REPORT OF THE

STANDING POLICY COMMITTEE ON PUBLIC WORKS

DATED JANUARY 11, 2002

On motion of Councillor Angus, the Report of the Standing Policy Committee on Public Works, dated January 11, 2002, was considered clause by clause.

Moved by Councillor Angus,

That the Consent Agenda, Clauses 1,2,3,4,5,6,7 and 8, be adopted.

Councillor De Smedt requested that Clause 1 be pulled from the Consent Agenda.

Councillor Smith requested that Clause 3 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 2,4,5,6,7 and 8 was put and declared carried.

Transit Services to the North American Indigenous Games

File TT-1 (Vol. 31)

177 - 1. The Standing Policy Committee on Public Works has been advised that on October 31, 2001, His Worship Mayor Murray wrote the Executive Director of the North American Indigenous Games (NAIG) advising of the City's continuing support for the Games, including a $1 million financial contribution, and "such administrative and expert supports as is possible to make NAIG 2002 an overwhelming success."

The North American Indigenous Games has approached Winnipeg Transit with a request that it provide all transportation requirements for athletes, official, and volunteers involved in the Games between July 7, and August 4, 2002. These transportation services will include, but not necessarily be limited to the following:

- Transportation from the airport to the villages
- Transportation of athletes and officials to and from the opening ceremonies
- Spectator transportation to and from the opening ceremonies
- Transportation between the villages and all athletic events
- Transportation to and from the evening cultural events at the Forks
- Transportation to and from the closing ceremonies
- Transportation from the villages to the airport
- Various other services required in support of these activities

Winnipeg Transit has agreed to the provision of these services on the basis that all net additional costs are reimbursed to the department, and that the department would make recommendation to Council for approval of a special bus service charter rate similar to that approved for the Pan American Games in 1999, as well as certain other special requests for accommodation of athletes and volunteers on regular transit. It is anticipated that these costs would be reimbursed to the Transit Department under the "services in kind", agreement as previously approved by Council.

Special Charter Rate

The special charter rate approved for the Pan American Games was $45 per service hour provided. (If this rate were inflated by a basic inflationary factor, the 2002 NAIG rate would be $48 per bus service hour.) All other services for the Pan Am Games, such as planning, scheduling, supervision, information, etc., were in addition to the bus hour cost. The Pan Am Games rate reflected that almost all service was required to be operated at overtime rates (either 1½ or 2 times regular wage rate). Because the service requirements for NAIG are anticipated to be significantly less than those operated for the Pan Am Games, the proportion of NAIG service that can be operated at straight time will be much greater than was the case for the Pan Am Games. The $46 per bus hour rate is expected to cover all direct operating costs associated with providing the service. It is anticipated that these services will be covered under the "services in kind" agreement with the City.

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Other Services Provided

The NAIGs organizing committee has requested Winnipeg Transit to "take care of" all transportation requirements of the athletes, officials, and volunteers. In addition to the actual provision of the bus service, this will include planning, scheduling, service supervision, traffic control signage (through the Traffic Services Branch of the Public Works Department), physical infrastructure such as upgrading bus stop areas etc. (through the Public Works Department), information services for athletes and officials, and the provision of any bus service that Winnipeg Transit may be unable to provide directly (through private contractors). It is understood that these services will be provided to the extent possible at no cost by existing Winnipeg Transit staff within regular working hours, but that Winnipeg Transit would be reimbursed for all net additional costs experienced. The majority of these costs are expected to be covered under the "services in kind" agreement with the City.

The Use of Regular Transit by Athletes and Volunteers

As per the Pan American Games, the NAIGs organizing committee is requesting that all participating athletes and volunteers have the use of Winnipeg Transit regularly scheduled service without charge between Saturday July 27 and August 4, 2002, when showing the appropriate identification. The Transit Department is of the opinion that this does not represent any significant additional cost to the department. The amount of any forgone potential additional revenue is impossible to estimate.

The financial impact statement is outlined on Appendix "A".

The Standing Policy Committee on Public Works recommends:

I. That a special charter rate of $46 per bus hour operated be approved for all bus service provided by Winnipeg Transit for the North American Indigenous Games (NAIG).

II. That all other services provided by Winnipeg Transit for the North American Indigenous Games as required/requested (including staff overtime, additional staff, service planning/scheduling/ supervision, service information, traffic control signage, physical infrastructure, and private contractor services, etc.) be provided on an "incremental cost recovery basis".

III. That all athletes participating in the North American Indigenous Games be allowed to ride regularly scheduled Winnipeg Transit service between Saturday July 27, 2002, and Sunday August 4, 2002 inclusive, by showing their NAIG identification card.

IV. That all volunteers working for the North American Indigenous Games, be allowed to ride regularly scheduled Winnipeg Transit service between Saturday July 27, 2002, and Sunday August 4, 2002 inclusive, when wearing their volunteer uniform and by showing their NAIG identification card.

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

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

Moved by Councillor Angus,
Adoption of the clause.

Carried.

Review of Disposal Charge Policy for Charitable Organizations
File WT-3 (Vol. 15)

178 - 2. On May 27, 1998, Council approved the following policy regarding solid waste disposal charges for registered charities, with the proviso that they be reviewed in three years:

- That solid waste disposal charges (tipping fees) for the Salvation Army and Goodwill Industries be set at $10.00 per tonne (25% of the commercial rate) due to the waste reduction benefit to the City of the services of these organizations; and that Winnipeg Harvest be exempted from paying solid waste disposal charges.

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- That the Administration be given the authority to apply this tipping fee to any registered charity, which can demonstrate a significant (greater than 70%) waste reduction benefit to the City.

On May 7, 1996, the former Committee on Works and Operations decided that solid waste disposal charges (tipping fees) for charitable organizations would not be waived effective January 1, 1997.

In November 1996, Winnipeg Harvest, the Salvation Army, and Goodwill Industries requested that their tipping fees be waived for a period of time while they investigated alternatives, such as a composting program, to reduce the amount of waste transported to the landfill.

On January 29, 1997, Council approved the waiving of tipping fees for Winnipeg Harvest for a period of 12 months, and for the Salvation Army and Goodwill Industries for a period of 3 1/2 months, both commencing January 1, 1997. On January 28, 1998, Council approved an extension of the waiver of tipping fees to June 30, 1998.

The reason for the policy of reduced tipping fees for charities which can demonstrate a significant diversion of solid waste is to promote waste minimization, and to provide financial relief to registered charities.

The waste delivered to the Brady Landfill by Winnipeg Harvest, since the inception of this policy, has been drastically reduced, owing to aggressive waste minimization efforts. The waste from the Salvation Army has also been drastically reduced in this period; however, the majority of this reduction resulted from more selectivity in the recyclables that are picked up and less recyclables being processed in Winnipeg. The waste from Goodwill Industries for this period has increased slightly, owing to an expansion of its operations, but it is estimated that this organization is still achieving a greater than 70% waste reduction.

The waste reduction benefit is a calculation of the ratio of waste re-used or recycled to total waste, based on data from the charitable organizations and the City's disposal records. Calculations are carried out after a specified number of years to allow for anomalies that may occur in any one given year.

Recently, The Habitat ReStore has been granted reduced tipping fees according to this policy, since they qualify based on the level of waste reduction.

Overall, the existing policy has been effective in achieving waste minimization. Therefore, it is being recommended that the existing policy continue -- i.e., Winnipeg Harvest being exempt from paying waste disposal charges, and other registered charities demonstrating a greater than 70% waste reduction benefit to the City being charged tipping fees assessed at 25% of the prevailing rate. It is also being recommended that this policy be reviewed in five years, and that the City Solicitor be instructed to prepare the necessary by-law for submission to Council.

The financial impact statement is outlined on Appendix “A”.

The Standing Policy Committee on Public Works recommends:

I. That Winnipeg Harvest be exempt from paying waste disposal charges (tipping fees).

II. That registered charities which can demonstrate a greater than 70% waste reduction benefit to the City be charged tipping fees assessed at 25% of the prevailing rate.

III. That this policy be reviewed in five years.

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

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

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

Adopted by consent.

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Frontage Levy By-law - 2002
File FE(2002) (Vol. 1)

179 - 3. On October 25, 2001, Council adopted the following motion, namely:

"WHEREAS By-law No. 549/73, a by-law of The City of Winnipeg to impose and fix yearly a frontage rate on sewers and watermains and to provide collection thereof currently does not allow expenditures for residential, streets and sidewalks

THEREFORE BE IT RESOLVED THAT the Administration be requested

1. To draft amendments to the Frontage Levy By-law No. 549/73 to include the repair and replacement of streets and sidewalks in residential areas as allowable expenditures

2. To utilize $10 million of revenue generated from the frontage levy in 2002 for the repair and replacement of streets and sidewalks in residential areas, and

3. To utilize unused frontage levy revenues from previous years, (i.e. 2001 or earlier) for the repair and replacement of sewer and water mains in 2002, as required

4. Not to increase the overall frontage levy rates beyond the 2001 levies."

The City of Winnipeg Act was recently revised to include subsection 351(6) as follows:

351(6)
Money from a frontage rate may be used for the repair and replacement of
a) water and sewer mains:
b) Streets and sidewalks in residential arrears.

The new by-law is designed to incorporate the change to The City of Winnipeg Act whereby money may be used for streets and sidewalks as outlined above. Changes were necessary since the former by-law only contemplated waterworks (watermains and sewers) projects.

Subsection 351(1) of The City of Winnipeg Act restricts the City as to where the frontage rate can be imposed.

351(1)
The city may impose a frontage rate on property fronting on streets in which mains of the city's waterworks have been or are placed and the rate may be a uniform rate per foot of frontage.

Despite the City's new authority to spend frontage levy funds on streets and sidewalks, this provision continues to restrict the City to imposing frontage levies only on properties fronting streets that contain watermains and sewer mains. In addition to complying with this restriction, the new by-law maintains the same rates per frontage foot as the former by-law. As a result, properties to which frontage levies apply will pay exactly the same rates under this new by-law as they did under the previous by-law.

A rate of $0.65 is imposed annually on properties fronting streets with watermains. A rate of $1.90 is imposed annually on properties fronting on streets with sewers. The result is that a property with both watermain and sewer will have a rate of $2.55.

There are 216 properties that will be levied $0.65 as they have water but no sewer service. There are 15 properties that will be levied $1.90 as they have sewer but no water services. There are 1,116 properties that will not be levied as they have neither water nor sewer (these are residential owner occupied properties that receive the tax credit). In total, there are 8,226 tax accounts that do not pay a renewal charge. These are comprised of City owned lands or properties with a minimal amount of land.

As a result of unallocated equity in the watermain and sewer reserves this change will not mean less money is spent on watermains and sewers for 2002 as follows. The water and sewer renewal reserves are designed to be empty (money is to be spent in the year it is collected) at the end of each year. At present, the water and sewer reserves have an accumulated "unallocated equity" of approximately $10.9 million due to a 1996 initiative to increase reserves (a reduced capital program was approved in 1997 and 1998 with no corresponding decrease in the frontage levies) and due to closed projects and accumulated interest. This "unallocated equity" is defined as the amount of cash in the reserves less the amount approved in past capital budgets for spending. It is important to note that it is not "surplus" in terms of the need for watermain and sewer rehabilitation projects.

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The "unallocated equity" means that the capital budget for 2002 water and sewer projects funding from the reserve do not have to be reduced to accommodate $10 million in residential street projects. In other words the addition of $16 million in water and sewer frontage levies combined with the accumulated "surplus" will allow the full 2002 program as proposed in the 2002 capital budget to proceed.

An addition of $10 million to the capital budget for 2002 for streets and sidewalks in residential areas to be funded from the 2002 frontage levy is appropriate.

As discussed above, the renewal of residential streets will require additional water and sewer renewals of about $3 million. Therefore, the Public Works Department is suggesting a reduction in the basement flooding relief project of $3 million. The 2002 capital budget would be changed as follows:

	Frontage Levy Capital	
Item	**2002 Capital**	**Revised 2002 Capital**
Watermain Renewal Program	$7,000,000	$9,000,000
Combined Sewer Renewals	$11,080,000	$12,080,000
Wastewater Sewer Renewals	$420,000	$420,000
Combined Sewer Flood Relief	$7,500,000	$4,500,000
Sub-Total	$26,000,000	$26,000,000
Residential Streets and Sidewalks	$0	$10,000,000
Total	$26,000,000	$36,000,000

For 2002, the money collected will be for "infrastructure renewal". Spending for sewer and water projects would come out of this fund in 2002 and also from the existing separate reserves for water and for sewer.

The Standing Policy Committee on Public Works recommends:

I. That the Frontage Levy By-law be approved.

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

Moved by Councillor Angus,
Adoption of the clause.

Carried.

New Underground Structures Committee Agreement

File GP-1.33 (Vol. 1)

180 - 4. The Standing Policy Committee on Public Works has been advised that the first Underground Structures Agreement, signed in 1974, was an agreement between the City of Winnipeg and several external utilities that created an Underground Structures Committee.

The original members of the Committee were:

- The City of Winnipeg (formerly various City departments)
- Manitoba Hydro
- Manitoba Telephone System
- Greater Winnipeg Gas Company
- CN Telecommunications
- CP Telecommunications

This Committee was established primarily to provide services to the Members of the Committee and other clients which included:

- information on location of underground infrastructure,
- management of underground infrastructure data, and drawings,
- an approval mechanism for location and alignment of underground and related surface infrastructure

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The Committee also provided a forum for discussion of issues of mutual concern by the Members.

An organizational unit was established at that time within the then Streets and Transportation Division to provide these services. Funding was provided through a formula, which required the City of Winnipeg to provide 70%, Manitoba Hydro, MTS and Greater Winnipeg Gas, 10% each and CN/CP contributing token amounts of $100 each.

Since 1974, many of the original internal and external signatories to the Agreement have ceased to exist, merged with other members, and/or have undergone a name change.

The Underground Structures Committee currently consists of the following organizations:

- City of Winnipeg (Winnipeg Hydro, Water and Waste, Public Works, and Planning, Property and Development Services)
- Centra Gas Manitoba Inc.
- Manitoba Hydro
- MTS Communications Inc.
- AT & T Canada Corp.

The new Agreement, which is effective retroactive to January 1, 2001, substantially revises and updates the 1974 version to reflect these organizational changes and to more clearly define the mandate of the Committee. It also revises the duties and responsibilities of the organizational unit within the Public Works Department that acts as the Committee Secretariat (the Underground Structures and Microfilm Branch of the Transportation Division).

The new Agreement also provides for a revised method of funding the Committee and its Secretariat based on a membership fee and “user pay” model as follows:

- The annual membership fee will support the activities of the Committee such as the regular meeting costs, and the preparation of a composite construction list.
- The funds necessary to support the services provided by the Underground Structures Secretariat will be obtained through an hourly charge to both Members and non-members based on all direct costs of the operation of the Secretariat, indirect support costs, as well as periodic provision for funds for significant expenditures (such as computers, software, and land base information and application development).

It is anticipated that this new funding arrangement will, on average, result in a significant reduction in the annual financial contribution made by the City of Winnipeg member Departments to the operation of the Committee Secretariat.

The financial impact statement is outlined on Appendix “A”.

The Standing Policy Committee on Public Works recommends:

I. That the Underground Structures Committee Agreement, as outlined on Appendix "B", be approved.

II. That the Proper Officers of the City take appropriate action to implement this agreement in conjunction with the external signatories.

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

Adopted by consent.

Installation of Parking Meters on Main Street and on Rupert Avenue
File ST-2 (Vol. 22)

181 - 5. On March 15, 2000, Council adopted the 2000 to 2002 Current Estimates. As part of the Tax-Supported Estimates, the Public Works Department is required to install 100 additional parking meters in each of the years 2000, 2001 and 2002 to meet parking meter revenue forecasts. This will help reduce the existing on-street parking subsidy (i.e. free Saturday on-street parking). Parking meter revenue is used to offset the cost incurred by The City of Winnipeg to maintain roadways.

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Historically, parking meters have been installed in commercial areas. The Central Business District has been recognized as the prime area for parking meter installation since their introduction in Winnipeg in 1949. The installation of parking meters increases turn-over of on-street parking (i.e. reduces long term parking on streets). This helps commercial establishments with short-term parking for clients, thereby improving the business environment.

The west side of Main Street between William Avenue and McDermot Avenue is regulated "No Parking Anytime – Loading". Parking is allowed on the west side of Main Street north of William Avenue. Allowing for loading zones and corner clearances, there is space for five parking meters within the two-block distance on Main Street between William Avenue and McDermot Avenue. The A.M. and P.M. peak period restrictions will remain in place.

Rupert Avenue is regulated "Two-Hour Parking 09:00 - 17:30, Monday to Saturday" between Lily Street and Martha Street. Rupert Avenue is within the downtown metered area of the City. Rupert Avenue between Martha Street and Main Street, one block west, is regulated "Two-Hour Metered Parking 09:00 - 17:30, Monday to Saturday". The installation of these five parking meters will harmonize existing parking regulations along Rupert Avenue.

On January 11, 2002, the Standing Policy Committee on Public Works considered a report from the Director of Public Works dated December 13, 2001, and concurred in the administrative recommendations with the following amendment:

> That "Two-Hour Metered Parking 09:00 - 15:30, Monday to Saturday" be installed on the west side of King Street between William Avenue and James Avenue.

The financial impact statement is outlined on Appendix "A".

The Standing Policy Committee on Public Works recommends:

I. That "Two-Hour Metered Parking 09:00 - 15:30, Monday to Saturday" be installed on the west side of Main Street between William Avenue and McDermot Avenue.

II. That "Two-Hour Metered Parking 09:00 - 17:30, Monday to Saturday" be installed on the north side of Rupert Avenue between Lily Street and Martha Street.

III. That "Two-Hour Metered Parking 09:00 - 15:30, Monday to Saturday" be installed on the west side of King Street between William Avenue and James Avenue.

IV. That Schedule "B" of The City of Winnipeg Parking Meter By-law 6547/95 be amended by deleting the following:

> West side of Main Street between Pacific Avenue and James Avenue
>
> North side of Rupert Avenue between Martha Street and Main Street

and by adding the following:

> West side of Main Street between Pacific Avenue and McDermot Avenue
>
> North side of Rupert Avenue between Lily Street and Main Street

V. That the City Solicitor/Manager of Legal Services be instructed to prepare the necessary amending By-law in accordance with the foregoing for submission directly to Council for approval.

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

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

Adopted by consent.

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Property Acquisition - 2002 Lane Corner Cuts
File FI-2(31) (Vol. 5)

182 - 6. The Standing Policy Committee on Public Works has been advised that the subject properties are required to accommodate the turning movements of refuse and recycling collection vehicles.

The following background information relates to the acquisition of the subject properties, namely:

1) 37 St. Andrew Road

The owners of 37 St. Andrew Road contacted the Public Works Department requesting that the need to acquire property at the lane be investigated, as there were deep ruts through the gravel private approach on their property. It was determined that a corner cut is necessary to accommodate collection vehicles as outlined on drawing PR01-11.

2) 15 Hunt Street

The corner cut as outlined on drawing PR01-05 is required to accommodate collection vehicles. Acquisition had been attempted previously, but the owners were not interested in negotiating. The new owner has indicated that he would be agreeable to a corner cut on the lane.

3) 340 Berry Street

The owner of 340 Berry Street contacted the Public Works Department requesting that the need to acquire property at the lane be investigated prior to construction of a garage. It was determined that a corner cut is necessary to accommodate collection vehicles. The owner adjusted the location of the garage to accommodate the corner cut as outlined on drawing PR01-21.

In accordance with established policy, Council must endorse all lane corner cuts either through the Capital Program approval process, which clearly identifies land acquisitions, or by reports that specify individual properties.

There are sufficient funds in the Land Acquisition for Future Transportation Purposes Account to undertake these acquisitions. The above-mentioned projects have been cash flowed in previous years.

The Financial Impact Sheet is on file in the office of the City Clerk.

The Standing Policy Committee on Public Works recommends:

I. That Council authorize the Director of Planning, Property and Development to negotiate the acquisition of property required for three lane corner-cut improvements, as follows:

A) 37 St. Andrew Road, as outlined on Appendix “A”
B) 15 Hunt Street, as outlined on Appendix “B”
C) 340 Berry Street, as outlined on Appendix “C”

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

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

Adopted by consent.

Property Acquisition - 2002 Capital Program
File FI-2 (Vol. 8) and FI-2(35) (Vol. 10)

183 - 7. The Standing Policy Committee on Public Works has been advised that the subject properties are required for projects in the 2002 Capital Program.

The following background information relates to the acquisition of the subject properties, namely:

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1) 181 Higgins Avenue – Higgins Avenue Intersection Improvements between King Street and Austin Street

The sidewalk on the north side of Higgins Avenue between Main Street and Austin Street currently sits on land owned by the Aboriginal Centre of Winnipeg (formerly owned by CP Rail.) The proposed acquisition will allow for a new sidewalk and a median to be constructed as part of the Higgins Avenue and Main Street intersection improvements. The property to be acquired is outlined on drawing PR01-17.

This acquisition will be funded by surplus funds in the Main Street - Sutherland Avenue to Redwood Avenue Project of the 1996 Capital Program. On January 31, 2001 Council adopted a southerly extension of the project limits to Higgins Avenue for intersection improvements to the Main Street and Higgins Avenue intersection.

2) 890 Notre Dame Avenue – Notre Dame Resurfacing (eastbound) between Arlington Street and Isabel Street

The corner cut as outlined on drawing PR01-12 is required to permit Arlington Street to be widened to two northbound lanes approaching Notre Dame Avenue and to improve the northbound right turn radius. The widening of Arlington is to be completed as part of the Notre Dame Resurfacing Project.

This acquisition is to be funded from the Land Acquisition for Transportation Right-of-Way Account.

3) 1080 St. Mary's Road – St. Mary's Road Resurfacing between Fermor Avenue and Dunkirk Drive

A corner cut is required at 1080 St. Mary's Road to accommodate intersection and alignment improvements at St. Mary's Road and Parkville Drive as outlined on drawing PR2000-21.

This acquisition is to be funded from the Land Acquisition for Transportation Right-of-Way Account.

There are sufficient funds in the Land Acquisition for Future Transportation Purposes Account to undertake these acquisitions. The above-mentioned projects have been cash flowed in previous years.

The Financial Impact Sheet is on file in the office of the City Clerk.

The Standing Policy Committee on Public Works recommends:

I. That Council authorize the Director of Planning, Property and Development to negotiate the acquisition of properties required for the 2002 Capital Program, as follows:

A) 181 Higgins Avenue, as outlined on Appendix "A"
B) 890 Notre Dame Avenue, as outlined on Appendix "B"
C) 1080 St. Mary's Road, as outlined on Appendix "C"

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

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

Adopted by consent.

Procedure for Installing Speed Humps on Local Residential Streets
File ST-5 (Vol. 24)

184 - 8. The Standing Policy Committee on Public Works has been advised that approximately three years ago, a group of residents from Thatcher Drive between Pembina Highway and University Crescent approached the Public Works Department about high vehicle speeds on their block and motorists using this section of Thatcher Drive to "short-cut" between Pembina Highway and University Crescent. This Department conducted speed studies and confirmed the existence of a speeding problem at this location and worked with the residents and area councillor through a series of public meetings and a mail-in survey to come up with possible solutions to address the speeding problem.

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Installation of a speed hump was proposed as a possible traffic calming measure to reduce vehicle speeds on Thatcher Drive. The proposal for installation of a speed hump on a trial basis received overwhelming support from the residents of this block and was also supported by the area councillor.

The installation was considered experimental, as this was the first installation of a speed hump on a public street in Winnipeg. (Speed humps have been used successfully on many of Winnipeg's public lanes since 1986.) As such, this experimental speed hump has been closely monitored since its installation on September 30, 1999, through appropriate traffic studies and feedback from residents, the general public, Winnipeg Police Services, Emergency Response Services, Transit and Streets Maintenance. A report to the Standing Policy Committee on Public Works dated June 16, 2000, provided a preliminary review of this installation.

"A speed hump is a raised area of a roadway, which deflects both the wheels and frame of a traversing vehicle" (Transportation Association of Canada, Canadian Guide To Neighbourhood Traffic Calming: December, 1998). Speed humps are installed to reduce vehicle speeds and are accepted by the Transportation Association of Canada (TAC) as a traffic calming measure appropriate for residential streets. TAC provides a recommended design and installation guideline for speed humps on residential streets in its "Canadian Guide to Neighbourhood Traffic Calming".

Thatcher Drive Experimental Speed Hump Project

A single speed hump was installed on Thatcher Drive on September 30, 1999, at an approximate mid-block location between Pembina Highway and University Crescent. This installation served two main objectives:

1. To address speeding on this local residential street; and

2. To test the effectiveness and operating characteristics of this type of traffic calming measure for public residential streets in Winnipeg.

Since this was the first installation of a speed hump on a public street in Winnipeg and to fulfill Objective No. 2 above, the installation was carefully monitored through appropriate traffic studies and feedback from residents, the general public, Winnipeg Police Services, Emergency Response Services, Transit and Streets Maintenance.

Through this monitoring, it was determined that reduced vehicle speeds were achieved without significant impact to the residents of Thatcher Drive or the services provided to them by Winnipeg Police Services, Emergency Response Service, Transit and Streets Maintenance Departments. The 85th percentile speed (the speed at which 85% of drivers were travelling at or below) before the speed hump was installed was 57 km/hour and has continued to drop from 50 km/hour shortly after the hump was installed to 45 km/hour in a study conducted in Spring, 2001. Reductions in speed were most significant at the location of the speed hump.

It is noted that, with only one speed hump installed on Thatcher Drive, residents reported, and this Department observed, motorists speeding up to the speed hump, slowing to traverse the speed hump and then speeding away from the speed hump. In a survey, residents reported increased engine and tire noise associated with this activity. Such activity also creates concerns for the safety of pedestrians and other motorists. Because of this and because the maximum benefits with respect to reduced vehicle speeds occurred immediately adjacent to the speed hump, it was concluded that for maximum effectiveness and safety, proper spacing of speed humps in series is necessary for blocks longer than 300 metres. It is noted that TAC's "Canadian Guidelines To Neighbourhood Traffic Calming" recommend speed humps be installed in series with appropriate spacing in-between each speed hump.

Proposed Procedure for installing Speed Humps on Residential Streets

In creating a procedure for determining when and where speed humps are appropriate for addressing problems of speeding on residential streets, a set of specific warrant criteria and installation guidelines is necessary. Using the results of the detailed assessment of the experimental speed hump on Thatcher Drive and a review of TAC's guidelines and the practices of other jurisdictions, the following set of warrant criteria and installation guidelines was developed for speed humps on public residential streets in Winnipeg.

The proposed Warrant Criteria and Installation Guidelines for Speed Humps on Residential Streets is identified as follows:

WARRANT CRITERIA:

1. Submission of a petition representing a minimum 70% of the residents on both sides of the street in the block in question supports the installation of speed humps.

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2. 85th percentile speeds (the speed at which 85% of vehicles are travelling at or below) of 60 km/hour or more.

3. Minimum street length of 200 metres.

4. The street is a residential street with an urban cross-section (curb and gutter) and is not a Transit route, snow route or a residential collector street.

5. The speed limit is not in excess of 50 km/hour.

INSTALLATION GUIDELINES:

1. Speed humps shall be placed in series for blocks longer than 300 metres in length and where placed in series, shall be spaced at approximate 100 metre intervals.

2. There shall be a minimum distance of 50 metres between a speed hump and an intersecting street or public lane.

3. Hazard markers shall accompany each speed hump and a “bump ahead” sign and advisory speed tab (30 km/hour) shall be placed in advance of each series of speed humps in a block (in both directions).

4. Speed humps should not be placed in front of driveways or installed over, or contain, manholes or water valves or be located adjacent to fire hydrants.

5. In locating speed humps, existing street lighting should be taken advantage of as much as possible to increase nighttime visibility.

6. Speed humps should not be located in horizontal or vertical curves.

7. Speed humps should be placed at higher elevation points to accommodate proper drainage.

8. If possible, speed humps should be placed in line with property lines for noise abatement and aesthetic reasons.

9. Speed humps should not be placed on major emergency vehicle response routes.

Speed humps meeting all warrant criteria shall be installed following the installation guidelines identified above on the basis of the date of receipt of the petition, subject to the availability of funding.

In preparing the report, there was consultation with and concurrence by the following departments:

Winnipeg Police Services:
Winnipeg Police Services reported that they did not have any concerns with the speed hump installation.

Winnipeg Transit:
Winnipeg Transit commented that they had no concerns with speed humps but indicated that speed humps should not be installed on bus routes due to the longer wheelbase of buses.

Emergency Response Service:
Emergency Response Service had concerns with respect to possible response time delays and potential damage to their vehicles but suggested that to minimize any delay to responding units or possible damage to the undercarriage of their vehicles, speed hump locations should be clearly marked with highly visible signage.

Public Works:
Streets Maintenance reported that the speed hump resulted in the need for some special attention in snow clearing operations and suggested that speed humps be located at high elevation points to avoid potential drainage problems.

A copy of the Financial Impact Statement is on file in the office of the City Clerk.

The Standing Policy Committee on Public Works recommends:

I. That the warrant criteria and installation guidelines outlined in this report for installing speed humps on local residential streets be approved.

Report of the Standing Policy Committee on Public Works dated January 11, 2002

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

In amendment,

The Executive Policy Committee recommends that this policy be reviewed in two (2) years.

Adopted by consent.

STANDING POLICY COMMITTEE ON PUBLIC WORKS

CONSIDERATION OF BY-LAWS

185 - On motion of Councillor Angus, 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. 7956/2002, a by-law of The City of Winnipeg to amend By-law No. 6546/95, being a by-law of the said City to regulate the construction, maintenance and removal of private approaches and private walks.
File SC-1(31) (Vol. 4)

By-law No. 7957/2002, a by-law of The City of Winnipeg to amend The Solid Waste By-law No. 1340/76.
File WT-3 (Vol. 15)

By-law No. 7958/2002, a by-law of The City of Winnipeg to impose and fix frontage rates and to provide for their collection and expenditure. File FE(2002) (Vol. 1)

By-law No. 7964/2002, a by-law of The City of Winnipeg to authorize the undertaking of certain local improvements during the year 2003. File SL(2001) (Vol. 1)

STANDING POLICY COMMITTEE ON PUBLIC WORKS

QUESTION PERIOD

186 - Councillor De Smedt questioned if discussions were underway, or planned, with respect to Winnipeg Hydro vis-à-vis Manitoba Hydro, to which Councillor Angus replied that there had not been any discussions.

Councillor De Smedt questioned if there was going to be an investment schedule set up to continue on with the straflo generator swap out at Pointe du Bois, to which Councillor Angus replied in the negative.

Councillor De Smedt requested an update on the effectiveness of the straflo generator that had been installed at Pointe du Bois and Councillor Angus agreed to take the question under advisement.