


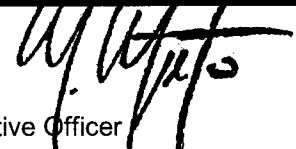
Request for Decision City Council



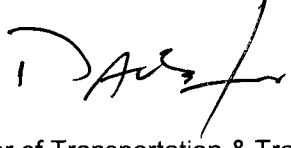
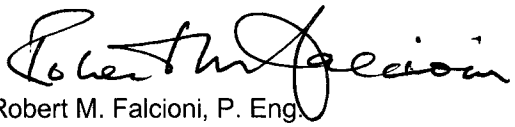
Type of Decision									
Meeting Date	June 27, 2007				Report Date	June 20, 2007			
Decision Requested	X	Yes		No	Priority		High	X	Low
	Direction Only				Type of Meeting	X	Open		Closed

Report Title
<p align="center">Speed Limit Reduction Bancroft Drive/ Bellevue Avenue/ Howey Drive</p>

Budget Impact / Policy Implication	Recommendation
<p>This report has been reviewed by the Finance Division and the funding source has been identified.</p>	<p>That the speed limit not be reduced to 40 km/h on the following road sections;</p> <ol style="list-style-type: none"> 1. Bancroft Drive from Bellevue Avenue northerly to the Waterview Apartments entrance. 2. Bancroft Drive from Bellevue Avenue to Manor Road. 3. Howey Drive/ Bellevue Avenue from Downing Street to Bancroft Drive. <p>All in accordance with the report from the Acting General Manager of Infrastructure Services dated June 20, 2007.</p>
<p align="center">Background Attached</p>	<p align="center">Recommendation Continued</p>

Recommended by the Department	Recommended by the C.A.O.
 Greg Clausen, P.Eng Acting General Manager Infrastructure Services	 Mark Mieto Chief Administrative Officer

Date: June 20, 2007

Report Prepared By	Division Review
 Dave Kivi Co-ordinator of Transportation & Traffic Engineering Services	 Robert M. Falcioni, P. Eng. Director of Roads and Transportation

BACKGROUND

The Minnow Lake CAN has raised concerns about the existing 50 km/h maximum speed limit on sections of the Howey/Bellevue/Bancroft corridors. Councillor Gasparini has requested that Staff review the speed limit, and at the June 13th City Council meeting the following motion was approved by Council:

Whereas various sections of Bancroft Drive and Bellevue Avenue in Minnow Lake form part of a very winding roadway with speed limits increasing and decreasing in a very small area of the road.

And whereas the area has become a very activity intense area with bike lanes, the new skate board park, baseball fields, tennis and volleyball courts, arena, playgrounds, parks, community centres, and churches.

And whereas the area is not uniform with a number of winding roads signs and speed reduction signs.

And whereas there is interest in a 40 km limit being established for one kilometre in each direction from the intersection of Bancroft Drive and Bellevue Avenue; from Manor Road to the west of this intersection and from Downing Street on Howey Drive to the east and from Dundas Street to the north.

Therefore be it resolved that staff review the technical issues of this request and report to Council on the feasibility of this change.

The subject area is located near Minnow Lake (see Exhibit "A"). In this area, Bancroft Drive, Bellevue Avenue and Howey Drive are constructed to the same urban standard with two (2) 3.5 m wide driving lanes, and a 1.5 m wide bicycle lane painted in each direction. A sidewalk is provided along at least one side of the road, with the section of Bancroft Drive north of Bellevue Avenue having sidewalks along both sides of the road. The East-West section of the Howey/ Bellevue/ Bancroft corridor is designated as a secondary arterial road that carries an annual average daily traffic volume (AADT) of 8,200 west of Bancroft Drive and 9,000 east of Bellevue Avenue. This section of road consists of numerous horizontal and vertical curves that have posted advisory speeds ranging from 25 km/h to 40 km/h. The existing maximum speed limit is 50 km/h.

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The section of Bancroft Drive from Bellevue Avenue to the entrance of Waterview Apartments carries an AADT of 6,500 and has a maximum speed limit of 50 km/h. The Carmichael Arena with associated skateboard park and baseball fields are located in this area. North of Waterview Apartments, the speed limit is reduced to 40 km/h. The 40 km/h speed limit was approved by Council in 2001.

To help determine the appropriate maximum speed limit, staff conducted a survey of vehicle speeds at the following locations within the study area:

- Station #1: Bellevue Avenue, 200 m east of Picard Street.
- Station #2: Bancroft Drive, 100 m west of Shappert Avenue.
- Station #3: Bancroft Drive, 200 m north of Bellevue Avenue.

An additional speed study was conducted in the 40 km/h zone of Bancroft Drive between Parkdale Avenue and Dundas Street (see Exhibit "A", Station #4).

The speed studies were conducted on May 28th and 31st, 2007 under good road and weather conditions. The speed of approximately 100 vehicles was recorded passing each station, and the results are summarized below:

Location	Speed Limit (km/h)	Average Speed (km/h)	Difference (km/h)	Compliance with Speed Limit (km/h)
Bellevue Avenue, 200 m east of Picard Street	50	50	0	55%
Bancroft Drive, 100 m west of Shappert Avenue	50	53	+3	32%
Bancroft Drive, 200 m north of Bellevue Avenue	50	56	+6	25%
Bancroft Drive, 50 m south of Parkdale Avenue	40	56	+16	1%

Generally, the speed motorists choose to travel is based on the level of development adjacent to the road, the geometric design of the road, traffic volumes, and the prevailing road and weather conditions. Research indicates that drivers tend to select speeds which they consider safe rather than the posted speed limit.

The results of the speed study appears to confirm what previous research has found. The first three speed study locations all have 50 km/h speed limits and similar roadway cross section, development levels and traffic volumes. The main reason there is a 6 km/h difference in operating speed between the three stations is due to the roadway geometry. Drivers reduce their operating speeds in response to curves in the road.

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The two speed study locations on the north-south leg of Bancroft Drive demonstrate the ineffectiveness that the legal speed limits have on operating speeds. Both locations recorded the same average operating speed despite the fact that the northernly section of Bancroft Drive is posted at 40 km/h which is 10 km/h slower than the section of the south of Waterview Apartments. In addition, only one driver was recorded obeying the posted speed limit in the 40 km/h zone.

Based on the above information, lowering the speed limit within the study area will have little impact on operating speeds, and is therefore not recommended. While staff supports the desire to lower operating speeds on this curvilinear section of roadway, changing the legal speed limit will not be effective in achieving this goal. Reducing the speed limit can actually have a detrimental affect on roadway safety, by increasing the number of drivers that exceed the legal limit which creates disrespect for the law. This disrespect for the speed limit will carry over to other areas. Many of the City's 40 km/h speed zones are located in school areas.

Request for Decision City Council



Type of Decision											
Meeting Date		June 27, 2007				Report Date		June 20, 2007			
Decision Requested		X	Yes		No	Priority		X	High		Low
		Direction Only				Type of Meeting		X	Open		Closed


Report Title
Local Calling Area Expansion

Budget Impact / Policy Implication		Recommendation	
X	This report has been reviewed by the Finance Division and the funding source has been identified.		
<p>At the present time no budget implications are required to proceed. Should budget implications arise as the process proceeds, these will be brought back to Council for direction.</p>		<p>THAT the City of Greater Sudbury recommend the creation of an expanded Local Calling Area (LCA) and request that Bell begin the required study process to implement the City's request.</p>	
X	Background Attached		Recommendation Continued

Recommended by the Department
 Doug Nadorozny General Manager of Growth & Development

Recommended by the C.A.O.
 Mark Mieto Chief Administrative Officer

Date: June 20, 2007

Report Prepared By	Division Review
Bill Lautenbach, Director of Planning Services; and Paul Baskcomb, Manager of Community & Strategic Planning	 Bill Lautenbach Director of Planning Services

BACKGROUND

The Constellation City report identified the expansion of the local telephone calling area in Greater Sudbury as a priority. The fact that persons in certain parts of the city cannot telephone certain other parts of the city without incurring long distance charges has long been a concern. In fact, just a few months following the creation of the City of Greater Sudbury, City Council passed a resolution directing staff to work with Bell to develop a plan for toll-free telephone calling within the City. This resolution is attached to this staff report. Over the ensuing years there were various interactions with Bell and the CRTC in an attempt to resolve this matter.

The map attached to the staff report illustrates the current Sudbury local calling area which includes all of those exchanges which can be reached by telephone from Sudbury without long distance charges. The problem is that many of the exchanges in the area cannot call other exchanges across the area without incurring long distance charges. For example, the Whitefish exchange cannot call the Blezard Valley exchange as a local call. Exchanges located entirely or partially within the City of Greater Sudbury boundary include:

Levack	Chelmsford	Whitefish	Lively
Azilda	Sudbury	Estaire	Coniston
Blezard Valley	Hanmer	Capreol	Garson
Markstay			

The issue is not unique to Greater Sudbury as a number of other Ontario municipalities have similar situations. Bell has recently been undertaking an initial "test case" in Ottawa and has developed a process to create expanded "Local Calling Areas" (LCAs). We have been in discussions with Bell regarding our local situation and Bell is now prepared to move forward with Sudbury's request. The required review process is outlined below:

Process for creating an expanded Local Calling Area

The following are necessary steps in the process for creating an expanded local calling area (LCA):

- municipality provides the telephone company with a passed motion of support to create an LCA
- municipality and telephone company decide the specific geographic extent of the proposed local calling area (once determined, the sponsoring government needs to obtain motions of support from all other affected local, municipal and regional governments associated with any telephone exchanges only partially within the expanded LCA)

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- telephone company collects the data required from all competitive long distance service providers operating within the proposed LCA to enable the telephone company to determine the potential surcharge(s) that constituents would be required to pay for three years
- telephone company determines potential surcharge(s) and reviews these surcharges with the affected municipality
- telephone company prepares and files LCA application with the CRTC, providing the municipality decides to proceed after having reviewed the proposed surcharge(s)
- following CRTC approval, telephone company conducts a plebiscite – where applicable – funded by the sponsoring municipal government
- telephone company implements network changes necessary to expand the local calling area (i.e., if applicable plebiscite was conducted and results support proposed LCA)

A more detailed list of Bell and Municipal roles in this process are attached.

Major changes have occurred in the telecommunications environment since the CRTC established criteria and Sudbury requested changes. These changes have included:

- significant reductions in long distance prices,
- widespread availability of optional packages offering,
- substantial long distance savings,
- the proliferation of wireless services (and associated, larger local calling areas), and
- the emergence of new technologies like VoIP.

The time is therefore now right for Council's request to proceed likely without major cost implications.

Conclusion

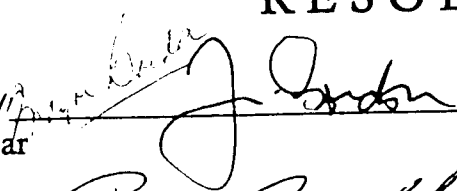
It is recommended that Council adopt a motion supporting the expansion of the Local Calling Area in order to start the process. Further consultation with Council to establish the boundaries of the expanded Local Calling Area and to discuss any related surcharges (if applicable, these apply over a three year period) will be required as the process proceeds. It should be noted that should the surcharges exceed \$1.00 per month for the 3 year period, a plebiscite is required.

It is also recommended that when the process begins, the City contact other local governments that share exchanges which are partially within the City boundaries to advise them of the proposed LCA and the related process with a view to ultimately receiving their concurrence for this initiative.


Attachments - Resolution
- Map
- List of LCA Roles & Responsibilities

THE CORPORATION OF THE CITY OF GREATER SUDBURY

RESOLUTION

Moved By/ 
Proposée par

No. _____

Seconded By/ 
Appuyée par

Date: 2001-03-13


WHEREAS the Council of the City of Greater Sudbury is committed to taking a leadership role on advanced telecommunication services that support the development and betterment of its Citizens;

AND WHEREAS making access to telecommunication services equitable and affordable to all Citizens and Businesses within the City of Greater Sudbury will achieve a variety of social and economic benefits;

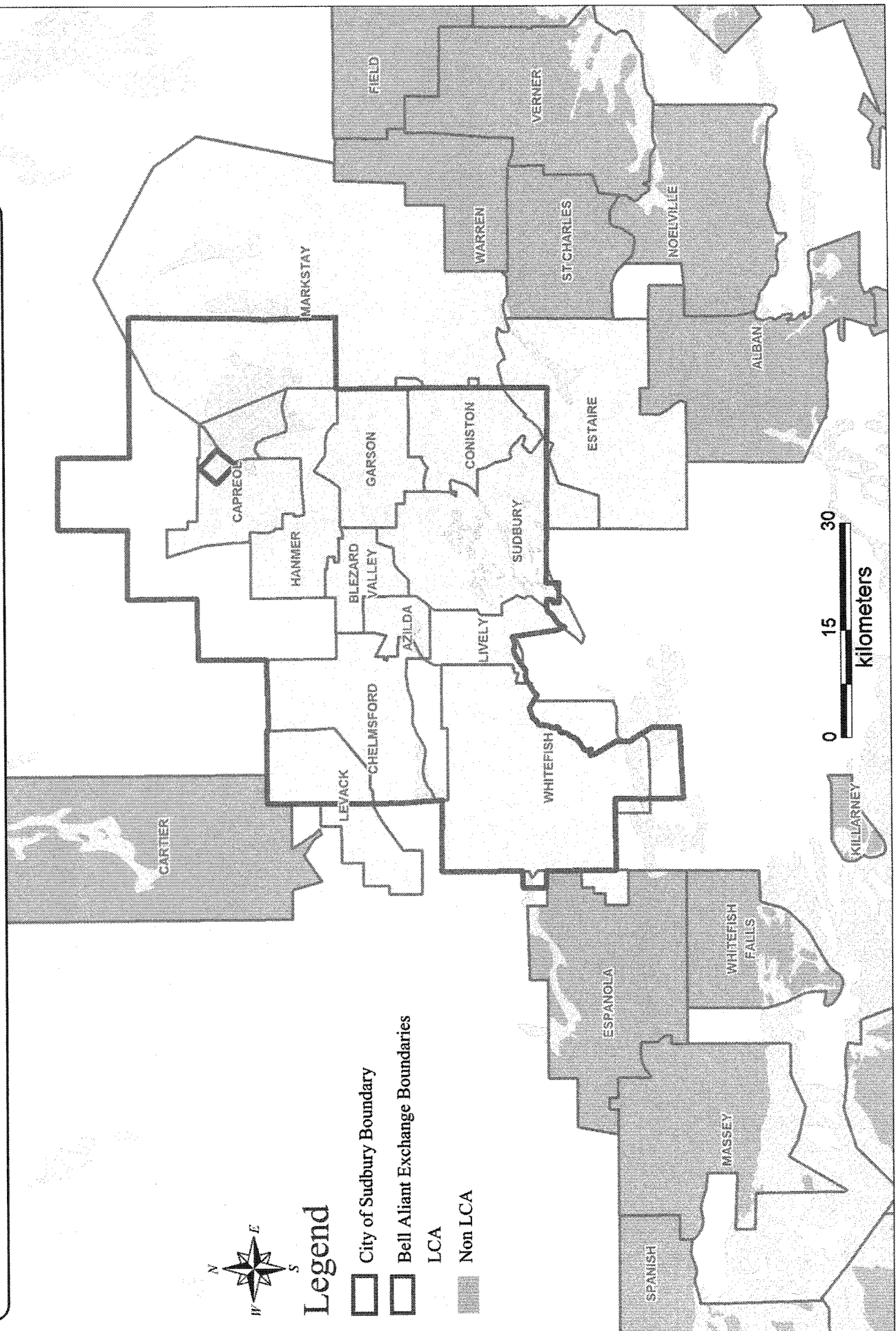
AND WHEREAS access to affordable toll-free telephone service will permit the City of Greater Sudbury to communicate more effectively with its Citizens and allow Citizens more involvement in their local government;

NOW THEREFORE THE COUNCIL OF THE CITY OF GREATER SUDBURY HEREBY RESOLVES THAT:

1. Staff be directed to work with Bell Canada to develop a plan for toll-free telephone calling within the City of Greater Sudbury; and that
2. Staff report back to Council with the plan before proceeding to the Canadian Radio-Television and Telecommunications Commission (C.R.T.C.) with an application for the new toll-free calling plan for the City of Greater Sudbury.


MAYOR

City of Sudbury Local Calling Area – LCA



List of LCA Roles & Responsibilities:

Summary:

Sponsoring Government's Role/Responsibilities:

1. Pass motion of support in council to request expanded local calling capability and provide Bell with copy of their motion of support.
2. In working with Bell, determine the specific geography of the area they wish to receive local calling capability with understanding that:
 - a. Political boundaries do not match ILEC telephone exchange boundaries.
 - b. Telephone exchange boundaries will not be changed:
 - i. Sponsor must decide whether to include/exclude the constituents within each telephone exchange.
 - ii. If partial exchange is to be included, sponsor must obtain the buy-in or notification that the other impacted Municipality(s) won't challenge their proposed LCA once filed.
 - It would be beneficial for the sponsoring government to begin discussions early on with surrounding impacted governments and then consult again with them once the LCA monthly surcharge rates are available.
 - c. Provide Bell with:
 - i. Letters of acceptances from all surrounding impacted governments to the LCA, including the LCA surcharge amounts that will apply for 36 months and provide copies to Bell;
 - ii. If they cannot obtain such acceptances from all impacted surrounding governments, confirmation these governments won't object to their LCA nor the LCA surcharge rates once it's filed with the CRTC and provide this within their letter to Bell.
 - iii. Letters of support from any/all business groups such as Chamber of Commerce, etc. and any/all other letters received re: support to Bell.
 - iv. With all the above, letter to Bell advising them to proceed with the required filing to the CRTC (to which would be attached any/all items received per 1 – 3 above) to help support filing.
 - d. Sponsoring government would fund (Bell would conduct) any plebiscite (required only if Residential LCA monthly surcharge is >\$1/month/NAS). Funding dollars to be paid whether plebiscite is accepted or not.
 - e. Sponsoring government responsible for all LCA communications:
 - i. Required to provide their web site address
 - ii. Required to provide a telephone number to take all inquiries/questions.

Bell's Role/Responsibilities:

1. Work with sponsoring government to determine impacted telephone exchanges that will be included within their proposed LCA.
2. Issue letter to all impacted long distance providers seeking their previous 12 months LD revenues within the impacted LCA (per CRTC D 2003-28, competitors have up to 60 days from date of our notifying them of the proposed LCA to provide their response. These letters are produced and forwarded by the CSG group and all results returned to them for confidentiality purposes – they aggregate the numbers and provide the bottom line).
3. Determine the operational costs that are to be included within the required tariff filing to the CRTC (these costs are not paid by the impacted subscriber base).
4. Provide necessary filing letter and documentation to the CRTC seeking their approval for all LCA's.
5. Conduct plebiscite (if required) if the Residential LCA surcharge is >\$1/month/NAS to all Residential subscribers (survey must produce an acceptance rate of 50% + 1 in favour of returned ballots).
6. Provide bill insert/SIM message to all impacted subscribers 1 – 2 months in advance of the LCA being implemented. Bill insert/SIM to outline the new local calling capability with LCA along with the fixed monthly LCA surcharge that all will pay within the impacted LCA for 36 months from date of implementation (with a reminder to change all auto-diallers, etc. as they won't work on implementation date as they no longer have to dial "1" to the new local calling areas).
7. Implement the required LCA on specified date.