REPORT "A" OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED SEPTEMBER 10, 1996

On motion of Councillor Clement, Report "A" of the Committee on Works and Operations, dated September 10, 1996, was considered.

Moved by Councillor Clement,
That the Consent Agenda, Clause 1 be adopted.

Carried.

Her Worship the Mayor and Councillors:

Implementation of an Automated Transit Scheduling System File T-1 (Vol. 2)

1146 - 1. The Committee on Works and Operations has been advised that on January 6, 1994, the Board of Commissioners approved the appointment of GIRO, Inc., in conjunction with IBM Canada Ltd., to undertake a feasibility study of automating the transit scheduling function (including schedule writing, vehicle scheduling, bus operator work scheduling, and production of transit schedule documents). The feasibility study included the following:

1) An evaluation of an automated transit scheduling system using Winnipeg Transit data. This work was conducted by GIRO, Inc, a firm specializing in transit software.

2) An assessment of the operational savings that could be generated by the implementation of a full production system at Winnipeg Transit.

The feasibility study was completed in 1995 and showed that an automated scheduling system would produce sufficient savings to warrant the implementation of a full production system.

A formal proposal for the implementation of a full production system at Winnipeg Transit has been received from GIRO, Inc.

Scheduling Concepts

The transit scheduling process includes a number of components:

1) Schedule Writing

For each transit route, the basic scheduling inputs of timing points, bus running times between timing points, and service headway must be specified for each time period for each type of day. These inputs are then used to develop a master schedule for the route that includes all one-way bus trips between route terminals. For each bus trip, the master schedule shows all bus departure times at the timing points and bus arrival/departure times at each terminal.

The existing system uses a Lotus 1-2-3 application to assist Transit Schedulers in the development of master schedules. However, the existing system is very difficult to maintain, is difficult to use to schedule timed transfers between different routes, and is difficult to integrate with other automated systems (such as TELEBUS and the Bus Radio Control System) that require master schedule data.

2) Vehicle Scheduling

Once a master schedule has been written for a route, trips that can be operated by the same vehicle are designated as a *block* or *run*. This process is often called *blocking* or *run-cutting*. In effect, the number of blocks determines the number of vehicles that must be used to operate a route's master schedule.

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Manual methods are currently used to block trips into vehicle schedules. Vehicle schedules can be made more efficient by using a technique called *interlining*, which combines trips from separate routes into a vehicle block. This approach can often reduce overall vehicle requirements and operating costs. Because interlining is difficult to implement with manual methods, the amount of interlining currently undertaken is limited.

3) Bus Operator Work Scheduling

The specification of bus operator work schedules (often called *crew-cutting*) is a time-intensive process. The Transit Scheduler must *cut* the vehicle blocks into pieces of work that can be combined into bus operator work shifts. These work schedules must respect specified bus operator relief points for each route and a number of work rules contained in the collective agreement with the Amalgamated Transit Union. This process is a very large and complex linear programming problem.

At present, mostly manual methods are used to perform crew-cutting. In 1991, an automated assist was developed by in-house staff to shorten the time required to perform the task. However, the application does not include any optimization algorithm to produce less costly work schedules. The quality of the crew-cut is dependent on the skills, experience, and time available to scheduling staff undertaking the work.

4) Transit Schedule Documents

An important part of the scheduling process is the production of specialized documents required for daily operation of transit service. These include the bus operator run card, the terminal book (a collection of all master schedules required by service supervision staff, telephone information staff, and senior management), dispatch sheets, public timetables, and specialized data files required for other systems (such as TELEBUS, the Bus Radio Control System, and service planning systems).

A variety of processes, both manual and automated, are used to generate these output documents and files. A significant amount of clerical work is required. In addition, these outputs are not integrated well with other computer systems in the department.

The scheduling process is undertaken five times per year; that is, new schedules are implemented in February, April, June, September, and November. Schedules are adjusted to reflect the seasonality of transit ridership.

5) Weaknesses of the Existing System

The existing scheduling process uses predominantly manual methods. In recent years, some computerized improvements have been developed to automate clerical aspects of the work and to assist schedulers in data retrieval and management. While these changes have improved the process, the overall system has various weaknesses as outlined in Appendix A.

6) The Feasibility Study

GIRO Inc. is the major developer of transit scheduling software in the transit industry. Based in Montreal, the company has a strong capability in operational research techniques. The company's software is used by many transit systems in Canada, the United States, Europe, Australia, and Asia.

During 1994-95, a study to assess the feasibility of using GIRO software at Winnipeg Transit was undertaken. The study assessed the following:

A. The ability of the GIRO software to replicate Winnipeg Transit's master schedules.

B. The potential annual operational cost savings that could result from the installation of the GIRO software.

C. The potential to integrate the scheduling databases with other computer systems in the department.

D. The ease-of-use of the software by transit scheduling staff.

During the feasibility study, the GIRO software was used to replicate the master schedules for the Winter 1994 schedule period. This was successfully accomplished.

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The GIRO software's optimization algorithms were then used to generate vehicle schedules and bus operator work schedules for the same schedule period. The results of the automated solution were then compared with the manual solution that had previously been generated using the department's existing system. The test showed that use of the automated tools would result in an annual saving in transit operating costs of approximately $150,000. Furthermore, the GIRO software identified additional interlining opportunities and generated a vehicle schedule that resulted in a two-bus reduction in vehicle requirements for the weekday peak period during the winter schedule.

The GIRO software uses a standard relational database format for the underlying schedules database. Consequently, the database is easily accessed by a wide range of external products for customized reports and data extraction required for other computer applications in the department.

The most recent version of the software includes a number of features to provide for ease-of-use by transit schedulers. These include a standardized menu-driven graphical user interface, an integrated relational database, and a client-server environment.

In summary, the feasibility test showed the following:

i) The GIRO software could successfully replicate existing master schedules.

ii) The optimization algorithms used by the software would generate annual operational cost savings of $150,000 and would reduce peak fleet requirements by two buses.

iii) The standard database used by the software would permit more effective integration of the scheduling system with other major systems in the department. For example, it would be possible to use fully-automated methods to transfer schedules data to the TELEBUS System, to the Bus Radio Communication System, and to various planning applications.

Furthermore, it would be possible to further automate the production of public timetables.

iv) Existing scheduling staff are capable of using the software to replace existing manual methods.

If the GIRO software were to be implemented, the feasibility study identified three operational issues that need to be resolved:

1. An interlining strategy would need to be developed that met the diverse needs of passengers, of bus operators, of management, and of the taxpayer. The greater the degree of interlining, the greater the potential for operational cost savings. Extensive interlining, however, can result in service that is difficult for the public to comprehend and in work assignments that are complicated for the bus operator. In the feasibility study, a moderate amount of interlining was permitted in the comparison test.

2. The system used to number *blocks* or *runs* will need to be revised.

3. The bus operator run cards on-board the buses will be required to be redesigned.

The benefits of an automated scheduling system identified above are significant and, consequently, there is merit in resolving these operational issues. Appendix B outlines the Deliverables of the proposed project. The Transit Department has reviewed the proposal, is satisfied that the proposal meets the department's requirements, and recommends that the project be approved and an agreement entered into with GIRO for the implementation of an Automated Transit Scheduling System.

Your Committee on Works and Operations therefore recommends:

I. That the Transit Department be authorized to negotiate an agreement with Le Group en Informatique et Recherche Opérationnelle, Inc. (GIRO) of Montreal for the implementation of an automated transit scheduling system.

II. That the cost of the automated transit scheduling system, $651,223, be funded as follows:

a) $258,124 (including City of Winnipeg interim finance and administration charges) from the 1996 Innovative Transit Program already approved by Council as part of the 1996 Capital Estimates.

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PLUS:

b) The following schedule of payments made from savings in transit operating costs generated by the automated transit scheduling system following formal acceptance of the system in 1997:

January 1, 1998	$50,000
May 1, 1998	$50,000
September 1, 1998	$50,000
January 1, 1999	$50,000
May 1, 1999	$50,000
September 1, 1999	$50,000
January 1, 2000	$50,000
May 1, 2000	$50,000
September 1, 2000	$50,000

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

Adopted by consent.

Copy of Appendix "A" referred to in the above clause is on file in the office of the City Clerk.

(See Minute No. 1171 for Appendix "B")

REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED OCTOBER 8, 1996

On motion of Councillor Clement, the Report of the Committee on Works and Operations, dated October 8, 1996, was considered clause by clause.

Moved by Councillor Clement,

That the Consent Agenda, Clauses 1,2,3,4,5 and 6 be adopted.

Councillor Murray requested that Clause 2 be pulled from the Consent Agenda.

Councillor Golden requested that Clause 5 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 1,3,4 and 6 was put and declared carried.

Her Worship the Mayor and Councillors:

Award of Contract for the Lease of Bus Tires for the Transit Department - RFP No. PD 96 - 081
File GL-9 (Vol. 9) [c/r TE-2 (Vol. 4)]

1147 - 1. The Committee on Works and Operations has been advised that the current contract for leasing transit bus tires expires on October 31, 1996.

A Request for Proposals was issued by the Transit Department for the supply of transit bus tires on the basis of a lease or an outright purchase program. Final receipt of proposals occurred on Wednesday, June 19, 1996, with two (2) proposal submissions being received.

The Transit Department has been procuring transit bus tires on a lease basis since the early 1950's. In addition to the option of renewing a lease arrangement, the alternative of purchasing tires outright was investigated.

The residual value of leased tires currently in service is expected to be approximately $1,207,600.00 at the conclusion of the existing contract. Prospective Bidders were informed of the City's need to address this liability in the evaluation of proposals.

Offers were received from the following two potential suppliers:

1. Bridgestone/Firestone Canada Inc. (the present contractor)
2 Goodyear Canada Inc.

The Request for Proposals specified that award of this contract would be based on the following evaluation criteria, namely: (1) qualifications of the Offerer; (2) conformance with the requirements of the RFP package; and (3) total contract price.

Both Offerers have successfully provided bus tires to Winnipeg Transit in the past, and both continue to possess the necessary qualifications for providing this type of service to the City. Both offers were deemed equally non-compliant with respect to one aspect of the specifications.

Long term tire leasing contracts typically incorporate a formula for periodically adjusting rates to accommodate changes in market conditions (usually every six months). The Request for Proposals specified that commodity price factors used in rate adjustment formulae should be objectively verifiable; eg, pegged to standard market references, as opposed to internal company indexes. Both Offerers bid formulae with one objectively verifiable index (the price of rubber on the New York Commodity Exchange) and two non-verifiable indices (the price of steel used in tire wire and the company labour cost per hour). Both Offerers were judged equally non-compliant in this regard, and since the formulae proposed were generally consistent with those used in the past, both offers were fully evaluated.

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Bridgestone/Firestone Canada Inc. was the only Offerer that responded to the option of bidding on the outright purchase of tires. Their bid proposed a base price with periodic price adjustments using the same price escalation formula as for the lease option.

Pricing related details of both offers are summarized in Appendix 1. Note that both offers incorporate a bonus kilometer value. This functions as an incentive for the leasee in that the rate is reduced by half for any tires run beyond the applicable bonus level.

Total contract price was evaluated by:

1. Forecasting the tire inventory makeup and tire kilometers for each option over the five year period.
2. Performing a regression analysis on the past five years' data for the rate escalators with outlyers factored out, and projecting the rates for the next five years.
3. Multiplying future kilometers by future rates, discounting to the present value, and determining the equivalent annual cost of the total present value.

In the case of the offer from Goodyear, the cost of discharging the residual value of tires currently on lease from Bridgestone/Firestone also has to be taken into account. Two scenarios were considered:

1. A three year runout (the minimum feasible, given tire wear out rates and vehicle spares level constraints) - achieved by exercising the two year fixed rate runout clause in the present contract, and financing the remaining residual for the last (third) year.

2. A five year runout (the nominal period required without invoking abnormal measures to expedite wear out) - achieved by financing the purchase of the entire residual currently owed to the present contractor over five years.

The same tire runout scenarios were used to evaluate the outright purchase option. To provide a meaningful comparison with leasing, however, the value of payments into a reserve fund to cover the residual value of leased tires at the end of the contract was added to the cost of leasing.

Finally, the sensitivity of cost forecasts to variations from the index values predicted by the regression analysis was tested. This was done by varying the slope of the regression lines between -0.5 times and +1.5 times the predicted values.

The results of the financial analysis are summarized in Appendix 2. The key conclusions are:

1. The equivalent annual cost of leasing is lower than that of the outright purchase program offered by Bridgestone/Firestone. This is mainly due to a low level of competition for transit bus tires (ie; they are a highly specialized, low volume product).

2. The equivalent annual cost of continuing to lease from Bridgestone/Firestone is at least $40,000 lower than the offer from Goodyear. The potential benefit of low rates offered by Goodyear is overpowered by the cost of discharging the residual value of tires currently leased, in conjunction with an extremely favourable bonus kilometer level offer on the existing bias tires from Bridgestone/Firestone.

3. The residual value of the leased tires at the end of the contract would be lowest with the Goodyear offer, mainly as a result of lower rates. However, total costs for leasing plus building a reserve to pay out the residual value are approximately equal to these same costs with the Bridgestone/Firestone offer.

4. The Goodyear offer is slightly more sensitive to variations in the value of escalator indices, however the difference is not significant. This results mainly from a greater sensitivity to changes in Goodyear's labour rate.

Funds to cover the costs of this contract are included in Operating Budget Account Number 42-553502-120103. The estimated annual costs (including PST and GST) are:

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1996 (Nov. 1 to Dec. 31)	$ 28,771.00
1997	350,503.00
1998	364,965.00
1999	380,824.00
2000	398,158.00
2001 (Jan. 1 to Oct. 31)	380,794.00

There were no subcontractors declared in the submissions from either Offerer.

Under the terms of the RFP, offers received were originally valid for 60 days. Validity of both offers has been formally extended to 150 days, resulting in an expiry date of November 16, 1996.

The proposed agreement would endure for a five year period, and therefore commits funds in future years. A contract of this nature requires the approval of City Council.

The Committee on Works and Operations therefore recommends:

I. That a contract for the lease of transit bus tires for the period of November 1, 1996 to October 31, 2001 be awarded in the total conditional amount of $1,904,015.00 to Bridgestone/Firestone Canada Inc., the offerer whose proposal has been determined to be most advantageous to the City based upon the criteria for evaluation set out in the Request for Proposals.

II. That the Commissioner of Works and Operations, in conjunction with the City Solicitor/Manager of Legal Services, be authorized to finalize details and execute formal contracts with the successful offerer.

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 relative hereto.

Adopted by consent.

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

Additional Appropriation for the Transit Department File FE-1 (Vol. 29)

1148 - 2. The Committee on Works and Operations has been advised that the current year-end projections for the Transit Utility indicated that the Mill Rate supported deficit will exceed the budgeted amount by $171,000 and an additional appropriation in this amount is required in order to maintain current Handi-Transit service levels.

A report dated April 29, 1996 informed the Committee on Works and Operations, and Council, of a projected increase in the Transit Deficit of $1,208,450. This increase in the deficit was due to the following:

Projected Shortfall in the 1996 Transit Department Budget	
Handi-Transit related shortfall due to delays in approving the budget and awarding contracts	$ 400,000
Double counting of monthly bus pass revenues	475,000
A reduction in the Provincial deficit grant	333,450
Total Projected Shortfall	$ 1,208,450

In addition, the report warned of uncertainty in the Transit Department's ability to achieve this $352,450 share of the $2,200,000 across-the-board cut directed by Council as well as its share of the vacancy management savings.

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Subsequently, a report was provided to the Board of Commissioners dated June 25, 1996 advising that the Handi-Transit budget could not sustain the continued expenditures required to provide the 1995 level of service through to the end of 1996. The shortfall was estimated at $490,929 and resulted from the following factors:

Projected Shortfall in the 1996 Transit Department Budget	
Additional costs due to delay in implementing the contracting out	$ 200,111
Revenue shortfall resulting from the decision not to sell surplus Handi-Transit vans	80,000
Handi-Transit share of departmental allocation of $352,393 in across-the-board cuts	210,818
Total	$ 490,929

The report also provided options for dealing with the projected shortfall. The options identified were to reduce service on Handi-Transit, on regular transit, a combination of Handi-Transit and regular transit, or alternatively to maintain 1995 service levels and to authorize an additional appropriation in the amount of $490,929.

More recently, the Transit Department has identified 1996 system revenues in excess of budget, which has allowed the Transit Department to submit a deficit avoidance plan with a projected
year-end deficit of only $171,000 over budget a dramatic improvement on the $1,208,450+ anticipated earlier in the year.

The Committee on Works and Operations therefore recommends:

I. That an additional appropriation for the Transit Department in the amount of $171,000 be approved, in order to maintain current Handi-Transit service levels.

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

Moved by Councillor Clement,
Adoption of the clause.

In amendment,

Moved by Councillor Murray,
Seconded by Councillor Vandal,

WHEREAS a Handi-Transit Service which would leave 250 people without a ride every day is unacceptable;

THEREFORE BE IT RESOLVED that the Clause be amended to add an additional $160,000.00 to the budget of the Transit Department to avoid significant service shortfall that would leave many disabled people without reliable Handi-Transit service.

The amendment was put.

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

Yea: Councillors Golden, Lazarenko, Lubosch, Murray, Thomas and Vandal. 6

Nay: Councillors Clement, O'Shaughnessy, Phillips, Silva, Steek, Timm-Rudolph, Deputy Mayor Eadie, Her Worship Mayor Thompson, Councillors Angus and Prystanski. 10

and the amendment was declared lost.

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

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Approval for Funding Transfer for the Marjorie Street Combined Sewer Renewal
File WS-5 (Vol. 17)

1149 - 3. The Committee on Works and Operations has been advised that over the last year the Water and Waste Department has performed extensive repairs in the section of sewer pipe in Marjorie Street and several claims have been filed for basement flooding damage as a result of sewer collapses. Upon review, the Water and Waste Department has determined that this pipe is in very poor condition, with much of the pipe in a condition of imminent failure.

Financial Status - Marjorie Street Combined Sewer Renewal Project		
Combined Sewer Renewal Reserve Available		$ 893,266.18
Marjorie Sewer Renewal:		
Estimated Construction Cost	390,000.00	
Engineering (16%)	62,000.00	
Contingency	39,000.00	
GST (3%)	12,000.00	
Total Estimated Cost	503,000.00	503,000.00
Estimated Combined Sewer Renewal Reserve Residual		$ 390,266.18

UMA Engineering Inc. is performing the engineering services for the design, specifications and installation of this project.

Council approval is required for projects funded from the Combined Sewer Renewal Reserve.

In view of the foregoing, the Committee on Works and Operations recommends:

I. That funding in the amount of $503,000.00 for the renewal of the combined sewer under Marjorie Street from Silver Avenue to St. Matthews Avenue be accommodated though the Combined Sewer Renewal Reserve.

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

Adopted by Consent.

Amendments to the Parking Meter By-law associated with the Street Name Change from Theater Way to John Hirsch Place
File SC-3.14(32) (Vol. 1)

1150 - 4. The Committee on Works and Operations has been advised that on November 14, 1989, the Committee on Planning and Community Services heard a request which was presented to the City Centre-Fort Rouge Community Committee by the then Mayor Norrie, on behalf of Mr. Golinski, resident of The Glen, for a proposed street name change to honour the late John Hirsch.

On January 3, 1990, the City Centre-Fort Rouge Community Committee recommended that the late John Hirsch be honoured by renaming Theatre Way to John Hirsch in his memory.

On January 29, 1990, the Committee on Planning and Community Services concurred in the recommendation of the City Centre-Fort Rouge Community Committee, which recommendation was adopted by Council on February 14, 1990. Subsequently, on April 4, 1990, Council passed By-law No. 5404/90 changing the street name from Theatre Way to John Hirsch Place.

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Inasmuch as parking meters exist on the subject street, it is necessary to amend the Parking Meter By-law to reflect the street name change.

The Committee on Works and Operations therefore recommends:

I. That the City of Winnipeg Parking Meter By-law No. 6547/95 be amended by deleting the following from Schedule B:

North side of Theatre Way between Rorie Street and the first north-south public lane right-of-way further east thereof.

II. That the City of Winnipeg Parking Meter By-law No. 6547/95 be amended by adding the following to Schedule B:

North side of John Hirsch Place between Rorie Street and the first north-south public lane right-of-way further east thereof.

III. That the City Solicitor/Manager of Legal Services be instructed to prepare the necessary amending by-law for submission to Council.

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

Adopted by Consent.

Amendments to Snow Route By-law No. 6548/95 File SC-3.6 (Vol. 17)

1151 - 5. The Committee on Works and Operations has been advised that on November 17, 1993, Council approved a restructuring of the City's Overnight Parking Restrictions prohibiting parking on Snow Routes between 2:00 a.m. and 6:00 a.m. from December 1 to March 1. The revisions and subsequent by-law changes were intended to increase the effectiveness of the parking bans, thereby allowing the City to satisfactorily perform any necessary snow clearing operations on streets free of parked cars.

On November 16, 1994, Council adopted a report amending Snow Route By-Law 1991/78. The Snow Route System was reviewed in the report and several additions and deletions were recommended. Snow Route By-Law No. 6548/95 was subsequently prepared by the City Solicitor and was enacted by Council on January 26, 1995.

Overnight parking is prohibited on Snow Routes between 2:00 a.m. and 6:00 a.m. from December 1 to March 1. Therefore, although the designation of a street as a Snow Route provides a higher level of snow clearing for residents living along that street, it also places severe limitations on the availability of overnight on-street parking for residents in the area. For this reason, it is essential that streets be properly identified.

A revised Schedule "A" and Schedule "B" of Snow Route By-Law No. 6548/95 listing Regional and Non-Regional Snow Routes is outlined on Appendix I and Appendix II, respectively. The recommended amendments were based on the latest bus route and traffic data information, as well as any new infrastructure that meet the following snow route criteria, namely: (1) a street is part of a Winnipeg Transit Bus Route; or (2) a street has a daily traffic count in excess of 1,000 vehicles per day.

The changes to Schedule "A" and Schedule "B" are also indicated in Appendix I and Appendix II, respectively. The streets on the Schedules that are shown in bold face font are streets that either have been added to the list or have had the from/to limits changed. Deletions are listed on the final page of Schedule "A" and Schedule "B". It is necessary to amend the Snow Route By-law to reflect the proposed changes to the Regional and Non-Regional Snow Route Systems accordingly.

Although the revisions to Schedule "A" and Schedule "B" and the streets listed within are based on the most current information and data available, conditions do change from year to year and future amendments will be necessary as required.

Report of the Committee on Works and Operations dated October 8, 1996

The Committee on Works and Operations therefore recommends:

I. That Schedule "A" and Schedule "B" of the Snow Route By-Law No. 6548/95 be amended as outlined in Appendix I and Appendix II to reflect the proposed changes to the Regional and Non-Regional Snow Route Systems.

II. That the City Solicitor/Manager of Legal Services be instructed to prepare the necessary amending by-law for submission to Council.

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

Moved by Councillor Clement,
Adoption of the clause.

The Speaker here resumed the Chair.

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

(See Minute No. 1172 for attachments)

Amendment to the Private Approaches By-law No. 6546/95 - Access to a proposed Residential Development located at 2625 Main Street File SC-1 (Vol. 41)

1152 - 6. The Committee on Works and Operations has been advised that an application for the construction of one 15.0 metre concrete approach on the east side of Main Street approximately 63.0 metres south of Fernbank Avenue as shown on Drawing No.A-8889, designated as Appendix I, to provide access to a proposed 42 unit bungalow condominium complex located at 2625 Main Street has been received c/o A & S Homes.

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 with 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 an undivided 12.5 metre wide roadway with gravel shoulders and carries approximately 14,000 vehicles in a typical 12 hour weekday period between 07:00 and 19:00. The subject land is currently vacant and there are no existing private approaches serving the site. The owner of the property is proposing to construct a 42 unit bungalow condominium complex which will be served by one non-conforming bi-directional 15.0 metre wide private approach on the east side of Main Street approximately 63.0 metres south of Fernbank Avenue. This application for the singular private approach is non-conforming under the City of Winnipeg Private Approach By-Law, which requires one angular private approach to enter the property and another angular private approach to exit the property.

The Streets and Transportation Department has advised that they do not anticipate that this one bi-directional private approach will cause any traffic operating problems on Main Street.

The Committee on Works and Operations therefore recommends:

I. That the application for the construction of one 15.0 metre concrete approach on the east side of Main Street approximately 63.0 metres south of Fernbank Avenue, as shown on Drawing No. A-8889 and designated as Appendix I be approved.

Report of the Committee on Works and Operations dated October 8, 1996

II. That the City Solicitor/Manager of Legal Services be instructed to prepare the necessary amending By-law to amend Schedule 2 by deleting therefrom the subject section of Main Street and substituting therefor the following, namely:

Main Street between Sutherland Avenue and the northern boundary of The City of Winnipeg, except on the west side of Flora Avenue and a point approximately 17.0 metres south thereof and except on the west side between Church Avenue and Anderson Avenue, and except on the east side between Leila Avenue and 20 metres north thereof and except on the east side of Main Street between Fernbank Avenue and 78 metres south thereof.

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

Adopted by Consent.

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

COMMITTEE ON WORKS AND OPERATIONS

MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

Moved by Councillor Murray,
Seconded by Councillor Vandal,
1153 - BE IT RESOLVED THAT the City budget an entire seasonal snow removal in a single fiscal year and that this policy become effective for the 1996/97 winter season.

Referred to the Committee on Works and Operations in accordance with Rule 16.1 of the Procedure By-law

Moved by Councillor Murray,
Seconded by Councillor Vandal,
1154 - BE IT RESOLVED THAT the City change its fiscal year to end on March 31st.

Referred to the Executive Policy Committee in accordance with Rule 16.1 of the Procedure By-law

Moved by Councillor Thomas,
Seconded by Councillor Murray,
1155 - BE IT RESOLVED THAT the City establish a stable snow budget based on realistic average snow falls and that the snow account retain surpluses in years of low snow falls. This would allow funds to be carried over into subsequent fiscal years to absorb the costs of years with above average snow falls.

Referred to the Committee on Works and Operations in accordance with Rule 16.1 of the Procedure By-law

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

1156 - On motion of Councillor Clement, By-law No. 6901/96, 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, was read a first, second and third time, the rule being suspended for the third reading and was passed and ordered to be signed and sealed. File ST-2 (Vol. 20)

On motion of Councillor Clement, the rule was suspended and By-law No. 6905/96, 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, was read a first, second and third time, the rule being suspended for the third reading and was passed and ordered to be signed and sealed.
File SC-1 (Vol. 41)

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

1157 - Councillor Murray referred to vehicles falling through the pavement of various City streets and noted that an infrastructure street renewal program, involving the hiring of long term unemployed people, would renew residential streets and other infrastructure in a cost effective manner. Councillor Murray questioned what the possibility was of implementing a residential street renewal program in the future.

Councillor Clement replied that the specific issue had been referred to the Administration and had not yet come back to Committee. He stated that he was hopeful that there would be a new infrastructure program where the City would be able to implement more infrastructure in a short period of time and also be able to hire people who were unemployed or receiving Social Assistance.

Councillor Murray questioned if there was a residential road renewal program in the 1997 Capital Budget and if there had been discussion with the senior levels of government about tri-party agreements.

Councillor Clement noted that his preference would be to allocate Current Budget monies for street repair, and noted that he had received correspondence from the Provincial Government on the cost-shared program that was positive but not definitive, and that it appeared that the 1996 capital monies would be available in 1997.

Councillor Prystanski noted the cost savings arising from the usage of autobins and questioned whether there were plans for further implementation.

Councillor Clement advised he would place the matter on an agenda of the Committee on Works and Operations.

Councillor Lubosch noted concern expressed by some of his constituents regarding recycling pickup being moved from the back lane to the front street and questioned the status of the matter.

Councillor Clement replied that the change to front pick-up was at the discretion of the Councillor.

Councillor Lubosch questioned whether administrative guidelines had been compiled to assist in making any changes and whether the snow clearing schedules would have to be amended.

Councillor Clement stated that the criteria was left wide open and if Councillors wished to address the matter, they would have to work out the specific issues with the Water and Waste Department staff in their own area.