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 September 4th, 1990, has concurred in the recommendations contained therein, except as noted below, and submits same to Council for approval and adoption.

On motion of Councillor Lorenc, the Report of the Committee on Works and Operations, dated September 4th, 1990, was considered clause by clause.

North Committee Room,
Council Building,
Winnipeg, September 4th, 1990.

His Worship the Mayor and Councillors:-

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

Partial Closing of Bower Boulevard North of the proposed plan of subdivision under DASZ 1/89 - Assiniboine Park-Fort Garry Community File DAC 6/89

1451 - 1. The proposal for the closing and sale of Bower Boulevard as shown on Misc. Plan No. APFG 7431/1, although outside the limits of the proposed subdivision under DASZ 1/89, was made by the Developer for purposes of acquiring that portion of Bower Boulevard for conveyance to St. Paul's College as part of their agreement whereby St. Paul's College was to transfer the most southerly five acres of its lands for inclusion in the Developer's subdivision application DASZ 1/89.

This partial street closing was circulated to various City departments and public utilities in the usual manner with no objections being received. A number of concerns, however, were identified, primarily relating to servicing easements which could be addressed within the approval process of DASZ 1/89. Manitoba Hydro also informed of its requirements for easements to protect a major underground 'duct' egressing from the Bard Boulevard substation. Alternatively, the facility could be relocated with costs for the account of the Developer.

On May 23rd, 1989, the Assiniboine Park-Fort Garry Community Committee recommended approval of the closing.

On June 23rd, 1989, the Committee on Planning and Community Services approved as to planning considerations the proposed partial closing of Bower Boulevard under File DAC 6/89.

At its meeting held on July 17th, 1990, the Committee on Finance and Administration approved the sale to the Developer of that portion of Bower Boulevard proposed to be closed as shown on Misc. Plan No. APFG 7431/1.

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 partial closing of Bower Boulevard north of the proposed plan of subdivision under DASZ 1/89, in accordance with Misc. Plan No. APFG 7431/1; the cost of the by-law and all related costs such as, but not limited to, the closing plan/easement plans to be borne by the Developer, and subject to:-

    a) any terms and conditions required to ensure that the closing is carried out in an orderly fashion;

Report of the Committee on Works and Operations, dated September 4th, 1990

b) the approval of the Subdivision Application by Council.

2. Upon first reading of the by-law being subsequently given, the City Clerk be instructed to post the necessary notices in accordance with 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. APFG 7431/1 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Widening of Henderson Highway - East side - North of Sutton Road
File DAO 12/90

1452 - 2. The land on the east side of Henderson Highway, north of Sutton Road, was acquired in the 1960's for land drainage purposes and is improved with a 36 inch diameter land drainage sewer.

The Henderson Highway corner cut series was required to facilitate more efficient traffic flow for the Kildonan Corridor project which is currently underway. The Kildonan Corridor was adopted by Council on March 25th, 1987, as part of the 1987 Capital Estimates.

The subject property, as illustrated on Misc. Plan No. EKT 7215, is currently under the jurisdiction of the District No. 4 Operations Department. On September 20th, 1988, that Department indicated it had no objection to a transfer of jurisdiction for the subject land to the Streets and Transportation Department. On December 22nd, 1988, the East Kildonan-Transcona Community Committee also indicated it had no objection to the proposed transfer of jurisdiction.

The total property is presently being used as an asphalt parking lot in conjunction with the adjoining multi-tenant commercial building. The part required by the Streets and Transportation Department for the widening of the right-of-way is a landscaped area and will remain as such.

At its meeting held on July 17th, 1990, the Committee on Finance and Administration approved the transfer of jurisdiction of the above City-owned lands to the Streets and Transportation Department.

All costs associated with the proposed opening including the cost of the by-law, estimated at $200.00, are to be charged to Account No. 03-118117-5187010703.

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 on the east side of Henderson Highway, north of Sutton Road, in accordance with Plan No. EKT 7215, 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.

Report of the Committee on Works and Operations, dated September 4th, 1990

Copy of Misc. Plan No. EKT 7215 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Corner Rounding - South-east Corner of Corydon Avenue and Stafford Street - City Centre-Fort Rouge Community
File DAO 13/90

1453 -3. On December 17th, 1987, the Board of Commissioners considered a report from the Director of Streets and Transportation, dated December 8th, 1987, and instructed the Director of Land Surveys and Real Estate to undertake negotiations for the acquisition of the subject property required in connection with the reconstruction project proposed along Corydon Avenue from Lilac Street to Stafford Street; being in the 1988 Capital Program of the Streets and Transportation Department as adopted by City Council.

This will accommodate the construction of the corner rounding at the southeast corner of Corydon Avenue and Stafford Street, thereby improving the turning radius for vehicles to accomplish a right turn movement onto Corydon Avenue more conveniently.

On July 17th, 1990, the Committee on Finance and Administration approved acquisition of property for the referenced proposed corner rounding at the south-east corner of Corydon Avenue and Stafford Street.

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 street opening by-law in accordance with Misc. Plan No. CCFR 7030/1 for submission to Council to effect the opening/corner rounding at the south-east corner of Corydon Avenue and Stafford Street, 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. CCFR 7030/1 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Corner Rounding - North-east corner Corydon Avenue and Stafford Street - City Centre- Fort Rouge Community
File DAO 14/90

1454 - 4. On December 17th, 1987, the Board of Commissioners considered a report from the Director of Streets and Transportation, dated December 8th, 1987, and instructed the Director of Land Surveys and Real Estate to undertake negotiations for the acquisition of the subject property required in connection with the reconstruction project proposed along Corydon Avenue from Lilac Street to Stafford Street; being in the 1988 Capital Program of the Streets and Transportation Department as adopted by City Council.

This will accommodate the construction of the corner rounding at the north-east corner of Corydon Avenue and Stafford Street thereby improving the turning radius for vehicles to accomplish a right turn movement onto Stafford Street more conveniently.

Report of the Committee on Works and Operations, dated September 4th, 1990

The subject acquisition and its costs are to be charged to Capital Account No. 03-118117-5188040706.

At its meeting held on July 17th, 1990, the Committee on Finance and Administration approved acquisition of property for the referenced proposed corner rounding at the north-east corner of Corydon Avenue and Stafford Street.

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 street opening by-law in accordance with Misc. Plan No. CCFR 7030/3 for submission to Council to effect the opening/corner rounding at the north-east corner of Corydon Avenue and Stafford Street, 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. CCFR 7030/3 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Corner Rounding - South-west corner of Corydon Avenue and Stafford Street - City Centre-Fort Rouge Community
File DAO 15/90

1455 - 5. On December 17th, 1987, the Board of Commissioners considered a report from the Director of Streets and Transportation, dated December 8th, 1987, and instructed the Director of Land Surveys and Real Estate to undertake negotiations for the acquisition of the subject property required in connection with the reconstruction project proposed along Corydon Avenue from Lilac Street to Stafford Street; being in the 1988 Capital Program of the Streets and Transportation Department as adopted by City Council.

This will accommodate the construction of the corner rounding at the south-west corner of Corydon Avenue and Stafford Street, thereby improving the turning radius for vehicles to accomplish a right turn movement onto Stafford Street more conveniently.

The subject acquisition and its costs are to be charged to Capital Account No. 03-118117-5188040706.

At its meeting held on July 17th, 1990, the Committee on Finance and Administration approved acquisition of property for the referenced proposed corner rounding at the south-west corner of Corydon Avenue and Stafford Street.

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 street opening by-law in accordance with Misc. Plan No. CCFR 7030 for submission to Council to effect the opening/corner rounding at the south-west corner of Corydon Avenue and Stafford Street, 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.

Report of the Committee on Works and Operations, dated September 4th, 1990

Copy of Misc. Plan No. CCFR 7030 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause

Carried.

Portage Avenue and Main Street - street-level pedestrian crossings - City Centre-Fort Rouge Community File SC-3.2.1

1456 - 6. Council, at its meeting held on June 20th, 1990, referred the following motion to your Committee on Works and Operations, namely:-

"THAT the City of Winnipeg re-open Portage Avenue and Main Street street-level pedestrian crossings."

On September 4th, 1990, Committee received advice from His Worship Mayor Norrie that he will provide to Committee responses received from all the signatories to the Portage and Main Concourse Agreement once received.

Pursuant to Section 16.4 of The Procedure By-law No. 5400/90, your Committee on Works and Operations recommends that a 90 day extension of time be granted in which to report back to Council in this matter, in view of the above advice.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Proposal for the Establishment of a Recycling Advisory Committee File WT-1.3

1457 - 7. Council at its meeting held on July 11th, 1990, referred the following motion to your Committee on Works and Operations, namely:-

"WHEREAS the City of Winnipeg is responsible for garbage collection;

AND WHEREAS this service has materials which can be recycled, reused or recovered;

AND WHEREAS many sectors of this City have an interest and expertise on how to best proceed with respect to creating a recycling program for the City of Winnipeg;

BE IT THEREFORE RESOLVED THAT the City of Winnipeg establish an advisory committee with representatives from the industries involved in recycling, non-profit organizations involved in recycling, workplace representatives, and others who have expertise on recycling programs and how they can be organized to achieve their objectives while remaining cost-effective."

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

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operations, dated September 4th, 1990

Amendment - Traffic By-law No. 1573/77
- Snow Clearing Operations File SC-3.6

1458 - 8. On November 29th, 1989, Council adopted certain recommendations of the Committee on Works and Operations relating to "Snow Clearing Operations", including the following:

1. That a new snow route Overnight Stopping Prohibition By-law be adopted to prohibit stopping on snow routes from 23:00 to 06:00 on one or two nights following a snowfall to permit snow clearing.

2. That the Government of Manitoba be requested to amend The Highway Traffic Act to enable the City of Winnipeg to pass this By-law.

3. That the new snow route Overnight Stopping Prohibition By-law be submitted for Council approval prior to the 1990/91 snow clearing season, contingent upon the required changes to The Highway Traffic Act.

The Manitoba Highway Traffic Act was amended by the Manitoba Government and received royal assent on March 15th, 1990, enabling the City of Winnipeg to pass a By-law to prohibit overnight on-street vehicular stopping from 11:00 p.m. to 6:00 a.m. to afford City-wide street cleanup following a snowstorm.

The Operations Department Snow Clearing Policy states specific completion time periods for snow clearing of the various categories of the street system.

Accomplishment of the Snow Clearing work in accordance with the expected time standards requires that the Operations Department snow clearing response be immediate and continuous, but flexible enough to allow for safe public use of the street system during snow clearing operations. This requires the ability to work for extended hours on the street system without the obstacles presented by parked vehicles.

On-street vehicular parking during a city-wide snow clearing operation is controlled by the Overnight One Hour Parking Rule By-law No. 4126/85. Under this By-law, vehicles can legally park on the street until 4:00 a.m. since it allows parking for not more than one hour from 3:00 a.m. to 6:00 a.m. During a snow clearing operation, which may start at 8:00 p.m. on the Regional Streets network and continue until 6:00 a.m., vehicles that are legally parked may be towed "around the corner" at the City's expense. The average annual cost of towing during snow clearing is approximately $34,000.00. Towing "around the corner" is normally restricted to Priority I (Regional) streets. The number of parked vehicles on Priority I streets is low due, in part, to proclamation of the Overnight One Hour Parking Rule By-law No. 4126/85, to Police enforcement and to the high cost of violating the subsequent 7:00 a.m. to 9:00 a.m. rush hour stopping prohibition for which violators are ticketed and vehicles towed to a private compound at the vehicle owner's expense. Additional snow clearing equipment passes are required to remove the windrows when the parked vehicles are eventually removed by their owners. Snow clearing around parked vehicles reduces the efficiency of the snow clearing crews and increases the snow clearing costs. Snow windrows remaining after the parked vehicles are removed by their owners become on-street hazards to the travelling public. The Overnight One Hour Parking Rule By-law No. 4126/85 is less effective on Priority II and III streets due to limited enforcement ability, the difficulty of enforcing the provisions of the By-law, and the infrequent and intermittent proclamation of the Overnight One Hour Parking Rule By-law on Priority III Streets. Residents on Priority III Streets are not accustomed to continuous application of the existing Overnight One Hour Parking Rule and it is not proposed that continuous application of this rule be imposed.

It is proposed that a new section be added to the Traffic By- law No. 1573/77 which, when declared, would prohibit vehicular stopping from 23:00 to 06:00 on streets signed as "snow routes". Existing snow routes are Regional Streets (Priority I) and the majority of bus routes and collector streets (Priority II). Initial declaration of the By-law would be restricted to a one night (23:00 to 06:00) period on each occasion following a snowstorm when there is general plowing of Priority I and II streets, but could be extended a second or third night on an as- needed basis. Implementation would result in Priority I and II streets being cleared of all parked vehicles for one or two nights to allow City- wide snow clearing. Vehicular parking on the streets during the day would not be affected.

Report of the Committee on Works and Operations, dated September 4th, 1990

Vehicles parked in violation of the By-law would be ticketed and towed to a private compound as part of the enforcement procedure by the Winnipeg Police Department. It is the intent that vehicles be ticketed and towed only on those streets to be cleared of snow during that night.

It is essential that the Operations Department undertake a public relations campaign prior to, and during, the winter season to inform the public of the intent and purposes of the relevant legislation.

The benefits of performing snow clearing and hauling operations free of parked cars can be readily explained in terms of public safety, the safety of equipment operators, the higher quality of street snow clearing and hauling, and the cost savings to the City if there is no requirement to plow isolated locations after parked vehicles are subsequently removed by their owners. The effectiveness of the recommendations in this report depend on the public's co-operation, and the public must be aware of the City's snow clearing operational plans in the event of any significant snowfall.

Your Committee on Works and Operations therefore recommends that the Traffic By-law No. 1573/77 be amended by adding the following section thereto:-

1. "29A (1) No person shall stop, stand or park a vehicle on a street between the hours of 23:00 and 06:00 of the following day on streets or portions of streets bearing "Snow route" signs of the type specified and approved by Order No. 21/78 of the Highway Traffic Board, whenever the Mayor or his designate has so declared.

   (2) The Mayor or his designate shall make or cause to be made a record of each time and date when any such declaration is made.

   (3) The Mayor or his designate shall forthwith file at the office of the City Clerk, Main Floor, Council Building, 510 Main Street, Winnipeg, a signed and dated Declaration that the overnight stopping prohibition is in effect upon the day or days referred to in Subsection (1) hereof.

   (4) The Mayor or his designate shall inform the general public by issuing for immediate release a communique to the media specifying the Declaration of Implementation of the overnight stopping prohibition."

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

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Extension of Bishop Grandin Boulevard (Route 165) between Pembina Highway and Waverley Street - Traffic Regulations File SC-1

1459 - 9. The extension of Route 165 as a four-lane divided highway between Pembina Highway and Waverley Street, with a grade separated interchange at Pembina Highway and an underpass at the C.N.R. Letellier Subdivision (Figure 1), is expected to be completed and open to traffic in November, 1990. There are a number of traffic regulations associated with this new facility.

Report of the Committee on Works and Operations, dated September 4th, 1990

The Route 165 and Pembina Highway Interchange, and Intersection

The two-lane southbound left turn movement from Pembina Highway to Route 165 will no longer be provided at a signalized intersection but will be accommodated within a southbound to eastbound off-ramp. Similarly, the two-lane northbound right turn from Pembina Highway to Route 165 will no longer be provided at a signalized intersection but will be accommodated within a northbound to eastbound on-ramp. The traffic control signals at this location are no longer required.

The prohibition of pedestrians from crossing Pembina Highway on both the north and south sides of the signalized westbound off-ramp from Route 165 is required because the green signal phase required to accommodate this pedestrian crossing would reduce the length of the north- south green signal phase on Pembina Highway and, thereby reduce the corresponding vehicular traffic capacity. In addition, pedestrians would be exposed to a potential collision hazard resulting from a visibility obstruction since the westbound left turn from Route 165 to Pembina Highway will be accommodated in three traffic lanes. Pedestrians may cross Pembina Highway on the south side of University Crescent or at Plaza Drive, both locations being signalized intersections, and where the transit passenger boarding and alighting stops are to be located.

The westbound right turn from Route 165 to Pembina Highway will no longer be accommodated within two traffic lanes under traffic signal control but will be accommodated in a single traffic lane with "Yield" control within a right turn cut-off.

The southbound left-turning vehicular movement need be prohibited at the median opening on Pembina Highway at the westbound off- ramp from Route 165 since the off-ramp operates one-way westbound. Prohibiting southbound U-turns at this intersection will ensure that such delayed vehicles will not block southbound through vehicles destined to University Crescent. Northbound U-turns need be prohibited because the median on Pembina Highway is too narrow to construct a northbound left turn storage lane.

The Pembina Highway and University Crescent Intersection

At this intersection, the southbound left-turning vehicular movement upon Pembina Highway to University Crescent will be accommodated in two traffic lanes with a separate left turn signal phase at the same time as the westbound right-turning vehicular movement upon University Crescent to northbound upon Pembina Highway is being accommodated in two traffic lanes. The prohibition of southbound U-turns will avoid any conflict with westbound right turning vehicles.

The prohibition of northbound U-turns will eliminate any interference with northbound vehicular traffic since a northbound left turn storage lane will not be provided. In addition, the traffic control signals at the intersection of Pembina Highway and University Crescent provide an extended southbound green indication to facilitate the left turning movement. Northbound drivers attempting to U-turn may be unaware of the extended left turn phase provided for the southbound left turning movement and may begin their turn through the intersection when the amber signal indication is directed toward them, resulting in a potential collision with the continuing southbound through movement.

Prohibiting pedestrians from crossing Pembina Highway on the north side of University Crescent will enable southbound vehicular traffic on Pembina Highway to turn left onto University Crescent at the same time as westbound vehicular traffic on University Crescent is entering Pembina Highway.

When northbound vehicles on Pembina Highway are stopped at the signalized intersection at University Crescent, eastbound buses will be permitted to cross Pembina Highway from the Transit passenger station on the west side, to a bus bay within the right turn cut-off at the south- east corner of the intersection. The prohibition of the northbound "Right Turn On Red" on Pembina Highway at University Crescent will minimize transit delay and the potential for collisions with transit buses.

Report of the Committee on Works and Operations, dated September 4th, 1990

The westbound right-turning vehicular movement from University Crescent to Route 165 eastbound will occur in a single traffic lane under "Yield" control within a right turn cut-off.

The Median opening on Pembina Highway 95 metres south of University Crescent

The prohibition of northbound left and U-turns on Pembina Highway at the median opening approximately 95 metres south of University Crescent is required since no storage lane can be installed to accommodate these vehicles.

The prohibition of westbound left turns from the private approach on the east side of Pembina Highway opposite this median opening will eliminate any obstruction to movement and potential collision hazard associated with such left turning movements interfering with northbound vehicle queues on Pembina Highway generated by the traffic control signal at University Crescent.

The Median opening on University Crescent 50 metres east of Pembina Highway

Eastbound vehicles on University Crescent cannot U-turn at the median opening approximately 50 metres east of Pembina Highway without reversing direction and blocking westbound vehicles on University Crescent. The prohibition of eastbound U-turns at this median opening will eliminate any such obstruction. Eastbound U-turns may be made at a left turn storage lane on University Crescent at Wedgewood Drive.

Chancellor Drive

The eastbound exit ramp from Route 165 to Pembina Highway intersects Chancellor Drive from the north to form a "T" intersection approximately 55 metres west of Pembina Highway. Vehicular traffic on the exit ramp will be required to stop before turning left or proceeding across Chancellor Drive or be required to "Yield" before turning right within the right turn cut-off onto Chancellor Drive.

Chancellor Drive contains a 4-lane divided street for a distance of 150 metres west of Pembina Highway and narrows to a 10 metre roadway at Gaylene Place. Prohibiting stopping on both sides of Chancellor Drive between Pembina Highway and Gaylene Place will accommodate vehicular traffic efficiently and safely.

The Chancellor Drive and Pembina Highway Intersection

Chancellor Drive intersects Pembina Highway from the west to form a "T" intersection and contains two eastbound vehicular traffic lanes. Once the westward extension of Route 165 is open to traffic from Waverley Street to Pembina Highway, Chancellor Drive at Pembina Highway is expected to carry approximately 410 vehicles during the P.M. peak hour, 315 of which will turn left and 95 will turn right at Pembina Highway. Requiring eastbound vehicular traffic on Chancellor Drive in the left-hand traffic lane to turn left at Pembina Highway and permitting eastbound vehicular traffic in the right-hand traffic lane to turn left or right or proceed straight at Pembina Highway will efficiently accommodate peak vehicular traffic activity on Chancellor Drive.

A private approach serves an apartment building located on the east side of Pembina Highway opposite Chancellor Drive. If this approach were signalized, westbound through and left turning vehicles would require a separate signal phase since the opposing eastbound left turn movement will be accommodated in two traffic lanes. Such a separate westbound signal phase would reduce the length of green time available for the major vehicular movements on Pembina Highway and on Chancellor Drive. The prohibition of westbound through and left turns from this private approach onto Pembina Highway will promote traffic efficiency at this intersection. To enhance road user safety, a stop sign is required for vehicular traffic exiting from this private approach onto Pembina Highway.

Report of the Committee on Works and Operations, dated September 4th, 1990

An eastbound vehicle on Chancellor Drive will not be able to U-turn at Pembina Highway without reversing direction and obstructing vehicular traffic on Pembina Highway. Prohibiting this U-turn will overcome such a problem.

The southbound right turn from Pembina Highway to Chancellor Drive will be accommodated within a right turn cut-off under "Yield" control.

The eastbound left turn movement from Chancellor Drive to Pembina Highway will be accommodated in two traffic lanes. Prohibiting pedestrians from crossing Pembina Highway on the north side of Chancellor Drive will minimize the potential for vehicle-pedestrian conflict, and pedestrian injury.

The Route 165 and Waverley Street Intersection

Route 165 will intersect Waverley Street from the east to form a "T" intersection. The projected A.M. and P.M. peak hour vehicular traffic volumes at this intersection are as follows:

NORTHBOUND	SOUTHBOUND		WESTBOUND			
TIME OF DAY	THROUGH	RIGHT	LEFT	THROUGH	LEFT	RIGHT
A.M. Peak Hour	1,410	20	90	890	10	710
P.M. Peak Hour	630	20	650	1,470	40	130

The magnitude of these vehicular traffic volumes are sufficient to warrant the installation of traffic control signals. To adequately accommodate the peak demand, the westbound right turn will be accommodated in two traffic lanes under signal control. Prohibiting the westbound "Right Turn On Red" will avoid any potential collision hazard associated with vehicles turning right in two traffic lanes while being required to yield to vehicular traffic on the intersecting street.

Northbound right turning vehicles will be accommodated within a right turn cut-off under "Yield" control.

The southbound left turn demand on Waverley Street at Route 165 will be accommodated in two traffic lanes with a separate left turn signal phase at the same time as westbound right turns are accommodated in two traffic lanes. Prohibiting southbound U-turns will avoid any potential conflict with westbound right turning vehicles.

Plaza Drive

The westbound roadway of Route 165 at Pembina Highway will be located south of its former alignment. The westbound exit ramp from Route 165 to Pembina Highway will sever the connection of Route 165 with Plaza Drive, thereby eliminating the westbound and southbound right turns at Route 165 and Plaza Drive.

Prohibiting stopping within the cul-du-sac at the south limit of Plaza Drive will accommodate U-turning vehicles.

Route 165

As a major arterial connection in the southern sector of the City, Route 165 between Pembina Highway and Waverley Street is intended to accommodate vehicular traffic with a minimum of interruption and delay.
Prohibiting stopping on both sides of Route 165, including the vehicular interchange of Route 165 and Pembina Highway and connecting roadways, will ensure uninterrupted vehicular traffic flow in all of the available traffic lanes.
Route 165 conforms to the criteria for recommending Full- Time Truck Routes namely, a Regional Street connecting two or more communities or two or more other Regional Streets. To integrate this facility into the truck route network, the interchange ramps at Pembina Highway and Route 165 and the portion of Chancellor Drive between Pembina Highway and the intersection of the eastbound to southbound ramp need be designated as Truck Routes. Adding Route 165 between Pembina Highway and Waverley Street, including the vehicular interchange of Route 165 and Pembina Highway and connecting roadways (except for the eastbound off-ramp from Route 165 between a point 110 metres north of Chancellor Drive and Chancellor Drive) to Schedule 1 of the Private Approaches By-law will prohibit the construction of private approaches thereon and maximize the efficiency of this major facility.

Council Minutes – October 10, 1990

Report of the Committee on Works and Operations, dated September 4th, 1990

Maximum Speed Limit

Route 165 between Pembina Highway and Waverley Street has been designed to accommodate vehicular traffic at an operating speed of 90 km/h, and a maximum 80 km/h speed limit is consistent with such a design standard and with the maximum speed limit to the east. Recent radar speed studies undertaken on Route 165 between Pembina Highway and St. Anne's Road produced 85th percentile speeds (the speed at or below which 85% of the vehicles were driven) of 74.4 km/h to 82.6 km/h. In 1989, there were 4.8 collisions per million kilometres of vehicular travel reported on Route 165 between Pembina Highway and St. Anne's Road as compared with the City-wide Regional Street average of 6.8 collisions per million kilometres of vehicular travel. These data suggest that an 80 km/h maximum speed limit on the newly constructed section of Route 165 between Pembina Highway and Waverley Street is appropriate and it is recommended that the Streets and Transportation Department be authorized to apply to the Highway Traffic Board for such a regulation.

As Traffic Authority for the City, your Committee on Works and Operations has authorized that:

a) the traffic regulations described in "Appendix A" be rescinded, as these existing traffic regulations are no longer appropriate due to this new facility;

b) the traffic regulations described in "Appendix B" be adopted as new traffic regulations associated with this facility;

c) the Streets and Transportation Department apply to the Highway Traffic Board to establish an 80 km/h maximum speed limit on Route 165 between Pembina Highway and Waverley Street.

In conjunction therewith, your Committee on Works and Operations recommends to Council that:-

1. Subject to the requirements of Section 3(3) of the Private Approaches By-law having been appropriately complied with, the Law Department be instructed to prepare a by-law to amend Schedule 1 of The City of Winnipeg Private Approaches By-law No. 329/73 by rescinding Section 1.1 thereof and substituting the following section:

   "1.1 Bishop Grandin Boulevard (Route 165) between Waverley Street and Lagimodiere Boulevard and the interchange of Route 165 and Pembina Highway, including the connecting roadways except for the section of the eastbound off-ramp from Route 165 between a point 110 metres north of Chancellor Drive and Chancellor Drive."

2. The Law Department prepare a by-law to amend Schedule 1 (Full-Time Truck Routes) of The City of Winnipeg Traffic By-law No. 1573/77 by:

   i) deleting the following:

Street	From	To
Route 165	Pembina Highway	Lagimodiere Boulevard

Report of the Committee on Works and Operations, dated September 4th, 1990

ii) adding the following:

Street	From	To
Bishop Grandin Boulevard	Waverley Street	Lagimodiere Boulevard
Route 165 and Pembina Highway Interchange including the connecting roadways		
Chancellor Drive	Pembina Highway	100 metres west of Pembina Highway

thereby designating Route 165 between Pembina Highway and Waverley Street, including the interchange of Route 165 and Pembina Highway and connecting roadways, as Full-Time Truck Routes upon which no private approaches shall be constructed.

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

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Councillor Thomas asked to be recorded as voting against the clause, in accordance with Section 50.7 of the Procedure By-law.

Authorization for a Change in Construction Parameters for a 1990 Capital Streets Work in District 6
File FC(1990)

1460 - 10. The Construction Branch of the Operations Department was assigned a package of six street renewal projects in District 6, which included the Eccles Street resurfacing. Funds in the amount of $1,288,000.00 were included in the 1990 Capital Estimates to carry out these works.

A change is being recommended to the approved 1990 Capital Street Renewal Program.

The two Eccles projects--Ashland Avenue to Clare Avenue, and Clare Avenue to Churchill Drive South--were originally proposed as resurfacings. However, since the street is a bus route, and the adjoining section of Eccles Street was recently reconstructed as a 10 metre wide pavement, the District recommends that this section also be reconstructed and widened to 10 metres.

Although the widening would increase the budgeted cost for this project by approximately $55,000.00 from the original estimate of $263,000.00, it would appear that the funding can be done within the original budget estimate of $1,288,000.00 for the six renewal projects.

Your Committee on Works and Operations recommends:-

1. That a change in construction parameters be authorized with respect to the 1990 Capital Street Program, which provided for Eccles Street Resurfacing in the estimated amount of $263,000.00.

2. That Eccles Street from Ashland Avenue to Churchill Drive South be reconstructed as a 10 metre wide by 200 millimetre thick concrete pavement, and that the budget estimate be increased from $263,000.00 to $318,000.00 for this purpose.

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

Report of the Committee on Works and Operations, dated September 4th, 1990

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Provencher Bridge Project File SB-13

1461 - 11. On January 4th, 1989, Council adopted the following motion:

"1. That Alternative 3 (Two New Three Lane Bridges) and Implementation Option 3-5 as described in the Provencher Bridge Report be approved in principle.

2. That the proper officers of the City do all things necessary to implement the foregoing."

A copy of Clause 4 of the Report of the Committee on Works and Operations dated December 13th, 1988, which deals with this matter is attached as Appendix One.

Based on the above mentioned Implementation Option 3-5, essential interim repairs to Pier 2 and to the bascule span and deck surface of the existing Provencher Bridge were undertaken in the winter of 1988 and the summer of 1989.

Also, funding in the amount of $640,000.00 was approved for detailed engineering design of the new eastbound Provencher Bridge as part of the 1990 Capital Estimate based on the Council approved Implemention Option 3-5.

At its meeting of August 1st, 1990, City Council approved the retention of a consultant to undertake an environmental impact assessment for the York and St. Mary Avenue Extension but did not approve same for the Provencher Bridge project.

I BACKGROUND

The Provencher Bridge spans the Red River, connecting Provencher Boulevard on the east to Water/Pioneer Avenues on the west.

The structure consists of a four-lane divided roadway 13.0 metres wide, with 3.1 metre wide sidewalks on the outside of the thru-girders. The overall length of the structure is 280.5 metres.

The bridge was constructed in 1917, as a replacement of the previous truss bridge. In 1964, as part of the Capital Works Program, reconstruction of the deck/sidewalk slab and realignment of the easterly span of the Provencher Bridge was undertaken. The bascule span was again reconstructed under the 1973 Capital Estimates utilizing a metal decking/asphalt overlay system, while at the same time the concrete deck spans were resurfaced with asphalt. In 1975, surface preparation and painting of the structure steel below deck level was undertaken as a Capital Works Project. In 1977, pier and abutment bearing seat and related concrete substructure repairs were undertaken as a Capital Works Project.

The bascule span deck, as well as localized areas of the concrete deck, have been repaired annually as a bridge maintenance measure since 1978.

II IMPLEMENTATION OPTION 3-5

This implementation option for the Provencher Bridge project as approved in principle by Council on January 4th, 1989, consisted of the following components:

Report of the Committee on Works and Operations, dated September 4th, 1990

YEAR	PHASE	ESTIMATED COST
1988	Urgent Pier Repair (Existing Structure)	$ 150,000.00*
1989	Deck Patching, Inspection/Monitoring (Existing Structure) and Preliminary Design of Approved Alternative	350,000.00*
1990	New Three Lane Eastbound Bridge (Design)	600,000.00**
1991-1992	New Three Lane Eastbound Bridge (Construction)	10,150,000.00
1992	Minimum Maintenance for 7 Year life (Existing Structure)	450,000.00
1998	New Three Lane Westbound Bridge (Design)	570,000.00
1999-2000	New Three Lane Westbound Bridge (Construction)	12,330,000.00
TOTAL	$24,600,000.00	

* completed
** partially completed

III IMPLICATIONS OF A DELAY TO THE PROJECT

By not approving the retention of a consultant to conduct the Provincially stipulated environmental impact assessment for the Provencher Bridge Project at its August 1st, 1990, meeting, Council has effectively delayed the implementation of the project due to the need to obtain an environmental licence from the Provincial Department of Environment prior to any construction being permitted to be undertaken.

The implications of such a delay are as follows:

a) The York and St. Mary Avenue extensions would be completed prior to the Provencher Bridge Project. This would then result in six lanes of traffic on York-St. Mary being required to temporarily utilize the four-lane undivided Provencher Bridge for an indeterminate period of time.

In that connection, concern has been expressed that provision of three lanes in each direction as part of the Provencher Bridge Project is excessive and would be detrimental to parking on Boulevard Provencher and to "downtown" St. Boniface in general. The need for three lanes in each direction is based on the requirement to provide a balanced number of lanes along the York-St. Mary/Provencher Bridge/Boulevard Provencher route to accommodate existing and future traffic. Boulevard Provencher currently has, and York/St. Mary will have, three traffic lanes in each direction. In order to provide this balance and avoid a "bottleneck", the Provencher Bridge should also provide three lanes per direction. In addition, this requirement is further necessitated by the proximity of the rue Tache intersection to the east end of the bridge. This intersection presently experiences significant peak hour congestion which will be greatly reduced with the provision of a third lane eastbound and westbound, as well as a separate eastbound right turn lane.

Finally, the provision of a structure wide enough to accommodate three standard traffic lanes will allow for temporary use as a two- way four lane facility during the interim repairs to the existing facility in 1992 and when the existing facility is replaced (proposed for 1999-2000). A two lane structure would not provide such temporary two-way capacity.

b) The modifications to the west end of the existing Provencher Bridge necessary to temporarily accommodate two-way traffic from the York-St. Mary extensions will be more extensive and costly than if undertaken to accommodate only westbound traffic. Also, those modifications to temporarily accommodate two-way traffic

Report of the Committee on Works and Operations, dated September 4th, 1990

would require complete closure to the existing Provencher Bridge for approximately two months in 1992. Such complete closure of the river crossing for this purpose (and for the purpose of further interim repairs to the existing structure in 1992) can be avoided if the new structure is by then in place to accommodate two-way traffic temporarily as described above. The "throw-away" costs associated with connecting the existing two-way bridge to York/St. Mary are estimated to be approximately $975,000.00, including temporary road works and additional modifications to the west span of the existing bridge.

c) Implementation Option 3-5 included, upon completion of a new eastbound bridge in 1992, maintenance of the existing bridge as a carrier of westbound traffic to provide for an additional seven years of use until a new westbound structure would be required. This seven year period 1992-99 is the time period identified for the major rehabilitative and improvement works related to the Main Street and Norwood Bridges. During that period there will be significant traffic disruptions on south Main Street. The completion of the new eastbound Provencher Bridge by 1992 and the repairs undertaken to the existing bridge in that year would provide an alternative route during the 1992-99 time period for a portion of the traffic that normally utilizes the Main/Norwood Bridges.

A delay to the Provencher Bridge Project could result in an overlap with the Main/Norwood Project. This is due to the fact that the condition of the Main/Norwood structures is such that delaying the project could result in periodic partial closures of one or both structures.

d) It is the understanding of the Streets and Transportation Department that Winnipeg Hydro is planning a major 69KV interconnection (between its new downtown substation at Garry and York and the Manitoba Hydro plant at Provencher Boulevard and rue des Meurons) to be completed by no later than 1993. This interconnection will allow the overhead transmission line from the Mill Street Substation that passes through Whittier Park to be abandoned. The interconnection is planned to cross the Red River on the new eastbound Provencher Bridge. Any delay in construction of the new eastbound bridge will require Winnipeg Hydro to utilize the existing bridge temporarily. This will result in "throw away" costs when the new eastbound bridge is built and when Winnipeg Hydro then relocates its crossing to that structure.

IV CONCLUSION

In light of the above, it can, therefore, be concluded that the Council decision of August 1st, 1990, not to approve the retention of a consultant to conduct an environmental impact assessment for the new Provencher Bridge will have an adverse impact not only on the Provencher Bridge project but also on the York-St. Mary Extension project, the Main/Norwood Bridges project and the plans of Winnipeg Hydro.

Your Committee on Works and Operations therefore recommends:-

1. That the Council motion adopted January 4th, 1989, with respect to the above referenced project be reaffirmed.

2. That the services of a consultant be retained to undertake an environmental impact assessment of the new eastbound Provencher Bridge with an estimated budget of $115,000.00 and the necessary funds be reallocated from the York-St. Mary Extension component of the 1990 Capital Estimates.

3. That the Proper Officers of the City be authorized to do all things necessary regarding the submission of an "Environment Act Proposal Form" and attachments thereto to the appropriate Provincial officials.

Report of the Committee on Works and Operations, dated September 4th, 1990

Moved by Councillor Lorenc,
Adoption of the clause.

In amendment,

Moved by Councillor Selinger,
Seconded by Councillor Reese,

WHEREAS on January 4th, 1989, Council adopted a motion to replace the Provencher Bridge with two new three lane bridges;

AND WHEREAS the City's Administration has never consulted nor formally studied the impact of these new bridges on the small businesses, residents, and institution of St. Boniface including its schools, churches, and senior citizens' residences;

AND WHEREAS the Provencher Bridge connects historic St. Boniface with the Forks and therefore is the key link in bringing tourists, pedestrians, bicyclists to and from St. Boniface to and from the downtown;

AND WHEREAS the Councillor for Tache Ward in late 1989 requested the Works and Operations Committee to ensure a high quality design for the bridge which would include generous pedestrian and bicycle lanes; and to consult the Boulevard Provencher Design Control Committee, appointed by Council, on the design of the bridge;

AND WHEREAS the Community Committee of St. Boniface-St. Vital recommended a simple four lane structure to minimize increased traffic in Old St. Boniface;

AND WHEREAS the Councillor for Tache Ward along with a representative from the Community appeared as a delegation at Executive Policy Committee in May of 1990, to raise concerns about the bridge and its impact on the area and to recommend more emphasis and priority on the new Norwood Bridge and Marion/Goulet extension in the Five-Year Projected Capital Budget;

AND WHEREAS on August 1st, 1990, Council defeated the financing for an Environmental Impact Study on the new Provencher Bridge because it did not address the above concerns and would give one additional year to consult and design the Provencher Bridge;

AND WHEREAS the three levels of Government under the Neighbourhood Improvement Program have invested $4.9 million dollars in renewing the residential character of the area;

AND WHEREAS the three levels of Government have invested $695,000.00 through the C.A.I. Main Street Program to increase the commercial viability of Provencher Boulevard;

AND WHEREAS the proposed new Provencher Bridge will eliminate the parking lanes on Provencher Boulevard in order to have three traffic lanes in each direction, but the City has offered no alternative parking arrangements for the businesses on the boulevard;

AND WHEREAS the Province of Manitoba's Environment Act, Chapter E 125, does not include under its environmental assessment procedures an examination of the impact of the new Provencher Bridge on the small businesses, residential, cultural, and safety aspects of the community, but does allow under its regulations, Section 164/88(1), the City to undertake its own environmental impact study which could assess these impacts and would include consultation with the Community;

AND WHEREAS the City of Winnipeg Act, Section 663(1), also allows the City to conduct its own environmental impact review;

THEREFORE BE IT RESOLVED that Clause 11 of the Report of the Committee on Works and Operations be amended such that the environmental impact assessment specifically address the impact of the proposed new bridge upon historic St. Boniface including its attendant changes to the parking and traffic volumes on Provencher Boulevard, on the small businesses, residential neighbourhoods, seniors' residences, schools and other institutions of St. Boniface; and that this assessment include consultation with the above sectors; and recommend reasonable measures to ensure the continued viability, and quality of life of those directly affected by the bridge and traffic;

Report of the Committee on Works and Operations, dated September 4th, 1990

AND FURTHER BE IT RESOLVED that the City open up the design process to public consultation to ensure a bridge that is aesthetically compatible with the historic character of Old St. Boniface and the Forks, and which enhances pedestrian, bicycle and tourist linkages between the Forks and Old St. Boniface;

AND BE IT THEREFORE FURTHER RESOLVED that Public Meetings be held by the St. Boniface-St. Vital Community Committee on all plans and proposals for the Provencher Bridge and give recommendations to the Council through its Standing Committees.

The amendment was put.

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

Yea: Councillors Wade, Boychuk, Douglas, Duguid, Gilroy, Golden, Kaufmann, Lazarenko, Lorenc, McKee, Mendelson, Murray, O'Shaughnessy, Reese, Selinger, Thomas, Timmers, Young and Eadie. 19

Nay: Councillors Brown, Clement, Demare and Fraser. 4

and the amendment was declared carried.

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

Councillor Golden asked to be recorded as voting against the clause, as amended, in accordance with Section 50.7 of the Procedure By-law.

Addition to 1990 Capital Budget - Lane Lighting in the block bounded by Weatherdon Avenue and Grant Avenue, Wilton Street and Guelph Street
Files SL and FC(1990)

1462 - 12. The Local Improvements Branch has advised the Commissioner of Works and Operations that Mr. W. Baziliewich of 991 Weatherdon Avenue has returned a "Petition For" lane lighting on the lane bounded by Weatherdon Avenue and Grant Avenue, Wilton Street and Guelph Street, and that the signatures on the petition represent 94.99% of the assessable frontage; therefore, the work can be authorized to proceed and be constructed in accordance with Section 362 of The City of Winnipeg Act. The applicant has requested that the lighting be installed this year, (estimated cost $1,500.00); however, Committee has been advised that there are no funds provided in the Capital Estimates for this purpose.

The Assiniboine Park-Fort Garry Community Committee has recommended that this project proceed in 1990.

Your Committee on Works and Operations therefore recommends:-

1. That additional funding in the amount of $1,500.00 be provided in the 1990 Capital Budget for the installation of lane lights on the lane in the block bounded by Weatherdon Avenue and Grant Avenue, Wilton Street and Guelph Street.

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

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operations, dated September 4th, 1990

1990 Capital Estimates - Additions to the Local Improvement Program
Files SL and FC(1990)

1463 - 13. At a public meeting dated July 5th, 1988, the City Centre-Fort Rouge Community Committee adopted a variance order to permit an Automobile Laundry (time stall car wash) to be constructed on land south of Scotland Avenue and east of Hugo Street - DAV 542/88.

The following condition was attached:-

> "That this order shall not come into force and effect until such time as Portland Cement concrete pavement is installed on Scotland Avenue adjacent to the subject property to the satisfaction of the Commissioner of Works and Operations."

At its meeting on July 26th, 1988, the City Centre-Fort Rouge Community Committee considered and concurred with a report from the Administrative Co-ordinating Group, dated July 18th, 1988, under file reference AG 422/88, with respect to entering into a Servicing Agreement with the subject developer.

At its meeting on September 14th, 1988, Council adopted recommendations that a Servicing Agreement be entered into between the City of Winnipeg and 2128306 Manitoba Ltd. for installation of Portland Cement concrete pavement, boulevards and ornamental street lighting on Scotland Avenue east of Hugo Street. The developer was to finance the works and be repaid through the local improvement process.

On October 7th, 1988, the aforementioned local improvements were advertised. As a result of the advertisement, the local improvements were petitioned against, however, the petitions were insufficiently signed to defeat the project.

At its meeting on November 15th, 1988, the City Centre-Fort Rouge Community Committee passed a motion that the local improvements on Scotland Avenue be deleted from the 1989 Capital Estimates.

On January 30th, 1990, the new owner of the property on the south side of Scotland Avenue east of Hugo Street completed an informal petition to re-instate the local improvements on Scotland Avenue.

At its meeting on March 27th, 1990, the City Centre-Fort Rouge Community Committee instructed that the proposed local improvements be re-advertised and that funds be allocated in the 1990 Capital Estimates for the paving and installation of ornamental street lights on Scotland Avenue. When the local improvement was re-advertised, there were no petitions against.

The Committee has been advised that funds in the amount of $108,500.00 are available in the 1990 Local Improvement Program.

Your Committee on Works and Operations therefore recommends:-

1. That the following local improvements be added to the 1990 Capital Estimates:

   a) Portland Cement Concrete Pavement with Boulevard

   On Scotland Avenue from the east line of Hugo Street to a point approximately 411 feet further east (25 feet wide, 6 inches thick) in the amount of $100,000.00.

   b) Ornamental Street Lighting

   On Scotland Avenue from the east line of Hugo Street to a point approximately 411 feet further east in the amount of $8,500.00.

Report of the Committee on Works and Operations, dated September 4th, 1990

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

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Hiring of a Consultant in connection with Winnipeg Bicycle Route Study
File ST-7.2

1464 - 14. 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 (copy of Council motion attached). Subsequently, based on the implementation program contained in the study, the Streets and Transportation Department constructed the Assiniboine Park and Bonivital Cycle Paths as part of Capital Works programs in 1975 and 1976 for the former and 1977 for the latter. Due to budgetary constraints and other priorities, no additional bicycle paths have been constructed by the Streets and Transportation Department since the completion of the Bonivital Cycle Path in 1978.

The 1973 Winnipeg Bicycle Route Study (copy attached) 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.

The development of a "strategy" on bicycle paths as requested by your Works and Operations Committee would utilize the 1973 Winnipeg Bicycle Route Study as a starting point. It would include an inventory of existing facilities and procedures and identify the types of recommended facilities and criteria for their use, and a revised future network. A schematic illustration of such a process is shown on Schedule "A" attached.

It is estimated that such a study would take a minimum of one year to complete, given the resources of the Streets and Transportation Department and would require input from other Departments such as the Parks and Recreation Department and the Planning Department. This study would also require a reallocation of staff resources which would result in other matters being deferred due to the magnitude and scale of such a study and the resultant necessary time commitment.

In light of the above, the Streets and Transportation Department has recommended that such an in-house study not be proceeded with at this time.

At its November 14th, 1989 meeting, your Committee on Works and Operations requested the administration to address and report on the development of a strategy with respect to the issue of bicycle paths.

Your Committee on Works and Operations at its meeting held on April 24th, 1990, referred administrative report with respect to bicycle paths to all Community Committees for input. The following replies were received:-

Assiniboine Park-Fort Garry Community Committee

The Community Committee recommended approval of four recommendations contained in a report received from the Residents' Advisory Group, namely:-

1) THAT FOR SIDEWALKS ON BRIDGES AND UNDERPASSES WHICH ARE LIGHTLY TRAVELLED BY PEDESTRIANS:

Appropriate signs be placed at frequent intervals informing cyclists who use the sidewalk to:

Report of the Committee on Works and Operations, dated September 4th, 1990

a) ride in the same direction as the traffic is going on his/her side of the bridge,

b) dismount within 5 metres of pedestrians; and

THAT FOR SIDEWALKS ON BRIDGES AND UNDERPASSES WHICH ARE HEAVILY TRAVELLED BY PEDESTRIANS:

Appropriate signs be placed at frequent intervals informing cyclists who use the sidewalk to dismount for the length of the whole bridge/underpass.

2) That bicycle paths should be required as part of any new regional street or transportation corridor.

3) That a route (indicated by dark line on sketch submitted herewith) be designated as a recreational bicycle route, meaning that:

a) roads remain usable by cars and cyclists,

b) signs are placed warning motorists of cyclists (similar to Henderson Highway north of the perimeter).

4) That bicycle routes should be given consideration as another transportation option throughout the City of Winnipeg.

City Centre-Fort Rouge Community Committee

The Community Committee concurred with the seven (7) recommendations contained in the 1973 Winnipeg Bicycle Route Study.

East Kildonan-Transcona Community Committee

The Community Committee did not concur with the report entitled "Winnipeg Bicycle Route Study" inasmuch as it was prepared in April, 1973, and is outdated in relation to today's standards.

The East Kildonan-Transcona Community Committee recommended that a new in-house study on bicycle paths be developed, taking into consideration the following:

1) Researching the costs in today's dollar figures for the alternatives of developing bicycle paths and corridors.

2) Analyse the different types of bicycle paths and corridors in Canada, the U.S.A. and Europe.

3) What is the demand for commuter paths and corridors in the City.

4) How do we incorporate new paths along new corridors.

5) Updating the present bicycle map which is distributed through the Parks and Recreation Department Branches.

Lord Selkirk-West Kildonan Community Committee

The Community Committee supports in principle the concept of reviewing the need for, and ultimate implementation of, a Winnipeg Bicycle Route System.

The Community Committee also encouraged your Committee, in assessing the need, to as well hear from the Manitoba Association of Institute of Planners if they are interested, and/or all cycling organizations as to their opinions for the need and the type of bicycle route system that would be adaptable to Winnipeg.

Report of the Committee on Works and Operations, dated September 4th, 1990

St. Boniface-St. Vital Community Committee

The Community Committee recommended that an 8-foot 2-way bicycle road be installed on regional streets as same are being reconstructed, and further recommended that in the next twenty years the City endeavour to equip all of its roads with said bicycle roadway.

The Community Committee also requested the Streets and Transportation Department to examine the feasibility and/or advisability of painting yellow lines down the centre of sidewalks to allow for joint use by cyclists and pedestrians, to consider other possible ways of ensuring the safety of cyclists without endangering the safety of pedestrians.

St. James-Assiniboia Community Committee

The Community Committee recommended that consideration be given to establishment of a system of bicycle loops at the time that each stage of development of the Sturgeon Creek Parkway occurs, ultimately connecting to the Summit Landfill Site proposed redevelopment.

The Community Committee also recommended that appropriate signage be installed at existing bicycle paths designating clearly, primarily for safety reasons, that the paths are strictly for the use of cyclists and not meant for pedestrians walking on these paths.

Your Committee on Works and Operations, at its meeting held on September 4th, 1990, also considered attached report from the Acting Commissioner of Works and Operations dated August 24th, 1990, with respect to the use of bicycles on sidewalks of bridges, overpasses and underpasses, recommending that the Highway Traffic Act not be amended to permit the operation of a bicycle on the sidewalks of bridges, overpasses and underpasses.

The Streets and Transportation Department has suggested that should it be determined that such a study is necessary at this time that a consultant be retained to undertake same, at an estimated cost of such a study ranging from $150,000.00 - $250,000.00 depending upon the degree of public interaction required.

Your Committee is of the opinion that a current Bicycle Path Route Study is necessary, and therefore recommends:-

1. 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, taking into consideration all of the comments and recommendations submitted to the Committee on Works and Operations.

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

Copies of documents and plans herein referred to are attached hereto for the information of Council. Additional suggestions received from private citizens are also attached for the information of Council.

Your Executive Policy Committee recommends that the clause be forwarded to the Board of Commissioners with the instruction to consider this matter during the review of the 1991 Current Estimates.

Moved by Councillor Lorenc,
Adoption of the clause.

Moved by Councillor Brown,
That the recommendation of the Executive Policy Committee be adopted.

Report of the Committee on Works and Operations, dated September 4th, 1990

In amendment,

Moved by Councillor Young,
Seconded by Councillor Selinger,
THAT Clause 14 of the Report of the Committee on Works and Operations, dated September 4th, 1990, be amended to replace the word "consider" with the word "include", in the second last line thereof.

The amendment proposed by Councillors Young and Selinger was put.

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

Yea: Councillors Boychuk, Golden, Kaufmann, Mendelson, Murray, Reese, Thomas, Timmers, Young and Yuen. 10

Nay: Councillors Wade, Brown, Demare, Douglas, Duguid, Fraser, Lorenc, McKee, Prystanski, Timm-Rudolph and Eadie. 11

and the amendment was declared lost.

The recommendation of the Executive Policy Committee that the clause be forwarded to the Board of Commissioners was put.

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

Yea: Councillors Wade, Brown, Demare, Douglas, Duguid, Fraser, Kaufmann, Lorenc, McKee, Mendelson, Murray, Prystanski, Timm-Rudolph, Yuen and Eadie. 15

Nay: Councillors Boychuk, Golden, Reese, Selinger, Thomas, Timmers and Young. 7

and the recommendation proposed by Executive Policy Committee was declared carried.

Moved by Councillor Brown,
1465 - That the rules be suspended to allow Mayor Keiji Ohba of Setagaya-ku, Japan, to address City Council.

Carried.

Mayor Norrie escorted Mayor Ohba, together with Mr. Hiroshi Nakamura, Vice-Treasurer, Mr. Chimaki Yamanaka, Director-General, Setagaya General Services Corporation, and Mr. Yasuyoshi Nakayama, Counsellor, to the floor of Council.

Mayor Norrie introduced Mayor Ohba, and Mayor Ohba responded.

Mayor Norrie and Mayor Ohba proceeded to the centre of the Chamber to sign a re-affirmation agreement between Setagaya-ku and Winnipeg in recognition of the 20th Anniversary of Winnipeg's Sister City relationship with Setagaya-ku, Japan.

On motion of Mayor Norrie, Council recessed at 12:10 p.m. for a light lunch and exchange of gifts between the two cities, to reconvene at 1:10 p.m.

Council reconvened at 1:15 p.m.

CONSIDERATION OF REPORT OF THE
COMMITTEE ON WORKS AND OPERATIONS

The Executive Policy Committee has had before it Report "A" of the Committee on Works and Operations, dated September 4th, 1990, has concurred in the recommendations contained therein and submits same to Council for approval and adoption.

On motion of Councillor Lorenc, Report "A" of the Committee on Works and Operations, dated September 4th, 1990, was considered.

West Committee Room,
Council Building, Winnipeg,
September 4th, 1990.

His Worship the Mayor and Councillors:

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

1991 World Curling Championships
File TT-3

1466 - 1. In 1978, Winnipeg played host to a very successful World Curling Championships. For the 1978 Silver Broom, the City of Winnipeg provided a grant to cover the transportation of spectators between downtown hotels and the Arena. In addition, all persons holding a weekly ticket pass were permitted free use of the regular transit system during the course of the event.

In 1991, Winnipeg will once again play host to the World Curling Championships during the week of March 23rd to March 31st. The organizing committee has approached the Transit Department to provide transportation services for the championships that are comparable to those provided in 1978.

The organizing committee for the 1991 World Curling Championships will be making a request to the Committee on Finance and Administration for a separate grant to cover the transportation of spectators between the downtown hotels and the Arena.

The subject of this report is the request for free use of the regular transit system by all persons holding a weekly ticket pass to the 1991 World Curling Championships.

It is anticipated by the organizing committee that 60% of the spectators of this major international sporting event will be visitors from outside of Winnipeg (between 8,000 and 9,000 persons). The impact of these visitors on the local economy will be significant. It is important, therefore, that convenient transportation be available for easy access to retail outlets and local points of interest. The organizers have indicated that in 1978, this arrangement was well-received and highly valued by the out-of-town visitors. The organizers are of the opinion that it is again very important to provide free access to transit service during the 1991 event.

All holders of a weekly ticket pass to the championships would be required to show proper identification that bus operators could recognize. The organizing committee has confirmed that this identification can be provided to all weekly ticket pass holders. The Transit Department is satisfied with this type of arrangement.

Report "A" of the Committee on Works And Operations, dated September 4th, 1990

Your Committee on Works and Operations therefore recommends:-

1. That from March 23rd, 1991, to March 31st, 1991, inclusive, holders of a weekly ticket pass to the 1991 World Curling Championships be allowed the use of regular transit service without the payment of a fare.

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

Moved by Councillor Lorenc,
Adoption of the report.

Carried.

COMMITTEE ON WORKS AND OPERATIONS
UNFINISHED BUSINESS

Clause 10 of the Report of the Committee on Works and Operations, dated July 17th, 1990.

Transit Lottery File TT-7

1467 - 10. On March 21st, 1990, Council referred the following motion to your Committee:

"WHEREAS regular bus transit ridership is critical to the economic viability of public transit;

AND WHEREAS bus passes are carefully numbered with irreplicable designs;

AND WHEREAS promotion and advertisement are essential to increasing clientele of any service;

AND WHEREAS lotteries are a proven success in raising funds for public service;

THEREFORE BE IT RESOLVED that the City of Winnipeg examine a transit lottery using bus pass numbers and a monthly draw as a means of increasing ridership and revenues;

BE IT FURTHER RESOLVED that the City undertake a major advertising campaign to promote the advantage of public transit use."

The Transit Department has investigated and reviewed the possible impact of such a promotion with the Manitoba Lotteries Foundation, other Transit properties, and the Canadian Urban Transit Association. In reviewing this matter, there were two options considered. The first was to sponsor and implement a major Transit "lottery" similar to those held by the Western Canada Lotteries. The second option considered was to implement a promotion similar to a lottery, but with some slight variations to avoid issues regarding licensing and lottery regulations.

Based on information received from the Manitoba Lotteries Foundation (Attachment 1), it is unlikely that Winnipeg Transit would qualify for a lottery license given the general "characteristics of organizations" and "use of funds" criteria specified by the Manitoba Lotteries Foundation. Further, even if the City was able to obtain a license, it is likely we would face substantial public backlash in that there are a limited number of "major" lottery licenses given out each year, and, if one is awarded to the City, another organization such as the St. Boniface Hospital or Children's Hospital, etc., would potentially lose their license. The City would face substantial public criticism and resentment over the fact that a license was awarded to the City that was taken away from another organization.

The Manitoba Lotteries Foundation has indicated that if Transit were to undertake a venture of this type, it would likely be considered a "promotion" as opposed to a lottery because there is no specific "consideration". Transit customers would be obtaining bus passes at the regular rates. (i.e., they would not be purchasing a ticket specifically and only for a lottery). Winnipeg Transit considered the opportunity for a "lottery type" promotion utilizing bus passes and possible prizes based on bus pass numbers. After a thorough review of this option, the Transit Department concluded that it would not be in the best interest of Transit or the City to implement such a promotion for the following reasons:

1. Possible legal issues.
2. Potential adverse public reaction.
3. Potential lost revenues.
4. Possible claims of discrimination.
5. Potential additional costs.
6. General impression/perception of the City and Transit as a public utility.

The Transit Department believes very strongly that if any major promotion is to be undertaken, it should focus on and stress the advantages of transit for the traveller; no parking problems, no parking expenses, worry-free driving, economy, convenient express routes, etc. While Transit does not offer many of the advantages of a private automobile, it does at the same time have some very strong advantages which can be conveyed to the public and in this way encourage their use of the transit system.

Legal Issues:

In the letter from the Manitoba Lotteries Foundation, it is proposed that the City legal counsel research the matter of a promotion based on bus passes and in particular, review (R. vs. Canada Trust Company) which sets legal procedures in this area. They also stated that the City should also be aware that promotional schemes are covered by the competition act which is enforced by the Consumer and Corporate Affairs Department. It appears this could become quite a time consuming task for the City to pursue from a legal standpoint.

Potential Adverse Reaction:

If a promotion based on bus pass numbers was implemented, the City could expect to receive adverse reaction from individuals who do not purchase bus passes. There could be claims of discrimination against Transit passengers who prefer to use cash and/or tickets with consequent bad publicity. If the promotion is expanded to include these individuals, there are a host of additional operational problems.

Potential Lost Revenues:

One of the main objectives of the promotion is to increase ridership and revenues. However, these two elements do not necessarily go hand-in-hand. For example, an individual who prefers to use bus tickets travelling to and from work would spend $40.00 per month (40 tickets x $1.00). He/she may prefer this option because it requires a smaller cash outlay, there is no potential loss of a bus pass, and there may be certain months when he/she rides less often and it may be more economical. If this individual is encouraged to purchase a bus pass, the total revenue received by Transit would be $38.00. There would be a $2.00 loss! Further, an adult bus pass is transferrable, and these individuals may pass it on to their wives, children, etc., which would further reduce Transit revenues.

Potential Additional Costs:

If a promotion of this type is undertaken, advertisements would be required to inform the public of the winning number(s). On a monthly basis, Winnipeg Transit sells approximately 38,000 monthly bus passes. Regardless of the fact that the winning numbers could be publicized on radio and TV, it is anticipated that the Transit Department would receive a considerable number of phone calls from the public wanting to know what the winning number is. The Transit phone system is currently very busy, and the additional "winning number" calls could hamper the provision of information to the public, and additional staff would be required to handle these calls. Another option in this regard is to have a special number and recorded message. While this might reduce some of the phone calls, it is anticipated that most people would simply look up the Transit phone number in the telephone book and utilize that number to contact Transit.

A promotion of this type can be of substantial cost dependent on the prizes offered and level of advertising. The C.T.C.U.Q. (Quebec City Transit) implemented a "scratch and win" lottery for approximately 3 months from March 17th, 1988, to June 11th, 1988. Total cost of this promotion was $203,000.00, which was shared between Quebec Transit and various co-sponsors. Based on discussions with Quebec Transit, they were not able to identify any permanent increase in ridership as a result of this promotion, and, even the temporary increases (2%) were somewhat questionable given the potential "error factors" in their monthly ridership statistics.

It may not be necessary for Winnipeg Transit to undertake a promotion as large in scope as Quebec Transit, but a reasonable estimate given past promotions undertaken by Winnipeg Transit would be in the order of $100,000.00. This would allow production of appropriate advertisements, point of purchase material, ads informing the public of the "winning numbers", etc. Even if this promotion is undertaken, the Manitoba Lotteries Foundation has indicated that the "lottery" market is becoming quite saturated, and in order to stimulate sales, extremely large prizes may be required to stimulate ticket purchases.

Perception of Transit and The City:

The Transit Department is concerned about the impact such a promotion would have on the image of Transit and the City. Over the last several years, the Transit Department has undertaken a number of significant promotions to enhance its public profile within the City. These ventures include the Santa Bus, free New Years Eve service, the Community Relations bus, a substantially expanded school visitation program, and the accommodation of many special visits to the Transit Base.

The implementation of a lottery type promotion could be considered somewhat "gimmicky" or "frivolous" by the public. Your Committee on Works and Operations endorses the opinion of the Transit Department that if any major promotion is to be undertaken, it should stress the advantages of transit for the traveller; no parking problems, no parking expenses, worry-free driving, economy, convenient express routes, etc. While public transit does not offer many of the advantages of a private automobile, it does at the same time have some very strong advantages which can be conveyed to the public and in this way encourage their use of the transit system.

After due and careful consideration, your Committee on Works and Operations recommends that a Transit Lottery or lottery-type promotion not be undertaken by Winnipeg Transit as a potential method of stimulating increased ridership and revenues.

Moved by Councillor Lorenc,
Adoption of the clause.

Moved by Councillor Thomas,
That the clause be referred to the Ad Hoc Committee on Budgets.

Lost.

The motion for the adoption of the clause was put. Councillor Murray called for the yeas and nays, which were as follows:-

Yea: Councillors Wade, Brown, Clement, Demare, Douglas, Duguid, Fraser, Gilroy, Kaufmann, Lazarenko, Lorenc, Prystanski, Timm-Rudolph and Eadie. 14

Nay: Councillors Boychuk, Golden, McKee, Mendelson, Murray, O'Shaughnessy, Reese, Selinger, Thomas, Timmers and Young. 11

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

(Note: See Minute No. 1468 for attachment.)

1468 - Attachment 1 referred to in Clause 10 of the Report of the Committee on Works and Operations, dated July 17th, 1990.

(NOTE: SEE PAGES 1940 TO 1941 FOR OFFICIAL SET OF MINUTES FOR ATTACHMENTS)

COMMITTEE ON WORKS AND OPERATIONS
CONSIDERATION OF BY-LAWS

1469 - On motion of Councillor Lorenc, 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. 5501/90, a By-law of the City of Winnipeg to widen the North East Corner of Henderson Highway and Sutton Avenue. File No. DAO 20/89.

By-law No. 5503/90, a By-law of the City of Winnipeg to widen the South-west Corner of the intersection of the Public Lanes bounded by McPhillips and Van Horne Streets and Pritchard and Selkirk Avenues. File No. DAO 7/87.

By-law No. 5504/90, a By-law of the City of Winnipeg to widen the First Lane West of St. Anne's Road, South of Poplarwood Avenue. File No. DAO 29/88 (c/r DAZ 257/87).

By-law No. 5505/90, a By-law of the City of Winnipeg to amend By-law No. 504/73, being the Water Works By-law. File No. WW-2.3.

By-law No. 5506/90, a By-law of the City of Winnipeg to amend By-law No. 5058/88, being the Sewer Utility By-law. File No. WW-2.3.

By-law No. 5512/90, a By-law of the City of Winnipeg to open a street at the South-West Corner of Saskatchewan Avenue and Sturgeon Road and triangular portion west side of Sturgeon Road. File No. DAO 40/88.

By-law No. 5513/90, a By-law of the City of Winnipeg to amend The Traffic By-law. File No. SC-2.11.

By-law No. 5514/90, a By-law of the City of Winnipeg to amend By-law No. 329/73, being a by-law of the said City to regulate the construction, maintenance and removal of private approaches and private walks. File No. SC-2.11.

By-law No. 5515/90, a By-law of the City of Winnipeg to amend By-law No. 329/73, being a by-law of the said City to regulate the construction, maintenance and removal of private approaches and private walks. File No. SC-1.

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

By-law No. 5502/90, a By-law of the City of Winnipeg to close Clay Avenue and part of Lagimodiere Boulevard. File Nos. DAC 5/89 and DASZ 26/88.

By-law No. 5523/90, a By-law of the City of Winnipeg to open and close streets forming part of the Bishop Grandin Boulevard Extension - Pembina Highway West to Letellier Subdivision. File No. DAOC 9/88.

By-law No. 5524/90, a By-law of the City of Winnipeg to open and close streets forming part of the Kildonan Corridor between the Red River and Main Street. File No. DAOC 8/89.

Councillor Lorenc moved that this constitute the first reading of By-laws numbered 5502/90, 5523/90 and 5524/90, which motion was carried.

Councillors Reese and Thomas asked to be recorded as voting against first reading of By-law No. 5523/90, in accordance with Section 50.7 of the Procedure By-law.