

# Memorandum

*Office of the City Clerk*

*Fax: 623-5468*

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**TO:** Members of Council  
**FROM:** Ms. K. Power, Deputy City Clerk  
**DATE:** Thursday, September 27, 2018  
**SUBJECT:** **Additional Information / New Business**  
**Committee of the Whole – October 1, 2018**

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## **COMMITTEE OF THE WHOLE**

### **ADDITIONAL INFORMATION**

1. Memorandum from Mr. C. Halvorsen, Manager – Parks & Open Spaces, dated September 26, 2018, relative to John Jumbo Park – Vehicle Disturbance and Noise Mitigation.
2. Report No. R122/2018 (Infrastructure & Operations – Engineering & Operations) relative to Traffic Signal Review.
3. Memorandum from Ms. K. Dixon, Director of Engineering & Operations, dated September 26, 2018, relative to Report No. R122/2018 – Traffic Signal Review.
4. Memorandum from Ms. K. Power, Deputy City Clerk, dated September 27, 2018, relative to Report No. 135/2018 – Calendar of Meetings for 2019 and 2020, containing an amended resolution.

### **NEW BUSINESS**

1. Information received on September 21, 2018, from Ms. Rachel Sheils requesting a presentation relative to the 125<sup>th</sup> Anniversary of the Salvation Army Church.
2. Memorandum from Ms. K. Power, Deputy City Clerk, dated September 27, 2018, relative to the establishment of a City Council – Special Session meeting on October 1, 2019, immediately following the Committee of the Whole meeting to ratify items that require Council direction prior to the next meeting of City Council on October 15, 2018.

/jb

## **Memorandum**

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**TO:** Members of Council

**FROM:** Cory Halvorsen, C.E.T.  
Manager – Parks & Open Spaces

**DATE:** September 26, 2018

**SUBJECT:** John Jumbo Park – Vehicle Disturbance and Noise Mitigation  
October 1, 2018 Committee of Whole Meeting

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This memo is in response to a resolution from the September 10, 2018 COW meeting. The purpose of this memorandum is to provide information related to reports of noise and vehicle disturbances at John Jumbo Park including background information from Police, suggestions to address the issues, and associated financial implications.

### **Summary of Disturbances**

Administration has received reports of disturbances in John Jumbo Park, primarily in the vicinity of the community centre building, both in the early evening and after 11:00 p.m. when the Park is closed. The complaints include reports of excessive noise, littering, intimidating behavior, offensive language, loud and speeding vehicles, as well as suspected drug and alcohol use.

From July 1, 2017 until September 18, 2018, Police received approximately 15 calls regarding noise and other disturbances in John Jumbo Park.

### **Contributing Factors**

Some of the contributing factors impacting the complexity and severity of the disturbances occurring include:

1. The location generating most reports is easily accessed by vehicles.
2. The location generating most reports is somewhat isolated from view but is still in close proximity to a few residential properties.
3. The Jumbo Gardens Recreation Centre currently hosts a free Wi-Fi station.
4. The disturbances are occurring intermittently at various times of the day, including during normal Park hours of operation, which makes enforcement a challenge.

### **Actions Taken To Date**

Administration deployed random mobile security stops at this location in July/August in an attempt to control and address the disturbances. This did not prove to be an effective approach as no inappropriate activity was observed at the time of the stops. Administration is investigating

how to restrict access to the free Wi-Fi from outside of the building as this seems to be a draw for this location.

Police responded to the majority of calls received within 10 minutes or less, and on most occasions the individuals had left the site by the time Police arrived. None of the reports resulted in arrests or charges. Police also deployed additional patrols and random checks in response to the reported disturbances, however no inappropriate activity was observed at the time of the stops.

### **Short Term Plan**

Administration has requested Tbaytel remove the free Wi-Fi station from the Jumbo Gardens Recreation Centre as it is very likely contributing to the frequency and duration of the disturbances occurring.

Police should continue to be contacted whenever there are disturbances involving illegal activity or mischief, both during and outside of Park hours of operation. By-Law Enforcement is not currently staffed or trained to respond to after-hours disturbances or issues dealing with criminal activity.

In addition, Administration will arrange for impacted citizens to have the ability to deploy after-hours mobile security services through the City dispatch number, so that after-hours use of the Park can be controlled without having to involve the Police immediately.

### **Long Term Plan**

If the short term plan is ineffective, Administration will consider controlling after-hours vehicle access to the Park and installing surveillance cameras to monitor the area.

Controlling vehicle access would involve installation of a gate mechanism at the Toivo Street entrance that could either be closed on a schedule or in the event of an after-hours disturbance where the Park is cleared of people and the gate is then closed for the rest of the night.

Controlling all types of non-vehicle access points to the Park is not recommended as this does not appear to be one of the main contributing factors of the disturbances occurring. Also, due to the size of the site and the complexity of the adjoining properties, including the Hydro corridor, the costs involved would be extensive.

### **Financial Implications**

Administration spent approximately \$500 in mobile security stops at this location in 2018. Based on the volume of reports received by Police we would expect \$300-500 per year in mobile security costs if deployed on demand through dispatch. If our short term plan is effective it is possible that the mobile security deployment requests would reduce significantly and at some point not be required.

If the long term plan of installing a gate is deployed the cost could range from \$3,000-\$7,000 depending on the type of solution used. In addition, each time it is be closed it will require two mobile security stops, one to close it at the time of the disturbance, and one to open it at 7:00 a.m. resulting in an operating cost of \$600-\$1,000 annually. The cost of installing a camera system would be approximately \$10,000.

Yours truly,



Cory Halvorsen, C.E.T.  
Manager – Parks & Open Spaces

cc: John S. Hannam – City Clerk  
Norm Gale – City Manager  
Kerri Marshall – General Manager – Infrastructure & Operations Department

<b>DEPARTMENT/ DIVISION</b>	Infrastructure & Operations	<b>REPORT NO.</b>	R 122/2018
<b>DATE PREPARED</b>	08/13/2018	<b>FILE NO.</b>	
<b>MEETING DATE</b>	09/10/2018 (mm/dd/yyyy)		
<b>SUBJECT</b>	Traffic Signal Review		

## **RECOMMENDATION**

With respect to Report No. R122/2018 (Infrastructure & Operations – Engineering & Operations), we recommend that new and reconstructed intersections be constructed to meet *Accessibility for Ontarians with Disabilities Act* (AODA) standards;

AND THAT standardized pedestrian signal timings be implemented as discussed in this report;

AND THAT an education campaign be developed to inform the public about pedestrian traffic signals;

AND THAT any necessary By-laws be presented to City Council for ratification.

## **LINK TO STRATEGIC PLAN**

This report directly supports Goal 6: Leader in accessible recreation and services for all people, specifically Strategy 6.3 Invest in preventing and removing physical and attitudinal barriers to accessibility. In addition, it supports Strategy 10.3 Expand the quality of the pedestrian environment in order to improve the city's walkability and connectivity, under Goal 10: Better connected by integrated mobility choices.

## **EXECUTIVE SUMMARY**

At the May 2, 2016 Committee of the Whole meeting, Council passed a motion requesting Administration provide a report that addresses intersections and traffic signals in the City in the following areas: timing, consistency with pedestrian control signals, accessibility of traffic signal buttons, and location of poles with pedestrian push buttons. Additionally the report is to contemplate the option for pedestrians to cross first before a left hand turn signal is activated in heavier intersections. This report presents the results of this review and actions recommended to improve traffic signal accessibility.

## ***DISCUSSION***

### Accessibility Standards

The Accessibility for Ontarians with Disabilities Act (AODA) was established in 2005. The Integrated Accessibility Standards Regulation, which deals with transportation and the design of public spaces, applies to newly constructed and redeveloped sidewalks. Required changes include but are not limited to, tactile sidewalk ramp surfaces, sidewalk ramp dimensions as well as accessible pedestrian signals for the visual and hearing impaired. The regulation identifies an implementation period starting on January 1, 2016.

Prior to the implementation of the new regulations, intersections in Thunder Bay were designed based on the Ontario Provincial Standards and City of Thunder Bay engineering standards. Consultation on City standards took place with the Canadian National Institute for the Blind and the Accessibility Awareness Committee. Signalized intersections are reconstructed on an average of two per year, during these projects sidewalk ramps, signal timings, and pedestrian push buttons are installed based on the current year design.

### Intersection Audit

The City has 112 signalized intersections with 816 crossings. In 2016 and 2017, the City of Thunder Bay Engineering Section performed an audit of all of the signalized intersections within the city. During the audit each intersection was inspected for the following:

- Pedestrian signal button distances from the curb (AODA standard is  $\leq 1.5\text{m}$ )
- Signal button heights (AODA standard is  $\leq 1.1\text{m}$ )
- Audible signals associated with button
- Accessibility of push buttons in winter months
- Tactile plates on ramps
- Walking time allowed for pedestrians to cross

### Results of Audit

The results of the audit found that 11% of pedestrian signal buttons were compliant with AODA standards in respect to the required distance from a curb and that 90% of the buttons were compliant with AODA standards in terms of recommended height from the ground. Many push buttons are installed on traffic signal poles based on older standards, which contributes to the low compliance in terms of distance from the curb.

Only the City's newest intersections reconstructed since the regulations changed or having been repaired in this period have audible signals, and/or tactile plates. 26% of signalized crossings have locator tones associated with the push buttons and audible walk indicators, and 7% have tactile plates.

Walk times were recorded including the Walk Time and Flashing Don't Walk Time. The Flashing Don't Walk Time is the time that is considered to determine if sufficient time is allowed

for a pedestrian to cross safely. The Ontario Traffic Manual states that an average of 1.2 meters per second (m/s) should be used for an average walking speed. When the audit was taken it was found that 61% of the crossings within the City of Thunder Bay allowed the 1.2 m/s or a slower crossing speed during the Flashing Don't Walk signal. When the Flashing Don't Walk and Walk Time signal times are combined, 98% of the crossings are compliant.

Inspections were performed during the winter months and found that most buttons were accessible. However, there have been concerns expressed from members of the accessible community that there are ongoing issues at some intersections in regards to the ability to access push buttons as well as windrows at crosswalk locations. The Roads Division has been making a conscious effort for many years to keep the buttons as clear as possible given snow storage restraints and to co-ordinate the ploughing of the road and crosswalks. It is important to note that snowfall amounts and frequency are a major contributing factor in determining how successful the city is in keeping the intersections as accessible as possible during the winter months. Periods will be experienced at each intersection when full snow clearing of the roads and sidewalks has not been completed. Roads will continue to respond quickly to accessibility complaints.

#### Revising Order of Signal Phasing

Engineering reviewed the potential for pedestrians to cross first before a left hand turn signal is activated at heavier intersections. There are two scenarios within the Ontario Traffic Manual that would achieve this; one is an Exclusive Pedestrian Phase and the other is a Leading Pedestrian Interval.

An Exclusive Pedestrian Phase is a phase when pedestrians are allowed to cross in any direction at an intersection. It is recommended only where the volumes of crossing pedestrians are extremely high. Thunder Bay does not have any intersections that have an extremely high pedestrian use warranting an Exclusive Pedestrian Phase.

Leading Pedestrian Intervals generally provide a 4 to 6 second walk indication before the corresponding vehicle green. This is not a protected walk signal that would allow the pedestrian to cross the road entirely before a dedicated left turn vehicle movement. The lead walk time simply allows the pedestrian to enter the crosswalk and can help reduce conflicts with left and/or right turning vehicles. Leading Pedestrian Intervals tend to improve safety at t-intersections and intersections with visibility issues such as building obstructions or skewed intersection geometry and should be considered on a case-by-case basis.

Neither of these options are warranted as a standard across the city or meets the intent of the Accessibility Advisory Committee and are therefore not recommended to be implemented at this time.

Currently intersections with high left turn volumes have dedicated vehicle left turn signals. These allow turning vehicles to clear the intersection, avoiding conflicts with pedestrians and other vehicles. Pedestrians are then allowed to walk with vehicles that are travelling parallel with them avoiding conflicts with vehicles. Implementing a dedicated pedestrian walk phase

prior to a protected left turn vehicle signal is not standard practice and would introduce delays to both vehicles and pedestrians at an intersection, as the signal cycle time would increase. It is also important to consider other factors that influence safety at intersections when implementing traffic control. Important to this is driver and pedestrian expectancy. Injecting a pedestrian walk phase before an expected vehicle left turn signal increases the chance of inappropriate decisions that lead to conflicts.

### Improving Traffic Signal Accessibility

Based on the findings from the audit, Engineering feels there are a number of actions that can be taken to improve accessibility at the signalized intersections within the city.

First, it is important that budget be allocated to allow for AODA compliant signalized intersections to be reconstructed annually. Current capital budget allocations allow for the installation of one or two intersections a year. Operating budgets also provide funds for traffic signal upgrades/repairs. Where signal buttons can be lowered on the existing pole at an intersection to meet AODA standards within Operating budget envelopes, this will be identified to Traffic Control and Street Lighting to complete.

Flashing Don't Walk signals should be standardized at 1.0 m/s, which is recommended by the Transportation Association of Canada as a walking speed that will accommodate the general population. In areas where it would be expected that there would be additional elderly or slower pedestrians crossing the intersection Flashing Don't Walk signal times should be increased to allow for a 0.8 to 0.9 m/s walking speed. These areas would include a 200 m radius around, for example, senior centers, nursing homes, hospitals, community centres and elementary schools. Input should be received to help identify these areas from the Accessibility Advisory Committee, Age Friendly Committee, and the Walkability Committee.

In consultation with the Accessibility Advisory Committee on this subject, the Committee asked that all signal walk times be increased in the winter months to account for the more difficult walking conditions. The amount of time that it would take a crew to adjust timings at all the intersections twice a year is approximately one month. There is not capacity within Traffic Control and Street Lighting to complete this without additional resources. This will be reconsidered when the existing Traffic Communication System is upgraded and signal timing can be controlled remotely.

Efforts should be undertaken to help educate the public regarding the operation of signalized pedestrian crossings. Based on complaints received by the Engineering Traffic Technician, there is often confusion around the meaning of the different phases that appear on a pedestrian crossing signal as well as misunderstanding of what pushing a pedestrian signal button will do. Many intersections are timed appropriately within The City of Thunder Bay but education is needed to make the public more aware of the meanings of the signals so they have confidence in using them.



### ***FINANCIAL IMPLICATION***

Recommended actions can be completed within existing Capital and Operating budgets.

### ***CONCLUSION***

It is concluded that new and reconstructed intersections be constructed to meet AODA standards.

It is also concluded that standardized pedestrian signal timings be implemented as discussed in this report.

It is also concluded that an education campaign be developed to inform the public about pedestrian traffic signals.

### ***BACKGROUND***

Memorandum from Ms. T. Söderberg, Chair – Accessibility Advisory Committee, dated March 17, 2016 relative to Traffic Lights – Timing Review.

Memorandum from Councillor R. Johnston dated April 18, 2016 containing a motion recommending that a report be provided to City Council that addresses intersections and traffic signals in our City.

### ***REFERENCE MATERIAL ATTACHED***

None

***PREPARED BY:***     *Jesse Mikulinski - Supervisor, Design & Field Engineering*

THIS REPORT SIGNED AND VERIFIED BY:  Kayla Dixon, Acting GM Infrastructure & Operations	DATE:  August 26, 2018
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## Memorandum

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**TO:** Members of Council

**FROM:** Kayla Dixon, P. Eng., MBA  
Director of Engineering & Operations

**DATE:** September 26, 2018

**SUBJECT:** Traffic Signal Review – Corporate Report R122/2018  
October 1, 2018 Committee of Whole Meeting

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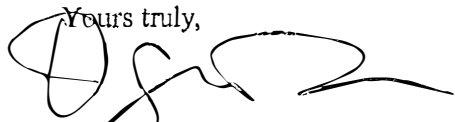
This memorandum is to provide an update to Traffic Signal Review Corporate Report R122/2018, which will be presented at the October 1, 2018 Committee of the Whole.

Administration attended the September 20, 2018 meeting of the Accessibility Advisory Committee to present the Report. The report and recommendation were summarized for the Accessibility Advisory Committee. A brief summary of the consultation with the Committee on the topic was provided along with the consensus recommendation of the Committee provided to Engineering on May 15, 2018 that is reflected in the Report.

One member of the Committee asked if the radius of signals in close proximity to slower pedestrian traffic areas could be extended to 400 m. The justification provided is that 400 m is Transit's service level to provide bus stops. On review of this request, Engineering found that the 400 m radius was too extensive. The Accessibility Advisory Committee's original recommendation was for 100-200 m and 200 m was reviewed and recommended in the Report. This is the distance warrant for a pedestrian crossover from another signalized crossing. This reflects the distance a pedestrian can be expected to walk to get to a signalized crossing and therefore is appropriate for a distance from a targeted facility with a high number of vulnerable users to an intersection that will be set for slower walking speeds. This radius will be applied across the City, but Engineering will still renew other intersections on a case by case basis to see if they meet warrants from the Ontario Traffic Manual for slower walking speeds.

The Accessibility Advisory Committee members recommended that the proposed pedestrian signal education plan include information to drivers on their responsibilities at signalized intersections with pedestrians. This will be included in the education campaign.

Yours truly,



Kayla Dixon, P. Eng., MBA  
Director of Engineering & Operations

cc: John S. Hannam – City Clerk  
Norm Gale – City Manager  
Kerri Marshall – General Manager – Infrastructure & Operations Department

*Office of the City Clerk*

## *Memorandum*

*Fax: 623-5468*

*Telephone: 625-2230*

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**TO:** Members of Council

**FROM:** Ms. K. Power, Deputy City Clerk

**DATE:** Thursday, September 27, 2018

**SUBJECT:** Calendar of Meetings for 2019 and 2020

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Please be advised that there have been amendments to the Calendar of Meetings for both 2019 and 2020. Attached please find the new Calendars as updated. Therefore, the resolution will be amended to read as follows:

With respect to Report No. R 135/2018 (City Manager's Office - Office of the City Clerk), we recommend that the proposed calendars of regularly scheduled meetings of Committee of the Whole and City Council in 2019 and 2020, be adopted;

AND THAT City Council- Special Session meetings as listed on the 2019 calendar, be established for the Tbaytel Annual General meeting to be held on Monday, April 29, 2019, the Thunder Bay Hydro Corporation Annual General meeting to be held on Monday, May 27, 2019 and the Thunder Bay Community Economic Development Commission Annual General meeting to be held on Monday, June 17, 2019, commencing at 5:00 p.m.;

AND THAT a Committee of the Whole- Special Session meeting be established for the Official Recognition Committee's Annual Citizens of Exceptional Achievement Awards to be held on Tuesday, April 9, 2019 commencing at 6:30 p.m.;

AND THAT City Council – Special Session meetings as listed on the 2020 calendar, be established for the Tbaytel Annual General meeting to be held on Monday, April 27, 2020, the Thunder Bay Hydro Corporation Annual General meeting to be held on Monday, May 11, 2020, and the Thunder Bay Community Economic Development Commission Annual General meeting to be held on Monday, June 15 2020 commencing at 5:00 p.m.;



AND THAT a Committee of the Whole – Special Session meeting be established for the Official Recognition Committee’s Annual Citizens of Exception Achievement Awards to be held on Tuesday, April 21, 2020 commencing at 6:30 p.m.;

AND THAT the schedule may be amended as needed by a motion of Committee of the Whole;

AND THAT any necessary by-laws be presented to City Council for ratification.

Attachments: Updated Calendar of Meetings 2019 and 2020

cc. Mr. N. Gale, City Manager  
Mr. J. Hannam, City Clerk  
Mr. M. Smith, GM – Development & Emergency Services  
Ms. P. Robinet, City Solicitor  
Mr. S. Tim, Deputy City Solicitor  
Ms. K. Lewis, Director – Corporate Strategic Services  
Ms. L. Evans, City Treasurer & GM, Corporate Services & Long Term Care  
Ms. K. Marshall, GM – Infrastructure & Operations  
Ms. M. Panizza, Director – Human Resources & Corporate Safety  
Ms. K. Roberston, GMe– Community Services

**2019**  
**COMMITTEE OF THE WHOLE/CITY COUNCIL MEETING CALENDAR**

Committee of the Whole Sessions:

O = Operations

CS = Community Services

PL = Planning

AD = Administrative Services

COW = Committee of the Whole - Special

PM = City Council (Public Meeting)

Council = City Council

CC = City Council – Special Session

JANUARY			FEBRUARY			MARCH		
Mon.	7	NO MEETING THIS WEEK	Mon.	4	O/CS	Mon.	4	O
Mon.	14	O & CS Council	Mon.	11	PM PL & AD Council	Mon.	11	CS Council
Mon.	21	PM PL	Mon.	18	Family Day NO MEETING THIS WEEK	Mon.	18	PM PL
Mon.	28	AD Council	Mon.	25	NO MEETING THIS WEEK	Mon.	25	AD Council

APRIL			MAY			JUNE		
Mon.	1	O	Mon.	6	O	Mon.	3	O/CS Council
Mon.	8	CS Council	Mon.	13	CS Council	Mon.	10	NO MEETING THIS WEEK
Tue	9	COW ORC	Mon.	20	Victoria Day NO MEETING THIS WEEK	Mon.	17	CC- CEDC-AGM PM PL
Mon.	15	PM PL	Mon.	27	CC – Hydro AGM PM PL & AD Council	Mon.	24	AD Council
Mon.	22	Easter NO MEETING THIS WEEK						
Mon.	29	CC Tbaytel – AGM AD Council						

**2019**  
**COMMITTEE OF THE WHOLE/CITY COUNCIL MEETING CALENDAR**

Committee of the Whole Sessions:

O = Operations  
 CS = Community Services  
 PL = Planning  
 AD = Administrative Services

COW = Committee of the Whole - Special  
 PM = City Council (Public Meeting)  
 Council = City Council  
 CC = City Council – Special Session

JULY			AUGUST			SEPTEMBER		
Mon.	1	Canada Day NO MEETING THIS WEEK	Mon.	5	Civic Holiday NO MEETING THIS WEEK	Mon.	2	Labour Day NO MEETING THIS WEEK
Mon.	8	NO MEETING THIS WEEK	Mon.	12	O & CS Council	Mon.	9	O
Mon.	15	NO MEETING THIS WEEK	Mon.	19	NO MEETING THIS WEEK	Mon.	16	CS Council
Mon.	22	O & CS Council	Mon.	26	PM PL & AD Council	Mon.	23	PM PL
Mon.	29	PM PL & AD Council				Mon.	30	AD Council

OCTOBER			NOVEMBER			DECEMBER		
Mon.	7	O & CS Council	Mon.	4	O & CS Council	Mon.	2	O & CS Council
Mon.	14	Thanksgiving NO MEETING THIS WEEK	Mon.	11	Remembrance Day NO MEETING THIS WEEK	Mon.	9	PM PL
Mon.	21	PM PL	Mon.	18	PM PL	Mon.	16	AD Council
Mon.	28	AD Council	Mon.	25	AD Council	Mon.	23	NO MEETING THIS WEEK

**2020**  
**COMMITTEE OF THE WHOLE/CITY COUNCIL MEETING CALENDAR**

Committee of the Whole Sessions:

O = Operations

CS = Community Services

PL = Planning

AD = Administrative Services

COW = Committee of the Whole - Special

PM = City Council (Public Meeting)

Council = City Council

CC = City Council – Special Session

JANUARY			FEBRUARY			MARCH		
Mon.	6	NO MEETING THIS WEEK	Mon.	3	O/CS	Mon.	2	O
Mon.	13	O & CS Council	Mon.	10	PM PL & AD Council	Mon.	9	CS Council
Mon.	20	PM PL	Mon.	17	Family Day NO MEETING THIS WEEK	Mon.	16	PM PL
Mon.	27	AD Council	Mon.	24	NO MEETING THIS WEEK	Mon.	23	AD Council
						Mon.	30	NO MEETING THIS WEEK

APRIL			MAY			JUNE		
Mon.	6	O/CS Council	Mon.	4	O	Mon.	1	O/CS Council
Mon.	13	Easter NO MEETING THIS WEEK	Mon.	11	CC – Hydro AGM CS Council	Mon.	8	NO MEETING THIS WEEK
Mon.	20	PM PL	Mon.	18	Victoria Day NO MEETING THIS WEEK	Mon.	15	CC- CEDC-AGM PM PL
Tues.	21	COW ORC	Mon.	25	PM PL & AD Council	Mon.	22	AD Council
Mon.	27	CC Tbaytel – AGM AD Council				Mon.	29	NO MEETING THIS WEEK

2020

# COMMITTEE OF THE WHOLE/CITY COUNCIL MEETING CALENDAR

Committee of the Whole Sessions:

O = Operations

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COW = Committee of the Whole - Special

PM = City Council (Public Meeting)

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JULY			AUGUST			SEPTEMBER		
Mon.	6	NO MEETING THIS WEEK	Mon.	3	Civic Holiday NO MEETING THIS WEEK	Mon.	7	Labour Day NO MEETING THIS WEEK
Mon.	13	NO MEETING THIS WEEK	Mon.	10	O & CS Council	Mon.	14	O & CS Council
Mon.	20	O & CS Council	Mon.	17	NO MEETING THIS WEEK	Mon.	21	PM PL
Mon.	27	PM PL & AD Council	Mon.	24	PM PL & AD Council	Mon.	28	AD Council
			Mon.	31	NO MEETING THIS WEEK			

OCTOBER			NOVEMBER			DECEMBER		
Mon.	5	O & CS Council	Mon.	2	O	Mon.	7	O & CS Council
Mon.	12	Thanksgiving NO MEETING THIS WEEK	Mon.	9	CS Council	Mon.	14	PM PL
Mon.	19	PM PL	Mon.	16	PM PL	Mon.	21	AD Council
Mon.	26	AD Council	Mon.	23	AD Council	Mon.	28	NO MEETING THIS WEEK
			Mon.	30	NO MEETING THIS WEEK			

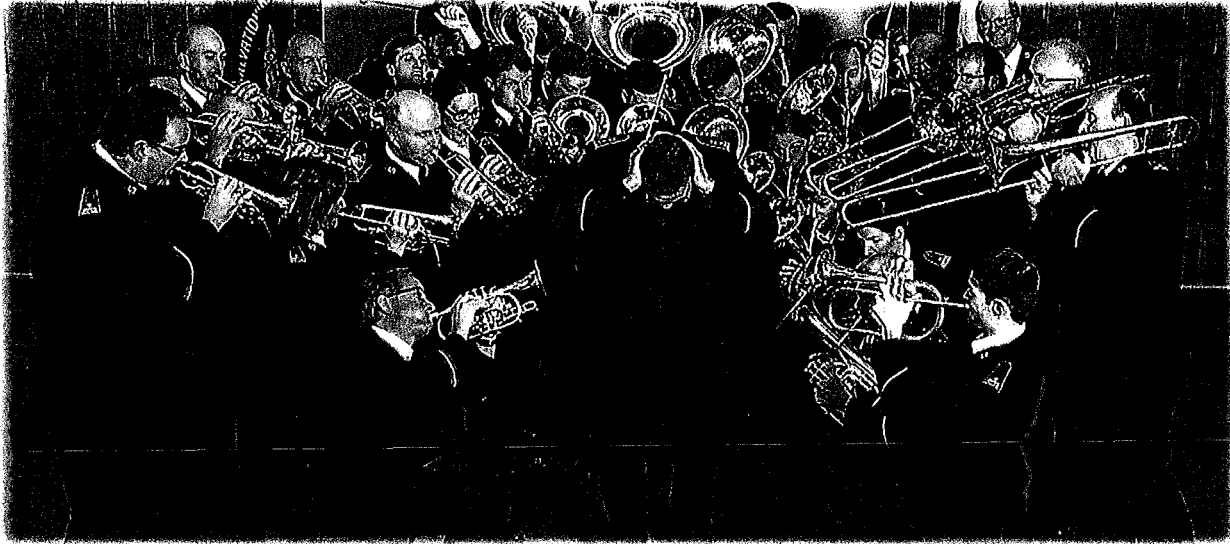




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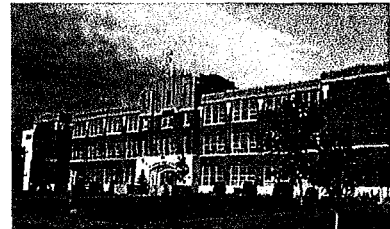
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Lt. Colonels Jamie & Anne Braund



**St. Patrick's Choir**

**Sat. Oct. 13th 6:00 PM**

**St. Patrick's High School Auditorium**

**Tickets \$30**

**Early bird rate before Sept. 21**

**\$25/adult - \$15/child under 12**

**Order online at: [www.salvationarmytb.ca](http://www.salvationarmytb.ca)**

**Contact info: 623-6433 | [contactus@salvationarmytb.ca](mailto:contactus@salvationarmytb.ca)**

**The Salvation Army Church in Thunder Bay  
Celebrating 125 years of faith and action**



## Memorandum

*Office of the City Clerk*  
**Fax:** 623-5468  
**Telephone:** 625-2230

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**TO:** Members of Council  
**FROM:** Krista Power, Deputy City Clerk  
**DATE:** Thursday, September 27, 2018  
**SUBJECT:** Establishment of Special City Council Meeting - October 1, 2018

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The following motion will be presented at the Committee of the Whole meeting on Monday, October 1, 2018 for Council's consideration:

"THAT a Special City Council meeting be scheduled for Monday, October 1, 2018, immediately following the Committee of the Whole meeting, in order to ratify items that require council direction prior to the next meeting of City Council on October 15, 2018."