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 June 23rd, 1992, has concurred in the recommendations contained therein and submits same to Council for approval and adoption.

On motion of Councillor Duguid, the Report of the Committee on Works and Operations, dated June 23rd, 1992, was considered clause by clause.

North Committee Room,
Council Building, Winnipeg.
June 23rd, 1992.

His Worship the Mayor and Councillors:

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

Partial Closing of John Hirsch Place at the Rear of 185 Bannatyne Avenue - Fletcher Investments Ltd. City Centre-Fort Rouge Community. File DAC 25/91

1180 - 1. In 1988, the land at the rear of 185 Bannatyne Avenue (Fletcher Investments Ltd. building) was acquired from the C.N.R. by the City and opened as part of the Street Right-of-Way named "Theatre Way", (later on renamed "John Hirsch Place"). Upon a survey of the City's lands being done, a portion of a loading dock at the rear of 185 Bannatyne Avenue was found to be encroaching onto the Right-of-Way approximately 320 square feet, the same area of the Right-of-Way proposed to be closed. To accommodate the reconstruction of the loading dock, Fletcher Investments Ltd. proposed the purchase and/or lease of the necessary 320 square feet of the Right-of-Way.

The proposed closing was circulated to various applicable City departments and public utilities for information and comment in the usual manner. No objections to the proposal were received in reply. The Manitoba Telephone System and Winnipeg Hydro, however, both informed of their need for easements to protect their respective existing and future facilities. The Utilities also advised of removal and/or relocation cost of their plants.

The City Centre-Fort Rouge Community Committee, at its meeting held on January 21st, 1992, considered the subject proposal and recommended that the partial closing be approved.

On March 9th, 1992, the Committee on Planning and Community Services concurred in the recommendation of the Community Committee and approved as to planning considerations the subject proposed closing as shown on said Misc. Plan No. CCFR 7436/8.

The planned redevelopment of the Pantages Playhouse Theatre incorporates the construction of a second loading dock to complement existing facilities, with access from John Hirsch Place and across Fletcher Investments lands as shown on the sketch.

At its meeting held on February 27th, 1992, the Board of Commissioners, after considering a report from the Director of Civic Properties dated February 18th, 1992, regarding John Hirsch Place, agreed with the proposed closing and authorized the Land Surveys and Real Estate Department, in conjunction with the Civic Properties Department, to negotiate with Fletcher Investments the right to use the latter's lands to improve access to a planned second loading station for the addition to the Pantages Playhouse Theatre.

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At the present time, negotiations between the City and Fletcher Investments Ltd. whereby the City would acquire easement rights in perpetuity over part of the Company's land (Lot 34, Plan 63), and the Company to acquire easement over the portion of the Right-of-Way proposed to be closed, likewise in perpetuity for the purpose of reconstruction of the Company's loading dock, are in the final stages and anticipated to be concluded successfully in the very near future. In order, therefore, that the City be in a position to implement the outcome of the negotiations, once concluded, it is intended that a separate report relative to the terms and conditions of the respective easements' arrangements will be submitted to the Committee on Finance and Administration for consideration.

Your Committee on Works and Operations has approved the above- described partial closing and recommends:-

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the partial closing of John Hirsch Place at the rear of 185 Bannatyne Avenue in the manner shown on Misc. Plan No. CCFR 7436/8; the cost of the by-law, estimated at $200.00, to be shared equally by the City and Fletcher Investments Ltd.

2. 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 requirements of The City of Winnipeg Act.

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

Copy of Misc. Plan No. CCFR 7436/8 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Street Opening - North and South Side
Munroe Avenue between Watt Street and
Golspie Street - East Kildonan-Transcona
Community. File DAO 16/92

1181 - 2. The City of East Kildonan, prior to amalgamation, widened Munroe Avenue to 20.117 metres with the exception of that part of the Winnipeg Hydro power transmission line property which remained at 13.716 metres.

The resurfacing of Munroe Avenue between Henderson Highway and Golspie Street Project was approved by Council on March 27th, 1991. As this project was not completely finished during the 1991 construction season, certain works were carried forward to 1992.

The Streets and Transportation Department is proposing to install a sidewalk on the south side of Munroe Avenue between Watt Street and Golspie Street during 1992 and requested a transfer of jurisdiction of lands from Winnipeg Hydro to provide a uniform 20.117 metre right-of-way.

The East Kildonan-Transcona Community Committee at its meeting held April 28th, 1992, concurred with the proposed transfer of jurisdiction.

The Committee on Finance and Administration, at its meeting on June 3rd, 1992, approved the transfer of jurisdiction from Winnipeg Hydro to the Streets and Transportation Department.

In conjunction therewith, 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 proposed street opening on the north and south side of Munroe Avenue between Watt Street and Golspie Street in accordance with Misc. Plan EKT 8507; and that the cost of the by-law, estimated to be $200.00, be charged to Account No. 03-118117-5191040709.

**Report of the Committee on Works and Operations, dated June 23rd, 1992**

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

Copy of Misc. Plan EKT 8507 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Street Widening - North-west Corner of
Dumas Avenue and Pembina Highway
Assiniboine Park-Fort Garry Community. File DAO 15/92

1182 - 3. Council on May 27th, 1992, adopted Clause 2 of the Report of the Committee on Finance and Administration which authorized the partial acquisition of the subject property, required to improve the radius in the curve of the southbound roadway on Pembina Highway at Dumas Avenue, and to provide adequate sight distance for motorists entering Pembina Highway from Dumas Avenue.

In conjunction therewith, 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/widening at the north-west corner of Dumas Avenue and Pembina Highway in accordance with Misc. Plan APFG 8527; the cost of the by-law, estimated to be $200.00, to be charged to the Pembina Highway Resurfacing Project of the 1990 Capital Program.

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

Copy of Misc. Plan APFG 8527 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Local Improvement - Concrete Sidewalk on
the North Side of Lumsden Avenue from
Sabine Crescent to Buchanan Boulevard - St.
James-Assiniboia Community.
Files SL and SC-3.12

1183 - 4. The Streets and Transportation Department are upgrading the pedestrian crosswalk on Lumsden at the west side of Sabine Crescent in response to a request by Lakewood School.

The Streets and Transportation Department have recommended to District No. 2 Operations that a sidewalk be installed on the north side of Lumsden Avenue from Sabine Crescent to Buchanan Boulevard, to provide Lakewood School students residing north of Lumsden Avenue, access to the pedestrian crosswalk.

The area of the local improvement is flankage lots as shown on the accompanying plan. Community Committee approval is required in order to proceed with the advertisement of this improvement. The estimated cost of the local improvement is $12,000.00.

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Your Committee on Works and Operations recommends:-

1. That a proposed concrete sidewalk local improvement, on the north side of Lumsden Avenue from Sabine Crescent to Buchanan Boulevard, be advertised as a local improvement.

2. That funds in the amount of $12,000.00 be allocated from the unused 1992 Local Improvement account for the construction of this local improvement.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Addition to 1992 Capital Budget of a Watermain Renewal on Section I - Wildwood Park.
File WW-2.4(21)

1184 - 5. The existing watermain on Section I - Wildwood Park is a 6" cast iron main which was installed in 1948. The records indicate that one watermain break has occurred on the main in 1988. The Section I concrete pavement is to be resurfaced this summer. The consultant advises that because of the existing pavement's poor condition and grade, extensive pavement removal and replacement will be required. Because of the narrow right-of-way width (30') the watermain will be under the new pavement in its entirety.

The District recommends renewal of the watermain prior to resurfacing of the street for the following reasons:

1. Because the main is cast iron, renewal in the near future is inevitable and highly probable within five years;

2. Watermain breaks will cause distress to the new pavement by undermining and weakening the base and causing heaves and settlements, and ultimately drainage problems.

3. Repairs of main leaks will require excavation in the new pavement, resulting in higher repair costs and additional distress to the new pavement.

4. The construction activity of the pavement resurfacing may disturb the watermain, resulting in watermain breaks during and after construction, which normally would not have occurred.

5. The cost of renewal of the watermain prior to and in conjunction with the pavement resurfacing will be considerably less costly than renewal after pavement resurfacing, as surface restoration work will be done with the pavement resurfacing in any case.

Your Committee on Works and Operations therefore recommends:-

1. That funds in the amount of $120,000.00 be provided from the Allowance for Unforeseen in the 1992 Watermain Renewal Program for a watermain renewal on Section I, Wildwood Park.

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 June 23rd, 1992.**

Task Force to Review the Handi-Transit Issue.
File TT-1.3

85 - 6. At its meeting on March 31st, 1992, the Committee on 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."

Committee also reviewed some draft terms of reference and possible composition (no names) of the proposed Task Force, and requested the Transit Department to co-ordinate the nominee selections for consideration of the working group and subsequent recommendation to the Standing Committee.

The following nominees to the Task Force on Handi-Transit have now been approved by the Committee on Works and Operations, namely:- Marianne Bossen - Canadian Paraplegic Association
Martha Korbutiak - Age and Opportunity Centre
Vic Pereira - Canadian National Institute for the Blind
Teresa Sinclair - Manitoba League of the Physically Handicapped
Vi Rushowick - Handi-Transit Operations Advisory Committee.

The Province of Manitoba has advised it is not in a position to provide a representative to the Task Force at this time. The other Task Force members are:

Councillor E. Reese
Councillor R. Young
Councillor T. Duguid (ex-officio)
Rick Borland, Director of Transit
Jarvis Kohut, Manager of Marketing & Development, Transit Department

The Task Force held its first meeting on June 12th, 1992, and the first task of selecting a chairperson is now underway.

Your Committee on Works and Operations submits this preliminary report to Council with advice that it will report further as soon as the Task Force has completed its deliberations.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Canada 125 Celebration. File SC-3.13

1186 - 7. Council on May 27th, 1992, passed the following motion, namely:

"WHEREAS Canada will celebrate its 125th anniversary in 1992;

AND WHEREAS Canada 125, the official organizer of Canada's 125th anniversary celebrations are encouraging all Canadians to recognize our country's birth;

**Report of the Committee on Works and Operations, dated June 23rd, 1992.**

AND WHEREAS one such event promoted by Canada 125 is the National Neighbourhood Party on Sunday, June 14th, 1992, where Canadians from coast to coast will be asked to have a "get together" with their neighbours to celebrate goodwill and friendship;

AND WHEREAS Winnipeg is the birthplace of the Neighbourhood Party and many citizens in Winnipeg have expressed the desire to close off the street in front of their homes on Saturday, June 14th to make their party safe for children and allow room for more neighbours;

AND WHEREAS Canada 125 has requested that the policy of charging a permit fee for such residential street closures be waived for this one occasion;

THEREFORE BE IT RESOLVED that the permit fees for a block party on a local residential street be waived for this occasion only."

The residents of Woodside Crescent held their Canada 125 block party on June 13th, 1992, and the Thompson Drive residents held theirs on June 12th, 1992, as their plans were well underway when the above motion was adopted. Both groups have requested the waiver of the permit fee for their events as well.

Your Committee on Works and Operations has endorsed these requests and recommends waiver of the permit fee for the above two Canada 125 events, which were held on June 12th and June 13th, 1992, respectively, rather than on June 14th, 1992.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Refuse Collection Services
Files WT-1 and FE(1992)

1187 - 8. On April 21st, 1992, your Committee on Works and Operations considered the following motions referred to it from Council, namely:

Moved by Councillor Murray,
Seconded by Councillor Duguid,

"WHEREAS the status quo in garbage collection services should be improved to incorporate a comprehensive waste minimization and automation program;

AND WHEREAS other municipalities have established waste collection services as a profit centre;

AND WHEREAS Council has undertaken to develop solid waste collection services as a self supporting utility;

AND WHEREAS current automation of collection will achieve expected reductions in operating costs of close to 40%;

AND WHEREAS the experience in many other municipalities has seen loss of control over the quality of services and the competitiveness of prices;

AND WHEREAS maintaining fair wages for work done is part of the ethic of Civic Government;

BE IT RESOLVED that the Works and Operations Committee be requested to:-

Develop a comprehensive strategy for a cost effective utility that achieves the following goals:

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1. That a critical path for establishing a revenue generating utility be undertaken. Further, that other successful strategies to establish solid waste services as a profit centre be reviewed for implementation.

2. That a stream-lining of the Waste Management Infrastructure be undertaken focusing on both the reduction of yards and facilities and the enhancement of automation and vehicle technology to reduce costs and achieve greater efficiency.

3. That the existing waste collection systems be reviewed to integrate an automated recycling collection system that could use City vehicles for pick-up.

4. That a waste product market analysis be undertaken to determine what standards of recoverable materials and product contamination are required for local reprocessing businesses. Further that a waste stream analysis of volumes of recoverable goods be undertaken.

5. That a business plan for waste management be created to develop a strategy to reduce tax support for waste management without loss of control of market prices. Further that specific performance and productivity objectives be set each year."

Moved by Councillor Brown,
Seconded by Councillor Young,

"WHEREAS during the budget process, efficiencies through effective downsizing in the area of refuse pick-up, forestry, janitorial have been identified...;

AND WHEREAS savings in dollar amounts have been identified by the Board of Commissioners with respect to the above services to be in the vicinity of $240,000.00;

AND WHEREAS the proposed budget does not deal with any of these available cost saving measures;

AND WHEREAS the...documents clearly indicate that in the area of refuse pick-up, there is available a $1 million/per year saving;

THEREFORE BE IT RESOLVED that this Council increase the Executive Policy Committee recommended reduction at page 48 by $120,000.00 in refuse collection, janitorial services, forestry by the amount of $40,000.00, $30,000.00, $50,000.00 ($120,000.00);

BE IT FURTHER RESOLVED that this Council instruct its Executive Policy Committee through its Labour Relations Ad Hoc Committee to begin immediately to deal with those employee representatives whose members may be affected to minimize the potential for layoffs; to use its best efforts with respect to the attrition, retraining, redeployment in an effect to minimize detrimental affect on existing work forces while implementing ongoing cost saving measures."

Committee requested, inter alia, that the Chairperson and the Director of Waterworks, Waste and Disposal, in conjunction with the Director of Operations, obtain more specific information from other cities such as Calgary, Brandon and Regina, et al, who have undertaken to expand their collection system as profit centres.

Your Committee on Works and Operations submits this report as information, with advice that it will report further on this matter when the aforementioned information has been received and considered.

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Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Biomedical Waste Sharps By-law
File WT-2

1188 - 9. Biomedical waste has been generated since the earliest days of health care and health care facilities. In the past, decisions of proper disposal procedures were left up to health care professionals. Greater concern about the transmission of infectious diseases have increased the public awareness of biomedical wastes. On August 18th, 1990, the first of a series of articles on the subject of biomedical waste disposal appeared in the Free Press. Similar articles have appeared in the press throughout North America. Several incidents of biomedical waste washing up on beaches and being disposed of inappropriately have appeared in cities across North America. The advent of disposable health care products has increased the amount of biomedical waste generated in health care facilities.

March 13th, 1991 - A letter was received by the Director of Waterworks, Waste and Disposal Department from BFI Medical Waste Systems advising that a refuse collector had received a needle stick while collecting refuse in front of a private medical clinic. The letter from BFI went on to request that the City investigate preparation of a biomedical waste control by-law.

March, 1991 - August, 1991 - A draft Biomedical Waste By-law was researched and prepared by the Laboratory Services Division. This draft By-law was reviewed with the Law Department and subsequently sent to 24 stakeholders and interested parties for review and comment. The circulated draft was an all encompassing Biomedical Waste By-law in that it included biomedical wastes of all nature. Significant negative comments were received respecting the broad scope of this draft by-law. Further ongoing discussions were held with major stakeholders to review and clarify their comments.

February, 1992 - A significantly revised draft by-law was completed and sent to 45 stakeholders and interested parties for review and comment. This by-law focused solely on biomedical waste sharps.

March, 1992 - April, 1992 - A vast array of comments were again received from major stakeholders and interested parties. Subsequent to receipt of written comments, where appropriate, meetings were held with major stakeholders to foster a better understanding of the draft Biomedical Waste Sharps By-law and to promote a better understanding of concerns expressed. A final draft of the proposed Biomedical Waste Sharps By-law was prepared incorporating many of these comments, and was subsequently reviewed and approved by the City of Winnipeg Law Department.

The impetus behind the preparation of this proposed Biomedical Waste Sharps By-law has been to curb the indiscriminate disposal of untreated, potentially contaminated, biomedical waste sharps including needles, scalpels, and contaminated laboratory glassware. Refuse collectors, landfill workers, and maintenance staff have in the past, received needle sticks and lacerations from biomedical waste sharps. Fortunately, to the best of anyone's knowledge, no serious illness has resulted. However, because of workplace safety and health concerns, and because of public safety concerns such as children playing with refuse containing biomedical waste sharps, it was deemed necessary to establish a by-law requiring safe disposal practices of such objects.

The initial draft of an all encompassing Biomedical Waste By- law was intended to control not only sharp objects, but also other non-sharp biomedical wastes. A review of this draft by-law by major stakeholders resulted in considerable wide-spread concern with the all encompassing nature of the draft by-law. Respected experts in the field of communicable disease expressed apprehension that significant additional costs to an already financially strapped health care industry would result in no benefit whatsoever in terms of safety stemming from the disposal of non-sharp biomedical contaminated wastes. Further, these researchers and practitioners supplied an impressive body of well researched evidence to document this point. Generally, support existed for legislation to control safe disposal practices respecting biomedical waste sharps. Accordingly, it became evident that a reasonable approach to this problem would be to prepare a by-law focusing on biomedical waste sharps only. An additional factor influencing this decision was that the Provincial Government has allocated funds for the design and construction of a Winnipeg region biomedical waste incinerator. This incinerator will be designed to handle biomedical wastes of all descriptions, and will be completed within the next two to three years.

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The final draft of the proposed Biomedical Waste Sharps By- law, which has been reviewed and approved by the Law Department, is recommended for approval and adoption by Council.

The proposed Biomedical Waste Sharps By-law that was finalized prohibits the disposal of untreated sharps into the City of Winnipeg refuse collection and disposal system. Further, this proposed by-law provides for documentation to demonstrate effective treatment of sharps prior to disposal, and also provides for sharps to be disposed of only in suitable containers. Further, the proposed by-law prohibits the disposal of treated or untreated sharps in normal refuse. Treated sharps must be taken to a City landfill by a City licensed carrier and must be accompanied by suitable documentation. It is proposed this by-law come into effect upon approval by Council.

Because major stakeholders such as health care facilities, health and dental care professionals, and veterinary associations have received adequate advance notice respecting this by-law, it is believed that its implementation with those sectors should be relatively problem-free once the by-law has been adopted. However, smaller generators of biomedical waste sharps including such in-home use generators as diabetics, will require an extensive education campaign as well as the provision of safe, convenient collection and disposal locations. Initiatives are currently being undertaken with private sector waste hauling companies and larger drug store chains that sell needles to in-home users to set up such a safe convenient collection and disposal mechanism. A cooperative education and user friendly approach is believed to be the most effective approach to assist small generators of biomedical waste sharps to comply with the by-law.

In this regard, it is believed that an initial media campaign will be required to provide adequate warning and information for in-home users of needles. Preliminary discussions have been held with Foster Marks Advertising so that they could prepare a proposed plan and budget for such a campaign. In addition to the media aspect of the education campaign, it is likely that a user friendly brochure will be prepared and be made available at outlets where needles are available for purchase. As the media campaign and budget have yet to be completed by Foster Marks Advertising, further details on this will be provided as soon as they are available. An approximate budget suggested by Foster Marks is $10,000.00. The budget for the education program will be provided by Solid Waste Disposal Professional and Consultative Account Number 45 200201 552101.

In summary, a Biomedical Waste Sharps By-law has been prepared and proposed for adoption by Council. This by-law is in response to concern for workplace safety and health of City staff and staff of private contractors who collect and dispose of refuse. Further, the by-law is intended to protect public safety and health, particularly that of children who may have access to refuse containers near medical facilities that may contain potentially contaminated biomedical waste sharps. This by-law has been extensively reviewed by major stakeholders including the medical and dental health care sectors, as well as other sectors such as the laboratory and veterinary sectors. Finally, this proposed Biomedical Waste Sharps By-law has been reviewed and approved by the Law Department.

The Committee on Works and Operations, at its meeting on June 23rd, 1992, received representation from Mr. N. Prokipchuk of Unicity Laboratory Services suggesting there is no need for such a by-law on the basis of the cost impact and the paper work involved. Committee was also apprised of a communication from an insulin dependent diabetic expressing concern regarding the impact of the by-law on diabetics.

The City's Manager of Laboratory Services advised Committee that the by-law, as proposed, excludes home users of needles. Mr. Permut added he has met with the Canadian Diabetes Association to work out details for home users of needles, and has arranged a joint meeting with the Canadian Diabetes Association and the Manitoba Pharmaceutical Association.

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Committee was advised that once details are worked out and if it is then deemed necessary, the Administration will come back with an appropriate by-law amendment.

Your Committee on Works and Operations submits, with its recommendation for adoption by Council, a by-law relating to the handling and disposal of biomedical waste sharps.

Your Committee on Works and Operations also recommends that the Proper Officers of the City do all things necessary to implement the foregoing.

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Policy Guidelines for Citizen Participation in Public Works Projects.
Files SB-13 and GG

1189 - 10. Citizen participation in public works projects is necessary to ensure that informed public consent is obtained. While the public may or may not be agreeable to a particular project, achieving informed public consent will mean that the public will normally accept implementation of the project.

Public involvement in public works projects also accomplishes the following:

(I) enables the public to have a better understanding of the project;

(ii) helps determine and define the public's needs;

(iii) provides a forum for groups and individuals who have an interest in the project;

(iv) broadens the perspective for all of the stakeholders (e.g. Councillors, Administration, the public, etc.) regarding all of the many implications of a project.

WARRANTS FOR PUBLIC PARTICIPATION

Before dealing with the nature and extent of public involvement in public works projects, criteria detailing the warrant for such involvement should be outlined. Such criteria include the following:

(I) Instruction from Council and/or a Standing Committee.
(ii) Projects that have key strategic importance in the City's long term plans.
(iii) Where the City is seeking public input, awareness and support for a project.
(iv) History of public involvement in the project.
(v) Requirement for an Environment Act Licence to be issued by the Province.

STEPS OF PUBLIC WORKS PROJECTS

A typical public works project is made up of seven steps. These are noted below with a brief explanation of each to clarify the extent of citizen participation.

(1) Problem/Opportunity Identification

The first step is to clearly outline the nature of the issue. This step should explain the consequences of not addressing the problem or of the benefits to be gained in developing the opportunity. The problem/opportunity may subsequently be redefined through public input in steps (2) and (3) below.

(2) Preliminary/Conceptual Design of Alternative Solutions This step identifies/defines potential alternatives to solve the problem. Public participation should be an important part of this step. The public would gain an understanding of the problem and could play an active role in helping to identify a solution.

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(3) Alternative Analysis and Selection

First of all, criteria are identified/selected to measure the feasibility/acceptability of each alternative. This criteria are then used to select an alternative for implementation. Public participation is an important part of this step as well. Such participation will ensure that the evaluation criteria adequately reflect community values and that the selected alternative will receive a broad base of support.

(4) Political Approval

A public works project would usually receive the necessary approvals through the Annual Capital Program approval process. This process involves the public in the various Community and Standing Committees of Council as well as Council itself. There is ample opportunity in this process for groups and individuals to appear as delegations and voice any concerns they may have with respect to proposed public works projects. In addition, special public meetings may also be held by a Councillor or Committee to specifically review a project and its impacts.

(5) Regulatory Approval (if necessary)

Some projects require approval by other agencies and/or government departments (such as the Provincial Environment Department or the Federal National Transportation Agency). This approval process is defined by the agency concerned and provides for public hearings as required.

(6) Functional/Detailed Design

This step involves the preparation of a detailed design of the project and is the last opportunity for changes to the project before implementation. Public involvement could continue in this step to ensure public acceptance of the detailed design. Specific sub-groups affected by the project could be dealt with individually in this step.

(7) Implementation

The nature of the project and the impact of the implementation will determine whether public participation is significant or minimal. As is suggested in step (6), specific sub-groups could be dealt with individually in this step as well.

This section has outlined the steps of a public works project and where it is important for citizen participation to tie into these steps. The next section will deal with what the citizen participation process should attempt to achieve.

CITIZEN PARTICIPATION PROCESS

The following presents some guidelines to facilitate public involvement in steps (2) and (3) outlined above.

1. Introduction and Start-Up

- Broad outline/definition of problem/opportunity.

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- Implications of "do nothing".
- Identify/define public participation process and proposed project process.
- Seek public comments, questions, and suggestions to help identify concerns.

2. Initial Data Collection

- Preparation of Social Profile, i.e., a summary of the main characteristics of the community affected and its publics.
- Collect and analyse detailed information about specific issues of concern (surveys, questionnaires).

3. Mutual Education

- Establishment of project advisory committees.
- Explanation of the project purpose, the study team, various aspects of the issues, evaluation criteria, alternative solutions, etc., (through open houses, planning workshops, seminars, mass media advertisements).

The opportunity for public involvement in steps (4) and (5) is already provided for by the respective approval processes that are in place. The process of public involvement in steps (6) and (7) would be identified and detailed in steps (2) and (3) and/or as part of the Regulatory Approval in step (5).

This matter has been reviewed by personnel of Streets and Transportation, Transit, Waterworks, Waste and Disposal, and Winnipeg Hydro Departments. Rather than dealing with this matter on a Departmental basis, all four Departments agreed that the broad set of guidelines as outlined herein concerning citizen involvement in the design and implementation of public works projects be used by the Works and Operations Division (which would include these Departments, as well as the Operations Department).

The guidelines contained in this report are not intended to be a comprehensive listing or manual for public participation. The impact of a public works project on the public and the sensitivity of the public to that project will dictate the extent to which all or a portion of these guidelines are used and whether other means beyond those outlined herein are employed to facilitate citizen participation.

Your Committee on Works and Operations recommends:-

1. That the broad guidelines outlined herein be adopted as Council policy with respect to citizen involvement in the design and implementation of public works projects, for use by the Works and Operations Division.

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.

Transportation Study for the City of Winnipeg. Files ST-7 and ST-5(21)

1190 - 11. At its meeting held on April 14th, 1992, the St. Boniface-St. Vital Community Committee supported the following motion in principle and directed that the matter be referred to the Streets and Transportation Department for a comprehensive study and subsequent report back to the Community Committee:

"That a comprehensive study of traffic (types, volumes, destinations, patterns) be carried out in the south-east region of the City of Winnipeg. This study will have as its goals to:

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(1) Discover this region's needs with respect to transportation - that region compassing Old Saint- Boniface, Norwood, Saint-Vital, and Elmwood, as well as the suburbs (Windsor Park, Southdale, River Park South, Transcona, etc.) served by the area bridges, placing special emphasis on the Norwood/Main, Provencher and Louise Bridges.

(2) Determine the impact on the communities of Old Saint- Boniface, Norwood and Saint-Vital resulting from this traffic and any increase or change in the traffic.

(3) Gather information and data in order to develop alternatives to the massive capital projects proposed by the City of Winnipeg, and generate fair and equitable solutions to existing problems."

The Assiniboine Park-Fort Garry Community Committee, at its meetings held on April 13th and May 4th, 1992, considered the matter of traffic travelling through the River Heights neighbourhoods. This Committee, on May 4th, 1992, passed the following motion:

"That the Committee on Works and Operations give favourable consideration to engaging a consultant to provide options to resolve the River Heights traffic problem by means of a comprehensive study to include the following:

a) designation of collector streets to provide north/south access, including traffic counts, social impact on residents' safety and houses;

b) method to prevent intrusion into the River Heights area including traffic counts and analysis;

The terms of reference to be determined in consultation with community representation."

At its meeting on May 12th, 1992, the Committee on Works and Operations considered the motion of the Assiniboine Park-Fort Garry Community Committee quoted above. The Committee on Works and Operations did not support the recommendation of the Community Committee with respect to the comprehensive (River Heights) study, but directed that the Commissioner of Works and Operations report to the Committee on Works and Operations with respect to an overall transportation study for the south-west quadrant of the City.

At its meeting on May 12th, 1992, the Committee on Works and Operations also considered the transportation requirements for the proposed subdivision of land bounded by the Perimeter Highway, Wilkes Avenue, Charleswood Road, and south of the CNR Cabot Subdivision. The Committee recommended to the Executive Policy Committee that this Development Application be tabled until the plates for the Regional Street System as described in Plan Winnipeg (Toward 2010) have been approved by Council.

PLAN WINNIPEG

The City's current medium to long range plan was prepared in conjunction with Plan Winnipeg which was undertaken from 1977 through 1980. The objective of Plan Winnipeg was to update the Greater Winnipeg Development Plan of 1966 and replace it with a comprehensive document incorporating land use and regional services including transportation to cover the time period 1980-1999. Plan Winnipeg was adopted in 1986.

More recently, Review 92 has been undertaken, which is a major review of Plan Winnipeg, and has resulted in Plan Winnipeg - Toward 2010. This document establishes a direction for the City and it is expected that all City budgets, programs, and public works will be consistent with this Plan once it is adopted. This document is currently being reviewed. Implementation of Plan Winnipeg - Toward 2010 will be outlined in detail through the preparation of strategic plans by all Civic departments. Such a strategic plan for the Streets and Transportation and Transit Departments would be a transportation plan that would define existing and future travel demand within Winnipeg and identify transportation facilities and strategies required to serve this demand. This transportation plan would be governed by the policies outlined in Plan Winnipeg - Toward 2010.

Implementation of transportation facilities recommended in the initial Plan Winnipeg document has not proceeded on the schedule then visualized, particularly with respect to the transit component. Transit facilities, in particular, have not proceeded at the rate appropriate. The need for certain facilities recommended in Plan Winnipeg is presently in dispute. Hence, there is a need to comprehensively review the transportation plan developed in Plan Winnipeg through an accurate reassessment of existing and projected travel demand, a redefinition of facilities and strategies required to serve that demand, and an implementation schedule.

**Report of the Committee on Works and Operations, dated June 23rd, 1992.**

A transportation study for the City of Winnipeg would provide the required strategic plan for regional transportation facilities through a comprehensive reassessment of existing and future travel demand.

TRANSPORTATION STUDY

A. Objectives

The objectives of a transportation study as outlined above would include the following:

(I) identify existing and future (to the year 2010) travel demand;

(ii) define regional street system improvements required to accommodate existing and future regional travel demand and to reduce incentives to use local neighbourhood streets;

(iii) priorize improvements in (ii) above and define an implementation schedule, taking into account policies set out in Plan Winnipeg - Toward 2010 and travel demand identified in (I) above.

B. Work Program

The following four-phase work program would be followed in undertaking the transportation study outlined above as well as in addressing the traffic related problems:

1. TRAVEL SURVEY

Major City-wide Travel Surveys have been conducted by the Streets and Transportation Department starting in 1962 followed by similar studies in 1971, 1976, 1981 and 1986. These surveys are part of a five year updating program initiated by the Streets and Transportation Department in 1971. These surveys have been conducted every five years coincident with the national census to study changes in travel modes and patterns, provide base data for input in the City's transportation planning computer modelling package, monitor City growth and to provide an update to previous Travel Surveys. Due to budgetary constraints, however, this Survey was not undertaken in 1991.

An up-to-date Travel Survey for the entire City is necessary for updating the City's transportation planning computer model which will result in more accurate future travel projections. Such projections will, in turn, permit study of the impact of "external" (or through) trips on a particular sector(s) of the City.

A mail survey similar to the 1986 Travel Survey would be undertaken in order to obtain travel and related socio-economic statistics characteristic of the City of Winnipeg. It is anticipated that survey questionnaires would be mailed to approximately 50% of all households and the residents therein would be requested to complete and return the questionnaire. It is estimated that the final return rate will result in a 10% to 15% sample size which is considered to be statistically reliable for transportation planning purposes.

**Report of the Committee on Works and Operations, dated June 23rd, 1992.**

Since it is recognized that the citizens of Winnipeg should be cognizant of the impending Travel Survey, methodology will include a public relations campaign. The survey will be advertised in the local newspapers, announced on selected radio stations and released to the news media by means of "News Releases". The total cost of the publicity campaign is estimated to be $10,500.00.

As in previous years, other demographic, as well as travel data pertaining to the regional street and transit system such as speed and delay studies, intersection counts, classification counts, bridge counts, transit passenger counts, transit vehicle operating speeds, etc., would be obtained and compiled for the City of Winnipeg transportation system. As in the past, this data would be utilized to validate the accuracy of the Travel Survey as well as input required to update the existing transportation planning computer model.

The anticipated cost required to conduct the Travel Survey is summarized in the following Table:

| ITEM | | COST ESTIMATE |
|---|---|---|
| Printing | | $ 17,000.00 |
| Mailing: | Incoming | 58,500.00 |
| | Outgoing | 15,000.00 |
| Keytaping | | 9,000.00 |
| Traffic Studies | | 10,000.00 |
| SUB-TOTAL | | $109,500.00 |
| Advertising | | 10,500.00 |
| TOTAL | | $120,000.00 |

The Travel Survey would be carried out using in-house personnel and resources. To enable a prompt start, an additional appropriation of $120,000.00 to the Streets and Transportation Department's 1992 operating budget would be required.

If such an additional appropriation were to be made promptly, the Travel Survey would be undertaken in September, 1992. Allowing time for tabulating the Survey results (3 months) and for calibrating the computer model (5 months) will mean that in May, 1993, the computer model will be ready to be used in analysing future transportation facility requirements under different development/transportation system scenarios.

2. COMPREHENSIVE TRAVEL STUDY, SOUTH-WEST WINNIPEG

The second phase of the Transportation Study would focus on the south-west sector of Winnipeg and would commence formulation of the strategic plan for regional transportation facilities as stipulated in Plan Winnipeg - Toward 2010 and would involve the following steps:

(a) Existing traffic volumes and regional transportation deficiencies.
(b) Regional transportation facility improvements/additions required to address existing deficiencies including neighbourhood intrusion and traffic related environmental problems.
(c) Projected regional traffic volumes and projected deficiencies based on land use (employment) and population projections for various transportation system scenarios utilizing the calibrated transportation planning computer model.
(d) Recommended regional transportation facility improvements/ additions required to address projected deficiencies.

A consultant would be retained to undertake a significant portion of the work in this phase. City staff would provide liaison with the Consultant and would carry out the required computer modelling.

**Report of the Committee on Works and Operations, dated June 23rd, 1992.**

This phase could overlap the first phase by issuing a consultant proposal call while the computer model is being calibrated in Phase 1 so that a consultant assignment could be made just prior to model calibration being completed.

A very preliminary cost estimate for consulting fees for this phase is in the order of $250,000.00. This estimate and the terms of reference for the consultant will be further refined for submission in the 1993 operating budget. If a consultant is assigned in April, 1993, it is estimated that this phase could be completed in December, 1993.

It is important to recognize that Phases 1 and 2 above will not completely address local traffic/access issues. While these Phases will impact these issues in that minimizing congestion and delays on the regional street network will in turn minimize neighbourhood intrusion by through traffic, these Phases will not directly address all local traffic/access issues.

3. COMMUNITY TRAFFIC STUDIES

The local traffic/access issues referred to above can only be comprehensively addressed through community traffic studies such as the River Heights Traffic Study. With respect to the matter of traffic management in the residential areas of River Heights and Crescentwood, there are two alternatives concerning the timing of the adoption of a course of action on this matter:

(a) defer until after completion of Phase 2 and adoption of related recommendations;

(b) proceed in the short term (that is, prior to/during Phase 1).

While the first alternative above provides a more comprehensive context in which to deal with local traffic/access concerns by first identifying regional transportation improvements that may alleviate such concerns, the time frame necessary to complete Phases 1 and 2 creates too great a delay in addressing neighbourhood concerns and needs.

Hence, it is proposed to proceed in the short term and in this regard, that a Consulting Engineer be engaged to identify the preferred scheme to manage traffic into and/or through the residential areas of River Heights and Crescentwood.

The option of this identification of the preferred scheme taking place using in-house resources is not considered feasible. In recent years, the River Heights and Crescentwood areas have been the subject of considerable study by the Streets and Transportation Department to find ways to reduce the traffic intrusions into these communities. These studies which included public involvement, have not resulted in any consensus of opinion. The lack of consensus may primarily be due to the real and perceived inconveniences that "preventing intrusion" will have on the individual. As a result, there is merit in engaging a consultant to provide what might be perceived as "Objective" recommendations.

Cost estimates for this proposed study of the River Heights/ Crescentwood areas are not available but it is not anticipated that this cost would exceed $100,000.00. Funds are not available in the 1992 operating budget and if this project is approved, funds would have to be obtained from other sources, or the study deferred into 1993 and funded from the 1993 Current Estimates.

4. COMPREHENSIVE TRAVEL STUDIES, OTHER SECTORS

The last phase of the Transportation Study would extend the effort started in Phase 2 to the other sectors of the City and would complete formulation of the strategic plan for regional transportation facilities as stipulated in Plan Winnipeg - Toward 2010.

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As for Phase 2, a consultant would be retained to undertake a significant portion of the work in this phase with City staff providing liaison with the Consultant and being responsible for the required computer modelling.

The Studies of other sectors will benefit from the methodologies developed in Phase 2 which addresses the south-west sector in which current problems are most acute. The experience gained in completion of Phase 2 will permit determination of a reliable and detailed estimate of the cost and schedule of this last phase.

C. Other Considerations

The Province of Manitoba, by letter dated March 11th, 1992, from the Minister of Urban Affairs to the Mayor, advised of its intention to initiate an urban transportation study in connection with its Urban Capital Projects Allocation funding. The Province made reference to "...a coordinated approach towards Winnipeg's future transportation needs." The objectives and terms of reference have not been conveyed in any detail to the City. A 1993 start is apparently visualized. The study may have infrastructure and/or economic objectives rather than overlapping with the objectives of the Study which is the subject of this report.

It is not proposed that the studies recommended in this report should be deferred while awaiting more detail from the Province. Any necessary adaptation or reconciliation regarding the Provincial proposal can be accomplished at the interface between Phases 1 and 2 of the City's proposed study. Irrespective of the thrust of the Provincial study, it is deemed important to proceed with Phase 1 in order to ensure an adequate data base for planning purposes.

Your Committee on Works and Operations recommends:-

(1) That an additional appropriation of $120,000.00 be made to the Streets and Transportation Department's 1992 operating budget to undertake a City-wide Travel Survey.

(2) That a Consulting Engineer be engaged to identify the preferred scheme to manage traffic into and/or through the residential areas of River Heights and Crescentwood.

(3) That the Streets and Transportation Department prepare a cost estimate to undertake Recommendation (2) and that an additional appropriation of up to $100,000.00 be made to the Streets and Transportation Department's 1992 operating budget to undertake this study.

(4) That a provision of up to $250,000.00 be made in the Streets and Transportation Department's 1993 Current Estimates to undertake further stages of the comprehensive overall transportation study.

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

Moved by Councillor Duguid,
Adoption of the clause.

Carried.

Parking on Tache Avenue and on Marion Street - Amendment to Parking Meter By-Law - St. Boniface-St. Vital Community. Files ST-2 and ST-5(25)

1191 - 12. In a report dated November 22nd, 1989, to the Committee on Works and Operations, the Streets and Transportation Department stated that on the basis of usage, none of the parking meters in St. Boniface were warranted, with the exception of those meters on Tache Avenue between Goulet Street and rue Despins.

**Report of the Committee on Works and Operations, dated June 23rd, 1992.**

On April 21st, 1992, your Committee on Works and Operations concurred in the St. Boniface-St. Vital Community Committee's recommendation to remove the parking meters on the north and south sides of Provencher Boulevard between Tache Avenue and Aulneau Street and on the east and west sides of Tache Avenue north of Provencher Boulevard to Dumoulin Street, and requested the Administration to contact the Norwood Grove Business Association to discuss removal of the parking meters on Marion Street and Tache Avenue south of Marion Street.

On May 6th, 1992, Council adopted the recommendation to remove the parking meters on Provencher Boulevard and on Tache Avenue north of Provencher Boulevard.

The Board of Directors of the Norwood Grove Business Association requested that the parking meters be replaced with one-hour signed parking Monday to Saturday on the north side of Marion Street between St. Mary's Road and Kenny Street and on the east and west sides of Tache Avenue between Eugenie and Marion Streets.

Mr. W. H. Sparrow, General Manager of the Norwood Hotel, has advised of limited visibility on Tache Avenue at the public lane south of Marion Street.

The replacement of one-hour metered parking with one-hour signed parking on Marion Street and on Tache Avenue south of Marion Street is in accordance with the request of the Norwood Grove Business Association. The parking prohibition on the west side of Tache Avenue approximately 18 metres north and south of the first public lane south of Marion Street will improve the visibility of traffic on Tache Avenue for eastbound drivers in the lane. The recommended stopping prohibition on the east side of Tache Avenue from Goulet Street to Rinella Place will ensure that northbound vehicles may by-pass delayed vehicles turning left into the St. Boniface Hospital or turning right into the new St. Boniface Hospital parking garage.

The 71 parking meters proposed to be removed from these streets generate an annual revenue of approximately $46,800.00 at the current 75 cents hourly rate or a projected annual revenue of approximately $58,000.00 at the new $1.00 hourly rate.

Your Committee on Works and Operations recommends:-

1. a) the parking meters be removed on the

   I) north side of Marion Street between St. Mary's Road and Kenny Street;

   ii) east side of Tache Avenue between Eugenie Street and Rinella Place; and

   iii) west side of Tache Avenue between Marion Street and Eugenie Street;

   b) Schedule "A" to the City of Winnipeg Parking Meter By-law be amended:
   I) by deleting therefrom the following:

      "48. North side of Marion Street between St. Mary's Road and Kenny Street.

      78. West side of Tache Avenue between Eugenie Street and Provencher Boulevard."

   ii) by striking out the words "Eugenie Street" where same appear in item numbered 77 thereof and substituting therefor the words "Rinella Place";

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

   and in conjunction therewith:

**Report of the Committee on Works and Operations, dated June 23rd, 1992.**

d) the north side of Marion Street between St. Mary's Road and Kenny Street be regulated "One Hour Parking 09:00 to 17:30 on any day excepting Sundays and public holidays";

e) the west side of Tache Avenue between a point 8 metres south of Marion Street and a point approximately 15 metres south of the first public lane south of Marion Street be regulated "No Parking Anytime";

f) the west side of Tache Avenue between a point approximately 15 metres south of the first public lane south of Marion Street and Eugenie Street be regulated "One Hour Parking 09:00 to 15:30 on any day excepting Sundays and public holidays";

g) the east side of Tache Avenue between Eugenie Street and Marion Street be regulated "One Hour Parking 09:00 to 17:30 on any day excepting Sundays and public holidays"; and

h) the east side of Tache Avenue between a point 33 metres north of Goulet Street and Rinella Place be regulated "No Stopping Anytime".

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.

On motion of Councillor Clement, Council reverted back to reconsider Clause 11 of the Report of the Committee on Works and Operations regarding the Transportation Study for the City of Winnipeg under Files St-7 and ST-5(21).

The motion for the adoption of the clause was re-affirmed by Council. (See Minute No. 1190.)

On motion of Councillor Kaufmann, Council reverted back to reconsider Clause 12 of the Report of the Committee on Works and Operations regarding parking on Tache Avenue and on Marion Street under Files ST-2 and St-5(25).

The motion for the adoption of the clause was re-affirmed by Council. (See Minute No. 1191.)

Council here proceeded to the regular order of business "Committee on Works and Operations - Motions".

## COMMITTEE ON WORKS AND OPERATIONS

## MOTIONS

Moved by Councillor Kaufmann,
Seconded by Councillor Selinger,
1192 - THAT parking at meters be free of charge in downtown Winnipeg on Saturdays, Sundays and holidays.

Automatic Referral to Committee on Works and Operations in accordance with Section 16.1 of the Procedure By-law.

## COMMITTEE ON WORKS AND OPERATIONS

## CONSIDERATION OF BY-LAWS

1193 - On motion of Councillor Duguid, By-law No. 5897/92, a By-law of The City of Winnipeg to amend By-law No. 1573/77, being the City of Winnipeg Traffic By-law, was read a second and third time, and was passed and ordered to be signed and sealed. File No. ST-5.2.

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. 5991/92, a By-law of the City of Winnipeg to amend By-law No. 1573/77, being The City of Winnipeg Traffic By-law. File Nos. ST-5.2 and ST-5.3.

By-law No. 5996/92, a By-law of the City of Winnipeg to open a public lane on the north side of Barrington Avenue between St. Mary's Road and Dunkirk Drive. File No. DAO 13/91.

Councillor Boychuk asked to be recorded as having voted against second and third readings of By-law No. 5991/92 in accordance with Section 50.7 of the Procedure By-law.

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

By-law No. 5997/92, a By-law of the City of Winnipeg to close part of Pandora Avenue West. File No. DAC 3/92.

By-law No. 5998/92, a By-law of the City of Winnipeg to close parts of Swailes Avenue, Public Street Plan 3075 and the public lane north of Beecher Avenue between Ferrier and Parr Streets. File Nos. DAC 9/91 and DAC 14/91.

By-law No. 5999/92, a By-law of the City of Winnipeg to close part of John Hirsch Place at the rear of 185 Bannatyne Avenue, west of Rorie Street (Fletcher Investments Ltd. Building). File No. DAC 25/91.

Councillor Duguid moved that this constitute the first reading of By-laws numbered 5997/92 to 5999/92, both inclusive, which motion was carried.

COMMITTEE ON WORKS AND OPERATIONS – CONSIDERATION OF BY-LAWS (continued)

On motion of Councillor Duguid, the rule was suspended and By-law No. 6001/92, a By-law of the City of Winnipeg relating to the handling and disposal of biomedical waste sharps, was read a first, second and third time, the rule being suspended for the third reading, and was passed and ordered to be signed and sealed. File No. WT-2.

## COMMITTEE ON WORKS AND OPERATIONS

## QUESTION PERIOD

1194 - Councillor Timm-Rudolph referred to environmental concerns raised approximately a year and a half ago by the Chairman regarding a large number of used tires being stored at the former York Tire site on Lagimodiere Boulevard, and asked the Chairman why he has not pursued this issue.

Councillor Duguid indicated he was of the understanding that the matter had been taken care of and if not, he assured Councillor Timm-Rudolph that he would address it at the next committee meeting.

Councillor Timm-Rudolph also asked if the Chairman would assure this Council, in the interim, that the fencing is secure on the property.

Councillor Duguid indicated that he would raise it at the next meeting of Committee.

Councillor Fraser asked if the Chairman could inform Council as to the status of the environmental assessment report on the Charleswood Bridge.

Councillor Duguid took the question under advisement, as it was his understanding that the process had been completed.

Councillor Fraser enquired about the transportation study contained in Clause 11 of the Report of the Committee on Works and Operations, and adopted today, which deals with the terms of reference. He asked if the Chairman had undertaken discussions with the Minister of Urban Affairs.

Councillor Duguid advised that he had had some discussion with the Minister as did the other chairpersons and the Mayor and Deputy Mayor, and his understanding is that the Provincial Government wants to look at the overall transportation plan for the City.

Councillor Fraser enquired if the City, through the Official Delegation, discussed the initial terms of reference and if the Minister is aware of the City's directions with respect to the transportation study and the priority relating to the southwest sector of the City versus other sectors of the City.

Councillor Duguid advised that it was discussed and a copy of the report that is here today was tabled with the Deputy Minister of Urban Affairs who will discuss it with the Minister.

Councillor Lorenc asked the Chairman the following questions relating to the Provencher and Main Street and Norwood Bridges, the answers to which, he asked to be circulated to all members of Council prior to its first meeting in September, namely:-

1. Has the City engaged the services of an environmental consultant or consultants, and if so, who?

2. What are or were the terms of reference for each of the projects?

3. What expenses in total, to date, have been expended, committed to, or is the City liable for with respect to each?

4. What further costs are anticipated to be still spent, and how do they relate to any estimates or budgeted amounts?

COMMITTEE ON WORKS AND OPERATIONS – QUESTION PERIOD (continued)

5. Is the assessment required by provincial legislation and if so, is there any contribution to those costs?

6. What percentage of the total capital budget does the environmental assessment reflect?

7. How close are the environmental assessments to a conclusion on each of those projects?

Councillor Duguid undertook to provide the answers to Council in writing.

Councillor Kaufmann enquired whether there will be any anticipated shortfall in the water and sewer utility as to budget revenues due to heavy rainfalls and what, if any, changes can be made to ensure that the City does not go over budget and have to go to the taxpayers for additional funds next year.

Councillor Duguid agreed to undertake to investigate and provide a response to Councillor Kaufmann.

Councillor Diamant asked what the procedures will be for selecting consultants for the major transportation study, which involves local transportation issues, e.g. River Heights and Fort Rouge.

Councillor Duguid responded that he would check with the Commissioner of Works and Operations on that particular issue, but he indicated that he understands that the issue is that the consultant be sensitive to neighbourhood transportation issues.

Councillor Diamant indicated that he would like the assurance that the study will also include non-capital intensive options for streets and some idea of the relationship of transit and include some kind of major transportation component in it.

Councillor Duguid agreed to have the concerns addressed at the Standing Committee.

Councillor Timm-Rudolph asked the Chairman what commitment he and his Committee have made to address the high number of traffic accidents on Lagimodiere Boulevard.

Councillor Duguid noted that he intended to have the matter discussed at the next Committee on Works and Operations meeting.