REPORT "A" OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JULY 7, 1998

On motion of Councillor Timm-Rudolph, Report "A" of the Standing Policy Committee on Public Works, dated July 7, 1998, was considered.

Approval of Thin Bituminous Overlay for City Streets File SC-3.4 (Vol. 22)

963 - 6. Council at its adjourned meeting held on June 25, 1998, ruled automatic referral of the following motion to the Standing Policy Committee on Public Works, namely:

"WHEREAS 30% of the City's residential streets are rated as poor or failed under the Pavement Condition Index (PCI) and almost 20% are rated as only fair;

AND WHEREAS the last complete inspections were completed in 1994 and residential streets have further deteriorated;

AND WHEREAS the failed and poor conditions on residential streets result in vehicular damage, lost time, inconvenience and reduced economic development;

AND WHEREAS Thin Bituminous Overlay (TBO) is intended to restore a pavement showing signs of deterioration and restores skid resistance, surface smoothness and prevents costly maintenance by extending pavement life;

AND WHEREAS those surfaces rated at 41 to 55 under the PCI are ideal candidates for TBO;

AND WHEREAS TBO costs approximately $8.00 a square metre and averages $20,000 for an average block and extends the life expectancy for said block for 5 to 8 years;

THEREFORE BE IT RESOLVED THAT a minimum of an additional one million dollars be added to the current budget for TBO and that said amount be used to restore those residential streets rated between 41 and 55 in all Wards of the City;

AND BE IT FURTHER RESOLVED THAT the Director of Public Works review with Ward Councillors, those streets which are being considered for TBO in order to gain the Ward Councillor's input;

AND BE IT FURTHER RESOLVED THAT wherever possible, asphalt overlays be used rather than resurfacing in order to ensure as many residential streets as possible are repaired to permissable standards;

AND BE IT FURTHER RESOLVED THAT the funding for this additional appropriation be realised from the surplus revenue of land sales."

Council on December 15, 1997, adopted the 1998 Capital Estimates, which Council on April 29, 1998, approved additional funds for a Thin Bituminous Overlay (TBO) program, and resolved that all profits generated from the sale of aggregates from the Pine Ridge Pit to the private sector be dedicated to an additional TBO program in 1998; and that the additional program be developed in consultation with Ward Councillors.

The Standing Policy Committee on Public Works has considered this matter and recommends that the motion be amended as follows:

> *THEREFORE BE IT RESOLVED THAT an additional $1,000,000.00 be added to the current budget for TBO and that said amount be used to restore those residential streets rated between 41 and 55 in all Wards of the City, bringing the total TBO Program to approximately $2,400,000.00.*

On July 15, 1998, the Executive Policy Committee referred the clause to the Standing Committee on Fiscal Issues.

Report "A" of the Standing Policy Committee on Public Works dated July 7, 1998

On August 31, 1998 the Standing Committee on Fiscal Issues recommended that an additional $1,000,000 for Thin Bituminous Overlay (TBO) not be approved, inasmuch as approximately $2,400,000 has already been allocated to the 1998 TBO Program and the season for repair to residential streets is almost concluded.

The Executive Policy Committee concurs in the recommendation of the Standing Committee on Fiscal Issues, and recommends that the matter be filed.

For the information of Council, the Executive Policy Committee has requested that during consideration of the 1999 current budget deliberations, the Standing Committee on Fiscal Issues give serious consideration to additional funding for road infrastructure renewal projects, including consultation with the Strategic Infrastructure Reinvestment Policy Task Force (SIRP).

Moved by Councillor Timm-Rudolph,
That the clause be considered.

Moved by Deputy Mayor Eadie,
That the recommendation of the Executive Policy Committee, that the motion be filed, be adopted.

The Speaker called the Acting Deputy Speaker, Councillor Murray, to the Chair in order to participate in the debate, and after speaking, resumed the Chair.

The recommendation of the Executive Policy Committee, that the motion be filed, was put.

Councillor Golden called for the yeas and nays, which were as follows:-

Yea: Councillors Angus, Lubosch, Murray, O'Shaughnessy, Phillips, Silva, Timm-Rudolph, Deputy Mayor Eadie, Her Worship Mayor Thompson and Councillor Clement. 10

Nay: Councillors Golden, Lazarenko, Steek, Thomas and Vandal. 5

and the recommendation of the Executive Policy Committee, that the motion be filed, was declared carried.

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED AUGUST 25, 1998

On motion of Councillor Timm-Rudolph, the Report of the Standing Policy Committee on Public Works, dated August 25, 1998, was considered clause by clause.

Moved by Councillor Timm-Rudolph,
That the Consent Agenda, Clauses 1,2 and 3, be adopted.

Carried.

Local Improvement Project - Ornamental Lane Lighting on the lane in the block bounded by Bannatyne and McDermot Avenues, Isabel and Juno Streets
File SL (1998) (Vol. 1)

964 - 1. The Standing Policy Committee on Public Works has been advised that a local improvement for ornamental lane lighting on the lane in the block bounded by Bannatyne and McDermot Avenues, Isabel and Juno Streets was advertised on March 16, 1998, and was not petitioned against.

On July 7, 1998 the Lord Selkirk-West Kildonan Community Committee recommended that the local improvement project be proceeded with.

The Standing Policy Committee on Public Works therefore recommends:

I. That the Local Improvement Project for ornamental lane lighting on the lane in the block bounded by Bannatyne and McDermot Avenues, Isabel and Juno Streets, be proceeded with.

II. That, in accordance with the policy for funding 1998 local improvements adopted by Council on July 22, 1998, as outlined in Clause 1 of the Report of the Standing Committee on Fiscal Issues dated July 13, 1998, construction be deferred until 1999, and funding for this project in the amount of $8,000.00 be identified in the 1999 Capital Budget.

III. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary Local Improvement By-law in accordance with the foregoing and submit same directly to Council for approval.

IV. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

Adopted by consent.

Local Improvement - Wood Pole Lighting on the first east/west lane north of Richard Avenue from Clifton Street to Spruce Street File SL(1998) (Vol. 1)

965 - 2. The Standing Policy Committee on Public Works has been advised that a local improvement for wood pole lighting on the first east/west lane north of Richard Avenue from Clifton Street to Spruce Street, was advertised on March 16, 1998, and was not petitioned against.

On August 11, 1998, the City Centre Community Committee recommended that the local improvement project be proceeded with.

The Standing Policy Committee on Public Works therefore recommends:

Report of the Standing Policy Committee on Public Works dated August 25, 1998

I. That the Local Improvement Project for wood pole lighting on the first east/west lane north of Richard Avenue from Clifton Street to Spruce Street, be proceeded with.

II. That, in accordance with the policy for funding 1998 local improvements adopted by Council on July 22, 1998, as outlined in Clause 1 of the Report of the Standing Committee on Fiscal Issues dated July 13, 1998, construction be deferred until 1999, and funding for this project in the amount of $2,750.00 be identified in the 1999 Capital Budget.

III. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary Local Improvement By-law in accordance with the foregoing and submit same directly to Council for approval.

IV. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing, including the execution of any documents related thereto.

Adopted by consent.

Railway Anti-Whistling Application for Fairmont Road, Harstone Road, Community Row and Charleswood Road Crossings of the C.N. Rail Main Line

File ER-1.2 (Vol. 14)

966 - 3. The Standing Policy Committee on Public Works has been advised that pursuant to amendments to The Railway Safety Act (Canada) in 1989, road authorities are now required to apply for anti-whistling at railway grade crossings, conditional upon:

(a) concurrence by the railway;
(b) review and approval of Transport Canada, from a safety perspective;
(c) enactment of an Anti-Whistling by-law by the road authority for each crossing.

Discussions have been on-going for some time between the City of Winnipeg, C.N. Rail and Transport Canada regarding the extension of anti-whistling procedures to include the following four at-grade crossings in Charleswood, between Elmhurst Road and the Perimeter Highway:

- Fairmont Road at Mileage 8.26
- Harstone Road at Mileage 8.8
- Community Row at Mileage 9.31
- Charleswood Road at Mileage 9.78

C.N. Rail has recently agreed with the recommendations of a “Safety Impact Study” at these crossings (which is a mandatory part of their anti-whistling process) and Transport Canada has indicated it is prepared to support anti-whistling at these locations as soon as a by-law to this effect has been passed by Council.

Upon enactment of the by-law, it will be necessary to submit same to C.N. Rail for their review. The whistling will cease at the above-noted crossings upon satisfactory review by C.N. Rail and Transport Canada. At this time, it is not known whether C.N. Rail will require the City to enter into a written agreement, outlining the conditions of the anti-whistling crossings.

The Standing Policy Committee on Public Works recommends:

I. That the City Solicitor/Manager of Legal Services be instructed to prepare an Anti-Whistling by-law for the four at-grade railway crossings for submission to Council, namely:

a) Fairmont Road at Mileage 8.26

b) Harstone Road at Mileage 8.8

Report of the Standing Policy Committee on Public Works dated August 25, 1998

c) Community Row at Mileage 9.31

d) Charleswood Road at Mileage 9.78

II. That if C.N. Rail requires an Anti-Whistling Agreement with the City of Winnipeg, that same be duly executed to establish anti-whistling at these four crossings.

III. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing, including the execution of any documents related thereto.

Adopted by consent.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

967 - On motion of Councillor Timm-Rudolph, the following by-laws were read a first, second and third time, the rule being suspended for the third reading of each by-law, and were passed and ordered to be signed and sealed, namely:

By-law No. 7273/98, a by-law of The City of Winnipeg to amend By-law No. 6546/95, being a by-law of the said City to regulate the construction, maintenance and removal of private approaches and private walks File SC-1(32)(Vol. 1)

By-law No. 7274/98, a by-law of The City of Winnipeg to prohibit the sounding of engine whistles at certain Canadian National Railway crossings in The City of Winnipeg File ER-1.2 (Vol. 14)