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 25th, 1991, has concurred in the recommendations contained therein, and submits same to Council for approval and adoption.

On motion of Councillor Lorenc, the Report of the Committee on Works and Operations, dated June 25th, 1991, was considered clause by clause.

North Committee Room,
Council Building, Winnipeg.
June 25th, 1991.

His Worship the Mayor and Councillors:

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

Street Corner Widening at the North-east Corner of Notre Dame Avenue and McPhillips Street - City Centre-Fort Rouge Community. File DAO 7/88

1071 - 1. In January of 1987, the Board of Commissioners considered the report of the Director of Streets and Transportation regarding land acquisition for the 1987 Capital Works Program and instructed the Land Surveys and Real Estate Department to negotiate for the land required for the subject street corner widening.

The proposal has been circularized to all interested City departments and public utilities with no objections having been received.

The land has since been acquired by the City and the street corner widening has been constructed as part of the Capital Works Program.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the opening at the north-east corner of Notre Dame Avenue and McPhillips Street in accordance with Plan No. CCFR 7002; 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 7002 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Report of the Committee on Works and Operations, dated June 25th, 1991.

Street Corner Widening at the North-west corner of Stafford Street and Corydon Avenue - Assiniboine Park-Fort Garry Community. File DAO 26/88

1072 - 2. In December of 1987, the Board of Commissioners considered the report of the Director of Streets and Transportation regarding land acquisition for the 1988 Capital Program and instructed the Land Surveys and Real Estate Department to negotiate for the property required for the subject street corner widening. The City has since acquired the land for public street by way of agreement.

The proposal has been circularized to all interested City departments and public utilities with no objections having been received.

The land has since been acquired by the City and the street corner widening has been constructed as part of the Capital Works Program.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the opening at the north-west corner of Stafford Street and Corydon Avenue in accordance with Plan No. APFG 7030/2; 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. APFG 7030/2 regarding this proposal if on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Street Corner Widening at the North-west Corner of Sherbrook Street and Notre Dame Avenue - City Centre-Fort Rouge Community. File DAO 10/89

1073 - 3. In 1987, the Streets and Transportation Department requested that the acquisition of the land required for the subject street corner widening be incorporated into the terms and conditions of a land exchange and Sale Agreement between the City and Shell Canada Ltd. The land has since been acquired and the street corner widening has been constructed.

The proposed opening has been circularized to all interested City departments and public utilities with no objections having been received. It has been approved as to planning considerations by the City Centre-Fort Rouge Community Committee and the Committee on Planning and Community Services.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the opening at the north-west corner of Sherbrook Street and Notre Dame Avenue in accordance with Plan No. CCFR 6425/3; 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 6425/3 regarding this proposal is on file in the office of the City Clerk.

Report of the Committee on Works and Operations, dated June 25th, 1991.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Street Corner Widenings at the South-east and South-west Corners of Ferry Road and Ness Avenue - St. James-Assiniboia Community. File DAO 29/89

1074 - 4. In 1987, the Board of Commissioners considered the report of the Director of Streets and Transportation regarding land acquisition for the 1987 Capital Program and instructed the Land Surveys and Real Estate Department to negotiate for the lands required for the subject street corner widenings. The City has since acquired the land and the street corner widenings have been constructed as part of the Capital Works Program.

This proposal has been circularized and approved by all interested City departments and public utilities as part of the Capital Works Program.

Both the Committee on Finance and Administration and the Committee on Planning and Community Services have approved the encroachment of the overhead 7-Eleven sign into the street corner widening. This encroachment will be regularized by way of a formal agreement and/or license.

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

1. That the City Solicitor be instructed to prepare the necessary by-law for submission to Council to effect the opening at the south-east and south-west corners of Ferry Road and Ness Avenue in accordance with Plan Nos. SJA 6975 and SJA 6975/1; the cost of the by-law, estimated at $200.00, to be borne by the City-at-large.

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

Copy of Misc. Plan Nos. SJA 6975 and SJA 6975/1 regarding this proposal, are on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Opening/Widening on the South Side of Ness Avenue, East of Sturgeon Road - St. James- Assiniboia Community.
File DA0 7/91

1075 - 5. At its meeting held on January 10th, 1991, the Board of Commissioners considered a report from the Director of Streets and Transportation Department, dated December 31st, 1990, and instructed the Director of the Land Surveys and Real Estate Department to negotiate for the acquisition of properties required for the 1991 Capital Program of the Streets and Transportation Department. Council subsequently approved this project in the 1991 Capital Budget.

A portion of the City-owned land, under the Parks and Recreation jurisdiction, as shown on Misc. Plan No. SJA 8133/2, "Land required for Ness Avenue Widening", is required in connection with the proposed widening of Ness Avenue.

On May 15th, 1991, the Parks and Recreation Department indicated that there are no objections to the transfer of jurisdiction of the 14.0 square metres (150 square feet) of Regional Parks and Recreation property to the Streets and Transportation Department for street right-of-way.

Report of the Committee on Works and Operations, dated June 25th, 1991.

The Committee on Finance and Administration considered this matter at its meeting on June 4th, 1991, and has forwarded to Council its recommendation (contained in Clause 4 of its Report of that date), that the transfer of jurisdiction of the park lands required for transportation purposes as shown on Misc. Plan No. SJA 8133/2 from the Parks and Recreation Department to the Streets and Transportation Department, be approved.

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 for the widening on the south side of Ness Avenue, east of Sturgeon Road, in accordance with Misc. Plan No. SJA 8133/2, for submission to Council, and that the cost of the by-law, estimated to be $200.00, be charged to the 1991 Capital Program of the Streets and Transportation Department.

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

Copy of Misc. Plan No. SJA 8133/2 regarding this proposal is on file in the office of the City Clerk.

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Amendment to Parking Meter
By-law - Parking Limit on Rupert Avenue
and on Market Avenue East of Main Street.
File ST-2

1076 - 6. The Pantages Theatre Centre, Manitoba Theatre Centre, Centennial Concert Hall, Planetarium and Museum of Man and Nature front on either Market Avenue or Rupert Avenue east of Main Street.

A recent parking meter usage study undertaken on:

i) the south side of Market Avenue between Main Street and Rorie Street indicates that 54% of the available space-hours were used with 37% of the available space- hours used for one hour or less and 50% of the available space-hours for two hours or less. The measured usage of the nine metered spaces satisfies the warrant for a two-hour time limit;

ii) the south side of Market Avenue between Rorie Street and Bertha Street indicates that 57% of the available space-hours were used with 57% of the available space- hours used for one hour or less. The measured usage of the seven metered spaces satisfies the warrant for a two-hour time limit;

iii) the north side of Market Avenue between Bertha Street and Lily Street indicates that 39% of the available space-hours were used with 36% of the available space- hours used for one hour or less and 39% of the available space-hours for two hours or less. The measured usage of the seven metered spaces satisfies the warrant for a two-hour time limit; and

iv) the north side of Rupert Avenue between Martha Street and Main Street indicates that 34% of the available space-hours were used with 17% of the available space- hours used for one hour or less and 34% of the available space-hours for two hours or less. The measured usage of the 13 metered spaces satisfies the warrant for a two-hour time limit.

Existing usage of the metered on-street parking spaces on these streets is sufficiently light during the business day under the existing one-hour parking limit, as to afford adequate capacity for the accommodation of two-hour parking without incurring a shortfall of on-street parking spaces.

Report of the Committee on Works and Operations, dated June 25th, 1991.

The City-Centre-Fort Rouge Community Committee, at its meeting held on May 28th, 1991, concurred in the above proposal.

Your Committee on Works and Operations recommends:-

1. That the time limit at the parking meters on the following streets be increased from one hour to two hours:

   a) on the north side of Rupert Avenue between Martha Street and Main Street;

   b) on the north side of Market Avenue between Bertha Street and Lily Street; and

   c) on the south side of Market Avenue between Main Street and Bertha Street.

2. That the Parking Meter By-law be amended as follows:

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

      "49. North side of Market Avenue between Bertha Street and Lily Street.

      50. South side of Market Avenue between Bertha Street and Main Street."

   b) Schedule "A" to By-law No. 820/74 of the City of Winnipeg be further amended by striking out the words "Martha Street" where same appear in Items numbered 68 and 69 thereof and substituting therefor the words "Main Street".

   c) Schedule "B" to By-law No. 820/74 of the City of Winnipeg be amended by adding thereto the following:

      "27.03 North side of Market Avenue between Bertha Street and Lily Street.

      27.04 South side of Market Avenue between Main Street and Bertha Street.

      28.3 North side of Rupert Avenue between Martha Street and Main Street."

3. That the City Solicitor be requested to prepare the necessary amending by-law in accordance with the foregoing and submit same directly to Council for approval.

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

Moved by Councillor Lorenc,
Adoption of the clause.

Carried.

Sanitary Sewer Renewal, Ralph Avenue West - Day Street to First Manhole West of Day Street.
Files WS-5.1, FE(1991) and SC-3.11(23).

1077 - 7. On March 20th, 1991, Council approved the Current Estimates which included three sanitary sewer renewals in District No. 4 on Page 372 of the Current Estimates for the Sewage Disposal System:

Report of the Committee on Works and Operations, dated June 25th, 1991.

1. Bayview Drive from first manhole west to second manhole west;
2. Bayview Drive from second manhole west in Bayview Place to St. Martin Boulevard;
3. Regent Avenue from Rougeau Avenue to CNR Victoria Subdivision.

At the time the Current Estimates were initially prepared, the Ralph Avenue West project qualified as a Departmental sanitary renewal priority and was in the proposed program. However, because of the Regent Avenue Street Reconstruction, it was felt that priority must be given to renew the Regent Avenue sewer, and the Ralph Avenue sewer renewal was deleted. The District has since tendered the Bayview and Regent sewer renewals with resulting low unit prices on the Bayview project. The resulting surplus of approximately $100,000.00 will accommodate the proposed sewer renewal in Ralph Avenue West. Therefore, it is proposed that an additional sanitary sewer renewal, Ralph Avenue West from Day Street to the first manhole west, be approved for inclusion in the 1991 Current Estimates of the Sewer Utility, and that $50,000.00 of the surplus funds from the approved Current Estimates be approved to fund the proposed Ralph Avenue West additional sewer renewal.

Your Committee on Works and Operations recommends:-

1. That an additional sanitary sewer renewal, Ralph Avenue West from Day Street to the first manhole west, be included in the 1991 Current Estimates of the Sewer Utility.

2. That $50,000.00 of the surplus funds from the approved Current Estimates be approved to fund the proposed Ralph Avenue West additional sewer renewal.

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.

See Minute No. 1079 for Councillor Brown's declaration of a conflict of interest with regard to the above clause.

Local Improvement Funding Approval for
Owen Street Pavement and Boulevard.
Files SL, FC(1991) and SC-3.11(23)

1078 - 8. Council on December 12th, 1990, gave approval for the Regent Avenue Street Reconstruction and subsequently a Contract, P.D. 91-2, has been awarded to Nelson River Construction.

Since the start of the actual construction, two fronting property owners, after reviewing the final Regent Avenue street geometrics, have petitioned to have Owen Street constructed as a local improvement some 150 feet north from Regent Avenue. The proposed local improvement will include pavement and boulevard and is estimated to cost $84,000.00 to install.

Since the proposed local improvement is a 100% petition for, the project does not require advertising, and the District has proposed that funding be approved as a first call on excess 1991 Local Improvement Capital Funds. The Finance Department has advised that the necessary funding is available in the 1991 Unused Borrowing Authority resulting from recent unsuccessfully advertised 1991 Local Improvements.

The Local Improvements Branch of the Finance Department has advised that the petition "for" Concrete Street Pavement (including Boulevard Construction) represents 100% of the total assessable frontage. It should also be noted that the subject properties have prepaid for the Land Drainage Sewer laterals under Development Agreement No. 6439 and DASSF 51/84.

Report of the Committee on Works and Operations, dated June 25th, 1991.

The District also recognizes the benefits of low unit prices tendered in the Regent Avenue Reconstruction Project of the Streets and Transportation Department who have no objection to adding these works to P.D. 91-2; therefore, it would be advantageous to have this project which is similar in nature approved as an add-on to the Regent Reconstruction and funded from Local Improvement Capital Funds.

Your Committee on Works and Operations therefore recommends:-

1. That funds in the amount of $84,000.00 be approved as first call from the excess 1991 Local Improvement Capital funds.

2. That this project be approved to be negotiated as an addition to P.D. 91-2 Regent Avenue Pavement Reconstruction Project of the Streets and Transportation Department utilizing the tendered unit prices.

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.

1079 - Pursuant to Section 5 (1) of the Municipal Council Conflict of Interest Act, Councillor Brown indicated to Council that with regard to the sanitary sewer renewal extension recommended in Clause 7 of the Report of the Committee on Works and Operations, dated June 25th, 1991, he was declaring that he has a conflict of interest in that regard, however, he was not present during consideration of the said clause and did not participate in the vote taken.

Fire Protection - Upgrading Watermains
Program - Utilization of Surplus Funds
for expansion of. File WW-2.4

1080 - 9. The Fire Protection - Upgrading Watermains Program is part of a Council-approved program of evaluating all district water distribution systems to determine their adequacy to provide satisfactory fire protection. The program is in response to a survey of the fire defences of the City of Winnipeg conducted by the Fire Underwriters Survey Services. The 1991 Capital Estimates include $1,050,000.00 for improving flows in the water distribution system.

Actual tendered costs for improvements included in the 1989 and 1990 Capital Estimates were $561,746.90 less than the budgeted amounts. Due to the slowing economy combined with a reduced number of land development projects, contractors have become very competitive in bidding. Therefore, these funds are available in the following accounts:

Account Number	Available Funds
03 1181XX 5789020701	$ 5,306.32
03 1181XX 5790020702	223,085.79
03 1181XX 5789020706	25,336.16
03 1181XX 5789020709	16,119.27
03 1181XX 5789020707	20,445.65
03 1181XX 5789020708	10,987.16
03 1181XX 5790020704	30,000.00
03 1181XX 5790020705	140,000.00
03 1181XX 5789020710	90,466.55

The Operations Districts have advised that the above funds are surplus to these constructed water distribution improvements. It is proposed to utilize these surplus funds to expand the 1991 Fire Protection Program to include the upgrading of 1) Pritchard Avenue: a) Sinclair Street to Powers Street; 2) Aberdeen Avenue: a) Aikins Street to Main Street, b) East of Main Street; 3) Alfred Avenue: a) East of Main Street. These locations are the next improvements on the fire protection priority list. The Budget Bureau has been consulted and has concurred with the proposal to transfer the 1989 and 1990 surplus amounts to 1991 accounts.

Report of the Committee on Works and Operations, dated June 25th, 1991.

Your Committee on Works and Operations recommends:-

1. That the 1991 Fire Protection Program be increased to include the upgrading of

    1) Pritchard Avenue:
        a) Sinclair Street to Powers Street;

    2) Aberdeen Avenue:
        a) Aikins Street to Main Street;
        b) East of Main Street;

    3) Alfred Avenue:
        a) East of Main Street;

    at a total estimated cost of $522,550.00.

2. That the proposed works be funded by savings from previous fire protection improvement accounts.

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.

See Minute No. 1082 for Councillor Brown's declaration of a conflict of interest with regard to the above clause.

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 July 10th, 1991, has concurred in the recommendations contained therein, and submits same to Council for approval and adoption.

On motion of Councillor Lorenc, the Report of the Committee on Works and Operations, dated July 10th, 1991, was considered.

West Committee Room,
Council Building, Winnipeg.
July 10th, 1991.

His Worship the Mayor and Councillors:

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

At-Grade Pedestrian Crossing at the Intersection of Portage Avenue and Main Street. File SC-3.2.1

1081 - 1. On June 19th, 1991, Council referred back to the Committee on Works and Operations Clause 9 of its Report, dated June 4th, 1991, with the following instructions:

"1. That the Committee on Works and Operations present a plan for implementing a trial opening of Portage Avenue and Main Street, effective August 1st, 1991, through to September 30th, 1991, inclusive, by the next meeting of Council;

2. That this plan identify costs;

3. That the Law Department be requested to contact Trizec Manitoba Ltd., with a view to securing their consent to such a trial opening;

4. That the Committee on Works and Operations present the results and further recommendations within 90 days of September 30th, 1991."

On June 25th, 1991, the Committee on Works and Operations reconsidered its Clause 9 and decided to have a special meeting on July 10th, 1991, to consider an administrative report regarding the above, and instructed the Law Department to contact all signatories relative to 3. above.

The idea of providing pedestrian accommodation below grade at the intersection of Portage Avenue and Main Street originated in the mid to late 1960s, immediately following an announcement of development of the Richardson Building, which it was estimated would greatly increase pedestrian volume at the intersection, particularly during peak periods.

Council subsequently took the decision to construct a 1,000 car parkade adjacent to the south-west corner of the intersection further increasing pedestrian activity at the intersection and overloading the intersection peak periods. The only possible means of moderating the increasing pedestrian and vehicle volume/capacity relationship was seen as the separation of pedestrians and vehicles by providing a separate level for the accommodation of pedestrians.

Consideration and discussion of construction of a below-grade pedestrian concourse beneath the intersection of Portage Avenue and Main Street continued for ten years involving the major property owners at the intersection.

The contracts for construction of the Main Street Parking Garage and of the Portage and Main pedestrian concourse were awarded by Council on December 16th, 1976 - with the pedestrian concourse estimated to cost $5,037,654.00, and the four adjacent property owners contributing as follows:

Report of the Committee on Works and Operations, dated July 10th, 1991.

- Royal Bank	$	175,000.00
- Scotia Bank		175,000.00
- Bank of Montreal		350,000.00
- Richardsons		350,000.00
- Toronto-Dominion Bank		225,000.00
- Marathon Realty		175,000.00
		$1,450,000.00

Construction of the concourse and connecting links followed construction of the parking garage and was undertaken and completed during 1978 and early 1979.

The purpose expressed in the report recommending award was:

"The reconstruction of the pedestrian concourse of Portage and Main is a keystone to the opportunity for totally enclosed pedestrian system for downtown Winnipeg: underground from Portage Avenue and Main Street to the City Hall; and +16 from Portage Avenue and Main Street west and south to Eaton's, the Library, the Convention Centre, the Bay and the Woodsworth Building on Broadway."

The agreements entered into between the adjacent corner property owners and the City of Winnipeg contain slight variations in wording but, in effect, require the City to use its best efforts to promote and make maximum use of the Concourse for pedestrian purposes and shall, concurrently with the official opening of the Concourse, pass (in the case of one Agreement, maintain) a by-law prohibiting surface pedestrian crossings of the intersections of Portage Avenue and Main Street.

On February 26th, 1979, the Committee on Works and Operations adopted the following traffic regulations:

"A prohibition of at-grade pedestrian crossings at the intersections of Portage Avenue and Main Street:

- to provide pedestrians with the safest and most comfortable environment for crossing the intersection, and

- to improve vehicular traffic operation at the intersection."

With the exception of the Richardson Agreement, which extends from 1979 to 1999, the agreements executed in 1976 expire in 2019. On January 20th, 1988, Council approved a request from the Toronto-Dominion Bank/Bentall Properties Ltd. to extend the term of its agreement for a further forty (40) years beyond 2019.

The current traffic and transit arrangements at the Portage Avenue and Main Street intersection can be summarized as follows:

NOTE: See Appendix "1"

1. Southbound Approach on Main Street

There are five traffic lanes. Vehicles operating in the three eastern-most lanes must continue to southbound Main Street. Vehicles operating in the two western-most lanes must turn right at Portage Avenue.

Buses leaving the southbound bus stop immediately north of McDermot Avenue are permitted to use the second lane from the curb to travel through to southbound Main Street. Only transit vehicles are permitted to use the second lane for this purpose. All other traffic in this lane must turn right at Portage Avenue. This priority measure eliminates the need for buses to change two lanes to the left to proceed south on Main Street. Buses leaving the southbound bus stop south of McDermot Avenue remain in the curb lane and turn right at Portage Avenue.

Report of the Committee on Works and Operations, dated July 10th, 1991.

2. Eastbound Approach on Portage Avenue

There are five traffic lanes. Vehicles operating in the curb lane must turn right at Main Street. Vehicles operating in the second lane from the curb can turn right at Main Street or proceed through the intersection to Portage Avenue East. Vehicles operating in the third lane from the curb must proceed through the intersection to Portage Avenue East. Vehicles operating in the two northern-most lanes must turn left at Main Street.

Buses leaving the eastbound stop immediately west of Fort Street are permitted to use the third lane from the curb to turn left at Main Street. Only transit vehicles are permitted to use the third lane for this purpose. All other traffic in this lane must proceed through to Portage Avenue East. This priority measure eliminates the need for buses to change three lanes to the left to turn north on Main Street.

3. Northbound Approach on Main Street

There are four traffic lanes. Vehicles operating in the curb lane can turn right at Portage Avenue East or proceed through the intersection. Vehicles operating in the other three lanes must proceed through the intersection to northbound Main Street. There are no transit priority measures on this approach to the intersection.

4. Westbound Approach on Portage Avenue East

There are three traffic lanes. Vehicles operating in the curb lane must turn right at Main Street. Vehicles operating in the second and third lanes from the curb must proceed through the intersection to westbound Portage Avenue. There are no transit priority measures on this approach to the intersection.

On June 20th, 1990, Council referred the following motion to the Committee on Works and Operations, namely:

"That the City of Winnipeg re-open Portage Avenue and Main Street, street-level pedestrian crossing."

In a report dated August 7th, 1990, the Commissioner of Works and Operations advised of the following pedestrian, vehicular and passenger volumes at the intersection of Portage Avenue and Main Street:

- Pedestrian volume below grade is currently approximately 21,800.

- Between 7 a.m. and 5 p.m. Monday to Friday, vehicular traffic volume at this intersection has grown from 41,500 in 1966 to 61,500 in 1990 (an increase of 48% in 24 years).

- Since the opening of the pedestrian concourse, the vehicular traffic volume has grown by 19%.

- The following is a summary of the pedestrian, vehicular and passenger volume:

Report of the Committee on Works and Operations, dated July 10th, 1991.

	On a Weekday (24 hours)	Annually
Pedestrians (below grade)	21,800 (12.9%)	5,900,000
Vehicles (other than buses)	89,200	30,100,000
Passengers (other than Transit)	107,900 (63.9%)	36,500,000

- Between 1979 and 1990, peak period vehicular travel upon Main Street through the Portage Avenue intersection has increased by 25% to 40%, making the Portage Avenue and Main Street intersection the most important cross City arterial highway, connecting Henderson Highway to the north, St. Mary's and St. Anne's Roads to the south.

The Commissioner of Works and Operations also advised of the following pedestrian crosswalk locations:

- Removable panels were installed upon the opening of the pedestrian concourse in 1979 to allow "temporary" at-grade pedestrian crossing should fire or flood render the pedestrian concourse unavailable to pedestrian usage for some time.

- Only at the north-west corner of the intersection are the removable panels at the normal location at the corner of the intersection.

- The south removable panels are a considerable distance from the signalized intersection.

- The east panels are still farther because the sidewalk is much below the elevation of the adjacent roadway.

In the same report, the Commissioner of Works and Operations reported the following traffic collision incidences:

Type of Collision	Time Period	Number of Collisions
Pedestrian	1971 – 1978	11
Pedestrian	1980 – 1987	2
Vehicle	1971 – 1978	584
Vehicle	1980 – 1987	332

The Commissioner of Works and Operations further advised of the following effects upon vehicular capacity and transit service, when the intersection is re-opened to pedestrian crossing:

- Require that the phases of traffic-controlled signal operations be amended to afford adequate time for pedestrian crossing of Portage Avenue and Main Street.

- With the south and east crosswalks so far removed from the intersection, a significant lengthening of the combination of amber and "all red" clearance intervals.

- In order to provide pedestrians with crossing free of conflict with turning vehicles, the southbound and eastbound right turning vehicle movements reduced to the usage of one phase of the traffic control signal operation, rather than two phases. (See Appendix "1")

The above changes, as well as a reduction in phase availability to the southbound and eastbound right-turning movements would significantly alter the assignment of time to vehicular movements and generally reduce the vehicular capacity of the intersection.

Report of the Committee on Works and Operations, dated July 10th, 1991.

The following is a summary of the consequences upon vehicular traffic in the peak periods:

A.M. Peak Period

- Southbound right-turning vehicular movement would back up to approximately City Hall in imposing 3 to 5 minute delays to approximately 1,270 vehicle passengers and 3,000 transit passengers.

P.M. Peak Period

- Southbound through vehicular movement would back up to City Hall or beyond imposing an additional 2 to 4 minute delays to 2,100 vehicle passengers and to 850 transit passengers.

- The southbound right-turning vehicular movement would back up beyond City Hall imposing 3 to 5 minute delays to approximately 880 vehicle passengers and 1,650 transit passengers.

- The eastbound left-turning vehicular movement would back up well beyond Eaton's imposing 3 to 5 minute delays to 1,000 vehicle passengers and 5,000 transit passengers.

- The eastbound right-turning vehicular movement would back up beyond Garry Street imposing 1 to 2 minute delays to 600 vehicle passengers and 1,600 transit passengers.

The Commissioner of Works and Operations, in his report, suggested that a detailed study be undertaken prior to the re-opening of the Portage Avenue and Main Street intersection to pedestrian traffic and offered terms of reference for said study.

The Committee on Works and Operations, at its meeting held on September 4th, 1990, laid over consideration of the Commissioner's report, awaiting advice from His Worship the Mayor regarding the responses from the signatories to agreements with the City of Winnipeg.

Eight original signatories to the participation agreements were contacted. A summary of the replies received indicated that James Richardson and Sons, the Bank of Montreal and the Royal Bank had each indicated that they did not object to the removal of the pedestrian prohibition. The Scotia Bank, Trizec Manitoba Ltd. and Bentall Development/CN Real Estate/Toronto-Dominion Bank advised they were not in favour.

On March 27th, 1991, Council referred the following motion to the Committee on Works and Operations:

"THAT the City of Winnipeg Law Department negotiate with parties to the agreement to close Portage and Main, to have said parties agree to the re-opening and report to Council within 42 days."

On May 8th, 1991, Council referred the following motion to the Committee on Works and Operations:

"THAT Council instruct administration to negotiate with the parties to the agreement to close Portage Avenue and Main Street with the intent to re-open this intersection to pedestrian traffic and report the results of these negotiations through the Committee on Finance and Administration within 30 days."

At various times, Council granted extensions to the Committee on Works and Operations to report on the above resolutions.

The Committee on Works and Operations considered an opinion from the City Solicitor on the legal ramifications of the City taking unilateral action. He advised that should Council decide to re-open the intersection to pedestrian traffic, it direct the Administration to engage in negotiations to amend the existing agreements to so permit.

The Director of Streets and Transportation made a verbal presentation with respect to the geometric and traffic data, etc., at an Executive Policy Committee meeting, at which all members of Council had been invited to attend.

In a report, dated April 17th, 1991, the Commissioner of Works and Operations recommended that at-grade pedestrian crossing not be restored at the intersection of Portage Avenue and Main Street for reasons of pedestrian safety and vehicular passenger accommodation in peak periods.

Report of the Committee on Works and Operations, dated July 10th, 1991.

The Committee on Works and Operations, on June 4th, 1991, and the Executive Policy Committee on June 12th, 1991, concurred in the recommendation of the Commissioner and submitted its recommendation to Council, and on June 19th, 1991, Council took the action indicated at the beginning of this report.

To date, the implications on the transit system and its users of re-opening the intersection of Portage Avenue and Main Street to pedestrian traffic have not been discussed.

Current Transit Vehicle and Passenger Volumes Through the Intersection:

- 25 transit routes operate through the intersection of Portage Avenue and Main Street.

- Over 1,700 buses, carrying about 40,000 passengers, travel through the intersection of Portage Avenue and Main Street on a weekday.

- Almost 300 buses travel through the intersection of Portage Avenue and Main Street each hour (one bus every 12 seconds) during weekday peak periods.

- In the busiest direction, the bus volume is over 125 buses per hour (one bus every 30 seconds).

- 60% of buses in service operate on routes passing through the intersection of Portage Avenue and Main Street during rush hours and these buses carry 62% of the passengers of the transit system.

- 120,000 transit passengers are carried on buses passing through the intersection of Portage Avenue and Main Street, i.e., an additional 80,000 passengers could be affected by delays to these buses, etc.

- In the p.m. peak periods, 70 buses per hour leave the bus stop eastbound Portage Avenue at Fort Street and cross two lanes of traffic to make a left turn at Main Street. The 70 buses per hour carry 5,000 passengers in the peak period.

Given the volume of buses and the number of transit passengers that travel through the Portage Avenue and Main Street intersection, it is vital that traffic arrangements at the intersection permit transit service to operate efficiently and on schedule. Not only is on-time performance important for passengers travelling through this intersection, but it is also essential to passengers awaiting downstream of the intersection. If effective traffic control cannot be provided, it is impossible to maintain scheduled service throughout the system and consequently, buses operate at irregular intervals on each route, buses bunch-up, passenger waiting time increases, overcrowding occurs, and some passengers get by-passed by full buses. Unreliable service such as this reduces ridership, reduces passenger revenue, and increases costs.

Over the longer term, any permanent installation of crosswalks at Portage and Main without the implementation of transit priority measures will have a significant impact on the expenditures of the Transit Department. The delays will result in lengthier running times. Most of the routes that operate through the Portage and Main intersection operate on short headways. Consequently, even delays of three to five minutes in each direction will require additional buses to be operated on several routes to maintain existing service frequencies. It is estimated that the annual incremental operating costs of the additional buses will be in excess of $600,000.00. Since most of the additional buses will be required during peak periods, it will also be necessary, therefore, to increase the size of the bus fleet.

Report of the Committee on Works and Operations, dated July 10th, 1991.

Re-opening the intersection to pedestrian traffic, without any transit priority measures, will cause the transit operations to deteriorate significantly. The following transit priority measures should ideally be implemented as part of the trial:

- Curb lanes on the following streets designated as reserved transit lanes during the 7 a.m. to 7 p.m. time period on weekdays and Saturdays:
  - Southbound Main Street between Higgins Avenue and McDermot Avenue
  - Eastbound Portage Avenue between Memorial Boulevard and Fort Street
- A separate transit-only traffic signal phase be established at the following locations to permit buses to safely manoeuvre two lanes to the left:
  - Southbound Main Street at McDermot Avenue
  - Eastbound Portage Avenue at Fort Street

NOTE: See Appendices "2" and "3"

The Highway Traffic Act does not provide any legislated authority to establish a special signal phase for a specific type of vehicle. Consequently, additional time would be required to obtain the appropriate legislative authority to implement the transit signal priority and, therefore, the above special transit measures cannot be implemented by August 1st, 1991.

If the intersection was restored to "at-grade" pedestrian crossings, subject to a trial period, costs are estimated to be $612,500.00. (See Appendix "4" for the estimated costs of the works to implement the permanent restoration.)

In accordance with the request of the Committee on Works and Operations, the City Solicitor, on June 27th, 1991, wrote to each signatory to the concourse agreements to determine whether any of the signatories have any objections to the proposed trial re-opening. Replies have been received from all the signatories except Oxlea Investments Ltd. The letter to Oxlea Investments Ltd. was returned unclaimed.

Each of the signatories replying, save one, indicated that they have no objection to the proposed trial re-opening. The exception is Trizec Manitoba Ltd., which indicated it is opposed to a trial re-opening. (A copy of each of the replies is on file in the office of the City Clerk.)

The Bank of Montreal qualified its reply by indicating that it had no objection to the trial re-opening, provided "that all costs directly and indirectly, present and future, are for the account of the City of Winnipeg".

The Toronto-Dominion Bank has specifically advised as follows:

> "While the Bank is not, in principle, opposed to pedestrian crossings at the intersection, it must be recognized that pursuant to the Concourse Agreement the Bank made a valuable contribution in funding a portion of the construction of the Portage and Main Concourse, and, in consideration of that funding received the aforementioned covenants from the City of Winnipeg. If the pedestrian crossings were to be re- opened on a permanent basis and it was found that the operations of the Portage and Main Concourse or the concourse level branch of the Branch were adversely affected, it would be necessary for the Bank to review its entitlement to compensation for any such injurious effects or other remedies pursuant to the Concourse Agreement which is now in place."

Report of the Committee on Works and Operations, dated July 10th, 1991.

Bentall Development Inc. has reserved the right to voice a further opinion once the trial period and its consequences have been examined.

The following OPTIONS and COST ESTIMATES are submitted to restore "at-grade" pedestrian crossing at the intersection of Portage Avenue and Main Street between August 1st, 1991, and September 30th, 1991:

Option "A" - Full Restoration

1. Pedestrian Crossings

The location of "lift-out" panels in the curbline planters at the four corners of the intersection dictate that the four crosswalks be located as shown in Appendix "5".

2. Timing of Phases

The length of the north/south through traffic phase will become set to the time required by pedestrians to utilize the west crosswalk.

The length of the east/west through traffic phase will become set to the time required by pedestrians to utilize the north crosswalk.

The other phase, in which occur the major vehicular turning movements, will operate on a 100-second cycle at all times to afford sufficient time for the major turning movements.

The same 100-second cycle of operation may be necessary at all times at nearby signalized intersections to avoid vehicle storage from the Portage Avenue and Main Street intersection into adjacent signalized intersections. This increase from an 80-second cycle to a 100-second cycle outside of peak periods will increase delays somewhat to all intersection users.

3. Estimated Costs

- installation of pedestrian and vehicle control signals (and post-trial removal)	$31,000.00
- removal, and later restoration of, the "lift-out" panels in the corner planters, and related works	31,000.00
- installation, and later removal of, crosswalk markings, etc.	5,500.00
- contingency (20%)	13,500.00
	$81,000.00

Should this option be selected, the following recommendations would have to be approved by Council:

1. That the Committee on Works and Operations be requested to pass the necessary traffic regulation to allow pedestrian crossing at Portage Avenue and Main Street.

2. That an additional appropriation in the amount of $81,000.00 be approved for addition to the 1991 Current Estimates of the Streets and Transportation Department for this purpose.

Report of the Committee on Works and Operations, dated July 10th, 1991.

Option "B" - Partial Restoration

With pedestrian usage of the west crosswalk restored, it is necessary to prohibit the southbound right-turning movement in Phase 1, (see Appendix "1") thereby reducing the southbound right-turning capacity by approximately 60%. This would result in the provision of capacity only 62% and 84% of the southbound right-turning volume in the A.M. and P.M. peak hours respectively.

Restoration of pedestrian crossings in the other three crosswalks results in much less congestion.

With the prohibition of pedestrian crossing in the west crosswalk, the estimated cost would be reduced from $81,000.00 to $60,000.00.

If this option is selected, the following recommendations would have to be approved by Council:

1. That the Committee on Works and Operations be requested to pass the necessary traffic regulations to allow pedestrian crossing at Portage Avenue and Main Street, with the exception of the west crosswalk.

2. That an additional appropriation in the amount of $60,000.00 be approved for addition to the 1991 Current Estimates of the Streets and Transportation Department for this purpose.

The following notes apply to both Options "A" and "B":

NOTE 1: Though desirable at any time to also accommodate those who are physically handicapped, it is not feasible to install wheelchair ramps at crosswalk-ends by August 1st, 1991. (The estimate of cost to provide paraplegic utilization of the pedestrian crosswalks is $39,800.00)

NOTE 2: There is serious concern for pedestrian safety for the planter tops are approximately 1.2 metres (or 4 feet) above the adjacent curb lane elevation, which is well above the eye height of drivers of smaller automobiles and of some pedestrians, including children.

It is, therefore, physically possible to conduct the trial intersection opening for the period August 1st, 1991, to September 30th, 1991, as proposed by Council on June 19th, 1991, for a cost of between $60,000.00 and $81,000.00. Council would be in contravention of the Trizec Agreement. Any permanent restoration would be more expensive but could be considered in conjunction with future budgets, depending upon the results of the trial. Notwithstanding the option to proceed, the Board feels an obligation to clearly set out the implications of this proposal as discussed in this report.

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

1. That an at-grade pedestrian crossing not be restored at the intersection of Portage Avenue and Main Street at this time.

2. That a Committee of Council be struck consisting of the Chairman of the Committee on Works and Operations, Chairman of the Committee on Finance and Administration, His Worship Mayor Norrie and Councillor Mendelson to see if it is possible to negotiate with the signatories of the concourse agreements an opening to pedestrian traffic at the intersection of Portage Avenue and Main Street and to report to Council by November 30th, 1991.

3. That the matter of cost implications and assessment be referred back to the Committee on Works and Operations for consideration and recommendation.

Pursuant to the Municipal Council Conflict of Interest Act, Councillor Mitchelson advised Council that he would refrain from entering the discussion and from voting on the clause, as several of his clients are located within the concourse area, and left the Chamber.

Report of the Committee on Works and Operations, dated July 10th, 1991.

Moved by Councillor Lorenc,
Adoption of the clause.

Moved by Councillor Demare,
That the question be now put.

The motion was put.

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

Yea: Councillors Boychuk, Brown, Clement, Demare, Douglas, Lorenc, Prystanski, Timm-Rudolph, Young, Yuen, Mayor Norrie and Councillor Wade. 12

Nay: Councillors Diamant, Duguid, Fleisher, Golden, Hyman, Lazarenko, Mendelson, Murray, O'Shaughnessy, Reese, Selinger, Thomas and Timmers. 13

and the motion that the question be put was declared lost.

Moved by Councillor Demare,
That Council recess for 1 hour and 15 minutes.

The motion to recess was put.

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

Yea: Councillors Clement, Demare, Diamant, Duguid, Fleisher, Golden, Hyman, Lorenc, Murray, Prystanski, Timmers, Timm-Rudolph and Young. 13

Nay: Councillors Boychuk, Lazarenko, Mendelson, Reese, Selinger, Thomas, Yuen, Mayor Norrie and Councillor Wade. 9

The motion to recess was declared carried and Council recessed at 4:55 p.m.

Council reconvened at 6:17 p.m.

Present: The Deputy Speaker Councillor Wade, Councillors Boychuk, Brown, Clement, Demare, Diamant, Douglas, Duguid, Fleisher, Fraser, Golden, Hyman, Lazarenko, Lorenc, Mendelson, Murray, O'Shaughnessy, Prystanski, Reese, Selinger, Thomas, Timmers, Timm-Rudolph, Young, Yuen and His Worship Mayor Norrie.

1082 - Councillor Brown rose on a Point of Order and advised Council that pursuant to The Municipal Council Conflict of Interest Act, he had a conflict of interest with regard to Clause 9 of the Report of the Committee on Works and Operations, dated June 25th, 1991, with respect to the awarding of contracts for certain sewer works, and that he was not present and did not vote on the said clause at the time of its consideration by Council.

Council here resumed consideration of Clause 1 of the Report of the Committee on Works and Operations, dated July 10th, 1991.

Councillor O'Shaughnessy asked that the recommendations be voted on separately.

1083 - Pursuant to Section 8.19 of the Procedure By-law, Councillor Lazarenko asked and was granted permission to leave Council as he had to attend a funeral.

Recommendation No. 1 was put.

Report of the Committee on Works and Operations, dated July 10th, 1991.

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

Yea: Councillors Boychuk, Brown, Clement, Demare, Diamant, Douglas, Duguid, Hyman, Lorenc, Mendelson, O'Shaughnessy, Prystanski, Reese, Selinger, Timm-Rudolph, Young, Mayor Norrie and Councillor Wade 18

Nays: Councillors Fleisher, Fraser, Golden, Murray, Thomas, Timmers and Yuen. 7

and Recommendation No. 1 was declared carried.

Recommendation No. 2 was put.

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

Yea: Councillors Brown, Demare, Diamant, Douglas, Duguid, Fleisher, Fraser, Hyman, Lorenc, Mendelson, Murray, Prystanski, Reese, Thomas, Timmers, Young and Mayor Norrie. 17

Nay: Councillors Boychuk, Clement, Golden, O'Shaughnessy, Selinger, Timm-Rudolph, Yuen and Wade. 8

and Recommendation No. 2 was declared carried.

Recommendation No. 3 was put.

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

Yea: Councillors Brown, Clement, Demare, Diamant, Douglas, Duguid, Fleisher, Fraser, Hyman, Lorenc, Mendelson, Murray, O'Shaughnessy, Prystanski, Reese, Selinger, Thomas, Timmers, Timm-Rudolph, Young, Mayor Norrie and Councillor Wade. 22

Nay: Councillors Boychuk, Golden and Yuen. 3

and Recommendation No. 3 was declared carried.

COMMITTEE ON WORKS AND OPERATIONS

MOTIONS

Moved by Councillor Young,
Seconded by Councillor Lorenc,

1084 - WHEREAS Section 2.12 of the City of Winnipeg Streets By-law No. 1481/77 states:

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

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

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

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

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

Referred to the Committee on Works and Operations.

Moved by Councillor Reese,
Seconded by Councillor Selinger,

1085 - BE IT RESOLVED that Councillor Kaufmann be granted leave of absence from this meeting due to illness.

Carried.

COMMITTEE ON WORKS AND OPERATIONS

CONSIDERATION OF BY-LAWS

1086 - On motion of Councillor Lorenc, By-law No. 5719/91, a By-law of the City of Winnipeg to close part of Paris Avenue and public lane, west of Auburn Street and north of Mission Street, was read a first time.
File No. DAC 5/91.

Councillor Lorenc moved that this constitute the first reading of By-law No. 5719/91, which motion was carried.

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

On motion of Councillor Lorenc, the following By-laws were each read a second and third time and were passed and ordered to be signed and sealed, namely:-

By-law No. 5455/90, a By-law of the City of Winnipeg to close the public lane south of Portage Avenue and east of St. Charles Street. File No. DAC 22/81.

By-law No. 5715/91, a By-law of the City of Winnipeg to close the streets and lanes in area bounded by Dollard Boulevard, Goulet Street, Kenny Street and Tache Avenue. File No. DAC 19/90.

On motion of Councillor Lorenc, By-law No. 5725/91, 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, 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. SC-1.1.

On motion of Councillor Lorenc, the rule was suspended and By-law No. 5709/91, a By-law of The City of Winnipeg to close part of Kennedy Street between Assiniboine Avenue and the Assiniboine River, was read a second and third time, and was passed and ordered to be signed and sealed. File No. DAC 11/90.

On motion of Councillor Lorenc, the rule was suspended and By-law No. 5714/91, a By-law of The City of Winnipeg to authorize the borrowing of money by the issue and sale of debentures of the City in the principal amount of Twenty-Seven Million Dollars ($27,000,000.00) to fund the expansion of the West End Water Pollution Control Centre, was read a second and third time and was passed and ordered to be signed and sealed.
File No. WS-7.

Councillor Mitchelson here returned to the Chamber at 9:12 p.m.