REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED SEPTEMBER 2, 1994

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated September 2, 1994, was considered clause by clause.

Moved by Councillor Duguid,
That the Consent Agenda, Clauses 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15 and 16 be adopted.

Carried.

1010 - Councillor Golden asked to be recorded as having voted against Clause 12, in accordance with Rule 50.7 of the Procedure By-law.

Her Worship the Mayor and Councillors:

Local Improvement - Sidewalk on the East Side of Lilac Street from Garwood Avenue to Dudley Avenue and from Dudley Avenue to Lorette Avenue
File SL(1994) (Vol. 1)

1011 - 1. On July 5, 1994, the City Centre Community Committee considered a memorandum dated June 20, 1994 from the Projects Engineer, South West District, with respect to the installation of a 5 foot sidewalk on the east side of Lilac Street from Garwood Avenue to Dudley Avenue and Dudley Avenue to Lorette Avenue and recommended that the proposed Local Improvements be proceeded with.

The properties at 371/375 Lilac Street will be assessed for the improvement because they have frontage on the improvement. No other properties will be assessed because they flank the improvement.

The improvements were advertised on April 22, 1994 and petitions insufficiently signed against were received, but, inasmuch as the City will assume the cost for 50% or more, it is impossible for the petitioners to attain the required 60% to defeat the improvement.

Your Committee on Works and Operations therefore recommends:-

That the construction of a 5 foot sidewalk on the east side of Lilac Street from Garwood Avenue to Dudley Avenue and from Dudley Avenue to Lorette Avenue be added to the 1994 Local Improvement Program.

That funds in the amount of $14,000.00 be allocated from the unused portion of the 1994 Local Improvement Account for the installation of the Local Improvement.

III. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council.

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

Adopted by consent.

Local Improvement - Ornamental Lane Lighting in the Public Lane bounded by Jefferson Avenue, Bachman Bay, Anglia Street, Mandalay Drive and Argate Drive
File SL(1994) (Vol. 1)

1012 - 2. Your Committee on Works and Operations has been advised that on June 15, 1994, the North West District received an Application for Local Improvement for the subject project from Mr. and Mrs. D. M. Goodman, resident of Jefferson Avenue. The application was accompanied with an informal petition bearing the names of residents from some

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fourteen (14) properties along the subject lane representing approximately 32% of the affected properties. In view of the interest shown by frontage owners, the Operations Department anticipates that the project will be successfully advertised and therefore suggests that it would be appropriate to proceed with the Local Improvement as expediently as possible to accommodate the petitioning residents' needs.

On July 12, 1994, the Lord Selkirk-West Kildonan Community Committee considered a report dated July 5, 1994, from the District Engineer, North West District, with respect to the subject installation and recommended that $30,000.00 be added to the 1994 Capital Estimates, funded by the presently unused 1994 Local Improvement borrowing authority for the subject improvements, if successfully advertised.

Council approval is required for the addition of the ornamental lane lighting Local Improvement to the 1994 Capital Estimates.

Your Committee on Works and Operations therefore recommends:-

I. That the installation of ornamental lane lighting in the public lane bounded by Jefferson Avenue, Bachman Bay, Anglia Street, Mandalay Drive and Argate Drive, be advertised as a Local Improvement in the next regular advertisement in October.

II. That funds in the amount of $30,000.00 for the installation be allocated from the unused 1994 Local Improvement borrowing authority, if successfully advertised.

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.

Expansion of Automated Refuse Collection in the West Central District
File WT-1.2 (Vol. 10)

1013 - 3. On November 21, 1990, Council approved of the implementation of automated refuse collection and subsequently, in June of 1992, automated refuse collection commenced in the Phase 1 area of the North West District.

On July 18, 1993, Council adopted a report which reviewed the introduction of the Autobin system in North West District. The report proposed to defer consideration of expansion of the system to other areas of the City while the Operations Department continued to monitor and optimize Autobin in North West District. As part of the optimizing process, the report recommended that the Autobin system be expanded to cover the remaining back lane areas of the portion of North West District serviced by City forces.

On May 25, 1994, Council approved a report which recommended that the boundaries of the North West District Solid Waste Collection Tender for 1995 to 1998 be altered to provide for equivalent transfer of premises between Contract and City forces, and that the City forces automated refuse collection be expanded into the predominantly back lane area formerly serviced by Contract.

The expansions of the Autobin System in North West District will be mostly completed by the late Fall of 1994, including conversion of the predominantly back lane area that was formerly serviced by contract, and servicing approximately 18,000 single-family residences.

The Operations Department has utilized a Continuous Improvement Process Team to assist management in the optimization of the automated refuse collection in North West District. The economics now being realized from the "Autobin" system support the earlier contention of decreased costs, in addition to the improved lane aesthetics and sanitation previously reported.

Comparative costs of refuse collection for 1993 (fully loaded) of City forces manual collection city-wide, contract collection city-wide, and automated collection in North West District are as follows:

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- City forces manual	-	$64.00 per tonne
- Contract manual	-	$33.00 per tonne
- Automated North West (with 20-year amortized bin payments)	-	$40.00 per tonne

While the City continues to gain the benefits of the current low contract prices, the conversion of City forces areas to automated collection is producing significant savings in the per-tonne cost, of approximately 37%.

The projected impact of the "Autobin" system for 1995 in North West District, with the full District covered, is basically a no additional cost situation -- leading to cash savings of approximately $300,000.00 and more per year when the containers start to be paid off in the year 2000.

The Operations Department has determined, from the results of the Phase I implementation, that the greatest economies available with automated collection are in the back lanes using the multi-family bins. The Department has therefore adopted the approach of increasing the automation of City forces back lanes, while postponing decisions on the further automation of front street pick-ups--including types of containers and method of operation--until a future date.

Contract refuse collection areas have an even greater proportion of Front Street collection. This, in conjunction with concerns about the uncertainty of the City's refuse collection plans re: recycling; the plans for a solid waste utility; the issue of ownership and standardization of containers and collection equipment; the issue of the inflexibility of longer term contracts; and the changing economics due to waste minimization have caused the Operations Department to postpone consideration of automated collection in contract areas.

The proposed implementation in West Central District in 1995 will service the area east of McGee Street (downtown), plus portions of the District north of Notre Dame Avenue with only one system (automated), and will include the residential component as well as apartment and commercial premises served by City forces throughout the entire District.

The conversion would involve approximately 6,200 residential premises in this area, plus approximately 600 small commercial premises and 320 apartment blocks, to which the District provides tax-supported service. However, these commercial and apartment premise numbers may be reduced by service level considerations that are part of the current 1995 Budget preparation deliberations.

The 1995 Budget for Refuse Collection in West Central District has been prepared contemplating actual savings of approximately $40,000.00 resulting from automation. These savings are conservatively estimated, and could be higher depending on service level decisions respecting small commercial premises in the Budget review process. Savings in automation in this area begin to appear immediately due to the savings in labour and vehicles in switching from manual rear loading roll out containers to automated loaders in collection from commercial and apartment premises, whilst not incurring the costs to provide and maintain the containers for those customers.

The savings in West Central District for 1995 are small due to the introduction of the system for half a year. Savings in subsequent years would increase to the $200,000.00 range per year, resulting from not incurring further startup costs and significant savings in Workers Compensation costs. Savings will also accrue to the corporate Employee Benefits accounts in the amount of approximately $35,000.00 in a full year.

The North West expansion of the automated system in 1994 will reduce staff by 7, and the proposed implementation of automation in West Central in 1995 will produce a further reduction of 9, for a total of 16 persons over the two years. This reduction will be accommodated by the anticipated retirement of 5 employees over the 1994-95 period, plus the reduction of 11 temporary positions. There are currently some 40 temporary positions in Refuse Collection.

Community Councillors have indicated support for the proposed expansion into the West Central District and the Canadian Union of Public Employees (C.U.P.E.), are in general agreement with the planned expansion.

Expansion beyond 1995 is envisioned following the successful implementation in the proposed area of West Central District. Other predominantly back lane areas of the District would be phased into the "Autobin" system, and introduction of the Autobin system into other favourable areas such as River Heights in the South West District are dependent upon decisions affecting service delivery as part of the 1995 Budget process.

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Plans for automation will require finalization to ensure future equipment purchases are consistent with the automated refuse collection service, thereby eliminating the purchase of manual vehicles that will eventually require replacement and to avoid excessive maintenance of manual vehicles.

The approval of the proposed expansion of the "Autobin" system into West Central District is required now in order to provide the lead time for tender and delivery of the vehicles and containers.

Your Committee on Works and Operations therefore recommends:-

I. That automated refuse collection be expanded into the City forces area of West Central District:

A. to serve all City forces collection from houses, apartment and commercial premises in the area east of McGee Street, plus portions of the District north of Notre Dame Avenue; and

B. from apartment and commercial premises served by City forces, in other parts of the West Central District.

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.

Waste Reduction Action Plan
File WT-1.3 (Vol. 15)

1014 - 4. On July 11, 1990, Council approved the Waste Minimization and Recycling Action Plan which is directed largely towards composting and the creation of recycling depots.

On November 2, 1993, the Committee on Works and Operations concurred with the Ad Hoc Committee on Waste Reduction that it be charged with the responsibility of developing a comprehensive, integrated plan for waste reduction that will incorporate initiatives underway as well as new initiatives in order to formulate a comprehensive plan.

On April 28 and 29, 1994, the Waste Minimization Advisory Committee held a planning session attended by Ad Hoc Committee members and the Administration Staff, which established a key issue as the "need to revisit the current Waste Minimization and Recycling Action Plan", requiring the development of an Integrated Waste Reduction Plan that might include the consideration of business plan, targets, goals, objectives, flexibility, accountability, responsiveness to change, etc.

At its June 23, 1994 meeting, the Waste Minimization Advisory Committee established the "need" to revisit the Waste Minimization and Recycling Action Plan and "how" this could be achieved, with the Ad Hoc Committee on Waste Reduction and senior Works and Operations staff. The following information was presented and discussed in regards to "need":

1. Lack of clearly stated goals and objectives in the Plan
2. No targets that the Plan can be monitored against
3. No action statement within the Plan regarding public consultation and education
4. The plan does not contemplate where funding is going to come from and how it might be generated
5. There is no plan for the market development of recyclables
6. There is no plan for the monitoring of progress and lines of accountability for lack of progress
7. The plan does not take us forward towards integrated decision making
8. Waste is not recognized within the plan as a natural resource
9. Public's desire for an environmentally sound city is not recognized

The following information was presented and discussed in regards to "how":

1. WMAC to Draft Terms of Reference for approval of the Committee on Works and Operations
2. WMAC to work in conjunction with the consultant, monitoring and reporting progress to the Ad Hoc Committee on Waste Reduction

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3. WMAC to develop a framework for public consultation for plan development and completion of final draft plan
4. WMAC will continue to research what other groups are doing to identify further options
5. The timeline for the project would be September 30, 1994 to July 31, 1995
6. The proposed budget for the planning exercise is $100,000.00; $25,000.00 to be provided from the WMAC budget

Meeting participants unanimously agreed that the Waste Minimization and Recycling Action Plan should be revisited. It was recommended that the WMAC develop a "Draft Terms of Reference" and formally request funding from the Committee on Works and Operations.

At its July 21, 1994 meeting, the WMAC agreed to a Draft Terms of Reference that will include the following responsibilities over two phases:

Phase 1

Will see the development of a decision making model that is at a minimum iterative, forward looking, responds to changing issues and temporal scales, identifies players and their roles, outlines monitoring and reporting procedures. The public should be involved in the development of the model.

Phase 2

Subject to the satisfactory completion of Phase 1, and budgetary approval, Phase 2 will involve the implementation of the decision making model in the development of the first action plan. At a minimum this phase should outline the historical background to waste management in the City, facilitate public consultation to identify gaps in the current waste management system and options to fill them, establish goals and objectives for the first plan to be measured against, etc.

The Committee on Works and Operations has considered the matter and recommends:-

I. That in accordance with the draft Terms of Reference, as outlined on Appendix A, a consultant be retained to develop a Waste Reduction Action Plan to be completed over the period 1994/95, at an estimated cost not to exceed $100,000.00.

II. That funds in the amount of $25,000.00 be reallocated from funds available in the 1994 Waste Minimization Program to satisfy Phase 1 of the Project. (Funds needed for Phase 2 in the amount of $75,000.00 will be subject to approval of the 1995 Waste Minimization Program Current Budget.)

II. 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.

The Hauling, Processing and Land Application of Sludge from the North End Water Pollution Control Centre Sludge Dewatering Facility - Tender No. P.D. 89-262 File WS-7.1 (Vol. 3)

1015 - 5. The Committee on Works and Operations has been advised that the Hauling, Processing and Land Application of Sludge from the North End Water Pollution Control Centre Sludge Dewatering Facility Contract, awarded to Mulder Construction and Materials Ltd. on March 7, 1990, expires on December 31, 1994. The contract, Tender No. P.D. 89-262, was approved for a duration of four years and eight months, and funded from the Current Estimates.

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The Committee on Works and Operations has been further advised that it is in the City's best interest to extend the contract between the City of Winnipeg and Mulder Construction and Materials Ltd. for six months from December 31, 1994 to June 30, 1995 and if required, for one year from July 1, 1995 to June 30, 1996.

The Waterworks, Waste and Disposal Department has advised that if the project were to be tendered in the near future and the successful bidder was a firm other than Mulder Construction and Materials Ltd., the new contractor would be required to start the work during the winter months, which could result in difficulties in meeting the terms and conditions of the contract. This concern regarding a mid-winter contractor change is based on Mulder's initial project start-up difficulties during the summer of 1990 as well as the first winter of sludge hauling and application. The City's sludge program is mandated by The Manitoba Environment Act and therefore must comply with all the terms and conditions of Licence No. 1089E. To date, Mulder Construction and Materials Ltd. has performed the work very satisfactorily.

Of further concern is the fact that Environment Act Licence No. 1089E is subject to review and The Manitoba Environment has indicated that their hearing case load for 1994 is very heavy, therefore, review of the Licence is not very likely to occur in 1994 and even 1995 cannot be assured at this time. The Waterworks, Waste and Disposal Department has indicated that they would want to have the review completed and the associated Licence available for incorporation into the tender document to reflect any significant changes to the terms and conditions of the Licence for the next contract. Tendering in advance of the Licence could result in either a short term contract whose duration may not be precisely known until the new Licence is in place or the renegotiation of a long term contract upon receipt of the Licence.

In view of the foregoing, the City's interests would best be served by the extension of the existing contract to shift the possible change to a different contractor to a summer time scenario and to provide additional time for the Licence review to be completed and the program changes necessitated by the new Licence incorporated into the next tender package. To this end, the Waterworks, Waste and Disposal Department has consulted with the Law Department regarding this proposed extension, and has been advised that the City can extend an existing contract under the terms and conditions of the policy on purchasing procedures and the disposal of surplus supplies. Consequently, the Waterworks, Waste and Disposal Department has suggested that a six-month extension to the contract from January 1, 1995 to June 30, 1995, be approved as well as a subsequent twelve-month extension from July 1, 1996 to June 30, 1996, if the review of the licence is delayed.

Mulder has formally agreed to the contract extensions subject to all terms and conditions of the current contract.

Funding for the sludge program is included annually in the Current Estimates. The Contract was structured with a unit price escalation formula which is applied to all of the unit prices annually based on the Winnipeg Consumer Price Index as set out by Statistics Canada. Consequently, the contract unit prices during the extensions would be adjusted using this formula as was done during the original term of the contract.

Your Committee on Works and Operations recommends:-

I. That the contract with Mulder Construction and Materials Ltd. for the hauling, processing and land application of sludge from the NEWPCC sludge dewatering facility and commonly known as Tender No. P.D. 89-262 be extended beyond its expiry date of December 31, 1994 to June 30, 1995.

II. That authority be given to the Commissioner of Works and Operations to extend the contract with Mulder Construction and Materials Ltd. referenced above, if required, beyond the above recommended six-month period from July 1, 1995 to June 30, 1996.

III. That the Proper Officers of the City be authorized to do all things necessary to effect the recommended extension(s) to the referenced contract.

Adopted by consent.

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Additions to the 1994 Watermain Renewal Program File WW-2.4 (Vol. 8)

1016 - 6. Your Committee on Works and Operations has been advised that the Hartford Avenue cast iron watermain from Andrews Street to 74m west of Andrews Street was installed in 1953 and has had no leaks in the last five years. The Carruthers Avenue cast iron watermain from 53m west of the west line of Wiginton Street to Cottingham Street was installed in 1958 and has also not had any leaks in the last five years.

It is the practice of the City to renew aged watermains which are underdesigned in size and/or in a deteriorated state and fall within the limits of the Capital Budget Surface Works programs. Both watermains, which are under streets designated for rehabilitation in the Joint 1994 Federal/Provincial/Municipal Infrastructure Renewal Program, are presently 200mm in diameter and require upgrading to 250mm. Renewing the watermains in conjunction with the Infrastructure Program will avoid future untimely and costly maintenance under the rehabilitated street, sidewalk and boulevard structures.

The required funding for the renewal of the Hartford Avenue watermain, estimated at $22,000.00, and the Carruthers Avenue watermain, estimated at $80,000.00, is available from the Allowance for Unforeseen which as at July 31, 1994, stood at $190,444.00.

Your Committee on Works and Operations therefore recommends:-

I. That the watermains on Hartford Avenue from Andrews Street to 74m west of Andrews Street, at an estimated cost of $22,000.00, and on Carruthers Avenue from 53m west of the west line of Wiginton Street to Cottingham Street, at an estimated cost of $80,000.00, be added to the 1994 Watermain Renewal Program, to be funded from the Allowance for Unforeseen.

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.

Final Report of the Task Force Reviewing Handi-Transit Issues File TT-1.3 (Vol. 9)

1017 - 7. At its meeting of January 22, 1992, Council referred the following motion to the Committee on Works and Operations:

> "THAT A Task force consisting of Council representatives, members of the community who are physically handicapped and members of the Transit Administration be established to review the Handi-Transit issue with respect to adequate funding levels, provincial funding participation, the impact of including a separate Seniors' Transportation Service, improved access to regular transit eligibility rules, etc."

The Committee on Works and Operations established a Task Force to review the issue of transportation for persons with physical disabilities with an emphasis on Handi-Transit. The Task Force has now completed its work.

At its meeting of March 31, 1992, the Committee on Works and Operations reviewed terms of reference for a Task Force to review Handi-Transit issues.

At its meeting of June 23, 1992, the Committee on Works and Operations approved the make up of the Task Force which included representation from the Canadian Paraplegic Association (Manitoba) Inc., the Manitoba League of the Physically Handicapped, the Canadian National Institute of the Blind, Age and Opportunity, the Handi-Transit Operations Advisory Committee, City Council, and the Administration. The Task Force subsequently selected Mr. E. Arthur Braid of the University of Manitoba's Faculty of Law, as the Task Force chairperson.

On May 7, 1993, the Task Force submitted its Phase I report making a variety of recommendations regarding an expansion to Handi-Transit funding, Provincial cost sharing, and improvements to the Handi-Transit system.

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On June 10, 1993, the Committee on Works and Operations concurred with the Phase I recommendations of the Task Force.

On July 8, 1993, Council adopted the recommendations of the Committee on Works and Operations.

On July 14, 1993, Mayor Thompson wrote the Minister of Urban Affairs requesting the Province of Manitoba increase its annual support of the City's transit operation by an amount equal to 50% of the proposed Handi-Transit expansion.

On September 2, 1993, the Minister of Urban Affairs replied that additional Provincial funding is not available at this time for the proposed Handi-Transit expansion.

On December 2, 1993, the Task Force met with the new Minister of Urban Affairs in an attempt to have the Minister reconsider the request for increased Provincial funding.

On February 25, 1994, Council adopted the 1994 Current estimates which included an increased provision for Handi-Transit service in the amount of $430,000 which equated to the City's share of the Task Force's recommended $860,000 increase.

On July 5, 1994, the Committee on Works and Operations considered the "Final Report of the Task Force Reviewing Handi-Transit Issues dated May 31, 1994 together with a presentation from Mr. Art Braid, Chair, Task Force Reviewing Handi-Transit Issues, accompanied by Maryanne Bosson, and referred the report to various Handi-Transit user groups for review and comment back.

On September 2, 1994, the Committee on Works and Operations again considered the referenced report and heard representations from various individuals as well as various user-groups, and including submissions from the Manitoba League of the Physically Handicapped, Canadian Council of the Blind (Manitoba Division), Blind and Resiliant Individuals Growing and Helping Together, and the Seniors Directorate, Province of Manitoba. Mr. Art Braid, Chair, Task Force Reviewing Handi-Transit Issues, also appeared and gave a brief overview of the report.

The Phase II work of the task force has focused on the very important human rights issue of defining the characteristics of what would constitute a reasonably equivalent transportation system for persons with physical disabilities. The Task Force recognizes that the Canadian Charter of Rights and Freedoms, and the Manitoba Human Rights Code, are two extremely important pieces of legislation which will have a significant impact on the form of public transportation in the future. Both of these pieces of legislation require that all individuals be treated equally and that reasonable accommodation be provided for those persons with special needs.

Because of the unique and diverse requirements of persons with physical disabilities, the Task Force determined that in order for public transit in Winnipeg to meet the requirements of the law, a combination of modifications to the current Handi-Transit system and the conversion of the regular system to provide accessibility would be required. It was recognized that there are many features of the regular transit system that cannot reasonably be duplicated by the Handi-Transit system (eg. frequent service on major routes). It was also recognized that some features of the Handi-Transit system are not generally duplicated by the regular system (eg. door to door service). On balance the Task Force determined that a combination of improvements to the Handi-Transit system (such as reducing the pre-booking time requirement and providing sufficient resources to eliminate or at least minimize the need for a trip priority system) and the provision of an accessible regular system, would provide a "reasonably equivalent" transportation system for persons with physical disabilities.

The principles of reasonable equivalency and the characteristics of a reasonably equivalent transportation system for persons with physical disabilities recommended by the Task Force are outlined in Attachment #1 and Attachment #2.

A Long Range Business Plan, reflecting the need to achieve a certain level of mobility opportunity for persons with physical disabilities as defined by "reasonable equivalency", is outlined in Attachment #3. Funding must be provided in a timely fashion to achieve a "reasonably equivalent" transportation service which will provide the following mobility opportunities:

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1. The "Integrated" Transportation System

   The regular transit system will be accessible and will provide the same service levels as provided to the general population for those persons with physical disabilities who can travel to and from a bus stop. Sufficient funds must be provided to insure that the regular transit system, through new bus purchases, would be substantially accessible by the year 2003 and totally accessible by the year 2012.

2. The "Parallel" Transportation System

   The Handi-Transit service will provide adequate service levels to accommodate all of the requests made 24 hours in advance for work, post-secondary, and medical related trips, and a reasonable number of "other purpose" trips per registrant per week, depending on available capacity. Therefore, sufficient funds have to be made available over the next seven years to accommodate this demand.

It is expected that the recommended integration of the two systems through the purchase of replacement accessible buses for the regular transit system, and the commitment of additional resources for the Handi-Transit system, will provide persons with disabilities with a reasonably equivalent level of service as is provided to non-disabled persons.

Inherent in the Final Report of the Task Force reviewing Handi-Transit Issues were the following recommendations, namely:

1. That the "Principles of Reasonable Equivalency" for the transportation of persons with physical disabilities (includes legally blind persons), as outlined in Attachment #1 be approved.

2. That the "Characteristics of a Reasonably Equivalent Transportation System for Persons with Physical Disabilities", as outlined in Attachment #2, be approved.

3. That the "Long Range Business Plan for Handi-Transit", as outlined in Attachment #3, be adopted in principle.

Your Committee on Works and Operations, following review of the referenced report, recommends that the recommendations of the Task Force Reviewing Handi-Transit Issues as set out above be adopted and the following amendment incorporated therein, namely:

That the last sentence of Recommendation 2 contained in the Long Range Business Plan for Handi-Transit outlined in Attachment 3 be amended as follows:

"Therefore, sufficient funds have to be made available over the next seven years to accommodate service demand without the need for rationing on the basis of the trip purpose."

For the information of members of Council, the Committee on Works and Operations referred the following to the Administration for review and report back, namely:

That Recommendation 6 contained in Attachment 2 be worded as follows:

"However, except under the most unusual circumstances, no Handi-Transit user should be on a vehicle for more than 30 - 45 minutes in order to complete a one-way trip."

Adopted by consent.

(See Minute Nos. 1027, 1028 and 1029 for attachments)

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Extension of Parking Limit from One-Hour on Main Street between Logan and Henry Avenues File ST-2 (Vol. 19)

1018 - 8. Your Committee on Works and Operations has been advised that the Streets and Transportation Department has received a request from the management of Jack's Senior Citizen's Home, 652 Main Street, to have the time limit changed at parking meters located on Main Street between Logan and Henry Avenues from one hour to two hours, supported by a petition representing a majority of the fronting businesses affected by the proposal.

The Senior Citizen's Home contains 41 suites and is one of six commercial properties on the west side of Main Street between Henry and Logan Avenues. Nurses and care givers frequent the suites on a daily basis thereby generating a significant turnover at the meters on Main Street. The management of the Senior Citizens Home advises that the one hour metered parking is insufficient and does not provide enough time for the nurses to complete their tasks.

The Streets and Transportation Department has expressed support for the proposed changes.

Your Committee on Works and Operations therefore recommends:-

I. That the City of Winnipeg Parking Meter By-law No. 820/74 be amended to change the time limit from one to two hours at the parking meters on the west side of Main Street between Logan and Henry Avenues as follows:

A. That Schedule "A" to By-law No. 820/74 of the City of Winnipeg, which specifies those street sections upon which the operation of one-hour parking meters is authorized, be amended by deleting therefrom the following:

47. West side of Main Street between Stella Avenue and Broadway

B. That Schedule "A" to By-law No. 820/74 of the City of Winnipeg be further amended by adding thereto the following:

47.01 West side of Main Street between Stella Avenue and Henry Avenue
47.02 West side of Main Street between Logan Avenue and Broadway

C. That Schedule "B" to By-law No. 820/74 of the City of Winnipeg, which specifies those streets upon which the operation of two-hour parking meters is authorized, be amended by adding thereto the following:

27.02.1 West side of Main Street between Henry Avenue and Logan Avenue

II. That the City Solicitor be requested to prepare the necessary amending By-law to Schedules "A" and "B" of The City of Winnipeg Parking Meter By-law No. 820/74 in accordance with the foregoing, for submission to Council.

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.

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1995 Capital Estimates - Pembina Highway between Rue Des Trappistes and the South City Limit

File SC-3.11(35) (Vol. 1)

1019 - 9. Your Committee on Works and Operations has been advised that the twin bridge structures needed for the LaSalle River crossing in the Pembina Highway Project are most economically constructed under a single contract. To undertake these works as one contract would require that Council approve a commitment against 1996 capital, which includes the funding for the second structure. A similar commitment has been recommended by the Board of Commissioners for the Main/Norwood Bridges Project.

A variation report accounting for any project cost revisions, the shifting of projects and the addition of new projects included in the proposed 1995-2000 Capital Estimates was submitted to the Commissioner of Works and Operations on April 15, 1994. In the report, the Streets and Transportation Department identified changes that included increasing the 1995 funding requirements on the Pembina Highway Project and the Main/Norwood Bridges Project by shifting the funding from 1996 and thereby, reducing the 1996 funding requirements for the two projects.

Following deliberations of the 1995-2000 Capital Estimates, the Board of Commissioners did not approve the proposed shifts in funding for the Pembina Highway Project and the Main/Norwood Bridges Project. However, for the Main/Norwood Bridges Project the statement, "*Council to approve a commitment against 1996 capital in order to facilitate the tendering process*", was included. A similar statement was not included for the Pembina Highway Project.

On the Main/Norwood Bridges Project, the northbound Norwood Bridge was originally scheduled to be constructed in two contracts with the substructure budgeted in 1995 and the superstructure in 1996. It is required that the northbound Norwood Bridge structure be built under a single contract due to the tight and overlapping construction schedule associated with the proposed concrete cast-in-place arch-type superstructure, necessitating a shift in funding required from 1996 to 1995 or a commitment against 1996 capital as proposed by the Board of Commissioners.

On the Pembina Highway Project, the LaSalle River crossing is planned as twin structures to be constructed over two years; the northbound structure in 1995 and the southbound structure in 1996. The funding requirements of $6,200,000.00 for 1995 and $6,200,000.00 in 1996 identified in the approved 1995-1999 Five Year Capital Forecast included costs associated with constructing the structures. The approved funding was based on projected cash flow rather than on total contract cost. The Streets and Transportation Department has suggested that the structures be constructed under a single contract in 1995 to avoid increased costs associated with the duplication of activities such as the tendering/award process, construction mobilization/demobilization and concrete form fabrication. In order to tender the construction of the structures as a single contract, a commitment of funds from 1996 capital, in the amount of $3,832,000.00, similar to what is proposed for the Main/Norwood Bridges Project, is required. An approval of $3,832,000.00 from 1996 capital will be required in order to tender the structures as a single contract. The general tax supported borrowing is not expected to increase and the cash flow would remain unchanged.

Your Committee on Works and Operations recommends:-

I. That Council approve a commitment against 1996 capital in the 1995 Capital Estimates in the amount of $3,832,000.00 to facilitate the tendering process for the construction of the bridge structures required for the LaSalle River crossing on Pembina Highway between rue des Trappistes and the South City Limit.

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.

Report of the Committee on Works and Operations dated September 2, 1994

Three Person Panel to conduct Public Forums and an Environmental Impact Review of the Main Street and Norwood Bridges Project File SB-11 (Vol. 4)

1020 - 10. On July 8, 1993, Council approved the Main Street and Norwood Bridges Project. In March 1994, the City of Winnipeg filed an Environmental Impact Assessment Report for the Main Street and Norwood Bridges Project prepared by MacPlan Environmental Services in association with Marr Consulting and Communications with the Department of Environment, Province of Manitoba. The Environmental Impact Assessment assessed the potential positive and negative impacts of the Main Street and Norwood Bridges Project on the biophysical environment and environmental health, as well as potential social, cultural, heritage and economic impacts directly related to the Project or its environmental effects. A variety of environmental topics such as aquatic resources, soil, air, vegetation/wildlife, environmental health, occupational health & safety, land use, socio-economics, and archaeological and heritage resources were included in the study. To the extent possible, these impacts have been quantified, and their significance, directness and time frames understood. The location and severity of the impacts were identified where possible. Appropriate mitigation, monitoring and research opportunities were identified and any residual impacts determined.

Prior to the commencement of any environmental studies, the City of Winnipeg initiated a public consultation program in 1992, conducted open houses, held special meetings with members of the Island area, the Riel Advisory Group and the Chairperson of the Aboriginal Planning Committee of the South Point, and established a Project Advisory Committee consisting of representatives from various City-wide and community interest groups.

At the Committee on Works and Operations meeting held on September 2, 1994, the Administration apprised Committee that the Province of Manitoba will not be conducting an Environmental Impact Assessment for the Main Street and Norwood Bridges Project.

Your Committee on Works and Operations therefore recommends:-

I. That, in the absence of the Province not performing an Environmental Impact Assessment, Council approve in principle the appointment of an independent 3 person panel with environmental and transportation expertise, to conduct public forums and a review of the environmental impacts of the Main/Norwood Bridges.

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.

Proposed Partial Closing of Signet Bay, Plan 29585 - Lord Selkirk-West Kildonan Community File DAC 7/93

1021 - 11. Your Committee on Works and Operations has been advised that Council approved a subdivision application made by Novamet Development Corporation under File DASZ 8/93, outlined on Misc. Plan No. LSWK 9104/3 (Appendix A). Closing the existing portion of Signet Bay within the subdivision boundaries and opening the new street is the most effective means of accommodating the relocation of the street in the subject subdivision.

On June 15, 1994, the Lord Selkirk-West Kildonan Community Committee approved the proposed closing. Subsequently, on June 29, 1994, the Committee on Planning and Community Services approved the subject closing as to planning considerations.

Your Committee on Works and Operations has approved the proposed closure and recommends:-

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the street closing in accordance with Misc. Plan No. LSWK 9104/3 (Appendix A), the cost of the by-law and all other related costs to be borne by Novamet Development Corporation.

Report of the Committee on Works and Operations dated September 2, 1994

II. That upon first reading of the by-law being subsequently given, the City Clerk be authorized to post the necessary notices in accordance with The City of Winnipeg Act.

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

Copy of Misc. Plan LSWK 9104/3 (Appendix A) to this proposal is on file in the office of the City Clerk.

Adopted by consent.

Closing of part of DeVos Road East of Waverley Street - Riel Community
File DAC 3/94

1022 - 12. On July 20, 1994, Council approved an application to subdivide and rezone lands shown on Misc. Plan No. RIEL 9044/4 (Appendix A) under File DASZ 23/93. Access to the proposed subdivision will be from Point West Road, and therefore the balance of DeVos Road to the west of the subdivision is proposed to be closed and consolidated with the City property adjoining to the south. A portion of the north east corner of the proposed subdivision will be dedicated as street to allow for a turnaround to provide a means of exit for vehicles entering DeVos Road from Pembina Highway.

This proposal has been circulated to all interested City departments and public utilities with no objections having been received and has been approved as to planning considerations by the Community Committee and the Committee on Planning and Community Services.

On September 2, 1994, the Committee on Works and Operations heard in delegation representatives from the adjacent industrial area, namely, Green Leaf Products Inc., United Grain Growers Ltd., Harris Transport and Mid-City Truck Centre Inc., in opposition to the proposed closure.

Committee also received communications from two adjacent residential property owners in support of the proposed closure.

The Committee on Works and Operations has approved the proposed closure and recommends:-

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the closing in accordance with Plan No. RIEL 9044/4 (Appendix A), the cost of the by-law, estimated at $200.00, to be borne by Ladco Co. Ltd.

II. That upon first reading of the by-law being subsequently given, the City Clerk be authorized to post the necessary notices in accordance with The City of Winnipeg Act.

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

Misc. Plan No. RIEL 9044/4 (Appendix A) to this proposal is on file in the Office of the City Clerk.

Adopted by consent.

(See Minute No. 1010 for opposition recorded by Councillor Golden)

Report of the Committee on Works and Operations dated September 2, 1994

Proposed Lane Opening - North of rue Desautels, East of rue Des Meurons - Riel Community File DAO 22/93

1023 - 13. In 1992, the former St. Boniface-St. Vital Community Committee considered a report from the District Planner with respect to the proposed lane opening east of rue Des Meurons and north of rue Desautels and containing two possible locations, as outlined on Misc. Plan Nos. SBSV 6801/2 (Appendix A) and RIEL 6801/3 (Appendix B).

Both proposed lane openings have been circulated to all interested City departments and public utilities with no objections having been received. Manitoba Hydro has advised that it maintains both overhead and underground facilities in the area and that easements will be required with either proposal. The Streets and Transportation Department expressed a preference for the proposal shown on Plan No. SBSV 6801/2, as this would reflect the current use of the land and of the private approach on rue Des Meurons. The Traffic Signals Section has advised that the relocation of the traffic signal plant in the area may be necessary with either proposal.

The Riel Community Committee and the Committee on Planning and Community Services have concurred with the recommendation of the Subdivision Branch and approved the lane opening shown on Misc. Plan No. SBSV 6801/2 as to planning considerations for the following reasons:

1. The land is already used as a lane by the area residents.

2. The location is the least hazardous intersection of the lane with rue Des Meurons.

3. Opening the lane adjacent to the rear of the homes fronting on rue Desautels will result in the minimum number of negotiations for the sale of the balance of the City land.

4. The residual land on Plan No. SBSV 6801/2 may be sold at market value, generating a greater profit than the residual land on Plan No. RIEL 6801/3, which would be sold to the homeowners at one half of the assessed value.

5. The design of the turnaround on Plan No. SBSV 6801/2 is preferred to the turnaround on Plan No. RIEL 6801/3.

Le Club LaVerendrye has been approached and has expressed no interest in purchasing the surplus lands at this time. The Land Surveys and Real Estate Department suggests that these lands be retained by the City.

The Committee on Works and Operations has approved the proposal and recommends:-

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the lane opening in accordance with Plan No. SBSV 6801/2 (Appendix A), the cost of the by-law, estimated at $200.00, to be borne by the City at large.

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

Copy of Misc. Plan Nos. SBSV 6801/2 (Appendix A) and RIEL 6801/3 (Appendix B) to this proposal are on file in the office of the City Clerk.

Adopted by consent.

Proposed Widening of the West Side of Pembina Highway, South of the La Salle River - Riel Community File DAO 1/94

1024 - 14. On July 22, 1993, Council concurred in the recommendation contained in the Report of the Committee on Works and Operations and approved the recommended plan for the Pembina Highway Dualling Project from rue des Trappistes to the South City Limit under File DAO 20/93.

Report of the Committee on Works and Operations dated September 2, 1994

The legal street widening of a portion of the City-owned property shown as "Proposed Pembina Highway Widening", outlined on Misc. Plan No. RIEL 9101/1 (Appendix A), has also been identified as a requirement of the overall project.

This proposal has been circulated to all interested City departments and public utilities with no objections having been received and has been approved as to planning considerations by the Riel Community Committee and the Committee on Planning and Community Services.

The Committee on Works and Operations has approved the proposal and recommends:-

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the widening in accordance with Plan No. RIEL 9101/1 (Appendix A), the cost of the by-law, estimated at $200.00, to be borne by the City at large.
II. That the Proper Officers of the City be authorized to do all things necessary to effect the intent of the foregoing.

Misc. Plan No. RIEL 9101/1 (Appendix A) to this proposal is on file in the office of the City Clerk.

Adopted by consent.

Proposed Street Corner Widening at the South West Corner of Sargent Avenue and Arlington Street - City Centre Community File DAO 27/93

1025 - 15. Your Committee on Works and Operations has been advised that the property identified as "Proposed Street Opening", outlined on Misc. Plan No. CCFR 8532 (Appendix A), has been acquired by the City for street purposes.

This proposal has been circulated to all interested City departments and public utilities and has received all approvals as to planning considerations through the processing of the 1992 Capital Works Program as adopted by Council. The physical construction of the corner widening has been completed and it now remains to legally open the lands as public street.

The Committee on Works and Operations has approved the proposal and recommends:-

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the street corner widening in accordance with Plan No. CCFR 8532 (Appendix A), the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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

Misc. Plan No. CCFR 8532 (Appendix A) to this proposal is on file in the office of the City Clerk.

Adopted by consent.

Proposed Lane Corner Widening South of Beauty Avenue, East of Pipeline Road - Lord Selkirk-West Kildonan Community File DAO 23/93

1026 - 16. In November of 1978 and February of 1979, Council approved reports from the Committee on Works and Operations and the Committee on Finance recommending the purchase of lands required for the subject lane corner widening. The land has since been purchased and the corner widening constructed. The Land Surveys and Real Estate Department advises that it is necessary that the land be dedicated and legally opened as public lane.

Report of the Committee on Works and Operations dated September 2, 1994

This proposal has been circulated to all interested City departments and public utilities with no objections having been received. The Planning Department advises that no further approvals as to planning considerations are required due to the fact that the lane corner widening was approved by Council when the land was acquired.

The Committee on Works and Operations has approved the proposal and recommends:-

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the lane corner widening in accordance with Misc. Plan No. LSWK 4110 (Appendix A), the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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

Misc. Plan No. LSWK 4110 (Appendix A) to this proposal is on file in the office of the City Clerk.

Adopted by consent.

1027 - Attachment 1 referred to in Clause 7 of the Report of the Committee on Works and Operations dated September 2, 1994

PRINCIPLES OF REASONABLE EQUIVALENCY

1. *Transportation for persons with physical disabilities must be an integrated part of Winnipeg's transit service and must be reasonably equivalent to the service provided to non-disabled persons.*

2. *The definition of reasonably equivalent service must take into account the fact that many persons with disabilities are physically more vulnerable and react with greater discomfort to unfavourable travel conditions than non-disabled persons.*

3. *Protecting the privacy of the user is a very important consideration in implementing any system required to ration service.*

4. *Monetary considerations associated with the delivery of service are a valid consideration, but must not be a barrier to the provision of a reasonably equivalent transit service for eligible persons.*

5. *When service delivery is contracted out, contractors must meet standards established by the City of Winnipeg, and compliance must be monitored.*

1028 - Attachment 2 referred to in Clause 7 of the Report of the Committee on Works and Operations dated September 2, 1994

CHARACTERISTICS OF A REASONABLY EQUIVALENT TRANSPORTATION SYSTEM FOR PERSONS WITH PHYSICAL DISABILITIES

1. Registration for eligibility requirement

To be eligible for Handi-Transit service, registration is a requirement. Certification of physical disability by a medical doctor is required as part of the registration process. Periodic updating of registration for ambulant users will be required. Updating of registration may be required if a person's mobility capability changes or if abuse is evident.

2. Pre-Booking Requirement

Pre-booking is a requirement for Handi-Transit service. The pre-booking requirement should be reduced from the present 48 hours to 24 hours by 1996.

In order to achieve the 24 hour pre-booking objective, the introduction of a "pick-up window" may be required and would be acceptable provided that it does not exceed 30 minutes, and that it recognizes such factors as appointment times and opening and closing times for buildings.

(NOTE: A pick-up window is defined as the time period within which a pick-up is promised - example between 09:45 and 10:15).

3. Fare Structure

The Handi-Transit fare structure should be similar to the regular transit system, including a monthly pass, and without concessionary fares being provided. The possession of a monthly pass **does not** represent any special trip priority or guarantee of service.

4. Hours of Service

Handi-Transit pick-ups will be scheduled between the following times:

Weekdays	0700h to 2400h
Saturdays	0800h to 2400h
Sundays & Holidays	0900h to 2200h

These hours will apply throughout the Handi-Transit service area regardless of the variation in service hours provided by regular transit.

If there is a general modification in the hours of service for the regular transit system as a whole, then Handi-Transit system service hours may be modified in an equivalent fashion.

5. Service Availability

The Handi-Transit service area is defined as the same geographic area of the City of Winnipeg that is served by regular scheduled transit service.

Under ideal circumstances, a public transportation system would provide for the transportation needs of its customers at all times, when and where desired. The reality is however, that service levels of this nature are not within the financial means of urban government at this time, nor are they likely to be in the foreseeable future.

As a result of this financial reality, the amount of regular transit service provided is limited by the adoption of a variety of service standards that may result in one or more of the following conditions affecting various areas of the City:

- only weekday rush period service is provided
- no evening service is provided
- no Sunday or Holiday service is provided
- no weekend service is provided

Attachment 2 referred to in Clause 7 of the Report of the Committee on Works and Operations dated September 2, 1994 (continued)

- very lengthy headways between buses
- passengers being passed up by one or more buses due to demand exceeding capacity.

These restrictions regarding the amount of regular service provided are accepted as being a reality of the regular transit system.

Handi-Transit is also faced with the very same financial reality that makes it impossible to provide for all the transportation desires of the registrants at all times. As a result of the nature of the Handi-Transit service, this financial reality is reflected in a different fashion than is the case with regular transit service. When the demand for service exceeds the budgeted capacity, requests are accommodated according to the type of user and the type of trip. The system to accommodate trips is to be as follows:

Order of Accommodation:

1. Wheelchair - work, post-secondary education, and medical
2. Ambulatory - work, post-secondary education, and medical
3. Wheelchair - other (e.g. - social, recreational, etc.)
4. Ambulatory - other (e.g. - social, recreational, etc.)

This system of rationing service creates considerable uncertainty in the lifestyles of persons of all ages with disabilities and deprives them of opportunities for integration into society according to their needs, interests, and talents. This situation is considered unacceptable, and in order to eliminate this discriminatory system of rationing service, sufficient funding must be made available to Handi-Transit.

6. The Nature of the Service

Because of the physical disabilities of the passengers, Handi-Transit provides door-to-door service with assistance provided by the operator from the ground floor doorway at the start of a trip, to and from the vehicle, and to the ground floor doorway at the destination. Transferring from one vehicle to another is acceptable where required.

In order to make the service cost effective, indirect route patterns are commonplace. However, except under the most unusual circumstances, no Handi-Transit user should be on a vehicle for more than 75 minutes in order to complete a one way trip.

7. Responsibilities of the Registrant

Handi-Transit registrants have some responsibilities in order to make the operation of their Handi-Transit service efficient and convenient. Some of these responsibilities include:

- Registrants must book and confirm their trips, and notify the Handi-Transit office as soon as practical of any trip cancellations.

- Registrants must be waiting at the ground floor doorway of the building at the time scheduled for their pick-up.

- Persons using a wheelchair are encouraged to have a seat belt attached to their chair**.**

- If the Handi-Transit vehicle is late for a pick-up, registrants should contact the Handi-Transit office in order to ensure that there has not been any miscommunication.

- It is the responsibility of registrants requiring assistance beyond the ground floor doorway at their destination to make their own arrangements for additional assistance.

- Registrants having special needs are responsible for making arrangements to ensure that their special needs are accommodated.

Attachment 2 referred to in Clause 7 of the Report of the Committee on Works and Operations dated September 2, 1994 (continued)

8. Other Considerations

Out of consideration for other passengers, a Handi-Transit vehicle will not wait more than 5 minutes beyond the scheduled pick-up time or 5 minutes beyond its arrival time during the "pick-up window".

Action will be taken if registrants are found to be abusing the system for such matters as "no shows" and nonpayment of fares.

If a pick-up is missed due to an error on the part of Handi-Transit, the system will do all things necessary to accommodate registrants if advised of the error in a timely fashion.

If a pick-up is missed through no fault of Handi-Transit, the system will attempt to assist in securing transportation for registrants.

9. Accessibility to Regular Transit

Users of regular transit generally have a greater level of service available to them due to the service frequency of regular transit (i.e. - a bus every 5 or 10 minutes during the peak hours and every 15 to 30 minutes during the off-peak hours on many of the major routes.) It is not possible to duplicate this type of service frequency on the Handi-Transit system.

In order to provide a reasonably equivalent level of service for persons with disabilities, the regular transit system should be made accessible, on a phased in basis as follows:

- *Beginning in 1995, the conversion of the regular transit system should commence as new buses are purchased. The regular transit system would be substantially accessible by the year 2003 when all of the off-peak buses, and a minimum of 50% of all peak hour buses would be capable of accommodating wheelchairs. By the year 2012 the regular transit system should be completely accessible.*

- *Where possible, these accessible buses should also incorporate features designed to accommodate persons with other physical disabilities.*

- *The clearing of snow from bus stop platforms, and sidewalks approaching bus stops, will become more critical as the regular transit system becomes more accessible.*

- *New transit facilities such as terminals, bus stop areas, shelters, and rapid transit stations should be accessible.*

It is expected that the recommended integration of the two systems through the purchase of replacement accessible buses for the regular transit system, and the commitment of additional resources for the Handi-Transit system, will provide persons with disabilities with a reasonably equivalent level of service as is provided to non-disabled persons.

1029 - Attachment 3 referred to in Clause 7 of the Report of the Committee on Works and Operations dated September 2, 1994

LONG RANGE BUSINESS PLAN FOR HANDI-TRANSIT

This Long Term Business Plan reflects the need to achieve, in a timely fashion, a certain level of mobility opportunity for persons with physical disabilities as defined by "reasonable equivalency." Once achieved, this level of mobility must be maintained.

Ridership Trends

It is anticipated that the demand for Handi-Transit service will continue to increase at about the same rate as has been experienced over the last few years. As the average age of the population continues to increase, the incidence of physical disability is also forecast to increase resulting in a continued growth in the number of people registering with the Handi-Transit System. The projected demand for trips over the next seven years is shown in the following table.

Table 1
Projected Demand for Handi-Transit Service

Trip Demand	***1994***	***1995***	***1996***	***1997***	***1998***	***1999***	***2000***
Wheelchair	*135,000*	*149,000*	*162,000*	*175,000*	*189,000*	*202,000*	*216,000*
Ambulatory	*284,000*	*312,000*	*342,000*	*369,000*	*398,000*	*425,000*	*454,000*
TOTAL	*419,000*	*461,000*	*504,000*	*544,000*	*597,000*	*627,000*	*670,000*

Investing in Reasonably Equivalent Public Transportation

The current system of rationing Handi-Transit service creates considerable uncertainty in the lifestyles of persons of all ages with disabilities and deprives them of opportunities for integration into society according to their needs, interests, and talents. This situation is considered unacceptable, and in order to eliminate this discriminatory system of rationing service, sufficient funding must be made available to Handi-Transit over the long term to insure a certain level of mobility opportunities for persons with physical disabilities as defined by "reasonable equivalency."

Short Term Service Expansion

In order to accommodate the projected growth in travel demand between 1994 and 1996, City Council at its meeting of July 8th, 1993 approved in principle a short-term service expansion plan for Handi-Transit as recommended in the Phase I report of the Task Force.

A Strategy for the Future

In respect to the long range, funding must be provided to achieve a "reasonably equivalent" transportation service which will provide the following mobility opportunities:

1. *The "Integrated" Transportation System*

   The regular transit system will be accessible and will provide the same service levels as provided to the general population for those persons with physical disabilities who can travel to and from a bus stop. Sufficient funds must be provided to insure that the regular transit system, through new bus purchases, would be substantially accessible by the year 2003 and totally accessible by the year 2012.

2. *The "Parallel" Transportation System*

   The Handi-Transit service will provide adequate service levels to accommodate all of the requests made 24 hours in advance for work, post-secondary, and medical related trips, and a reasonable number of "other purpose" trips per registrant per week, depending on available capacity. Therefore, sufficient funds have to be made available over the next seven years to accommodate this demand.

It is expected that the recommended integration of the two systems through the purchase of replacement accessible buses for the regular transit system, and the commitment of additional resources for the Handi-Transit system, will provide persons with disabilities with a reasonably equivalent level of service as is provided to non-disabled persons.

REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED SEPTEMBER 20, 1994

On motion of Councillor Duguid, the rule was suspended and the Report of the Committee on Works and Operations, dated September 20, 1994, was considered clause by clause.

Her Worship the Mayor and Councillors:

Appointment of Members to the Steering Committee of TransPlan 2010
File ST-7 (Vol. 12)

1030 - 1. On June 23, 1993, Council approved the “Plan Winnipeg....Toward 2010” document which included a series of policy directives on transportation including the development of a comprehensive transportation study utilizing an interdisciplinary planning approach not later than December 1, 1994.

The Minister of Urban Affairs, in a letter to the Chairperson of the Committee on Works and Operations dated September 23, 1993, confirmed that the Province is prepared to accept the City's proposed organization structure and process for TransPlan 2010.

On January 27, 1994, Council adopted in principle the draft document entitled "TransPlan 2010 Terms of Reference" providing for the establishment of an independent Steering Committee appointed by the City and the Province to direct the development of the comprehensive transportation plan. The Steering Committee would report to the Board of Commissioners and Council, and would have the following as its primary responsibilities:

- provision of ongoing overall direction of all TransPlan technical activities
- provision of ongoing direction of TransPlan public interaction activities
- provision of recommendations to the Board of Commissioners/Council at key points in the project
- provision of final recommendations upon completion
- hiring of consultants to assist in the preparation of various components of the project
- appointment of the non-public sector members of the TransPlan Advisory Committee

In a communication dated September 9, 1994, Mr. Robert Gabor, Q.C., Chair, Steering Committee of TransPlan 2010, outlined the following criteria as fundamental to the composition of the Steering Committee, namely:

1) Members must not have a conflict of interest on the broad range of issues facing the committee.

2) Members must be able to work together as a team inasmuch as the process will require a great deal of time and be of a lengthy duration.

3) Composition of the Steering Committee must represent a broad cross-section of the community to include business, labour, social service and academic groups.

Also contained in the communication from the Chair were the following four names as nominees to the Steering Committee which were submitted to Her Worship Mayor S. Thompson for submission to the Committee on Works and Operations, namely:

Dr. Barry Prentice
Ms. Mary Dixon
Mr. Al Cerilli
Ms. Susan Lewis

The Committee on Works and Operations endorses the aforementioned nominees for appointment to the Steering Committee of TransPlan 2010 to be comprised as follows:

Mr. Robert Gabor, Q.C., Chair
Dr. Barry Prentice
Ms. Mary Dixon
Mr. Al Cerilli
Ms. Susan Lewis

Report of the Committee on Works and Operations dated September 20, 1994

Resumes of the above listed nominees are on file in the Office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Award of Contract for the Charleswood Bridge:
Public-Private Partnership
File SB-19 (Vol. 2) (c/r File S (Vol. 3))

1031 - 2. On January 27, 1994, Council amended and adopted the Report of the Committee on Works and Operations dated January 11, 1994 recommending the following:

I. That Council authorize the Administration to issue a Request for Qualifications and thereafter a Request for Proposals to permit the Charleswood Bridge to proceed on a public-private partnership basis.

II. That no award of contract be made to the private sector consortium determined to have submitted the best proposal until a report has been approved by the Committee on Works and Operations and Council which confirms the long-term economic viability of designing, constructing and financing the Charleswood Bridge on a public-private partnership basis.

On September 20, 1994, the Committee on Works and Operations considered report dated September 16, 1994 together with a presentation from the Review Committee relative hereto, containing the following recommendations, namely:

I. That City Council approve an award of contract to DBF Ltd. to design, build and finance the Charleswood Bridge and Related Roadworks Project on the terms and conditions contained in the report.

II. That the Proper Officers of the City be authorized to conclude the required agreements with DBF Ltd. including a Development Agreement, Lease Agreements, Security Agreements and all ancillary agreements necessary to meet the terms and conditions contained in the report.

III. That the proposed 1995 and 1996 Capital Budgets for the Charleswood Bridge Project be adjusted to reflect the revised cost requirements associated with the Public-Private Partnership Project.

Your Committee on Works and Operations concurs with the aforementioned recommendations and submits same for favourable consideration by Council.

For the information of members of Council, the Committee on Works and Operations requested the Administration to report on including funding for the subject project in the 1995 Current Estimates vis-a-vis the Capital Budget.

A copy of the referenced report relative to this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Moved by Councillor Lazarenko,
That the question be now put.

Carried.

The motion for the adoption of the clause was put.

Report of the Committee on Works and Operations dated September 20, 1994

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

Yea: Councillors Boychuk, Clement, Duguid, Eadie, Lazarenko, O'Shaughnessy, Prystanski, Silva, Fraser, Her Worship Mayor Thompson and Councillor Angus. 11

Nay: Councillors Hyman, Murray and Thomas. 3

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

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

1032 - On motion of Councillor Duguid, By-law No. 6454/94, a By-law of The City of Winnipeg to effect the temporary closing of Peguis Street between Almey Avenue and the south limit of Park Part Lot R, Parish of Kildonan, for a six (6) month period commencing October 1, 1994, and ending March 31, 1994, was read a second and third time, and was passed and ordered to be signed and sealed. File DAC 10/94

On motion of Councillor Duguid, the following by-laws were each read a first time, namely:

By-law No. 6459/94, a By-law of The City of Winnipeg to close the Cornish Avenue street end to the Assiniboine River in the City Centre Community. File DAC 12/93

By-law No. 6460/94, a By-law of The City of Winnipeg to close the Spence Street street end to the Assiniboine River in the City Centre Community. File DAC 12/93

By-law No. 6469/94, a By-law of The City of Winnipeg to close the north/south leg of the public lane north of Grant Avenue, east of Laxdal Road in the Assiniboia Community. File DAC 2/92

By-law No. 6470/94, a By-law of The City of Winnipeg to close the east/west lane connection south of Portage Avenue, west of Raglan Road in the City Centre Community File DAOC 3/91

By-law No. 6480/94, a By-law of The City of Winnipeg to close a portion of DeVos Road east of Waverley Street in the Riel Community File DAC 3/94

Councillor Duguid moved that this constitute the first reading of By-law Nos. 6459/94, 6460/94, 6469/94, 6470/94 and 6480/94, which motion was carried.

Councillor Hyman asked to be recorded as having voted against the first reading of By-law 6480/94, in accordance with Rule 50.7 of the Procedure By-law.

On motion of Councillor Duguid, 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. 6461/94, a By-law of the City of Winnipeg to widen the south-west corner of Dublin Avenue and St. James Street in the Assiniboia Community. File DAO 17/93

By-law No. 6462/94, a By-law of the City of Winnipeg to amend By-law 1573/77, being the City of Winnipeg Traffic By-law, in the City Centre Community Files ST-5(32) (Vol. 3), ST-2 (Vol 19) and ST-5.2 (Vol. 2)

By-law No. 6463/94, a By-law of the City of Winnipeg to amend By-law No. 820/74, being a by-law of the said City concerning the reservation of certain portions of streets for the purpose of parking vehicles and the use of parking meters in connection therewith, in the City Centre Community. File ST-5(32) (Vol. 3), ST-2 (Vol. 19) and ST-5.2 (Vol 20)

By-law No. 6464/94, a By-law of the City of Winnipeg to amend By-law No. 1573/774, being The City of Winnipeg Traffic By-law File ST-5.2 (Vol. 20)

By-law No. 6465/94, a By-law of the City of Winnipeg to widen the northwest corner of Plessis Road and Pandora Avenue West, in the East Kildonan - Transcona Community File DAO 7/93

Committee on Works and Operations - Consideration of By-laws (continued)

By-law No. 6466/94, a By-law of the City of Winnipeg to amend By-law 1573/77, being The City of Winnipeg Traffic By-law. File ST-5.2 (Vol. 20)

By-law No. 6471/94, a By-law of the City of Winnipeg to widen the northwest corner of Wellington Avenue at King Edward Street. File DAO 22/92.

On motion of Councillor Duguid, the rule was suspended and By-law No. 6488/94, a By-law of The City of Winnipeg to amend By-law No. 820/74, concerning the reservation of certain portions of streets 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. 19)