## CONSIDERATION OF REPORT OF THE

## COMMITTEE ON WORKS AND OPERATIONS

The following clause contained in the Report of the Committee on Works and Operations, dated November 27th, 1990, was laid over by the Executive Policy Committee on December 5th, 1990. The Executive Policy Committee has further considered this clause and has taken the action noted below.

On motion of Councillor Duguid, Clause 13 of the Report of the Committee on Works and Operations, dated November 27th, 1990, was considered.

**Rapid Transit System - Busway (Diesel or Trolley), Light-Rail (LRT) et al.**
**File TT-5.1**

**413** - 13. Council, on May 9th, 1990, referred to your Committee on Works and Operations, the following motion, namely:-

"WHEREAS the costs of the first section of a bus thoroughfare system is in the range of 60 million dollars including the reconstruction and moving of the Letellier Subdivision westward;

AND WHEREAS the construction of an overpass at Pembina Highway and an underpass at the east end of the Fort Rouge yards and the erection of a two lane bridge over the Assiniboine River are necessary for a bus thoroughfare;

AND WHEREAS the costs of implementing crossing protection devices on the busway system will be extremely expensive;

AND WHEREAS the Letellier Subdivision has all the infrastructure necessary and the River Subdivision will be utilized to take passenger trains into Union Station. This will be a much more environmentally friendly method of transportation using our existing rail infrastructure;

THEREFORE BE IT RESOLVED that the City of Winnipeg institute a two year project using the rail infrastructure within our City using the Letellier Subdivision and the Via Station adjacent to the Forks Market."

On May 30th, 1990, Council granted your Committee an extension of time in which to report back on the above motion in light of its advice that the overall matter will be considered upon the receipt of an administrative report.

Your Committee on Works and Operations has been advised that the concept of operating urban transit service, on short headways, utilizing CN mainline and Letellier trackage and existing VIA passenger equipment is not considered to be practical, for the reasons outlined in Appendix A. No such service exists in North America at the present time.

On May 9th, 1990, Council also referred to your Committee the following motion, namely:-

"WHEREAS the Southwest Transit Corridor must be discussed in the broader context of public transportation and transportation planning for the entire City of Winnipeg;

WHEREAS the direction Council takes on public transportation for this corridor will affect the type of public transportation system the City will develop over the next decades;

AND WHEREAS debate on the issue has been fragmented and information on cost comparisons, environmental impacts, etc., has not been readily available;

THEREFORE BE IT RESOLVED that the City of Winnipeg sponsor or co-sponsor a one-day symposium, a special meeting of the Committee on Works and Operations or other appropriate forum on the subject of transportation planning with specific reference to the direction public transportation should take in the City of Winnipeg;

AND FURTHER BE IT RESOLVED that experts in the public transportation field be asked to appear at this symposium to provide information and facilitate debate."

**Clause 13 of the Report of the Committee on Works and Operations, dated November 27th, 1990.**

On May 30th, 1990, Council also granted your Committee on Works and Operations an extension of time in which to report back on the above motion, on being advised that Committee would be addressing this matter in the near future, upon receipt of an administrative report.

At a meeting on February 6th, 1989, the Urban Affairs Committee of Cabinet and the City's Official Delegation received a presentation on the Southwest Transit Corridor. An administrative committee was struck to undertake further work. The Transit Department was assigned the task of updating the travel demand projections for the Corridor and estimating the operational costs associated with the Corridor. The Department of Urban Affairs was to review various funding options related to the Southwest Transit Corridor.

Following a visit by City Officials to West Germany in December, 1989, the City received representation from Siemens Electric Limited (a major international supplier of Light Rail Transit Systems - LRT) indicating that an LRT system could be installed in Winnipeg at a much lower cost than previously anticipated. As a result, the Transit Department was requested to prepare a more detailed LRT cost estimate with the input and assistance of Siemens Electric for both capital and operating costs.

At the Council meeting of April 18th, 1990, the issue of Busway/LRT/Combination Busway-LRT was discussed. As a result, the Chairman of the Committee on Works and Operations requested the Commissioner of Works and Operations to prepare a report for Committee on the "capital and operating costs for busway, LRT, combination busway-LRT and, further, to investigate any existing arrangements between Montreal and CN/CP/VIA regarding the use of existing trackage for LRT."

On July 17th, 1990, your Committee considered an administrative report dated June 27th, 1990, regarding Rapid Transit in Winnipeg and laid over consideration of the matter to a Special Meeting.

On November 14th, 1990, your Committee on Works and Operations held an all-day special meeting to receive presentations on rapid transit options available for Winnipeg, to hear experts from other cities that have LRT and busway systems, to obtain an independent assessment regarding Winnipeg's situation, and to receive presentations from the public. (Copies of the written submissions have been distributed to all members of Council under separate cover.) As requested, the Administration also provided further information for that meeting addressing an operating and capital cost comparison for a diesel busway, electrified trolley busway and light rail transit, i.e.:

CAPITAL COSTS *(1990 dollars)

| | DIESEL BUSWAY | TROLLEY BUSWAY | LRT |
|---|---|---|---|
| Construction and Engineering | $46,165,000.00 | $ 79,035,000.00 | $125,655,000 |
| Maintenance Facilities and Equipment | - | 4,000,000.00 | 30,065,000 |
| Vehicles | - | 22,800,000.00 | 70,280,000 |
| Property | 12,000,000.00 | 12,000,000.00 | 17,000,000 |
| TOTAL | $58,165,000.00 | $117,835,000.00 | $243,000,000 |

* Note: Excludes Interim Financing and Administration costs

**Clause 13 of the Report of the Committee on Works and Operations, dated November 27th, 1990.**

ANNUAL OPERATING COSTS*

| | | | |
|---|---|---|---|
| Diesel Bus Operation | $10,432,500.00 | $ 5,173,300.00 | $ 5,173,300.00 |
| Trolley/LRT Operation | - | 7,173,600.00 | 5,880,900.00 |
| Corridor and Station Maintenance | 228,300.00 | 364,300.00 | 1,400,300.00 |
| Fixed Overhead | 2,392,600.00 | 2,392,600.00 | 2,392,600.00 |
| TOTAL | $13,053,400.00 | $15,103,800.00 | $14,847,100.00 |

*includes not only the rapid transit component, but also the "feeder" system.

To place the annual operating costs in perspective, the estimated annual operating cost of an on-street bus system designed to carry the equivalent number of passengers that are projected for a rapid transit system would be $13.9 million dollars.

ENVIRONMENTAL IMPACTS

Present peak period traffic volumes on Pembina Highway are 6,000 to 7,000 vehicles. This vehicle volume can be compared to the following estimate of public transit vehicles under the various options:

TRANSIT VEHICLES IN PEAK PERIOD

| | Diesel Busway | Trolley Busway | LRT |
|---|---|---|---|
| Diesel buses | 67 | 25 | 25 |
| Trolley buses | - | 32 | - |
| LRT vehicles | - | - | 24 |

On the basis of total air pollution resulting from urban transportation, therefore, the benefits of a trolley busway or an LRT system over a diesel busway system are marginal when compared to the potential benefits of encouraging more people to use public transit rather than their private automobile.

Alternative fuel buses are presently becoming available. These alternative fuels include methanol (being demonstrated in Winnipeg), compressed natural gas (being demonstrated in Ontario), propane and a variety of longer range possibilities such as hydrogen. The alternative of converting a busway, and the main routes operating on a busway, to an electrified trolley bus operation would also be available if a hydro electric powered system were considered to be the preferred option for the future.

**Clause 13 of the Report of the Committee on Works and Operations, dated November 27th, 1990.**

COMPARISON SUMMARY

| | Diesel Busway | Trolley Busway | LRT |
|---|---|---|---|
| Capacity | Sufficient | Sufficient | Sufficient |
| Travel Time | | | |
| Downtown - U of M | 25 min. | 25 min. | 25 min. |
| Downtown - Ft. Richmond | 29 min. | 34 min. | 34 min. |
| Transfers Required | Low | High | High |
| Flexibility | High | Low | Low |
| Capital Costs (000's) | $58,165 | $117,835 | $243,000 |
| Annual Operating Costs ($000's) | $13,053 | 15,104 | $14,847 |
| Environmental Impact | Good | Better | Better |

BACKGROUND

In 1973, Council adopted a series of policies and guidelines related to the future growth and development of the City of Winnipeg. A review of the public transit system was undertaken with the objective of developing a public transit plan that was consistent with these policies and guidelines. The outcome of this review was the adoption of a five year public transit plan by Council in January 1974. One of the recommendations in that plan was the construction of an exclusive transit corridor between the downtown and the University of Manitoba along the CN mainline and the Letellier subdivision. Subsequently, Council approved as part of the 1974 Capital Program, funding for a tri-level study into the feasibility of implementing the proposed transit corridor. Provincial and Federal approval to participate followed. Terms of reference for this study were developed, and the Southwest Transit Corridor Study was initiated in May 1975 with the appointment of a consortium of consultants who examined the following alternative systems:

1. Busway (diesel or electric trolley buses operating on exclusive roadways);

2. Light Rail Transit;

3. Fixed Guideway System.

The study work program was divided into two phases. Phase I was designed to examine the feasibility of rapid transit alternatives in the corridor. In this Phase, the existing corridor conditions and future transportation needs within the corridor were determined, alternative transit solutions and land uses were developed and evaluated, and the best system for the corridor was selected. The report on Phase I - "Feasibility" was completed in September of 1976 and adopted in principle by Council in January of 1977.

In Phase II, the basic system selected for the corridor was developed and planned in more detail. This work included developing land use strategies and predicting the environmental impact of the transit system. The route location, station locations, operational program and vehicle requirements were also finalized. Preliminary plans were developed for the busway and associated facilities in more detail to establish general property requirements and total cost of the project.
Throughout Phase I and Phase II, meetings were held to inform the public of the study findings and to receive comments.

The final report was completed in September of 1977 and recommended that an exclusive busway be implemented for the following reasons:

1. An analysis of travel demand and capacity of Pembina Highway showed that, without major street widenings, the road capacity would be exceeded within the near future.

2. An analysis of the costs and benefits of the busway indicated that this alternative was the most cost effective solution to the Pembina Highway transportation problem.

**Clause 13 of the Report of the Committee on Works and Operations, dated November 27th, 1990.**

3. An immediate start on construction of the exclusive busway would assist in shaping the development in the southern portion of the corridor in a fashion that would encourage the use of public transit.

4. An exclusive transit roadway would be consistent with the adopted City policy of "emphasizing public transit for the movement of persons to and from the downtown area and other centres of large concentrations of people."

In December of 1978, Council approved the recommendations of the Southwest Transit Corridor Study in principle.

The 1981 Capital Program included funding for the preparation of functional design drawings for the Southwest Transit Corridor. The firm of M.M. Dillon Limited was appointed to undertake the following tasks:

1. Review and update the Southwest Corridor Study findings;

2. Prepare functional designs for the Corridor including discussions with the CN and a definition of property requirements for the Busway.

The work undertaken by the consultant confirmed the conclusions of the original Southwest Transit Corridor Study. It concluded that by 1999, the peak period demand for auto travel along Pembina Highway would be well in excess of the capacity of the existing street system and that a busway offered the most cost effective solution to the problem. The busway option was also consistent with the Transit-Oriented Containment Development Plan proposed in Plan Winnipeg. During this period there were extensive discussions and meetings with CN in an attempt to develop an alignment which was acceptable to the Railway, while at the same time minimizing construction cost for the busway. By February, 1984, an alignment and functional design had been completed which, it was felt, represented the best possible alignment and considered all the known concerns of the Railway. The City and the Canadian National Railway recently completed negotiations on an agreement which would see all CN lands required for the Corridor being made available to the City.

CITY'S TRANSPORTATION POLICY

The approved transportation policy for the City of Winnipeg is defined in Plan Winnipeg. The goals of this plan area:

1. Maximize utilization of existing facilities;

2. Minimize investment in new transportation infrastructure;

3. Reduce energy use and the resulting air pollution.

In order to achieve these goals, the strategy outlined in Plan Winnipeg calls for a balanced transportation plan. The role of public transit in this plan is to accommodate the movement of large volumes of people along radial corridors to and from the downtown and other areas of concentrated development. The private automobile, on the other hand, is emphasized in Plan Winnipeg for the crosstown movements from suburb to suburb or from suburb to work area. Under a balanced transportation plan the strengths and advantages of both public transit and the private automobile are maximized. This should result in a more effective utilization of energy, a reduction in air pollution, and minimization of investment requirements.

IMPLEMENTATION OF THE PLAN WINNIPEG TRANSPORTATION POLICY

A significant portion of the street system improvements envisioned in Plan Winnipeg have already been implemented. Some examples are Bishop Grandin, the Keewatin underpass, King Edward underpass, and the initial phase of the Kildonan Corridor. However, similar major investments have not been made in the transit component of this plan.

Transit use in Winnipeg is quite high. On a per capita basis, ridership in Winnipeg is higher than in any other Western Canadian city and all but the largest American cities. In Canada, only Toronto, Montreal and Ottawa have a higher per capita ridership.

The basic strategy followed in the development of transit service in Winnipeg is based on the philosophy of improving the speed, reliability, comfort, and service information. Service that is faster, that operates on schedule, and that requires fewer transfers has the potential to attract new passengers. Equally important, faster operating speeds and service reliability permit better control of transit operating costs. Improved waiting areas, an up to date fleet and quality user information are also key ingredients in the provision of a competitive transportation service.

**Clause 13 of the Report of the Committee on Works and Operations, dated November 27th, 1990.**

PEMBINA CORRIDOR

The Pembina Corridor is relatively unique in relation to other major travel corridors in the City. Because there are major trip attractors at both ends of this corridor (that is, the downtown area at the north end and the University of Manitoba at the south end), there are major travel flows in both directions during the peak hours. This corridor serves the southern sector of the City which is expected to accommodate a significant proportion of the new development projected for the next two decades. As a result, travel demands in this corridor will undoubtedly continue to increase.

The Administration has been instructed to bring forward for Committee's perusal the 1980 report which addressed an electrified trolley bus system for Winnipeg.

Your Committee on Works and Operations submits this report as information at this time, with advice that the Committee did not concur in the recommendation of its Administration, that the need for a rapid transit system as outlined in Plan Winnipeg be reconfirmed, and that the busway technology be adopted as the appropriate technology.

The previous Five-Year Capital Forecast for the years 1992 to 1996 anticipated a commencement of the Southwest Transit Corridor in 1992. In the interim, the subsequent Five-Year Capital Forecast for the years 1993 to 1997 indicates that the project has been deferred until the year 1996.

Your Executive Policy Committee therefore recommends that the above referenced Clause 13, be filed.

Moved by Councillor Duguid,
Adoption of the clause.

In amendment,

Moved by Mayor Norrie,
That the recommendation of the Executive Policy Committee, that the clause be filed, be adopted.

Moved by Councillor Diamant,
That the clause be referred back to the Committee on Works and Operations.

Carried.

Mayor Norrie advised Council that in view of the fact that the clause is being referred back to the Committee on Works and Operations for further consideration, that no action be taken on the Executive Policy Committee recommendation.

## CONSIDERATION OF REPORT OF THE

## COMMITTEE ON WORKS AND OPERATIONS

The following clause contained in the Report of the Committee on Works and Operations, dated October 1st, 1991, was laid over by the Executive Policy Committee on October 9th, 1991. The Executive Policy Committee has further considered this clause and has taken the action noted below.

On motion of Councillor Duguid, Clause 10 of the Report of the Committee on Works and Operations, dated October 1st, 1991, was considered.

**Helmet Use/Hiring of Consultant.**
**File ST-7.2**

**414 -** 10. The St. Boniface-St. Vital Community Committee has forwarded the following motion to your Committee for consideration, namely:

> "WHEREAS there has been a large increase in the number of bicycles on regional streets;
>
> AND WHEREAS it is quite dangerous for cyclists in heavy traffic;
>
> THEREFORE BE IT RESOLVED that effective May 1st, 1992, that all cyclists on regional streets be required to wear a helmet and that the City of Winnipeg do all things necessary to lobby the Province of Manitoba to enact this amendment to The Highway Traffic Act; Therefore Be It Further Resolved that cycle roads be built on all regional streets as they come up for renewal or construction and that the City adopt a plan that would see all regional streets safer for cyclists within the next ten (10) years."

In April, 1973, a report entitled "Winnipeg Bicycle Route Study" was prepared jointly by the then Transportation and Planning Divisions. The recommendations of this study, which included the implementation of a recreational bicycle path system, were adopted by Council on June 20th, 1973. The 1973 Winnipeg Bicycle Route Study was a comprehensive study dealing with the issue of bicycle paths. This study concluded that the predominant bicycle usage was for social and recreation purposes rather than commuter purposes. It recommended that routes be mainly for recreational purposes and consist of loops to increase opportunities for cycling.

On October 10th, 1990, Council amended and adopted Clause 14 of your Committee's report dated September 4th, 1990, which recommended that a consultant be retained chargeable to the 1991 Capital Budget, to undertake a study on the issue of establishing bicycle paths and/or routes in the City of Winnipeg.

Your Committee on Works and Operations recommends:-

1. That the Province of Manitoba be requested to amend The Highway Traffic Act making it mandatory for cyclists to wear helmets on City streets.

2. That a consultant be engaged to carry out a cycling study, and in the meantime, the accommodation of cyclists be considered on a project-by-project basis on Regional Street projects.

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

Your Executive Policy Committee recommends that the recommendations as detailed above, be deleted, and that the following recommendations be inserted therein, namely:-

1. That the Parks and Recreation Department be directed to work with the Works and Operations Department and prepare a preliminary Bicycle Path Report as quickly as possible, which report shall identify priority areas for implementation.

2. That a consultant be engaged if required to carry out a cycling study at a maximum cost of $50,000.00.

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

For the information of Council, the draft terms of reference for a Winnipeg Bicycle Facility Study is attached and identified as Appendix "A".

**Clause 10 of the Report of the Committee on Works and Operations, dated October 1st, 1991.**

Moved by Councillor Duguid,
Adoption of the clause.

In amendment,

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

Carried.

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

## CONSIDERATION OF REPORT OF THE

## COMMITTEE ON WORKS AND OPERATIONS

The Executive Policy Committee has had before it the Report of the Committee on Works and Operations, dated January 9th, 1992, has concurred in the recommendations contained therein, except as noted below, and submits same to Council for approval and adoption.

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated January 9th, 1992, was considered clause by clause.

North Committee Room,
Council Building, Winnipeg.
January 9th, 1992.

His Worship the Mayor and Councillors:

Your Committee on Works and Operations submits the following Report and recommends:

**Opening of Pioneer Boulevard and Forks Market Road - City Centre-Fort Rouge Community. File DAO 40/89**

**415 -** 1. On June 21st, 1989, Council adopted Clause 3 of the Report of the Committee on Planning and Community Services dated June 5th, 1989, which recommended, in part, that the Forks Renewal Corporation transfer to the City the lands shown as "Proposed Street Openings" on Misc. Plan No. CCFR 7731 and that the Corporation pay the full cost associated with the opening of the streets by a Street Opening By-law.

The selection of the names "Pioneer Boulevard" and "Forks Market Road" was approved by the City Centre-Fort Rouge Community Committee on July 21st, 1989.

The proposed openings have been circularized to all interested City departments and public utilities with no objections having been received. The Streets and Transportation Department has advised that the requirement for a turnaround at the south limit of Forks Market Road will be accommodated through an easement agreement. The construction of the streets has been completed.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the opening of Pioneer Boulevard and Forks Market Road in accordance with Plan No. CCFR 7731; the cost of the by-law, estimated at $200.00, to be borne by the Forks Development Corporation.

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

A copy of Misc. Plan No. CCFR 7731 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

**Report of the Committee on Works and Operations, dated January 9th, 1992.**

**Street Opening between the C.N.R. MacArthur Cut-Off and the Terminus of Terracon Place, North of Dugald Road, East of the Symington Overpass - St. Boniface-St. Vital Community.**
**File DAO 1/88**

**416 -** 2. The street opening between the C.N.R. MacArthur Cut-Off and the Terminus of Terracon Place, north of Dugald Road, east of the Symington Overpass, has been initiated by the Streets and Transportation Department for the purpose of extending Terracon Place to the C.N.R. Right-of-Way to the north. The land required for the opening is City-owned and was acquired for street purposes.

No objections have been received in response to the circularization of this proposal to all interested City departments and public utilities. District No. 5 Operations has advised that the proposed road is already serviced with a watermain, wastewater sewer, and asphalt pavement.

Both the St. Boniface-St. Vital Community Committee and the Committee on Planning and Community Services have approved this proposal as to planning considerations.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the street opening between the C.N.R. MacArthur Cut-off and the Terminus of Terracon Place, north of Dugald Road, east of the Symington Overpass, in accordance with Plan No. SBSV 7024; the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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

Copy of Misc. Plan No. SBSV 7024 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Pursuant to The Municipal Council Conflict of Interest Act, Councillor Boychuk advised that he would refrain from entering the discussion and from voting on the clause because of a potential conflict due to his employment association with the Canadian National Railway, and left the Chamber.

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

Councillor Boychuk here returned to the meeting.

**Widening of Niakwa Road East at a Point Approximately 765 Metres East of the Intersection of Fermor Avenue and Lagimodiere Boulevard - St. Boniface-St. Vital Community. File DAO 24/87**

**417 -** 3. The property required for the proposed widening of Niakwa Road East at a point approximately 765 metres east of the intersection of Fermor Avenue and Lagimodiere Boulevard has been acquired by the City at the request of the Streets and Transportation Department for the purpose of realigning Niakwa Road. It is necessary that these lands be dedicated as public street.

No objections were received in response to the circularization of this proposal to all interested City departments and public utilities. The Planning Department has provided all approvals as to planning considerations for this project approved by the Board of Commissioners.

**Report of the Committee on Works and Operations, dated January 9th, 1992.**

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the widening of Niakwa Road East at a point approximately 765 metres east of the intersection of Fermor Avenue and Lagimodiere Boulevard in accordance with Plan No. SBSV 6881/1; the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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

Copy of Misc. Plan No. SBSV 6881/1 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

**Opening of a Public Lane on the North Side of Barrington Avenue between St. Mary's Road and Dunkirk Drive - St. Boniface-St. Vital Community.**
**File DAO 13/91**

**418 -** 4. The opening of a public lane on the north side of Barrington Avenue between St. Mary's Road and Dunkirk Drive has been initiated by District No. 5 Operations, which has advised that this City-owned property is required and being used by the neighbourhood residents as a public lane. The property is paved and is maintained by the District, with an approach off of Barrington Avenue. It is necessary to legally open this land as public lane.

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

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the opening of a public lane on the north side of Barrington Avenue between St. Mary's Road and Dunkirk Drive in accordance with Misc. Plan No. SBSV 8284; the cost of the by-law, estimated at $200.00, to be borne by the City-at- large.

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

A copy of Misc. Plan No. SBSV 8284 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

**Widening of the First Lane West of Main Street, North of Seaforth Avenue - Lord Selkirk-West Kildonan Community.**
**File DAO 12/89**

**419 -** 5. The City-owned property identified as "Proposed Lane Opening" on Misc. Plan No. LSWK 5056/2 is paved and has been in use as part of the lane since 1982, when the lane pavement was widened. It has not been legally opened as public lane, however. It is necessary that this be regularized.

The proposed opening has been circularized to all interested City departments and public utilities with no objections having been received. The Lord Selkirk-West Kildonan Community Committee and the Committee on Planning and Community Services have approved the proposal as to planning considerations.

**Report of the Committee on Works and Operations, dated January 9th, 1992.**

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

That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the widening of the first lane west of Main Street, north of Seaforth Avenue, in accordance with Misc. Plan No. LSWK 5056/2; the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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

A copy of Misc. Plan No. LSWK 5056/2 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

**Amendment to Traffic By-law No. 1573/77 - Additions to the Truck Route System. File ST-5.2**

**420** - 6. On May 29th, 1991, Council approved the addition of Dakota Street between Paddington and Aldgate Roads to the Regional Street system. This street is contained within developing sectors of the City that include residential as well as commercial and light industrial development.

The criteria used by the Streets and Transportation Department to recommend the establishment of Truck Routes are as follows:

1. A Regional Street providing a reasonably direct and continuous route connecting the Central Business District with provincial Trunk Highways or important Provincial Roads outside the City limits.

2. A Regional Street providing a reasonably direct and continuous route connecting the Central Business District with one or more suburban communities.

3. A Regional Street connecting two or more communities or two or more other Regional Streets.

4. A Regional Street providing a crossing of the Red or Assiniboine River or a grade separation of a major railway barrier.

5. A street or section of street that provides for trucking movements within an industrial park or other industrial/commercial area.

6. A street or section of street adjacent to an industrial park or other industrial/commercial area that if designated as a Truck Route, would make unlawful the use of residential streets adjacent thereto by trucks.

Truck travel in Winnipeg should be confined to arterial (Regional) streets as much as is practicable to minimize nuisance to residents on local streets and to minimize the effects of heavy truck travel upon local street pavements which are designed and constructed to lower standards of thickness and strength than arterial streets.

Properly designed arterial streets and/or Truck Route networks must provide route "connectivity" upon which travel opportunities are continuous, i.e., an arterial street must end only at another arterial street or Provincial Highway and a Truck Route must end only at another Truck Route. Because of this requirement, neither arterial streets nor Truck Routes should be established in a system which creates a "stub ending" for traffic movement.

**Report of the Committee on Works and Operations, dated January 9th, 1992.**

It is generally reasonable and appropriate in the planning of an urban area to provide a grid of arterial streets and Truck Routes with a separation of approximately 1.6 km between adjacent parallel arterial streets:

- to minimize the need to construct streets having the higher arterial street standards, including thicker and stronger pavement and wider roadways, required to accommodate larger trucks on a regular basis;

- to maximize the utilization of arterial streets for "through" trips by trucks and, thereby, minimize such trips on local streets; and

- to provide no more than approximately 0.8 km of travel on local streets to reach an arterial street or truck route from any point within a residential or commercial development.

Such a grid spacing has been developed in the south-west and south-east areas of the City (refer to Figure 1).

A shopping centre is proposed to be established on the south- west corner of Dakota Street and Warde Avenue. In order to accommodate truck traffic oriented to these developments, the Streets and Transportation Department proposed the following additions to the Full-Time Truck Route system:-

Dakota Street between Route 165 and Warde Avenue and Warde Avenue between Dakota Street and St. Mary's Road

Dakota Street is a Regional Street north of Aldgate Road and a Full-Time Truck Route north of Route 165. Dakota Street contains a four-lane divided highway between Route 165 and Meadowood Drive and a two-lane roadway south of Meadowood Drive and carries approximately 2,100 vehicles in a typical 12 hour weekday between 07:00 and 19:00. Warde Avenue between Dakota Street and St. Mary's Road contains a two-lane roadway and carries approximately 760 vehicles in the same 12 hour period. Dakota Street between Route 165 and Warde Avenue and Warde Avenue between Dakota Street and St. Mary's Road now satisfy Truck Route criterion 3 and, when the proposed shopping centre is developed at the south-west corner of Dakota Street and Warde Avenue, will satisfy criterion 6. Warde Avenue between Dakota Street and St. Mary's Road, together with Dakota Street north of Warde Avenue, will create an interconnected Truck Route serving the commercial areas within the community and eliminate any "through" truck traffic from using the adjoining residential streets.

The St. Boniface-St. Vital Community Committee considered the above proposal at its meeting on December 10th, 1991, and advised of its concurrence in part with the proposed amendment of Schedule 1 (Full-Time Truck Routes) of the City of Winnipeg Traffic By-law No. 1573/77, as follows:-

(a) Deletion of Dakota Street from St. Mary's Road to Route 165;

(c) Addition of Warde Avenue from St. Mary's Road to Dakota Street.

The St. Boniface-St. Vital Community Committee, however, did not concur in the proposal to add Dakota Street from St. Mary's Road to Warde Avenue on the basis that Dakota Street is not twinned all the way.

The Director of Streets and Transportation clarified the proposal to the satisfaction of Committee.

Your Committee on Works and Operations therefore recommends:-

1. That the Law Department be instructed to prepare a by-law for submission to Council to amend Schedule 1 (Full-Time Truck Routes) of the City of Winnipeg Traffic By-law No. 1573/77 by:

   (a) deleting Dakota Street from St. Mary's Road to Route 165;

   and by adding the following:

   (b) Dakota Street from St. Mary's Road to Warde Avenue and Warde Avenue from St. Mary's Road to Dakota Street.

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

**Report of the Committee on Works and Operations, dated January 9th, 1992.**

Moved by Councillor Duguid,
Adoption of the clause.

Moved by Councillor Demare,
That the clause be referred back to the Committee on Works and Operations.

Carried.

**Parking on Furby Street between Portage Avenue and Broadway.**
**Files ST-2 and ST-5(22)**

**421 -** 7. In a letter submitted to the Streets and Transportation Department, Mr. G. S. Clark, 300 Furby Street, and a group of petitioners have requested the removal of the existing one-hour parking meters on Furby Street south of Portage Avenue and the implementation of one-hour parking to enable them to obtain a residential parking permit.

There are 14 one-hour parking meters on the west side of Furby Street between Portage Avenue and a point approximately 152 metres south thereof. The balance of the block to Broadway is regulated "One Hour Parking 09:00 - 17:30 on any day excepting Sundays and public holidays". A recent parking survey undertaken between 09:00 and 17:30 indicated that an average of 30% of the available hours were utilized and that an average of 4.4 vehicles used each metered space. Parking meters are warranted when at least 65% of the available time is used and an average of at least 3.5 vehicles use each space. The study results indicate that these parking meters on Furby Street are not warranted.

The request for one-hour unmetered parking from the majority of the adjoining property owners on this section of Furby Street is in accordance with the policy concerning such requests. The whole block between Portage Avenue and Broadway would then be uniformly regulated "One Hour Parking 09:00 - 17:30 on any day excepting Sundays and public holidays". Should this regulation be approved, residents adjoining this section of Furby Street may apply for a Residential Parking Permit to exempt residents' vehicles from the limited time parking regulation.

A recent parking meter revenue check indicated that these meters generate approximately $169.00 per week or the equivalent of approximately $8,450.00 per year.

On November 26th, 1991, the City Centre-Fort Rouge Community Committee considered the report of the Streets and Transportation Department and concurred in recommendations a) to d) as outlined below.

Your Committee on Works and Operations therefore recommends:-

1. a) the parking meters on the west side of Furby Street between Portage Avenue and a point 152 metres further south be removed;

   b) the City of Winnipeg Parking Meter By-law be amended as follows:

      i) Schedule "A" to By-law No. 820/74 of the City of Winnipeg be amended by deleting therefrom the following:

         "25. West side of Furby Street between Broadway and Portage Avenue";

   c) the City Solicitor be instructed to prepare the necessary amending by-law in accordance with the foregoing for submission directly to Council for approval;

   d) the west side of Furby Street between Portage Avenue and a point 152 metres further south thereof be regulated "One Hour Parking 09:00 - 17:30 on any day excepting Sundays and public holidays".

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

**Report of the Committee on Works and Operations, dated January 9th, 1992.**

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

**Local Improvement - Lane Lighting on the Lane Bounded by Sharp Boulevard and Duffield Street between Bruce and Lodge Avenues. File SL**

**422 -** 8. In 1989, the St. James-Assiniboia Community Committee recommended that the lane lighting local improvement on the lane bounded by Sharp Boulevard and Duffield Street between Bruce and Lodge Avenues be added to the 1989 local improvement program. The local improvement was added, administratively, to the 1989 program, was successfully advertised on May 9th, 1989, and completed by Manitoba Hydro. Inadvertently, the local improvement was not included on any local improvement list submitted to Council for approval, and on that basis, the local improvement cannot now be assessed to the benefitting property owners.

In order to assess the property owners the local improvement charge in 1992, the lane lighting location must be added to the 1991 local improvement list by Council. The cost of the local improvement was $1,900.00.

Your Committee on Works and Operations therefore recommends:-

1. That the lane lighting local improvement on the lane bounded by Sharp Boulevard and Duffield Street between Bruce and Lodge Avenues be added to the 1991 local improvement budget.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

**Request for Advance Approval and Funding for the Rehabilitation of the Combined Sewer in Speers Road from Maginot Street to the C.N.R. Tracks South of Marion Street at an Estimated Cost of $400,000.00.**
**Files WS-5 and FC(1992)**

**423 -** 9. The Mission combined sewer is in excess of ninety (90) years old. During a study of the Mission combined sewer district, a walk- through inspection was made of the Mission combined sewer. Extensive deterioration was identified in the sewer in terms of heavily spalled areas, some horizontal cracking, inward bulging of the sewer due to exterior earth pressure, loose bricks in brick liner and in some cases, complete deterioration of the sewer bottom. It is estimated that remedial repairs could extend the useful life of the rehabilitated sewer by a least twenty-five (25) years.

The first remedial repairs were performed during the winter of 1990/91 from Dugas Street to Maginot Street. The current repair program identified in the proposed 1992 Capital Estimates is scheduled for the section of combined sewer between Maginot Street and the C.N.R. tracks south of Marion Street.

Remedial repairs on the Mission combined sewer are best performed during the winter months when there is no threat of land drainage flow and there is capacity in other combined sewers to divert some of the sanitary flow without overloading the existing sewers in the area. It is intended that these remedial repairs will be undertaken by The City of Winnipeg Construction Branch forces, who successfully performed the first remedial repairs during the winter of 1990/1991. It is proposed that the $400,000.00 identified in the proposed 1992 Capital Estimates, General Capital, tax supported Capital Program (Sewer Frontage Levy) Combined Sewer Renewals, receive advance approval so that the needed remedial repairs can be undertaken in the early winter months of 1992.

**Report of the Committee on Works and Operations, dated January 9th, 1992.**

Your Committee on Works and Operations recommends:-

1. That advance approval and funding from the proposed 1992 Capital Estimates, General Capital, tax supported Capital Program (Sewer Frontage Levy) be given for the Combined Sewer Renewal in Speers Road from Maginot Street to the C.N.R. tracks south of Marion Street, at an estimated cost of $400,000.00.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

**Additional Funding - 1991 Snow Clearing and Ice Control Activities.**
**Files FE(1991) and SC-3.6**

**424** 10. A budget was prepared for the 1991 calendar year for District and Regional Snow Clearing and Ice Control activities, in the amount of $14,596,544.00. This was the funding needed to cover a normal winter's operation. To meet the budget guideline for the Operations Department, service levels were reduced for this program, and efficiencies in sanding and salting were introduced, resulting in a 1991 budget requirement of $12,899,161.00. As a result of the final review of the 1991 Tax-Supported Current Estimates by City Council on March 20th, 1991, a further $1,000,000.00 was removed from these programs. This was done based on a projection derived from costs experienced to that date, and resulted in an approved budget of $11,899,161.00.

As a result of higher than average snowfall and numerous incidences of significant snowfalls of over 5.0 cm in 1991, it is projected that an over-expenditure of $1,200,000.00 will occur in the Operations Department's District and Regional Snow Clearing and Ice Control programs.

The normal annual snowfall for the City of Winnipeg is 125.5 cm. As can be seen from Appendix "A", the City has experienced 161.4 cm in 1991, which is approximately 29% higher than normal. Additionally, approximately 29% and 69% higher snowfall than the 125.5 cm and 95.5 cm received in 1989 and 1990, respectively, have been experienced. As well, there have been ten individual incidences of snowfalls over 5.0 cm, compared to the eight and two which occurred in 1989 and 1990, respectively. Snowfalls of that significance require snow removal activity to take place at a minimum on the Regional and Priority II Street Systems.

As a result of the above, it is projected that the 1991 expenditure is $13,100,000.00, which leaves a shortfall of approximately $1,200,000.00 in 1991 operations.

Your Committee on Works and Operations therefore recommends:-

1. That an additional appropriation in the amount of $1,200,000.00 be approved to cover additional costs incurred in the 1991 snow clearing and ice control activities.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

**Report of the Committee on Works and Operations, dated January 9th, 1992.**

**Request for Additional Funding – Main Street/Norwood Bridges Project – Interim Preventative Maintenance Works, 1988 Capital. Files SB-7 and SB-11**

**425** - 11. On February 10th, 1988, Council approved advance Capital funding for interim deck shoring works on the Main Street/Norwood Bridges in the amount of $400,000.00 included in the total sum of $975,000.00 as identified in the 1988 Capital Estimates of the Streets and Transportation Department for minimum interim preventative maintenance works.

Funds in the amount of $175,000.00 were transferred from the approved advance Capital funding of $400,000.00 for the Main Street/Norwood Bridge Project to the Portage Avenue Reconstruction Project in order to offset an anticipated budget deficiency on that project, as adopted by the Committee on Works and Operations on March 8th, 1988.

On March 13th, 1988, Council approved the 1988 Capital Estimates including $975,000.00 for the Main Street/Norwood Bridges Project to carry out minimum interim preventative maintenance repairs to ensure the continued serviceability of the structures for the next five (5) years (until 1993).

The "Main Street and Norwood Bridges Preliminary Design Study, 1987 Update Report" dated January 1988, recommended a schedule for reconstruction of the bridges, as approved in principle for implementation by Council on July 6th, 1988 as follows:

- Land acquisition - 1991-92
- Construction of CN Overpasses - 1993-94
- Construction of new northbound river bridges and roads 1994-95
- Reconstruction of existing river bridges and roads 1996-98.

This schedule required the minimum interim preventative maintenance repair program to extend to the year 1996.

In order to provide for ongoing interim maintenance works and unscheduled repairs, including annual bridge deck resurfacing, deck inspections, periodic underwater pier inspections and condition reports, an amount of $975,000.00 was included in the 1988 Capital Estimates of the Streets and Transportation Department to maintain the Main Street and Norwood Bridges for the period of 1988 to 1992 (5 years) inclusive until structure replacement. Subsequently, as a result of a lower rate of initial maintenance expenditure, the authorized capital was reduced by $175,000.00 to $800,000.00.

Thereafter, on July 6th, 1988, the preliminary design study, as submitted by the Consultants, was approved by Council which extended the schedule for structure replacement to 1996 from 1993, a full three years from that originally projected.

Over the first three year period, 1988-1990, actual spending on maintenance reached approximately $700,000.00 and is now projected to reach $900,000.00 by the end of 1991 and to $1,100,000.00 by the end of 1992, thereby exceeding the original budget projection by $125,000.00. This nominal increase in costs (12.8%) is attributed to the bridge elements experiencing a greater rate of deterioration than originally expected.

Projected ongoing interim maintenance works include further temporary shoring of the deteriorated concrete deck, annual asphalt surface repairs, substructure repairs, structural steel painting, expansion joint repairs, as well as the ongoing engineering inspection and monitoring of the bridge and riverbank. In consideration that the current average annual rate of maintenance expenditures is $200,000.00, the maintenance cost is now projected to be $1,700,000.00 by the year 1996. This represents an expected budgetary deficiency of $900,000.00 associated with these ongoing inspection and maintenance works.

Therefore, it is proposed that authorization be granted for the transfer of surplus funds in the amount of $900,000.00 from the 1988 Capital Estimates of the Streets and Transportation Department to the 1988 Capital Work Order for the Main Street/Norwood Bridges Project as shown on Table I, in order to continue the program of minimum interim preventative maintenance works to ensure the continued serviceability of the existing structures until scheduled reconstruction in 1996.

**Report of the Committee on Works and Operations, dated January 9th, 1992.**

Your Committee on Works and Operations therefore recommends:-

1. That authorization be granted for the transfer of surplus funds in the amount of $900,000.00 from the 1988 Capital Estimates of the Streets and Transportation Department to the 1988 Capital Work Order for the Main Street/Norwood Bridges Project as shown on Table I, in order to continue the program of minimum interim preventative maintenance works to ensure the continued serviceability of the existing structures until scheduled reconstruction commencing in 1996.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

**Proposed Expansion of Handi-Transit Eligibility to Legally Blind Persons.**
**File TT-1.3**

**426** - 12. Council at its meeting held on October 16th, 1991, referred the following motion to your Committee, namely:-

Moved by Councillor Fleisher,
Seconded by Councillor Mendelson,

"WHEREAS the policy for Handi-Transit prohibits blind people who are not physically handicapped from ridership;

AND WHEREAS the policy requires a medical certificate and/or assessment from C.N.I.B.;

AND WHEREAS safety issues are not considered as a prerequisite guideline;

AND WHEREAS work and medical appointments are given priority for ridership;

THEREFORE BE IT RESOLVED that legally declared blind persons, who are employed and who are not able to use the public transit system because of safety-related issues and who require transportation to and from work should be allowed to use Handi- Transit;

AND BE IT FURTHER RESOLVED that the policy be changed to reflect this motion."

Committee referred this matter to the Administration for report back on the feasibility and cost (all trips) implications of amending the policy for Handi-Transit and expanding its jurisdiction to include:

(a) legally blind persons who are employed and who are not able to use the public transit system because of safety-related issues and who require transportation to and from work;

(b) legally blind persons who are not employed and who are not able to use the public transit system because of safety-related issues and who require transportation for other purposes.

The Committee also requested that representatives of the Canadian National Institute for the Blind be requested to appear as a delegation before the Committee to apprise Committee of its role in the assessment process of determining eligibility of the blind to use the existing Handi-Transit.

At its December 3rd, 1991 meeting, the Committee on Works and Operations heard representation by Councillor Fleisher, Mr. Tim McIsaac and Mr. Dean Cousens, Executive Director of the C.N.I.B. After considerable discussion Committee referred the matter back to the Transit Department with a request for further information with respect to Handi-Transit eligibility expansion, additional costs and appropriate system control mechanisms regarding legally blind persons who need to use this service for work and medical related travel because of safety-related issues, for joint review by the Transit Administration and C.N.I.B.

**Report of the Committee on Works and Operations, dated January 9th, 1992.**

The following issues have been addressed:

1. Definition of safety as a Handi-Transit eligibility criteria.
2. Handi-Transit expansion cost to accommodate legally blind persons who wish to use this service for work related trips.
3. Handi-Transit expansion cost to accommodate legally blind persons who wish to use this service for medical related trips.
4. Handi-Transit expansion cost to accommodate legally blind persons who wish to use this service for "other purpose" trip.
5. Legal implications of expanding access to Handi-Transit for specific trip purposes.
6. Effect on current Handi-Transit users of expanding the eligibility criteria.

1. "SAFETY" AS A HANDI-TRANSIT ELIGIBILITY CRITERIA

The mandate approved by City Council for Handi-Transit is the provision of a specialized transportation service for persons who cannot use the regular transit system because of their physical disability. The determination of whether or not a person is eligible to use Handi-Transit requires the input of the registrant's doctor. The doctor is asked the question "Is the applicant able to use public transit service considering his/her physical disability?" on the registration form. In case of legally blind persons, the registration is referred to the C.N.I.B. for additional information regarding the applicant's orientation skills and mobility ability. The Transit Department then makes a decision regarding the applicant's eligibility based on this information.

The present Handi-Transit eligibility definition is relatively simple to understand and apply. However, even a straight-forward definition such as "physically unable to use regular transit" has resulted in some controversy and conflict in the past. There is serious concern that expanding the Handi-Transit eligibility to include "safety- related issues" would result in an on-going debate between many applicants and the Handi-Transit Administration regarding what was considered to be an unsafe situation and therefore qualified as a trip on Handi-Transit. The Transit Administration and the C.N.I.B. have closely examined this matter and both have concluded that it is not possible to realistically apply such a criteria to Handi-Transit eligibility. The C.N.I.B.'s comments regarding this matter are documented on page 1, third paragraph of its letter dated December 17th, 1991.

Both the C.N.I.B. and Transit Administration concluded that the only way to address the issue of safety (as well as issues such as a fear of travelling by public transit to remote or unfamiliar areas of the City, weather related mobility problems, travelling during the late evening on public transit, etc.) would be to make Handi-Transit available to legally blind persons who wished to use this service. The bases for suggesting this option to resolve the safety-related issues as well as other mobility problems reflects the assumption that legally blind persons would only use Handi-Transit when they were faced with a particular problem that made other modes of travel such as regular transit, taxi, car passenger and walking less desirable to use. The inconvenience of using a transportation service that required 48 hour prebooking, 24 hour trip confirmation, riding in a vehicle that picked up or dropped off other people as it travelled, therefore resulting in longer travel times, and having to pay a fare of $1.15 cash or $1.05 ticket would be weighed against the convenience and benefits of the current modes of transportation available for their trip making.

The Handi-Transit demand estimates used to determine the cost of expanding the Handi-Transit eligibility criteria, and contained in this report, were based on the assumption that legally blind persons would use Handi-Transit only if they had a specific need to use this service, because other modes of travel normally available to them would be more attractive, convenient, or cheaper than Handi-Transit. The comments from the C.N.I.B. survey listing the reasons why or why not a legally blind person would be interested in using Handi-Transit can be found in Appendix 4 and Appendix 5 of the letter from CNIB.

2. WORK AND POST-SECONDARY SCHOOL TRIPS

The C.N.I.B. conducted a relatively extensive survey to identify how many legally blind persons would or would not use Handi-Transit for work and post-secondary school purposes and the reasons for their decision. The C.N.I.B. estimates there are 496 legally blind persons between the ages of 16 and 64 living in the City of Winnipeg. The survey contacted 88 persons. (See detailed description of survey.)

Estimated additional annual cost = $150,000.00 to $200,000.00.

**Report of the Committee on Works and Operations, dated January 9th, 1992.**

3. MEDICAL TRIPS

The assumptions used to estimate the number of medical trips that would be made by legally blind persons living in the City of Winnipeg who wanted to use Handi-Transit were derived from the C.N.I.B. work trip survey results and Handi-Transit medical trip rates.

Estimated additional annual cost = $180,000.00

4. OTHER PURPOSE TRIPS

The assumptions used to estimate "other purpose" trips that would be made by legally blind persons living in the City of Winnipeg who wanted to use Handi-Transit were derived from the C.N.I.B. work trip survey results and Handi-Transit trip rates. The low end of the range reflects the current Handi-Transit registrant trip rate while the high end of the range reflects the assumption that legally blind persons generally are more mobile than the majority of Handi-Transit registrants and would make twice the number of trips that current Handi-Transit registrants make.

Estimated additional annual cost = $500,000.00 to $1,000,000.00

5. LEGAL IMPLICATIONS OF EXPANDING ACCESS TO HANDI-TRANSIT SERVICE FOR SPECIFIC TRIP PURPOSES

Once a registration from a legally blind person for "work trips only" is accepted, it would be very difficult to rationalize and justify such a restriction of access to Handi-Transit if this issue was challenged by a legally blind person. It would be very difficult to rationalize that a work trip was a higher priority or more important than a medical trip or a trip to purchase groceries. This matter has been referred to the Law Department for their comments as to whether such a restriction is possible in view of current legislation.

6. EFFECT ON CURRENT HANDI-TRANSIT USERS OF EXPANDING THE ELIGIBILITY CRITERIA

In considering the possibility of expanding Handi-Transit eligibility to include legally blind persons for specific trips such as work or medical, it is important to also consider the impacts of this policy change on current and future Handi-Transit registrants and the ability of the City to fund future service expansion requirements.

The expansion of Handi-Transit eligibility for other users would negatively impact current Handi-Transit registrants unless adequate funding is provided to accommodate the anticipated additional demand for service. For example, there is the possibility that a legally blind person using Handi-Transit for a work trip could limit the availability of Handi-Transit for a current Handi-Transit registrant (a physically disabled person who cannot use public transit is typically less mobile with fewer available transportation options) wanting to use Handi-Transit for a lower priority trip. This would become particularly critical if access to Handi-Transit could not be restricted for specific trips and the Handi-Transit budget was not expanded to sufficiently accommodate travel demands by legally blind persons.

In its report, the Transit Department suggested that the Committee on Works and Operations may wish to seek the comments of agencies such as Canadian Paraplegic Association and the Manitoba League for the Physically Handicapped regarding this matter.

**Report of the Committee on Works and Operations, dated January 9th, 1992.**

Committee considered communication dated January 6th, 1992, from the Law Department which advised as follows:

> "Based on a review of the Human Rights Code and the Handi-Transit System, in my opinion it would be discriminatory for the City to restrict the use of Handi-Transit by blind persons for work trips only. Given that other persons who qualify may use Handi- Transit for medical and other purpose trips, it would not be justifiable to restrict blind persons to using the Handi-Transit operation solely for work trips."

After consideration of all aspects, your Committee on Works and Operations recommends:-

1. That the criteria of eligibility for Handi-Transit be expanded to permit legally blind persons to use this service.

2. That an additional amount of $500,000.00 be included in the 1992 Current Estimates for Handi-Transit requirements.

3. That the Province of Manitoba be approached to cost-share on a 50-50 basis for Handi-Transit expansion.

Your Executive Policy Committee recommends that the above recommendation be amended by adding the following recommendation at the end thereof, namely:-

"4. That the City's Official Delegation request the Province of Manitoba to reopen its 50% cost-sharing program for public transportation, including Handi-Transit."

Moved by Councillor Duguid,
Adoption of the clause.

In amendment,

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

Carried.

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

**Proposed Amendments to Streets and Traffic By-laws with respect to "in-line" rollerskating or "rollerblading".**
**Files ST-5.2 and ST-5.3**

**427 -** 13. Council, on July 10th, 1991, referred the following motion to your Committee, namely:

"WHEREAS Section 2.12 of the City of Winnipeg Streets By-law No. 1481/77 states:

'2.12 COASTING
No person shall slide, coast, toboggan, or use or ride any skateboard or similar device upon, onto or over a street. Nothing in this section shall be construed as prohibiting the pulling of a toboggan or sleigh on a sidewalk or along a boulevard in areas where there is no sidewalk.';

AND WHEREAS Section 6 of the City of Winnipeg Traffic By-law No. 1573/77 states:

'6. COASTERS, SKATEBOARDS, ETC., PROHIBITED ON ROADWAYS
No person shall ride upon or use any coaster, skateboard, sleigh, skis, skates, toy vehicles, or similar device on a roadway.';

AND WHEREAS 'in-line' rollerskating or 'rollerblading' should be viewed as a legitimate recreational activity and alternative mode of transportation that is quickly growing in popularity;

THEREFORE BE IT RESOLVED that this matter be referred to the City Administration for drafting an appropriate amendment to the aforementioned Streets and Traffic By-laws that would exempt 'in-line' rollerskating or 'rollerblading', where it can be considered safe to do so."

On July 30th, 1991, the St. Boniface-St. Vital Community Committee recommended to the Committee on Works and Operations that rollerblading be allowed in the City's regional parks between the hours of 8:00 a.m. and 10:00 a.m.

Council on November 27th, 1991, granted your Committee a 60- day extension of time in which to respond to Committee's proposal. Inasmuch as your Committee on Works and Operations is awaiting a further report in this matter, another 60-day extension of time is requested in which to report back to Council in this regard.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

## COMMITTEE ON WORKS AND OPERATIONS

## MOTIONS

Moved by Councillor Murray,
Seconded by Councillor Hyman,

**428 -** WHEREAS the substantial increase in water pipe thawing charges is onerous;

AND WHEREAS homeowners in the City of Winnipeg have never been informed by the utility how to avoid frozen pipes and the mailing of utility bills provides a vehicle for communicating this information;

AND WHEREAS the Administration has said that simple maintenance avoids most freezing and argues the fees are necessary to have neglectful people absorb the cost rather than those who maintain their pipes;

BE IT RESOLVED that the Commissioner of Works and Operations communicate with water utility customers to explain what is required to avoid frozen pipes and the costs of thawing charges;

BE IT FURTHER RESOLVED that the water pipe thawing charge only apply to improperly maintained pipes, and the regular cost of the service for thawing be absorbed into the water utility rate.

Automatic Referral to the Committee on Works and Operations (Section 16.1 of the Procedure By-law)

Moved by Councillor Fraser,
Seconded by Mayor Norrie,

**429 -** WHEREAS the City of Winnipeg will, on June 1st, 1992, host the "Official Kick-Off" ceremonies and other events for the year's "National Access Awareness Week" in Canada;

AND WHEREAS National Access Awareness Week is an opportunity for Canadians to bring attention to needed improvements in access to transportation, housing, employment, recreation, and education for all people with disabilities;

AND WHEREAS National Access Awareness Week provides an opportunity for the development of a network and the establishment of partnerships between persons with disabilities and those traditionally not involved with disability issues;

AND WHEREAS the City of Winnipeg has established an objective to be "An Accessible City" by 1993;

AND WHEREAS the Federation of Canadian Municipalities and the Secretary of State for the Federal Government have created a "Five-Star Community Awards Program" which has three main objectives, namely:-

1) to recognize significant achievements by communities that have improved access for disabled people in five theme or "star" areas:

   - transportation
   - housing
   - employment
   - recreation
   - education

2) to highlight models of programs, services and ideas that other communities can use;

3) to inspire more communities to find ways of ensuring the integration of disabled persons into community life;

**COMMITTEE ON WORKS AND OPERATIONS – MOTIONS (continued)**

AND WHEREAS the City of Winnipeg has made much progress of which its citizens can be justifiably proud and can have particular pride with its progress in the provision of recreation services;

THEREFORE BE IT RESOLVED that the Committee on Protection, Parks and Culture be requested to prepare a submission for recognition of the City of Winnipeg within the "Five Star Community Awards" area of "Recreation" to the selection committee responsible for these awards.

Automatic Referral to the Committee on Protection, Parks and Culture (Section 16.1 of the Procedure By-law)

Moved by Councillor Duguid,
Seconded by Councillor Fleisher,

**430 -** 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 service to reduce demand for Handi-Transit eligibility rules, etc.

Automatic Referral to the Committee on Works and Operations (Section 16.1 of the Procedure By-law)

Moved by Councillor Selinger,
Seconded by Councillor Murray,

**431 -** WHEREAS the week of February 14th is recognized in many jurisdictions as a time of observance and mourning for the nearly half million people who wore pink triangles to their deaths in Nazi concentration camps;

AND WHEREAS this week is observed as a time of sober reflection on the causes of increasing homophobic violence and the many people whose lives are disrupted or ended by it;

BE IT RESOLVED that Council observe a moment of silence on February 12th, 1992, to remember the hundreds of thousands of people labelled with pink triangles and sent to their deaths nearly fifty years ago.

Required to Stand as Notice of Motion.

Moved by Councillor Thomas,
Seconded by Councillor Murray,

**432 -** WHEREAS there is no memorial in the City or within the Province for the nearly half million gay people killed in the holocaust;

AND WHEREAS there is a strong desire from many members of the community to see a memorial;

AND WHEREAS the City owns parkland in the area of where other anti-violence memorials exist and where most of the attacks on gays and those so labelled has occurred;

BE IT RESOLVED that Council approve in principle a memorial to the people who wore pink triangles to their deaths in Nazi concentration camps and others who have been victims of homophobic violence;

BE IT FURTHER RESOLVED that the Committee on Protection, Parks and Culture be asked to consult with concerned groups and recommend an appropriate location.

Required to Stand as Notice of Motion.

## COMMITTEE ON WORKS AND OPERATIONS

## CONSIDERATION OF BY-LAWS

**433 -** On motion of Councillor Duguid, By-law No. 5812/91, a By-law of the City of Winnipeg to close part of Fermor Avenue on the north side, east of St. Anne's Road, and to widen St. Anne's Road on the east side between Fermor and Regal Avenues, was read a second and third time, and was passed and ordered to be signed and sealed. File No. DAOC 3/88.

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

By-law No. 5823/92, a By-law of the City of Winnipeg to close and open the westerly terminus of Riverton Avenue, west of Brazier Street. File No. DAOC 2/90.

By-law No. 5839/92, a By-law of the City of Winnipeg to close the balance of public lane west of Lexington Street between Mission and Paris Streets. File No. DAC 13/91.

Councillor Duguid moved that this constitute the first reading of By-laws numbered 5823/92 and 5839/92, which motion was carried.

On motion of Councillor Duguid, the following By-laws were each read a first, second and third time, the rule being suspended for the third reading of each by-law, and were passed and ordered to be signed and sealed, namely:-

By-law No. 5824/92, a By-law of the City of Winnipeg to widen the northeast and southeast corners of Henderson Highway and Martin Avenue West. File Nos. DAO 12/88, DAO 13/88 and DAO 28/89.

By-law No. 5825/92, a By-law of the City of Winnipeg to widen the northeast corner of Gateway Road and McLeod Avenue. File No. DAO 2/85.

By-law No. 5826/92, a By-law of the City of Winnipeg to widen the street corner at the northeast corner of Victoria Grove and Belfast Street. File No. DAO 17/91.

By-law No. 5827/92, a By-law of the City of Winnipeg to amend By-law No. 1573/77, being The City of Winnipeg Traffic By-law. File No. ST-5.2.

By-law No. 5834/92, a By-law of the City of Winnipeg to widen the northeast and northwest corners of Emily Street and Notre Dame Avenue, and street widening on the east and west sides of Emily Street, north of Notre Dame Avenue. File No. DAO 4/90.

By-law No. 5835/92, a By-law of the City of Winnipeg to widen the east side of Watt Street between Desalaberry and Nairn Avenues. File No. DAO 10/90.

By-law No. 5836/92, a By-law of the City of Winnipeg to widen the public lane east of St. Mary's Road, north of Maralbo Avenue. File No. DAO 24/91.

By-law No. 5837/92, a By-law of the City of Winnipeg to widen the southwest corner of Kenaston Boulevard and Tuxedo Avenue. File No. DAO 7/89.

On motion of Councillor Duguid, the rule was suspended and By-law No. 5846/92, a By-law of the City of Winnipeg to close part of the public lane on the north side of Slater Avenue, west of Henderson Highway, was read a first time. File No. DAC 23/89.

Councillor Duguid moved that this constitute the first reading of By-law No. 5846/92, which motion was carried.

On motion of Councillor Duguid, the rule was suspended and the following by-laws were each read a first, second and third time, the rule being suspended for the third reading of each by-law, and were passed and ordered to be signed and sealed, namely:-

By-law No. 5843/92, a By-law of the City of Winnipeg to widen corner at the intersection of the first lane north of Kurt Avenue with the first lane west of King Edward Street. File No. DAO 3/87.

By-law No. 5844/72, a By-law of the City of Winnipeg to authorize the undertaking of certain local improvements during the year 1992. File Nos. FC(1991) and SL.