REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED MAY 25, 1993

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated May 25, 1993, was considered.

Her Worship the Mayor and Councillors:

Main Street/Norwood Bridges Project
Recommended Plan File SB-11 (Vol. 1)

755 - 1. The existing Main Street and Norwood Bridges provide a major link between St. Boniface/St. Vital and Downtown City of Winnipeg. They were constructed during the years of 1930 and 1931, to replace the previous antiquated forty year old two-lane truss bridges at this location. The bridges were initially designed to carry two lanes of automobile traffic in each direction, the median lane in each direction being used by both streetcars and automobiles.

Since then, the median has been removed and the streetcars have been replaced by transit buses, and the original four lanes on the bridges have been reduced in width to provide five substandard lanes for automobile and bus traffic, one of which is reversible, to accommodate the increase in traffic demand over the years. Built to accommodate and facilitate the growth of commercial, industrial and residential development in St. Boniface and St. Vital, these sixty year old bridges have long since exceeded their design capacity in terms of handling vehicular traffic. Each weekday these bridges carry approximately 43,000 vehicles and 10,600 transit passengers in a 12 hour period between 07:00 and 19:00. In addition, they carry approximately 1,000 pedestrian trips and 600 bicycle trips each day.

In 1980, a load rating evaluation was undertaken of both structures, which study first identified the need for upgrading. In 1985, a preliminary design study was initiated to review the condition of the existing Main Street and Norwood Bridges and establish their remaining serviceable life; to review current and projected traffic requirements; and to develop and evaluate alternative replacement and upgrading proposals. Between 1985 and 1987, numerous alternatives were investigated, and in 1987, the Update Report to the Preliminary Design Study recommended an eight-lane divided replacement facility.

In 1988, a recommendation to implement an eight-lane divided facility was adopted in principle by City Council. The implementation schedule for this recommended replacement facility called for commencement of construction in 1991, with completion in 1997, based on the existing bridges having a five to seven year remaining serviceable life, with closure by 1995. In 1991, Capital funding for construction of the approved project was deferred one year by City Council. In 1992, the project was further deferred by one more year in order to accommodate a public consultation program.

As part of the 1992 Capital Program, and at the request of the former City Centre-Fort Rouge Community Committee, a public consultation program was undertaken, involving an examination of all alternatives including the eight-lane divided option adopted in principle by Council in 1988. The range of alternatives presented to the public for review and comment included a six-lane undivided, a six-lane divided, an eight-lane divided, and an eight-lane divided with a grade separated ramp facility. A series of four Public Open Houses were held. Also, ten meetings were held with the Project Advisory Committee (PAC), which public advisory body was formed to provide direct citizen feedback and input through various community and city wide interest groups represented on PAC to the Engineering Consultants and The City of Winnipeg.

Presentations by Reid Crowther, the Project Engineering Consultant, and by Streets and Transportation Department personnel, have been made to various civic committees since the outset of the public consultation program. The presentations were made to provide information concerning the background and need for the project, preliminary design alternatives being studied, the public consultation process and to report on the current status and proposed project schedule.

Each year, condition assessments of the structures are being carried out quarterly for the Streets and Transportation Department. As a result of these ongoing quarterly condition assessments, it has been determined by the Engineering Consultants on the project that, based on the current rate of deterioration, the continued serviceability of the bridges cannot be assured beyond the end of 1996 without the bridges being at least partially closed to vehicular traffic for extensive and expensive repairs.

Report of the Committee on Works and Operations, dated May 25, 1993

The Consultants have submitted a report entitled "1993 Update Report, Consideration of Risks Associated with Delaying Project, Main Street and Norwood Bridges" dated March, 1993. This report recommends that, if a Final Replacement Plan is not approved by Council by the Spring of this year, which approval would serve to confirm and assure the replacement of the bridges by the end of 1996, then additional remedial action involving imposition of further load restrictions and/or closure to implement major repairs may be necessary as early as 1994. These additional interim repair works would, at a minimum, involve closure of at least two of the facility's five lanes, and could possibly involve an extended period of full closure. These measures would involve costs in addition to the current projected budget for the Project, all of which would be throw-away type expenditures in the long-run.

A complete chronology/history of the project is available in a Report entitled "Chronology/History of Main/Norwood Bridges Project" dated February 24, 1993, as submitted to the Commissioner of Works and Operations.

A financial history summarizing the approved Capital Funding and Expenditures to date, is as follows:

FINANCIAL SUMMARY
(as of February, 1993)

APPROVED CAPITAL		DESCRIPTION OF WORKS UNDERTAKEN	CAPITAL EXPENDITURES TO DATE
1985:	144,500	Preliminary Design Study.	144,500
1986:	650,000	Emergency repairs to piers and bearings.	650,000
1987:	619,000	Preliminary Design Study, Deck Condition Report, Update Report, Preliminary Engineering.	619,000
1988:	1,700,000	Minimum interim maintenance and inspection/monitoring.	1,300,000
1991:	1,000,000	Preliminary engineering, public participation and land acquisition.	1,000,000
1992:	1,000,000	Preliminary engineering, public participation, land acquisition and EIA.	130,000
TOTAL:	$ 5,113,500		$ 3,843,500

Reports entitled "Main Street and Norwood Bridges Project, Summary Report, Public Consultation Program and Evaluation of Alternatives" and "Initial Evaluation of the Main/Norwood Bridges Project Options for Environmental Considerations, Report" were submitted by the Engineering Consultant in February, 1993.

The report "Main Street and Norwood Bridge Project, Summary Report, Public Consultation Program and Evaluation of Alternatives" dated February, 1993 summarizes the public consultation program for this project which began in March, 1992, separates the project into four main components and develops and evaluates additional alternatives for each of the components and includes the Recommended Plan for the project.

A. Public Consultation Program

The public consultation program for the project consisted of the development of a community social profile, newspaper display advertisements and brochures, open houses, a telephone survey, and establishment of a Project Advisory Committee comprising representatives from adjacent communities and city wide organizations.

B. Environmental Considerations

A preliminary environmental evaluation of the Main Street/Norwood Bridge Project component options was undertaken by an independent Environmental Consultant. This report entitled "Initial Evaluation of the Main/Norwood Bridges Project Options for Environmental Considerations, Report" dated February, 1993 has been reviewed by the Engineering Consultants and forms part of the basis for their recommendation.

Based on a review by the Streets and Transportation Department of this preliminary environmental report, from the City's perspective the Recommended Plan of the Engineering Consultant best serves to address traffic noise, air pollution, human safety, socio-economics, public transit, pedestrian accommodation, cyclist accommodation, recreational areas, and green spaces/river use.

C. Project Need

Report of the Committee on Works and Operations, dated May 25, 1993

The need to replace the existing 60 year old Main Street and Norwood Bridges is a direct consequence of their antiquated and deteriorating structural condition. In addition to any repair option being poor value, the limited life, and the residual risks, it was concluded that the effects of prolonged closure on bridge users including vehicular occupants, transit passengers, pedestrians and cyclists are unacceptable. The other existing adjacent bridges combined with their approach road systems do not have sufficient capacity to accommodate the traffic re-routed from a closed Main Street/Norwood Bridge facility, which would result in extensive delays to vehicular and transit commuters, and excessive additional travel distance for pedestrian and cyclists. Therefore, the Engineering Consultants have recommended that a replacement should be provided and be in place prior to the projected 1996 end of the service life of the existing bridges.

Given the need to replace the structure, the new facility must be designed to meet current and future needs in terms of vehicular and transit capacity. Similarly the new facility must be designed to meet current standards in terms of roadway alignment, deck and pavement width, horizontal and vertical clearances, and roadside safety. It should also satisfy the project objectives below.

D. Project Objectives

The objectives of the Main Street and Norwood Bridges Project are to -

.eliminate the severe structural problems and risk associated with the existing bridges;
.eliminate existing traffic congestion and accommodate future traffic growth;
.eliminate the significant safety concerns associated with the existing facility;
.reduce Transit trip travel times and make Transit travel more attractive;
.provide an improved travel environment for cyclists and pedestrians;
.accommodate existing traffic during construction of the Recommended Plan;
.minimize the impacts on adjacent communities, and mitigate community concerns to the fullest extent possible;
.minimize the potential for negative environmental impacts, and mitigate any such impacts at least to the extent mandated by the Environmental Licence.

E. Repair Option

Repair options were investigated early in the project (1985 to 1987), but were rejected at that time as a long-term solution. The possibility of implementing a repair option is updated in Appendix A of the Engineering Consultant's February, 1993 "Summary Report, Public Consultation Program and Evaluation of Alternatives." This re-evaluation concludes that the necessary full and partial traffic closures associated with implementation of a repair option would create an unacceptable level of general traffic congestion, as well as a potentially severe disruption to emergency services, not only on this route, but on all adjacent river crossing routes; and that a repair option project would achieve a sub-standard facility which, at best, would be at capacity on opening day and would experience severe congestion well before the end of the structural life of the repaired facility.

F. Recommended Plan

The following is the Consultant's Recommended Plan for the Main Street and Norwood Bridges Project. It includes four major components, dealing with the recommended treatment for Main Street and the River Bridges, "The Island" Street Network, the St. Mary's Road Terminus, and the C.N. Rail Grade Separation Structure. The following describes the four components in relation to the project objectives, the public consultation program, and the initial environmental evaluation.

1. Eight-lane Divided Option

The Eight-Lane Divided Option is recommended on the basis that it best satisfies the project objectives as follows:

a) Traffic

The Eight-lane Divided Option is the only option that will accommodate existing traffic volumes, provide for Transit improvements, adequately accommodate cyclists and pedestrians, provide flexibility to accommodate future traffic growth, should it occur, and as

well accommodate an acceptable level of service during the construction period. The six-lane

Report of the Committee on Works and Operations, dated May 25, 1993

divided option might accommodate existing traffic volumes but would not provide an adequate level of service, and would not provide the flexibility to accommodate exclusive bus lanes and/or any significant increase in traffic that may occur in the future.

b) Safety

The new bridge and connecting roadways will provide a safe design based on the current standards used on other arterial bridge projects in the city. Safety measures will include a median to separate opposing flows, to store left-turning vehicles and to provide a refuge for pedestrians; a safety-shape traffic barrier to contain vehicles on the bridges, to protect pedestrians from traffic and road splash, and to provide clear roadway definition and guidance; standard horizontal and vertical clearances at the bridges and at the C.N. Rail Mainline grade separation; and, as a minimum, a curb-lane shy distance of sufficient width to accommodate cyclists.

c) Transit

The Eight-lane Divided Option has the capability of accommodating exclusive lanes for transit and emergency vehicles to increase the overall capacity of the facility in terms of numbers of people carried. It is the only option which has the flexibility to provide acceptable Levels of Service for both transit and non-transit vehicles on opening day and into the future. Based on current projections, the Six-lane Divided Option does not have sufficient capacity to provide an exclusive transit lane on opening day, while still providing an acceptable Level of Service for non-transit vehicles.

d)Implementation

The Eight-lane Divided Option will best accommodate existing traffic during construction of the new southbound structures by providing five lanes which would operate similar to the existing facility. The Six-lane Divided Option can also accommodate the existing traffic, but this requires costly temporary widening of the new northbound bridges to a roadway width equivalent to that provided by a four-lane structure, to handle existing traffic during construction, and then restoration back to three lanes, resulting in throw-away costs in the order of $1,800,000.

e) Emergency Services

The Eight-lane Divided Option best accommodates emergency services and access to hospitals by reducing traffic congestion both during construction and under future operating conditions. It is best able to accommodate traffic during maintenance activities and unusual incidents, such as unplanned lane closures due to stalled vehicles or traffic accidents. If an exclusive transit lane is implemented, emergency vehicles could use that lane.

f) Community Impacts

The Eight-lane Divided Option best satisfies the project objectives while minimizing community impacts. The results of a preliminary environmental impact assessment of the various options by an independent consultant, as documented in a report entitled "Initial Evaluation of the Main/Norwood Bridges Project Options for Environmental Considerations, Report" dated February, 1993, if anything, identifies the impacts of an eight-lane divided facility as being less negative than the impacts of a six-lane divided facility.

g) Provision for Cyclists and Pedestrians

The recommended plan will provide the best opportunity to accommodate pedestrians, and particularly cyclists, safely and effectively on the river-crossing structures. Provision would be made to connect all cycle lanes and sidewalks on the new bridges with existing and proposed riverbank pathways.

h) Cost

The Eight-lane Divided Option is more cost effective than the Six-lane Divided Option

because it provides all of the above-identified benefits in a one year shorter construction period

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Report of the Committee on Works and Operations, dated May 25, 1993

than the six-lane facility, at a cost premium (approximately $1,500,000, or 1.8% of the total project cost) which is small in relation to the total cost of the project considering the benefit the additional lane in each direction provides.

2. Bell Avenue Option 2B

Four options were evaluated for "The Island" area. These are to accommodate the secondary traffic flows from Fort Rouge to/from St. Boniface/St. Vital, and to/from downtown via Main Street.

The Bell Avenue Option 2B is recommended by the Consultant to accommodate the secondary link between Donald Street and Main Street because it reduces traffic on Stradbrook Avenue and Mayfair Avenue in "The Island" community. This option, although not the best option from a technical point of view with regard to traffic operations, satisfies the project objectives at a cost premium of $5,000,000 or 6.2% in relation to the current project cost forecast of $80,200,000. This option shortens the travel distance for traffic on the more important route between St. Boniface/St. Vital and Fort Rouge. This will remove approximately 75% of the Regional Street traffic from the streets with residential frontage in "The Island" area.

With respect to this option, concerns were expressed pertaining to the impact of this project on the residents of Mayfair Avenue. Your Committee on Works and Operations was unable to reach a consensus on whether or not traffic should be prohibited from using Mayfair Avenue for access to Main Street, and therefore forwards this aspect of the project without recommendation.

The Bell Avenue Option 2B will provide a net positive impact in terms of the community concern for pedestrian and school children safety along Stradbrook Avenue.

3. St. Mary's Road Terminus

Two options were considered for the south limit of the project on St. Mary's Road. The Consultant identified the minimal option to provide channelization with left turn storage lanes and three northbound through lanes at the intersection of St. Mary's Road and Eugenie Street and Ferndale Avenue. This option begins near Claremont Avenue. The other option begins the third northbound lane just north of Tache Avenue, to accommodate an exclusive transit lane.

The south project terminus option on St. Mary's Road beginning at Tache Avenue is recommended on the basis that it will provide an exclusive transit lane leading onto the bridge resulting in a relative travel time improvement for transit. The widening of St. Mary's Road south of Eugenie Street/Ferndale Avenue is opposed by several members of the Project Advisory Committee on the basis that there would be more noise and air pollution, a loss of green space in Coronation Park, separation of the local communities by wider roadways, and concerns for pedestrian safety. The administration is of the belief that concerns regarding the loss of green space and the concerns for pedestrian safety can be accommodated by placing the sidewalk on Northbound St. Mary's Road behind the trees currently located behind the sidewalk.

The findings of the preliminary environmental assessment indicate that the difference in noise and air pollution impacts with regard to the widening of St. Mary's Road are minor and indistinguishable. A small portion of the total area of the park will be required and it is not anticipated that the loss of this area will impact on its present usage.

The proposed median extension south on St. Mary's Road to Walmer Street, in addition to providing the required northbound capacity at the St. Mary's Road and Eugenie/Ferndale signal, enhances safety by providing a refuge for pedestrians crossing the street, separating opposing traffic flows, and storing left-turning vehicles out of the path of through traffic. It would also provide more opportunity for aesthetic enhancements.

4. C.N. Rail Grade Separation

Three options were examined for the replacement of the C.N. Rail Mainline grade separation: a two span steel plate girder structure, a five span concrete structure, and a seven span concrete structure. All options included the removal of the abandoned C.N. backline structure that served the former East Yards.

It is recommended that the C.N. Rail Mainline Grade Separation be constructed as a five-span concrete overpass on

Report of the Committee on Works and Operations, dated May 25, 1993

the basis that this structure best satisfies the project objectives, has the least cost, and provides the greatest opportunity for good aesthetics. The Project Advisory Committee was concerned about the aesthetics of the steel plate girder since it is a massive steel structure. The Streets and Transportation Department shares this concern given the poor appearance of the existing steel railway structures.

G. Recommended Implementation Schedule

The Consultant for the Main/Norwood Bridge Project has estimated that the existing river bridges will reach the end of their service life and will require full or partial closure(s) for major repairs by the end of 1996. In order to achieve this completion date for opening of the new northbound river bridges and roadworks, detailed design must commence by the Spring of 1993 so that the new northbound facility can be constructed and opened to existing traffic as a two-way (five-lane) traffic diversion route by the end of 1996.

It is also necessary that negotiations for right-of-way acquisition commence by the Spring of 1993 in order: to provide sufficient time to acquire the essential property before the tendering and construction of some utility relocation works in the Fall of 1993; and to provide a clear site in time for the scheduled commencement of C.N. Rail mainline grade separation structure construction in the Summer of 1994. The Environmental Impact Assessment also must begin in the Spring of 1993 in order to obtain the licence to construct prior to commencement of the C.N. Rail Mainline grade separation.

The construction phase of the project is divided into four major stages as follows:

1)the construction of the C.N. Rail grade separation structure;
2)the construction of the new northbound river bridges and roadworks;
3)the removal of the existing river bridges, while constructing the roadworks in "The Island" area;
4)the construction of the new southbound bridges and roadworks.

The construction phase for the recommended plan (eight-lane divided facility) spans a period of six years from the Fall of 1993 to the Fall of 1999. Several of the stages last more than one construction season. A summary of the proposed project construction works on a yearby-year basis is as follows:

1993 -Commencement of the utility relocation works necessary for the reconstruction of the C.N. Rail Mainline grade separation.

1994 -Completion of the utility relocation works near the grade separation structure; commencement of the C.N. Rail Mainline grade separation structure; other utility works including, relocation of the waste water lift station, and relocation of the flood pump station, and the construction of retaining walls to contain the railway embankments.

1995 -Completion of the C.N. Rail Mainline grade separation; commencement of the northbound river bridges across the Red and the Assiniboine Rivers; utility works including, the watermain renewal on Main Street, the sewer renewals south of the Red River, and the relocation of other miscellaneous utilities.

1996 -Completion of the northbound river bridges; commencement of the reconstruction of roadway pavements on Main Street between Broadway and the Assiniboine River; commencement of the reconstruction of pavements at the Marion Street/Goulet Street/St. Mary's Road intersection; and opening of the new northbound river bridges and roadway facility to two-way diversion traffic.

1997 -Demolition of the existing river bridges; completion of the Marion Street/Goulet Street/St. Mary's Road intersection; "The Island" roadworks including, construction of Bell Avenue, reconstruction of roadway pavements on Harkness Street and Mayfair Avenue, and modification of Stradbrook Avenue.

1998 -Commencement of construction of the southbound Red River and Assiniboine River bridges and the southbound roadway through "The Point" area.

1999 -Completion of the southbound river bridges; completion of miscellaneous roadworks and full opening of the complete facility to traffic.

Report of the Committee on Works and Operations, dated May 25, 1993

H. Estimated Cost of Recommended Plan

Provided that Council approval is received by the Spring of 1993 for the Recommended Plan, the estimated total cost of implementing the Eight-lane Divided Alternative, including the Bell Avenue Option 2B, the St. Mary's Road Terminus at Tache Avenue and the five-span concrete C.N. Rail mainline grade separation structure, is $85,200,000 or $5,000,000 higher than shown on the current Five Year Forecast.

	ESTIMATED CAPITAL REQUIREMENT	
YEAR	CURRENT FORECAST	RECOMMENDED PLAN
1985-92	$ 2,763,500	$ 2,763,500
1993	7,000,000	7,000,000
1994	21,970,000	24,970,000
1995	12,590,000	12,590,000
1996	13,100,000	15,100,000
1997	9,870,000	9,870,000
1998	12,906,500	12,906,500
TOTAL	$ 80,200,000	$ 85,200,000

I. Summary of Public Response

The Public Response in the form of concerns, questions, inquiries, and suggestions for the Main/Norwood Bridges Project has been obtained through both oral and written responses from the Open Houses, written replies to the brochure and newspaper ad/questions, participants in the telephone survey, through the Project Advisory Committee, and through phone calls to the Consultant and to the Streets and Transportation Department. An interim report on the Public Consultation Program dated April, 1992, documents the results of the surveys and questions.

J. Priority of this River Crossing Project

A report entitled "Traffic Overview and Implementation Priorities for River Crossing Improvements in Southeast Winnipeg" dated February, 1992, undertaken at the request of the former St. Boniface-St. Vital Community Committee, indicates that the Main Street and Norwood Bridges Project has the highest priority for implementing improvements in the southeast section of the City. This report is consistent with the Streets and Transportation Department's recommended 1993 and 1994-98 Five Year Capital Programs for the Main Street and Norwood Bridges Project.

K.Urgency for this River Crossing Project

A report entitled "1993 Update Report, Consideration of Risks Associated with Delaying Project, Main Street and Norwood Bridges" dated March, 1993, prepared by the Engineering Consultant on the project concludes that, although the risk of structural failure is being substantially reduced by ongoing quarterly inspections and repair/maintenance works, continued safe operation of the existing bridges cannot be assured beyond 1996 without the likelihood of there being a requirement for major repairs involving significant traffic disruption. The report recommends restriction of vehicles having more than two axles from the curb lanes of both the Main Street and Norwood Bridges as soon as possible in 1993. The report also strongly recommends that no further delays to implementation of the project be considered, and states that otherwise additional remedial action involving imposition of further load restrictions and/or closures to implement major repairs may be necessary as early as 1994.

L.Need for six lanes vs eight lane

One of the major issues for the project is the question of whether the bridges and connecting roadways should be six-lane divided or eight-lane divided. The existing bridges have five- lane cross-sections which operate with a reversible lane. This reversible lane has allowed the existing bridges to replicate a six-lane facility in some directions during some hours of the day. The existing cross-section is, however, seriously deficient in some hours of the day in some directions. A six-lane divided facility on the Norwood Bridge would be marginally capable of accommodating existing volumes, but it would not provide an adequate level of service on opening

Report of the Committee on Works and Operations, dated May 25, 1993

day, with or without exclusive bus lanes, and would not provide the flexibility to accommodate even a marginal increase in traffic that may occur in the future. The Main Street Bridge requires an eight-lane cross-section opening day. Therefore, an eight-lane cross-section is recommended for both the Main Street and Norwood Bridges.

Table 1 (Appendix A) is a comparison of traffic volumes on the existing Main Street and Norwood Bridges with other six-lane divided and eight-lane divided facilities in the City. The inbound AM peak volumes of 3,700/3,500 vehicles per hour on the Main Street/Norwood Bridges are the highest inbound volumes of all the facilities compared. These include several congested six-lane divided facilities such as Pembina Highway north of Grant Avenue and Henderson Highway north of Hespeler Avenue.

Similarly, in the PM Peak only the traffic volume on Route 90 south of Ness Avenue and on Henderson Highway north of Hespeler Avenue are similar to the volumes in the Main Street and Norwood Bridges. These are also very congested six-lane divided facilities. The total 12 hour volumes exceed those of most of the six-lane divided facilities and are higher than several of the eight-lane divided facilities.

The Provencher Bridge, which consultants have recommended be widened to a six-lane divided facility, has a peak direction volume of 2,400 vehicles in both the AM and PM peaks. The AM inbound volume on the Main Street Bridge is 54% higher than the similar volume on the Provencher Bridge.

Although the vehicular traffic volumes are high on both the Main Street and Norwood Bridges, this traffic splits into St. Mary's Road and the Marion/Goulet one-way pair of Streets immediately south of Norwood Bridge, resulting in much lower volumes on the arterial streets in St. Boniface/St. Vital connecting to the bridges.

M.Issues Requiring Further Investigation

1)Exclusive Bus Lane Transit Concept

The Streets and Transportation Department and Winnipeg Transit have worked with the Engineering Consultant on a number of initiatives to improve Transit service effective opening day 1999, as part of the overall project.

Plan Winnipeg - Toward 2010 states that

"The City shall commit to transit system improvements ... in those areas where transit is considered to have a potential advantage over the private automobile, namely, within the Downtown, at major access points to the Downtown, along the major radial regional street system, and in areas of concentrated employment, by ... considering the improvement of travel times to levels competitive with private automobile travel to have priority for future investment in upgrading associated with repair or replacement of regional streets and bridges..."

In keeping with this policy, the Main Street and Norwood Bridges should both be constructed to a width capable of accommodating up to eight lanes of traffic. Although it is currently anticipated that six lanes of vehicular traffic on the eight-lane Norwood Bridge, utilized in a fashion combining mixed traffic, exclusive transit lanes and transit priority signals, with the additional space initially dedicated to cyclists and pedestrians, may represent the alternative most consistent with Plan Winnipeg, the decision as to how many of these lanes to devote to general traffic, how many to exclusive transit use, and how many to cyclists, would be reviewed between the present date and opening day.

Review methods would include:

- utilizing the TRAF-NETSIM model;
- monitoring traffic growth and modal splits; and
- taking into account the results of the overall transportation study scheduled for completion in 1994.

2) Mayfair/Harkness Intersection

The Project Advisory Committee representatives from "The Island" have expressed concern about the extent of the radius improvement at the intersection of Mayfair Avenue and Harkness Street. They feel that an improved radius will no longer slow down traffic to the extent evident at present. As well, they are concerned about the loss of Regina House on the corner of this intersection.

Report of the Committee on Works and Operations, dated May 25, 1993

The Streets and Transportation Department intends to achieve a balance between such community considerations on the one hand and, on the other, the operational needs of the street system and the safe and effective accommodation of both pedestrian and vehicular traffic. It is therefore intended that the Environmental Consultant will examine in more detail the safety issues related to the intersection, with mitigation measures and modifications to be incorporated into the final design in keeping with their findings and the terms of the Environmental Licence.

On May 25, 1993, your Committee on Works and Operations considered a further report dated May 18, 1993, from the Commissioner of Works and Operations, entitled "Main-Norwood Bridges - Transit Perspective". The report outlines the perspective of the Transit Department relative to the eight-lane option, the six-lane option, and a modified eight-lane option.

The Transit Department supported the modified eight-lane option as follows:

MODIFIED EIGHT-LANE OPTION

General Description

The Norwood Bridge would be built to a width that, if required, could accommodate four lanes in each direction. Initially, however, only three lanes would be operated in each direction. The space available for the fourth lane in each direction would be used for an enhanced and separated facility for pedestrians and cyclists (Appendix B). If future traffic levels increase significantly, the pedestrian/cycling pathway on each side of the Norwood Bridge could be converted into a fourth traffic lane in each direction. For the reasons outlined above, the Main Street Bridge would be built to an eight-lane width. This option would include specific bus priority measures to improve transit performance.

Northbound Details

On northbound St. Mary's Road, an additional lane would be built between Tache Avenue and Marion Street for use as a reserved transit lane. On westbound Goulet Street, the existing curb lane would be designated as a reserved transit lane. These reserved lanes would merge into a single northbound reserved transit lane that would extend across both the Norwood Bridge and the Main Street Bridge and along Main Street to York Avenue. In the northbound direction on the Norwood Bridge, two of the three traffic lanes would be designated for general traffic, and one lane would be designated for transit. A separated facility for pedestrians and cyclists would be provided adjacent to and immediately to the east of the reserved transit lane. In the northbound direction on the Main Street Bridge, three of the four traffic lanes would be designated for general traffic, and one lane would be designated for transit. Sufficient roadway space for cyclists and sufficient sidewalk space for pedestrians would be provided adjacent to the transit lane.

Southbound Details

In the southbound direction, four lanes would be provided on the Main Street Bridge and three lanes on the Norwood Bridge. Transit vehicles would operate in mixed traffic in the curb lane on southbound Main Street and across the Main Street Bridge. Vehicles other than buses operating in the curb lane on the Main Street Bridge would be required to turn right at Bell Avenue and proceed westbound. Buses and cyclists operating in the curb lane on the Main Street bridge would proceed into a short reserved transit lane between Mayfair Avenue and Bell Avenue. Passengers would board and alight at a bus stop located on the island located on Main Street on the near-side of Bell Avenue. A special transit traffic signal would then be used to allow buses to pull away from the bus stop ahead of other traffic and merge left into any of the three southbound lanes on the Norwood Bridge. Cyclists would proceed directly onto a separated facility for pedestrians and cyclists adjacent to and immediately to the west of the three traffic lanes on the southbound span of the Norwood Bridge.

This modified eight-lane option would provide a significant improvement in performance for the transit, cycling, and pedestrian modes of travel and, consequently, would help reduce reliance on the automobile for urban transportation. It would accommodate existing traffic levels as well as the current bridges and intersections do. If traffic levels were to increase substantially in the future, this option includes the flexibility to convert the Norwood Bridge to an eight-lane operation. Finally, this option permits more flexibility during the initial construction period.

Given that, for the Main Street and Norwood Bridges Project,

1)the first phase of the Public Consultation Program has been completed, documenting the opinions, concerns and input of citizens on both a city-wide and local community basis;

2)the Preliminary Environmental Study has been completed, documenting the findings of an

Report of the Committee on Works and Operations, dated May 25, 1993

independent environmental consultant on the relative potential impacts of the various alternatives presented at the public Open Houses and further developed by the Project Advisory Committee;

3)the Alternatives Evaluation Study has been completed, documenting the findings of the Engineering Consultant and providing a Recommended Plan which best achieves the project objectives, while taking into consideration all evaluation criteria including the above-mentioned public opinion and environmental impacts;

4)the project has been deferred the last two years, and the Report of the Engineering Consultant on the Risks Associated with Delaying the Project recommends that it is essential for Council to approve a Final Replacement Plan by the Spring of 1993 in order to meet the construction schedule for a new facility and to provide for closure of the existing bridges by the end of 1996;

5)a Study on Implementation Priorities for River Crossings in Southeast Winnipeg has been undertaken at the request of the former St. Boniface-St. Vital Community Committee, with the findings indicating that the replacement of the Main Street and Norwood Bridges is the first priority; and

6)the project has been ongoing for the past eight years, involving an annual program of inspections, repairs, and closures costing $1,950,000 to date, to ensure the continued operational integrity of the bridges;

it is therefore integral to the continuity of the project to report at this time on these findings and to recommend a Final Plan for consideration by Council, in order for the project to move into the implementation phase, initially involving an Environmental Impact Assessment of the Final Plan approved by Council, and involving Land Acquisition and Detailed Design associated with the initial construction stages of the approved project.

Your Committee on Works and Operations therefore recommends:-

I.That the modified Eight-lane Divided facility be approved for implementation, as follows:

A.Main Street, Main Street Bridge and Norwood Bridge component:
Modified Eight-Lane Divided Option.

B."The Island" Area Street Network component, except as noted below:
Bell Avenue Option 2B, excluding Mayfair Avenue

Note: Concerns were expressed relative to the impact of this project on the residents of Mayfair Avenue. Your Committee on Works and Operations was unable to reach a consensus on whether or not traffic should be prohibited from using Mayfair Avenue for access to Main Street, and therefore forwards this aspect of the project without recommendation.

C.St. Mary's Road Terminus component:
Begin the project at Tache Avenue with construction of a third northbound lane north to Goulet Avenue for the exclusive use of transit vehicles (Engineering Consultant recommended to begin project at Claremont Avenue).

D.C.N. Rail Mainline Grade Separation component:
Five-Span Concrete Option.

II.That the concept of exclusive bus lanes and transit signal priority where appropriate be approved in principle for the replacement bridges and approach roads in accordance with "Plan Winnipeg ... toward 2010" to improve the relative competitiveness of transit versus the automobile, while at the same time providing upgraded facilities for cyclists and pedestrians.

III.That the Proper Officers of the City be authorized to:

A.Commence the Environmental Impact Assessment Process, and obtain all necessary environment licensing in respect of the Final Plan as approved by Council.

B.Commence Land Acquisition negotiations, and acquire all outstanding properties essential to the timely implementation of the Final Plan as approved by Council.

Report of the Committee on Works and Operations, dated May 25, 1993

C. Obtain all other Agency approvals, and do all things necessary for the successful implementation of the Final Plan as approved by Council.

Your Executive Policy Committee recommends that recommendation I.B. be amended to clearly indicate concurrence with the Consultant's recommendation as set out in their report dated February, 1993, - Bell Avenue Option 2B.

Moved by Councillor Duguid,
Adoption of the clause.

In amendment,
Moved by Mayor Thompson,
That the recommendation of Executive Policy Committee be adopted.

In amendment to the amendment,

Moved by Councillor Murray,
Seconded by Councillor Duguid,
WHEREAS Plan Winnipeg calls for public transit to be a priority in transportation planning and street improvements;

AND WHEREAS the Transit Department has proposed Mayfair as a bus only street to connect Pembina-Donald buses to the Main Street exclusive bus lanes;

AND WHEREAS the cost of constructing the transit way north from Bell and Donald instead of turning Mayfair into a bus only route would be 19 million dollars;

AND WHEREAS the budgeted and planned south-west transit system improvements would alleviate the need for additional capacity on the Pembina-Donald route;

THEREFORE BE IT RESOLVED THAT Mayfair be left open as a bus only street.

In amendment,

Moved by Councillor Reese,
Seconded by Councillor Silva,
That the Norwood Bridge structure be an eight-lane foundation with a six-lane traffic deck also accommodating pedestrians and cyclists.

The amendment proposed by Councillors Murray and Duguid was put.

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

Yea: Councillors Reese, Boychuk, Duguid, Hyman, Murray and Thomas. 6

Nay: Councillors Eadie, Fraser, Golden, Lazarenko, O'Shaughnessy, Prystanski, Silva, Clement, Mayor Thompson and Councillor Angus. 10

and the amendment was declared lost.

The amendment proposed by Councillors Reese and Silva was put.

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

Yea: Councillors Reese, Hyman, Murray, Silva and Thomas. 5

Nay: Councillors Boychuk, Duguid, Eadie, Fraser, Golden, Lazarenko, O'Shaughnessy, Prystanski, Clement, Mayor Thompson and Councillor Angus. 11

and the amendment was declared lost.

Report of the Committee on Works and Operations, dated May 25, 1993

The amendment proposed by the Executive Policy Committee was put and declared carried.

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

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

Yea: Councillors Boychuk, Duguid, Eadie, Fraser, Golden, Hyman, O'Shaughnessy, Prystanski, Clement, Mayor Thompson, and Councillor Angus. 11

Nay: Councillors Reese, Lazarenko, Murray, Silva and Thomas. 5

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

(Note:Attachments referred to in the above clause are on file in the office of the City Clerk)

With the concurrence of Council, the Speaker advised that Council would proceed to consider the following motion related to the clause.

Moved by Councillor Thomas,
Seconded by Councillor Murray,

WHEREAS the Norwood Community has expressed concern that a six-lane bridge could become an eight-lane bridge without adequate consultation;

AND WHEREAS the expanded bicycle path would be dramatically affected if the bicycle path was changed, in the future, to an expanded eight-lane bridge for vehicular traffic;

THEREFORE BE IT RESOLVED that any change in the traffic component of the new bridge only take place if there is an open forum that consults fully with the community and that the change occurs only with a vote requiring the approval of Council.

The Speaker ruled automatic referral of the motion to the Committee on Works and Operations in accordance with Rule 16.1 of the Procedure By-law.

Moved by Councillor Duguid,

That the rule be suspended to allow consideration of the motion at this time.

Carried.

The motion was put and declared carried.

REPORT OF THE

COMMITTEE ON WORKS AND OPERATIONS

DATED JUNE 10, 1993

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated June 10, 1993, was considered clause by clause.

Moved by Councillor Duguid,

That the Consent Agenda items, Clauses 1,2,3,4,5,6,7,8,9,11,12 and 13 be adopted.

Carried.

Her Worship the Mayor and Councillors:

Closure of Walkway between Birchbark Bay and the Bergen Cut-off - Lord Selkirk-West Kildonan Community
File DASZ 53/74 (Vol. 1)

756 - 1. On April 7, 1976, Council approved a development for the area north of Templeton Avenue, south of the Bergen Cut-off, East of McPhillips Street and West of McGregor Street, the terms and conditions of which were included in Development Agreement AG 53/76.

When the development was dealt with in 1976, a public walkway was created between two lots on Birchbark Bay to provide pedestrian access to the Bergen Cut-off. This walkway right-of-way still exists but has not been developed to date. Over the last couple of years the Administration has been working with the Developer to identify and have completed the last outstanding conditions and obligations under the Development Agreement. The walkway development was identified as one of the outstanding items, and the Developer was to install a sidewalk and chain link fencing in the walkway.

As early as 1984, the Operations Department requested the closing of the walkway as it was of the opinion that a walkway out to the Bergen Cut-off was not appropriate. The closing, if approved would automatically eliminate the development requirement. However, since neither of the adjacent owners indicated any interest in acquiring the walkway property, the closing was not pursued. In October, 1992, the Land Development Department, with the agreement of the Operations Department, again requested that the Land Surveys and Real Estate Department investigate the closing of the walkway. They reported again, that the adjoining owners did not respond and therefore had no interest in acquiring the walkway property.

The Administration is still of the opinion that the walkway should not be developed. On April 20, 1993, your Lord Selkirk-West Kildonan Community Committee considered this matter and concurred with the request of the Operations Department to approve the permanent closure of the walkway. On May 4, 1993, your Committee on Planning and Community Services also considered this matter and concurred in the recommendation for closure.

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

I. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the closing of the public walkway between Birchbark Bay and the Bergen Cut-off opposite Birchtree Place.

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 do all things necessary to implement the foregoing.

Adopted by consent.

Report of the Committee on Works and Operations, dated June 10, 1993

Proposed Closing and Sale of the Public Walkway Between Nos. 23 and 27 Rivergate Drive - Riel Community
File DAC 6/90

757 - 2. The referenced proposed closing, shown on Misc. Plan No. SBSV 7687 (Exhibit "A"), was initiated by Mrs. J. McKim of 23 Rivergate Drive making representation to the former St. Boniface - St. Vital Community Committee.

The then Community Committee, on September 1, 1987, recommended, in part, that the Land Surveys and Real Estate Department be directed to process the closing and offer one-half of the walkway to each adjoining owner subject to a right-of-way easement in favour of the City for access to the public reserve. These directions were concurred in by Council on October 21, 1987.

The proposal was circularized in the usual manner with no objections being received from City Departments or the utilities. (Both Manitoba Hydro and the Manitoba Telephone System require an easement for their facilities in the land). The Parks and Recreation Department has no objection to the closing. However, the other residents on Rivergate Drive objected to the closing.

On September 10, 1991, the then Community Committee considered a communication from residents of Rivergate Drive agreeing in principle to the sale of the walkway providing the Purchasers of the walkway entered into an Easement Agreement with the other residents to give the latter a registered right-of-way across the walkway. An Access Agreement has now been signed by all the concerned parties and in form acceptable to the City's Law Department. The adjoining owners, Mr. and Mrs. J. McKim of 23 Rivergate Drive and Mr. R. Basarowich of 27 Rivergate Drive have each returned a completed Letter of Agreement.

Your Committee on Works and Operation 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 closing of the public walkway between Nos. 23 and 27 Rivergate Drive, in the manner shown on Misc. Plan No. SBSV 7687 (Exhibit "A"); the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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 do all things necessary to implement the foregoing.

Copy of the Misc. Plan No. SBSV 7687 (Exhibit "A") regarding the proposal is on file in the office of the City Clerk.

Adopted by consent.

Street Opening - Kildonan Tennis and Canoe Club - 33 Valhalla Drive - East Kildonan-Transcona Community
File DAO 13/93

758 - 3. At its meeting on May 26, 1993, Council adopted Clause 10 of the Report of the Committee on Finance and Administration dated May 3, 1993, and thereby authorized the riverbank acquisition - Kildonan Tennis and Canoe Club, 33 Valhalla Drive.

Recommendation II. contained within the aforementioned Clause 10 states:

"That the Committee on Works and Operations be requested to approve the proposed street opening and to instruct the City Solicitor to prepare the necessary street opening By-law in accordance wit Misc. Plan No. EKT 8380/4 for submission to Council; the cost of the By-law, estimated at $200.00, to be charged to the Land for General Unspecified Purposes Account;"

In conjunction therewith, your Committee on Works and Operations has approved the proposal and recommends:-

Report of the Committee on Works and Operations, dated June 10, 1993

I. That the City Solicitor be instructed to prepare the necessary by-law to effect the street opening in accordance with Misc. Plan No. EKT 8380/4, (Exhibit "A") for submission to Council; the cost of the by-law, estimated at $200.00, to be charged to the Land for General Unspecified Purposes Account.

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

Copy of Misc. Plan No. EKT 8380/4 regarding this proposal is on file in the office of the City Clerk.

Adopted by consent.

Closing and Opening of East/West Lane Connections - West of Raglan Road - City Centre Community File DAOC 3/91

759 - 4. Council, on April 28, 1993, referred back By-law No. 6159/93 to your Committee on Works and Operations, as requested by the Ward Councillor, due to numerous calls from the residents in opposition to this By-law.

Consideration of this matter has been laid over to the next meeting of your Committee on Works and Operations scheduled for July 6, 1993.

Your Committee on Works and Operations therefore recommends that pursuant to Section 16.4 of The Procedure By-law No. 5400/90, a 60-day extension of time be granted in which to report back to Council on this matter.

Adopted by consent.

Phase One Automated Refuse Collection - Initial Evaluation File WT-1 (Vol. 17)

760 - 5. On September 25, 1990, your Committee on Works and Operations approved the concept of the implementation of automated refuse collection in District 3 (North West) and requested,

"A report after 6 - 12 months (of introduction of the system) advising of the successes of the automated refuse collection and addressing the manner in which an automated refuse collection operation may be implemented city-wide".

On March 5, 1993, your Committee on Works and Operations requested a general review of the potential costs/savings of the Autobin program in St. Boniface. Committee also requested a further report on the feasibility, including the capital and operating costs, of instituting the Autobin system city-wide.

PHASE I IMPLEMENTATION

Introduction of the "Autobin" automated refuse collection system commenced in June, 1992 in the Mynarski and Point Douglas areas of North West District.

Approximately ten months after initial introduction, a review was conducted to review the process, the acceptance of the system, the economics and the need for continued work in North West District prior to expansion of the system into other areas of the city.

Numerous delays were experienced in the implementation of the Autobin system in Phase 1. A number of start-up problems with the new equipment and the need to train operators in a new system were compounded by an early winter which produced severe lane conditions. The result was that the Operations Department had to use three automated vehicles instead of the two originally estimated. At the same time, the first year costs of public relations and container placement were higher than estimated. However, savings over the equivalent manual system of collection continue to be projected.

Report of the Committee on Works and Operations, dated June 10, 1993

The Operations Department is continuing to optimize the Autobin operation in North West District. The Autobin system has proven to present an improved back lane. A public opinion survey has shown very high levels of acceptance of the system by the citizens in the Phase 1 area.

EXPANSION TO OTHER AREAS

It is proposed to defer the consideration of expansion of the system to other areas of the City until later in the Fall. This will allow the Operations Department to continue to monitor and optimize the system in the better operating conditions of the summer season. The result should be an improved ability to project the application, with costs and potential savings, to other areas of the City.

As part of this optimizing process, it is proposed to expand the Autobin system in the North West District in order to achieve economies of scale. This expansion will occur in the Spring of 1994, since a lead time of eight months is required to obtain the vehicles (3 months for containers).

INTRODUCTION PROCESS AND DISTRICT EXPERIENCE

a) AUTOBIN STATUS (APRIL, 1993)

INVENTORY	600-Gal. Steel Bin	300-Gal. Steel Bin	120-Gal. Plastic Cart
Purchased	1,790	630	780
Placed	1,535	607	744
Damaged (Repairable)	12	7	12
Damaged (Irreparable)	2	3	0
Fires	2	2	0
Lost/Stolen/Unaccounted	2	3	0
Available for Replacement/ Area Expansion	237	8	24
Premises Serviced	7,682	1,818	737
Phase I Total	9,500		737
Balance of North West City Forces Residential Premises	7,304		1,072
District City Forces Total	16,804		1,809

b) PLACEMENT OF CONTAINERS

Lane:

It has become apparent that more preliminary evaluative effort is required prior to placement in the lanes. For purposes of estimating bin requirements, a premise count divided by container capacity is sufficient; however, prior to bin placement, the "opportunity envelope" should be assessed by producing a layout from both ends of the lane.

A key objective of such an exercise is to maximize placement of the largest metal Autobin (600-gallon), considering the fact that the yield is two times that of the smaller metal Autobin. Picking up two smaller bins takes exactly twice as long as picking up one large bin for identical yield.

Report of the Committee on Works and Operations, dated June 10, 1993

c) SYSTEM START-UP

i) Front Street:

The Phase 1 area has 737 premises that are served by 120-gallon wheeled containers which must be placed at the curb on pick-up day. The connecting hook for these carts consists of a small bracket in the centre of the main packer arm, which has been the subject of minor modifications to ensure control of the cart during the entire cycle, as a small number of carts have dropped into the hoppers of the trucks.

The front street automated collection system appears to be more costly than the traditional one-man manual sideloader collection system, considering the cost of the containers. Additional review of the economics of front street collection is required, including the potential for improved cycle speeds and access to containers near parked cars. It is possible that the existing automated system may not be the optimum system for front street refuse collection.

For the above reasons, no additional front street pick-up expansion is being proposed at this time.

ii) Lane:

The winter of 1992-93 must be considered the "acid test" for the Autobin system, as the District's operators had to cope with snowfalls early in the winter which resulted in a significant build-up of ice on the lane. By the end of December, the accumulated snowfall was nearly 70% above average, which impacted the rate at which the Operators were able to service the Autobins.

In order to facilitate Autobin pick-ups, snow accumulations in front of the Autobin as a result of snowfall or lane plowing operations had to be removed on several occasions. The cost of such operations -- approximately $3,500 -- did not form a major component in the cost of the total operation.

An observation made in other cities prior to implementing Phase 1 was the fact that during the winter months, back lane bins containing essentially no refuse do not require emptying. The Foreman in North West District has designed a device that allows the Operator to physically check from within the truck the amount of garbage existing within the Autobin. It may be practical to introduce a decreased frequency of collection for alley containers during the winter months.

d) SYSTEM OPERATIONS

After all the lane bins were placed (around September, 1992), for the most part, three automated trucks have been used, rather than two trucks as projected in the report of October 25, 1990. Operationally, the trucks have experienced only minor problems, which have been/are being satisfactorily addressed by the supplier.

This year, in fact, the District has operated with two trucks during the equivalent of only one pay period. The District is currently reviewing with the Operations Department Industrial Engineer routing details to determine whether efficiencies can be gained by modifying the routes. As well, the length of the work day is being reviewed -- i.e., five 8-hour days or four 10-hour days. It is possible that the additional yield required per truck to achieve the residential automated collection with two trucks can be gained by applying a different shift and possibly shuttling the last load of the day, for example, by the operator of the maintenance truck.

The significant variable affecting the productivity of the automated truck is not the loading capability or rate of loading, but the number of trips required to the landfill. The rearloaders are similarly affected; however, their progress is further impeded by high volumes resulting from a few more seconds at each location, and also production losses due to the effects of physical tiring --which is not applicable in the case of the automated truck.

It is anticipated that economies can be obtained by varying the normal five-day collection cycle to respond to reduced volumes, increased volumes, route scheduling, and equipment or operator availability, while still maintaining expected service levels.

It is expected that better results can be obtained through system expansion -- i.e., completion of the portion of North West District that is picked up by operating initially with five trucks and one spare.

North West District Operators and the automated sideloaders currently provide the necessary capacity to the Waterworks, Waste and Disposal Department for the start-up phase of their "Let's Trim Our Waste Line" program. The recyclable newspaper, upon collection, is transported directly to the recycling depot in St. Boniface; and the "pop" cans and "pop" plastics are individually collected, dumped into roll-off containers at the 2546 McPhillips Public Works Yard, and are delivered by Laidlaw Waste System as required to the MSDR Inc.

Report of the Committee on Works and Operations, dated June 10, 1993

location on Paramount Road.

e) MAINTENANCE

The District has designed a one-ton Autobin maintenance truck which EMS is currently retrofitting with a crane. The objective is that the activities performed in this operation, either on a part- or full-time basis, depending on the size of the Autobin area, can be achieved by one person operating the Autobin maintenance truck. The maintenance activities will include exchanging damaged Autobins, cleaning and disinfecting Autobins, field-changing bent arms and damaged lids, as well as exposing and levelling Autobins due to snow accumulation or improper replacement of the container.

f) EMPLOYEE CONSIDERATIONS

The reaction from the current Operators in the Phase 1 area is positive, with a desire to see the Autobin system expanded.

g) WORKERS COMPENSATION

The District has only experienced one incident of Workers Compensation injury on the automated residential routes which occurred as a result of the extraction of a cart from the hopper of the truck. The incident resulted in a compensatory period of 7 days in 1992, followed by 15 days carried into 1993.

Since commencing the program in June of 1992, the Workers Compensation costs, for comparison purposes, were as follows:

TIME PERIOD	JAN. 1 - DEC. 31/92	JAN. 1 - DEC. 31/92	JAN. 1 - DEC. 31/92
Truck Type	Residential Automated Loader (Phase 1)	Residential/Commercial Rear- & Sideloaders (North West District)	Residential/Commercial Rear- & Sideloaders (City-Wide)
Tonnes Collected	5,970	14,643	97,783
Cost of Time Lost - Injury	$974	$12,290	$233,435
Cost/Tonne	$0.16	$0.83	$2.46

The compensation costs associated with automation should essentially be nil, and only as a result of isolated unusual incidents rather than the common incidents of injuries due to falling and slipping, cuts due to hidden hazards, bee stings, back strain due to lifting, bending, stooping, twisting, etc. being experienced on the rear- or manual sideloaders.

PUBLIC ACCEPTANCE (PUBLIC OPINION SURVEY)

A survey was conducted by Prairie Research Associates Inc. just before Christmas of 1992 after about six (6) months of operation, approximately half of which included the bin placements. The District met with Lewis Continental on December 18, 1992 to review the results of that public opinion survey, and subsequently, an Executive Summary was prepared.

The findings are capsulized as follows:

" ·Residents were asked if, given a choice, would they prefer to go back to the old system of garbage pick-up or to stay with the Autobin system.

·81% of lane bins users and 71% of roll-out bin users said they prefer to stay with the Autobin system.

·14% of lane bin users and 26% of roll-out bin users said they would like to go back to the old system.

·When asked to rate their overall satisfaction with the Autobin system, 68.5% indicated they were at least fairly satisfied, and of those, 43% indicated they were completely satisfied, while only 6% indicated they were completely dissatisfied."

A common observation echoed by most survey respondents as a result of the introduction of the Autobin system, was the improved cleanliness of the lanes.

Report of the Committee on Works and Operations, dated June 10, 1993

Based on the research findings, it is reasonable to expand the Autobin program.

PRELIMINARY ECONOMIC ANALYSIS OF PHASE 1 (AFTER 9 MONTHS)

Year	Original Estimate From Award of Tender (Inflation @ 4 1/2%)			Phase 1 Projected Actual For Year 1 Revised Estimates for Years 2 to 20 (Inflation @ 3%)		
	Manual Operation	Automated Operation	Savings	Manual Operation (Estimated)	Automated Operation	Savings
1	$590,500	$711,615	(121,115)	$537,594	*$921,274	(383,680)
2	617,100	604,779	12,321	553,722	642,054	(88,332)
3	644,900	616,758	28,142	570,334	651,558	(81,224)
4	673,900	629,277	44,623	587,444	661,346	(73,702)
5	704,200	642,359	61,841	605,067	671,429	(66,362)
6	735,900	656,030	79,870	623,219	681,814	(58,595)
7	769,000	670,315	98,685	641,916	692,512	(50,596)
8	803,600	346,678	456,922	661,173	378,268	282,905
**Total for 20 Years	Total 20-Year Saving		$8,046,000			$3,615,663
	Average =		$402,300			$180,783

*Projected.
**Years 9 to 20 similar to Year 8, with inflation adjustment.

Savings are less than originally anticipated (on a 20-year basis) due to:

1. Start-up costs in first year higher than budgeted (partly non-recurring in future expansion).

2. Automated system operating costs are higher than budgeted. (System optimization is on-going).

3. Costs of manual system are now lower than budgeted.

4. Decrease in inflation rates reduces future projected savings for automated system. (Manual system is more impacted by inflation).

The above PRELIMINARY ANALYSIS shows the projected costs in the first year as being higher than estimated. The remaining years have been revised to estimate a reduced level of savings. The result, however, is that in Year 8, the savings could be in the order of a quarter of a million dollars (increasing by the amount of inflation for the next twelve years' life of the containers).

More work is required in the Operations Department to fine-tune the system and more accurately estimate the costs and benefits.

PROPOSED PHASE 2 EXPANSION AREA IN NORTH WEST DISTRICT

In order to provide for a larger automated collection operation in North West District, which should enable the District to optimize the number of collection vehicles, it is recommended that the automated collection system be expanded to the remaining City forces back lane served premises in North West District.

- approx. 7,300 additional over the 9,500 currently served;
- no additional front street premises be added to the existing 737 at this time.

In order to implement the above, it is proposed to:

i) Obtain three automated vehicles through the Equipment Replacement Reserve. This will provide two

Report of the Committee on Works and Operations, dated June 10, 1993

operating vehicles, plus one spare which could also be available for use by the expanding recycling depot collection.

ii) Purchase an additional 1,470 steel containers at an estimated price of $945,000. This will provide for 1,620 containers to service the area, using some of the current containers on hand in the yard.

iii) Finance the purchase price of the containers via a competitive quote from private lease/purchase companies and a quote from the City's General Reserve Fund. The City Treasurer's office concurred that this is a reasonable approach to the financing.

The City Treasurer's office has indicated that the purchase of these containers could be financed from the General Reserve Fund over a period of seven years, at an interest rate of eight percent.

A decision will be made in conjunction with the Finance Department as to the optimum financing arrangements.

PRELIMINARY INDICATIONS OF PHASE 2 COSTS

The current cost of servicing Phase 2 with two rearloaders is $358,396 per year.

The estimated cost of servicing this area with automated vehicles is $488,900 in the first year, dropping to $410,600 in the second year. These costs include $181,500 per year for container lease payments for seven years. Substantial savings in the order of $167,000 per year begin in the eighth year and continue, with inflation, for the remaining twelve years of life of the containers (20-year total).

EXPANSION TO OTHER AREAS OF THE CITY

The decision to expand to other areas of the city should be deferred until late this Fall, for the following reasons:

a) Increased knowledge of in the economics and performance of the automated system will be obtained through on-going analysis of the system over the summer.

b) Investigation of front street collection, with identification of specific costs, is needed before additional front street areas or mix of back lane and front street is considered.

c) A decision on expansion of the system in late Fall will still be timely for introduction to new areas in the summer of 1994.

d) The deferral will provide more time for detailed evaluation of expansion alternatives.

Your Committee on Works and Operations recommends:-

I. That the Autobin system be expanded to cover the remaining back lane areas of the portion of North West District serviced by City forces (as Phase Two), and

II. That approval be given to finance the purchase of the containers (estimated at $945,000) through a private Lease Purchase or through the City's General Reserve Fund, whichever is the least cost option, in consultation with the City Treasurer.

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

In amendment,

Your Executive Policy Committee concurs with the recommendations of the Committee on Works and Operations and further recommends that Recommendation I. be amended by adding the following words at the end thereof, "provide the Administration with the flexibility, if possible, to proceed with the program this year".

Adopted by consent.

(Note:Attachment referred to in the above clause is on file in the office of the City Clerk)

Combined Sewer Renewal on Toronto Street File WS-5 (Vol. 15)

Report of the Committee on Works and Operations, dated June 10, 1993

761 - 6. There is a combined sewer on Toronto Street between Ellice Avenue and Sargent Avenue serving the fronting properties. The sewer is constructed of brick and is approximately 94 years old. On May 3, 1993, a collapse occurred in the section of sewer immediately north of Ellice Avenue and was temporarily repaired. The repair was extremely difficult due to the deteriorated condition of the sewer. The remaining bricks on either side of the collapse were very unstable. Subsequent to this repair, on May 14, 1993, another collapse occurred south of the former collapse. This recent collapse has also been repaired. This recent collapse created much damage to the street pavement. Approximately 40 feet of pavement, curb to curb, was undermined and lost. The remaining portion of sewers are assumed to be in a deteriorated condition also. In the recent repairs to the sewer, visual inspection of the adjacent length found missing bricks and deposits of bricks at the bottom of the sewer. The West Central District feels very reluctant to televise the remaining portion of the sewer to confirm its condition in fear of causing another collapse. Televising requires high pressure flushing of the sewer to clean the surfaces for a better picture and also to propel the television camera.

Given the recent collapses of the sewer and the assumed deteriorated condition of the remaining portion, the West Central District is of the opinion that it is more economical to renew the sewer now than to risk another major collapse.

The section of sewer proposed to be renewed is approximately 330 feet between the Ellice Avenue-Toronto Street intersection to the first manhole north of Ellice Avenue (Exhibit "A"). This length of sewer renewal is estimated to cost approximately $ 200,000.00. No money is available in the 1993 Capital Estimates for this work. Funds, however, are available in unused 1991 Capital Estimates. These funds are located in the following Streets accounts:

ACCOUNT #	DESCRIPTION	AMOUNT
03 118XXX5191040201	Asphalt Resurfacing on Duffield Street	$ 30,000.00
03 118XXX5191040202	Asphalt Resurfacing on Westwood Drive	$ 30,000.00
03 118XXX5191040203	Pavement Reconstruction on Whytewold Road	$140,000.00
		$200,000.00

Your Committee on Works and Operations recommends:-

I. That funds in the amount of $ 200,000.00 be transferred from 1991 Streets Capital Accounts to renew a portion of the combined sewer on Toronto Street.

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

Adopted by consent.

(Note:Attachment referred to in the above clause is on file in the office of the City Clerk)

Task Force to Review the Handi-Transit Issue File TT-1.3 (Vol. 8)

762 - 7. On March 31, 1992, the Committee of Works and Operations considered the following motion referred from Council with respect to the establishment of a Task Force to review Handi-Transit issues, namely:

"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."

On June 23, 1992, the Committee approved the membership of the Task Force on Handi-Transit. The Task Force is comprised of representatives from such organizations as the Canadian National Institute for the Blind, Canadian Paraplegic Association, Manitoba League of the Physically Handicapped, Age and Opportunity, City Council, and Winnipeg Transit Administration.

Report of the Committee on Works and Operations, dated June 10, 1993

On July 8, 1992, Council adopted Clause 6 of the Report of the Committee on Works and Operations relative to a preliminary report on the review, with the advice that the Committee would report further as soon as the Task Force completed its deliberations.

Your Committee on Works and Operations has approved in principle the Task Force Report dated May 7, 1993, entitled "Review of Handi-Transit Issues", and recommends:-

I. That the following three (3) year Handi-Transit Financial Expansion Plan be approved in principle, subject to final approval each year of the Transit Department's Current Estimates.

1994=$ 860,000
1995= 560,000
1996= 560,000 (Note - expansion is shown in 1993 dollars)

This expansion is intended to represent additional dollars added to the Transit Department's budget, and not a redistribution of dollars within the Department's operating budget.

II. That the City request the Province of Manitoba to increase its annual support of the transit operation by an amount equal to 50% of the Handi-Transit Expansion.

III. That support be expressed for the proposed improvements to the Handi-Transit System, as outlined in the May 7, 1993 Task Force Report, and that the Transit Department be directed to examine the following items that have been identified as High Priority Issues by the Task Force to Review Handi-Transit Issues:

a) Handi-Transit Telephone Line Overload Problems;
b) Trip Confirmation System Changes;
c) Trip Scheduling Function Improvements;
d) Establishment of a Handi-Transit Management/Staff Committee.

IV. That the Transit Department be directed to review the following items that have been identified as Medium to Low Priority Issues by the Task Force to Review Handi-Transit Issues:

a) Handi-Transit Eligibility Control;
b) Revision of various Service Policies (these items range from low to high priority issues);
c) Operational Service Improvements;
d) Improved Handi-Transit Vehicle Maintenance;
e) Improved Public Relations/Customer Communications.

V. That the Task Force to Review Handi-Transit Issues be requested to continue work on Phase II of its study and bring forward recommendations regarding the issue of reasonable equivalency, including a long-term service model and a long-term implementation/financial plan.

VI. That the Task Force to Review the Handi-Transit Issues be requested to submit an annual progress report to your Committee on Works and Operations.

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

Your Committee on Works and Operations further recommends that the Official Delegation meet with the Province of Manitoba as soon as possible to obtain its endorsement of recommendation II. above.

Adopted by consent.

Membership on the Waste Minimization Advisory Committee

File WT-1.3 (Vol. 14)

Report of the Committee on Works and Operations, dated June 10, 1993

763 - 8. On February 13, 1991, Council amended and adopted Clause 8 of the Report of the Committee on Works and Operations dated January 29, 1991, establishing a Technical Advisory Committee on Waste Minimization, comprising of representatives from the following areas of expertise, namely:

-two from industry
-two from non-profit organizations
-two from other outside sources
-one from the Chamber of Commerce
-one from the Consumers Association
-one representative from the Canadian Union of Public Employees
-one from the University community

On April 23, 1991, the Committee on Works and Operations approved the membership appointments to the Technical Advisory Committee, consisting of a total of ten initial members.

On September 8, 1992, the Committee on Works and Operations approved expansion of the Technical Advisory Committee by two members, to a total of twelve.

On June 10, 1993, the Committee on Works and Operations concurred in the recommendations of its Ad Hoc Committee on Waste Reduction renaming the Technical Advisory Committee on Waste Minimization to the Waste Minimization Advisory Committee; and in amending the membership structure and terms of reference for the Committee.

Your Committee on Works and Operations recommends that the Waste Minimization Policy C320 be amended by renaming the Technical Advisory Committee on Waste Minimization as the Waste Minimization Advisory Committee, and that it be comprised of representatives from the following areas of expertise, namely:

-one from waste management industry
-two from Manitoba Environment Industries Association
-one from Winnipeg Chamber of Commerce
-two from ENGO's (Fort Whyte Only)
-one from consumers groups
-one from labour group
-one from the Civic Administration (Waterworks, Waste and Disposal Department)
-one from the Universities
-one from the Winnipeg public school system
-five members of the public nominated by the Community Committees
-two "transitional members" nominated by the Waste Minimization Advisory Committee

for a total of eighteen (18) members.

Adopted by consent.

Award of Contract for the Transporting of Sewage Sludge, Tender No. PD 93-37
File WS-5 (Vol. 15)

764 - 9. On April 30, 1993, tenders closed for the transporting of Sewage Sludge. Mulder Construction and Materials Ltd. is the low bid meeting all requirements of the specifications. This offer is open for acceptance until June 29, 1993.

This item is placed in the Current Estimates each year and awarding a multi-year contract facilitates continuity of operations, as well as continuity of administration by City staff. It is therefore recommended that a contract with a 3-year term be awarded in its entirety, as opposed to the previous practice of awarding only the first year of a multi-year contract with the contractor being advised that the Waterworks, Waste and Disposal Department will recommend the award of the subsequent years of the contract, if and when future Current Estimates for this work are approved. A precedent was set on June 22, 1990, when Council awarded a multi-year contract for the Transporting of Sewage Sludge from the South East Water Pollution Control Centre to the North East Water Pollution Control Centre.

Report of the Committee on Works and Operations, dated June 10, 1993

Funds in the amount of $270,000.00 for the transporting of sewage sludge are included in the 1993 Current Estimates identified as Sewage Disposal System - Interception and Treatment Regional - Account No. 44-552608-010313. Funds for subsequent years of the contract will be included in the annual Current Estimates.

The Director of Waterworks, Waste and Disposal is confident that the low tenderer has the necessary resources to perform all of the work in accordance with the requirements of the specifications.

The Director of Purchasing has indicated that the low tender submission was accompanied by a Bid Bond and an Agreement to Bond, which have been certified by the Law Department. There are no sub-contractors for this contract.

Since the contract is a multi-year contract funded from the Current Estimates, the award must be referred to Council.

Your Committee on Works and Operations recommends:-

I. That a contract for the transporting of Sewage Sludge be awarded to Mulder Construction and Materials Ltd., the lowest bidder meeting the specifications in the amount of $1,034,850.00.

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

Adopted by consent.

Water Conservation Staff - Request for Permanent Status File GP-1.16 (Vol. 3)

765 - 10. On June 17, 1992, Council approved a recommendation that the City embark on a long-term water conservation program. Funding for the first year was approved, and staffing (2 positions) was approved for one-year contracts.

On March 22, 1993, Council approved the Waterworks Utility Budget, which included funding for salaries for the two water conservation positions.

The Water Conservation Program is an integral element of the long-term water supply plan. Without water conservation, costly expansion of the water supply system could be required as early as 1997. A successful water conservation program could provide high economic benefits to the City due to the deferment of such a major capital expenditure; it can also reduce operating costs (energy and chemicals), demonstrate environmental stewardship, and enhance community relations. Finally, when system expansion is required, the City will have demonstrated to regulatory bodies that every effort has been made toward responsible resource use prior to recommending the system expansion.

Those elements of the water conservation program which are being undertaken with the aid of consultants (eg. pilot retrofit program, water rate study, public relations program) are proceeding using re-allocation of existing staff for project management and direction. However, many elements are on hold, pending the hiring of the water conservation staff. Currently, these positions are under review by the Personnel Department for rating/classification.

Your Committee has considered an administrative recommendation to reclassify term positions of Water Conservation Co-ordinator and Water Conservation Technologist with the following rationale having been provided:

1) The water conservation program is long-term (ie. 20-30 years), requiring committed staff to administer and evaluate the program to ensure success.

2) Staffing on short-term contracts will lead to problems in recruiting, because many potential candidates may hesitate to apply for a short term position.

3) There will be inefficient use of staff time in repeating the recruiting process each year.

4) For the CUPE position (ie. Water Conservation Technologist), an internal candidate would lose classification seniority because of the position's temporary status, in accordance with Article 12-7 of the CUPE Agreement. Again, this may result in recruiting problems.

Report of the Committee on Works and Operations, dated June 10, 1993

5)The continuity of the program may be compromised because of the potential for high staff turnover rates.

Your Committee on Works and Operations, due to a tie vote, submits this matter to Council without recommendation.

Your Executive Policy Committee recommends that the two existing term positions of Water Conservation Co-ordinator and Water Conservation Technologist be established as permanent positions for the rationale set out within the clause.

Moved by Councillor Duguid,
That the clause be considered.

Carried.

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

In amendment,

Moved by Councillor Angus,
Seconded by Councillor Silva,
WHEREAS there is a public works reorganization review currently in process;

AND WHEREAS there may be subsequent organizational changes arising from such review;
THEREFORE BE IT RESOLVED that the Water Conservation staff positions be contractual positions of a 1-year term.

The amendment was put and declared lost.

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

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

1993 Supplementary Watermain Renewals
File WW-2.4 (Vol. 8)

766 - 11. It has been the practice to undertake additional watermain renewals where watermains have a high leak frequency and funding is available to undertake additional projects.

With the exception of the Albert Street/McDermot Avenue intersection and Ness Avenue from Alcott Street to 100 metres east, all proposed watermain renewals were identified because of their relatively high leak frequencies which vary from a high of 14.29 to a low of 8.00. The leak frequency is representative of the number of leaks per kilometre per year.

The Albert Street/McDermot Avenue 150/250 mm cast iron watermain (installed 1953) has a leak frequency of 2.29 and is presently out of service as a result of a leak located underneath a Winnipeg Hydro manhole within the intersection. Any repair of the leak is complicated further by the proximity of other utilities in the area.

The Ness Avenue 300 mm asbestos cement watermain from Alcott Street to 100 metres east, has a leak frequency of 2.00 and is presently out of service as a result of a leak located underneath the Sturgeon Creek Bridge abutment. This watermain was installed in 1961 and is presently aligned underneath the Sturgeon Creek Bridge embankment.

Due to the location of the leaks in the above watermains and the high cost of undertaking necessary repairs, it is in the City's best interests to renew these two watermains in a more suitable location.

The funding for the Supplementary Watermain Renewal Program is as follows:

Funding Available in Watermain

Report of the Committee on Works and Operations, dated June 10, 1993

Renewal Reserve (as of March 31, 1993)	$ 226,249.67
Funding Available in Allowance for Unforeseen	$ 2,208,000.00
Less: Amount Reserved for Contingencies	($ 441,799.69)
Amount Available for Recommended Renewals	$ 1,992,450.00

Approval is required to utilize the available funding in the Watermain Renewal Reserve and the Allowance for Unforeseen.

Your Committee on Works and Operations recommends:-

I. That the following list of Supplementary Watermain Renewals in the amount of $1,992,450.00 be undertaken in 1993 from the available funds in the Watermain Renewal Reserve and the Allowance for Unforeseen, namely:

Street	From	To	Estimated Cost
Henderson Highway	at Bunn's Creek Crossing		$ 84,000
Shoreview Bay & Orchard Lane (Intersection)	50m W/Orchard Lane	50m N/Shoreview Bay S/Leg	$ 40,000
Bridgeport Place	Gillingham Avenue	West End	$ 30,000
Woodydell Avenue	Bramton Street	107m W/Bramton Street	$ 43,000
Talon Bay W/Leg	St. Vital Road	Barrington Avenue	$ 31,000
Agate Bay N/Leg	92m W/Drake Boulevard	Centre of Agate Bay W/Leg	$ 40,000
Lake Park Dr. E/Leg	Vermillion Road	100m S/Vermillion Road	$ 40,000
Burnell Street	Ellice Avenue	100m North	$ 40,000
Parkhill Street	Ness Avenue	100m North	$ 35,000
Berkley Street	Roblin Boulevard	Furlan Boulevard	$ 55,000
Osgoode Place	Chancellor Drive	East End	$ 60,000
Jones Street	Rupertsland Boulevard	Smithfield Avenue	$ 39,000
Lane S/Deniset Street	Lane W/Rue Archibald	150m W/Lane	$ 61,000
Wakopa Street	Wales Avenue	Greenwood Avenue	$ 44,000
Park Lane Avenue	Heckla Avenue	110m SSL Heckla Avenue	$ 40,000
Fairlane Avenue	David Street	200m West	$ 80,000
Main St. W/S	Flora Avenue	Euclid Avenue	$120,000
Pasadena Avenue	Temple Bay	Tulane Bay	$ 50,000
Glen Meadow Street	Riel Avenue	92m North or 1985 Renewal	$ 41,400
Dawson Road North	Rue Messier	92m North	$ 41,400

Report of the Committee on Works and Operations, dated June 10, 1993

Gerrond Bay N/Leg	Cavalier Drive	Gerrond Bay E/Leg	$ 49,000
River Road and Greendell Avenue	90m W/Millfield Drive	60m E/Millfield Drive	$ 75,150
Waterloo Street	Fleet Avenue	172m North	$ 80,000
Macklin Avenue	40m W/McCurdy Street	160m W/McCurdy Street	$ 36,000
Golden Gate Bay E/Leg	Lodge Avenue	North Leg	$ 42,000
Lane S/Arden Avenue	Pulberry Street	122m E/Pulberry Street	$ 61,000
McAdam Avenue	Salter Street	Aikins Street	$ 72,000
Shelley Street	S/McBey Avenue	N/McBey Avenue	$ 52,500
Harrow Street	Taylor Avenue	100m South	$ 65,000
Markham Road	Chancellor Drive	80m East	$ 62,500
Cote Street	107m E/Evans Street	207m E/Evans Street	$ 40,000
Morier Avenue	Egerton Road	100m West	$ 40,000
Garry Street	Broadway	100m South	$ 45,000
Blenheim Avenue	St. Anne's Road	100m East	$ 40,000
Powers Street	Luxton Avenue	Polson Avenue	$ 40,000
Park Terrace Drive N/Leg	Beaverhill Boulevard	100m W/Beaverhill Boulevard	$ 40,000
Ness Avenue	Alcott Street	100m East	$ 60,000
Albert Street/McDermot Avenue (Intersection)			$ 77,500
		TOTAL	$ 1,992,450

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

Adopted by consent.

Widening of Pembina Highway from rue des Trappistes to the South City Limit
File SC-3.11(21) (Vol. 2)

767 - 12. On August 1, 1990, Council adopted Clause 14 of the Report of the Committee on Works and Operations, dated July 17, 1990, which set out the following:

A. That approval in principle be given to the cost-sharing proposal (Appendix "A") for the widening of Pembina Highway from rue des Trappistes to the South City Limit.

Report of the Committee on Works and Operations, dated June 10, 1993

B.That funding for the project implementation be included in the City's Capital Programs for 1992, 1993 and 1994.

C.That the Proper Officers of the City do all things necessary to implement the foregoing.

In recent discussions, the Assistant Deputy Minister of the Manitoba Department of Highways and Transportation requested clarification and amendment of the cost-sharing agreement for this project, as negotiated between the City and the Province of Manitoba in 1989/90.

Since then, a number of changes have occurred which make it reasonable to consider the current provincial request:

1.Headingley has seceded, so that the Province has retained most or all of the responsibility for the costs of maintaining PR 241, PR 425, PR 427 and PR 334.

2.The estimated cost of the Pembina dualling project has increased from approximately $16,000,000 to approximately $20,000,000.

3.Consideration is being given to installing traffic control signals at the Pembina Highway/Turnbull Drive intersection.

4.The estimated cost of ornamental light standards for the project has approximately tripled, due to the policy on aesthetic standards, the resultant decision to use underground wiring for electrical distribution, and the decision to extend street lighting to the south City limit rather than merely to Turnbull Drive.

The Province of Manitoba therefore has asked that:

i)The City bear 50% of the cost of street lighting. The Province's 50% share, even in constant dollars, will still exceed their 100% share agreed to in 1990; and

ii)The City bear the cost of any traffic control signals (e.g. Pembina Highway and Turnbull Drive) not visualized in the 1990 estimate. The 1990 estimate visualized traffic control signals only at the intersection of Pembina Highway with rue des Trappistes.

These requests are considered reasonable in the context of the 1990 agreement, and approval is recommended.

The Province also requested that:

iii)The City assume responsibility for Provincial Trunk Highway frontage roads within the City limits.

This consideration was addressed in memoranda dated February 7, 1990, and November 24, 1989, from the Director of Streets and Transportation to the Commissioner of Works and Operations.

At this time, the Province has indicated that if the City were to assume responsibility for these frontage roads, any realignment costs or disconnect costs due to any Provincial work on the Provincial Trunk Highway would be at the Province's expense. (Previously, in 1989, the Province's position was that this would be addressed *"at the time of transfer."*)

The maintenance costs for the existing frontage roads are nominal. The City's estimated annual maintenance cost for such frontage roads is $56,000.

There may be slight advantages in assuming responsibility for these sections of frontage road, to improve control over adjoining development and access thereto. If upgrading of a frontage road were required, it would be done through the local improvement process.

In balance, in order to facilitate the Manitoba Highways and Transportation Department's request to Treasury Board for additional funds (approximately $3 million) due to inflationary and other project cost increases, agreement with each of the Province's three requests is recommended.

If approved, a letter to the Province's Department of Highways and Transportation asking for their formal concurrence with these provisions and the remaining provisions of the 1990 agreement is required.

Report of the Committee on Works and Operations, dated June 10, 1993

Your Committee on Works and Operations recommends:-

I.That the City bear 50% of the cost of street lighting for this project.

II.That the City bear the cost of any traffic control signals not visualized in the 1990 estimate.

III.That the City assume responsibility for Provincial Trunk Highway frontage roads within City limits.

IV.That a letter be forwarded to the Provincial Department of Highways and Transportation requesting formal concurrence with the above provisions and the remaining provisions of the 1990 agreement.

V.That the Proper Officers of the City do all things necessary to implement the foregoing.

Adopted by consent.

(Note:Attachment referred to in the above clause is on file in the office of the City Clerk.)

Funding for the Temporary Closure of Streets for Entertainment Purposes
File SC-3.13 (Vol. 12)

768 - 13. Prior to 1993, the Cobblestone Classic was primarily funded by corporate sponsors. In 1993, this event was apparently sponsored by the Exchange District Business Improvement Zone and other nonprofit organizations and is eligible for cost-sharing by the City, subject to a final review of the financial statement of the event. As a result of the Streets and Transportation Department's anticipated $3,500 cost associated with the Cobblestone Classic, plus anticipated costs of $3,860 for two festivals proposed for Osborne Street but not yet considered by the Committee on Works and Operations, there may not be sufficient funds in the 1993 Current Estimates to support all the expected temporary street closures.

The Streets and Transportation Department has been directed to assume all costs associated with National Neighbourhood Block Party Day, wherein as many as 20 block parties may be held on June 13, 1993, at an estimated cost of $3,120.

Exhibit "A" shows that the estimated cost of temporary street closures for entertainment purposes based on requests received at this date is $20,000. Exhibit "B" shows that the estimated cost of those events held in 1992 for which no application has been received at this date would be $3,350. All the events shown on both tables represent a $23,350 cost for which only $15,000 is included in the Department's 1993 Current Estimates. The Department has spent approximately $6,000 in 1993 for temporary street closures for entertainment purposes (First Night, Festival du Voyageur, and The Cobblestone Classic).

On National Neighbourhood Block Party Day on June 13, 1993, as many as 20 block parties may be expected (based on 1992 experience). The $26 fee for each permit represents lost revenue but is not a Departmental labour/equipment cost. The Insurance Section of the Finance Department assumed the $130 insurance fee for each permit in 1992 and will do so again in 1993.

The following funding options were examined in an effort to reconcile the anticipated demand for temporary street closures with the expected shortfall in funding.

1.Approve requests only for those events listed in Exhibits "A" and "B", and

a)provide an additional appropriation to cover Departmental costs

Events would continue to be funded in 1993 with no affect on Departmental programs.

or

b)provide the necessary funding from another account in the Departmental budget

Events would be funded by reducing resources available for other Departmental programs such as sign maintenance.

Report of the Committee on Works and Operations, dated June 10, 1993

2.Approve only those events for which applications have been received (prioritized on the basis of the earliest date received) until the approved funding has been spent.

The number of events to be cost-shared would be limited by the available funding ($15,000) and Departmental programs would not be jeopardized.

To cover the anticipated Departmental costs of all events expected in 1993 without affecting Departmental programs, $8,500 is required to be added to the Streets and Transportation Department's 1993 Current Estimates.

Your Committee on Works and Operations recommends:-

I.That $8,500 be added to the 1993 Current Estimates of the Streets and Transportation Department from the Contingency Fund as approved by Council during consideration of the 1993 Current Estimates to cover the additional costs associated with the temporary closure of streets for entertainment purposes.

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

Adopted by consent.

(Note:Attachments referred to in the above clause are on file in the office of the City Clerk)

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

769 - On motion of Councillor Duguid, By-law No. 6171/93, a By-law of the City of Winnipeg to close part of Emily Street, north of McDermot Avenue, and to close and open parts of Bannatyne Avenue, was read a second and third time, and was passed and ordered to be signed and sealed. File DAOC 2/91.

On motion of Councillor Duguid, By-law No. 6206/93, a By-law of the City of Winnipeg to close Stella Avenue and Robinson Streets, to open a public lane north of that portion of Stella Avenue to be closed, and to repeal By-law No. 4657/87, was read a first time. File DAOC 1/91.

Councillor Duguid moved that this constitute the first reading of By-law No. 6206/93, which motion was carried.

COMMITTEE ON WORKS AND OPERATIONS

QUESTION PERIOD

770 - Councillor Fraser sought explanation for the calling of the July 12, 1993 meeting of the Committee on Works and Operations noting that the timeframe may be in conflict with the meeting of the Committee on Planning and Community Services.

Councillor Duguid noted the importance of the items on the agenda for the meeting as relates to ongoing activities in the month of August and that the meeting was scheduled for 4:00 p.m. while the Standing Committee on Planning and Community Services was scheduled for 9:00 a.m. He further noted that the schedule of meetings at this time of year was very busy and that finding a meeting time was extremely difficult.

Councillor Golden questioned whether there was an existing policy as set forth by the Sub-Committee on Rules precluding the scheduling of meetings when Councillors would be unable to attend as a result of other scheduled meetings.

The Speaker noted that the rule specified "where possible" such would be adhered to but noted further that in his opinion Councillor Duguid had worked with the Clerk's Department to schedule the meeting in a reasonable manner, given that there was adequate difference between the meeting times.

Councillor Prystanski requested an update on what changes to a solid waste utility were being proposed by the Province of Manitoba.

The Speaker noted that he himself had been in attendance at the meetings of the Provincial Government and that debate had ensued with the result being that the proposed amendment for a solid waste utility had been passed.

Councillor Prystanski questioned how the solid waste utility would operate given the automated bin program and the user charges inherent in the solid waste program.

Councillor Duguid noted that he personally would only support the user-pay program if it had reasonable public support and if the program had an approach to waste minimization. He further noted that the City of Winnipeg is currently in embarking upon a public consultation process on the matter.