request for Recommendation

Recommendations of the Junction Creek Safety Committee

Presented To:	Priorities Committee
Presented:	Wednesday, Aug 13, 2008
Report Date	Tuesday, Aug 05, 2008
Type:	Managers' Reports

Recommendations

That the Council of the City of Greater Sudbury review the comments submitted to-date regarding the recommendations of the Junction Creek Safety Committee;

That a Staff Committee be established to co-ordinate, prioritize and report back to the Priorities Committee on the work contemplated by this initiative.

Signed By

Report Prepared By
Angie Hache
City Clerk
Digitally Signed Aug 8, 08

Recommended by the C.A.O.
Mark Mieto
Chief Administrative Officer
Digitally Signed Aug 8, 08

Background

City Council at their meeting of June 25, 2008 passed Resolution #2008-238 which reads as follows:

"THAT the report from the Junction Creek Safety Committee be received;

AND THAT the short and long term recommendations be referred to staff and agencies for a report outlining costs and implementation dates, and that this report be submitted at the August 13, 2008 Priorities Committee meeting;

AND THAT the following recommendations which have been identified by the committee be implemented without delay:

- Parks Department to remove fallen trees that hinder creek current and provide unsafe balance beam for children and that identified trees be removed immediately;*
- Introduce a grocery cart by-law that controls carts being stranded, especially in the creek;*
- Conduct fencing safety assessment to determine necessary repairs on property owned by the City or any City agencies (i.e. Sudbury Housing);*
- Develop a policy for safety fencing along the creek and open water bodies, especially urban areas that are densely populated and affected by pedestrian traffic;*
- Locking pins and locks installed on all City owned and Sudbury Housing access gates to the creek, as was implemented at Hnatyshyn Park and assess reversing hinge action on gates to provide additional entry resistance;*
- Develop signage design for swift water and an implementation policy."*

Staff from all involved departments and external agencies have since reviewed the recommendations and commented individually as it relates to their specific area. As Council will note on the attached summary, in many cases organizations have taken different approaches to the same issue.

With respect to the recommendations that were directed to be implemented without delay, Council will note that in some cases this is not possible due to budgetary or other considerations. In other areas, there are contrary opinions about what should be done and/or how best to achieve the desired outcome.

At this time, it is felt that Council should review the comments to-date and consider extending the timeline for the original motion, as noted above. It is further recommended that a staff committee be established to coordinate, prioritize and report back to the Priorities Committee on the work that is contemplated by this initiative since so many departments and external organizations are involved.

Recommendations - Junction Creek Safety Committee

Sub Ctee	Terms of Reference	Recommended Action	Lead Department/ Agency	Comments
Infrastructure	Review infrastructure criteria including safety grates at water crossings, storm drainage inputs and examine potential safety measures along the route of the creek such as landscaping, buffer areas, fencing, signage and water course restoration.	*1. Develop a policy for safety fencing along the creek and open water bodies, especially urban areas that are densely populated and affected by pedestrian traffic.	Infrastructure (Operations)	<u>Infrastructure Services:</u> This policy will involve a multi-disciplinary examination by the Infrastructure, Administrative Services (Legal), Finance, Community Development (Parks) Departments on the pros and cons of fencing, on insurance and legal liability elements and on the implementation criteria for the provision of fencing as necessary around the City's creeks, ponds, rivers and lakes. The resulting policy paper is proposed to provide guidelines for City staff and Council and is scheduled to be completed by October 1, 2009. <u>Junction Creek Stewardship Committee:</u> Do not endorse the recommendation for fencing of any kind along Junction Creek. They do not believe this will enhance safety in any way and contradicts one of their goals, which is to enhance appreciation and enjoyment of the waterway by members of the public.
		*2. Conduct fencing safety assessment to determine necessary repairs on properties owned by the City or City agencies (i.e. Sudbury Housing)	Infrastructure (Operations) Finance (Risk Mgmt.) Greater Sudbury Housing	<u>Infrastructure Services:</u> Fencing exists at various locations at road crossings, park areas and Sudbury Housing areas adjacent to Junction Creek. Repairs and improvements to existing fencing is estimated to cost \$20,000. This work is scheduled to be completed in 2009. <u>Risk Management:</u> Any fencing installed before a policy is complete creates a liability exposure for unfenced areas. Fencing will make rescue efforts more difficult. Children can climb better than adults. <u>Greater Sudbury Housing Corporation:</u> Does annual inspections of all their fencing at both Louis Street locations which run along CGS property and Junction Creek. Tree trimming and repairs to fences are made as well as backfilling with dirt any holes under the fencing. Regular inspections are done throughout the year and repairs made as required.
		3. Install snow fence along Louis Street to beyond playground until fencing policy is complete.	Community Development (Parks) Finance (Risk Mgmt.)	<u>Risk Management:</u> Any fencing installed before a policy is complete creates a liability exposure for unfenced areas. Fencing will make rescue efforts more difficult. Children can climb better than adults. <u>Parks Services:</u> Due to the liability involved with the installation of a temporary fence, Parks Services will address the fencing issue by installing a permanent fence at this location with funds to be provided from the 2008 budget for fencing upgrades to playground sites.

Sub Ctee	Terms of Reference	Recommended Action	Lead Department/ Agency	Comments
		*4. Locking pins and locks installed on all City owned and Sudbury Housing access gates to the creek, as was implemented at Hnatyshyn Park and assess reversing hinge action on gates to provide additional entry resistance. * 5. Develop signage design for swift water and an implementation policy. 6. Continue developing Junction Creek Waterpark Trail with attention to creating a safe buffer zone.	Infrastructure (Operations, Drainage) Community Development (Sudbury Housing) Administrative Services (Design - Communications) Infrastructure (Operations) Finance (Risk Mgmt.) Junction Creek Stewardship/ Rainbow Routes	<u>Infrastructure Services:</u> The structural revisions to gates, hinges and installation of locking pins and locks is estimated to cost \$3,000. This work is scheduled to be completed in 2009. <u>Greater Sudbury Housing Corporation:</u> Does not own any locks or gates to Junction Creek. The access gates at the Louis Street projects are owned by the City of Greater Sudbury. <u>Risk Management:</u> Signs are good but language has to be correct. Cannot setup a situation which we cannot enforce, must be advisory only. <u>Corporate Communications:</u> Will develop a bilingual design for Swift Water. <u>Junction Creek Stewardship Committee:</u> Is very much in favour of the continued development of the Waterway Park Trail. This will enhance safety, because people will be more likely to see children playing near or in the water. <u>Rainbow Routes:</u> Much of Junction Creek Waterway Park is already developed with the trail within view of the creek. The whole purpose of the trail near the creek is to "put eyes on the creek" so if things such as trees or shopping carts at/in the creek or children are playing in the water people/passersby will see something amiss and take action.

Sub Ctee	Terms of Reference	Recommended Action	Lead Department/ Agency	Comments
Safety and Rescue	Explore associated problems such as the effect of new development on existing water bodies (from building to road development as well as limitation in restoration)	7. Add Junction Creek to Storm Water Management Study in 2009. 8. Create a Dumping By-law Roundtable to begin September 2008. 9. Explore the possibility of including Junction Creek a municipal agricultural drainage system and managed under the Drainage Act.	Infrastructure (Drainage) Councillor Landry-Altman Infrastructure (Drainage)	<u>Infrastructure Services:</u> A comprehensive Storm Water Management Study to determine the deficiencies of the existing storm water conveyance system and to recommend solutions for controlling the rate of flow and improving water quality in this section of Junction Creek. This project is estimated at \$200,000 and is scheduled for completion in 2010. <u>Councillor Landry-Altman:</u> Will introduce a Notice of Motion to form a Dumping By-law Advisory Panel. <u>Infrastructure Services:</u> The establishment of a municipal drain on parts of the creek will deal with issues pertaining to access to the creek, jurisdiction of maintenance and assessment of cost of maintenance. Given authority to proceed, it is proposed that the process to implement the municipal drain will start in 2009 with completion in 2010.
	Explore actual and future climate warming effects on existing water bodies.	10. Junction Creek Stewardship Committee to monitor water temperature and levels on a regular basis.	Junction Creek Stewardship Committee	Junction Creek Stewardship Committee: Monitors water temperatures on a monthly basis, as a part of our water quality monitoring program. Currently, we do not monitor water levels.
	Identify the rescue agencies/ programs and recommendations: Identify that can directly and indirectly affect the rescue effort in a direct/indirect role.	11. Develop rescue procedures specifically for swift water like Junction Creek, in conjunction with rescue agencies (Fire, Police, EMS) including identifying access points using GPS and developing a common code such as <i>Child in the Water</i> .	Fire/Police/EMS	<u>Fire /EMS/Police:</u> <i>"Develop rescue procedures specifically for swift water like Junction Creek...."</i> This recommendation will require enhancing the water rescue training currently performed by Fire Services in the following ways: 1. That the Sudbury Fire Services certify 8 Sudbury Fire Services Instructor/Trainers with swift water rescue. Training to be provided by a provincially recognized provider such as "Equinox Adventures". Start up cost: \$20,000.00. Includes additional Sudbury Fire Service firefighter wages, equipment and expenses for visiting instructors. Re-occurring costs every two years: \$20,000.00 for re-certification of 8 instructors with provincially recognized provider such as "Equinox Adventures".

Sub Ctee	Terms of Reference	Recommended Action	Lead Department/ Agency	Comments
				Sudbury Fire Services trainers will then certify 40 rescuers to the technician level - a 'GO' rescue activity, with swift water entry and patient contact. Annual cost: \$25,000.00. Includes additional Sudbury Fire Service firefighter wages and expenses. Sudbury Fire Services will certify 100% of the Fire Department emergency responders to Operations level (shore-based rescue). This training allows Sudbury Fire Service personnel to operate in support roles as riggers, safety personnel, lookouts, officers, etc. Cost: No additional cost as this training is accomplished while Sudbury Fire Service firefighters are on duty. Sudbury Fire Services will provide "Swift Water Rescue" awareness training material to other emergency agencies (Police and EMS) to distribute and educate their membership. Cost: No additional cost. Impact: Upon Council's direction and funding, the Sudbury Fire service will prepare to implement this enhanced emergency response within 6 months. Start up cost: \$45,000.00 for instructor and rescue crew training. Recurring annual cost: \$25,000.00 for scenario training. Recurring cost every two years: \$20,000.00 for recertification of instructors. <i>"Identifying access points using GPS and developing a common code such as Child in the Water..."</i> - Emergency Services are working with City GIS to develop specific mapping of the Junction/Nolin Creek system to ensure common mapping exists. The maps identify the creeks, on surface and in large culverts, surface streets, and will include numbered rendezvous areas for emergency services. - Once complete the maps will be share amongst Police, Fire, and EMS,

Sub Ctee	Terms of Reference	Recommended Action	Lead Department/ Agency	Comments
				including the respective emergency services dispatch centre's. 3. GPS is not used by emergency services as a primary method to identify call locations or dispatch resources to emergency calls as the public do not have the ability or training to properly identify emergencies utilizing GPS. 4. Emergency services have dispatch protocols in place specific to each service and their respective response function. Currently, trained dispatches obtain specific information from the caller, based on the information obtained the dispatcher will send the required resources and identify the urgency of the call. There is no evidence a common code word such as "child in the water" would improve on the current dispatch process. Impact: No cost. These initiatives will proceed as described. <u>Junction Creek Stewardship Committee:</u> Is not in favour of removing fallen trees from the waterway. The following is published in a Fisheries and Oceans Canada Fact Sheet: "Leave fallen trees and branches in the water. Woody debris is important to lake and river ecosystems. Beneath the water it provides a home to tiny aquatic organisms that feed fish and a place for fish to hide from predators; above water, it provides a sunny platform for ducks and turtles." <u>Infrastructure (Assets):</u> Will assist in determining property ownership. If ownership is determined to be private, property owners must consent to removal of fallen trees. <u>Parks Services:</u> Trees that have fallen in the water can only be removed by Infrastructure under the drainage regulations or we will need to obtain permits from the Department of Fisheries and Oceans to do work in the creek. Parks can only remove trees on Parks property that are causing unsafe conditions only if they are not in the watercourse. Any other work in or near the water body will require proper permits. Parks will be bringing forward a budget option for this in the 2009 budget as this is a new area of responsibility and is presently underfunded.
		12. Parks Department to remove fallen trees that hinder creek current and trees that provide unsafe balance beam for children and that identified trees be removed immediately.	Community Development (Parks)/Infrastructure (Assets)	

Sub Ctee	Terms of Reference	Recommended Action	Lead Department/ Agency	Comments
		*13. <i>Introduce a grocery cart by-law that controls carts being stranded, specifically in the creek.</i>	Administrative Services (Legal)	<u>Legal Services:</u> Currently examining by-laws from other jurisdictions relating to shopping carts and will present a series of options for Council's consideration. It is expected that this matter will be presented to the Priorities Committee in September.
	Develop programs to interact and practice with other agencies, i.e. Police Services, Emergency Medical Services.	14. Rescue agencies to co-develop mock rescue operations based on adopted rescue code.	Fire/Police/EMS	<u>Fire Services:</u> Contacted both Police and EMS Services to arrange joint training exercises for the fall of 2008 in conjunction with currently scheduled training exercises. Will provide "Swift Water Rescue" awareness training material to other emergency agencies (Police and EMS) to distribute and educate their membership. Impact: No cost. These initiatives will proceed as described, with or without Council action on the new rescue initiative.
	Review capabilities versus risks.	15. Engineering to design anchor pins and develop an installation strategy for culverts and along creek beds to allow life line to be attached for rescuers.	Infrastructure (Drainage) (Operations)/ Fire/EMS/Police	<u>Infrastructure Services:</u> a) Install creek side safety anchor pins Install anchor safety pins along the banks of selected urban areas of Junction Creek to facilitate emergency service operations at approximately 50 metre intervals. This work is estimated at \$40,000. This work is proposed to be completed in 2009. b) Install culvert safety anchor pins Install anchor pins at the inlets of major road crossing culverts in the urban area. This work is estimated at \$5,000. <u>Fire/EMS/Police:</u> Greater Sudbury Fire Services will review the anchor pin strategy during the swift water implementation/training phase, considering proposed locations and public safety factors. Impact: No cost at this time.

Sub Ctee	Terms of Reference	Recommended Action	Lead Department/ Agency	Comments
Communication/ Education		16. Explore installing a wire across the culverts at an appropriate height for rescue measures.	Fire/EMS/Police/ Infrastructure (Operations) (Drainage)	<u>Infrastructure Services:</u> On a trial basis, install a safety cable with floats across the entrance to a large rectangular box culvert. This cable, subject to water level in the creek, will be able to move freely up and down vertical side rails mounted on the sides of the culvert. This trial installation is estimated at \$7,000. This work is to be completed in 2009.
		17. Installation of emergency egress at 199 Larch Street concurrent with the Larch Street Bridge restoration.	NDCA	<u>Fire/EMS/Police:</u> Will review utilizing this strategy from a risk vs. benefit perspective during the swift water implementation/training phase, considering proposed locations and public safety factors. Impact: No cost at this time. NDCA: Construction started on July 28, 2008 and will be completed by September 2008. The cost of the project is \$595,000.
	Develop public education campaigns and awareness materials which promote water safety near bodies of water including interactive displays, pamphlets and swift water demonstrations	18. Develop a public education campaign aimed at school age children and their parents, to be named after Adam Dickie and to reinforce key messages. Lansdowne School to develop a swift water insert for the North American Risk Watch Unintentional Injuries program that is used in city-wide schools. SDHU's Children's Water Festival will participate with interactive displays e.g. illustrate the instability of creek bottoms,	Councillor Cimino/ Lansdowne Public School/Sudbury & District Health Unit/Junction Creek Stewardship	<u>Risk Management:</u> Education is the best risk management practice. <u>Rainbow Routes:</u> Public education especially aimed at school aged children and their caregivers is the most important element in these recommendations. <u>Sudbury and District Health Unit:</u> The Children's Water Festival to be held September 24 and 25, 2008 will include an interactive display regarding Junction Creek Safety. They are contributing to the development of educational resources to promote water safety near water bodies. <u>Councillor Cimino</u> – Educators from Lansdowne Public School and Councillor Cimino will be working on the Risk Watch Insert for Swift Water which will be completed by the end of October 2008.
	Develop a communication strategy which targets schools and homes in localities near water bodies.			

Sub Ctee	Terms of Reference	Recommended Action	Lead Department/ Agency	Comments
		e.g. jumping exercise to approximate distances. 18. Junction Creek Stewardship Committee will include a safety message in their brochures and school programs		
	Encourage agencies to deliver consistent joint safety messages and programs	19. NDCA to revive their spring thaw advisory program. 20. Contact swimming courses to include a swift water survival strategy.	NDCA Fire	NDCA: Will make this part of the annual spring flood preparedness program for elementary schools (English and French). Advisory Program will take place in the early March 2009 at a cost of \$2,000. Fire Services: Greater Sudbury Fire Services Public Safety Officers will contact swimming course providers within the City of Greater Sudbury to encourage them to include swift water survival strategy information and or training component. Impact: No cost. These initiatives will proceed as described, with or without Council action on the new rescue initiative.
	Hold public consultation session(s) in affected area(s) to gain input from citizens to assist in short and long term measures.	Public Consultation Held on April 7, 2008		