REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED FEBRUARY 10, 1998

On motion of Councillor Lazarenko, the Report of the Standing Policy Committee on Public Works, dated February 10, 1998, was considered.

Installation of Metered Parking on Portage Avenue File ST-2 (Vol. 21)

578 - 10. Council on December 17, 1997 amended Recommendation 1 of Clause 4 of the Report of the Executive Policy Committee dated November 12, 1997 to read as follows:

> "That two hour unmetered parking be provided on Portage Avenue between Fort Street and Memorial Boulevard, commencing November 24, 1997, except a.m. and p.m. peak hours, at locations to be determined by the Director of Streets and Transportation."

The installation of parking meters on Portage Avenue between Fort Street and Colony Street/Memorial Boulevard, requires that the Parking Meter By- law No. 6547/95 be amended and the purchase and installation of these parking meters must be authorized at this time.

History:

Portage Avenue between Fort Street and Colony Street/Memorial Boulevard is regulated with various signs such as, No Stopping Anytime, No Stopping 07: 00 - 09:00 and 15:30 - 17:30, Monday - Friday, No Stopping - Bus Stop, and No Parking - Loading and 2-hour Parking, 09:00 - 15:30 Monday - Saturday.

In conjunction with the proposed streetscaping plan on Portage Avenue between Fort Street and Colony Street/Memorial Boulevard, it is recommended that the existing 2-hour parking on both sides of Portage Avenue be replaced with 1-hour metered parking to facilitate enforcement and optimize the use of the curb space available for parking. The Portage Avenue Property Owners Association (PAPA) concurs in the recommendation.

Portage Avenue historically, has been one of the major east-west arterial streets connecting the heart of Winnipeg's downtown to the west. Portage Avenue is the signature street of downtown and therefore, should be presented as a showcase. It is therefore the intent to introduce/install 45 new electronic parking meters on Portage Avenue. It should be noted that the surrounding streets are all 1-hour metered parking.

Since the south side of Portage Avenue between Memorial Boulevard and Fort Street is not contained within the Parking Meter By-law, it is necessary for Council to amend The Parking Meter By-law prior to the installation of parking meters.

Approximately 45 parking spaces can be accommodated on Portage Avenue between Fort Street and Colony Street/Memorial Boulevard. An additional 15 electronic meter mechanisms are required to be purchased to provide an inventory of spare meters necessary for maintenance purposes. The estimated cost for the purchase and installation of electronic parking meters on Portage Avenue is $41,489.00.

Financial Impact:

The Streets and Transportation Department has no provision in it's 1998 Operating Budget for the purchase and installation of parking meters for the proposed Portage Avenue Streetscaping Project. As indicated in the Financial Impact Statement, the request for additional funding for the installation and maintenance of parking meters on Portage Avenue can be recovered within approximately 12 months of the meters' operation.

The Standing Policy Committee on Public Works recommends:

I. That Schedule "A" of The City of Winnipeg Parking Meter By-law No. 6547/95 be amended by adding the following:

> "south side of Portage Avenue between Memorial Boulevard and Fort Street";

Report of the Standing Policy Committee on Public Works dated February 10, 1998

II. That the City Solicitor be requested to prepare and submit the necessary amending by-law to Council for approval;

III. That the north side of Portage Avenue between Fort Street and Memorial Boulevard be regulated "1-hour Metered Parking, 09:00 - 15: 30, Monday - Saturday";

IV. That the south side of Portage Avenue between Memorial Boulevard and Fort Street be regulated "1-hour Metered Parking, 09:00 - 15:30, Monday - Saturday";

V. That an additional appropriation, in the amount of $41,489.00, be approved for the purchase, installation and maintenance of these parking meters; and,

VI. That the revenue budget be increased by the amount of $7,500.00

VII. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

The Executive Policy Committee recommends that Recommendations III. and IV be amended by deleting the reference to "1-hour" and replacing it with "2- hour".

Moved by Councillor Lazarenko,
Adoption of the clause.

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

The recommendation of the Executive Policy Committee was put and declared carried.

The motion for the adoption of the clause, as amended, was put and declared carried.

Councillors Prystanski and Silva asked to be recorded as having voted against the clause, as amended, in accordance with Rule 50.7 of the Procedure By-law.

REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED APRIL 14, 1998

On motion of Councillor Lazarenko, the Report of the Standing Policy Committee on Public Works, dated April 14, 1998, was considered clause by clause.

Moved by Councillor Lazarenko,
That the Consent Agenda, Clauses 4 and 6 be adopted.

Carried.

Adjustment Policy for High Bills for Water and Sewer Services
File WW-2.7 (Vol. 15)

579 - ***Note: Clause 1 has been referred to the Standing Committee on Fiscal Issues by the Executive Policy Committee.***

Referred to the Standing Committee on Fiscal Issues by the Executive Policy Committee

Local Improvement Project - Waste Water Sewer in Nesbitt Bay (East Leg) from Nesbitt Bay (North Leg) to a point approximately 173.7 feet South of the South line of Nesbitt Bay (North Leg)
File SL(1998)

580 - ***Note: Clause 2 has been laid over by the Executive Policy Committee.***

Laid over by the Executive Policy Committee

Policy on Audible Pedestrian Signal Installations File ST-5 (Vol. 22)

581 - 3. Audible pedestrian signals were first installed at Portage Avenue and Sherburn Street in 1953 to serve the then nearby Canadian National Institute for the Blind headquarters. These were 'bell' and 'horn' devices. In 1984, CNIB relocated to its current location at Portage Avenue and Dominion Street, and the bell and buzzer were removed from Sherburn Street and the new Canadian standard 'birdcall' devices were installed at the new signal at Dominion Street.

Since then, audible signals were added near the Health Sciences Centre and St. Boniface Hospital which offer health and orientation services for the visually impaired. Several other audible signals were installed at the request of CNIB support staff to assist their clients at problematic intersections. Audible signals now exist at 13 intersections. The audible signals at 9 of these 13 locations comply with Canadian standards and mimic loud 'caw' and 'peep' birdcalls. (The few non-standard audible devices will be replaced in due course).

Since 1996, $10,000.00 was earmarked each year for audible signals installation from the 'Miscellaneous Traffic Engineering Improvements' Capital program. Currently, $39,000 Capital funding (sufficient for 8 to 15 locations) is approved for the installation of audible signals. About 50 candidate intersections (reported by travellers with visual impairments) are currently being reviewed jointly with the Inter-Organizational Access Committee (I.O.A.C.) and the highest priority intersections will be equipped with audible signals this spring.

Report of the Standing Policy Committee on Public Works dated April 14, 1998

On April 14, 1998, the Standing Policy Committee on Public Works heard representation from Mr. Ross Eadie on behalf of the Alliance of Blind Manitobans, together with Ms Ainley Bridgeman, Chair, the Inter- Organizational Access Committee who appeared in support of their organizations' proposed plan of action for making Winnipeg's signalized intersections safer and more accessible. The Alliance of Blind Manitobans submitted a brief proposing a ten year program for equipping all of the City's 580 signalized intersections with audible pedestrian signals in addition to the conventional visual displays.

The administration has advised that as with many services, the City has neither the financial ability nor is there clear and absolute need to provide audible pedestrian signals for every crosswalk at every signal, any more so than to install a traffic signal at every intersection. Similar to conventional pedestrian signals themselves, which are not installed where pedestrian activity is negligible, the activity of persons with visual impairments at any given intersection will be considered when assessing the need for audible signals.

Several smaller Canadian jurisdictions having a very small number of signalized intersections have added audible devices in some or all crosswalks at every traffic signal. Few if any larger North American cities install audible devices at all signals. A variety of installation guidelines are in use, most based on both pedestrian crossing risk factors such as traffic speed and volumes, pedestrian accidents, high ambient noise conditions, etc. as well as potential benefit, such as crossing activity involving persons with visual impairments, proximity to key facilities, access to public transit and the advice of advocate agencies.

The *Manual of Uniform Traffic Control Devices for Canada*, which prescribes standards of practice for audible signals, states they should be considered at a location which 'has a high demand for visually impaired pedestrian crossings or the location has complex phasing or conditions such that the visually-impaired have difficulty crossing'.

Since 1995, the Public Works Department has worked in cooperation and partnership with the Inter-Organizational Access Committee to develop a suitable audible signal installation policy, and to survey the blind community to identify intersections most often used by visually impaired pedestrians. The current program focuses primarily on arterial streets.

The Public Works Department had proposed a policy and guidelines to be utilized to priorize the installation of audible signals which was developed in concert with the I.O.A.C. It is based primarily on pedestrian crossing hazard factors to prioritize candidate intersections (as reported by travellers with visual impairments) for installation of these devices. Since this policy establishes a minimum threshold, it envisions installation of audible devices at many, but not every signalized intersection.

A significant program (at least $3-1/2 million to $4 million) would be needed to add audible devices at every signalized intersection. There has in the past been some adverse public reaction to these devices, since they invariably do add to residential neighbourhood noise, even though they automatically decrease somewhat in volume when ambient noise level becomes more quiet.

FINANCIAL IMPACT

The only currently available approved audible pedestrian signal device costs $700.00. At least two and as many as eight such devices are required at an intersection, depending on its size, traffic volume and complexity. Additional wiring, pedestrian pushbuttons and timeclock devices to limit their operation in late evening hours adds to the basic cost.

On average, an intersection is estimated to cost about $6,000.00 to add audible signals. Thus the entire City (580 signalized intersections) would cost at least $3.5 million.

With the projected average life of audible devices being 10 years, and anticipating about 2,000 audible signals would be needed to do every remaining intersection, the future annual maintenance costs are estimated at about $150,000.00.

Capital funding in the amount of $39,000.00 is currently available for the installation of audible signals.

The Standing Policy Committee on Public Works recommends:

I. That a definitive program for equipping all signalized crossings with audible pedestrian signals in addition to the conventional visual displays be adopted by Council.

Report of the Standing Policy Committee on Public Works dated April 14, 1998

II. That all new traffic control signals to be installed either as new construction or part of a replacement program be equipped with audible pedestrian signals in addition to the conventional visual displays.

III. That the Standing Committee on Fiscal Issues be requested to determine the source and amount of the annual funding for this Program.

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.

The Executive Policy Committee concurs in the recommendation from the Standing Committee on Fiscal Issues, regarding Recommendation III. above, namely:

That the matter be tabled for consideration at the time of the 1999 - 2004 Capital Estimates review;

And that capital funding in the amount of $39,000 currently available for the installation of audible signals be applied to this program on a priority basis.

Moved by Councillor Lazarenko,
Adoption of the clause.

Moved by Councillor Angus,
That the recommendation of the Executive Policy Committee be adopted.

Carried.

The motion for the adoption of the clause, as amended, was put and declared carried.

Enhanced Snow Clearing Services Adjacent to Schools within the City of Winnipeg File ST-5.2 (Vol. 25)

582 - 4. During the 1995/96 and 1996/97 winter seasons, the former Streets and Transportation Department received several requests from school divisions to provide snow clearing services outside the existing policy for snow and ice control. The requests were related directly to the significantly higher than normal volume of snow during the past two winters.

In the spring of 1997, representatives of the Streets and Transportation Department met with the transportation representatives of the school divisions to discuss snow clearing issues around schools.

On August 20, 1997, the Chairman of the Committee on Works and Operations met with key Streets Maintenance Division staff to identify and discuss areas of concern with the current snow clearing and ice control operations. As a result of this meeting, a report on "Review of Snow Clearing Issues" was submitted to the Commissioner of Works and Operations on October 1, 1997.

In that report, snow clearing around schools was identified as an issue and it was indicated that the City may be able to provide enhanced snow clearing activities around schools if authority to utilize school property for snow disposal was provided. At a presentation to the Committee on Works and Operations to discuss the contents of the report, the Streets and Transportation Department was directed to meet further with the school divisions and identify specific service level enhancements and the associated costs.

The Director of the Streets and Transportation Department sent a letter on October 30, 1997, offering to meet with their Boards to discuss and identify the specific issues surrounding the desired increase in service levels. Subsequently, meetings with eight of the eleven school divisions were held during November, December and January of the 1997/98 winter season. As a result of discussions at these meetings, two main issues were identified. First, schools accessed only by Priority 3 streets would benefit significantly from having the access street plowed as a Priority 2 street so that all schools received similar levels of service. The second issue was the hauling of windrows from the boulevard at the bus unloading/loading zone or drop-off/pickup zone at each school.

Report of the Standing Policy Committee on Public Works dated April 14, 1998

The Director indicated that the Public Works Department was prepared to submit a report identifying possible changes in the Policy on Snow Clearing and Ice Control to address the two issues.

A total of 308 schools is located within the City of Winnipeg limits. The majority of these schools are already accessed by Priority 2 streets. However, a significant number are serviced by only Priority 3 streets as follows:

North Area		27 schools
East Area		18 schools
South Area		16 schools
	Total	61 schools

The additional service would be the plowing of a selected Priority 3 street as a Priority 2 street to provide access to each of these 61 schools. This level of service would include three all-out plowing operations under normal snowfall conditions on the additional lane- kilometres of Priority 2 streets and additional hourly works that may include truck plows, loaders, spot grader plowing and possibly some additional sanding. The additional cost to provide this service is estimated to be $120,000.00 annually based on a normal quantity of snowfall.

The second service level enhancement that was identified is the hauling away of snow windrows created as a result of plowing operations from the zones that school children disembark from or board school buses and passenger vehicles that are delivering and picking-up those attending the schools. This operation would involve using loaders and trucks to load and haul away the windrows from the designated zone for unloading/loading at each of the 308 schools that have been identified. The cost of providing this service is estimated to be $330,000.00 annually based on three hauling operations during a winter with normal snowfall. With the provision of this level of service to the school divisions, it is appropriate that cost sharing arrangements with the school divisions be negotiated. This service level enhancement would not be provided if a Division or private school chooses not to participate in such an agreement.

The total additional cost of providing both of the described level of service enhancements is estimated to be $450,000.00 annually. Any possible cost sharing with the school divisions would have to be negotiated if the increased service levels proceed.

FINANCIAL IMPACT:

The financial impact of implementing the service level enhancements for the snow clearing at schools at the sole cost of the City is the requirement of additional funding of $250,000.00 for the 1998 Current Estimates and $450,000.00 annually thereafter for the Public Works Department Snow Clearing and Ice Control Budget. Should a cost sharing agreement be implemented with the school divisions, the financial impact statement will then be revised to reflect those arrangements made at that time.

The Standing Policy Committee on Public Works recommends:

I. That the Policy on Snow Clearing and Ice Control be amended to provide an increased level of service for snow clearing services adjacent to public and private schools in the City of Winnipeg.

II. That additional funding in the amount of $120,000.00 be allocated to the annual snow clearing budget of the Public Works Department 1999 Current Estimates to provide a Priority 2 level of snow clearing service on selected portions of Priority 3 Streets for those schools accessed only by Priority 3 Streets.

III. That additional funding in the amount of $330,000.00 be allocated to the annual snow clearing budget of the Public Works Department 1999 Current Estimates to provide hauling away of snow windrows from designated school bus passenger loading zones.

IV. That a cost sharing arrangement be negotiated between the City and the school divisions for this enhanced snow hauling service.

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

Adopted by consent.

Report of the Standing Policy Committee on Public Works dated April 14, 1998

Main Street Reconstruction from Higgins Avenue to Disraeli/Alexander Avenue
File SC-3.4 (Vol. 21)

583 - 5. The Winnipeg Development Agreement - Program 1A: North Main Strategic Development - was approved by all three levels of government on August 4, 1995.

On January 29, 1997, City Council approved the work plan for Program 1A. This work plan provided for the appointment of a Mayor's Task Force which was given the mandate and responsibility of directing the overall strategy, setting priorities and policy direction and to report back to Council with a funding strategy and implementation plan for the North Main Street area, located between City Hall and the CPR Mainline Underpass just north of Higgins Avenue.

On December 19, 1997, City Council accepted the proposed plan and recommendations of the North Main Task Force and approved the allocation and implementation of the $6 million Program 1A funds including $1.5 million for streetscaping.

On March 12, 1998 City Council adopted the 1998 Current estimates including $600,000.00 for the resurfacing of the subject section of Main Street.

The six million dollar North Main Street enhancement and Neeginan Project is the first phase of the renewal strategy and plan prepared by the North Main Street Task Force using financial resources under the Winnipeg Development Agreement. The strategy for revitalizing the North Main Street area includes:

- physical and economic renewal of the area
- sensitivity to adjacent neighbourhoods
- supportive social development
- minimize dislocation to existing residents

The funds approved include $1,500,000.00 to undertake streetscaping between Sutherland Avenue and Alexander Avenue, $1,500,000.00 for Neeginan and $2,225,000.00 for land acquisition.

The North Main Street enhancement and Neeginan Project does not include any funding for the renewal of street pavement and utility infrastructure, and was accepted by City Council after the 1998 Capital Estimates were prepared.

To facilitate the streetscaping project funding in the amount of $600,000. 00 for street resurfacing has been added to the 1998 Current Estimates of the Public Works Department. A more detailed review of the street infrastructure condition has found that there is considerably more deterioration as summarized below and a street reconstruction is now recommended.

A. EXISTING INFRASTRUCTURE:

Main Street Pavement:

The Main Street roadway between Sutherland Avenue and Disraeli/Alexander Avenue was constructed in 1908 and has had four (4) asphalt overlays since 1964. The pavement is in a poor to failed condition with significant rutting, cracking and deterioration and is at the end of it's service life . Given the age and condition, this section of street has a high priority for reconstruction.

Watermains:

There are three watermains, two constructed in 1908 and one in 1939 on this section of Main Street. Due to the age, condition and watermain break experience of these watermains, it is recommended that the 1908 watermains be replaced with a single watermain if Main Street is reconstructed. There are sufficient funds in the watermain renewal reserve account to undertake this renewal. Upon approval of this project, the Water and Waste Department will report to the Chief Administrative Officer to use unallocated Watermain Renewal Reserve account funds for the appropriate renewal.

Report of the Standing Policy Committee on Public Works dated April 14, 1998

Street Lighting:

The existing street lighting is mounted on old steel trolley poles and their condition is a concern. These poles have been in use for approximately sixty years, have served their useful life and should be replaced. Recently significant corrosion has been found on three trolley poles which have failed. The cost of replacement street lighting is included in the cost estimate for street reconstruction.

Winnipeg Hydro Duct Line:

A 1914 duct line located under the east pavement is near the end of it's service life. Winnipeg Hydro has previously approved 1998 capital funding for Hydro Distribution - System Improvements and replacement projects of this nature. Upon approval of this project, Winnipeg Hydro can proceed with this work. The replacement duct line would be located under the east sidewalk.

Festoon and Christmas Lights:

There are year round and seasonal Christmas lights on span wires strung between the old trolley poles. When the trolley poles are replaced, alternative decorative lighting is necessary because the new street light poles will not support the span wires required for festoon lighting. The streetscaping budget includes $30,000.00 for the replacement of seasonal lighting.

Traffic Signals:

Much of the existing traffic signal plant is located on the steel trolley poles and therefore must be renewed when the trolley poles are replaced. This cost is included in the estimate for street reconstruction.

Combined Sewer:

There are up to three combined sewers plus the intercepter sewer on this section of Main Street constructed between 1935 and 1952. The Water and Waste Department is undertaking a condition assessment. Upon approval of this project, the Water and Waste Department will report to the Chief Administrative Officer with a recommendation to use unallocated funding from the Combined Sewer Renewal Reserve account if renewal is required.

In conclusion, most of the infrastructure on Main Street between Sutherland Avenue and Alexander Avenue is in a deteriorated condition and needs to be physically renewed. Therefore a street reconstruction is now recommended.

B. ALTERNATIVES:

There are two alternatives to implement the streetscaping project either proceed with the resurfacing as currently approved or reconstruct the street.

Alternative 1 - Asphalt Overlay - Higgins to Alexander Avenues.

This alternative would provide an asphalt overlay on Main Street from Higgins Avenue to Alexander Avenue. The estimated cost of the overlay is $ 600,000.00 and funding is included in the 1998 Current budget of the Public Works Department for rehabilitating Main Street to undertake this overlay. The total cost of streetscaping and the overlay is $2,100,000.00 including the $1,500,000.00 for streetscaping in the WDA. This option does not include the renewal of other infrastructure including street lighting, watermain renewal and the Winnipeg Hydro ducts.

Initially, it was thought another overlay would be adequate but further investigation has revealed the pavement structure deterioration is too severe and an overlay is no longer recommended. This would be the fifth overlay since 1964. Asphalt overlays on this section of Main Street have been lasting an average of eight years. The rideability of each additional overlay tends to decline faster due to the substantial and nonuniform deterioration of the underlying concrete pavement which is now predominately rubble and cannot be repaired.

It would be necessary to reconstruct the pavement and to replace most of the streetscaping, which would still be under debt financing in approximately seven years. At that future time, the excavation for street reconstruction must extend into the sidewalk and median and the new curbs would be at a different height, making it necessary to reconstruct the entire sidewalk and median and adjust all other streetscaping features. Therefore in seven years the cost of reconstruction would be $3,000,000.00 to reconstruct the street including the sidewalk and median. The total cost of the resurfacing and future reconstruction is $5,100,000.00.

Report of the Standing Policy Committee on Public Works dated April 14, 1998

This overlay alternative is not recommended because of the high throwaway costs of the streetscaping and the short life expectancy of the pavement overlay.

Alternative 2 - Reconstruct and Streetscape Main Street from Higgins Avenue to Alexander Avenue.

This alternative includes pavement reconstruction between Higgins Avenue and Alexander Avenue, watermain renewal, replacement of street lighting, renewal of the underground Winnipeg Hydro duct, renewal of traffic signals and streetscaping. The estimated cost of this alternative is $2,035,000. 00 and does not include the costs for watermains, combined sewer or Winnipeg Hydro renewals, which will be funded as previously described.

This alternative would have to be funded as follows:

1998 Current Budget		$600,000.00
WDA Project Funding Contribution	$300,000.00	
Funding Required from Other Sources	$1,135,000.00	
TOTAL		$2,035,000 .00

The North Main Task Force have allocated $300,000.00 in available streetscaping funding. This funding is based on reductions in the scope of streetscaping between Higgins Avenue and Sutherland Avenue, pending future underpass works by CPR. The City will undertake a street renewal through the underpass when CPR advances their repair works in the future.

Compared to a resurfacing, a reconstruction would require very little maintenance for twenty to twenty-five years.

It is the recommendation of the Standing Policy Committee on Public Works that Main Street between Higgins Avenue and Disraeli/Alexander Avenue be reconstructed in 1998 at a cost of $2,035,000.00 in order to proceed with the previously approved streetscaping and complete the project in time for the Pan Am Games, and that the Standing Policy Committee on Fiscal Policy be requested to identify sources of funding in the amount of $1,135,000.00 to accommodate the reconstruction.

The balance of the funding would include $600,000.00 in the 1998 Current Budget for this project and $300,000.00 from the North Main WDA funding for streetscaping budget.

FINANCIAL IMPACT:

Funding for this project has been budgeted in the Current Budget in the amount of $600,000.00. Funding of up to $300,000.00 will be expended against the Winnipeg Development Agreement. It is recommended that the Standing Policy Committee on Fiscal Policy be requested to identify sources of funding in the amount of $1,135,000.00 to accommodate the street reconstruction.

Two Financial Impact Statements are outlined in Appendix "A" for two funding options as the funding source could be either new funding or transfer of funds.

New Funding: If new funding is approved for the project, the financial impact is the requirement for additional borrowing authority in the amount of $1,135,000.00 and the associated annual debt financing costs.

Transfer of Funds: The financial impact is zero as the available funding would be transferred from projects that have been cash flow forecasted and the associated debt financing costs have been provided for in the current budget.

The Standing Policy Committee on Public Works therefore recommends:

I. That Main Street between Higgins Avenue and Disraeli/Alexander Avenue be reconstructed in 1998 at a cost of $2,035,000.00 in order to proceed with the previously approved streetscaping and complete the project in time for the Pan Am Games, and

II. That the Standing Committee on Fiscal Issues be requested to identify sources of funding in the amount of $1,135,000.00 to accommodate the reconstruction.

Report of the Standing Policy Committee on Public Works dated April 14, 1998

III. 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.

The Executive Policy Committee concurs with the resolution passed by the Standing Committee on Fiscal Issues on April 20, 1998, namely:

WHEREAS the Standing Policy Committee on Public Works has recommended that this project proceed in 1998 at a cost of $2,035,000 in order to proceed with the previously approved streetscaping and complete the project in time for the Pan Am Games;

AND WHEREAS the Standing Committee on Fiscal Issues has been requested to identify sources of funding in the amount of $1,135,000 to accommodate the reconstruction;

AND WHEREAS it is early in the construction season and there is opportunity for residuals on approved capital works projects;

AND WHEREAS the Standing Committee on Fiscal Issues believes that the Public Works Department can identify available funds within its approved budget;

THEREFORE BE IT RESOLVED that this project proceed in 1998 and the Standing Committee on Fiscal Issues review financing options in September 1998, and determine funding sources at that time.

Copy of attachment referred to in the above clause is on file in the office of the City Clerk.

Moved by Councillor Lazarenko,
Adoption of the clause.

Moved by Councillor Angus,
That the recommendation of the Executive Policy Committee be adopted.

Carried.

The motion for the adoption of the clause, as amended, was put and declared carried.

Award of Contract for the Transporting and Disposal of Grit and Screening Material - Tender No. P.D. 98-021
File GL-9 (Vol. 10)

584 - 6. Funds for the Transporting and Disposal of Grit and Screening Material are included in the annual current estimates as Sewage Disposal System - Interception and Treatment Regional - Account No. NEWPCC 44-552608-010312, SEWPCC 44-552608-010313, and WEWPCC 44-552608-010314.

Tenders closed on March 6, 1998, with bids being received as follows:

Paragon Industries Ltd.	$167,425.00
Ace Disposal - Division of National Containers & Recycling Co. Ltd.	$191,520.00*
D & D Excavating & Hauling Ltd.	$199,925.00
Mulder Construction & Materials Ltd.	$201,609.00*
Canadian Waste Services Inc.	$212,628.60

* Corrected Amount

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Engineering staff of the Water and Waste Department are satisfied that the low tenderer has the necessary resources to perform all of the work in accordance with the requirements of the specifications. The Contractor has satisfactorily carried out previous construction works of a similar nature.

The Manager of Materials Management Division has advised that each of the tender submissions was accompanied by a bid bond and an agreement to bond, which have been certified by Legal Services.

The tender recommended for acceptance is the low bid meeting all requirements of the specifications. This offer is open for acceptance until May 5, 1998.

This item is placed in the Current Estimates each year and awarding a multi-year contract facilitates continuity of operation, as well as continuity of administration by City staff.

The award of this contract was approved by Expenditure Review Committee on February 16, 1998 acting under the direction of the CAO/CFO as resolved by the Expenditure Management Committee at a meeting on November 27, 1997.

A financial impact statement for this project dated November 18, 1997, was submitted to and was concurred in by the Standing Committee on Fiscal Issues on November 24, 1997.

The Standing Policy Committee on Public Works therefore recommends:

I. That a three year contract be awarded to Paragon Industries Ltd., the lowest bidder meeting the specifications in the amount of $167,425.00.

II. 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.

Moved by Councillor Lazarenko,
Adoption of the clause.

Carried.

REPORT "A" OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED APRIL 14, 1998

On motion of Councillor Timm-Rudolph, Report "A" of the Standing Policy Committee on Public Works, dated April 14, 1998, was considered.

Moved by Councillor Timm-Rudolph,
That the Consent Agenda, Clause 1, be adopted.

Carried.

Amendment to the Private Approaches By-law No. 6546/95 - Access to a proposed Shopping Complex located at the Northeast corner of Main Street and Red River Boulevard File SC-1(34) Vol. 1

585 - 1. The Standing Policy Committee on Public Works has been advised that an application for the construction of one 15.4 metre channelized private approach, one 7.1 metre angular "exit only" private approach, and one 40.8 metre channelized private approach, all on the east side of Main Street north of Red River Boulevard, as shown on Drawing No. A-9070ALT, as outlined in Appendix A, has been received from A & S Builders Ltd., to provide access to the Rivergrove Garden Market IGA located at the Northeast corner of Main Street and Red River Boulevard.

This application is non-conforming under The City of Winnipeg Private Approaches By-Law No. 6546/95 Section 3, Subsection (4), which states:

> *"(4) No approach shall be constructed, erected or installed on any of the streets or portions of streets set forth in Schedule 2 hereto, except where two separate directional approaches, one for access to, and one for egress from the property, may be constructed where the property to be served has sufficient frontage to permit such approaches to be located in such a manner as to comply in all respects with the provisions of Section 8 of this by-law."*

This section of Main Street is contained within Schedule 2 of the subject By-law.

This section of Main Street contains a 13.3 metre wide undivided roadway within a 45.7 metre right-of-way, and carries approximately 8,300 northbound vehicles and 9,900 southbound vehicles in a typical twelve hour weekday period between 07:00 and 19:00. There is a median on Main Street south of the intersection of Red River Boulevard and a median is introduced approximately 128 metres north of Red River Boulevard. This median separates northbound and southbound vehicles on Main Street as they approach the signalized intersection at Red River Boulevard. There are also left turn storage lanes within the median for both northbound and southbound vehicles. Red River Boulevard contains a 8.0 metre wide westbound roadway and a 7.9 metre wide eastbound roadway, with a 5.1 metre median within a 32.0 metre right-of-way.

There are three existing private approaches on the east side of Main Street north of Red River Boulevard, and one existing private approach on the north side of Red River Boulevard which were constructed for previous developments on the property.

The applicant is constructing a 30,800 square foot IGA Garden Market, with a 329 space parking lot, with a possible future 9,000 square foot expansion. Future developments on the site may also include three restaurants with drive-through facilities, a gas bar, and 38,000 square feet of commercial rental space, with 146 additional parking spaces.

At its meeting on March 10, 1998, the Standing Policy Committee on Public Works approved a private approach on the north side of Red River Boulevard approximately 56.4 metres east of Main Street. This proposed private approach will be the main entry for semi-trailers entering the site for the IGA Garden Market and will also serve as the entrance and exit for motorists on Red River Boulevard. This approved private approach is shown on drawing

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No. A-9070 (as outlined in Appendix B).

The applicant is proposing to construct two channelized private approaches, and one angular "exit only" private approach, all on the east side of Main Street, north of Red River Boulevard. The Private Approaches By-Law allows only two private approaches to be approved for a property located along a street contained within Schedule 2 of the By-Law; one being an angular "entrance only" and the other an angular "exit only" private approach. The southern most proposed channelized approach, located 53.1 metres north of Red River Boulevard, will function as the main entrance to the proposed development for northbound motorists on Main Street, and also function as the exit for motorists who wish to travel north on Main Street from both the proposed IGA Garden Market and the southern most future restaurant. The Public Works Department has no objections to this proposed non-conforming private approach.

The proposed "exit only" private approach, located on the east side of Main Street, approximately 108.5 metres north of Red River Boulevard, will serve as the exit for the future gas bar. The Public Works Department has no objections to this proposed private approach.

The applicant is also proposing to construct an additional non-conforming channelized private approach on the east side of Main Street approximately 169.7 metres north of Red River Boulevard, which will serve as an entrance to the proposed development for northbound and southbound motorists on Main Street, and also an exit for motorists to continue northbound on Main Street. The Public Works Department has no objections to the concept of a channelized private approach in this location, however, with the high traffic volumes on Main Street, it is felt that the existing median on Main Street north of Red River Boulevard must be lengthened to protect movements which will occur at this proposed private approach. If this median is not lengthened, two problems with traffic operation and safety would occur.

The first problem is that southbound motorists on Main Street will be able to turn left into the property via this proposed channelized private approach. There are only two southbound traffic lanes on Main Street, and if there is a vehicle stopped to turn left in the median lane, only one through southbound traffic lane would remain, causing a traffic delay and a possibility for rear-end collisions.

The second problem is that if the median is not lengthened, westbound vehicles who are exiting this proposed development desiring to continue southbound on Main Street have the opportunity to use the channelized private approach. This movement will be done by crossing the two northbound traffic lanes on Main Street, and then turning into the left lane of southbound Main Street. Considering the traffic volumes on Main Street and combined with the opportunity for southbound vehicles on Main Street to turn left at the same location, this movement will potentially create traffic operating and safety problems. This left turn can more safely and easily be made by exiting onto Red River Boulevard and then turning left at the signalized intersection of Main Street and Red River Boulevard.

The Public Works Department is in support of the channelized private approach design as shown on Drawing No. A-9070 (as outlined in Appendix A), which provides protection for vehicles intending to make the southbound left turn movement by a means of a left turn storage lane within the lengthened center median. In addition, the left turn out of the property to travel southbound on Main Street would not be permitted, as this movement can take place more safely and with less disruption to through traffic at the signalized intersection of Main Street at Red River Boulevard.

The Standing Policy Committee on Public Works did not concur in the administrative recommendation that one 15.4 metre channelized private approach, one 7.1 metre angular "exit only" private approach, and one 18.7 metre channelized private approach, all on the east side of Main Street north of Red River Boulevard, together with a median extension on Main Street, as shown on Drawing No. A-9070, (as outlined in Appendix B) be approved.

The Standing Policy Committee on Public Works therefore recommends:

I. That the application for the construction of 1-15.4 metre channelized private approach, 1-7.1 metre angular "exit only" private approach, and 1- 40.8 metre channelized private approach, all on the east side of Main Street north of Red River Boulevard, as shown on Drawing No. A-9070ALT, (as outlined in Appendix A) be approved.

II. That traffic signals be installed at Fernbank Avenue and Main Street utilizing funding already paid by the previous developer, Draco Developments Ltd., in accordance with Clause 6.b) of Section I of Schedule "C" of Development Agreement AG 37/84.

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III. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing.

Copy of attachments referred to in the above clause are on file in the office of the City Clerk.

Adopted by consent.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

586 - 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. 7201/98, a by-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 1998. File SL(1998) (Vol. 1)

By-law No. 7202/98, a by-law of The City of Winnipeg to amend By-law No. 1573/77, being the City of Winnipeg Traffic By-law. File ST-5.2 (Vol. 25)

By-law No. 7203/98, a by-law of The City of Winnipeg to amend By-law No. 6547/95, being a by-law of the said City concerning the reservation of certain portions of streets and public parking sites for the purpose of parking vehicles and the use of parking meters in connection therewith. File ST-2 (Vol. 21)

By-law No. 7214/98, a by-law of The City of Winnipeg to amend By-law No. 6548/95, being a by-law to regulate traffic on certain streets during periods of transportation emergency occasioned by the fall or drifting of snow. File SC-3.6 (Vol. 18)

Moved by Councillor Golden,

That Rule 6.1 of the Procedure By-law be suspended to allow Council to continue beyond the hour of 6:00 p.m. in its deliberations.

The motion to suspend the rule was put.

The Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Angus, Golden, Lazarenko, Lubosch, Phillips, Deputy Mayor Eadie and Her Worship Mayor Thompson. 7

Nay: Councillors Murray, O'Shaughnessy, Silva, Steek, Thomas, Timm-Rudolph, Vandal and Clement. 8

and the motion for the suspension of the rule was declared lost, not having received the required two-thirds vote of the members present in accordance with Rule 3 of the Procedure By-law.