COUNCIL OF THE CITY OF WINNIPEG

Thursday, March 26, 2026 (Un-audited)

The following text file was produced in real-time and may contain inaccuracies. A complete and corrected Hansard document for this meeting is being produced and will replace this document when completed.

To verify any parts of this document in the meantime, please visit www.winnipeg.ca/clkdmis to listen to a complete Electronic Hansard of this meeting.

MADAM SPEAKER: GOOD MORNING. MR. CLERK DO WE HAVE A QUORUM?

CLERK: YES, WE HAVE QUORUM.

MADAM SPEAKER: I CALL THIS MEETING FOR MARCH 26, 2026 TO ORDER. IN ACCORDANCE WITH RULE 11.1 OF THE CITY OF WINNIPEG PROCEDURE BY-LAW NO. 50/2007, THE SPEAKER ACKNOWLEDGES THAT WE ARE IN TREATY ONE TERRITORY, THE HOME AND TRADITIONAL LANDS OF THE ANISHINAABE (OJIBWE), ININEW (CREE), AND DAKOTA PEOPLES, AND IN THE NATIONAL HOMELAND OF THE RED RIVER METIS. OUR DRINKING WATER COMES FROM SHOAL LAKE 40 FIRST NATION, IN TREATY THREE TERRITORY. WE HAVE A MOTION TO ALLOW COUNCILLOR ORLIKOW TO PARTICIPATE REMOTELY. REQUIRES COUNCIL APPROVAL. MR. CLERK WILL YOU READ THE MOTION INTO THE RECORD, PLEASE.

CLERK: MOVED BY COUNCILLOR GILROY. SECOND BY ROLLINS. SECTION 9.1 OF THE PROCEDURE NUMBER 50 OF 2007 COUNCILLOR ORLIKOW BE ALLOWED TO PARTICIPATE REMOTELY TODAY IN THE MEETING OF COUNCIL.

MADAM SPEAKER:

AYE. CARRIED.

COUNCILLOR DUNCAN: HEAVENLY FATHER, WE THANK YOU FOR THE CITY, PEOPLE AND COMMUNITIES WE ARE PRIVILEGED TO SERVE. GRATEFUL FOR THOSE GATHERED AND FOR THE RESPONSIBILITY ENTRUSTED TO THEM. GRANT US WISDOM IN DELIBERATIONS AND HUMILITY AND COURAGE TO DO WHAT IS RIGHT. HELP US TO WORK TOGETHER TO HONOR DUTY TO ONE ANOTHER AS NEIGHBORS TO SEEK WHAT IS BEST FOR THE WHOLE COMMUNITY. WE ARE MINDFUL OF THOSE IN OUR CITY FACING HARDSHIP. MAY THEY FIND SUPPORT, STABILITY AND HOPE. MAY WE BE GUIDED TO LEAD WITH COMPASSION AND FAIRNESS IN ALL WE DO. BLESS THIS MEETING AND THE WORK BEFORE US. MAY IT BE CARRIED OUT WITH INTEGRITY AND SINCERE COMMITMENT TO SERVE. AMEN.

MADAM SPEAKER: THANK YOU. ROLL CALL.

CLERK: MADAM SPEAKER. SHARMA, MAYOR GILLINGHAM: , ALLARD, BROWATY, CHAMBERS, DOBSON, DUNCAN, DURAND-WOOD. EADIE, GILROY, LUKES, MAYES, ROLLINS, SANTOS, WYATT AND COUNCILLOR ORLIKOW.

PLEASE JOIN ME IN WELCOMING AARON HILDERBRAND IN THE CHARLESWOOD AND THE OLD KILDONAN WARD. THANK YOU FOR JOINING US TODAY. [APPLAUSE]. WE WILL MOVE TO MORNING ANNOUNCEMENTS. MR. MAYOR, YOU HAVE THE FLOOR.

MAYOR GILLINGHAM: I HAD THE HONOR OF HOSTING YESTERDAY THE CANADA CHIEF OF DEFENSE STAFF. FOR A PRODUCTIVE DISCUSSION HOW WINNIPEG CAN GROW OUR SKY ECONOMY INCLUDING DEFENSE AEROSPACE AND AVIATION. AS OUTLINED EARLIER THIS MONTH THERE IS A SIGNIFICANT OPPORTUNITY FOR WINNIPEG TO CAPITALIZE ON THE FEDERAL GOVERNMENT HALF TRILLION DOLLAR DEFENSE INDUSTRIAL STRATEGY INVESTMENTS, BUILDING ON STRONG FOUNDATION WITH 17 WINGS WINNIPEG. ONE OF THE LARGEST AEROSPACE AND AVIATION SECTORS IN THE COUNTRY. NOT ONLY TO SEIZE OPPORTUNITY FOR PROCUREMENT INVESTMENTS WITHIN WINNIPEG BUT ALSO TO BUILD UPON THAT TO STRENGTHEN ROOTS OF OUR AVIATION AEROSPACE AND SKY ECONOMY SO FUTURE GENERATIONS BENEFIT. WE DISCUSSED PARTNERING WITH DEPARTMENT OF DEFENSE TO DELIVER ON DEFENSE AND POSITION OUR CITY TO CAPTURE MORE OPPORTUNITY. MOST IMPORTANTLY WE TALKED ABOUT HOW WINNIPEG CAN BETTER SUPPORT THE MEMBERS OF THE CANADIAN ARMED FORCES WHO WORK AND LIVE HERE. A LOT OF WINNIPEGGERS DON'T REALIZE THE CANADIAN ARMED FORCES IS ONE OF WINNIPEG'S MOST IMPORTANT EMPLOYERS WITH IN THE CITY. 17 WING MORE THAN 2500 PEOPLE WORKING THERE EVERY DAY. 3,000 FAMILIES OR MORE ARE PART OF THE CANADIAN ARMED FORCES THAT LIVE WITHIN THE CITY. IMPACT TO THE POPULATION OF SIX TO SEVEN THOUSAND PEOPLE. IN THE FUTURE YEARS WE COULD SEE HUNDREDS MORE, THOUSANDS MORE FAMILIES LIVING WITHIN WINNIPEG. WE WANT BE A HOST AND PARTNER. HOW CAN WE BETTER SUPPORT THE PERSONNEL, MEN AND WOMEN WORKING DAY IN AND OUT IN THE CANADIAN ARMED FORCES WITHIN WINNIPEG. I LOOK FORWARD TO CONTINUING TO WORK WITH THE FEDERAL GOVERNMENT AND FOR US AS CITY TO BEGIN TO MORE SO POSITION OURSELF TO SEIZE THE OPPORTUNITY OF THOSE PROCUREMENTS AVAILABLE BUT BEYOND THAT TO STRENGTHEN FRAMEWORK ECOSYSTEM WITHIN WINNIPEG. YOU WILL HEAR MORE IN THE COMING WEEKS AND MONTHS AHEAD. THANK YOU.

MADAM SPEAKER: COUNCILLOR CHAMBERS MORNING ANNOUNCEMENT.

COUNCILLOR CHAMBERS: THANK YOU, MADAM SPEAKER. DISTINGUISHED

MEMBERS OF THE WINNIPEG CITY COUNCIL AND ALL FORTUNATE ENOUGH TO KNOW BILL AND SHIRLEY LAVEN. LET US THINK OF THE MIGHTY OAK TREE. THE BILL BILL AND SHIRLEY PLANTED AND PROTECTED FOR DECADES. THEY DIDN'T PLANT JUST TREES. THEY PLANTED COMMUNITIES. INSTITUTIONS AND SENSE OF POSSIBILITY ACROSS OUR ENTIRE CITY. FEBRUARY 4, 2026 BILL LEFT US. TO SPEAK OF BILL IS TO SPEAK OF DEEP ROOTS, UNSHAKABLE. FOR THOSE FROM ST. NORBERT. NOT MERELY A RESIDENT A PILLAR TO UNDERSTOOD THE COMMUNITY IS NOT LINES ON A MAP BUT BONDS BETWEEN PEOPLE, PRESERVATION OF HISTORY AND COURAGE TO BUILD THE FUTURE. BILL AND HIT LATE WIFE SHIRLEY CONTRIBUTIONS WERE VAST. NOT BECAUSE THEY SOUGHT A SPOTLIGHT BUT BECAUSE THEY POSSESSED RARE COMBINATION OF VISION AND HUMILITY. INCREDIBLE STEWARTS OF ST. NORBERT. CONTRIBUTIONS TO THE AREA WAS THEY BOTH SERVED ON THE SAME RIVER SCHOOL DIVISION. BILL WAS ELECTED FIRST. SHIRLEY WAS THE BETTER POLITICIAN. SHE WAS RE-ELECTED TWICE. ALSO SERVED ON THE PROVINCE FINANCIAL SCHOOL BOARD. THEY WERE BOTH PROPONENTS OF MAKING SURE FRENCH WAS TAUGHT IN THE SCHOOLS. ALONG WITH THEIR DAUGHTER THEY RESCUE THE THE TRAPPIST MONASTERY. THEY DONATED FUNDS TO IMMERSION SCHOOL TO KICK START CROSS COUNTRY SCHOOL PROGRAMME. HERITAGE ST. NORBERT WAS INITIATED BY BILL AND SHIRLEY AS COMMUNITY HISTORIANS. MANY, MANY ACHIEVEMENTS. ONE OF THE MOST WIDELY IMPACT WAS CITY AMENDMENT TO RECOGNIZE LOCAL HERITAGE OF ST. NORBERT IN 1978. THERE IS SO MUCH MORE I CAN GO ON. I AM PRESSED FOR TIME. ON PERSONAL LEVEL BILL WAS A GENTLEMAN. HE WAS IN THE TRUEST SENSE OF WORD. STEADY, KIND, QUITE DETERMINATION AND TWINKLE IN HIS EYE WHEN YOU CATCH HIM ADMIRING THE PROJECT THAT HAD FINALLY COME TO LIGHT. LISTENED MORE THAN HE SPOKE. WHEN HE SPOKE PEOPLE LISTENED NOT BECAUSE HE DEMANDED ATTENTION. HE LEFT LEGACY OF ENGAGEMENT PRESERVATION AND COMMUNITY. ONE PERSON WITH ENOUGH HEART HAS ENOUGH DETERMINATION CAN SHAPE A PLACE FOR GENERATIONS. DE FINNING CHARACTERISTIC WAS THE CAPACITY TO RECOGNIZE A NEED AND RESPOND WITH NO REGARD FOR RECOGNITION THEY VIEWED ALL PEOPLE IN NEIGHBORHOOD AS PART OF THEIR RESPONSIBILITY. MADAM SPEAKER, I ASK THAT WE GIVE ONE MOMENT OF SILENCE FOR BILL AND SHIRLEY.

I APPRECIATE YOUR COMMENTS, COUNCILLOR CHAMBERS. WE WILL LEAVE IT AT THAT. THANK YOU. COUNCILLOR BROWATY WILL YOU MOVE THE MINUTES OF FEBRUARY 26 MINUTES READ AND CONFIRMED.

COUNCILLOR BROWATY: SO MOVED.

COUNCILLOR MAYES: ANNOUNCEMENT.

COUNCILLOR MAYES: I RISE ON WHAT IS AN ANNUAL CONGRATULATIONS TO HIGH

SCHOOL VARSITY BASKETBALL CHAMPIONSHIPS. I UNDERSTAND VINCENT MASSEY WILL GET REVENGE. HISTORICALLY SIGNIFICANT BOYS GAME LOSING IN OVERTIME TO MAPLES FROM YOUR WARD. I BELIEVE FIRST CHAMPIONSHIP. COACH QUOTED 16 YEAR ARK. HE HAD VARIOUS PLAYERS COME AND GO. WE HAD THE 75 TEAM THERE, COACH FROM THE 80 TEAM, STAR, SENSE OF COMMUNITY IN THESE THINGS. SALUTE TO DAKOTA GIRLS AND MAPLES BOYS ON CHAMPIONSHIPS.

THANK YOU FOR THE REMARKS. COUNCILLOR BROWATY MOVE MINUTES OF MEETING FEBRUARY 26, 26.

SO MOVED.

DELEGATIONS. DAVID GRANT TO BE HEARD ON NUMBER OF ITEMS LISTED ON THE AGENDA. MR. GRANT.

THANK YOU. I WANT TO THANK YOU FOR STILL INVITING VOTERS TO SPEAK. PUBLIC WORKS TOPIC THREE. DISAPPOINTED ONLY 30 SECONDS. WE FACE THIS LIMIT BECAUSE SOMEONE RECENTLY LEARNED OTHER CITIES LIMIT THEIR RESIDENTS. AS THIS LIMIT WAS APPROVED HERE WE WERE TOLD THOSE WITH TOPICS WILL BE GRANTED EXTRA MINUTES. IN PAST YEAR I HAVE NOT SEEN THAT COME TO PASS. TOPIC THREE PUBLIC WORKS. ONE CELLING POINT OF REDUCING LIMITS THIS WILL TAKE AN EXTRA MINUTE FOR A TRIP. I CAN TRUST THAT ADDED TO TRAVEL TIME OF 100,000 VOTERS WITH THE SECONDS THE FIVE MINUTE LIMIT SAVES YOU. PUBLIC WORKS 3. THIS IS BAIT AND SWITCH. UNETHICAL TO SELL FURNITURE AND USED CARS. LAW FORBID THIS. SLOWING TRAFFIC WILL NOT PROTECT PERSON FROM HIS TAKE THERE. ONLY CARNAGE ON TV STREETS WHERE THIS WOULD NOT APPLY. NO WAY TO REDUCE CARNAGE ON MAIN ROOTS WITHOUT REDUCING PUBLIC DISTRACTION AND EDUCATING VULNERABLE. NEW 40 ZONES CANNOT REDUCE CARNAGE ON BUSY MAIN STREETS. E.P.C. 14 REGARDING AUDITS. AUDIT TEAMMATES GOOD COMMENTS AS USUAL. WE NEED TO READ YOU HAVE ACTED ON EVERYONE. WE NEED TO SEE ADD CAUGHT FUNDING. NO FUNDING MEANS NOT DISCOVERED. I SEE VERY FEW FUNCTIONAL AUDITS IN 2025. WHY? YOU NEED TO KNOW WHEN PROGRAMMES FAIL AND SO DO VOTERS. SUCH AN AUDIT 40K LIMIT ZONES IN PLACE WOULD SHOW THAT EACH WAS WASTE OF MONEY WITH NO BENEFIT BEYOND FEELINGS OF SOMALIAS. FEELINGS SHOULD NEVER DRIVE DECISIONS. IN THE 1950s THAT WOULD HAVE PREVENTED SEATBELT LAWS. WHAT WOULD THE AUDIT SAY ABOUT EACH MOVE YOU MAKE. YOU SPEND MILLIONS OF DOLLARS BECAUSE OF A TRAGIC CRASH. IF MILLIONS HAD BEEN SPENT BEFORE THAT TRAGIC DAY WOULD BE WOULD STILL HAVE BEEN KILLED. E.P.C. REQUESTED ONLY PLAN TO PREVENT ANY SUCH DEATH. CAN I ASK YOU TO INCREASE FUNDING ON AUDIT TEAM TO REPORT BACK ON SPENDING AND OUTCOMES OF YOUR DECISIONS. I REMIND YOU BILL FOUR REQUIRES COURT APPROVAL BEFORE

LEGISLATURE MAKES DECISIONS. I SUGGEST THIRD PARTY REVIEW OF CONSEQUENTIAL DECISIONS. I SEE NO MENTIONS OF TIMES THAT CITY PURCHASING RULES WERE SUSPENDED OR VIOLATED. SHOULD THAT NOT BE A TOP AUDIT TOPIC. IT REPRESENTS SPENDING IMPROPER AND SOMEONE ABUSED POWER AT CITY HALL. BOTH SHOULD BE RED FLAGS TO AUDITORS. WAS THE TEAM SILENT BECAUSE THEY LACKED FUNDING TIME TO SPEND? E.P.C. TOPIC 15. AUDITS. GOOD TO SEE SOME ADVICE IMPLEMENTED. UNDER BY-LAWS 15 NO EVIDENCE THAT REDUNDANT POINTLESS BY-LAWS ON THE WAY OUT. FUNCTIONAL AUDIT WOULD SHOW THOSE USED TO FINE THE PUBLIC BUT NO LONGER PROVIDE USEFUL BENEFIT TO PUBLIC. THE SUNDAY FAMILY DINNER BY-LAW IS CLASSIC. LONG DRIVE WAY EXTENDED FAMILY SUNDAY DINNER OR BIRTHDAY PARTY CAN COST GUESTS HUNDREDS OF DOLL DOLLARS. THIRD OR FOURTH CAR AND BIG FINES. PUBLIC WORKS ONE SPEED REDUCTION. BUSES ON ROADS THEY SHOULD NOT BE ON. SEEMS LIKE GOOD IDEA. I SUPPORT IT. KEEP IN MIND BUS ON SMOOTH ROAD DID NOT RATTLE DISHES IN ANYBODY'S HOME. WHY ARE YOU NOT STRIVING TO SMOOTH BUS ROUTES ON RESIDENTIAL STREETS TO HELP US ON THE BUS TO NOT BE JOSTLED. WHY DID YOU NOT DEAL WITH BUS PROBLEMS BEFORE THE 2025 SWITCH? SEEMS OBVIOUS YOU HIRED WRONG CONSULTANT OR FAILED TO DEFINE REFERENCE FOR TEAM THAT PLANNED TRANSIT SYSTEM. I INVITE YOU TO READ COMMENTS I SENT ON AGING HOUSING POLICY BEFORE DECIDING ON E.P.C. 7, 8, 9. I THINK I AM WITHIN FIVE MINUTES.

MADAM SPEAKER: THANK YOU. NO QUESTIONS TODAY MR. GRANT. HAVE A GOOD DAY.

NEXT TWO DELEGATIONS. I BELIEVE THEY ARE NOT PRESENTING TODAY. WE WILL MOVE TO TERRY WASHNIAK. ITEM 1 STANDING POLICY COMMITTEE PUBLIC WORKS DATED MARCH 4, 2026. TRANSIT ROUTE SPEED REDUCTION.

GOOD MORNING. COUNCILLORS I APPEAR IN SUPPORT OF THIS MOTION. ON PRINCIPLE. THE PRINCIPLE THAT WE WANT TO CALM RESIDENTIAL STREETS. HAVING BUSES TRAVELING AT 50-KILOMETER AN HOUR OR AS YOUR REPORT INDICATES EXCEEDING 50-KILOMETER AN HOUR ON RESIDENTIAL STREETS CAN BE PREVENTED. IT SHOULD BE. HAVING THAT OPPORTUNITY TO REGULATOR BUSES MY RECOMMENDATION IS THAT ALL RESIDENTIAL STREETS BE RESTRICTED BUS SPEEDS AND IF THERE IS A STREET THAT TRANSIT THINKS SHOULD BE COMING FORWARD WITH EXCEPTION LET THAT COME FORWARD INSTEAD OF ALL OF THE EXCEPTIONS THAT ARE MADE NOW FOR ARLINGTON OR WHICHEVER STREETS ARE DEEMED TO BE A PROBLEM. LET ALL OF THE STREETS CALM DOWN AND IF TRANSIT SAYS THERE IS A STREET THAT SHOULD BE MOVING AT A HIGHER SPEED FOR BUSES, LET THEM COME FORWARD WITH THAT MOTION. FURTHER, I WOULD LIKE TO SAY -- MY TIME IS UP?

MADAM SPEAKER: NO, GO AHEAD. FOUR MINUTES.

I GET MORE TIME. THAT IS GOOD. I THINK ALL VEHICLES WITH MORE THAT FOUR TIRES SHOULD BE MOVING AT LOWER SPEEDS. IF YOU CAN REGULATE THE SPEEDS THAT YOUR GARBAGE TRUCKS OR DELIVERY VEHICLES ARE MOVING WITH MORE THAN FOUR TIRES ON RESIDENTIAL STREETS, THAT SHOULD BE THE GENERAL PRACTICE. I'M SURE THE PROVINCE WOULD SUPPORT THAT KIND OF TRAFFIC CALMING FOR RESIDENTIAL NEIGHBORHOODS. MORE SQUIRRELS FROM THE SHOCK OF HIGH-SPEED TRAFFIC WE CAN SAVE THE BETTER. IF I HAVE A LITTLE TIME I WOULD LIKE TO ADDRESS ANOTHER TRANSIT ISSUE WHICH COMES UP AS FARE-FREE TRANSIT. WE ARE GETTING A MESSAGE FROM THE PROVINCE THAT TRANSIT FOR STUDENTS UP TO HIGH SCHOOL SHOULD BE FARE-FREE. I SUPPORT THAT. I AM QUITE SURE WE ALL KNOW THAT TRANSIT FARES EXCEED THE COST OF CHICKEN.

MADAM SPEAKER: THAT IS NOT ON THE AGENDA.

IF YOU CAN PUT IN A WORD FOR SENIOR CITIZENS WE WOULD APPRECIATE FARE-FREE TRANSIT AS WELL. AFTER THAT I WILL BE HAPPY TO TAKE QUESTIONS REGARDING THE SPEED LIMITS FOR VEHICLES.

MADAM SPEAKER: ANY QUESTIONS FOR DELEGATION? SEEING NONE. THANK YOU FOR THE PRESENTATION. NEXT APPEARS JESSICA CARVEL AND MARTY IN OPPOSITION OF ITEM TWO STANDING POLICY COMMITTEE PUBLIC WORKS. REGARDING WELLINGTON CRESCENT ROAD. WELL COME.

THANK YOU VERY MUCH. GOOD MORNING, COUNCILLORS AND MR. MAYOR. I AM PROUD TO SPEAK TODAY IN OPPOSITION TO THIS MOTION ON BEHALF OF MYSELF AND MEMBERS OF OUR COMMUNITY. MANY OF YOU KNOW WELLINGTON CRESCENT TO BE BEAUTIFUL WELL-TREED STREET FILLED WITH THOUSAND OF HOMES, AND A SYNAGOGUE. THIS SCREECH IS UNSAFE AND UNSAFE FOR PEDESTRIANS, CYCLISTS AND DRIVERS. I KNOW YOU ARE FAMILIAR WITH THE TRAGIC LOSS OF LIFE OF ROB JENNER. WHAT YOU MAY NOT BE AWARE OF THERE ARE MULTIPLE OTHER VEHICLE PEDESTRIAN AND CYCLIST COLLISIONS. IT IS UNSAFE FOR DRIVERS. LAST WEEK THERE WAS A THREE CAR COLLISION AT ONE OF THE KNOWN ISSUE SAFETY POINTS. REALITY SAFETY IMPROVEMENTS ARE NEEDED AS SOON AS POSSIBLE TO LIMIT FUTURE LOSS OF LIFE OR INJURY. WITH THAT IN MIND IT IS DIFFICULT TO UNDERSTAND THE MOTION THAT IS BEFORE COUNCIL TODAY. THAT IS A COMPLETE 180. THIS COUNCIL VOTED IN FAVOR OF INTERIM SAFETY SOLUTIONS IN 2024 AND 2025. THE EXPERTS IN PUBLIC WORKS DEPARTMENT PUT FORWARD A WONDERFUL INTERIM PLAN FULLY FUNDED, FULLY DESIGNED AND BENEFITS FROM SIGNIFICANT PUBLIC CONSULTATION. THAT INTERIM PLAN WOULD HAVE SEEN SAFETY IMPROVEMENTS FOR ALL ROAD USERS IN

2026 THIS YEAR. IT IS UNFORTUNATE THAT IS NOT BEFORE YOU TODAY TO VOTE ON. WHAT HAS BEEN BROUGHT FORWARD IS A MOTION TO DELAY SAFETY TO FUTURE YEARS. YOU ARE BEING ASKED TO APPROVE A PLAN TO ENGAGE ENGINEERS, DESIGN PERMANENT BIKE PATH AND DIFFICULT ON THAT PLAN IN FUTURE YEARS. WE NEED SAFETY NOW. I AM GOING TO TURN IT OVER TO MY FRIEND MARTY TO TALK ABOUT HIS EXPERIENCE LIVING ON WELLINGTON CRESCENT.

GOOD MORNING COUNCILLORS. I AM HERE TO ADDRESS MOTION 2. I AM MARTY DUNK CART RETIRED BUSINESS PERSON. YOU MAY REMEMBER ME FROM MY FILE ON THE CONVENTION CENTRE BOARD. I AM A CONDO OWNER LIVING ON WELLINGTON CRESCENT. AS 80-YEAR-OLD WITH SERIOUS HEALTHCURS. I AM ENCOURAGED BY MEDICAL PROFESSION TO WALK DAILY. I LIVE ON THE RIVER SIDE OF WELLINGTON I HAVE TO CROSS ON DAILY BASIS TO GET AWAY FROM OUR SIDE. IT'S THE TRAFFIC THAT IS TOO BUSY, TOO HEAVY, TOO FAST. I GO TO NEAREST INTERSECTION TWO BLOCKS OUT OF MY WAY TO CROSS WELLINGTON AVENUE. THAT INTERSECTION THINKING IT IS SAFER IS ACTUALLY MORE DANGEROUS. THE CARS GOING EAST ON WELLINGTON TAKE THAT SLIP LANE TO GERTRUDE REGARDLESS OF WHETHER LIGHT IS GREEN OR RED. IT HAPPENS ALL OF THE TIME. TRAFFIC GOING WEST BECAUSE IT IS ON THE T JUNCTION THEY JUST FEEL THERE IS NO NEED TO STOP AT RED LIGHT BECAUSE THERE ARE NO CARS ON THE RIVER SIDE. YOU TAKE YOUR LIFE IN YOUR HANDS CROSSING THERE. WHILE WAITING TO COME TO THE E.P.C. MEETING A WEEK AGO. I WAS WAITING FOR THE BUS AND THE BUS WAS LATE. 25 MINUTES THREE CARS WENT THROUGH A RED LIGHT. ONE WAS STOPPED SINCE THERE WAS NO TRAFFIC COMING IT DECIDED WHY WAIT PULLOUTS AGAINST THE RED LIGHT REGARDLESS OF PEDESTRIANS CROSSING. TWO DAYS AFTER THAT INCIDENT ME STANDING AT THAT CORNER THERE WAS NOT FATAL BUT SERIOUS ACCIDENT WHERE AIRBAGS WERE DEPLOYED. THE INTERSECTION WAS CLOSED SEVERAL HOURS. I HAVE HAD SOME SERIOUS CLOSE CALLS AT THAT INTERSECTION MYSELF. ALTHOUGH THE MOTION BEFORE YOU ADDRESSES THESE SAFETY ISSUES, IT'S MADE INTO THE FUTURE. WE NEED ACTIONS NOW. THE SPEED LIMIT BY THE CITY'S OWN ASSESSMENT AVERAGES MORE THAN 60-KILOMETER AN HOUR. IT NEEDS TO BE REDUCED IMMEDIATELY. THE DEATH DEFYING SLIP LANE. 30 SECONDS.

MADAM SPEAKER: COUNCILLOR ROLLINS MOVES TWO MINUTES. CARRIED.

THE DEATH DEFYING SLIP LANE NEEDS CLOSED BEFORE SOMEONE IS INJURED OR KILLED. OTHER SAFETY MEASURES INCLUDING BIKE LANE TO GET BIKES OFF MAIN ROAD AND SIDEWALK SHOULD BE IMPLEMENTED IMMEDIATELY AND NOT POSTPONED. AS SENIOR, ONE OF THOUSANDS OF SENIORS, RESIDENTS ON WELLINGTON CRESCENT I URGE YOU TO IMPLEMENT CHANGES TO IMPROVE SAFETY FOR NOT ONLY PEDESTRIANS CYCLISTS AND DRIVERS IN THE IMMEDIATE FUTURE IN 2026, NOT POSTPONED TO FUTURE YEARS. THANK YOU VERY MUCH.

MADAM SPEAKER: NEXT DELEGATION AND COME BACK FOR QUESTIONS.

APPEARING IN OPPOSITION IS RICHARD MILGRIM ASSOCIATE PROFESSOR UNIVERSITY OF MANITOBA.

THANK YOU FOR THE OPPORTUNITY TO SPEAK. I DID SUBMIT A PRESENTATION. IS IT AVAILABLE?

MADAM SPEAKER: YOUR PRESENTATION WILL BE CIRCULATED DIGITALLY TO COUNCIL.

THAT IS A SHAME. I WAS GOING TO SPEAK TO IT.

MADAM SPEAKER: PROFESSOR THERE ARE NO PRESENTATIONS IN THIS COMMITTEE.

I WILL DESCRIBE AS I GO QUICKLY. FIRST SLIDE HAD NOTHING -- WELL HAS EVERYTHING TO DO WITH THIS AS A FLAWED CONSULTATION PROCESS. ALSO RECORDING OF FLAWED CONSULTATION PROCESS. IF YOU READ REPORT FROM MARCH 4 MEETING FIRST PAGE IS NEW RECOMMENDATION. RECOMMENDATION WE ARE LOOKING AT TODAY. SECOND PAGE IS MORE OF THAT. THIRD PAGE LISTS 130 PEOPLE WHO THE REPORT SAYS SPOKE IN FAVOR OF THIS MATTER. THAT IS MISLEADING, SLOPPY OR SOMETHING BECAUSE THOSE 130 PEOPLE SPOKE TO THE RECOMMENDATION IN FAVOR OF THE RECOMMENDATION TO IMPLEMENT TEMPORARY MEASURES NOT FOR THE RECOMMENDATION THAT WE HAVE TODAY. THIS IS IMPORTANT. THIS IS PART OF RESPECT FOR WHAT PEOPLE HAVE SAID IN MEETINGS. MISREPRESENTED IN THE REPORTS THAT DOES NOT BUILD CONFIDENCE IN ANY OF THESE PROCESSES. MY FIRST POINT. SECOND POINT. SECOND SLIDES WERE ABOUT WELLINGTON CRESCENT. SLIDE OF THE RACE TRACK THAT IS THE CORNER WHERE ROB JENNER WAS HURT. SECOND SLIDE THAT SHOWS TYPICAL BIKE LANE BASICALLY PAINT ON THE ROAD. THAT DOESN'T DO ANYTHING. WE ALL KNOW THAT. NEXT SLIDE IS FROM THE ENGAGEMENT PROCESS OF TEMPORARY INSTALLATION THAT SHOWS WHAT IS PROPOSE IS MORE COMPLEX. IT WAS ABOUT NOT JUST MAKING A BIKE LANE. MAKING THE ROAD SAFER FOR PEDESTRIANS AS WE JUST HEARD, FOR DRIVERS WHO ALSO HAVE SUFFERED FROM ACCIDENTS HERE AS WELL AS FROM CYCLISTS AND FOR BUS RIDERS. I DON'T THINK CALLING THIS BIKE LANE PROPOSAL IN ITSELF, IT SELLS IT SHORT. NEXT IS A TIMELINE THAT TAKES YOU THROUGH WHAT WE DID. WE STARTED IN 2024 BY THE SPRING OF 2025, THE PROPOSAL FOR TEMPORARY BIKE LANE CAME FORWARD. I HAD A DOTTED LINE THAT CONTINUES TO THE FUTURE WHICH I WAS REFERRING TO AS THE LINE OF HOPE. IT GOES THROUGH PRELIMINARY INSTALLATION AND PILOT PROJECT AND PERMANENT

AT SOME POINT IN THE FORESEEABLE PERHAPS FUTURE. THE NEXT SLIDE TALKS ABOUT AT THAT MEETING WE SAID WE ARE NOT GOING ON WITH THE PILOT PROJECT. WE NEED MORE CONSULTATION. THAT UPPER LINE OF HOPE FADES A LITTLE BIT. AND INSTEAD OF HAVING A QUICKLY INSTALLED BIKE LANE, IT IS DELAYED FOR NINE MONTHS. I AM NOT HAPPY WITH MY SCREEN. IN THE INITIAL PROPOSAL, WE WOULD HAVE GOT INCREASED BIKE SAFETY. WE HAD THE BUDGET AND MATERIALS SITTING IN A WAREHOUSE. WE HAVE DONE NOTHING WITH THAT. THE OTHER ADVANTAGES OF PUBLIC PROJECT AND PUBLIC SERVICE MENTIONED YOU GET MUCH BETTER INFORMED PUBLIC INPUT BECAUSE PEOPLE HAVE EXPERIENCED THE TYPES OF THINGS THAT MIGHT HAPPEN ON THE STREET WHICH I WOULD EQUATE TO BEING A TYPE OF ENHANCED PUBLIC ENGAGEMENT OR AWARENESS, WHICH IS SOMETHING E.P.C. AND PUBLIC WORKS WERE CALLING FOR NOW. THE BEST TYPE OF INFORMED PUBLIC ENGAGEMENT COMES FROM EXPERIENCING WHAT IS ACTUALLY INSTALLED. IT DOESN'T COME FROM READING REPORTS AND READING SIGNS. IT COMES FROM EXPERIENCE. WE ARE NOW AT A POINT THAT WE ARE NOT GOING TO DO THAT. IT LOOKS LIKE WE WON'T DO THE PILOT PROJECT. WE HAVE OTHER THINGS CHANGING. CIVIC ELECTION COMING UP, BUDGET UNCERTAINTY. WE HAVE GONE TO THE POINT WITH ANOTHER YEAR WITHOUT SAFETY FOR CYCLISTS. WE HAVE POLITICAL AND BUDGET UNCERTAINTY AND REALLY NO OPPORTUNITY FOR WELL INFORMED PUBLIC ENGAGEMENT. WHAT WE COULD VHS AN ALREADY INSTALLED BIKE LANE -- WHAT WE COULD HAVE HAD IS AN ALREADY INSTALLED BIKE LANE.

EXTENSION OF TWO MINUTES. CARRIED.

THANK YOU VERY MUCH. FINAL SLIDE ABOUT THE CURRENT RECOMMENDATION. AS JUST MENTIONED, NOTHING IN THE CURRENT RECOMMENDATION ABOUT REDUCTION OF SPEED LIMITS. THAT IS WHERE WE STARTED THIS PROCESS. IT WAS ABOUT REDUCING SPEED LIMITS, REDUCING SPEED OF TRAFFIC THERE. THERE IS SOMETHING IN THERE THAT SAYS WE NEED TO DO THIS IN A WAY TO BUILD STAKEHOLDER ENGAGEMENT AND RELY ON LIVED EXPERIENCE. I DON'T HAVE IT ON THE SCREEN. DON'T REMEMBER EXACT WORDS. I WILL SAY GIVEN THE WAY STAKEHOLDERS WHO ENGAGED SO FAR HAVE BEEN TREATED IT IS HARD TO IMAGINE HOW THEIR EXPERIENCE AND FAITH IN THE SYSTEM WILL BE IMPROVED. THE LIVED EXPERIENCE YOU GET FROM PILOT PROJECT NOT FROM READING A REPORT. FINALLY, THERE WAS AT THE BOTTOM LAST MINUTE THING MAYBE ALTERNATIVE WAY TO PUT CYCLE ROUTES ON OTHER PARALLEL STREETS. I AM CURIOUS TO KNOW HOW MUCH CONSULTATION WE NEED TO DO BEFORE WE GET TO THINKING ABOUT DOING THAT. THAT IS IT FOR NOW. THANK YOU.

MADAM SPEAKER: QUESTIONS IF THERE ARE ANY OF THE THREE DELEGATIONS. COUNCILLOR MAYES.

COUNCILLOR MAYES: IF YOU CAN CLARIFY POINT OF PEOPLE SPEAKING IN FAVOR OF THE REPORT TABLED NOT THE AMENDMENTS THAT WERE MADE.

THAT IS NOT WHAT THE REPORT SAYS.

COUNCILLOR MAYES: I AM SEEKING CLARIFICATION.

IT READS LIKE THEY ARE IN FAVOR OF THE RECOMMENDATION. IT DOESN'T READ LIKE THAT. IT WOULD BE USEFUL TO KNOW WHAT THE OLD RECOMMENDATION WAS THEY DID SPEAK IN FAVOR OF.

MADAM SPEAKER: SECOND QUESTION.

COUNCILLOR MAYES: LAST COUNCIL MEETING WRONG MAP WAS USED ON REPORT. THIS IS A CONCERN IF THIS IS BECOMING A PATTERN. THANK YOU FOR FLAGGING THAT.

MADAM SPEAKER: COUNCILLOR ROLLINS.

COUNCILLOR ROLLINS: ALL THREE SPEAKERS. ONE OF MY RESIDENTS ASKED REFLECTIVELY SOMETHING THAT I BELIEVE EACH OF YOU TOUCHED ON. IT WAS CHARLESSHER BOOK WHO IS WITH US TODAY. HE PUT IT PLAINLY. WHY ARE CIVIC LEADERS IGNORING ADVICE, SKIPPING STRAIGHT TO EXPENSIVE PERMANENT DECISIONS WITHOUT PRACTICAL STEPS FIRST? COULD I HAVE YOUR RESPONSE TO THAT?

AS PUBLIC SERVANT I FIND IT CONCERNING WHEN EXPERTISE OF PUBLIC SERVICE IMPARTIAL EVIDENCE BASED IS IGNORED. UNFORTUNATELY THAT IS WHAT I OBSERVED AT PUBLIC WORKS COMMITTEE MEETING LEADING TO THIS REPORT. PUBLIC SERVANTS SPOKE ELOQUENTLY AND DEEPLY ABOUT THE WORK THEY DID AND PROVIDED IN MY OPINION VERY GOOD RATIONALE FOR WHY AN INTERIM PLAN WAS APPROPRIATE TRADE-OFF TO ACHIEVE SAFETY NOW WHILE GATHERING REAL WORLD DATA THAT WOULD INFORM A PERMANENT BIKE PLAN. UNFORTUNATELY WHAT IS BEFORE THIS COUNCIL IS A PLAN TO CREATE PERMANENT INFRASTRUCTURE, PERMANENT BIKE LANE BASE OH, NO REAL WORLD DATA, NOT INFORMED BY LIVED EXPERIENCE AND IGNORES SEVERAL OTHER SAFETY IMPROVEMENTS PUBLIC WORKS RECOMMENDED. REDUCTIONS IN SPEEDS, REMOVAL OF LEFT TURNS AND REMOVAL OF SLIP LANES TWO VERY DANGEROUS POINTS ON THIS STRETCH OF WELLINGTON.

MADAM SPEAKER: COUNCILLOR WOULD YOU LIKE TO RESPOND AS WELL, YES?

I FIND IT A MYSTERY, TO BE HONEST. I THINK THAT ARGUMENTS I HAVE HEARD DURING COMMITTEE DISCUSSIONS HAVE SEEMED TO CONTRADICT EACH OTHER. I HEARD WHEN THE FIRST DELAY HAPPENED WE DECIDED WE NEEDED TO HAVE MORE CONSULTATION BEFORE PUTTING IN THE TEMPORARY INSTALLATION, WE NEEDED MORE CONSULTATION BECAUSE WE WANT WANT BE TO HAVE TO RIP IT OUT. THAT IS TEMPORARY. $400,000 NOT $5 MILLION ONE. BEST WAY TO ENSURE WE GET INSTALLATION OF PERMANENT RIGHT TO HAVE PILOT AND GET FEEDBACK. IT MAKES ECONOMIC SENSE TO DO THIS. YET NOW APPARENTLY WE CAN FIGURE IT OUT WITHOUT THE PILOT PROJECT AND THAT WILL BE FINE. I DON'T UNDERSTAND WHAT CHANGED. COUNCIL SEEMED ALL IN FAVOR AND I DON'T KNOW THE VOTE. COUNCIL WAS IN FAVOR INITIALLY AND ISN'T ANY MORE. IT IS HARD TO UNDERSTAND. NOT TRANSPARENT.

THANK YOU. SECOND QUESTION.

EACH OF YOU TURNED ON SOMETHING WE HEARD TIME AND TIME AGAIN IN CHAMBER REGARDING GOVERNANCE. DEEP DISSATISFACTION WITH BASICS OF COMMITTEE PROCESS. WOULD YOU CARE TO COMMENT AND REFLECT ON THIS ISSUE AND WHETHER OR NOT WE ARE DOING BETTER ON COMMITTEE PROCESSES. GUIDES LIKE MMP HAVE TOLD US THAT THERE ARE CONCERNS HERE, REAL CONCERNS ON TRANSPARENCY AND JUST PROCESS.

YOU KNOW, I THINK WE HAVE BEEN DOCUMENTING SOME OF THE PROCESS PROBLEMS HERE. I DON'T KNOW. SOME PEOPLE TELL ME I AM PESSIMIST BECAUSE I AM CRITICAL. I AM NOT A PESSIMIST. I AM AN OPTIMIST BECAUSE I THINK WE CAN ALL DO BETTER.

MADAM SPEAKER: COUNCILLOR DUNCAN.

COUNCILLOR DUNCAN: I WASN'T GOING TO ASK A QUESTION. STATEMENT MADE THERE PEAKED MY INTEREST AROUND REAL WORLD DATA. CAN YOU SPEAK TO REAL WORLD DATA THAT THE CITY OF WINNIPEG POSSESSES AROUND ACTUAL COUNTS OF CYCLISTS THAT USE THIS INFRASTRUCTURE AND HOW THAT IS VALIDATED IN ANY EXPENSE WHATSOEVER?

MADAM SPEAKER: RESPONSE.

ONE OF MY FAVORITE QUESTIONS. I USED TO WORK IN BUFFALO, MORNING MY FIRST STUDENT WANTED TO DO BIKE PLAN FOR BUFFALO. I SAID THERE ARE NO CYCLISTS IN BUFFALO. NO BIKE PLAN, NO SAFE PLACE FOR CYCLISTS TO GO. REALLY HARD TO MEASURE LATENT DEMAND WE KNOW A LOT OF PEOPLE THAT WANT TO CYCLE IN THE CITY AND FEEL SAFE. I CYCLE I DO NOT ALWAYS FEEL SAFE. I

WISH I FELT SAFER AND I'M SURE OTHERS DO AS WELL.

MADAM SPEAKER: ANY FURTHER QUESTIONS. COUNCILLOR EADIE.

COUNCILLOR EADIE: YES, MADAM SPEAKER. I AM WONDERING HOW YOU COULD COLLECT REAL DATA THAT WOULD PROVE OUT A PERMANENT SOLUTION WHEN THE TEMPORARY SOLUTION, MADAM SPEAKER, INVOLVES PUTTING IN REMOVABLE BARRIERS AND STUFF TO PROVIDE A BIKE LANE WHEN THE PERMANENT ONE WILL IN ALL LIKELIHOOD UTILIZE PART OF THE BOULEVARD TO PROVIDE SPACE FOR A ATF.

I AM CERTAIN ENOUGH SIMILARITIES. I USE THAT ROADWAY A LOT. I RARELY SEE TWO LANES OF TRAFFIC SIDE-BY-SIDE BUMPER-TO-BUMPER. MOST PEOPLE USE ONE LANE. A FEW CARS ARE PARKED THERE OFTEN. THAT SECOND LANE IS NOT USED ANYWHERE NEAR AS MUCH AS THE CENTRE LANE IS. THERE ARE SIMILARITIES. ANY PILOT PROJECT IS NOT EXACT REPLICA BECAUSE YOU ARE NOT BUILDING IT. YOU DO THE BEST YOU CAN AND GET THE BEST INFORMATION YOU CAN FROM IT, AND MAYBE WE FIND OUT WE DON'T NEED THE SECOND BE LANE IF THERE IS ONLY ONE LANE THERE. WHO KNOWS? WE DON'T KNOW UNTIL WE TRY.

MADAM SPEAKER: COUNCILLOR CHAMBERS.

COUNCILLOR CHAMBERS: DID YOU ANSWER COUNCILLOR DUNCAN'S QUESTION, PROFESSOR.

WHERE DO YOU GET THE DATA?

COUNCILLOR CHAMBERS: YES.

CAN YOU GIVE ME THE QUESTION AGAIN.

MADAM SPEAKER: COUNCILLOR DUNCAN WOULD YOU LIKE TO RESTATE THE QUESTION.

COUNCILLOR DUNCAN: IN REGARDS TO AVAILABLE DATA PREAMBLE TO ANY DECISION BY PUBLIC WORKS IS SUPPORTED BY DATA. PERFECT EXAMPLE IF WE WANT TO INSTALL STOP SIGN IT NEEDS TO BE WARRANTED BY DATA. THE QUESTION IS AND I HEAR YOUR RESPONSE HENCE NO FOLLOW UP. IS THERE DATA THAT SUPPORTS THE INSTALLATION OF BIKE PATH ON THIS PARTICULAR STREET OR ANY STREET IN WINNIPEG FOR THAT MATTER?

MADAM SPEAKER: RESPONSE.

I APPRECIATE THE QUESTION WAS DIRECTED AT RICHARD. I WILL TAKE A SHOT AT ANSWERING IT. REAL WORLD DATE TO TO INFORM ANY BIKE PATH I DIRECT YOU TO THE AMAZING WORK BY YOUR PUBLIC WORKS DEPARTMENT. WITHIN THEIR REPORT THEY TALK ABOUT COLLECTION OF DEALT TAKE INCLUDING THROUGH PUBLIC CONSULTATION FOR REAL WORLD EXPERIENCES OF PEOPLE THAT LIVE AND COMMUTE THROUGH THIS STREET. THEY ARE BEST TO TALK ABOUT THE METHODS OF COLLECTING INFORMATION. LOOKING FOR DOCUMENTS TO SUPPORT IMPROVING BIKE INFRASTRUCTURE AND ROAD SAFETY ANYWHERE WITHIN THE CITY, THIS CITY SUPPORTS ACTIVE TRANSPORTATION. ACTIVE TRANSPORTATION STRATEGY SPEAKS ABOUT THIS STRETCH IN PARTICULAR BEING A GAP IN THE BIKE NETWORK. I WOULD URGE YOU TO TAKE A LOOK AT THAT AS EVIDENCE FOR WHY MORE CYCLING INFRASTRUCTURE IS REQUIRED AND SAFETY IMPROVEMENTS NEEDED ON THIS STRETCH AS SOON AS POSSIBLE.

MADAM SPEAKER: ANY FURTHER QUESTIONS? THAT IS THE TIME. APPRECIATE YOUR PRESENTATION TODAY. NEXT WE WILL HEAR FROM IAN WALKER, CHAIR, SAFE SPEEDS WINNIPEG. IN SUPPORT OF THE SAME ITEM BEFORE US. IS IAN WALKER HERE TODAY? THE TOPIC IS THE REDUCED SPEED LIMIT NEIGHBORHOOD PILOT ON THE PUBLIC WORKS AGENDA MARCH 4. MR. CLERK VIA ZOOM. WELCOME.

THANKS, I AM HERE TO SPEAK ABOUT THE SPEED REPORT. I AM NOT GOING TO TAKE TOO LONG. I HAVE BEEN VOLUNTEERING TIME WITH SAFE SPEEDS WINNIPEG FOR LAST SEVEN YEARS. IT HAS BEEN A LOT OF WORK AND ENGAGING WITH THE PUBLIC, ENGAGING WITH YOU FOLKS. I THINK WE HAVE GOT TO A POINT WHERE SAFE SPEEDS IS MORE POPULAR THANK YOU JEFF BROWATY. HALF WINNIPEGGERS WANT THE SPEED LIMITS DROPPED. I AM CONFIDENT MORE PEOPLE WILL BE ON BOARD. I AM CONFIDENT THE MVP WILL CHANGE THE HIGHWAY TRAFFIC ACT. WHILE 40-KILOMETER AN HOUR IS NOT A SAFE SPEED. IT IS A STEP IN RIGHT DIRECTION TO HELP FAMILIES FEEL SAFER SENDING KIDS TO SCHOOL ON FOOD AND BIKE AND HELP WITH DESPERATELY NEEDED MODE SHIFT WHICH HAS BEEN HIGHLIGHTED IN THE LAST FEW WEEKS WITH THE PRICE OF ENERGY GOING UP, HARDER TO PUT FUEL IN CARS. IF KIDS CAN WALK AND BIKE TO SCHOOL THAT WILL HELP SOCIETY OUT. I ENCOURAGE YOU TO FOLKS TO SUPPORT THE REPORT. WELLINGTON CRESCENTS MY MOTHER IS A RESIDENT. SHE WALKS THERE AND I WORRY EVERY DAY SHE IS GOING TO GET HURT BY A CAR VISITING WITH HER NEIGHBORS' DOGGEN AND TALKING TO FOLKS IN THE COMMUNITY. THEY DESERVE SAFETY MORE THAN PEOPLE DRIVING THROUGH THE NEIGHBORHOOD DESERVE TO DRIVE FAST. I HAVE BEEN TOLD ONLY ANOTHER YEAR. WE HAVE BEEN ASKING FOR THIS FOR DECADES. TIME TO DO SOMETHING TEMPORARY. VERY LEAST CONSIDER PEDESTRIANS AND SPEED PEOPLE ARE GOING TO WELLINGTON. DO TRAFFIC CALMING BUT DO SOMETHING. NOT FAIR FOR FOLKS WALKING AND BIKING ON THAT STRETCH OF ROAD TO PUT UP WITH LACK OF SAFETY. THEIR LIVES MATTER. IF PEOPLE ARE KILLED HIT BY A CAR. IT

CAN HAVE A DRAMATIC IMPACT ON WELL-BEING AND CAN MONTHS OR YEARS TO RECOVER FROM COLLISION WITH CAR. I STRONGLY ENCOURAGE YOU FOLKS TO DO SOMETHING UNTIL PERMANENT BIKE LANES. I WILL CONTINUE TO ENGAGE WITH YOU. I PROMISE I WILL DO ADVOCACY WORK ON LOWERING THE DEFAULT SPEED LIMIT IF YOU PASS THAT REPORT. I AM HAPPY TO TAKE ANY QUESTIONS IF YOU HAVE ANY.

MADAM SPEAKER: WE WILL COME BACK IN A MOMENT. WE HAVE ANOTHER DELEGATION FIRST. STEVE SNIDER IN SUPPORT OF SAME ITEM. WELCOME.

I JUST WANT TO ECHO WHAT IAN SAID. 40 IS STEP IN THE RIGHT DIRECTION, NOT GOOD ENOUGH. WE DO HAVE POLICY SAYING WE ARE GOING TO FOLLOW VISION ZERO. THAT SAYS SAFE SYSTEMS WE NEED A SYSTEM SAFE FOR EVERYBODY. NO DEATH IS ALLOWABLE ON OUR TRANSPORTATION SYSTEM. PEOPLE GOING ABOUT THEIR DAY. SOMEBODY WHO LIVES IN SKOSH HAHEIGHTS. 90% OF STREETS 40-KILOMETER PER HOUR IN MY NEIGHBORHOOD. CONCERN OF PARENTS OF CHILDREN IN MY CHILDREN'S SCHOOL THEY DON'T LET KIDS WALK NOT SAFE. IT DIDN'T. CARS 50 MILES PER HOUR IN RESIDENTIAL NEIGHBORHOOD IS NOT SAFE. IF WE WANT TO TAKE THIS POLICY SERIOUSLY AND BELIEVE NO DEATHS IS SOMETHING WE STRIVE FOR, THEN WE NEED TO MOVE TO 40 AND EVEN TO 30. I WILL GIVE YOU TIME BACK. I TOOK LESS THAN A MINUTE.

MADAM SPEAKER: QUESTIONS FOR EITHER DELEGATION. COUNCILLOR BROWATY. COUNCILLOR MAYES SORRY. COUNCILLOR MAYES THEN BROWATY.

COUNCILLOR MAYES: THANK YOU. TRUSTEE WALKER IS STILL WITH US HOPEFULLY. THANKS FOR APPEARING IAN IN DELEGATION. YOU HAVE BEEN PERSISTENT ON THIS. GREAT ENDURANCE. WHEN I WAS RANTING TO SOMEBODY COMPLAINING ABOUT YOU HE SAID NO, NO HE IS MORE PRAGMATIC. YOU ARE SPEAKING IN FAVOR OF THE REPORT. YOU ARE SAYING VOTE FOR THIS. PEOPLE SAID DON'T WORRY ABOUT THE PROVINCE DO IT. I WANT TO MAKE SURE YOU ARE SAYING VOTE FOR THE REPORT MAKING REQUEST TO PROVINCE. WE HOPE THEY AGREE TO THE CHANGE. I WOULD SUPPORT THE 40 LIMIT. THANKS FOR YOUR PERSISTENCE. CAN YOU CLARIFY YOU WANT US TO VOTE IN FAVOR TODAY WHAT WAS PASSED THROUGH AT E.P.C.?

THANKS FOR YOUR QUESTION, BRIAN. I AM IN FAVOR OF YOU SUPPORTING THIS REPORT. IT IS A STEP IN THE RIGHT DIRECTION. THE CITY OF WINNIPEG SHOULD HAVE CONTROL OVER DEFAULT LIMIT TO CONTINUE TO MAKE OUR STREETS SAFER FOR MY KIDS, MY STUDENTS, THE KIDS I REPRESENT AS TRUSTEE FOR THE SCHOOL DIVISION AND ESPECIALLY FOR SENIORS, MY MOM AND SENIORS HIT BY A CAR WILL TAKE LONGER TO RECOVER AND OUTCOMES ARE NOT GREAT FOR AN OLDER

PERSON HIT BY A VEHICLE. PLEASE SUPPORT THE REPORT. I WILL WORK SIDE-BY-SIDE WITH YOU FOLKS TO MAKE THE CHANGES.

MADAM SPEAKER: FURTHER QUESTIONS? COUNCILLOR EADIE.

COUNCILLOR EADIE: YES, MADAM SPEAKER. KIND OF RELATED ABOUT CYCLING AND WALKING IN THE SAINT JOHN'S PARK NEIGHBORHOOD OR LUXTON OR SEVEN OAKS NEIGHBORHOOD. I AM WONDERING IF MR. SNIDER KNOWS THAT THE PLACE THAT IS CALLED SCOTIA HEIGHTS IS A REAL ESTATE MARKET. YOU ONLY SEE THAT NAME. YOU DON'T SEE THAT ON THE NEIGHBORHOODS OF WINNIPEG. YOU SEE IT ON THE REAL ESTATE BOARDS MARKET MAP WHERE IT SAYS SCOTIA HEIGHTS. YOU KNOW SCOTIA HEIGHTS NOT NEIGHBORHOOD, IT IS A REAL ESTATE MARKET?

MADAM SPEAKER: RESPONSE.

YES. COULD I ADD SOMETHING TO THAT, ROSS. TALKING TO ONE OF MY NEIGHBORS LAST NIGHT WHEN I WAS WALKING HOME HER KIDS MOVED TO SCOTIA HEIGHTS. YOU MIGHT GET A KICK OUT OF THAT.

COUNCILLOR EADIE: I WONDER IF THEY BOTH BELIEVE REAL ESTATE AGENTS MADE A GREAT THING OUT OF SCOTIA HEIGHTS CONVINCING PEOPLE IT IS A NEIGHBORHOOD WHEN IT IS ONLY A REAL ESTATE MARKET?

MADAM SPEAKER: RESPONSE.

I GREW UP THERE. EVERYTHING STARTS AS A NAME. NORTH END IS COLLECTION OF SEVEN OR EIGHT NEIGHBORHOODS, IT IS A NAME. NOT NEIGHBORHOOD. COLLECTION OF THREE NEIGHBORHOODS I DON'T CARE.

MADAM SPEAKER: I WILL REMIND EVERYONE NO OUTBURSTS OF ANY SORT. YOU KNOW THE RULES WE ALL DO TODAY. WHEN WE ADDRESS COUNCIL PLEASE USE APPROPRIATE DESIGNATION WHEN RESPONDING TO QUESTIONS. I SEE NOTHING FURTHER. ANYTHING FURTHER? APPRECIATE THE PRESENTATION. THANK YOU. I THINK THAT CONCLUDES OUR DELEGATIONS MR. CLERK. MOVING TO REPORTS. MR. MAYOR REPORT OF EXECUTIVE POLICY COMMITTEE DATED MARCH 17.

MAYOR GILLINGHAM: MOVE CONSENT AGENDA ITEMS 1-15.

MADAM SPEAKER: MAYES 4 IS STOOD DOWN. ROLLINS.

COUNCILLOR ROLLINS: WOULD YOU PULL 3.

MADAM SPEAKER: APPROVAL BUSINESS IMPROVEMENT ZONE LEVEES.

COUNCILLOR ROLLINS: PULL 3, 7.

MADAM SPEAKER: WINNIPEG ACTION PLAN.

COUNCILLOR ROLLINS: CAN YOU PULL -- THAT'S ALL, MADAM SPEAKER.

MADAM SPEAKER: THANK YOU I CALL THE QUESTION ON ITEM 1 AND 2. 5 AND 6, 8-15.

I WANT TO BE NOTED IN OPPOSITION OF NUMBER 8, PLEASE.

MADAM SPEAKER: CALL THE QUESTION ON THOSE ITEMS. IN FAVOR. CONTRARY. CARRIED. COUNCILLOR SANTOS IN OPPOSITION TO ITEM 8. MR. CLERK ITEM 3.

CLERK: APPROVAL OF BUSINESS IMPROVEMENT ZONE LEVIES 2026.

MAYOR GILLINGHAM: I WILL WAIT TO HEAR FROM COUNCILLOR AND COLLEAGUES.

MADAM SPEAKER: COUNCILLOR ROLLINS.

COUNCILLOR ROLLINS: I AM IN SUPPORT OF THIS MOTION BECAUSE THE BIZ ZONES NEED THE MONEY. WHAT I DO WANT TO PUT A PIN THIS IS WORK TO DO MAKING SURE WE ARE CAUGHT UP ON ARV ON ONE HAND AND THAT BIZ ZONE MEMBERS ARE NOT UNFAIRLY NOT HAVING THE CITY DESPITE THE FACT THAT THEY CONTRIBUTE TO THE CITY BY FREE ADMINISTRATION WORK THEY DO BY SENDING IN BUSINESSES THAT HAVE CHANGED OVER. WE HAVE DELAY BETWEEN OCCUPANCY PERMITS AND CHANGE OF USE PERMITS THAT CANNOT BE EXPLAINED OTHER THAN REGULATORY ADMINISTRATIVE AND STRUCTURAL PROBLEM WE NEED TO FIX, MADAM SPEAKER. SUPPORTING THIS MOTION BUT POINTING OUT FOR THE COUNCIL THERE IS MORE WORK TO DO.

MADAM SPEAKER: ANY FURTHER SPEAKERS? MR. MAYOR.

MAYOR GILLINGHAM: CALL THE QUESTION.

MADAM SPEAKER: IN FAVOR OF ITEM 3. CONTRARY. THAT IS CARRIED. ITEM 4.

CLERK: 2026 MILL RATES FOR THE EDUCATION SUPPORT LEVY AND SPECIAL LEVY.

MADAM SPEAKER: MR. MAYOR TO INTRODUCE.

MAYOR GILLINGHAM: I WILL SAVE COMMENTS TO CLOSE. WAITING TO HEAR FROM COLLEAGUES.

MADAM SPEAKER: COUNCILLOR MAYES.

COUNCILLOR MAYES: THIS IS AN ANNUAL ITEM. FORMER MAYOR BOWMAN VOTED AGAINST BE IN SYMBOLIC PROTEST. THE REASON I PULLED THIS YEAR RECENT COMMENTS ABOUT THE SIZE OF TAX INCREASES AMONG THE SCHOOL DIVISIONS. WHEN I WAS STILL LAWYERING AND COURTROOM LAWYER I REMEMBER JUDGE GETTING UP TO GIVE DECISION AND HE TALKED ABOUT CLEAN HANDS DOCTRINE. MY CLIENT SAID WHAT IS THE QUEEN ANN DOCTRINE? CLEAN HANDS DON'T COME TO COURT WHILE VIOLATING THE LAW YOURSELF AND TRY TO HAVE THE LAW IMPOSED ON SOMEONE ELSE. I SIMPLIFY. THAT IS THE GIST OF IT. IT IS UNFORTUNATE WE HAVE GOTTEN INTO THIS SPAT WITH THE SCHOOL DIVISION. I SEE MORE AS PARTNERS RATHER THAN ANYTHING ELSE. THESE TAX INCREASES ARE INDEFENSIBLE. A COUPLE THINGS. THERE IS A DATA PROBLEM. I AM SITTING HERE WITH INFORMATION FROM THE SCHOOL DIVISION SPENDING INCREASE 2.89%. SPENDING INCREASE LESS THAN YOU GUYS. COUNCILLOR BROWATY HAS VERY DIFFERENT DATA. IT MIGHT BE USEFUL TO HAVE A FORUM DISCUSSION TO GET DATA STRAIGHT. CONFUSION WE COLLECT SOME, PROVINCE PROVIDES SOME, CONFUSED SITUATION IN TERMS OF SCHOOL DIVISION BUDGETS. I DO THINK WE NEED TO GET DATA STRAIGHT. SCHOOL DIVISIONS SAY WE INCREASE MILL RATE BY 10%, 9.9%. THAT DOESN'T MEAN 9-POINT THE% AVERAGE HOUSEHOLD. DURING THE TAX FREEZE IT DECREASED TO MULTIPLIER. A LOT OF CONFUSION ON DATA. COUNCILLOR BROWATY HAS GOT A LARGE PRESENTATION HERE SHOULD HE CHOOSE TO ADDRESS IT. IT IS UNFORTUNATE WE WOULD PICK THIS FIGHT. WE HAD YEARS DURING CONSERVATIVE GOVERNMENT TO PUT THIS OUT. THEY NEVER DID. WE ARE LEFT WITH THIS SITUATION WHERE WE COLLECT THE TAX. I UNDERSTAND THE FRUSTRATION OF MY COLLEAGUES TO SAY WE ARE GOING TO GET BLAMED FOR SPEND THRIFTS. SCHOOL DIVISIONS PUSH BACK TO SAY YOUR MATH ISN'T RIGHT. YOU DON'T KNOW WHAT PRESSURE WE ARE FACING. THERE IS TRUTH IN THAT. AS SCHOOL DIVISIONS EVOLVE AND EDUCATION SYSTEM EVOLVES A LOT OF PRESSURES OUT THERE. WE SHOULD DO THIS MORE IN COOPERATIVE SENSE RATHER THAN TRYING TO PICK A FIGHT. TWO OTHER ISSUES. TALK ABOUT CLEAN HANDS DOCTRINE. WE INCREASED PROPERTY TAXES EVERY YEAR. THE INCREASE I VOTED AGAINST BE IN 2025 WAS BIGGEST IN ROUGHLY 30 YEARS. THERE IS A MORE PARTICULAR POINT HERE WHICH IS WE HAVE INCREASED FEES A LOT THIS TERM. I VOTED FOR SOME OF THAT. I CERTAINLY VOTED FOR WATER SEWER INCREASE ENVIRONMENTALLINESS. I VOTED AGAINST RECYCLING INCREASE. WE TOOK STUFF OFF PROPERTY TAX AND PUT TO FEES. INFINITY PERCENT INCREASE ON APARTMENTS THERE WAS NO FEE. WHY ARE PROPERTY TAXES GOING UP IN WINNIPEG SCHOOL DIVISION? WE ARE NOT GOING TO COME TO ASK YOU TO PAY

FOR THINGS WE ASKED YOU TO DO BEFORE. IF YOU ARE LOW INCOME PARENT YOU COULDN'T AFFORD IT. WE PUT OF THAT ON PROPERTY TAXES. IT IS MISLEADING TO SAY THESE ARE INDEFENSIBLE EXCESSIVE. FEES ARE LARGE, TOO. YOU CAN HIDE THAT AND SAY WE ARE ONLY INCREASING PROPERTY TAXES A COUPLE PERCENTS. COUNCILLOR EADIE HAS SPOKEN ABOUT THIS SAYING, LOOK, AND HE TRIED DEVICES TO GET FEES APPLIED BASED ON VALUE OF YOUR PROPERTY. NOT PERFECT MEASURE VALUE OF YOUR PROPERTY. NOT MEASURE OF INCOME BUT MEASURE OF WEALTH. GOOD PROXY FOR THAT. NOT GOING TO SAY SHAME ON SCHOOL DIVISIONS FOR TAXING PEOPLE WHOSE HOME IS WORTH MORE WE ARE INCREASING FEES IF YOUR HOUSE IS WORTH A MILLION DOLLARS OR 400,000 YOU ARE PAYING SAME FEE AMOUNT. WE ARE NOT IN POSITION TO CRITICIZE. FINAL COMMENTS. MAYBE THREE THINGS TO CLOSE. WE ACTUALLY HAD THE OPPORTUNITY TO REDUCE SOME COSTS FOR SCHOOL DIVISIONS FOR SEVERAL YEARS. WE BATTLED THEM. WE WERE STILL TRYING TO ASSESS FACILITIES THAT WERE USED FOR PURPOSES LIKE AUDIOLOGIST, SPEECH LANGUAGE PATHOLOGISTS, SPECIALIZED SERVICES. TRUSTEE ROLLINS AND COUNCILLOR ROLLINS AND I OPPOSED THIS FOR YEARS. WE GOT DEFEATED BADLY IN COURT, I HAVE TO SAY. WELL DESERVED DEFEAT. SCHOOL DIVISION SAID TAX-EXEMPT. PROVINCE DIDN'T APPEAL AND NEITHER DID WE. WE HAD CHANCE TO REDUCE EXPENSES AND DIDN'T TAKE IT AND TOOK THEM TO COURT. HARD TO LASH OUT SAY SPENDING EXCESSIVE. TWO FINAL THOUGHTS. FORMER MAYOR CREATED SCHOOL BOARD LIAISON POSITION TO WORK WITH THE SCHOOL DIVISIONS. WE SHOULD TRY TO REACTIVATE THAT, FRANKLY. FINAL POINT. WHEN I MADE COMMENTS ABOUT SCHOOL BOARDS TO WORK WITH THEM IN 2016. LATE NICK MARTIN SAID MAYES HASN'T BEEN AROUND COUNCIL LONG ENOUGH TO REALIZE YOU DON'T GET ALONG WITH SCHOOL DIVISIONS. I SAID I CAN TRY TO DO SOMETHING ABOUT IT. I HAVE TRIED TO DO SOMETHING ABOUT IT AND WILL CONTINUE TO TRY TO DO SOMETHING ABOUT IT. COUNCILLOR BROWATY IS PUTTING MONEY INTO THE SPRINGFIELD HEIGHTS PLAY STRUCTURE, NO CRITICISM. COUNCILLOR LUKES HAS PUMPED MONEY INTO THE PLAY STRUCTURE. EVERYONE CAN POINT TO SOMETHING THEY HAVE DONE WITH THE SCHOOL DIVISION. LET'S BUILD ON THAT RATHER THAN PICKING A FIGHT ABOUT WHO SHOULD BE COLLECTING TAXES. THANK YOU.

MADAM SPEAKER: COUNCILLOR BROWATY.

COUNCILLOR BROWATY: WE HAVE MADE TOUGH DECISIONS, A LOT OF COST INCREASES, RAISED PROPERTY TAXES 17.5%. NOT MY FAVORITE THING TO DO. AS FINANCE CHAIR IT WAS NECESSARY TO DELIVER SERVICES WINNIPEGGERS WANTED. SCHOOL DIVISIONS RAISED PROPERTY TAXES BETWEEN 20 TO 40%. BEING STARVED. 3.5% INCREASE FROM PROVINCE MANITOBA THIS YEAR. PROVINCIAL GRANTS TO CITY OF WINNIPEG, OPERATING GRANTS UP 2%. DOESN'T KEEP UP WITHIN PLACE BUT SOMETHING. CAPITAL GRANTS FROZEN YEAR-OVER-YEAR OVER

YEAR. AGAIN, OTHER THING WE HAVE TO REALIZE. YOU DON'T WRITE SEPARATE CHECK TO THE SCHOOL DIVISION EVERY YEAR. YOU DON'T HAVE A LINE ON THE TIFF PAYMENT. IT GOES TO CITY OF WINNIPEG THOSE ARE NOT ATTRIBUTABLE TO WHAT SCHOOLS ARE DOING. ADDITIONAL FUNDING TO SCHOOL DIVISIONS BASED ON ASSESSED VALUE. ALSO NOT HELPING A YO-YO CREDIT SCHEME THAT KEEPS CHANGING BETWEEN DIFFERENT GOVERNMENTS. SOME CREDITS UP AND SOME DOWN. LOWER VALUED HOMES DEPENDING ON SCHOOL DIVISION HAVE SWITCHED FROM 50% CREDIT EDUCATION TO FLAT AMOUNT STARTED $1,500 WENT TO $1,600 THIS YEAR UP TO $1,700. IT WAS GREAT IF YOU HAVE A PROPERTY VALUED $350,000 COMING TO THE TRAILS DIVISION NO TAXES. SEVEN OAKS THAT THRESHOLD IS WAY HIGHER. I REPRESENT PEOPLE IN SEVEN OAKS. I AM COGNIZANT OF THESE DISCREPANCIES. CONFUSING, NOT WORKING, YES, WORK WITH SCHOOL DIVISIONS TO MAKE IT MORE FAIR AND EQUITABLE. THE POINT HERE NOT THE PEOPLE AT THIS TABLE THIS YEAR IN PARTICULAR TO BE RESPONSIBLE FOR MAJORITY TAX INCREASES PEOPLE SEE ON PROPERTY TAX BILLS. THANK YOU.

MADAM SPEAKER: NEXT SPEAKER. COUNCILLOR ROLLINS FOLLOWED BY COUNCILLOR EADIE.

COUNCILLOR ROLLINS: I AGREE WITH COUNCILLOR MAYES WHEN HE SAID SCHOOL DIVISIONS AND IN PARTICULAR SCHOOL TRUSTEES AND BOARDS SHOULD PARTNER WITH US. I WOULD BE REMISS IF I DIDN'T SAY COUNCILLOR MAYES IS AT THE FOREFRONT OF THAT PARTNERSHIP GETTING SCHOOL DIVISIONS A WIN ON PLAYGROUNDS, SOMETHING HE DESERVES A ROUND OF APPLAUSE. WE DON'T DO THAT HERE AND EXPERIENCE THE FULL RANGE OF EMOTIONS AT WORK. HE DESERVES CREDIT WHERE IT IS DUE. FOR PLAYGROUNDS MY FRIEND COUNCILLOR MAYES. OURS IS THE CONVENIENT NECK FOR WHICH EVERY GOVERNMENT CAN THANK YOUS OUT AND SAY IT IS THEIR FAULT DESPITE THE FACT REALITY IS IT IS A GAINING HOLE IN SCHOOL FUNDING IN THE PROVINCE AND IT IS SHAMEFUL. COUNCILLOR BROWATY IS ABSOLUTELY CORRECT TO DISCUSS THAT YO-YO EFFECT. BUT MANY PEOPLE AROUND THE CHAMBER, MADAM SPEAKER, BELONGS TO A PARTY THAT STARVES SCHOOL DIVISIONS TO THE POINT AND NEVER FIXED THE FORMULA FOR FUNDING FOR SCHOOLS AND THEN LEFT IT TO THIS NEW DEMOCRATIC PARTY GOVERNMENT TO MAKE UP THE ROOM. THAT IS WHAT WE ARE EXPERIENCING. WE SHOULD BE POINTING THE FINGER AT THE PREVIOUS GOVERNMENT WHO WAS SO SHORT SIGHTED AND NEVER DID THE HOMEWORK, MADAM SPEAKER. I AM DISAPPOINTED THAT MISUNDERSTANDING EXTENDED TO AN WEIRD COMMENTARY AT EXECUTIVE POLICY COMMITTEE MEETING. PARENTS, SCHOOLS, GRANDPARENTS THAT CARE DESERVE MORE. WHEN IT TAKES MONTHS AND YEARS TO EXPLAIN SOME THINGS TO COUNCIL AND WE HAD A BIG ACHIEVEMENT LAST TERM. I THOUGHT WE WERE HEADED IN THE RIGHT POLICY DIRECTION, MADAM SPEAKER, A MOTION I CREDIT COUNCILLOR ALLARD FOR

TRYING OUT FIRST. COUNCILLOR ALLARD WHILE HE TRIED LIBRARY-FREE FINES. WHY? BECAUSE WE HAVE A DISMAL POVERTY RATE THAT DISPROPORTIONATELY AFFECTS CHILDREN IN THE PROVINCE AND CITY, MADAM SPEAKER. IT WAS SOMETHING WE COULD DO FOR SCHOOLS TO GET READINESS TO LEARN NUMBERS UP. WE DID IT LAST TERM AND WE DID IT TOGETHER. CONTRAST WITH THIS TERM WHERE WE ARE CUTTING INNER CITY RECREATION CENTRES, HOMEWORK CLUBS AND MORE. EMPLOYMENT FOR YOUTH RESOURCE ASSISTANCE FOR YOUTH. A CAMPAIGN WE HAVE SEEN, MADAM SPEAKER. THAT IS NOT GOOD PARTNERSHIP FOR SCHOOL DIVISIONS. THE KIND OF PARTNERSHIP THAT COUNCILLOR MAYES IS TALKING ABOUT. PROGRAMMES LIKE THE WEST BROADWAY NEIGHBORHOOD CENTRE, PROGRAMMES LIKE JUST TV CUT $110,000, MADAM SPEAKER DESPITE THE FACT IT IS A SOCIAL ENTERPRISE THAT HAS ADULTS WORKING WITH STUDENTS TO GET THEM EMPLOYMENT SKILLS IN AUDIO, TECH, VIDEO. VIDEOS THAT THE MAYOR AND COMMUNITY DEVELOPMENT AND I WILL RD ARE MAKING USE OF. HOW I RONIC AS LOCAL COUNCILLOR I HAVE TO STAND HERE AND SAY THERE ARE THREE CONTRACTS THAT WERE AT RISK THAT I HAD TO SUBSIDIZE WITH MY CWA AND GRANTING MECHANISMS THAT THE MAYOR AND THE DEPARTMENTS ARE BENEFITING FROM BECAUSE THEY ARE USING THE SOCIAL ENTERPRISE THEY JUST CUT. THEY HAD TO CALL ME TO SAY, MADAM SPEAKER, HOW ARE WE GOING TO DO VIDEOS NOW FOR THE MAYOR AND THE DEPARTMENTS? MADAM SPEAKER, THE KIND OF PARTNERSHIP WE USED TO HAVE THAT COUNCILLOR MAYES EXHIBITED WHEN HE TOOK ON AN INITIATIVE TO TALK TO FOLKS ABOUT PLAYGROUNDS. WE KNOW THAT HE SEES WITH EVERY RUNNING TRACK HE DOES HE SEES SEAMLESS PROPERTY OF PARKS GREEN SPACE BETWEEN US AND SCHOOLS, SOMETHING WE KNOW HISTORICALLY WAS DONE IN THE CITY. MADAM SPEAKER, I WOULD ENCOURAGE US TO NOT DIVE DEEP AND PLAY INTO WHAT EVERY SCHOOL PART-TIME SCHOOL TRUSTEE KNOWS THAT THERE IS THE CONVENIENT NECK TO MAKE UP THE BACKWARD PROBLEMATIC SCHOOLS FUNDING AND WE SHOULD NOT BE CONTRIBUTING TO THAT IN THIS CHAMBER, MADAM SPEAKER. THEY ARE AN IMPORTANT MUNICIPAL LEADER IN OUR SYSTEM. WE SHOULD BE A LOT MORE RESPECTFUL TO THEM AND HAVE A LOT MORE DIALOGUE ON THE RECORD WHICH WE DO NOT AS COUNCILLOR MAYES EXHIBITED WITH RESPECT TO OUR COURT CASES THEMSELVES. A LOT MORE EVIDENCE THAT WE ARE PARTICIPATING ACTIVELY WITH OUR MUNICIPAL PARTNERS INCLUDING SCHOOL BOARDS AND SCHOOL TRUSTEES. THANK YOU, MADAM SPEAKER.

MADAM SPEAKER: COUNCILLOR EADIE.

COUNCILLOR EADIE: THANK YOU, MADAM SPEAKER. I AM IN SUPPORT OF THIS. I JUST WANT TO MAKE A FEW MORE REMINDERS ABOUT BOTH BASED ON PROPERTY TAXES. WHAT WE HAVE IS ONE ENTITY WHO PROCESSES YOUR TAX BILL EVERY YEAR AND SENDS IT OUT TO YOU. TO CREATE SEPARATE SYSTEM, SEPARATE

BUREAUCRACY AND BUREAUCRACIES CAN BE OVERWHELMING IN COSTS SOMETIMES. REALITY IS THAT HAVING ONE ENTITY CITY OF WINNIPEG SEND OUT ALL TAX BILLS IS MOST COST-EFFICIENT WAY OF DELIVERING THAT TYPE MODE OF TAXATION. YOU WILL NOTE WE DIDN'T ADD WHEN IT CAME TO, YES, WE DID AND THE IDEA I HAD WHEN WE WERE IN THE WAKES WHERE WE NEEDED PROPERTY TAX DOLLARS TO DO THINGS AND WE CREATED TRUE UTILITY OUT OF SOLID WASTE UTILITY BY ADDING A FEE. IT IS ON THE WATER BILL. IT IS PROCESSED AT THE SAME TIME. PULLING FROM SIMILAR DATA BASES, NOT QUITE SURE, BUT CLEARLY IT WAS MORE EFFICIENT RATHER THAN CREATING NEW SEPARATE BILL FOR YOUR WAIST MANAGEMENT FEE IT WAS CHEAPER TO PUT WITH YOUR WATER BILL. THAT'S THE BASE WHERE IT LIES. COMMONALITY BETWEEN SCHOOL DIVISIONS AND THE CITY OF WINNIPEG. COUNCILLOR MAYES AND COUNCILLOR ROLLINS TALKED ABOUT THE COMBINATION OF SCHOOL EVEN GREEN SPACES. WE HAVE PARKS AND STUFF. SCHOOLYARDS ARE CONSIDERED TO BE GREEN SPACE AND WE DO HAVE MANY COOPERATIONS ACROSS THE CITY WHEN IT COMES TO WORKING WITH THE SCHOOL DIVISION. THERE ARE SOME HICCUPS AND PROBLEMS IN THAT THE SCHOOL DIVISIONS COULD INVEST MORE. IN THE LAST BUDGET SOME MONEY IS PUT ASIDE BY THE CURRENT GOVERNMENT. ONCE THAT BUDGET PASSES. ON YOUR TAX THIS IS NOT APPLIED TO THE CITY. MAYBE THAT IS NOT FAIR EITHER, MADAM SPEAKER. THE PROVINCE IS NOT PROVIDING ANY CREDIT TO OWNER OCCUPIERS OF HOMES TO OFFSET CITY OF WINNIPEG PROPERTY TAXES. WE EXPECT THEM TO HELP US KEEP PROPERTY TAXES DOWN BY PROVIDING US GRANTS THAT ARE MEANINGFUL AND KEEP THINGS AFFORDABLE. I JUST WANT TO POINT OUT IN THE SEVEN OAKS. I WILL TALK ABOUT TWO DIVISIONS IN MY WARD. SEVEN OAKS SCHOOL DIVISION. IF YOUR APPORTIONED VALUE OF YOUR HOME IS 99,022.13, YOUR $1,600 WILL COVER ALL OF YOUR EDUCATION PROPERTY TAXES THEREFORE YOU ARE NOT PAYING EDUCATION PROPERTY TAX. IN THE WINNIPEG SCHOOL DIVISION IT IS 100,030.5. IF THAT HOME ENDS UP BEING A LITTLE HIGHER THAN THE SEVEN OAKS DIVISION, I WOULD POINT OUT IF THAT IS THE APPORTIONMENT YOU ARE GETTING $1,600. THE VALUES OF HOMES WOULD BE SOMEWHERE AROUND BETWEEN $230,000. POINT IS IF I HAVE A $300,000 HOUSE IT IS HIGHER. I AM PAYING MUCH SMALLER PORTION OF EDUCATION TAXES. THE FINAL THING AND THAT IS BECAUSE THESE PERCENTAGES ARE BIG. WHERE THE CITY SEVEN OAKS SCHOOL DIVISION YOUR WHOLE WARD IS ALMOST I THINK IT IS ALL SEVEN OAKS SCHOOL DIVISION. THE THING THERE SO THEY ONLY WENT FOR 5-POINT BE 1%. THEY ALWAYS HAVE TROUBLE GOING TO SPECIAL LEVY CAPABILITY WITH HIGHER PERCENTAGES. WHAT IS HAPPENING THE CITY HAS BEEN MOVING FORWARD DOING OUR JOB GETTING NEW HOMES BUILT. A LOT OF THEM. A LOT OF NEW PROPERTY TAXES COMING ONLINE. I SURMISE THAT SEVEN OAKS HAD THE SMALLEST PERCENTAGE INCREASE BECAUSE OF THE VALUE ESPECIALLY OF THE OTHER CATEGORY COMMERCIAL THAT IS BEING BUILT NOW IN THE NEIGHBORHOODS LIKE AURORA, PRECINCT E. I DON'T THINK IT HAS A NAME. I WISH IT HAD A NAME, I DON'T

KNOW. SOME STUFF IS BUILT IN HIGH POINT. ULTIMATELY THAT HELPS. A LOT OF BUILDING IN WEST ST. PAUL WHICH IS PART OF SEVEN OAKS SCHOOL DIVISION. THEIR PORTION IS CHARGED OUT THROUGH WEST ST. PAUL PROPERTY TAX BILL. I WILL LEAVE IT AT THAT. IT IS SPECIAL OUR KIDS GET A GOOD EDUCATION BECAUSE YOU ARE NOT GOING TO GET THOSE JOBS TO AFFORD TO LIVE IN WINNIPEG OR ANYWHERE ELSE IF YOU DON'T GET THAT GOOD EDUCATION, GOOD WELL-ROUNDED EDUCATION. THE THING IS OUR YOUTH ARE NOT GOING TO BE ABLE TO AFFORD THE FUTURE. THANK YOU.

MADAM SPEAKER: ANY FURTHER SPEAKERS? I WILL CALL THE QUESTION. ITEM 4.

MAYOR GILLINGHAM: I GET TO CLOSE. FIRST OF ALL, THANK YOU TO THE STAFF FOR THIS REPORT. SPELLS OUT CLEARLY THE IMPORTANT INFORMATION. I WILL READ A COUPLE OF LINES REGARDING THE SCHOOL BOARD TAXES THAT THE TOTAL 2026 SPECIAL LEVEE REQUIREMENT IS INCREASE 79.8% BASED ON 2026 OPERATING BUDGET TOTAL EDUCATION TAXES NOW REPRESENT 53.99 OR 54% OF ALL PROPERTY TAXES COLLECTED IN WINNIPEG. MAIN POINT IS THAT WHEN PROPERTY OWNERS GET THEIR PROPERTY TAX BILL, WHICH UNDER PROVINCIAL LEGISLATION SHOULD BE SENT OUT AND COLLECTED BY CITY OF WINNIPEG. WHEN YOU GET YOUR BILL, PLEASE TAKE NOTE OF THE TWO DIFFERENT COLORS ON THE BILL. SALMON COLOR IS SCHOOL DIVISION TAX SCHOOL BOARD TAXES LAID OUT THERE. THE BLUE LIGHT BLUE MUNICIPAL TAXES INCLUDING FUNDING WE COLLECT TO FUND WHICH I AM PROUD TO SAY IN CREASE RECENTLY OF $3 MILLION FOR ORGANIZATIONS THAT WORK WITH YOUTH IN HIGH NEEDS AREA INCLUDING INNER CITY, NORTH END, ORGANIZATIONS LIE IR COME WITH IMPORTANT AFTER-SCHOOL PROGRAMS. FUNDING ENABLED THAT PROGRAMME TO INCREASE FOR YOUNG PEOPLE. FUNDS WE RAISE AS MUNICIPALITY INCLUDE WHAT WAS NOT THAT LONG AGO RECENT INCREASE TO THE DOWNTOWN Y TO PROVIDE FREE AFTER SCHOOL OR EVENING, LATE NIGHT OR EVENING DROP IN BASKETBALL AND RECREATION PROGRAMMING. THE KEY POINT. AS PROPERTY OWNER YOU HAVE QUESTIONS ABOUT YOUR SCHOOL BOARD TAXES, CALL SCHOOL TRUSTEES. ASK QUESTIONS OF THEM. LODGE YOUR COMPLAINTS AND GIVE THANKS THERE, WHATEVER THE CASE MAY BE. IF IT IS RELATED TO BLUE PART CONTACT 311, CITY COUNCILLOR OR MY OFFICE. IMPORTANT TO POINT OUT DELINNATION THERE ONCE AGAIN. THANK YOU.

MADAM SPEAKER: I WILL CALL THE QUESTION. ALL IN FAVOR. CONTRARY. CARRIED. NEXT ITEM, MR. CLERK.

CLERK: 7. AGE-FRIENDLY WINNIPEG ACTION PLAN.

MADAM SPEAKER: MR. MAYOR.

MAYOR GILLINGHAM: WAIT TO HER FROM COLLEAGUES.

MADAM SPEAKER: COUNCILLOR ROLLINS.

COUNCILLOR ROLLINS: IN NOVEMBER I INCLUDED INVITATION FOR OCTOBER 8. I NOTE THIS REPORT INDICATES HUMAN RIGHTS COMMITTEE OF COUNCIL HAS NOT STARTED WORK. THAT IS FALSE AND COUNCIL HAS PASSED MANY REPORTS FROM HUMAN RIGHTS COMMITTEE OF COUNCIL THAT THE CITIZEN BODY AND VOLUNTEERS WHO SOME OF WHOM PARTICIPATED IN THE DIALOGUES THAT HAD BEEN INITIATED IN 2025. WHILE THERE IS STILL WORK TO BE DONE IN 2026, MADAM SPEAKER, I NOTE FOR THE RECORD THE ERROR AND ASK THIS COUNCIL TO CORRECT IT. NAMELY RATIONALE FOR THE REPORT THAT INDICATES THAT THE CITIZEN BODY THAT WE ALL I KNOW WANT TO RESPECT TODAY AND ADD MINISSTRATIVE ERRORS HAPPEN AND IT MIGHT HAVE INDICATED NO WORK WAS DONE. AS ANY COUNCILLOR KNOWS, YOU CAN'T SPEND ONE DIME WITHOUT IT BEING RECORDED. THE COFFEE ALREADY PURCHASED FOR SENIORS IN WORKSHOPS IN 2025, THEY ARE PUBLIC RECORD. THE 2025 WORK PLAN AND BUDGET, MATTER OF PUBLIC RECORD. IN SHORT I AM HOPING FOR A QUICK AMENDMENT TO RATIONALE THAT IS RESPECTFUL OF THE CITIZEN BODY TO WHICH WE WANT TO RESPECT THOSE FOLKS THAT HAVE PUT THEIR HAND UP AT THE HUMAN RIGHTS COMMITTEE OF COUNCIL AND DONE WORK IN 2025 AND INTEND TO DO WORK BEHALF OF THIS COUNCIL. THE MECHANISM IN PLACE IN 2025 TO REFER THE ONGOING DIALOGUE WORK IN 2025 AND WILL CONTINUE TO TAKE PLACE IN 2026. FOR ALL OF THOSE REASONS, MADAM SPEAKER, I WANT TO NOTE FOR THE RECORD WHETHER IT IS AN AMENDING MOTION TO JUST ACKNOWLEDGE THE HRCC WORK OR IT IS SOME MORE MATERIAL TO BE PUT ON. FRANKLY, MADAM SPEAKER, IT IS CONTRADICTORY. WORK DID TAKE PLACE IN 2025, AND I KNOW EVERY MEMBER OF THIS COUNCIL ACKNOWLEDGES THE WORK THAT TAKES PLACE FROM VOLUNTARY CITIZENS WE HAVE GOT ON ANY COMMITTEE. I'M SURE IT WASN'T ADMINISTRATION INTENT. I AM POSITIVE IT WASN'T THEIR INTENT TO DISPARAGE THAT WORK. IT WAS MISUNDERSTANDING. THERE IS A HEALTHY 2026 PLAN. THERE WAS A LOT OF WORK THAT TOOK PLACE IN 2025 INCLUDING WORK THAT MAYOR GILLINGHAM ATTENDED WHEN WE DISPLAYED H FRIENDLY WORK ON LARGE WALK POSTER. I WANT TO STAND AND TRY TO CORRECT THE RECORD HERE. THANK YOU.

MADAM SPEAKER: NEXT SPEAKER. COUNCILLOR LUKES. EXTENSION OF TIME.

COUNCILLOR LUKES: THANK YOU VERY MUCH. I WANT TO SUPPORT COUNCILLOR ROLLINS. THERE WAS WORK THAT WAS DONE THAT SHE AND HER COMMITTEE HAD INITIATED. SHE NEEDS TO DO AMENDMENT OR WRITE UP SOMETHING, I'M NOT SURE. I WANT TO HIGHLIGHT THIS AGE FRIENDLY INITIATIVE. BEFORE ELECTED I WAS INVOLVED INPUTTING TOGETHER THE 2014 ATTU TIME MAYOR'S AGE FRIENDLY

INITIATIVE IDENTIFYING MANY THINGS THE CITY DOES FOR OLDER ADULTS. NOW WE HAVE A MOTION SUPPORTED BY COUNCILLOR ROLLINS AT EXECUTIVE POLICY COMMITTEE TO REVIEW LAST 12 YEARS FORWARD REPORT WHAT WE HAVE DONE OVER LAST 12 YEARS FOR OLDER ADULTS AND AGE FRIENDLY INITIATIVES. WHEN IT COMES FORWARD NEXT MONTH PEOPLE WILL BE ASTOUNDED BY AMOUNT OF WORK THAT HAS OCCUR. I WANT ALL COUNCILLORS TO UNDERSTAND THE HUMAN RIGHTS COMMITTEE OF COUNCIL AND PUBLIC SERVICE WILL OFFER SESSIONS IF COUNCILLORS WANT TO TAKE THEM UP, FACILITATED SESSIONS IN THEIR RIDING, COMMUNITY RELATED TO UNITED NATIONS PRINCIPLES FOR OLDER PERSONS AND TO REVIEW THE WORK THAT COUNCIL HAS DONE OVER THE LAST 12 YEARS AND TO GATHER INPUT FROM OLDER ADULTS FROM THE COMMUNITY ON DIRECTION THE CITY SHOULD BE GOING FORWARD. THIS IS VERY EXCITING. I WILL HOST ONE IN MY COMMUNITY. CONNIE NEWMAN WHO IS VERY FAMILIAR WITH THIS INITIATIVE. PROBABLY WE WILL ALL REACH OUT TO SEE IF YOU WANT OUTREACH IN YOUR COMMUNITY. I AM VERY EXCITED ABOUT THIS. I WANT TO THANK COUNCILLOR ROLLINS, HUMAN RIGHTS COMMITTEE FOR EFFORTS AND EXECUTIVE POLICY COMMITTEE TO KEEP THIS MOVING. THANK YOU.

MADAM SPEAKER: MR. MAYOR.

MAYOR GILLINGHAM: I WILL ACKNOWLEDGE COUNCILLOR ROLLINS COMMENTS. GIVEN THAT THIS IS A 30-DAY EXTENSION IF THE INTERVENING TIME THE C.E.O. IS HERE. IF COUNCILLOR ROLLINS WOULD WORK TO ENSURE THEY DO CAPTURE EXTENT OF WORK BEING DONE SO THAT CAN BE CONTAINED IN THE FINAL REPORT WHEN IT COMES TO COUNCIL. YOU CAN CALL THE QUESTION, MADAM SPEAKER.

MADAM SPEAKER: ALL IN FAVOR. CONTRARY. CARRIED.

I ACCENT EVERYTHING SAID. NOTE IN OPPOSITION FOR FACTUAL ERROR.

MADAM SPEAKER: WE ARE GOING TO NOTICE OF MOTION NOW FROM THE FEBRUARY 26 MEETING. IT WAS MOVED BY WYATT, SECOND BY MAYES HEALTH ADDICTION SUMMIT.

COUNCILLOR WYATT: BE LAID OVER FOR 90 DAYS.

MADAM SPEAKER: ALL IN FAVOR. CONTRARY. CARRIED. WE HAVE BY-LAWS NOW, I BELIEVE.

BY-LAWS, MR. MAYOR.

MAYOR GILLINGHAM: I WILL MOVE FOLLOWING BY-LAWS BE READ SECOND TIME

89, 2025, 5/2026.

MADAM SPEAKER: IN FAVOR. CONTRARY. CARRIED.

CLERK: 89 OF 2025 AND 5 OF 2026.

MADAM SPEAKER: MAYOR.

MAYOR GILLINGHAM: 89 AND 5 BE READ THIRD TIME SIGNED AND SEALEDDED.

MADAM SPEAKER: ALL IN FAVOR. CONTRARY. CARRIED.

MAYOR GILLINGHAM: MOVE FOLLOWING BE READ FIRST TIME. 14/2026, 32, 33, 36 OF 2026.

MADAM SPEAKER: IN FAVOR. CONTRARY. CARRIED.

CLERK: 14 OF 2026, 32 OF 2026, 33 OF 2026 AND 36 OF 2026.

MADAM SPEAKER: MR. MAYOR.

MAYOR GILLINGHAM: 14, 32, 33, 36 ALL OF 2026 BE READ SECOND TIME.

MADAM SPEAKER: IN FAVOR. AYE. CONTRARY. CARRIED. COUNCILLOR ROLLINS. 2 OF 3033 BY-LAWS. NOTED.

CLERK: 14, 32, 33, 36 OF 2026.

MAYOR GILLINGHAM: RULE 52 OF BY-LAW 50 OF 2027 BE SUSPENDED 14, 32, 33, 36 OF 2026 BE READ THIRD TIME AND PASSED SIGNED SEALED.

MADAM SPEAKER: IN FAVOR. CONTRARY, CARRIED. QUESTION PERIOD FOR THE MAYOR. 307 MINUTES ON THE CLOCK. COUNCILLOR MAYES.

COUNCILLOR MAYES: MY QUESTION RELATES TO MY ROLE AS CHAIR OF THE CLIMATE ACTION COMMITTEE. WE HAVE TALK ABOUT STRATEGIC PRIORITIES ACTION PLAN. TWO ITEMS ON THE PLAN THAT SHOW NO ACTIVITY. I HAVE CHECKED THIS. NO ACTIVITY. ONE IS ABOUT GRAVEL LANES. LEAVE THAT TO ANOTHER COUNCIL. THE OTHER ONE IS ABOUT AND IT HAS MY HAND WRITING ON THE STICKY NOTE IN HILDEBRAND'S OFFICE. NEW GREEN ENERGY AGENCY. 4.7 IN STRATEGIC PLAN. GREEN ENERGY AGENCY OR UTILITY. NOTHING HAS HAPPENED. MAYOR'S PLATFORMING AFTER SECTION SAYS ONE OF THE MANY BROKEN PROMISES GLENN

MURRAY PROMISED TO KEEP HYDRO IN CITY STANDS AND BACK TO RENEWABLE POWER BUSINESS. WE HAVE NOT HAD PROGRESS ON THIS. COULD THE MAYOR ACCEPT TO HAVE HIS DESIGNEE ATTEND AT NEXT MEETING OF STRATEGIC CLIMATE ACTION COMMITTEE TO ASK YOU WHAT HAS HAPPENED, WHAT THE VISION IS FOR THIS. FRANKLY IF ONE IS GOING TO CRITICIZE ONE FOR BREAKING ELECTION PROMISES, MAKE EFFORTS TO KEEP THE PROMISES. THERE HAS BEEN ACTION ON OTHER PARTS OF STRATEGIC PRIORITY ACTION PLAN. THIS SHOWS NO ACTIVITY. IT IS RIGHT THERE IN THE STRATEGIC PLAN REFLECTING THIS. THE MAYOR AGREED TO HAVE SOMEBODY FROM HIS OFFICE ATTEND NEXT CLIMATE ACTION MEETING.

MADAM SPEAKER: MR. MAYOR.

MAYOR GILLINGHAM: THANK YOU FOR THE QUESTION. THERE IS PROGRESS RELATED TO WORKING ON RETROFITS OF BUILDINGS. WE HAVE A LOT OF BUILDINGS IN THE CITY OF WINNIPEG. WE ARE WAITING FOR DETAILS RELATED TO SOME DEBT POLICY. TO COUNCILLOR'S QUESTION CAN WE HAVE SOMEONE FROM MY STAFF WORK WITH HIM AND COMMITTEE, ABSOLUTELY. WE WILL REACH OUT AFTER THIS MEETING.

MADAM SPEAKER: FURTHER QUESTIONS COUNCILLOR MAYES?

COUNCILLOR MAYES: ON THAT SAME THEME THE REPORT BUILDING ENERGY RETROFIT $30 MILLION OF WORK. WE HAVE ALLOCATED HALF OF 1%. $186,000 IN BUDGET TO DO THAT WORK. PROGRESS BUT HALF OF 1% OF WHAT WE SHOULD PERHAPS BE DOING. WONDER IF THE MAYOR AS PART OF RESPONSE COULD ADVISE WHEN I LEFT IN 2024 SOMEONE FROM MAYOR STAFF WAS TO SEEK PRIVATE FUNDING OPTIONS. INFRASTRUCTURE TO POTENTIAL SOURCES. I HEARD NOTHING FURTHER. COULD MAYOR SPEAK ABOUT WHETHER THERE IS ANY ACTIVITY. HAS SOMEONE GONE ACROSS COUNTRY TRYING TO FIND CAPITAL SOURCES TO DO RETROFITS?

MADAM SPEAKER: MR. MAYOR.

MAYOR GILLINGHAM: SOME OF THAT WORK HAS BEEN DONE THERE IS DISCUSSION WITH OTHER POTENTIAL FUNDING SOURCES. CERTAINLY THERE IS A WILLINGNESS THE TO HAVE A STAFF MEMBER BE IN TOUCH WITH THE COUNCILLOR AND COMMITTEE.

MADAM SPEAKER: COUNCILLOR GILROY.

COUNCILLOR GILROY: I WANT TO ASK THE MAYOR. I KNOW HE IS IN CHARGE OF MAKING SURE WE DO ANNUAL REVIEW OF OUR CAO. I KNOW I AM SITTING ON THAT.

I AM LOOKING FORWARD TO PARTICIPATE IN THAT. MAKING SURE WE DO ANNUAL REVIEWS AND MAKING SURE THAT WE ARE DOING THAT WORK TO ENSURE OUR CAO KNOWS WHAT IS EXPECTED OF THEM AND ALSO THAT WE ARE MAKING SURE WE ARE PUTTING THE PRIORITIES OF COUNCIL AT THE FOREFRONT. THAT INCLUDES ALL MEMBERS OF COUNCIL. I KNOW THAT E.P.C. MEMBERS HAVE MORE DIRECT CONTACT WITH CAO. WE WANT TO MAKE SURE OTHER NONE.P.C. MEMBERS ARE ABLE TO HAVE THE SAME ACCESS. THAT IS IMPORTANT TO HAVE THESE DIALOGUES WITH OUR CAO. THE NEUTRAL CAO UNDERSTANDS THE REQUIREMENTS OF THE POSITION THAT THEY PROVIDE. I AM ASKING THEM TO MEET TO MAKE SURE WE ARE REVIEWING THE WORK OF CAO.

MADAM SPEAKER: THANK YOU.

MAYOR GILLINGHAM: THANK YOU FOR THE QUESTION AND INTEREST. NEW CAO JOE DONE FORD IS DOING EXCELLENT JOB FOR LESS THAN A YEAR. I AM HAPPY TO SAY A COUPLE YEARS AGO NOW THERE WAS A WORK FORCE MANAGEMENT REPORT THAT SHOWED A LOT OF WORK NEEDED TO BE DONE BY CAO TO GET MATTERS REALLY IN LINE INCLUDING JOB PERFORMANCE REVIEWS OF STAFF MEMBERS UNDER THE EXCELLENT WORK OF INTERIM CAO ARMBRUSTER AND FOLLOWED UP BY MR. JOSEPH D UN FORD. A LOT OF RECOMMENDATIONS ARE ACHIEVED. WHEN WE GET TO THE POINT FOR CAO ANNUAL PERFORMANCE REVIEW SOME OF THAT PERFORMANCE MANAGEMENT AUDIT SHOULD BE PART OF THE DISCUSSION WITH THE NEW CAO. YES, THERE WILL BE CAO IS NOT IN THE ROLE FOR A YEAR YET, BUT THERE IS A TIME COMING WITHIN THE COMING MONTHS WHERE THAT REVIEW WILL TAKE PLACE.

MADAM SPEAKER: THANK YOU. SECOND QUESTION.

IT IS REALLY IMPORTANT WE ALSO PROVIDE GUIDANCE TO CAO. I DON'T FEEL WE HAVE HAD THE OPPORTUNITY TO DO THAT. HOPING THIS COMMITTEE COULD PROVIDE GUIDANCE AND LOOK INTO THE COMMITTEE SHOULD BE AWARE OF PERFORMANCE MANAGEMENT REPORTS WE ARE DEALING WITH. IF WE COULD MAYBE SEE IF THE MAYOR WOULD BE WILLING TO HAVE THIS GROUP MEET TO DISCUSS THIS AND BE ON THE BALL AS THIS IS OCCURRING.

MADAM SPEAKER: THANK YOU. MR. MAYOR.

MAYOR GILLINGHAM: THANK YOU FOR YOUR WILLINGNESS TO PARTICIPATE. I WOULD BE GLAD TO MEET WITH COUNCILLOR AND OTHERS. BUSY YEAR THIS YEAR FOR MOST OF US. CERTAINLY BUSY FALL. WE HAVE A FEW MONTHS TO GO BEFORE THE CEO HITS HIS FIRST YEAR. GLAD TO HAVE THAT DISCUSSION WITH THE COUNCILLOR.

COUNCILLOR ROLLINS: THE MAYOR IS NOT GOING TO BRING THE COMMITTEE TOGETHER IS THAT WHAT I AM HEARING? NO DATE? COULD YOU GIVE ME A TIMELINE WHEN HE IS GOING TO WORK?

MADAM SPEAKER: MR. MAYOR.

MAYOR GILLINGHAM: I WOULD LOOK AT THE CALENDAR AND MEET IN ADVANCE. CAO IN PLACE OVER HALF A YEAR A FEW MONTHS TO GO BEFORE ONE-YEAR MARK IN MIDDLE OF ELECTION CAMPAIGN. CERTAINLY CAN LOOK AT CALENDAR AND SCHEDULE SOMETHING.

MADAM SPEAKER: NEXT QUESTION. COUNCILLOR DUNCAN.

COUNCILLOR DUNCAN: THANK YOU, MADAM SPEAKER. GIVEN RELEASE OF PROVINCIAL BUDGET AND BOLD CLAIMS MADE BY PREMIER RECENTLY IN MEDIA, DOES MAYOR HAVE HIGHLIGHTS TO SHARE WITH COUNCIL AND WINNIPEGGERS REGARDING THOSE ITEMS?

MADAM SPEAKER: MR. MAYOR.

MAYOR GILLINGHAM: WHAT WASN'T ENCOURAGES IS WILLINGNESS TO WORK WITH THE CITY TO SECURE AND BE THERE FOR THE THIRD PHASE OF THEIR FUNDING THE TO NORTH END WATER POLLUTION CONTROL CENTER. WE CHECKED AND THERE IS NOTHING IN THE BUDGET NO SPECIFIC AMOUNT ALLOCATED FOR THIRD PHASE NORTH END WATER POLLUTION CONTROL CENTRE IN THIS BUDGET. AGAIN, I AM CONFIDENT OUR STAFF HAVE BEEN WORKING WELL TOGETHER AND LOOK FORWARD TO WORKING WITH THE PROVINCE TO SECURE THAT FUNDING. CRITICAL. CLOCK IS TICKING AND WE NEED TO GET THAT PROJECT FUNDED AND BUILT. PROVINCIAL FUNNING WILL UNLOCK FEDERAL FUNDING IF APPLICATION THROUGH FEDERAL GOVERNMENT'S NEW WHAT THEY ANNOUNCED IN THE BUDGET IT WOULD BE THROUGH PROVINCIAL TERRITORIAL STREAM TO PUT FORWARD FUNDING SO FEDERAL GOVERNMENT CAN MATCH. TO BE CLEAR, THERE ARE NO DOLLAR AMOUNTS IN BUDGET FOR PROVINCE THIS WEEK.

MADAM SPEAKER: COUNCILLOR MAYES YOU ASKED QUESTIONS ALREADY. I WILL COME BACK TO YOU. COUNCILLOR ROLLINS THEN COUNCILLOR ORLIKOW.

COUNCILLOR ROLLINS: LAST MONTH I ASKED MAYOR QUESTIONS ABOUT TRANSIT FOLLOWING DOWNTOWN REPORT THAT SAID 50% OF THOSE GOING DOWNTOWN RIDERS WERE LEAVING BUS SYSTEM. 50% MORE WERE THINKING ABOUT IT. AT THAT TIME IT WAS FOLLOWING UP COUNCILLOR GILROY'S QUESTION FOR A STRUCTURED

CONSOLE NAR. MADAM SPEAKER ONE TO TAKE PLACE IN SUSAN THOMPSON BUILDING, WITH CLERKS AND ONE THAT TAKES PLACE TO A PRESENTATION SENT TO COUNCIL AHEAD OF TIME. IT IS TANGIBLE. IT TYPICALLY THE CAO ATTENDS IT. I WANT TO ACKNOWLEDGE FOLLOWING THE MEETING THAT COUNCILLOR BROWATY IN FINANCE SAID YES THERE WOULD BE A FINANCIAL DISCUSSION AT TRANSIT ON TRANSIT. THE MAYOR SUGGESTED THAT THESE MEETINGS WOULD SUFFICE. THE CAO DID CIRCULATE TO ALL OF COUNCIL REQUEST FOR AGENDA ITEMS. MADAM SPEAKER, I NOTED FOR CAO WHILE THERE WERE EFFORTS MADE FOR INSTANCE ON PUBLIC SAFETY METRICS THAT I HAD WANTED, BOB CHRISTMAS AND STAFF WERE THERE. HOWEVER, THERE WAS NO TIME ON AGENDA TO DISCUSS THAT AND TIME WAS NOT MADE AND BOB CHRISTMAS DIDN'T GET A WORD IN EDGEWISE, FOR INSTANCE. MADAM SPEAKER, I WAS INFORMED IT WOULD TAKE THREE WEEKS TO ACT FOR THE LOSSES IN TRANSIT I HAD ASKED FOR. $10 MILLION LOST IN DECEMBER. WE KNOW TRAJECTORY IS UNFORTUNATELY GOING DOWN THE WRONG WAY. TAXPAYERS HAVE TO MAKE UP THE DIFFERENCE. THAT IS THE IMPLICATION WHEN YOU CAN'T GET REVENUE BECAUSE PEOPLE ARE LEAVING THE BUS AND TRANSIT SYSTEM. NOT TO MENTION THE DOWNTOWN AND IMPACTS THAT WE STILL DON'T HAVE CLARITY ON SOMETHING THE DOWNTOWN BIZ AND BUSINESSES THAT PARTICIPATED IN THAT WONDERFUL RESEARCH POLL THAT LOOK NOT WONDERFUL FOR THIS COUNCIL AND DECISIONS. I WONDER IF THE MAYOR, MADAM SPEAKER, HAS RESPONSE AND THAT IF HE WILL COMMIT TO THE TYPE OF COUNCIL SEMINAR THAT WINNIPEGGERS WOULD EXPECT US TO HAVE. THAT INFORMATION THAT WOULD HE ADMIT TO AGENDA ITEM.

MADAM SPEAKER: QUESTION SPECIFICALLY.

COUNCILLOR ROLLINS: DID YOU NOT HEAR THE PART WHERE I SAID WOULD HE COMMIT? IS MY MICROPHONE ON? I WANT TO KNOW IF THERE ARE TECHNICAL PROBLEMS. WILL THE MAYOR COMMIT TO A PROACTIVE AGENDA ITEMS ON COUNCIL, UPDATE REVENUE LOSSES TO DATE, MONTH BY MONTH OPERATING REVENUE. CAN WE GET IT FOR NEXT MONTH OF COUNCIL, MADAM SPEAKER?

MAYOR GILLINGHAM: THANK YOU, MADAM SPEAKER. I BELIEVE AT THE MEETING WITH TRANSIT, TRANS IT INDICATED THE INFORMATION SHE IS SEEKING WILL COME TO HER. THEY ARE GATHERING THAT NOW. CAO CALLS THE SEMINARS IF THERE IS A DESIRE SPEAKING TO CAO IS THE PERSON TO TALK TO. THERE ARE TRANSIT UPDATES AT PUBLIC WORKS COMMITTEE. ASK THE QUESTIONS OF TRANSIT RELATED TO FARES AND REVENUE. RIDERSHIP ACROSS THE NATION HAS DROPPED IN PRETTY MUCH ALL MAJOR CITIES IN ALL TRANSIT SYSTEMS. IT IS A NATIONAL TREND. WE ARE MAKING ONGOING IMPROVEMENTS TO TRANSIT SYSTEM INCLUDING NEXT MONTH CHANGING BUS ROUTES THROUGH DOWNTOWN IN DIRECT RESPONSE BE TO PUBLIC FEEDBACK. I HAD GOOD DISCUSSION WITH THE DOWNTOWN BIZ ABOUT

THE FEEDBACK THEY GOT FROM THE SURVEY THEY HAD DONE. NEXT MONTH THERE ARE CHANGES TO 10 ROUTES FOR MORE LATE NIGHT TO ACCOMMODATE PEOPLE. I ASK THE PUBLIC TO CONTINUE TO GIVE FEEDBACK TO ENHANCE THE TRANSIT SYSTEM.

MADAM SPEAKER: SECOND QUESTION.

COUNCILLOR ROLLINS: IS IT NOT ENOUGH FOR PROACTIVE DISCLOSURE. CAN HE COMMIT TO BROCHURE OUTLINING FOR DOWNTOWN WHICH IS CHANGING WHEN THERE IS NO AGENDA ITEM ON THIS HERE THAT WOULD INDICATE RESPONSE TO THAT REPORT, MADAM SPEAKER. IT CERTAINLY WASN'T IN THE BEHIND CLOSED DOORS NON-COUNCIL SEMINAR.

MADAM SPEAKER: QUESTION IS ASKED. MR. MAYOR.

MAYOR GILLINGHAM: THE CHANGES TO DOWNTOWN. MORE POLICE OFFICERS, MORE COMMUNITY SAFETY OFFICERS FOR DOWNTOWN. SAVE WINNIPEG INITIATIVE IS FOCUSED DOWNTOWN. PARTNERSHIP WITH YMCA FOR YOUTH RECREATION PROGRAMMES DOWNTOWN. TRANSIT CHANGES TO ENHANCE SERVICE DOWNTOWN. RECYCLING BINS TO BEAUTIFY DOWNTOWN. NEIGHBORHOOD ACTIONS CLEANUP DOWNTOWN. BIG INVESTMENTS AT IMPROVEMENT SAFETY AT MILLENNIUM LIBRARY DOWNTOWN. WE HAD HIGHEST NUMBER OF DOWNTOWN RESIDENTIAL PERMITS IN CITY HISTORY LAST YEAR. DOWNTOWN. MORE POLICE OFFICERS, MORE COMMUNITY SAFETY OFFICERS DOWNTOWN. THAT IS A SNAPSHOT WHAT IS HAPPENING IN THE DOWNTOWN.

MADAM SPEAKER: FINAL QUESTION.

COUNCILLOR ROLLINS: WILL HE COMMIT, MADAM SPEAKER, TO EVEN THE 2025 CENTRE PLAN. HE INCORRECTLY SAID MORE GARBAGE CANS. NOT EVEN REPLACEMENT PLANS.

MADAM SPEAKER: MR. MAYOR.

MAYOR GILLINGHAM: WHEN I LOOK OUT MY WINDOW I SEE REPLACEMENT GARBAGE CANS.

MADAM SPEAKER: COUNCILLOR ORLIKOW.

COUNCILLOR ORLIKOW: GOOD TO BE HERE. FOLLOW UP WITH BUDGET QUESTIONS FROM PROVINCE. I DON'T BELIEVE THE MAYOR IS AWARE OF THE AS YET. I RESPECT THAT. I WANT TO THANK OUR CFO FOR BEING RESPONSIVE TO THE

QUESTIONS COUNCIL ARE ASKING ABOUT THE BUDGET. MY SPECIFIC QUESTION IS REGARDING THE YOUTH PASS OR FREE BUS PASS FOR YOUTH. I UNDERSTAND FROM MY DISCUSSIONS THE CITY IS LOOKING AT $50 MILLION REVENUE HOLE ON THIS. PROVINCE INDICATED $10 MILLION. REGARDLESS WHAT THE NUMBER IS, MY CONCERN IS THAT THE PROVINCE IS USING THE BASKET FUNDING WE HAVE ALREADY EARMARKED TAGGING THIS MONEY FROM THAT FUND WHICH WROTE CAUSE NEXT YEAR QUITE A DIFFICULT BUDGET COMING UP. MY QUESTION TO THE MAYOR IS DOES HE HAVE ANY INDICATION WILL THIS BE ADDITIONAL MONEY FROM THE PROVINCE OR WHAT IS THE FUNDING SOURCE FOR THIS WELL DESERVED GOOD PROGRAMME BUT IT IS A MATTER OF COST. I WONDER IF THE MAYOR HAS IDEAS HOW THE PROVINCE WILL FUND OR WILL IT BE ON THE CITY TO FIGURE IT OUT?

MAYOR GILLINGHAM: THANK YOU FOR THE QUESTION. I ABSOLUTELY SHARE HIS CONCERN. NO, I DON'T HAVE MORE DETAILS. WE ARE TRYING TO GET MORE DETAILS AS TO THE THOUGHTS AND INTENTION OF THE PROVINCE OF MANITOBA. THE INDICATE, YES, THIS IS $10 MILLION NET NEW, BUT WE HAVE A REAL PROBLEM IF THE COST TO IMPLEMENT THIS IS MORE THAN $10 MILLION BECAUSE THEN AS COUNCILLOR POINTS OUT THERE WOULD BE A SHORTFALL TO THE CITY OF WINNIPEG. CITY OF WINNIPEG WOULD HAVE TO MAKE THAT UP. AT A TIME WHEN WE ARE PROVIDING RECORD FUNDING FOR TRANSIT, FOR THE TRANSITED OPERATING BUDGET. WE INCREASED BUDGET SIGNIFICANTLY OVER THE LAST SEVERAL YEARS. WE ARE GOING TO HAVE TO GET DETAILS FROM PROVINCE AND THEIR INTENTIONS ON THIS BECAUSE IF THE COUNCILLOR'S FEAR WAS TO BE REALTY THE PROVINCE INTENDS TO ASK CITY TO DIRECT SOME OF INCREASED OF THE BASKET FUNDING WE PROVIDE TO -- COUNCILLOR LUKES IS TRYING TO GET YOUR ATTENTION. THANK YOU. ALL I CAN SEE IS WAVING. TO COUNCILLOR'S POINT IF THERE IS AN INTENTION BY THE PROVINCE TO DIRECT MORE BASKET FUNDING TO TRANSIT. THAT CREATES A HOLE ELSEWHERE. WE HAVE TO WORK THIS OUT. IT CAN'T COST CITY OF WINNIPEG MORE. WE CAN'T OFFSET PROVINCIAL PROGRAMMES WITH INCREASE OF FUNDING WE DON'T HAVE.

MADAM SPEAKER: THANK YOU FOR THE QUESTION. COUNCILLOR LUKES.

COUNCILLOR LUKES: I AM ENTHUSED THE PROVINCE WANTS TO DO THIS. THIS IS A GOOD MOVE TO PUT FUNDING TO WARDS TRANSIT. I THINK IT IS SIGNIFICANT. IT IS GOING TO PUT MORE SEATS ON THE BUSES WHICH IS GREAT. I AM JUST WONDERING IF MAYOR COULD TELL US WHEN DID THE PROVINCE COME TO YOU WITH THIS IDEA OF DOING THIS? WHAT TIMELINE? HOW LONG HAVE WE BEEN TALKING ABOUT IT?

MADAM SPEAKER: MR. MAYOR.

MAYOR GILLINGHAM: I THINK A COUPLE DAYS IF I HAVE GOT THIS RIGHT PRIOR TO BUDGET BEING RELEASED. IT WAS THE INITIAL DISCUSSION WITH NOTHING FIRM.

MADAM SPEAKER: COUNCILLOR CHAMBERS.

COUNCILLOR CHAMBERS: THANK YOU, MADAM SPEAKER. I RISE TO ASK MAYOR GILLINGHAM WITH RESPECT TO THE BUDGET ANNOUNCEMENT OF THE $10 MILLION FOR YOUTH ON TRANSIT BUSES TO ATTEND SCHOOL, I WONDER IF THE PROVINCE CONSULTED WITH WINNIPEG TRANSIT TO COME UP WITH THE NUMBER OF $10 MILLION BECAUSE MY UNDERSTANDING IS IT IS GOING TO COST MUCH MORE.

MAYOR GILLINGHAM: INITIAL DISCUSSION AS TO THE LAST QUESTION WAS COUPLE DAYS BEFORE. PROVINCE SAID IF WE HAD $10 MILLION FOR TRANSIT COULD YOU GIVE US INFORMATION ON THAT? I WOULD HAVE TO GO BACK TO KNOW THE INFORMATION THEY WERE LOOKING FOR, BUT THAT WAS THE EXTENT OF THE DISCUSSION. IT IS AN ANNOUNCEMENT AND ON ONE HAND FOR SURE. IF WE CAN GET YOUNG PEOPLE RIDING TRANSIT AND TO THE HABIT OF RIDING TRANSIT BETTER FOR TRANSIT SYSTEM LONG-TERM MORE PEOPLE USING TRANSIT. A LOT OF BENEFIT. TO COUNCILLOR'S QUESTION. WE HAVE TO MAKE SURE CITY OF WINNIPEG CAN DO THIS AT TIME WE ARE PROVIDING RECORD FUNDING ALREADY FOR TRANSIT AND MILL RATE SUPPORT. THERE IS A LOT OF DISCUSSION TO HAPPEN TO UNDERSTAND HOW THIS CAN BE ACCOMMODATINGED TO GET YOUNG PEOPLE ON THE BUS AND CITY OF WINNIPEG CAN AFFORD TO DO THIS.

MADAM SPEAKER: COUNCILLOR CHAMBERS. SECOND QUESTION.

COUNCILLOR CHAMBERS: RECENTLY RESIDENTS IN MY WARD HAVE BEEN COMPLAINING EARLY MORNING WITH RESPECT TO GETTING ON BUSES THAT ARE OVERCROWDED. WITH MORE YOUTH ON BUSES IT REQUIRES MORE BUSES ADDED TO THE STREETS. AGAIN, NOT JUST COST OF BUS BUT ALSO COST OF THE OPERATOR TO MAKE SURE THAT WE HAVE ENOUGH RIDE OPERATORS TO FULFILL THIS REQUIREMENT. AGAIN, I ASK IF THIS $10 MILLION IS NOT ENOUGH WILL THE MAYOR ASK THE PROVINCE TO INCREASE FUNDING SO ENSURE CITY OF WINNIPEG IS NOT LEFT WITHOUT.

MAYOR GILLINGHAM: CONVERSATIO NS ARE ONGOING WITH OUR STAFF. I JUST GOT INDICATION AS RECENTLY AS TODAY DISCUSSIONS BETWEEN OUR STAFF AND PROVINCE OF MANITOBA. GOAL IS SOMETHING THAT DOESN'T NEGATIVELY IMPACT OUR BOTTOM LINE BUT GET TO INTENTION WHAT THE PROVINCE IS TRYING TO INVEST IN. I COMMEND THEM TO MAKE IT MORE AFFORDABLE FOR FAMILIES IN WINNIPEG BY PROVIDING TRANSIT TO TEENAGERS. DISCUSSION IS ONGOING. GOAL

IS TO COME OUT WITH SOMETHING THAT WORKS FOR BOTH PROVINCIAL GOVERNMENT AND CITY OF WINNIPEG AND YOUNG PEOPLE AND FAMILIES IN THE CITY.

MADAM SPEAKER: FINAL QUESTION.

COUNCILLOR CHAMBERS: LAST QUESTION. PROVINCE ANNOUNCED ADDITION OF 12 NEW OFFICERS. AGAIN, WHAT CONSULTATIONS TOOK PLACE AND WHAT IS THE PURPOSE OF THESE 12 ADDITIONAL OFFICERS?

MAYOR GILLINGHAM: I LEARNED OF THAT JUST MY OFFICE LEARNED OF THAT HOURS BEFORE THE BUDGET WAS RELEASED. WE DON'T HAVE DETAILS ON 12 OFFICERS.

MADAM SPEAKER: COUNCILLOR DUNCAN.

COUNCILLOR DUNCAN: THANK YOU. I APPRECIATE $10 MILLION IN THE PROVINCIAL BUDGET FOR TRANSIT, I AM MORE FOCUSED ON THE FACT THAT THE COUNCIL TODAY COMMITTED $500 MILLION TOWARDS NEW PICK NORTH END WASTEWATER TREATMENT PLANT. I WANT CLARITY IF I COULD AND MAYBE MORE QUESTION FOR THE C AO IF YOU WANT TO TAKE IT MR. MAYOR PLEASE DO. ARE THERE BILLIONS OF DOLLARS IN THE BUDGET FOR THE NORTH END TREATMENT PLAN AS THE PREMIER STATED YESTERDAY?

MADAM SPEAKER: MR. MAYOR.

MAYOR GILLINGHAM: WE WILL DEVELOP PLAN TO FUND PHASE 3 UNDER THE MANITOBA JOBS AGREEMENT.

MADAM SPEAKER: SECOND QUESTION.

JUST SO WE ARE CLEAR HERE. STATEMENT IN THERE WHICH IS GREAT COMMITMENT. NOT BILLIONS OF DOLLARS THEREFORE IF I WERE TO GO THROUGH PROVINCIAL BUDGET LINE BY LINE AND HIGHLIGHT AS STATED BY PREMIER WOULD I FIND TENS OR HUNDREDS OF MILLIONS OR A BILLION DOLLARS WORTH OF FUNDING FOR NORTH END TREATMENT PLANT?

MAYOR GILLINGHAM: I DON'T BELIEVE THE COUNCILLOR WOULD. I DON'T THINK ANY DOLLARS ARE ALLOCATED TO NORTH END POLLUTION CONTROL CENTRE IN THIS BUDGET.

MADAM SPEAKER: COUNCILLOR MAYES.

COUNCILLOR MAYES: THE QUOTE YOU JUST HAD REFERENCE TO MANITOBA JOBS AGREEMENT FOR PROJECT 3 IS SOME WAYS O OFF. PROVINCE SHOULDN'T PUT ON STRINGS. FOR CLARITY, PROJECT 2 JOBS AGREEMENT IS NOT APPLYING TO THAT. WE HAVE ACCEPTED FEDERAL GOVERNMENT MONEY WITH SOME STRINGS ATTACHED FOR PROJECT 2, BUSINESS WITH NO PARKING MINIMUM REQUIRED BY CERTAIN TRANSIT CORRIDORS. ONE OF THE FEDERAL ACRONYMS I AM NOT ABLE TO COME UP WITH. INFRASTRUCTURE FUNDING FROM FEDERAL GOVERNMENT WITH STRINGS ATTACHED FOR PROJECT 2. IF WE ACCEPT THE SUPPORT WITH THE STRINGS ATTACHED NOT SETTING A PRECEDENT THERE.

MAYOR GILLINGHAM: YES, THE PRIVILEGE OF GOVERNMENT IS CLEAR WHEN THEY GET TO THE POINT OF ANNOUNCING FUNDING FOR THE THIRD PHASE THAT WOULD BE CONDITION ON MANITOBA JOBS AGREEMENT. I WANT TO MAKE SURE I LEAVE THE RIGHT IMPRESSION HERE. WE ARE IN GOOD DISCUSSION WITH PROVINCE OF MANITOBA AND FEDERAL GOVERNMENT ON PHASE 3. CLOCK IS TICKING. WE RUN OUT OF CAPACITY IN NORTH END PLANT IN 2032. FIRST TWO PHASES UNDERWAY. WE NEED THIRD PHASE UNDERWAY. SOMETIME THIS YEAR WE LOOK AT RFP FOR THIRD PHASE. WE NEED PROVINCIAL AND FEDERAL COMMITMENTS AS SOON AS POSSIBLE. IMMEDIATELY COMING WEEKS OR MONTHS FOR THIS PROJECT TO PROCEED. CONTINUES TO BE THE PRIORITY PROJECT OF CITY OF WINNIPEG. IT IS MY PRIVATE PROJECT THAT IS WHY I AM UNRELENTING AND X-RAYED DISAPPOINTMENT. NO DOLLARS IN THE BUDGET FOR PHASE 3. WE NEED COLLAR COMMITMENT AND BE FEDERAL -- DOLLAR COMMITMENT. WE ARE IN GOOD DISCUSSION WITH PREVIOUS OFFICE AND OUR ADMINISTRATION AND THEIR ADMINISTRATION THEY CONTINUE DIALOGUE AND WILL KEEP WORKING UNTIL WE GET THAT DOLLAR COMMITMENT AND FEDERAL COMMITMENT TO UNLOCK THE WINNIPEG FUTURE. IMPORTANT TO NOTE WHEN WE LOOK AT WHAT IS GOING ON FEDERALLY. PRIME MINISTERS CLEAR HE WANTS TO FUND NATION BUILDING PROJECTS SHOVEL READY WITH BUSINESS CASE READY WE PRESENTED BUSINESS CASE FOR NORTH END PLANT. IT IS SHOVEL READY WE CAN MOVE TO THE NEXT PHASE HERE. IT IS NATION BUILDING BECAUSE THE LARGEST PART OF MANITOBA'S ECONOMY IS WINNIPEG'S ECONOMY HEALTH AND STRENGTH DETERMINES THE ECONOMY. TO ME MOST IMPORTANT NORTH END WATER POLLUTION CONTROL CENTRE.

MADAM SPEAKER: COUNCILLOR WYATT.

COUNCILLOR WYATT: ON THE QUESTION OF SHOVEL READY.

MADAM SPEAKER: COUNCILLOR LUKES MOVES EXTENSION TWO MINUTES, CARRIED.

COUNCILLOR WYATT: IS IT POSSIBLE TO GET A LIST OF PROJECTS SHOVEL READY IN EVENT FEDERAL GOVERNMENT FUNDING. I DIDN'T GIVE NOTICE TO THE MAYOR USUALLY I DO. I WANTED TO RAISE IT.

MAYOR GILLINGHAM: YES, WE CAN PULL THAT TOGETHER.

MADAM SPEAKER: THAT CONCLUDES QUESTION PERIOD. THANK YOU. NEXT IS STANDING POLICY COMMITTEE ON PUBLIC WORKS. COUNCILLOR LUKES REPORT DATED MARCH 4.

COUNCILLOR LUKES: I WOULD LIKE TO ASK FOR.

MADAM SPEAKER: AMENDING MOTIONS FOR TWO AND THREE.

COUNCILLOR LUKES: I CALL ITEMS ONE AND FOUR.

MADAM SPEAKER: ONE IS PULLED. I WILL CALL THE QUESTION ON FOUR. TRANSPORTATION MASTER PLAN GOODS MOVEMENT STUDY. IN FAVOR. AYE. CONTRARY. CARRIED. ITEM 1.

CLERK: TRANSIT ROUTE SPEED REDUCTION.

MADAM SPEAKER: COUNCILLOR LUKES TO INTRODUCE ITEM.

COUNCILLOR LUKES: THIS REPORT IS REQUESTING TO BE RECEIVE AS INFORMATION. IT IDENTIFIES THAT WINNIPEG TRANSIT IS ANALYZING STREETS. IT IS INTERESTING THEY HAVE AND I AM LOOKING FOR EXACT WORDS. THEY ARE GOING TO SET 30-KILOMETER SPEED LIMIT FOR BUSES ON RESIDENTIAL STREETS UNDER 10 METERS WIDE. STREETS HAVE LOW TRAFFIC LINED WITH HOMES. THIS IS A REPORT THAT I THINK COUNCILLOR GILROY, WYATT WAS VERY SUPPORTIVE. WITH THAT I WILL LET THE COLLEAGUES SPEAK.

MADAM SPEAKER: THIS WAS STOOD DOWN BY COUNCILLOR WYATT.

COUNCILLOR WYATT: THANK YOU. I RISE AND THANK THE CHAIR OF THE COMMITTEE FOR THE WORK OF THE COMMITTEE ON THIS MATTER. ON PAGE 4 FOR MEMBERS OF COUNCIL WE ARE GOING TO HAVE A DEBATE ON SPEED LIMITS. I WANT TO UNDER THE HISTORY AND DISCUSSION THE SECOND PARAGRAPH ON PAGE 4, SLOW ORDER IS NOT CHANGE TO THE LEGAL SPEED LIMIT. IT IS RATHER AN INTERNAL POLICY REQUIRES BUS OPERATORS TO OPERATE AT LOWER MAXIMUM SPEED THAN ACTUAL SPEED LIMIT. VERY IMPORTANT BUTSULT TELL POINT NOT TO CONFUSE DEBATE THIS ISSUE REGARDING THE FUTURE ON THE AGENDA IS POINT

ONE. POINT TWO. THANK YOU TO THE STANDING COMMITTEE AND PUBLIC SERVICE FOR WORKING ON. I KNOW I WAS BROUGHT INTO THIS ISSUE BECAUSE OF THE RESIDENTS IN MY AREA ON VICTORIA AVENUE EAST I DIDN'T SUPPORT REROUTING OF TRANSIT SYSTEM. I STILL HAVE GREAT CONCERNS. I WOULD LIKE TO GO BACK TO OLD SYSTEM. WE ARE TRYING TO SOLVE PROBLEM WITH WHAT WE HAVE. BUS ROUTES WERE PUT ON STREETS WHICH WERE NARROWER AND NOT DESIGNED TO HANDLE THOSE LOADS. I WANT TO THANK PUBLIC WORKS FOR IDENTIFYING 17 SPOTS ON THAT SECTION OF ROADWAY THAT NEED TO BE FIXED INCLUDING CERTAIN MANHOLES TO BE RAISED TO END VIBRATIONS. LOWER SPEED LIMIT WILL MAKE A HUGE DIFFERENCE FOR RESIDENTS THERE. FOR TRANSIT FOR TAKING STEPS WHERE THEY WERE ABLE TO MITIGATE BY REDUCING AMOUNT OF FREQUENCY ON THE ROUTE BY DEFERRING BUSES ON TO PANDORA AVENUE EAST. THOSE ARE STEPS THAT WERE TAKEN. I WANT TO REITERATE THAT WHAT I LEARNED ABOUT SPEED LIMITS IS THE KEY THING AS THEY EXPERIENCED IN EUROPE AND NORTHERN EUROPE. SAFETY BY DESIGN. LEGISLATE ALL WE WANT SPEED LIMITS, GET ENFORCEMENT ON LOWER SPEED LIMIT. DESIGN A ROAD AND BEST EXAMPLE IS WHEN YOU ARE DRIVING DOWN CORYDON WITH TIGHTER. PEOPLE SLOWDOWN. IF WE DESIGN RESIDENTIAL STREETS ACCORDINGLY YOU WOULDN'T HAVE TO HAVE A MOTION COMING FORWARD TO GO FROM 50 TO 40 OR LOWER WHICH IS CASE MAY BE IN THE FUTURE. SOME THOUGHTS. I WANT TO SAY AS WELL THAT THIS COULD BE DONE AS WELL INCORPORATED AS PART OF THE WORK WE TALKED ABOUT BEFORE IN THE CHAMBER PERTAINING TO THE FACT WE ARE THE KING OF CONCRETE IN WINNIPEG FOR RESIDENTIAL STREET DESIGN. WE DON'T HAVE TO BE. THE COST INVOLVED IN MAINTAINING CONCRETE IN LONG RUN IS HUGE. WE COULD BE BUILDING CURB AND GUTTER WITH ASPHALT PAVEMENT TO BETTER DESIGN TO SLOW SPEEDS ON RESIDENTIAL STREETS. THOSE ARE SOME THOUGHTS. I WOULD ADD AS WELL THAT IDEALLY, MADAM SPEAKER, IDEAL WORLD I THINK IT WOULD BE NICE AND I STILL HEAR FROM CONSTITUENTS NOT HAPPY ABOUT NEW ROUTE SYSTEM, A LOT OF SENIORS AND FOLKS IMPACTED IS HUGE ESPECIALLY WITH THIS LONG COLD WINTER WE HAD. I HOPE THAT IS SOMETHING STILL CONSIDERED OR MAYBE INFORMALLY CONSIDERED COMING UP TO GO OUT TO OLD ROUTE SYSTEM. THOSE ARE MY THOUGHTS. I THANK THE STANDING COMMITTEE FOR ALL OF THEIR WORK AND MEMBERS OF PUBLIC SERVICE AS WELL. THANK YOU.

MADAM SPEAKER: COUNCILLOR CHAMBERS.

COUNCILLOR CHAMBERS: I RISE THIS MORNING IN OPPOSITION TO THIS REPORT. IT IS NOTED THAT ON PAGE 3 THE SECOND TO THE LAST PARAGRAPH TALKS ABOUT 3-KILOMETER SLOW ORDERS ON NINE OF 10 STREET. TENTH STREET IS JOHN FORSYTH. RESIDENTS ARE REACHING OUT INDICATING CONCERN GOES WITH RESPECT TO NOT ONLY BUSES ON JOHN FORSYTH. THEY HAVE BEEN THERE HISTORICALLY. NOW THE FREQUENCY AND VIBRATION THAT THE FREQUENCY

CAUSES IN THEIR HOMES. THEY HAVE REQUESTED AGAIN THAT FOR THE PURPOSES OF MITIGATING THIS THAT BUSES BE SLOWED DOWN TO 30-KILOMETER AN HOUR, BUT WINNIPEG TRANSIT HAS INDICATED THAT THE PAVEMENT WIDTH IS OVER 10 METERS SO THAT AS A RESULT JOHN FORSYTH ROAD IS NOT CONSIDERED FOR THE SLOW ORDERS ON THESE STREETS. AGAIN, MARK ME IN OPPOSITION FOR THIS. I THINK THAT WITH THE FACT THAT FREQUENCY HAS INCREASED. IT HAS HAD AN IMPACT ON RESIDENTS WHO LIVE NEARBY. IT IS A LIVABILITY ISSUE. I THINK THAT EVEN THOUGH THE PAVEMENT WIDTH IS OVER 10 METER SHAKING OF HOMES STILL HAPPENS. I THINK THERE SHOULD BE OPPORTUNITY FOR TRANSIT TO MITIGATE BY REDUCING SPEED OF THESE BUSES. BASE ON THE FREQUENCY THEY ARE HAPPENING. IT IS HAVING IMPACT ON MY RESIDENTS. THANK YOU.

MADAM SPEAKER: COUNCILLOR GILROY.

COUNCILLOR GILROY: I THANK COMMITTEE. I BROUGHT THIS FORWARD WITH ADDITION OF OTHER STREETS THIS AN ONGOING ISSUE. COUNCILLOR CHAMBERS HAS SPOKEN ELOQUENTLY ABOUT THE SHAKING OF HOUSES. OF COURSE, JUST THE NEED FOR REDUCED SPEEDS ON THE STREETS NOT BUILT AND MEANT FOR BUSES. I WANT TO THANK THE COMMITTEE. THEY DID A GOOD JOB TRYING TO AND I WOULD LIKE TO SEE LOWER SPEEDS ON THE STREET, HOWEVER, I AM GRATEFUL TRANSIT IS MONITORING THIS THROUGH GPS TO DISCUSS THIS WITH THE DRIVERS AND ALSO MAKING THIS TRANSITION. THIS WILL HELP THE SITUATION RESIDENTS ARE FACING. THIS WAS GOOD THE COMMITTEE TOOK THE TIME TO LISTEN TO RESIDENTS AND HEAR WHAT THEY HAD TO SAY ON THIS ISSUE, MADAM SPEAKER.

MADAM SPEAKER: ANY FURTHER SPEAKERS? COUNCILLOR ALLARD.

COUNCILLOR ALLARD: SOMETHING SIMILAR TO WHAT COUNCILLOR GILROY DID. THANK YOU TO THE COMMITTEE FOR THE WORK. A STREET IN ST. BONIFACE INCLUDED. IT IS CONSISTENT WITH WHAT WE HAVE BEEN HEARING FROM RESIDENTS. [SPEAKING FRENCH].

MADAM SPEAKER: ANY FURTHER SPEAKERS? BACK TO YOU, COUNCILLOR LUKES TO CLOSE.

COUNCILLOR LUKES: LET'S JUST VOTE ON IT NOW, PLEASE.

MADAM SPEAKER: IN FAVOR OF ITEM 1. CONTRARY. THAT IS CARRIED. COUNCILLOR CHAMBERS IN OPPOSITION. WE WILL TAKE A RECESS AND RECONVENE AT 1:30 P.M. THANK YOU.

GOOD AFTERNOON. I WOULD LIKE TO RECONVENE OUR COUNCIL MEETING. WE ARE ON PUBLIC WORKS DATED MARCH 4. ITEM 2, MR. CLERK, WELLINGTON CRESCENT BIKE LANE PILOT PROJECT.

MADAM SPEAKER: COUNCILLOR LUKES TO INTRODUCE. AMENDING MOTION ONE.

COUNCILLOR LUKES: I WOULD LIKE TO SPEAK TO THE MAIN ITEM. I AM VERY PLEASED TO BRING THIS REPORT FORWARD FROM EXECUTIVE POLICY COMMITTEE TO ADDRESS SAFETY CONCERNS FOR CYCLISTS AND PEDESTRIANS. WHILE THERE ARE PIECES OF ROADWAY WITH HIGHER RATE OF COLLISIONS. THIS SECTION NEEDS TO BE PRIORITIZED. THIS ADDITION OF PERMANENT BIKE LANES ON RIVER ROAD IS ACCENTUATING THE ISSUE HERE. WE KNOW THERE ARE MANY COUNCILLORS WITH ACTIVE TRANSPORTATION PROJECTS THEY WOULD LIKE TO SEE ACCELERATED ALSO, PROJECTS WITH SAME IF NOT GREATER SAFETY CONCERNS. I THINK TRYING TO GET OUT OF TRANSCONA ON THE TRAIL. CHARLESWOOD WITH NO SIDEWALKS ON MANY ROADS. THIS REPORT IS MOVING US FORWARD ON WELLINGTON CRESCENT. WE ALL DESERVE SAFETY. 2025 WE KNOW THE INITIAL FUNDING FOR THIS SECTION OF WELLINGTON CRESCENT WAS AROUND $400,000 FOR INTERIM SOLUTION. FOLLOWING PASSING OF 2026 BUDGET WE HAVE $5,470,000 ALLOCATED FOR THIS SECTION. KEEPING IN MIND THERE ARE OTHER PIECES OF INTERSECTIONS AND ROAD WAY IN THE CITY THAT ALSO HAVE HIGH RATES OF VEHICLE PEDESTRIAN AND CYCLING COLLISIONS. TO BE CLEAR WHEN INITIAL FUNDING WAS SECURED WE DIDN'T HAVE $5.47 MILLION. NOW IT IS IN THE BUDGET I WANT TO INSURE WE KEEP IT TO USE THIS YEAR. INCREASED FUNDING OR PROJECT YOU KNOW IT CAN BE DAUNTING. MANY TRIPS TO CITY COUNCIL TO SPEAK, CALLS AND MEETINGS WITH COUNCILLORS. IF ANYONE ADVOCATED FOR YEARS YOU KNOW WHEN ELECTIONS COME AND GO, ANYTHING AND EVERYTHING CAN CHANGE. THE NORTH EAST UNDER HIGHWAY 59 IS CLASSIC. IT WENT THROUGH TWO ELECTIONS AND, FINALLY, SAW LIGHT OF DAY. I AM PLEASED WE AND ADVOCATES HAVE SUPPORT FROM MAYOR AND MEMBERS OF EXECUTIVE POLICY COMMITTEE TO MOVE $5.4 MILLION FORWARD FROM 2029 TO THIS YEAR TO LOCK IN FUNDING TO BUILD PERMANENT BIKE LANES AND IMPROVEMENTS ON WELLINGTON. THIS COUNCIL IS MOST SUPPORTIVE FOR ACTIVE TRANSPORTATION. I'M NOT SURE WHAT THE FUTURE HOLDS WITH NEW COUNCILS. I SAY THIS AS CAUTIONARY NOTE. PEOPLE NEED TO FOCUS ON THIS. SIX YEAR AT INVESTMENT IN 2025 PRELIMINARY CAPITAL BUDGET 26-34 TOTALS $92.5 MILLION. THIS COULD CHANGE ON FUTURE COUNCILS. IN ADDITION, ANOTHER $45.3 MILLION FOR ROAD SAFETY. UNDETERMINED AMOUNT FOR ACTIVE TRANSPORTATION INCORPORATED TO ROAD PROJECTS. OVER NEXT SIX YEARS $150 MILLION. I WANT TO THANK EVERYONE WHO VOTED FOR BUDGET TO SUPPORT THAT. I STRESS AGAIN KEEP YOUR MIND ON THE BUDGET POST-ELECTION. I THINK THERE WILL BE SIGNIFICANT

CHANGES NOT AS MANY IN SUPPORTIVE OF AT. I WANT TO ADDRESS CONCERNS ABOUT DEPARTMENT NOT HAVING ENOUGH EXPERTISE INFORMATION TO BUILD PERMANENT CYCLING INFRASTRUCTURE. FOLLOWING THE COMMITTEE LAST WEEK WE MET WITH ADVOCATES IN HALLWAY AND THEY TOLD US THEY WOULD COME FORWARD WITH MULTIPLE, NOT ONE, MULTIPLE SOLUTIONS. SERGEANT AVENUE BIKE LANE IS CANCELED OR POSTPONED. THAT WILL GIVE MORE TIME FOR SURE ROW CONSULTATION ON PERMANENT BIKE LANES. DISAPPOINTING TO IMPLY THEY DO NOT HAVE EXPERIENCE. THEY HAVE INSTALLED KILOMETRES OF BIKE LANES, THEY ARE EXPERIENCED SO MUCH SO THIS WILL BRING FORWARD MULTIPLE SOLUTIONS. IN YEARS OF ADVOCATING WORKING ON AT PROJECTS I HAVE NEVER EVER SEEN $5 MILLION PLUS PROJECT MOVE SO FAST. YES, IT IS A CHALLENGING PROCESS. THIS IS MOVING FORWARD AT RECORD SPEED. I AM ASK WILL ALL OF COUNCIL TO SUPPORT REPORT IN FRONT OF US. THERE ARE AMENDMENTS. I WILL SPEAK WHEN IT IS MY TURN. I WANT TO SECURE THAT $5.4 MILLION, SECURE IT THIS YEAR. I KNOW PUBLIC SERVICE HAS EXPERIENCE TO DO CONSULTATION GET TOGETHER AND COME FORWARD WITH MULTIPLE SOLUTIONS. THAT IS MY INTRODUCTION TO THIS. WE WILL CONTINUE THE CONVERSATION.

MADAM SPEAKER: COUNCILLOR ROLLINS YOUR OPPORTUNITY FOR AMENDING MOTION ONE.

I WOULD LIKE TO THANK ALL COLLEAGUES FOR CONVERSATION CONCERNING THIS ITEM AND ACKNOWLEDGE COUNCILLOR ORLIKOW WHO IS SECONDING THE MOTION ONLINE TODAY. SOMETHING, MADAM SPEAKER, SOMETHING WAS SUPPOSED TO HAPPEN THIS YEAR. WHAT WE HAVE HEARD AS THE COUNCIL TIME AND TIME AGAIN IS THAT WE NEED SAFETY NOW ON WELLINGTON. WHETHER, MADAM SPEAKER, IT WAS MS. CARVEL AND MARTY TODAY, RICHARD, THE GROUP WEARING RED BEHIND ME, WHY, BECAUSE IT WAS ROB JENNERS' FAVORITE COLOR OR WENDY VAN LOON WHO HAD JUST BECOME A WIDOW WHEN SHE LET A CALL OUT TO THIS COUNCIL TO RESPOND ON SAFETY ON WELLINGTON. NOT BECAUSE SHE WAS CONFUSED ABOUT WHAT HAPPENS WHEN A DRIVER GOES OVER 150-KILOMETER, MADAM SPEAKER, FOR THE RECORD. NOT BECAUSE THE PEOPLE BEHIND ME USED A WIDOW, MADAM SPEAKER, FOR THE RECORD BUT BECAUSE WHAT DO YOU DO WHEN YOU BUILD A SPOUSE YOU BUILD BACK A LIVABLE CITY THAT CARES FOR PEOPLE. THAT IS THE KIND OF WOMAN I HAVE GOTTEN TO KNOW. THAT IS WENDY. WHILE ORLIKOW AND I WITH GILROY AS CHAIR AND COUNCILOR ORLIKOW MIGHT SPEAK AND TALK ABOUT TYPES OF DEBATES WE ENGAGE IN BEHIND CLOSED DOORS AND IN FRONT OF THEM, WE MOVED COMPROMISE FORWARD UNANIMOUSLY AT CITY CENTRE IN 2024. IT CHANGED AGAIN IN 2025 AND AGAIN IN 2026. THAT COMMITMENT TO RESIDENTS THROUGH ENGAGEMENT, REPORTS, WE THOUGHT 2026 WOULD DELIVER REAL ON THE GROUND PROGRESS TO MAKE WELLINGTON CRESCENT SAFER MORE COMFORTABLE FOR PEOPLE

WALKING AND BIKING. YET HERE WE ARE. ONE OF MY RESIDENTS WROTE TO ME AFTER E.P.C. HE GATHERED NEIGHBORS AFTER EXECUTIVE POLICY COMMITTEE AND SAID AND HE WAS 141 WELLINGTON CRESCENT AND READ ALOUD THE UPDATE I PROVIDED. YOU KNOW HOW IT IS. HIS TAKE AWAY AND THEIR TAKE AWAY WAS SIMPLE. THE CURRENT RECOMMENDATION SETS ASIDE PUBLIC SERVICE ADVICE TO ACT NOW. INSTEAD PUSHES EVERYTHING INTO DESIGN, ENGAGEMENT AND CONSTRUCTION MAYBE IN 2027. THEY DIDN'T IMPLY THAT IT WAS AN EXPERIENCE PROBLEM IN THE PUBLIC SERVICE. IN FACT, THE ONLY THING WE HAVE HEARD OVER AND OVER AGAIN IS THAT THE CONCERN IS THAT WE ARE NOT HEARING ADVICE OF PUBLIC SERVICE. SOMETHING THAT EVERY RESIDENT OF MINE WAS WATCHING AS PUBLIC WORKS DID A NET NEW MOTION AS OPPOSED TO HEARING FUNDAMENTAL REPORT OF PUBLIC SERVICE ON PILOT, HOW IT WOULD WORK, STEPS, STAGES, MONITORING AND THE SAFETY MECHANISMS BEING ABLE TO TALK ABOUT THE SLIP LANES. NONE OF THAT WAS CONSIDERED A NET NEW MOTION PUT FORWARD. SOMETHING THAT DAVID PAT MAN ON THE RECORD SAID WAS A SITUATION IN FLUX. I AM PARAPHRASING. SOMETHING AFTER HALF HOUR OR SO AFTER THE MOTION HAD BEEN CHANGED AND MAYBE CHANGED AGAIN THAT DIRECTOR JIM CALLED A DISTORTION. SO IT IS WITH SOME COMPROMISE THAT THIS AMENDMENT IS COMING FORWARD, MADAM SPEAKER. WITH THAT CONTEXT THAT I WANT TO INTRODUCE THIS MOTION. A MOTION THAT FUNDAMENTALLY ASKS TO RECONSIDER SOME OF WHAT WILL MAKE WELLINGTON SAFE, THE PUBLIC SERVICE RECOMMENDED. NAMELY, NUMBER ONE, TO DIRECT TO LEAVE THIS MEETING TODAY DIRECTING THAT WE ARE GOING DOWN TO 40-KILOMETER, MADAM SPEAKER, ON WELLINGTON. MADAM SPEAKER, TO MAKE SURE THAT WE ARE TAKING INTO ACCOUNT THE LEFT TURNS ON WELLINGTON CRESCENT, DORCHESTER AVENUE, GERTRUDE, WELLINGTON CRESCENT, TAKING INTO ACCOUNT THOSE SAFETY MECHANISMS THEY SAID COULD BE DONE THIS SPRING. THEY ANTICIPATED BECAUSE THEY HAD BEEN DIRECTED BY ALL OF COUNCIL TO DO $100,000 WORTH OF ENGAGEMENT AND THAT SOMETHING WOULD HAPPEN THIS SPRING. OUT OF ABUNDANCE OF CAUTION WE ARE ASKING THIS COUNCIL TO CONSIDER WHAT SPEAKER AFTER SPEAKER SAID WE OUGHT TO DO WHAT WE SAID WE WERE GOING TO DO. THE FINAL DESIGN OF THE WELLINGTON AVENUE BIKE LANE PROJECT AND ASSOCIATED COSTS COME TO COUNCIL FORUM. MADAM SPEAKER, I WILL INTRODUCE THE MOTION THAT WAY. IT PUTS BACK NOT EVERYTHING, MADAM SPEAKER. IT CERTAINLY DOESN'T PUT BACK THE INTERIM BIKE LANE. I DO BELIEVE, MADAM SPEAKER, THAT IT IS A COMPROMISE. IT GETS US CLOSER TO THE FIDELITY WHAT WE PUT OUT THERE IN DECEMBER, IN NOVEMBER, STARTING NOVEMBER 5 ON ENGAGE. CA OUR WINNIPEG ENGAGEMENT AMAZING FOLKS HAD A LOT OF BACK AND FORTH WITH RESIDENTS. IT PUTS BACK, MADAM SPEAKER, IN A MANNER THAT IS A COMPROMISE, PUTS BACK IMMEDIATE SAFETY MECHANISMS BECAUSE, MADAM SPEAKER, SOMETHING WAS SUPPOSED TO HAPPEN THIS YEAR.

MADAM SPEAKER: NEXT SPEAKER COUNCILLOR GILROY.

COUNCILLOR GILROY: I RISE IN SUPPORTING COUNCILLOR ROLLINS AMENDING MOTION. I WANT TO TALK ABOUT WHY SOMEBODY THAT HAS A LOT OF EXPERIENCE IN MY WARD WITH WESTMINSTER BIKE LANE. IT REALLY IS CRITICAL THAT YOU DO WORK REDUCING SPEEDS PRIOR TO PUTTING ANY INFRASTRUCTURE IN. WE ALREADY KNOW A SPEED REDUCTION ON THE STREET WILL DEFINITELY ENCOURAGE TRAFFIC TO GO ELSEWHERE. THAT IS THE HOPE OF REDUCING THE SPEEDS ON THE STREET, MADAM SPEAKER. WHEN WE DO THAT THEN WE WOULD BE ABLE TO IDENTIFY THE NEEDS OF THAT STREET IN TERMS OF INFRASTRUCTURE THAT IS REQUIRE. THIS IS ALREADY A PEDESTRIAN-FRIENDLY STREET, AN AREA WHERE PEOPLE TEND TO DO ACTIVE TRANSPORTATION. IT IS CLEAR THIS IS WHERE A KEY ROUTE SHOULD BE. THE KIND OF INFRASTRUCTURE MIGHT NOT BE NEEDED THAT IS BEING PUT FORWARD HERE. WE COULD BE USING IT ELSEWHERE IN OTHER AREAS THAT DO REALLY REQUIRE ON MAIN STREET, MAIN DRAGS WITH A LOT MORE TRAFFIC CONGESTION AND VOLUMES. WE COULD BE PUTTING THOSE COSTS ON TO THOSE PROJECTS TO THOSE STREETS. I THINK THERE IS A BIG CONCERN FROM WHAT I HEAR OF PUBLIC ADMINISTRATION MOVING FORWARD WITHOUT LOOKING AT IT AND IDENTIFYING AND KNOWING AND UNDERSTANDING THAT REDUCING THE SPEEDS WOULD BE THE BEST WAY TO ENSURE PEOPLE'S SAFETY AND ALSO I AM LOOKING TO SEE AND BE ABLE TO IDENTIFY THE NEEDS OF THE COMMUNITY IN TERMS OF WHAT KIND OF I FROM STRUCTURE IS REALLY -- INFRASTRUCTURE IS NEEDED. I DO SUPPORT COUNCILLOR ROLLIN'S MOTION. IT IS CRITICAL AT THE FIRST STEP TO MAKE SURE WE ARE REDUCING THESE SPEEDS, MAKING SURE THAT WE LISTEN TO OUR ENGINEERS WHO HAVE A LOT MORE REALLY TRAFFIC ENGINEERS FOR A REASON THEY HAVE GONE TO SCHOOL. THEY KNOW WHAT THEY ARE DOING. I HAVE CONCERNS WITH MOVING FORWARD FROM THE PLAN FROM WHAT I HEARD FROM DISCUSSIONS AT THAT COMMITTEE WITHOUT REALLY STAMP OF APPROVAL. I THINK THIS IS COUNCILLOR ROLLINS' EMOTIONAL ALLOWS US TO MAKE SURE WE ARE DOING SOMETHING. OF COURSE, NOT 30. IT IS 40. THAT IS SOMETHING THAT I THINK HAS BEEN ABLE TO BRING PEOPLE TOGETHER AND SUPPORT AT THIS TIME, MADAM SPEAKER. REALLY CRITICAL THAT AREAS LIKE WELLINGTON CRESCENT IS FOR EVERYBODY. ACTIVE TRANSPORTATION IS A PLACE WHERE EVERYONE SHOULD BE ABLE TO GO AND SPEND TIME. CYCLING OR WALKING OR USING ACTIVE TRANSPORTATION. IT IS A KEY PLACE BECAUSE IT IS CLOSE TO THE RIVER AND IT IS A NICE WAY TO GET TO WORK AND SCHOOL AND JUST TO BE OUT IN NATURE. I THINK THIS IS A REALLY GOOD MOTION TO GET US STARTED. I THINK WE SHOULD LISTEN TO PUBLIC ADMINISTRATIONS CAUTIONING US HERE. THEY ARE THE EXPERTS IN THEIR FIELDS. WE CAN STILL DO THIS WORK IF IT IS NEEDED, BUT WE NEED TIME TO SEE HOW THAT TRAFFIC FLOW WILL WORK ONCE WE REDUCE SPEEDS. I AM SOMEBODY THAT HAD THIS IN MY OWN WARD. I CAUTION ABOUT BUILDING INFRASTRUCTURE PRIOR TO KNOWING WHERE THE

OTHER TRAFFIC IS GOING TO GO. I REALLY SUPPORT THE WORK AND NO LEFT TURNS. THOSE ARE AREAS WHERE THE COMMUNITY HAS COME TOGETHER TO IDENTIFY THERE IS REALLY NEED THERE FOR NO LEFT TURN. I HOPE THAT PEOPLE SUPPORT IN AMENDING MOTION. IT IS REALLY CRITICAL THAT WE UNDERSTAND THAT WHEN WE DO THESE WE ARE LISTENING TO THE TRAFFIC CONCERNS THAT OUR ENGINEERS ARE BRINGING FORWARD TO US. THANK YOU, MADAM SPEAKER AND THANK YOU, COUNCILLOR ROLLINS AND COUNCILOR ORLIKOW FOR THE AMENDING MOTION.

MADAM SPEAKER: NEXT SPEAKER COUNCILLOR ORLIKOW.

IT HAS BEEN A JOURNEY FOR THIS MOTION. I GUARANTEE PEOPLE IN MY NEIGHBORHOOD AND CRESCENT NEIGHBORHOOD ARE CONFUSED. A LOT OF PHONE CALLS AND E-MAILS. THEY ARE NOT SURE WHAT IS GOING ON. AGAIN, AND I HAD TO INFORM NEITHER DO I. I DON'T KNOW WHAT THE PLANS ARE FOR THIS NEW IDEA OF PERMANENT BIKE LANES AND INFRASTRUCTURE. I HAVE NO INFORMATION ON THAT. WILL THAT RESULT IN TREES REMOVED? MORE TRAFFIC TO CRESCENTWOOD? I DON'T KNOW. THE IDEA TO GO FORWARD WITH THIS PRIOR WITHOUT IT COMING BACK TO COUNCIL FOR APPROVAL TO ME MADE IT DIFFICULT TO VOTE FOR US. WHY DO I SAY THAT? OF COURSE, WELLINGTON CRESCENT SECTION AND ELSEWHERE IT HITS UP ON WELLINGTON CRESCENT AND ACADEMY ARE TWO MAJOR POINTS PEOPLE GET BACK IN THE NEIGHBORHOOD FROM. DOWN MARYLAND OR SHERBROOK OR ON THE OSBORNE VILLAGE SIDE. I HAVE TALKED TO ADMINISTRATION ABOUT IT. THEY DID RAISE CONCERNS ABOUT IMPACT THIS WILL HAVE ON THE MARYLAND BRIDGE. THAT TRAFFIC IS BACKING UP QUITE FAR. ACADEMY ROAD IS QUITE BUSY. THAT IS ALL THE WAY UP PAST HARROW NOW GOING UP TO ALMOST CAMBRIDGE TO GET OUT OF THE NEIGHBORHOOD. WE KNOW WHAT CARS DO WHEN THEY CAN'T MOVE. I HAVE USED ANALOGY CARS ARE LIKE FISH AND WILL FIND A ROUTE THAT WORKS. NEIGHBORHOODS ARE FACING QUITE A BIT IN THE AREA. I HAD CONCERNS. PEOPLE SAY FOLLOW ADMINISTRATION. FOLLOW WHAT THEY SAY. THAT IS NOT HOW THE SYSTEM WORKS NOR SHOULD IT. WE ARE ELECTED REPRESENTS TO KNOW WHAT IS GOING ON. MOST OF THE TIME WE DON'T AGREE WITH ADMINISTRATION. I WOULD SAY MOST OF THE TIME WITH OUR DISAGREEMENTS WE COME UP WITH BETTER MOTION BECAUSE WE ARE ABLE TO BRING INSIGHTS OF NEIGHBORHOOD IN OUR OWN PERSONAL UNDERSTANDING OF THE NEIGHBORHOOD TO BEAR. AGAIN, I DO THE IDEA COMING BACK IS NO BRAINER. 40K. IF ANYBODY IS TRAVELING THIS AREA IT IS BUSY. THERE ARE TIMES ESPECIALLY OFF RUSH HOUR. CARS ARE GOING TOO FAST. IT IS NARROW AND WINDS. NOT A STRAIGHT ROAD. 40K IS SIMPLE THAT WOULD JUST CALM DOWN TRAFFIC. THIS IS NOT DEFAULT SPEED LIMIT. COUNCILLOR BROWATY TALKED ABOUT, WELL, WE DON'T WANT DEFAULT. WE AGREE SOMETIMES LOWERING SPEED LIMIT IS APPROPRIATE. WE VOTED FOR THAT ON THE OTHER SIDE. SELECT STREETS

THIS IS NOT MIXED UP WITH DEFAULT. THIS IS SPECIFIC FOR THIS AREA WHICH WE ALL AGREE WITH THAT SOMETIMES LOWERING SPEED LIMITS ON CERTAIN STREETS IS SOMETHING THAT CAN BE DONE. THE TURNING RESTRICTIONS. IF ANYBODY HAS TAKEN DORCHESTER ROUTE OUT FROM DORCHESTER TO WELLINGTON IT IS VERY STRANGE INTERSECTION CORNER. NOT SAFE. I ALWAYS RAISE CONCERNS ESPECIALLY WITH LEFT TURNAROUND THE CORNER IT IS DANGEROUS. I THOUGHT THAT WAS ALSO SOMETHING TO LOOK AT THE TURNING RESTRICTIONS TO MAKE IT SAFER. AGAIN, YES COMPROMISES. SOME PEOPLE WANT FULL INTERIM TO BE DONE TODAY. I HAD RESERVATIONS. NOT SAYING I WASN'T GOING TO VOTE FOR IT. I HAD RESERVATIONS. NOT ON THE TABLE. PEOPLE THINK IT IS ON THE TABLE. THAT IS NOT ON TABLE WE ARE VOTING FOR NEW MOTION TODAY. IT DOES SECURE FUNDS, ADDRESS SIGNIFICANT LINK MISSING. AS WE KNOW HOW MUCH WELLINGTON CRESCENT TO ACADEMY IS BUSY IN THE SUMMERTIME. WE HAVE TO PUT IN EXTRA MEASURES THERE. THIS IS MISSING LINK THAT IS IMPORTANT BECAUSE OF HEAVY LOADS OF TRAFFIC TO GOOD IN AND OUT OF NEIGHBORHOODS. SOME INTERIM MEASURES OR PERMANENT AND TRAINING RESTRICTIONS ARE VERY IMPORTANT. THOSE ARE MY COMMENTS. I WILL ASK BECAUSE I HAVE HAD FEEDBACK FROM SOME COUNCILLORS. I WILL ASK FOR EACH OF THE AMENDING MOTIONS ITEMS TO BE VOTED ON SEPARATELY.

MADAM SPEAKER: COUNCILLOR

COUNCILOR EMMA DURAND-WOOD.

THANK YOU, MADAM SPEAKER. I AM PLEASED TO SUPPORT COUNCILLOR ROLLINS MOTION. I WOULD HAVE PREFERRED TO SEE THE PILOT BIKE LANE IMPLEMENTED THIS YEAR AS PUBLIC SERVICE RECOMMENDED. THIS WOULD HAVE GIVEN US CHANCE TO TEST OUT CHANGES TO SEE WHAT WORKS AND TWEAK BEFORE SPENDING MILLIONS OF DOLLARS ON UNTESTED PLAN. THIS AMENDING MOTION IS COMPROMISE. A WAY FOR SAFETY MEASURES IMMEDIATELY. DANGERS TO PEDESTRIANS AND BECOMES HAVE BEEN KNOWN FOR YEARS. WE NEED SMALL STEPS TO ADDRESS THIS. ENCOURAGING MORE PEOPLE TO USE SUSTAINABLE MODES OF TRANSPORTATION IS VITAL PART OF CLIMATE ACTION PLAN. WE NEED MORE PEOPLE WALKING, BIKING, TAKING TRANSIT. BEAR MINIMUM IS CONDITIONS OF SAFETY. WE HAVE SEEN OVERWHELMING NUMBER OF PEOPLE ALL WALKS OF LIFE AND AGES AND STAGES IN THIS PROCESS AND THEY HAVE TOLD US WE NEED TO ACT NOW TO MAKE WELLINGTON CRESCENT SAFER. PARENTS, SENIORS THINKING WHEN THEY WILL NO LONGER DRIVE OR WANT TO STAY ENGAGED IN NEIGHBORHOOD. WE HEARD LOUD APCLEAR RESIDENTS AND USERS OF WELLINGTON EXPECT US TO ACT. THEY BROUGHT FORWARD LIVED EXPERIENCE AND LOCAL KNOWLEDGE AND DEEP UNDERSTANDING WHERE TROUBLE AREAS ARE WHAT STEPS TO BE TAKEN TO ADDRESS THEM. I AM HAPPY TO SUPPORT THIS

AMENDING MOTION AND ENCOURAGE MY COLLEAGUES TO DO THE SAME. THANK YOU.

MADAM SPEAKER: COUNCILLOR ALLARD.

COUNCILLOR ALLARD: THANK YOU TO COUNCILLOR ROLLINS I SUPPORT THIS. SPEAKING FRENCH.

MADAM SPEAKER: THANK YOU. ANY FURTHER SPEAKERS? MR. MAYOR.

MAYOR GILLINGHAM: THANK YOU, MADAM SPEAKER. I WANT TO THANK EVERYONE INVOLVED. IT IS A LOT OF GOOD ENGAGEMENT ON THIS REALLY IMPORTANT MATTER. I WANT TO THANK COUNCILLOR LUKES FOR OPENING STRONG COMMENTS. TO OPEN THE DEBATE. OBVIOUSLY I SUPPORT THE MAIN ITEM TO GET DESIGN WORK STARTED THIS YEAR. DESIGN WORK IS PROJECT WORK. SOMETIMES WE DON'T THINK OF IT THAT WAY BECAUSE THE DESIGN WORK HAPPENS USUALLY IN OFFICES. DESIGN WORK IS PROJECT WORK. IDEA OF EXPEDITING OR MOVING THIS PROJECT UP THIS SET OF INFRASTRUCTURE IS CRITICAL. FOR STAFF THEY WILL DO DESIGN WORK AND BRING THOSE DESIGNS BACK. THEY HAVE INDICATED AS COUNCILLOR LUKES POINTED OUT NOT ONE DESIGN BUT MORE THAN ONE DESIGN TO COME BACK TO PUBLIC DOMAIN. I APPRECIATE THE AMENDING MOTION. I WILL SUPPORT I CAN APPRECIATE THE THREE CLAUSES. I WILL SUPPORT THE CLAUSE NUMBER 7 AT THE FINAL DESIGN AND ASSOCIATED COSTS BE SUBMITTED TO COUNCIL FOR APPROVAL. THAT WAY FOR SURE IT COMES BACK TO PUBLIC DOMAIN. FIVE AND SIX I UNDERSTAND WHY THE SPEED LIMIT WOULD BE CITED NOW AND MAYBE CLOSURE OF THE INTERSECTIONS. I THINK THAT MAY BE CONTEMPLATED. I EXPECT THAT TO BE BROUGHT FORWARD IN DESIGNS AS OPTIONS AS WELL. I AM NOT GOING TO SUPPORT THEM TODAY. LOOK FORWARD TO THEM COMING BACK IN COMING MONTHS FOR COUNCIL AND PUBLIC TO DISCUSS. WHAT WE NEED IN THAT SECTION IS AN OPTIMAL INFRASTRUCTURE. MAXIMIZING AND OPTIMIZES PEDESTRIAN FLOW, CYCLING FLOW AND VEHICLE FLOW AS WELL. BY GOING TO DESIGN WE MOVE THE PERMANENT INFRASTRUCTURE UP. WE GET IT BUILT SOONER. MORE PEOPLE WITH USE ALL OF IT, SAFER AND SOONER. I WILL SUPPORT THE MAIN CLAUSE AND IF WE CAN GO CLAUSE BY CLAUSE ON AMENDING MOTION I WILL SUPPORT RECOMMENDATION 7.

MADAM SPEAKER: FURTHER SPEAKERS? COUNCILLOR WYATT.

COUNCILLOR WYATT: I RISE TO SAY I WILL DO OPPOSITE WHAT THE MAYOR INDICATED. I WILL SUPPORT AMENDMENT TO THE CLAUSE BECAUSE I CAN HEAR WHAT THE COUNCILLOR FOR THE AREA SAID. IF YOU DRIVE THIS ROUTE NOW WELLINGTON FROM ACADEMY TO RIVER, I HEARD WHAT MARTY HAD TO SAY. I

SERVED ON CONVENTION CENTRE BOARD WITH MARTY. I HAVE RESPECT FOR THE MAN. HE IS A LOCAL RESIDENT LONG TIME BUSINESS PERSON WHO HAS DONE A LOT FOR THE CITY. I RECOGNIZE HIS CONTRIBUTION. IN TERMS OF RIVER. IF YOU DRIVE THESE SECTIONS NOW THEY HAVE BEEN TIGHTENED UP BECAUSE OF BIKE LANES. YOU CAN'T DRIVE MORE THAN 40 THERE. THE HIGHER SPEED LIMIT IS NOT CORRECT ANYWAY. TO MAKE THE SPEED LIMIT FORMALLY 40 RECOGNIZE AN EXISTING FACT IN TERMS OF DRIVING CONDITION ON THOSE ROADS. YOU CAN'T DRIVE 50 THEY ARE TIGHT BECAUSE OF THE DEVELOPMENTS OF BIKE LANES ON RIVER FROM WELLINGTON AND STRADBROOK. NUMBER 6 IN TERMS OF AMENDMENT, MADAM SPEAKER. I LOOK IN THE CONTEXT HOW TO AMEND OVERALL REPORT TO THE MAYOR'S POINT. HOWEVER, IF YOU READ IT THROUGH IT IS IN THE REPORT OF THE RECOMMENDATIONS IT WOULD BE DE FACTOR PART OF THE WORK GOING ON REGARDING CONSTRUCTION OF BIKE PATH. ISSUE THAT CAME UP ENGINEERING WISE, PUBLIC WORKS WOULD BE THE FIRST TO COME BACK TO STANDING COMMITTEE AND SAY WE CAN'T DO THIS CLOSURE OR THAT ONE. IN TERMS OF OVERALL MOTION I SUPPORT THE AMENDMENT IN TERMS OF AMENDED CLAUSE. SYMBOLISM. I SAID THIS AT STANDING COMMITTEE PUBLIC WORKS. BACK IN 2019 THE TRANSCONA TRAIL MISSING LINGUAS IN THE CAPITAL BUDGET. ALL THE WAY FROM WHERE IT ENDS NOW IN FRONT OF COSTCO DOWN INTO MISSION TO GET US TO MISSION TO GET US AROUND REGION. THE CYCLIST ON THE RODE IT IS PROBLEMATIC. THAT MONEY WAS IN THE BUDGET. $1.9 MILLION BACK THEN WAS TAKEN OUT WHEN I WAS NOT HERE ANY MORE. IT WAS TAKEN OUT. I AM NOT GOING TO GET INTO WHY. YOU CAN ASK HIM, I GUESS. REALITY, MADAM SPEAKER, STILL WAITING FOR IT TO BE ADDED INTO THE BUDGET. I CAN HEAR THE RESIDENTS. I AGREE. BECAUSE I TRIPPED AND FELL DOESN'T MEAN YOU SHOULD TRIP AND FALL. AREAS OF COMMUNITY ARE WAITING FOR INFRASTRUCTURE IMPROVEMENTS. I AM NOT SAYING CONCERNS ARE NOT LEGITIMATE, NOT ANYWAY, SHAPE OR FORM. I AM SAYING ONLY SO MANY INFRASTRUCTURE DOLLARS TO GO AROUND. THE SAFETY ISSUES REGARDING CYCLES IS REAL ESPECIALLY MAJOR STREETS. THE SECTION BETWEEN BASICALLY YOU HAVE GOT EVERYTHING FROM 59 HIGHWAY 1 KILOMETER EVERY DIRECTION IS PROBLEMATIC IN TERMS OF SAFETY. I WOULD SAY GREATER SAFETY CONCERN THAN THIS SECTION OF WELLINGTON. I COULD BE WRONG. LOOK AT TRAFFIC VOLUMES AND FACT WE HAVE FOLKS TRYING TO COMMUTE OUT OF TRANSCONA. THE COMMUNITY IS NOT LINKED TO THE CITY WHEN IT COMES TO ACTIVE TRANSPORTATION. SAME FOR COUNCILLOR BROWATY'S AREA. RIGHT NOW THE FREEWAY DOESN'T CONNECT THE REST OF THE SYSTEM. WE HAVE THAT IN THE BUDGET COMING UP, THANK GOODNESS. UNFORTUNATELY, THE OTHER LINK TAKEN OUT OF THE BUDGET IS NOT THERE. I KNOW THERE ARE FUNDING ISSUES IN THE PAST. MAYOR WAS CHAIR OF FINANCE WHEN THAT HAPPEN. I HOPE HE CAN ADDRESS THAT IN THE FUTURE. I WOULD ADD I HEAR RESIDENTS. THEY WANT SOMETHING DONE NOW. EXPECTATION IS NOW. REALITY IT IS HALF A MILLION DOLLARS ON TEMPORARY THROW AWAY FOR THIS YEAR. NEXT YEAR DO THE WORK

ANYWAY. THIS IS MOVING PRETTY QUICK, BUT AGAIN, MADAM SPEAKER, NOT PLEASED WE DID NOT HAVE A BIGGER DISCUSSION ON THIS IN LIGHT OF THE FACT THERE ARE REMEMBER ACTIVE TRANSPORTATION ISSUES THROUGHOUT THE CITY UNDERFUNDED. THEY HAVE TO BE ADDRESSED WHICH ARE ABSOLUTELY MISSING LINKS NOT JUST IN THE NEIGHBORHOOD BUT MISSING LINKS FOR ENTIRE QUADRANTS OF THE CITY NOT BEING ADDRESSED. THAT IS MY CONCERN. I HEAR WHAT THE COUNCILLOR IS TRYING TO DO. SHE IS TRYING TO REPRESENT HER RESIDENTS AND DOING GOOD JOB. THE CHALLENGE IS JUMPING OF THE QUEUE AND FACT SO MANY DOLLARS FOR INFRASTRUCTURE FOR AT. WE HAVE THESE CALLS FROM RESIDENTS. I THINK HER CALLS ARE JUST AS LEGITIMATE AS MINE. THOSE ARE MY THOUGHTS. I WILL SUPPORT THE AMENDMENT BROUGHT FORWARD. OVERALL CLAUSE, NO. THANK YOU.

MADAM SPEAKER: COUNCILLOR EADIE.

MADAM SPEAKER, LIKE THE MAYOR I WILL SUPPORT RECOMMENDATION SEVEN ON THE AMENDMENTS. WHAT IS NOT ACCEPTABLE TO ME 40KPH ON A REGIONAL ROAD. WHEN I TALK ABOUT 40KPH RESIDENTIAL STREETS I AM NOT TALKING ABOUT REGIONAL ROADS WHICH ARE ROADS THAT GET YOU QUICKER TO PLACES YOU HAVE TO BE TO PARTICIPATE IN THE ECONOMY, MADAM SPEAKER. TO DO VARIOUS OTHER THINGS AROUND THE CITY LIKE RUNNING YOUR KID FOR SOCCER FROM UP ON SAY LELA AND MAIN DOWN TO WAVERLY HEIGHTS COMMUNITY CENTRE. RIDE YOUR BIKE AND SEE HOW FAST YOU CAN GET THERE. MADAM SPEAKER, I CAN'T SUPPORT THAT KIND OF THING. I WANT TO SPEAK AGAIN. IF ALL OF THESE AMENDMENTS DO PASS, I WILL JUST VOTE AGAINST THE WHOLE THING BECAUSE, YOU KNOW, MOVING FORWARD THE 5-POINT WHATEVER MILLION DOLLARS FOR 27, MADAM SPEAKER WHICH MEANS DESIGN STARTS THIS YEAR. NOT LIKE THEY NEVER DESIGNED DEALING WITH LEFT-HAND TURNS OR SLIP LANES. THERE IS A LOT OF SLIP LANES THAT LEAD TO TRAFFIC ISLANDS ACROSS THE CITY. I AVOID THEM. YOU NEVER KNOW IF YOU HIT THE ISLAND. NO CONSISTENCY, MADAM SPEAKER, IN THE ANGLE YOU HAVE TO CROSS. NO CONSISTENCY IN THE CURB CUT FOR A PEDESTRIAN WHO IS BLIND. I WOULD NEVER TRY IF I WAS WALKING, I WOULD BE CROSSING AS PEDESTRIAN, I WOULD BE CROSSING ON THE WEST SIDE OF WELLINGTON CRESCENTS AND ACADEMY. NO WAY TO TRY TO NAVIGATE. I WOULD RECOMMEND A LOT OF PEDESTRIANS THOSE SLIP LANES ARE DANGEROUS AND THERE ARE MANY, MANY ACROSS THE CITY. I DON'T KNOW WHY THIS IS MORE IMPORTANT THAN THE OTHERS ACROSS THE CITY, MADAM SPEAKER. IF WE DO SOMETHING ABOUT THE SLIP LANE HERE MAYBE WE SHOULD DO SOMETHING FOR ALL OF THE SLIP LANES WHERE TRAFFIC ISLANDS EXIST SO PEDESTRIANS AND CYCLISTS CAN BE SAFE. MADAM SPEAKER I CYCLED DID THE RIGHT HAND SLIP LANE AT REDWOOD AND MAIN FROM ELMWOOD. IN THE 1980s WHEN I COULD SEE, THOSE SLIP LANES I DON'T KNOW THEY ARE THAT DANGEROUS FOR CYCLISTS

COMING AROUND THE CORNER. I NEVER HAD A PROBLEM WHEN I WAS RIDING MY BIKE. IN REGARDS TO THE REST OF IT. I AM SUPPORTIVE OF 7. THERE ARE TWO DESIGNS COMING. PEOPLE WILL LOOK AT IT. THEY DEALT WITH LEFT HAND TURNS IN MY WARD. SEVEN OAKS AVENUE FROM SCOTIA TO MAIN STREET IS CONSIDERED BICYCLE CONNECTION TO ANOTHER ROUTE EVENTUALLY OR WHATEVER, AND THERE IS A NUMBER OF PLACES WHERE THEY PUT IN NO LEFT-HAND TURNS. WITHOUT TRAFFIC SIGNALS NO LEFT HAND TURNS. MEDIAN IS THERE AND I DON'T KNOW WHERE YOU POST THE SIGN WITH NO MEDIAN. WHAT THAT NO LEFT-HAND TURN DOES MEAN AT SOME POINT YOU HAVE TO DO A U BALL TO GO BACK TO THE INTERSECTION TO TURN RIGHT AS AT 7 OAKS AND MAIN YOU HAVE TO GO AND TURN AND DO U BALL SO YOU CAN GO AND TURN RIGHT TO 7 OAKS AVENUE. THESE ARE THE THINGS. FOR ME THAT IS SOMETHING YOU SHOULD BE DOING ON A PERMANENT BASIS, NOT TESTING OR WHATEVER. I DON'T KNOW HOW YOU TEST. YOU KNOW WHAT HAPPENS. THEY HAVE TO PROVIDE A PLACE FOR U-TURNS. THEY DO. IF YOU CAN'T TURN LEFT THERE HAS GOT TO BE SOMEWHERE YOU CAN TURN LEFT TO GO AND TURN UP THAT STREET YOU NEED TO GO TO. THAT'S BEEN THE PRACTICE IN VARIOUS PLACES OF THE CITY. I WILL LEAVE IT AT THAT. I WILL BE SUPPORTING RECOMMENDATION 7.

MADAM SPEAKER: NEXT SPEAKER COUNCILLOR MAYES.

COUNCILLOR MAYES: GOOD COMPROMISE I SUPPORT ALL THREE ASPECTS OF AMENDMENT. I THOUGHT THERE WOULD BE SOMETHING WITH TEMPORARY LANES. I WOULD HAVE SUPPORTED THAT. THEY HAVE PUT A LOT OF WORK ON THIS AND DETAIL ON TURN RESTRICTIONS. HAPPY TO FOLLOW THEIR LEAD AND VOTE FOR ALL THREE PARTS OF THIS. WE WILL SEE WHERE THAT ENDS UP BEFORE MAKING COMMITMENT ON FINAL VOTE AS MY COLLEAGUES HAVE DONE. WE HAVE SPENT A LOT OF TIME ON THIS. GLAD TO RESOLVE IT. SOME SORT OF INFRASTRUCTURE PUT IN BUT THIS SEEMS TO BE A SKILLED ATTEMPT AT COMPROMISE FROM COUNCILLORS ROLLINS AND ORLIKOW.

MADAM SPEAKER: COUNCILLOR ROLLINS OPPORTUNITY TO CLOSE.

COUNCILLOR ROLLINS: THANK YOU FOR THE DISCUSSION. YOU KNOW, COUNCILLOR ORLIKOW MY PARTNER ON WELLINGTON HAS NAMED THE HOLE WE WERE ASKING COUNCIL TO FIX. THIS AMENDMENT BRINGS AND BACK TO HOW WE BEGAN THE WORDS OF COUNCILLOR DUNCAN. THE FOCUS FOR TODAY AND WE WILL CLOSE BY ARGUING THIS WAY. THE WINNIPEG PUBLIC SERVICE TOLD US TO IMPROVE SAFETY NOW IN 2026 AT LOW COST BY REDUCING SPEEDS. NOT WAITING FOR ANOTHER CONSTRUCTION SEASON. WE CAN DO THIS SPRING. IN FACT, THEY PLAN TO DO THIS AND MORE. NOT WAITING FOR YET ANOTHER ROUND OF ENGAGEMENT TO DO SOME OF THE THINGS IN THE AMENDMENT NOW. THIS

AMENDMENT PUTS THE SIMPLE MOST IMMEDIATE STEPS THAT WERE LEFT OUT OF PUBLIC WORKS DISCUSSION AND E.P.C. DISCUSSION. THOSE IMMEDIATE STEPS ARE BACK IN. THAT SHOULD GIVE COUNCIL COMFORT TO, NUMBER ONE, LOWER SPEED TO 40-KILOMETER ON WELLINGTON AND EXPAND WEST OF NASAU. TWO. MAKE A REAL DIFFERENCE IN SAFETY. SOMETHING THAT COMES THROUGH IN THE PUBLIC SERVICE REPORT ON WHAT WAS HEARD AS WELL. ALL OF THOSE FOLKS. WHAT YOU HEARD. CONSENSUS POSITION OF MY WARD AND CERTAINLY FOR OILY CO. MAKE AN IMMEDIATE DIFFERENCE IN SAFETY. TO THE MAYOR AND EADIE I APPRECIATE SUPPORT ON AMENDMENT COMING BACK. I DO. YOU KNOW WHAT ELSE? WHEN I ASKED THEM TO TAKE ANOTHER LOOK AT NUMBER SIX. THEY WERE ARGUING FOR IT. WHY? I DISPUTE THIS. WHEN I AM JUMPING THE QUEUE ON ONE HAND OR I AM LOOKING A GIFT HORSE IN THE MOUTH ON PERMANENT DESIGN. I WILL OFFER THE RESIDENTS AND PUBLIC SERVICE VIEW THOSE LANES OF WHAT WAS GOING TO BE DONE THIS SUMMER AS WHAT SHOULD BE DONE THIS SUMMER. THERE IS A STRONG CONSENSUS IN THAT. IN THE WORDS OF LIBBY, MADAM SPEAKER, NOT MY YOUNG RESIDENT YOUNG STUDENT AT E.P.C. TO BE ASKED BY COUNCILLOR EADIE ARE YOU AWARE AND I WILL PARAPHRASE ALL ROADS IN THE CITY COULD PROVE A HAZARD. MADAM SPEAKER, I SAY THIS WITH A LOT OF PRIDE. SHE ANSWERED THAT QUESTION LIKE A PRO. SHE REMINDED THE E.P.C. AND COUNCILLOR EADIE THAT SHE WAS PREPARED TO TALK ABOUT HER SAFETY AMBITIONS FOR EVERY SINGLE ROAD. SHE KNEW THE AGENDA ITEM WAS ON WELLINGTON. WE ARE NOT TALKING ABOUT EVERY LANE. WE ARE TALKING ABOUT THE ONES OFF WELLINGTON. FINAL DESIGN FOR WELLINGTON CRESCENT. THIS IS NUMBER ONE ISSUE THAT COUNCILLOR ORLIKOW RAISE WITH ME AS WE HAVE BEEN TALKING IS FOR IT TO COME BACK. PLEASED THAT IS HAPPENING. FINAL DESIGN AND I WANT TO DISCUSS AMBITIONS OF COUNCILLOR LUKES. I HAVE ACKNOWLEDGED SEVERAL TIMES OUTSIDE CHAMBER AND I WILL AGAIN. I HAVE DEFENDED HER AT CHOPS INSIDE THE CHAMBER. THAT IS A MATTER OF RECORD. SHE KNOWS THAT AND MANY OF YOU KNOW COMPROMISE IS F WORD FOR ME MANY DAYS. LONGER TERM PLAN SHE ENVISIONS IS HERE. I AM NOT PUTTING FORWARD MY HEART'S DESIRE AROUND THE PILOT. LONGER TERM PLAN TO BRING FINAL DESIGN TO COUNCIL WITH COSTS, CLARITY AND ACCOUNTABLE IS SOMETHING CLOSE TO THE HEART OF COUNCILLOR ORLIKOW AND CLOSE TO MY HEART, TOO. WITHOUT AMENDMENT TODAY, MADAM SPEAKER, NOTHING CHANGES ON THE GROUND THIS YEAR. AS I SAID AT THE BEGINNING, WE PROMISED SOMETHING THIS YEAR. THANK YOU, MADAM SPEAKER, IF WE COULD CALL A RECORDED VOTE.

MADAM SPEAKER: COUNCILLOR LUKES, YOUR OPPORTUNITY TO CLOSE ON THE AMENDING MOTIONS AND MAIN ITEM.

COUNCILLOR LUKES: THANK YOU EVERYONE FOR ALL YOUR INPUT. I AM RATHER

ASTOUNDED THERE IS NO POLITICAL WILL TO MAKE THIS HAPPEN. I THINK THAT IS RATHER -- I WON'T USE THAT WORD. THERE IS POLITICAL WILL TO MAKE THIS HAPPEN. THERE ABSOLUTELY IS. I UNDERSTAND VERY WELL THE FRUSTRATION THAT IT IS NOT HAPPENING TODAY. I UNDERSTAND THAT. BUT I KNOW AS CHAIR OF PUBLIC WORKS THERE ARE COUNT LESS OTHER INTERSECTIONS AND PIECES OF ROADWAY THAT HAVE HIGHER RATES OF VEHICLE PEDESTRIAN AND CYCLING COLLISIONS. WE HEAR FROM THE COMMUNITY THIS SECTION NEEDS TO BE PRIORITIZED. THAT IS POLITICAL WILL WE ARE DOING IT. I CONFIRMED THIS WITH THE STAFF. I HAVE NEVER SEEN A BIKE LANE WITH PINNED BALLARDS AS PROTECTION BECOMING PERMANENT. WE HAVE NEVER DONE THAT IN THE CITY. I CONFIRMED WITH STAFF. I SEE POLL RE-POSTS AS A GAME. THAT IS NOT GOING TO PROTECT A SINGLE SOUL. IT IS IMPORTANT AND WE HEARD THAT THE ENGINEERS ARE GOING TO DELIVER DETAILED DESIGN FOR PERMANENT BIKE LANE SOLUTION. THIS IS INFORMED BY PUBLIC ENGAGEMENT. POLLING CITY ENGAGEMENT BUILDING ON WORK COMPLETED ON THE INTERIM CONCEPT. RELATED TO THE AMENDING MOTIONS, I AM VERY SUPPORTIVE OF COUNCILLOR ORLIKOW AND ROLLINS DESIGN 7 FOR WELLINGTON AVENUE BIKE LANE AND COSTS SUBMITTED TO COUNCIL FOR APPROVAL. I AM VERY SUPPORTIVE OF THAT. THROUGH DESIGN PROCESS AND CONSULTATION PROCESS WE WILL LEARN MORE WHAT SHOULD HAPPEN FOR NUMBER 5 AND 6. I AM NOT SUPPORTIVE OF PROCEEDING WITH 5 AND 6. THROUGH THE DESIGN PROCESS FEEDBACK, CONSULTATION CHANGING REGIONAL TO 40 LIKE THAT. MANY USERS USE THIS STRETCH. I AM NOT SUPPORTIVE OF 5 AND 6. I AM SUPPORTIVE OF 7 AND THE AMENDING MOTION. I HOPE THAT WE VOTE THE REPORT IN FRONT OF US TO MOVE THAT $5.4 MILLION. I KNOW NO ONE IS EXCITED ABOUT THAT. I HAD MANY COUNCILLORS SAY GIVE ME PART OF THE $5.4 MILLION. I HAVE SEEN THINGS HAPPEN IN THE WORLD OF ACTIVE TRANSPORTATION AND POLTECHS AND ELECTIONS THAT ARE JUST UNBELIEVABLE. WHEN WE HAVE THAT OPPORTUNITY TO LAND THAT MONEY TODAY NOT NEXT YEAR TODAY WE SHOULD DO IT AND VOTE ON THAT.

MADAM SPEAKER: WITH THAT WE WILL VOTE ON THE ITEM. RECORDED VOTE. THREE CLAUSES TO BE CLEAR. AMENDING MOTION ONE. CLAUSE 5, 6, 7. THAT IS CLEAR. CLAUSE 5 IS WITH RESPECT TO THE SPEED LIMIT LOWERING. CLAUSE 6 IS TURNING LANES. CLAUSE 7 IS THE FINAL DESIGN. I WILL CALL THE QUESTION ON ITEM 5. IN FAVOR PLEASE RISE.

CLERK: COUNCILLORS ORLIKOW, ALLARD, DOBON. DURAND-WOOD, GILROY, MAYES, ROLLINS, SANTOS, WYATT. MADAM SPEAKER COUNCILLOR SHARMA.

MADAM SPEAKER: OPPOSED RISE.

HIS WORSHIP MAYOR GILLINGHAM. BROWATY, CHAMBERS, DUNCAN, EADIE,

LUKES.

CLERK: 10-6.

MADAM SPEAKER: NEXT IS ITEM CLAUSE 5 CARRIES. CLAUSE SIX IN FAVOR PLEASE RISE.

CLERK: COUNCILLORS, ORLIKOW, ALLARD, DOBSON, DURAND-WOOD, GILROY, MAYES, ROLLINS, WYATT.

MADAM SPEAKER: THOSE OPPOSED, PLEASE RISE.

CLERK: GILLINGHAM, BROWATY, CHAMBERS, DUNCAN, EADIE, LUKES, SANTOS AND SHARMA.

CLERK: 8-8.

MADAM SPEAKER: TIE VOTE. CLAUSE 6 DEFEATED. CLAUSE 7 FINAL DESIGN. PLEASE RISE IN FAVOR.

CLERK: GILLINGHAM, ORLIKOW, ALLARD, BROWATY, CHAMBERS, DOBSON, DUNCAN, DURAND-WOOD, EADIE, GILROY, LUKES, MAYES, ROLLINS, SANTOS, WYATT AND SHARMA.

CLERK: 16-0.

MADAM SPEAKER: NOW THE MAIN ITEM AS AMENDED. ALL IN FAVOR PLEASE RISE.

CLERK: GILLINGHAM, ORLIKOW, ALLARD, BROWATY, CHAMBERS, DOBSON, DURAND-WOOD, GILROY, LUKES, MAYES, ROLLINS, SANTOS AND SHARMA.

MADAM SPEAKER: THOSE OPPOSED, PLEASE RISE.

CLERK: COUNCILLORS, DUNCAN, EADIE AND WYATT.

CLERK: 13-3.

MADAM SPEAKER: AMENDING MOTION ONE PASSES PARDON MAIN ITEM PASSES AS AMENDED. NEXT ITEM MR. CLERK. MAYBE AFTER NEXT ITEM AND FOLKS IN THE GALLERY MAY WANT TO DEPART.

CLERK: REDUCED SPEED NEIGHBORHOOD PILOT DEFAULT SPEED LIMIT. ITEM 3.

MADAM SPEAKER: COUNCILLOR LUKES. AMENDING MOTION TO GO WITH THIS.

COUNCILLOR LUKES: REDUCED SPEED NEIGHBORHOOD PILOTED DEFAULT SPEED LIMIT. I REFLECT BACK ON COUNCILLOR EADIE AND COUNCILLOR SMITH. WHEN I WAS DOING ADVOCACY AND I SAW THEM COME FORWARD WITH 30-KILOMETER AN HOUR SPEED LIMIT WAS WONDERFUL. I FORGET WHAT YEAR THAT WAS. HERE WE ARE TODAY FINALLY DOING PILOTS, ALL OF THIS. WE ARE HERE TODAY TO REQUEST THAT THE PROVINCE OF MANITOBA AMEND HIGHWAY TRAFFIC TO ALLOW CITY OF WINNIPEG TO SET DEFAULT SPEED LIMITS. WE ARE NOT SAYING DEFAULTS. PROVINCE LET US DO IT VERSUS SIGNING EVERY SINGLE INTERSECTION AND SPEND $10 MILLION ON SIGNS. THE LEADER EXPRESSED NOT AN INTEREST IN IT SAYING DO IT OURSELVES. I AM HOLDING OUT HOPE AND OPTIMISM HE WILL READ WHAT THERE IS PUBLISHED ON SAFE SPEED, SLOWER SPEED LIMITS. GROWING IN THE CITY THAT IS DENSIFYING. I THINK AT 65% OF THE POPULATION WILL BE LIVING IN CITIES BY 2050. THIS IS JUST TO ASK THE PROVINCE TO ALLOW US TO DO A DEFAULT.

MADAM SPEAKER: COUNCILLOR BROWATY INTRODUCE YOUR AMENDING MOTION.

COUNCILLOR BROWATY: THANK YOU, MADAM SPEAKER. I ENCOURAGE YOU TO LOOK AT E-MAIL WITH RECENT RESEARCH STUDY. MAJORITY OF WINNIPEGGERS OPPOSE THIS IDEA. THOSE WITH STRONG FEELINGS ONLY 20% STRONGLY WANT IT. 40% ARE STRONGLY OPPOSED. LOOK AT THE SCIENCE. VERY, VERY FEW TRAFFIC ACCIDENTS INVOLVE INJURIES. HAPPEN ON THESE LOCAL STREETS AND COLLECTOR STREETS. IT VARIES BY NEIGHBORHOOD. IN MANY COMMUNITIES THE LOCAL COLLECTOR STREETS PEOPLE TRAVEL SIGNIFICANT DISTANCES. THESE WILL HAVE NEGATIVE IMPACT ON DAILY COMMUTES. I HAVE LOOKED AT THE SAMPLE MAP ATTACHED TO TODAY'S REPORT. I WILL TELL YOU SURE PUBLIC SERVICE SUGGESTIONS 40-KILOMETER AN HOUR. WE HAVE OPTION OF HIGHER SPEED LIMIT. IN NORTH KILDONAN A LOT OF 50-KILOMETER AN HOUR SIGNS REQUIRED TO HAVE ACCEPTABLE TO THE RESIDENTS OF NORTH KILDONAN. I CAN'T SAY THIS STRONGLY ENOUGH. WE DO NOT WANT THIS POWER FROM MANITOBA. WE SHOULD NOT ASK FOR IT. I BELIEVE THAT, AGAIN, WE GET MORE CALLS FROM PEOPLE ASKING FOR THINGS TO SLOW DOWN AND LOT LEASE PEOPLE SAY EVERYTHING IS WORKING FINE. THAT DOES NOT MEAN THAT IS MAJORITY. IT SHOWS EXACTLY THAT. DOWNTOWN FEWER PEOPLE TO DRIVE. SMALL MAJORITY OF PEOPLE SUPPORT LOWERING SPEED LIMITS. TALK TO THOSE GETTING KIDS TO SWIMMING LESSONS AND SOCCER PRACTICE ON TIME. THEY DON'T WANT THIS. IT IS NOT NEEDED. I CAN'T SAY STRONGLY ENOUGH PLEASE VOTE TO RECEIVE THIS REPORT AS INFORMATION AND CONTINUE WITH STATUS QUO WHICH IS NO HUGE NUMBER OF INJURIES WHERE WE SEE CHALLENGES. ARTERIAL ROADWAYS, BUSY STREETS. WHEN IT COMES TO READY SIGN THERE ARE STREETS WE WOULD BUILD SMALLER.

SPRINGFIELD ROAD I HAVE PROMOTED HAD SOME SPEED REDUCTION MECHANISMS PUT IN THERE. SAFETY MEASURES. YOU KNOW WHAT? OVER 60-KILOMETER WAS AVERAGE. THAT WAS TOO FAST FOR SPRINGFIELD ROAD. I TOOK MORE LUMPS THAN I GOT CREDIT. IT WAS STILL THE RIGHT THING TO DO. I ENCOURAGE YOU TO VOTE FOR MY AMENDMENT TO RECEIVE THE REPORT AS INFORMATION. THANK YOU VERY MUCH.

MADAM SPEAKER: NEXT SPEAKER. COUNCILLOR WYATT FOLLOWED BY COUNCILLOR GILROY.

COUNCILLOR WYATT: IT IS FUNNY WHEN YOU SEE THE THINGS THAT GO DIFFERENT DIRECTIONS. I WAS REFLECTING THAT IT WAS NOT THAT LONG AGO WHEN WE HAD THE PREVIOUS PREMIER WHO SAID HIGHER SPEEDS ON THE HIGHWAYS. WE HAVE TO GO TO 110, NOT JUST 100 ON TRANS-CANADA AND 75. YES, LET'S DO THAT. THAT IS THE SPEEDS LIMIT TODAY. HOW IS IT THAT IS NOT SAFER AND THIS IS NOT SAFER. THIS IS WHEN I DON'T UNDERSTAND. I WILL REMARK THIS. TO PREPARE FOR THE MOTION AND THE VOTE TODAY I TRIED TO DRIVE 40 WITH MY VEHICLE. IT IS NOT MAYBE. I HAVE NOTHING FANCY. A FORD, 2021. NOTHING FANCY. I TRIED TO DRIVE AT 40. WITH MY VEHICLE R PMs YOU HAVE TO WORK THE PEDAL. EVERY VEHICLE IS DIFFERENT. IF YOU HAVE TO CONSTANTLY LOOK AT THE PEDAL AND LOOKING AT SPEEDOMETER, YOUR EYES ARE NOT ON THE ROAD. DOWN TO 30 THAT IS WHERE YOU CAN HOLD IT STUDY. YOU ARE NOT ALWAYS HAVING TO WORK THE PEDAL. YOU CAN DRIVE AND GET A SENSE, OKAY, YOU ARE GOING TO 30. THE R PMs IN SOME VEHICLES BETWEEN 30 AND 50 IS A PROBLEM. I WILL MENTION SOMETHING ELSE, TOO, THAT PEOPLE AREN'T MENTIONING TO THIS ISSUE. IF ANYBODY HAS RIDDEN INSIDE A GREEN VEHICLE ELECTRIC VEHICLE, THEY ARE EXTREMELY QUIET. SO QUIET THAT THE LESS SPEED THEY HAVE THE QUIETER THEY GET. MAJOR ISSUE COMING FORWARD. IT IS ONE THING TO HEAR A VEHICLE COMING UP ON YOU GOING 50. IF IT DROPPED DOWN TO 40. ELECTRIC VEHICLES IT SHOULD BE POINTED OUT HAVE 0 TO 30 OR 0 TO 50 IN SECONDS, FRACTION OF A SECOND TO GET TO SPEEDS COMPARED TO CARBON COMBUSTION ENGINE. IT IS A CONCERN. I WAS SURPRISED TO SEE WE DIDN'T GET THIS POWER WHEN PROVINCE HANDED OVER SPEED POWERS TO US SOME TIME AGO. HAVING SAID THAT I AM WITH COUNCILLOR BROWATY. WE SHOULD BE CAUTIOUS IN LIGHT OF WHAT IS HAPPENING IN TECHNOLOGY. I DON'T KNOW THAT IT IS SAFER. I THINK IF WE DID WHAT WE SAID WE WOULD DO WHICH WAS AT THE BEGINNING OF THE TERM COME BACK. THIS COUNCIL WAS GOING TO COME BACK WITH DESIGN FEATURES TO BE INCORPORATED WHEN WE DO RENEWALS ON OUR LOCAL STREETS. HERE WAS A CHANCE. WE SPENT TENS OF MILLIONS EVERY YEAR ON LOCAL STREETS TO BE RENEWED. WE ASKED FOR POLICY, WE BROUGHT FORWARD POLICY INCORPORATE AUTOMATICALLY THE RENEWAL EXISTING RESIDENTIAL STREETS SAFETY BY DESIGN TO BE DONE MAKE IT SAFER. DID THAT HAPPEN? NO. ARE WE DOING THAT IN NEW

DEVELOPMENTS COMING FORWARD? GETTING BETTER BUT NOT CLEAR POLICY ON THAT YET. MISSED OPPORTUNITIES TO REALLY BRING SPEEDS DOWN BY SIMPLY SAYING YOU WILL DRIVE THAT BECAUSE THAT IS HOW THE ROAD IS DESIGNED AND FEELS. IF WE CARED ABOUT THIS ISSUE ABOUT SAFETY, BUT IT IS EASY TO SAY THOUSAND SHALL DRIVE THIS. IT IS CHALLENGING FOR A LOT OF FOLKS OUT THERE WITH TECHNOLOGY AND TECHNOLOGICAL CHANGES. THERE SHOULD BE SOME THOUGHT GIVEN TO THAT. ESPECIALLY IN A CITY LIKE OURS WITH WINTER CONDITIONS. THANK YOU VERY MUCH, I WILL NOT SUPPORT THE PILOT PROJECT. I BELIEVE THE PROVINCE SHOULD RETAIN THIS POWER. THANK YOU.

MADAM SPEAKER: NEXT SPEAKER. COUNCILLOR ROLLINS.

COUNCILLOR ROLLINS: MADAM SPEAKER, I MISS WORKING DAY-TO-DAY ON EXECUTIVE POLICY COMMITTEE WITH COUNCILLOR BROWATY. I AM LUCKY TO HANG OUT WITH HIM TIME TO TIME. IMAGINE SEEING SOMETHING COMPLETELY DIFFERENTLY AND BEING ABLE TO ALSO SEE HOW WE COULD ARRIVE ALMOST AT THE SAME VOTE. WHAT HE SEES AS A SURVEY REVEALING A CLEAR MAJORITY OF WINNIPEG RESIDENTS THAT DON'T SUPPORT LOWERING DEFAULT SPEED LIMITS I SEE AS STRONG SUPPORT OUT PACING THE OPPOSITION OVER THE TIME. A SIGNIFICANT PORTION OF RESPONDENTS EXPRESS STRONG SUPPORT FOR CHANGE. IT IS UNDERSCORING A TREND LINE THAT IS GROWING SUPPORT AND DEMAND FOR SAFER STREETS. WHEN HE PRESENTED HIS PRESS RELEASE AND THE OPEN LETTER TO ALL OF COUNCIL MY HEART GREW. WHY? I COULD JUST REWRITE IT AND SAY EXACTLY THE OPPOSITE SAME THING WITH THE SAME DATA. AS POLICY ANALYST, MADAM SPEAKER, BY TRADE. HOLY COW. I WAS EXCITED HOW QUICK, EFFICIENT HE COULD MAKE MY WORK. FINDINGS HIGHLIGHT INCREASING PUBLIC AWARENESS SMALL REDUCTIONS IN SPEED CAN REDUCE LIKELIHOOD OF SERIOUS DEATH OR COLLISION. AS MUNICIPAL ACTION THAT FEARS BEST CLEAREST MOMENTUM FOR POLICY WAS WHEN SCHOOL ZONES HAPPENED. THIS IS GREAT PUBLIC EDUCATION HE WAS DOING. A CITY-WIDE DEFAULT OF 40K WOULD CREATE MORE CONSISTENT EXPECTATIONS FOR DRIVERS AND IMPROVE SAFETY ACROSS NEIGHBORHOODS. TODAY WE ARE VOTING ON MOTION TO ASK PROVINCE OF MANITOBA TO AMEND LEGISLATION GRANT WINNIPEG AUTHORITY TO ESTABLISH LOWER SPEED LIMIT. I HEARD PREMIER AND HE SAID OVER AND OVER WINNIPEG HAS THE RUBY RED SLIPPERS THEY NEED TO CLICK THEM AND GET HOME. THERE ARE HUNDREDS OF THOUSANDS OF DOLLARS ON THAT, MADAM SPEAKER, AS A PRACTICE LET'S DO IT THEN. LET'S JUST DO IT. IT DOESN'T HAVE TO BE PROCEDURAL AND TOSSING THAT HOT POTATO BACK AND FORTH. WE COULD STAND IN OUR SPACE IN A MEANINGFUL WAY AND TAKE STEPS TO REDUCE HARM. PREMIER IS RIGHT. WE HAVE HAD THE SHOES ON ALL OF THE TIME. HE HAS PROVIDED US THOSE TOOLS. IT IS JUST GOING TO COST US MORE. I AM ABSOLUTELY ENCOURAGING RESIDENT GOES TO SHARE SUPPORT WITH ALL OF THEIR ELECTED

REPRESENTATIVES. I AM ENCOURAGING EVERY RESIDENT WHO SUPPORTS SAFER STREETS TO ENCOURAGE LOCAL OFFICIALS, MLAs ON PRACTICAL, CITY-WIDE MEASURES, CONTACTING THEM BECAUSE FOR SURE LIKE PUBLIC EDUCATION ON THE FACTS, THOSE VOICES MATTER. THERE IS AN OPPORTUNITY TO MOVE FORWARD ON CHANGE. IN THAT RESPECT I DON'T THINK COUNCILLOR BROWATY IS WRONG. I JUST THINK THAT WE CAN DO BOTH AND. I WILL SUPPORT THIS MOTION, MADAM SPEAKER, WITH A BIT OF RELUCK TANS IN MY HEART BECAUSE I DO LIKE THOSE MOMENTS WHERE HE SAYS AND SHE SAYS VOTE ON THE SAME THING FOR DIE METRICALLY OPPOSITE REASONS. I WILL SUPPORT IT BUT I WOULD ENCOURAGE US TO DO WHAT PREMIER SAYS. IT WOULD LOOK KIND OF MESSY LIKE IT LOOKS MESSY WITH SPEED LUMPS, LUKES SILLY. THAT IS WHAT THEY WROTE IN FOR US TO DO. WE CAN DO IT. IT IS MORE EXPENSIVE. SAFETY IS WORTH IT. THANK YOU, MADAM SPEAKER.

MADAM SPEAKER: NEXT SPEAKER. COUNCILLOR GILROY.

COUNCILLOR GILROY: THANK YOU, MADAM SPEAKER. I DO NOT SUPPORT COUNCILLOR BROWATY'S MOTION. I THINK HIM AND I WILL SIT ON OPPOSITE SIDES. I SAW DIFFERENCE IN WHAT HE SHARED ON YOU MANY PEOPLE WANT TO SEE A LOT MORE ROAD SAFETY AND SLOWER SPEEDS ON OUR STREETS. I WANT TO THANK HIM FOR PROVIDING THIS. IT INDICATES HIGH NEED OF RESIDENTS REALLY WANTING SAFER SPEEDS IN WINNIPEG. I WANT TO HIGHLIGHT I DID MY OWN SURVEY IN MY COMMUNITY. I HAD 430 RESPONSES FOR MY OWN COMMUNITY. I SEPT OUT A CARD IN THE MAIL BOX, QR CARD AND PEOPLE RESPONDED. HUGE AMOUNT WANTED SLOWER SPEEDS. VERY FEW WANTED TO LEAVE THE SPEEDS AS THEY WERE. WE HAD 264 PEOPLE WANTS 40. 101 WANT 40. 83 WANTED TO KEEP IT AT 50. HUGE DEMAND. I ALSO WANT TO ACKNOWLEDGE NOT EVERY ONE WHEN TALKING WITH RESIDENTS UNDERSTOOD WE ARE TALKING ABOUT LOCAL STREETS THAT PEOPLE ARE LIVING ON. MISS CONNECTION I THINK WITH PUBLIC WHAT STREETS WE ARE TALKING ABOUT. I DO HOPE PREMIER IS LISTENING. I HOPE WE ENCOURAGE OUR RESIDENTS TO CALL MLAs. IN THE BUDGET WE WERE PROVIDED THAT WE HAD TO SELECT SOME PROJECTS THAT WE DID NOT PRIORITIZE, MADAM SPEAKER. IN DOING SO WE HAD TO RECONFIGURE THE BUDGET AND WHAT WE DID. WE HAD TO TAKE OUT ROAD SAFETY ITEMS, RIGHT, MADAM SPEAKER? ROAD SAFETY HAS BEEN SOMETHING WE ALL-AROUND THE TABLE CAN AGREE ON AND REALLY WANT, MADAM SPEAKER. I AM HOPING THE PREMIER AND M LAs ARE LISTENING. THIS IS A SIGN AT THE BEGINNING THEY HAVE TO PUT UP A SIGN AT THE BEGINNING OF WINNIPEG INDICATING THAT WE WOULD BE REDUCING TO 40, RIGHT? COUNCILLOR LUKES SUGGESTED WE PAY FOR IT. THAT IS ALL WE ARE ASKING. REMEMBERING TO THE PREMIER IF HE IS LISTENING TALKING ABOUT LOCAL STREETS. THAT IS REALLY CRITICAL. STREETS LIKE THE HIGHWAY WILL REMAIN THE SAME. IT IS IMPORTANT THAT WE MAKE THAT CHANGE. THAT MONEY COULD BE BETTER USED TO MAKE SURE

WE DO OTHER THINGS ON ROAD SAFETY, MADAM SPEAKER. I THINK AT THEN OF THE DAY IF WE DON'T GET RESPONSE FROM GOVERNMENT WE MIGHT DO IT ON THE COST OF ALREADY BURDENED TAXPAYERS. TAXPAYERS WANTING A LOT OF ROAD SAFETY MEASURES BEING DENIED THAT WITH THE LAST BUDGET. I AM HOPING HE WILL HELP US OUT AND SIGN ON TO THIS. THE IS ALL A SIGN. I AM NOT GOING TO SPEAK ON BEHALF OF COUNCIL THERE WOULD BE A POSITIVE DISCUSSION ON PAYING FOR ONE SIGN AT ALL OF THE DIFFERENT END POINTS INTO WINNIPEG THAN MANY SIGNS WE HAVE TO PUT UP MAYBE EVEN REALLY MORE CONFUSING FOR PUBLIC IN TERMS OF HOW THEY GET AROUND THE CITY OF WINNIPEG. HOPING THAT WE CAN SUPPORT THIS TODAY. I ENCOURAGE COLLEAGUES TO SUPPORT LOWER SPEEDS. THANK YOU.

MADAM SPEAKER: NEXT SPEAKER COUNCILLOR CHAMBERS FOLLOWED BY COUNCILLOR MAYES.

COUNCILLOR CHAMBERS: I RISE TODAY IN TERMS OF READING THIS REPORT IT TALKS ABOUT REQUESTING THAT THE PROVINCE OF MANITOBA ALLOW CITY OF WINNIPEG TO AMEND THE DEFAULT SPEED LIMIT THROUGH BY-LAW. DOESN'T TALK ABOUT WHAT THAT NUMBER IS. IT IS REQUESTING THE PROVINCE ALLOW THE CITY TO MAKE THESE CHANGES. IN RESIDENTIAL STREETS WHEN I DRIVE DOWN MY RESIDENTIAL STREET I HAVE A HEADS UP DISPLAY THAT IS DISPLAYED ON MY WIND CHILD. IT IS AUTOMATICALLY DEFAULTED TO 40 REGARDLESS IF I AM COMING OFF PT THAT IS 60. THE SPEED SUGGESTIONS THAT I REDUCE DOWN TO 40-KILOMETER AN HOUR. REDUCING THE SPEED IN AND OF ITSELF IS NOT GOING TO CHANGE MUCH. I SAY THAT TO SAY THIS. THE ONLY THING REALLY THAT CHANGES BEHAVIOR IS THE ENFORCEMENT. THE ENFORCEMENT MUST BE ONLINE OR ABLE TO MAINTAIN THIS NEW SPEED REDUCTION. IF THERE IS ENOUGH OFFICERS OR IF THE IMAGE CAPTURING PHOTO IS AMENDED OR UPDATED TO ALLOW MORE OF THESE TYPES OF VEHICLES ON OUR ROADWAYS THAT IS THE ONLY WAY TO REDUCE THE SPEED IS THROUGH ENFORCEMENT. I AM SUPPORTIVE OF ASKING THE PROVINCE TO ALLOW THE CITY TO MAKE THESE CHANGES. I AM HOPING THOSE THAT ARE IN THE PROVINCIAL LEVEL THAT WEIGH IN ON THIS ARE LISTENING TO THIS COUNCIL. AGAIN, RECOGNIZING THE ONLY THING THAT CHANGES BEHAVIOR IS ENFORCEMENT. WE SHOULD BE MAKING SURE THAT IS WINNIPEG POLICE SERVICE, TRAFFIC UNITS AND POTENTIALLY UPDATING IMAGE CAPTURING PHOTO ENFORCEMENT PROGRAMME TO ALLOW MORE CAMERAS ON THE ROADWAYS TO HELP CURB OR ENFORCE ANY NEW CHANGES THAT THIS MOTION ADDRESSES. MADAM SPEAKER, AGAIN, I SUPPORT. I ENCOURAGE MY COUNCIL COLLEAGUES TO VOTE ON THIS. TO SUPPORT IT AND LET THE CHIPS FALL WHERE THEY MAY. THANK YOU, MADAM SPEAKER.

MADAM SPEAKER: COUNCILLOR MAYES.

COUNCILLOR MAYES: I HAVE DRIVEN HOME WITH COUNCILLOR CHAMBERS. WE HAVE HIM FOR LOWER SPEED LIMITS THAT IS GOOD WORK HERE. I WILL NOT SUPPORT THE AMENDMENT. I WILL SUPPORT THE E.P.C. RECOMMENDATION. THERE HAS GOT TO BE SOMETHING GOING ON WHEN I AM ON THE SAME PAGE AS IAN WALKER AFTER THESE YEARS. COMPROMISE. EVERYONE IS COMING TOGETHER. THE QUESTION THAT NEEDS ANSWERED WHICH IS SOME OF THOSE STREETS PERIMETER HAVE NO COLOR ON THEM. I DON'T KNOW WHAT THAT MEANS. I HAVE BEEN O VICTORY PLACE AND YOU LOOK BACK TOWARDS THE CITY OF WINNIPEG. WELCOME TO WINNIPEG. OUTSIDE OF THE SIGNS. WE WILL SORT OF THAT OUT. I HAVE BEEN CRITICAL OF PUBLIC SERVICE. THEY DESERVE CRITICISM AND I PRAISE WHERE THEY DESERVE PRAISE. THEY DESERVE PRAISE ON THIS. IT WAS A LONG PILOT PROJECT. THEY CAME IN WITH REALISTIC RECOMMENDATIONS. I COMMEND COUNCILLOR LUKES. THIS STARTS WHEN COUNCILLOR ALLARD WAS CHAIR OF PUBLIC WORKS. 30K PILOT IN MY PART OF ST. VITAL WITH THE LOUD NOISE AND COMPLAINTS. THERE WAS NO COMPLAINT AT 40. PEOPLE COMPLAINING WERE ONE STREET NORTH OUTSIDE THE ZONE. WHY DIDN'T UP INCLUDE US? I AM FINE WITH THIS RECOMMENDATION. SOME CONTROVERSY AS COUNCILLOR GILROY POINTED OUT NOT EVERY STREET. NOT ST. MARY'S ROAD OR HENDERSON HIGHWAY GOING TO 40. THERE IS A LOGIC. GOOD WORK BY MR. PAT MAN AND JIM STEERING THIS THROUGH. FORMER MAYOR BOWMAN GOT US GOING ON THIS. I REMEMBER HIM SAYING WHEN I DRIVE AROUND I FEEL COMFORTABLE, I DON'T THINK 40 IS ARTIFICIALLY SLOW ON A LOT OF STREETS. HERE WE ARE THESE YEARS LATER ABLE TO DO SOMETHING ABOUT IT. HOPEFULLY PREMIER AND FORMER MAYOR IS LISTENING. I GIVE HIM CREDIT FOR ALTERING MY THINKING AND MOVING IT FORWARD. I WILL NOT SUPPORT AMENDMENT BUT I WILL SUPPORT THE MAIN RECOMMENDATION FROM E.P.C. AND HOPEFULLY PROVINCE WILL THEN HAVE ANOTHER DEBATE ABOUT WHAT LIMIT TO SET. THIS IS IN DIRECTION OF REASONABLE COMPROMISE.

MADAM SPEAKER: COUNCILLOR

COUNCILOR EMMA DURAND-WOOD FOLLOWED BY THE MAYOR. LOWER RESIDENTIAL SPEED LIMITS ARE IDEA WHOSE TIME HAS COME FOR WINNIPEG. SOMEONE WHO SPENT YEARS IN ADVOCACY ROLE I AM PROUD TO SAY I SUPPORT RECOMMENDATIONS OF PUBLIC SERVICE TO ASK PROVINCE FOR RIGHT TO SET OUR OWN DEFAULT SPEED LIMIT. PRIOR TO RUNNING FOR OFFICE I SPENT A LOT OF TIME WITH NEIGHBORS GOING DOOR-TO-DOOR TO QUANTIFY SUPPORT FOR 30-KILOMETER AN HOUR RESIDENTIAL SPEED LIMIT. I THOUGHT WE WOULD BE LUCKY TO GET 60% SUPPORT. KNOCKING ON HUNDREDS OF DOORS THROUGH ELMWOOD WE CONSISTENTLY HAD 80 TO 90% OF PEOPLE SAYING THEY WANT TRAFFIC TO SLOW DOWN ON THEIR STREET AND WOULD SUPPORT 30-KILOMETER AN HOUR. THESE FOLKS TALKED ABOUT SPEED, NOISE, DANGER OF FAST MOVING CARS. THEY

SPOKE ABOUT WORRY FOR KIDS AND FOLKS WITH MOBILITY ISSUES. PETS HIT BE CARS. THEY TOLD US ABOUT COLLISIONS HAPPENING OVER AND OVER ON STREETS ESPECIALLY CLOSE TO CORNERS. COLLISIONS THAT NEVER MAKE THE NEWS BUT EVERYONE KNOWS THEY HAPPEN BECAUSE THEY WITNESS THEM WITH THEIR OWN EYES. THEY TOLD US ABOUT ACCIDENTS WAITING TO HAPPEN. TODAY WE HAVE AN OPPORTUNITY TO START DOING THAT SOMETHING. THE MOST RECENT COLLISION STATISTICS AVAILABLE FOR THE CITY OF WINNIPEG SHOWED IN OUR CITY WE HAVE ON AVERAGE 56 COLLISIONS INVOLVING MOTOR VEHICLES EVERY YEAR. OVER A YEAR 5,000 WERE INJURED IN 20,000 COLLISIONS. THIS AMOUNTS TO STAGGERING AMOUNTS OF LOST PRODUCTIVITY AND TRAFFIC DELAYS AND INJURY. WE NEED TO REMEMBER TWO IMPORTANT THINGS. NUMBER ONE THEY LEAD TO LOWER COLLISION SEVERITY. WE HAVE HEARD ABOUT SURVIVE ABILITY OF COLLISION AT 30-KILOMETER PER HOUR VERSUS 50. THAT ALONE SHOULD BE COMPELLING. NUMBER TWO. LOWER SPEED LIMITS LEAD TO LOWER COLLISIONS. THAT IS GOOD FOR EVERYONE ESPECIALLY DRIVERS. TODAY WE ARE VOTING TO SET OUR OWN DEFAULT SPEED LIMIT TO ENABLE US FOR MORE UNIFORM SPEED LIMITS IN COST-EFFECTIVE WAY. WHEN TIME COMES TO DECIDE THE LIMIT I BELIEVE WE SHOULD ADOPT EVIDENCE BASED SPEED OF 30 NOT 40. THIS IS A STEP IN THE RIGHT DIRECTION. WE HAVE THIS IDEA LOWERING THE SPEED LIMITS THE CONTROVERSIAL AND WILL NEVER WORK. IN CITY AFTER CITY ACROSS CANADA AROUND THE WORLD WHERE LOWER SPEED LIMITS ARE ADOPTED THERE IS OPPOSITION BEFORE IMPLEMENTATION. QUICKLY IT APPEARS WHEN THEY DO ADJUST SPEEDS AND COLLISIONS DROP IN THE ABSENCE OF OTHER MAJORS. NOT ULTIMATE SOLUTION BUT CRITICAL FIRST STEP. I THANK PUBLIC SERVICE FOR HARD WORK. I ENCOURAGE COLLEAGUES TO VOTE YES ON MAIN ITEM AS WE ENDEAVOR TO BUILD A SAFER CITY FOR ALL IN WINNIPEG.

MADAM SPEAKER: MR. MAYOR FOLLOWED BY COUNCILLOR EADIE.

I WON'T SUPPORT AMENDING ITEM. I SUPPORT MAIN CLAUSE. IT IS NOT VOTE FOR 40-KILOMETER AN HOUR, NOT 30-KILOMETER AN HOUR, IT IS REQUESTING THE PROVINCE TO MAKE CHANGE TO THE HIGHWAY TRAFFIC ACT TO GIVE CITY AUTONOMY TO MAKE DECISION AND DERM DEFAULT SPEED LIMIT. I WILL SUPPORT MAIN CLAUSE FOR THAT REASON.

COUNCILLOR EADIE.

COUNCILLOR EADIE: I JUST WANT TO BE CLEAR. HARVEY SMITH IN EARLY 2014 OR 2013. THEY ARE A GREAT SUCCESS WITH A PILOT. HARVEY SMITH FELT WE SHOULD BE DOING THAT HERE IN THE CITY BECAUSE WE ALL DO HEAR ABOUT PEOPLE COMPLAINING MOTOR VEHICLES ARE SPEEDING ON RESIDENTIAL STREETS. SOMETIMES THEY ARE NOT. SOMETIMES A TRUCK LOOKS LIKE IT IS GOING FASTER

THAN IT REALLY IS. HARVEY SMITH MOVED THE MOTION AND I SECONDED. THERE WAS A BIG THING IN THE MEDIUM. A NUMBER OF PEOPLE CHALLENGED ME. THEY DIDN'T REALIZE WE WERE ASKING FOR 40KPH ON RESIDENTIAL STREETS NOT REGIONAL ROADS. I CHALLENGE ANYBODY TRY DRIVING DOWN YOUR LOCAL RESIDENTIAL STREET AT 40. IT IS NOT LIKE DRIVING 30. IT IS 40. TRY IT. I THEN CONSTANTLY GOT FEEDBACK THAT IS NOT BAD, WORKS OKAY, RIGHT? STILL GETTING TO THE REGIONAL ROAD AND GOING 50 OR 60 OR IF YOU ARE ON CHIEF PEG GAS TRAIL IT IS 80. ANYWAY, THE POINT IS I THINK WINNIPEG IS READY FOR IT. WE CAN'T SET OUR OWN DEFAULT. THAT IS THE MAIN POINT ABOUT THIS. LET US SET IT AND I WOULD ANY OF THE PUBLIC I CHALLENGE YOU ALL BECAUSE IF THE PROVINCE SAYS WE ARE GOOD WE HAVE DEBATE AND DISCUSSION ABOUT THE PILOTS RECOMMENDATION IS 40KPR WHICH IS WHAT IT IS IN EDMONTON. THEY HAVE 30 KPR 24/7 BY DAYCARES, MADAM SPEAKER. I SUPPORT AS WELL. THE POINT IS WE NEED TO BE ABLE TO SET DEFAULT BECAUSE WE WILL NOT SPEND MILLIONS OF DOLLARS. FRANKLY, MADAM SPEAKER. THIS IS NOT A DIS ON PUBLIC WORKS. THERE ARE SO MANY SIGNS IN THE CITY THAT FALL UNDER PUBLIC WORKS AND RELATED TO MOVING TRAFFIC, TRAFFIC FLOW. FRANKLY, WE HAVE A VERY HARD TIME KEEPING UP TO WHEN THEY NEED TO BE REPLACED UNLESS SOMEBODY REPORTS TO THE CITY. WE DON'T HAVE SOMEBODY INSPECTIONS ALL OF OUR SIGNS DRIVING DOWN EVERY STREET IN THE CITY CHECKING TO SEE THE SIGNS WERE WHERE THEY WERE SUPPOSED TO BE. SPEED SIGNS TO BE SEEN CLEARLY. IF WE WANT TO SET SOMETHING WE COULD DO IT. WHAT ARE WE SAYING? WE ARE GOING TO INSTALL 10 MILLION MORE SIGNS. WE CAN'T KEEP UP TO THE ONES WE ALREADY HAVE. I THINK THAT IS A RIDICULOUS PREMISE. THEREFORE I AM HOPING WE ALL VOTE TO ASK THE PROVINCE TO LET US SET DEFAULT SPEED LIMIT. THANK YOU.

MADAM SPEAKER: NEXT SPEAKER. COUNCILLOR DUNCAN.

COUNCILLOR DUNCAN: SPEAKING WITH MY STRICTLY WARD PERSPECTIVE TUXIED DO WESTWOOD. WE HAVE UNIQUE COMMUNITY WITH ROADWAYS WITH GRANULAR DITCHED ROW WAYS IN CHARLESWOOD. THERE IS A DEFINITE NEED TO LESSEN SPEEDS ON THOSE ROADS. WHEN I FIRST LEARNED OF THIS IDEA I ALSO THOUGHT THAT IS NOT NEEDED ON THE REGIONAL ROADS. THEY ARE WIDE AND ACCOMMODATE A LOT OF TRAFFIC. AS I EVOLVED IN-ROLE AS COUNCILLOR IT IS A DESIRE FOR RESIDENTS OF RESIDENTS INCLUDING MYSELF WITH YOUNG CHILDREN TO TAKE IT EASIER BENEFITING THE RESIDENTIAL NEIGHBORHOODS. SENIOR GOING FOR A WALK, PARENT PUSHING A STROLLER ORCHIDS OUT ON THEIR BIKES WHEN THERE IS NO SIDEWALK OR BENEFIT OF OTHER WARDS HAVING INFRASTRUCTURE FOR CYCLISTS. AS I MENTIONED VERY BRIEFLY. IT IS IMPORTANT FOR SEVERAL REASONS. MOST IMPORTANT WHEN YOU DON'T HAVE THE NECESSARY INFRASTRUCTURE TO PROMOTE SAFE WALKWAYS ALONG STREETS WHICH IS

EXACTLY THE CASE IN MY WARD. I WON'T SUPPORT THE AMENDMENTS.

MADAM SPEAKER: COUNCILLOR ALLARD.

COUNCILLOR ALLARD: I WILL BE BRIEF. AS I THINK I SHARED WITH COUNCILLOR MAYES. INCREMENTAL CHANGE DOES NOT MAKE A GREAT RALLYING CRY DURING ELECTIONS OR MAKE GOOD COUNCIL SPEECHES. HE HAVE SEEN THIS EVOLVE OVER TIME AND WHAT MAY HAVE APPEARED LEAK A LOSS OR WHEN WE FIRST PILOTED 30 AND 40K. IT WAS A CHANGE THAT IS INCREMENTAL AND MOVING TO SOMETHING BIGGER. FOR THAT REASON I WILL SUPPORT THE MOTION TODAY. I WILL NOT SUPPORT THE AMENDING MOTION. I THINK WE CAN IF COUNCIL HAS THE OPPORTUNITY IT WILL MAKE DECISIONS. IT DOES BECAUSE WE HAVE THE PILOT WHICH ASK A CASE IN POINT. WITHOUT BELABORING THE ISSUE I WILL SUPPORT THE ASK TO CONTROL THE SPEED LIMITS. THAT MEANS COUNCIL GETS TO DECIDE. WITH THAT I WILL LEAVE MY WORDS AT THAT. INCREMENTAL CHANGE HAS WORKED IN THIS CASE AND I THINK IT CAN CONTINUE TO WORK. THANKS FOR THAT.

MADAM SPEAKER: ANY FURTHER SPEAKERS? BACK TO YOU, COUNCILLOR BROWATY TO CLOSE ON YOUR MOTION.

COUNCILLOR BROWATY: THANK YOU VERY MUCH. EVERYBODY AROUND THE TABLE BELIEVES IN ROAD SAFETY. MOMENTS AGO WE VOTED ON MOTION ON WELLINGTON CRESCENT BIKEWAY. I VOTED IN SUPPORT OF THAT. WE NEED TO MAKE SURE ROADS ARE SAFE FOR ALL DIFFERENT ROAD USERS. WE NEED PROPER FACILITIES TO MOVE A MAJOR CITY. I WAS PROUD WHEN WE BUILT THE CHIEF PEGUIS TRAIL. IT REMOVED TENS OF THOUSANDS EVERY DAY ON SPRINGFIELD ROAD THAT KIDS CROSS TO GET TO SCHOOL. I SUPPORT HENDERSON HIGHWAY. THERE ARE PARTS WITHOUT A SIDEWALK. ACTIVE TRANSPORTATION CORRIDOR FROM CHIEF PEGUIS TO THE NORTH CITY LIMIT IS IN THE BUDGET IN THE COMING YEARS. WE NEED THESE TYPES OF INFRASTRUCTURE. REGARDLESS OF SPEED LIMIT WHATEVER NUMBER IS ON THE WALL OR ENTRANCE TO THE CITY PEOPLE HAVE TO DRIVER TO CONDITIONS. IF YOU ARE DRIVING DOWN RESIDENTIAL STREET AND COME ACROSS A PARKED CAR SLOWDOWN TO GET AROUND IT. ICE AND SNOW OR CHILDREN AROUND THE ROAD EFFORTS THAT IS THE CASE. I SUPPORT AT THIS TIME. DESIGN STANDARDS ON ROADS CHANGED OVER TIME. I LIVE IN SUBDIVISION THAT STARTED IN 1980s. LOCAL COLLECTOR IS TOO WIDE. THOSE VISUAL CUES. IT DIDN'T MAKE SENSE. WE HAVE TO BUY A LOT OF 50-MILE PER HOUR SIGNS OR CHANGE THE ROADS WILL COST BILLIONS MORE. YOU WANT JUST CHANGE BEHAVIOR WITH SIGNS ON THE ROADS. WHERE THE ACCOUNTS ARE, THEY ARE NOT ON THE LOCAL STREET. IN TERMS OF SURVEY COMMENTS WERE MADE ABOUT THAT. STRONG OPPOSITION HAS GROWN. 2021 SIMILAR SURVEY TALKING ABOUT GOING FROM 50 TO 40 SPECIFICALLY. BACK IN 2021, 36% STRONGLY OPPOSED IT. TODAY THAT IS UP

TO 38. ALL QUADRANTS EXCEPT FOR THE CORE THE MAJORITY OPPOSE LOWERING SPEED LIMITS.

IF CITY COUNCIL REDUCES FROM 50 TO 40. 27 HAPPY. 27 I WON'T CARE. 46% I WILL NOT BE HAPPY. 46% UNHAPPY WITH THIS. LET US SET OUR OWN SPEED LIMIT NOT TO RAISE DEFAULT SPEED LIMIT. I WOULDN'T SUPPORT THAT. LOWERING IT. I BE FRANK. SUPPORT MY INFORMATION FOR INFORMATION AND WORK TO DESIGN WORKS PEACED UPON WHAT USES WILL BE AROUND IT AND BE RESPONSIBLE FOR THE ELECTORS WHO SENT US HERE.

MADAM SPEAKER: COUNCILLOR LUKES TO CLOSE.

COUNCILLOR LUKES: JUST CALL THE QUESTION.

MADAM SPEAKER: QUESTION ON AMENDING MOTION TWO. ALL IN FAVOR. PLEASE RISE.

CLERK: COUNCILLORS BROWATY, DOBSON, WYATT.

MADAM SPEAKER: THOSE OPPOSED, PLEASE RISE.

CLERK: GILLINGHAM, ORLIKOW, ALLARD, CHAMBERS, DUNCAN, DURAND-WOOD. EADIE, GILROY, LUKES, MAYES. ROLLINS. SANTOS AND MADAM SPEAKER COUNCILLOR SHARMA.

3-13.

MOTION TWO IS LOST.

ALL IN FAVOR PLEASE RISE. GILLINGHAM, ORLIKOW, ALLARD, CHAMBERS, DUNCAN, DURAND-WOOD, EADIE, GILROY, LUKES, MAYES, ROLLINS, SANTOS AND SHARMA.

MADAM SPEAKER: THOSE OPPOSED RISE.

CLERK: BROWATY, DOBSON AND WYATT.

CLERK: 13-3.

MADAM SPEAKER: ITEM 3 PASSES. WE WILL MOVE TO BY-LAWS. I THINK THERE WAS REQUEST FOR BREAK. WE CAN DO THAT NOW. 10 MINUTES.

MADAM SPEAKER: I WOULD SAY LIKE TO RECONVENE OUR COUNCIL MEETING

MARCH 26, 2026. STANDING POLICY COMMITTEE ON PUBLIC WORKS. BY-LAWS SECTION. COUNCILLOR LUKES.

I MOVE BY-LAW 35-2026 BE READ FIRST TIME.

IN FAVOR. CONTRARY. CARRIED.

CLERK: 35 OF 2026.

I MOVE IT BE READ A SECOND TIME.

MADAM SPEAKER: IN FAVOR.

IOWA.

CONTRARY. CARRIED.

CLERK: BY-LAW 35 OF 2026.

I WOULD LIKE TO MOVE RULE 52 PROCEDURE BY-LAW 502007 BE SUSPENDED AND BE READ THIRD TIME AND SIGNED AND SEALED.

MADAM SPEAKER: IN FAVOR. CONTRARY. CARRIED. NOW QUESTION PERIOD. QUESTIONS FOR CHAIR. COUNCILLOR CHAMBERS.

COUNCILLOR CHAMBERS: THANK YOU, MADAM SPEAKER. THROUGH YOU TO CHAIR OF PUBLIC WORKS. IN BACK LANES THROUGH THE CITY OF WINNIPEG THERE ARE ISSUES WITH CATCH BASINS FREEZING AND MULTIPLE AREAS WHERE COOLING OF WATER EXTENDS ALMOST UP TO THE KNEE. IT HAS BEEN A LONG TIME SINCE I USED THIS PHRASE. PEOPLE ARE GETTING BOOTERS. I DON'T KNOW IF THE CAO KNOWS WHAT A BOOTER IS. WINNIPEG TERM WHERE THE WATER LEVEL EXCEEDS THE HEIGHT OF YOUR BOOT. THEREFORE IT FILLS UP WITH WATER. I AM ASKING YOU, MADAM SPEAKER, THROUGH YOU TO THE CHAIR. WHETHER THE CITY IS GOING TO BE OUT WITH THE STEAMERS AND MITIGATING SOME OF THE PROBLEMATIC DRAINS IN OUR CITY.

THANKS FOR THE QUESTION. THIS IS A CHALLENGING SPRING WITH A LOT OF FREEZES AND THAWS. WHAT IS HAPPENING WITH THE CATCH BASINS SOME OF THEM ARE PLUGGED. 60,000 CATCH BASINS IN VARIOUS FORMS. SOME GET BLOCKED WITH ICE OR DEBRIS. THE CITY HAS 19 STEAMERS. MOST ARE IN OPERATION UNLESS ONE BREAKS DOWN OR COUPLE BREAKDOWN. THEY ARE OUT ON CALLS. I WOULD SUGGEST YOU ALL TELL RESIDENTS BE AS DESCRIPTIVE AS

POSSIBLE TO THE SITUATION AT HAND. THEY WILL RESPOND WHERE WATER IS APPROACHING A PERSON'S HOME. THEY WILL PRIORITIZE THOSE. WE HAVE COMMERCIAL STEAMERS OUT. WE HAVE HIRED STEAMERS THROUGH CONTRACTORS TO DO A LOT OF CULVERTS IN TOWN IN CHARLESWOOD IN YOUR AREA. THE STEAMERS ARE OUT. REALLY IMPORTANT THAT PEOPLE BE DESCRIPTIVE WHEN THEY PRIORITIZE THE SITUATION. IF PEOPLE CAN ONLY IF THEY FEEL LIKE IT AND THEY WANT TO. IF THEY WANT TO POUR HOT WATER DOWN THE DRAIN OR PICK AWAY AT IT, I ENCOURAGE THAT. IT ALL HELPS. HELPING HANDS HELP.

MADAM SPEAKER: SECOND QUESTION COUNCILLOR CHAMBERS.

COUNCILLOR CHAMBERS: WITH THE FREEZE THAW CYCLE WE SEE MASSIVE CRATERS DISGUISED AS POTHOLES THROUGH YOU, MADAM SPEAKER TO THE CHAIR, WHAT IS THE PLAN WITH RESPECT TO THE LARGE POTHOLES THAT WE ARE CURRENTLY EXPERIENCING?

IT IS NOT GOOD, RIGHT. CITY IS OUT WITH COLD PACK MATERIAL THAT THEY ARE COMPRESSING INTO THE CRATERS AND POTHOLES. UNFORTUNATELY THEY ARE COMPACTING THEM INTO A WET SURFACE AS MUCH AS THEY GET THE WATER OUT IT IS STILL WET. COMPACTING THEM IN. IT IS LIKE A FILLING IN A ROTTEN TOOTH. SOME STAY, SOME DON'T. SOMETIMES THEY ARE OUT THERE A COUPLE TIMES EACH DAY REPLACING BIG ONES. AGAIN, RECOMMENDATION IS TO CALL IN THE POTHOLES BE AS DESCRIPTIVE AS POSSIBLE. IN THE WHEEL WELL OR WHERE THE WHEELS ARE AND IF A RESIDENT DESCRIBES IT WHERE THE WHEELS ARE THAT IS A PRIORITY VERSUS NOT WHERE THE TIRES ARE. ALSO, THE CITY IS DEALING WITH THE PRIORITY ONE AND TWO ROADS BEFORE RESIDENTIAL ROADS. ALL OF THIS INFORMATION THE CITY TAKES IN. CITY ACTUALLY HAS A NEW SOFTWARE THAT THEY HAVE GOT ON VARIOUS VEHICLES AI IS DETECTING POTHOLES HELPING THEM BE MORE STRATEGIC IN FILLING THEM. WE HAVE PRESS RELEASES COMING UP SOON. TO BE AS DESCRIPTIVE AS POSSIBLE HOW BIG WHERE THEY ARE AND JUST DO SOME SUN DANCES TO GET THE SUN OUT TO DRY THINGS UP.

MADAM SPEAKER: NEXT SPEAKER. ANY QUESTIONS? SEEING NONE. NEXT IS STANDING POLICY COMMITTEE ON FINANCE AND ECONOMIC DEVELOPMENT. NO REPORT TODAY. NO BY-LAWS. QUESTIONS FOR CHAIR FOR COUNCILLOR BROWATY? COUNCILLOR MAYES.

COUNCILLOR MAYES: THANK YOU. I HAD MENTIONED THIS. I WONDER IF WE COULD GET RESPONSE AT SOME POINT ON I HAD ASKED ABOUT THE ST. JAMES CIVIC CENTRE PROJECT. I WAS TOLD THAT DOESN'T MEET THE MAJOR PROJECT THRESHOLD SO OUR EXCELLENT CFO SAID IT DOESN'T MEET THE THRESHOLD. WE HAVE GOT BECAUSE IT IS PHASED. TOTAL AMOUNT BUDGETED FOR THE PROJECT IS

$33.85 MILLION. IT WOULD BE OVER THE THRESHOLD. IT IS IN THREE PHASES IS THE TROUBLE. THERE WAS FACILITY RENEWAL $10 MILLION WRAPPED UP IN 2023. EXPANSION $17 MILLION AND FURTHER EXPANSION FOR CHANGE ROOMS. I WONDER IF COUNCILLOR BROWATY COULD REVIEW THAT AS A MAJOR PROJECT. THERE IS $9.7 MILLION NOT OURS. THE OTHER PROJECTS WERE THE TRANSIT NORTH END SEWAGE TREATMENT BIG TICKET ITEMS. I AM CONCERNED THIS MIGHT BE FALLING BETWEEN THE CRACKS IN TERMS OF SUPERVISION. WE HEARD FROM COUNCILLOR FIELDING, MAYOR GILLINGHAM, COUNCILLOR DOBSON ON THIS PROJECT. SOMETHING TO BE PROUD OF. I VOTED FOR IT. I AM A LITTLE CONCERNED IT IS NOT SEEN AS MAJOR PROJECT.

MADAM SPEAKER: ANY FURTHER QUESTIONS? YOUR RESPONSE. YOU WEREN'T GETTING UP.

I DON'T GET DOWN THAT OFTEN. I WAS DOWN THERE LAST NIGHT THAT PROJECT IS GOING ON FOR YEARS, IT FEELS LIKE. A LOT GOING ON. IT HAS BEEN A LONG TERM PROJECT. IN TERMS OF PHASED FAIR POINT. STANDING POLICY ON FINANCE ECONOMIC DEVELOPMENT HAS ABILITY FOR UPDATE ON CAPITAL PROJECT GOING FORWARD WHETHER IT MEETS $25 MILLION THRESHOLD OR NOT. AT ONE OF THE NEXT MEETINGS WE GET UPDATE OF STATUS TRANSIT FARE UNDER $25 MILLION REVENUE PIECE FOR CITY EXTRA IMPORTANT I WOULD SAY FOR REVENUE COMING FORWARD AT CITY HALL. WHAT I CAN SAY IS WHETHER OR NOT ASSUMING WE WOULD GET REGULAR UPDATES. IT WOULD BE REASONABLE TO GET UPDATE ON WHAT EVERYTHING GOING ON AT ST. JAMES CIVIC CENTER. I INTEND TO ASK. ONE MEETING PUBLIC WORKS PROJECTS, ONE TRANSIT. THIRD WHERE WE GET REPORTS ON OTHER ACCOMMODATION MANAGEMENT MATERIALS, ACCOMMODATION PROJECTS. WRITTEN OR VERBAL WE WILL DISCUSS WITH COMMITTEE. REASONABLE FOR UPDATE AT THIS POINT.

MADAM SPEAKER: FURTHER QUESTIONS? SEEING NONE. STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT.

REPORT MARCH 5, 2026 MOVE ADOPTION OF ITEMS 1-8.

MADAM SPEAKER: ITEMS 1-8. IN FAVOR. CONTRARY. COUNCILLOR SANTOS? CALL THE QUESTION ON 1-5. 7-8. IN FAVOR. CONTRARY. CARRIED. MR. CLERK. ITEM 8. ITEM 6.

CLERK: SECONDARY PLANT POINT DOUGLAS NEIGHBORHOOD SP1/2026.

MADAM SPEAKER: COUNCILLOR DUNCAN TO INTRODUCE ITEM.

COUNCILLOR DUNCAN: EXCITING NEWS FOR POINT DOUGLAS NEIGHBORHOOD I WILL DEFER TO COUNCIL COLLEAGUE AND AREA REPRESENTATIVE.

MADAM SPEAKER: COUNCILLOR SANTOS.

COUNCILLOR SANTOS: THANK YOU, MADAM SPEAKER. I RISE IN STRONG SUPPORT OF THE SECONDARY PLAN THAT HAS BEEN A LONG TIME COMING AND REFLECTS VOICES, REALITIES ASPIRATIONS OF COMMUNITY IS MEANT TO SERVE. I WANT TO ACKNOWLEDGE COUNTERPART COUNCILLOR EADY. A JOINT EFFORT. TOGETHER WE MADE DECISION TO INVEST FEDERAL DOLLARS TO REINVESTING IN NORTH AND SOUTH POINT DOUGLAS TO BRING TOGETHER UNDER ONE UNIFIED VISION. THIS WORK IS UNLOCKING UNDER UTILIZED LANDS INDUSTRIAL AND HEAVY INDUSTRIAL AND BRINGING CARE AT TENSION AND REVITALIZATION POINT DOUGLAS DESERVES. I THANK PUBLIC SERVICE JAMES AND MEGAN. THE LEVEL OF CARE, TIME, INTENTIONAL ENGAGEMENT YOU BROUGHT TO THIS PROCESS DID NOT GO UNNOTICED. EARLY ON I SHARED SOMETHING CANDIDLY THAT POINT DOUGLAS IS A COMMUNITY THAT HAS BEEN HISTORICALLY UNDERSERVED. MANY RESIDENCES ARE NOT ONLINE. NOT FILLING OUT SURVEYS, FOCUSED ON GETTING THROUGH DAY AND PUTTING FOOD ON THE TABLE. IF WE WANT TO HEAR FROM THEM WE HAVE TO MEET WITH THEM WHERE THEY ARE AT. IN PERSON, IN THE COMMUNITY, AND FACE-TO-FACE. TO YOUR CREDIT YOU DID EXACTLY THAT MR. PLATT. RESIDENTS FELT HEARD THAT IS WHAT MATTERED. WE KNEW IT WOULD TAKE LONGER. WE WANTED TO GET IT RIGHT. THIS GETS IT RIGHT. THE FACT WE SOUGHT NO OPPOSITION AT PUBLIC HEARING SPEAKS VOLUMES. THIS PLAN BALANCES SOME VERY COMPLEX CONSIDERATIONS. IT INTRODUCES GENTLE DENSITY. PROMOTES PEDESTRIAN FRIENDLY AND NAVIGATES INDUSTRIAL LANDS PARTICULARLY IN SOUTH POINT DOUGLAS THROUGH DEFINED SUB AREAS RESPECTING EXISTING EMPLOYERS AND FUTURE RESIDENTIAL GROWTH. WE WANT MORE HOUSING AFFORDABLE HOUSING. WE DO NOT WANT TO BE DISPLACED. WE WANT REVITALIZATION WITHOUT GENTRIFICATION. WE WANT A COMMUNITY WHERE PEOPLE LIVE, WORK AND WALK IN THE SAME NEIGHBORHOOD. I AM ENCOURAGED ON RECONNECTING RESIDENCES TO RIVER. IMPROVED ACCESS AND WALKABLE SPACES AND PARKS. STEPPING OUTSIDE THEIR HOME TO EXPERIENCE NATURAL BEAUTY OF RIVERBANKS. SOMETHING THAT SHOULD BE ACCESSIBLE TO EVERYONE. MOST IMPORTANTLY THIS PLAN ACKNOWLEDGES THE DEEP RICH HISTORY OF POINT DOUGLAS. THIS IS ONE OF THE WINNIPEG OFFICE OLDEST COMMUNITIES WITH STRONG INDIGENOUS AND CULTURAL ROOTS. MOVING FORWARD WITH LENS RECONCILIATION AND RESPECT FOR LAND IS NOT JUST APPROPRIATE. IT IS NECESSARY. IN CLOSING SECONDARY PLAN IS NOT JUST A PLANNING DOCUMENT. IT IS REFLECTION OF TRUST BUILT WITHIN THE COMMUNITY AND A ROAD MAP FOR INCLUSIVE THOUGHTFUL GROWTH. I AM VERY PROUD TO SUPPORT AND ENCOURAGE COUNCIL COLLEAGUES TO DO THE SAME. THANK YOU.

MADAM SPEAKER: COUNCILLOR EADIE.

COUNCILLOR EADIE: THANK YOU, MADAM SPEAKER. I WOULD LIKE TO THANK MY COLLEAGUE FROM THE POINT DOUGLAS WARD FOR COMMENTS. I WILL JUST ADD ONE THING. PEOPLE MAY DISAGREE WITH ME BUT THE INTENTION OF THE SETTLERS WAS TO SETTLE IN AND CREATED A NEIGHBORHOOD OF FAMILIES. THIS IS THE OLDEST NEIGHBORHOOD IN WINNIPEG. IT IS JUST A LITTLE BIT OVER FROM CITY HALL. THANK YOU.

MADAM SPEAKER: ANY FURTHER SPEAKERS. COUNCILLOR DUNCAN TO CLOSE.

COUNCILLOR DUNCAN: YOU CAN CALL THE QUESTION.

MADAM SPEAKER: CALL THE QUESTION ITEM 6 IN FAVOR. CONTRARY. CARRIED. WE WILL GO TO BY-LAWS. COUNCILLOR DUNCAN.

COUNCILLOR DUNCAN: MOVE FOLLOWING BY-LAWS READ SECOND TIME. 99, 120, 2 OF 2026, 32026 AND 25 OF 2026.

MADAM SPEAKER: IN FAVOR. CONTRARY. CARRIED.

CLERK: 99 OF 2025, 120 OF 2025, 2 OF 2026, 3 OF 2026 AND 25 OF 2026.

COUNCILLOR DUNCAN: MOVE BY-LAWS 99 OF 2025, 120 OF 2025EN 2 OF 2026 AND 3 OF 2026 AND 25 OF 2026 BE READ THIRD TIME ORDERED SIGNED AND SEED.

MADAM SPEAKER: IN FAVOR CONTRARY CARRIED.

I MOVE FOLLOWING BY-LAWS FIRST TIME. 11 OF 2026 AND 34 OF 2026.

MADAM SPEAKER: IN FAVOR. CONTRARY. CARRIED. CLERK IS 1 OF 2026 AND 34 OF 2026.

MOVE THAT 11 OF 2026 AND 34 OF 2026 BE READ SECOND TIME.

MADAM SPEAKER: IN FAVOR. CONTRARY. CARRIED.

CLERK: 11 OF 2026 AND 34 OF 2026.

I WILL MOVE RULE 50 N.2 [OF 50 OF 2007 BE SUSPENDD BY-LAWS 11 AND 34 OF 2026 BE RED THIRD TIME TO BE SIGNED AND SEALED. SPEAK IN FAVOR. CONTRARY,

CARRIED. QUESTION PERIOD FOR CHAIR. QUESTIONS FOR COUNCILLOR DUNCAN? COUNCILLOR WYATT.

COUNCILLOR WYATT: COUNCILLOR DUNCAN THE THOUGHTS PERTAINING TO THE IDEA OF K PM G END OF REVIEW DEVELOPMENT PROCESS WHICH IS CALLING FOR PLANNING COMMISSION TO GET ESTABLISHED BUT IT IS SUBJECT TO ELIMINATION OF COMMUNITY COMMITTEES BASICALLY SUBJECT TO ONE YEAR AFTER ZONING BY-LAW REWRITE AS PER COUNCIL DIRECTION OF MARCH 11 OF 2025. WHAT ARE YOUR THOUGHTS ON THAT?

MADAM SPEAKER: WE WILL BRING QUESTIONS AND ANSWERS THROUGH THE CHAIR PLEASE.

THE REPORT DID SPEAK TO SEVERAL RECOMMENDATIONS THAT CAME FORWARD. ONE RECOMMENDATION THAT WAS CONSIDERED AND FORWARDED FOR THE STANDING POLICY COMMITTEE TO CONSIDER WAS THAT THE PUBLIC SERVICE BE DIRECTED TO REPORT BARK NO LATER THAN SEPTEMBER 2026 FEASIBILITY OF RECOMMENDATION 19. IMPLEMENT OF VOLUNTARY CONSULTATION IN TIME FOR REFERRAL FOR 2027 BUDGET. THAT WAS LONE RECOMMENDATION.

MADAM SPEAKER: SECOND QUESTION.

COUNCILLOR WYATT: WITH ADOPTION OF THAT RECOMMENDATION THE REST OF THE RECOMMENDATIONS THAT THE REPORT THAT IT REFERS TO THE FACT DECISION OF MARCH 11 OF 2025 EVEN THOUGH THAT IS HIGHLIGHTED IN THE REPORT THAT IS ALSO NULL AND VOID IS THAT FAIR TO SAY?

COUNCILLOR DUNCAN: THANK YOU FOR THE QUESTION. THE ONLY RECOMMENDATION THAT CAME FORWARD WAS THE ONE I LISTED. ALL OTHERS WERE NOT BROUGHT FORWARD.

MADAM SPEAKER: FINAL QUESTION.

COUNCILLOR WYATT: POSSIBLE TO GET CLARITY TO UNDERSTAND IF THE COUNCIL IS RECOMMENDING FUTURE COUNCIL TO GO FORWARD WITH MODEL. CONFUSING. RIGHT NOW IT APPEARS THAT IN THE CASE OF THIS REPORT WE ARE NOT DOING THAT. HOWEVER, PREVIOUS REPORT AS IN THIS REPORT SAYS WE ARE. THAT IS WHERE THE CONFUSION IS. CAN YOU GET BACK TO US ON THAT?

MADAM SPEAKER: RESPONSE?

COUNCILLOR DUNCAN: I APPRECIATE QUESTION. WE CAN GET CLARITY. TO NOTE

THERE WERE 27 RECOMMENDATIONS AND ONLY ONE BROUGHT FORWARD.

MADAM SPEAKER: NEXT STANDING POLICY COMMITTEE ON WATER, WASTE AND ENVIRONMENT. [CAPTIONER SWITCH]

MADAM SPEAKER: NEXT, THE ITEM ON WATER WASTE AND ENVIRONMENT.

YES, I'D LIKE TO STAND FOR THE COMMIT STEVE WATER WASTE AND ENVIRONMENT AND MOVE CONSENT AGENDA TO ITEM NUMBER ONE.

MADAM SPEAKER: ALL IN FAVOUR. CONTRARY. CARRIED. NEXT COMMITTEE.

COUNCILLOR EADIE: I WOULD LIKES THE REPORT OF WATER, WASTE AND ENVIRONMENT FOR THE DATE OF MARCH 2nd, 2026 AND SEEING IS HOW THERE IS AN AMENDING MOTION, I'LL MOVE CONSENT AGENDA ITEM NUMBER 1.

MADAM SPEAKER: THANK YOU. ALL IN FAVOUR? CONTRARY? THAT'S CARRIED. Mr. CLERK, ITEM TWO WE HAVE AN AMENDMENTING MOTION WITH THAT.

CLERK: ITEM 2, WORD OF CONTRACT FOR GARBAGE CART, RECYCLING CART, REQUEST FOR PROPOSAL NUMBER 896-2024.

MADAM SPEAKER: WE HAVE AMENDING MOTION 3 GOING WITH THIS ITEM. WE'LL HEAR FIRST FROM COUNCILLOR EADIE, COUNCILLOR MAYES, AND SECONDED BY COUNCILLOR.

COUNCILLOR EADIE: I WILL INTRODUCE THE REPORT, SPEAKER. SO THIS REPORT -- WE ARE BASICALLY RATIFYING A DECISION OF GARBAGE RECYCLE AND YARD WASTE COLLECTION, AND THERE'S TWO REGIONS, MADAM SPEAKER. THE EAST. MOSTLY, THE WEST SIDE OF THE RED RIVER, AND THEN THERE'S THE EAST SIDE, WHICH ALSO TAKES IN A BIT FURTHER OR SOME PARTICULAR AREAS. AND SO THERE WERE BIDS. AND GFL WAS THE LOWEST BID FOR THE EAST SIDE AND WEST SIDE, MADAM SPEAKER. HOWEVER, WE DON'T WANT TO TIE THE WHOLE CITY UP UNDER ONLY ONE CONTRACT WITH ONE FIRM. IT'S NOT A PRUDENT THING TO DO. FRANKLY, IN THE PAST, I THOUGHT WE SHOULD HAVE FOUR DIFFERENT REGIONS OF WASTE COLLECTION, MADAM SPEAKER. HOWEVER, IT IS, TOO. WHAT HAPPEN BECAUSE OF THAT IS THE NEXT TIES, THE NEXT LOWEST BIDDER ON THE WEST SIDE, MADAM SPEAKER, GFL IS BEING AWARDED WITH THE EAST SIDE, WHICH IS THEY ARE THE SERVICE PROVIDER, PRIVATE SERVICE PROVIDER THERE AT THE MOMENT, AND IF IS THIS APPROVED, WE WILL BE CONTINUING THAT. WE HAVE A MANITOBA LIMITED COMPANY, OR A MANITOBA I THINK IT'S A LIMIT COMPANY, BUT WE HAVE A MANITOBA COMPANY, WHO HAS WON THE BID FOR THE WESTSIDE, MADAM

SPEAKER. FEATURES OF THAT -- WELL, IT'S A MANITOBA COMPANY. SO THEY ARE REACHING OUT TO MANITOBANS TO WORK. AND ANY EXTRA MONEYS THEY EARN ARE BASE THE COMPANY EARNS IS STAYING, WE ASSUME, IN MANITOBA. AND MAYBE WINNIPEG. THEY HAVE A SISTER COMPANY IN EDMONTON. BUT ULTIMATELY, THE PUBLIC SERVICE BELIEVES THEY CAN DELIVER ON THE SOLID WASTE COLLECTION FOR GARBAGE, YARD WASTE AND RECYCLE. THEY ARE USING -- THERE'S A NEWER TECHNOLOGY IN THE COMPRESSED NATURAL GAS TRUCKS, AND THEY WILL BE USING THOSE TO DO THEIR COLLECTION. SO IT'S LESS HARMFUL TO THE ENVIRONMENT THAN USING, SAY, DIESEL COLLECTION TRUCK. THAT'S BASICALLY IT, MADAM SPEAKER.

MADAM SPEAKER: THANK YOU. ANY FURTHER SPEAKERS? COUNCILLOR MAYES, OF COURSE, ON THE AMENDING MOTION FIRST.

COUNCILLOR MAYES: THANK YOU, MADAM SPEAKER. I GET TO CLOSE ON THIS AS WELL?

YES.

COUNCILLOR MAYES: I HAVE A MOTTO FROM CARLTON UNIVERSITY OURS IS THE TASK. I FEEL LIKE THESE DEBATES OF GARBAGE AND COMPOST IS THE TASK ETERNAL AROUND HERE, BUT HERE WE ARE TO DEBATE THIS, PICKING UP WHERE WE LEFT OFF ON OCTOBER 28th 20, 16, WHICH IS THE LAST TIME WE HAD A VOTE -- 2016, WHICH IS THE LAST TIME WE HAD A VOTE ON GARBAGE RECYCLE YARD WASTE, TECHNICALLY. YOU SAY, HOW CAN IT BE NINE YEARS LATER? IN 2016, WE VOTED FOR A 7 1/2-YEAR CONTRACT TO EXPIRE IN JANUARY OF 2025. LATER, WE WOULD EXTEND THOSE CONTRACTS BY TWO YEARS TO JANUARY OF 2027. HERE WE ARE. WHAT WILL WE DO AFTER JANUARY 31st OF 2027? THE PROPOSAL YOU SEE BEFORE YOU IS TO REWARD AT THE OPERATORS FOR A FIVE-YEAR TERM. FIVE-YEAR TERM BECAUSE OF UNCERTAINTY IN THE SITUATION AROUND BOTH THE RECYCLING, WHERE THE PROVINCE MAY YET DECIDE TO TAKE IT ALL OVER, AND THE ISSUE OF ORGANIC SELECTION. SO WE HAVE A FIVE-YEAR CONTRACT IN FRONT OF US. WHAT HAS HAPPENED IN THE PAST? WELL, WE HAVE HAD DEBATES ABOUT IF WE LEAVE IT TOO LATE, THE CITY WILL HAVE TO CONTRACT OUT. WE HAVE HAD DISCUSSIONS. BACK IN 2016, WE HAD A HUGE ARGUMENT ABOUT THE TERMS OF THE RFP. I REMEMBER COUNCILLOR WAS TALKING ABOUT THIS. IN IN ANY EVENT, THE MOTION PASSED BACK IN 2016 WITH. IT WAS A PROVISION I PUT IN THAT TALKED ABOUT THE PUBLIC SERVICE PARAGRAPH READING, NEGOTIATION WHICH INVOLVE PROVISIONS TO THE COLLECTIVE AGREEMENT, WHICH COULD COME UP WITH COLLECTIONS ROUGHLY COMPARABLE IN COST TO PRIVATE PROVIDERS. IT WAS SEEN AS AN OPTION. COUNCILLOR GILLINGHAM, BCP VOTED FOR IT. I'LL COME BACK TO WHO VOTED AGAINST IT LATER ON THOUGH. SO

UNFORTUNATELY, NONE OF THAT HAPPENED. COUNCILLOR EADIE'S MOTION TO BRING BULKY INHOUSE DID PASS SHORTLY AFTER THAT. THEN WE DECIDED TO GO ON A DIFFERENT MOVE. LET NOT BRING IN BULKY INHOUSE. THEN WE WERE TOLD BY STAFF, CUPE CAN'T DO IT AT A COMPARABLE RATE. CUPE DISAGREED WITH THAT. WE SAID, LET'S SEND IT TO ARBITRATION. THERE WAS AN AGREEMENT ABOUT OUR DECISION TO SEND IT TO ARBITRATION. IT WAS ALL SETTLED, AND A GOOD DEAL OF MONEY CHANGED HANDS. THERE WAS SOME SORT OF SETTLEMENT WITH CUPE AND NONDISCLOSURE AGREEMENT SIGNED. SO WE ANY OF THE PRIVATE PROJECTS. WE NEVER DID ANY OF THAT. SO I'M RELUCTANT TO EMBARK ON ANOTHER STUDY, ANOTHER SET OF NUMBERS. Mr. GORDCHUK WHO IS, GOOD SAID IT'S NOT THE WAGE RATE THAT WILL BE THE DIFFERENCE OF DOING IT INHOUSE AND PRIVATE, IT'S BOTH THE BURDEN, WHICH IS AN UNFORTUNATE TERM FOR PENSIONS AND BENEFITS. WE DISCUSSED THIS. AND I FIND IT TROUBLING THAT WE'RE GOING TO SAY, WE DON'T WANT PEOPLE TO GET PENSIONS, THE BENEFITS, THAT THEY WOULD IF THEY WORKED FOR THE CITY OF WINNIPEG, SO WE'RE CHOOSING TO GO EXCLUSIVELY CONTRACT OUT. SO WHAT WAS THE COMPROMISE WORKED OUT? NOT IN 2016, BUT THIS ROUND. THAT WAS THE COUNCILLOR AND I WORKED ON AN AMENDMENT TO HAVE ARG ONICS OR COMPOST PICK UP -- ORGANIZE AND COMPOST PICKUP IN THE CITY. I BELIEVE HE DISAGREED WHEN THAT WAS TAKEN OUT AT THE EPC LEVEL. SO I WOULD ENCOURAGE US TO TO VOTE FOR THIS AMENDMENT WE SEE HERE TODAY. WE HAVE EXHAUSTED OURSELVES TO TALK ABOUT STUDIES, PILOT PROJECTS, AND NEGOTIATIONS. NONE OF IT EVER CAME TO ANYTHING. I REALLY HAD HOPED TO AVOID THIS MOMENT BACK IN 2016, SAYING NEXT TIME WE DO THIS, LET'S HAVE IT ALL COST OUT IN ADVANCE. BUT IT DIDN'T HAPPEN. SO HERE WE ARE. ALL THESE YEARS LATER LOOKING AT OPTIONS. IT SEEMS A GOOD COMPROMISE. WE HAVE YET TO DECIDE WHEN WE'LL START THE COMPOST PICKUP. WE'VE YET TO DECIDE ON THE DETAILS OF IT. WE'VE YET TO DECIDE IF IT WILL BE ONCE EVERY TWO WEEKS. YOU MIGHT SAY WELL, THAT WILL BE INHOUSE DELIVERY. THEN THERE'S THE STRIKE. THEN PEOPLE COULD PUT THE COMPOST INTO GARBAGE, AS THEY DO NOW. IT'S PIVOTAL. SECONDLY, EVEN IF YOU CONTRACT IT OUT, THERE'S THE THREAT OF A STRIKE IF THE WORK IS UNIONIZED. I THINK THAT'S A RED HERRING. YOU SAY, WE DON'T KNOW THE COST. THERE COULD BE COSTS. WE KNOW THIS. WE DO KNOW THIS. BOTH IN 2016 AND TODAY, WE DIDN'T JUST GO WITH A LOW BID. EADIE JUST SAID IT. AND THE SECOND LOWEST TO HAVE SOME DIFFERENTIATION IN SERVICE. I DON'T THINK YOU CAN COME IN AND SAY WELL, I'M VERY WORRIED ABOUT THE COST OF GOING INHOUSE. WE'RE NOT REWARDING BASED SOLELY ON COST ALREADY. THAT IS NOT WHAT WE ARE DOING NOW. SO I DON'T THINK THAT IS THE GOVERNING CONSIDERATION. THIS WILL GIVE US SOME FLEXIBILITY IF YOU BRING THE COMPOST INHOUSE, GIVE US THE ABILITY TO SEE IS IT REALLY MORE EXPENSIVE OR NOT? OTHER CITIES HAVE A MIXED MODEL. WE HAD DEBATED THIS OVER THE YEARS, MORE TIMES THAN I WOULD LIKE TO

REMEMBER. CERTAINLY, OTTAWAS A MIXED MODEL WHERE SOME ZONES ARE ZONING OUT. SOME ARE PRIVATIZED. CALGARY WAS ALL INHOUSE. NOW IT'S A MIXED MODEL. WHEN WE STARTED THIS, TORONTO WAS INHOUSE. NOW IT'S A MIXED MODEL. THERE ARE VARIOUS INHOUSE MODELS ACROSS THE NATION, BUT I WILL SAY THIS. OTTAWA SUCCESS STOREY HAS ALWAYS BEEN THERE'S ALWAYS CONSTANT CONTENTION. IF PRIVATE OPERATORS ARE COLLUDING, YOU HAVE GOVERNMENT SERVICE. IF THE GOVERNMENT SERVICE GETS TOO COSTLY, YOU HAVE THE THREAT OF THE PRIVATE SERVICE. SO I WOULD ENCOURAGE US TO VOTE FOR THIS TODAY. BACK IN 2016, THERE WAS SIX COUNCILLORS THAT VOTED NO TO THAT REWARD. THE REWARD WAS WE WERE GOING TO GF AND MILLER. PARAGRAPH 3 SAID LET'S NEGOTIATE WITH CUPE, SEE IF WE CAN DO SOMETHING INHOUSE IN THE FUTURE. THERE WERE SIX VOTES AGAINST. THAT COUNCILLOR DOBSON I'M GLAD WE'RE ON THE SAME PAGE TODAY. AS WELL AS COUNCILLOR ALLARD, WYATT AND COUNCILLOR SHARMA. SO HOPEFULLY, COME JOIN US, COUNCILLOR WYATT, ALLARD AND SHARMA. HOPEFULLY, WE CAN PUT THIS TOGETHER. PEOPLE ON DIFFERENT SIDES BACK IN 2016. I THINK IT'S TIME TO FINALLY MAKE SOME DECISIONS ON THIS AND TO MOVE FORWARD. WE DON'T KNOW THE EXACT TERMS OF WHEN WE WILL DO THE COMPOST PICKUP. WE DON'T KNOW THE DETAILS OF THAT YET, BUT WE'RE GOING TO GIVE OUR STAFF YEARS TO PLAN TO COME UP WITH A PLAN FOR THE GARAGES, FOR THE TRUCKS, ALL THESE ISSUES THAT COME UP. YOU SAY THERE'S NOT ENOUGH TIME TO DO IT. WELL, IF YOU GIVE THEM FOUR YEARS' WARNING. IF HE GETS THIS ORGANIZED, WE'LL BE ABLE TO DELIVER IT. SO THE OTHER PROVISION THAT CAME ON AND I'LL MY CLOSE. WE SAID 2016. I WANT TO EMPHASIZE. I THINK WE HAVE AN OPPORTUNITY TO DO SOMETHING INNOVATIVE AND CREATIVE, A COMPROMISE. WE'RE NOT TALKING ABOUT BRINGING THE GARBAGE AND RECYCLE INHOUSE. WE'RE NOT TALKING ABOUT A THIRD ZONE. COUNCILLOR EADIE WAS RIGHT. THERE WERE LOCAL CONSIDERATIONS HERE. THERE WAS SORT OF AN ODD PRESENTATION ABOUT ONE OF THESE FIRMS HAS BECOME AMERICAN OR NOT, BUT I THINK THAT'S DIED OUT. GFL AT THE MAYOR'S SPEECH, THE GFL REP SAID TO ME, WE DID A LOT OF WORK WITH THE MANITOBA METIS FEDERATION. DID THAT COME THROUGH? NO. SO WE'RE SAYING FINE. WE WON'T GET INTO THE COMPLEXITY, STUDIES AND PILOT PROJECTS. WE'LL JUST DO THE AWARD HERE IN FRONT OF US. WE WILL SAY LOOK, WE ARE GOING TO GIVE OURSELVES A CHANCE FOR A MIXED MODEL HERE. WE ARE GIVE, FRANKLY, WORKERS FROM A LOT OF DISADVANTAGED GROUPS A CHANCE AT AN ENTRY LEVEL JOB WITH THE CITY OF WINNIPEG. THERE'S NO SHORT-TERM COST BECAUSE WE AREN'T GOING TO BE DOING IT UNTIL 2030, BASED ON OUR OWN VOTES TO DATE IN THE MULTIYEAR BUDGET. SO I WOULD ENCOURAGE ALL OF YOU TO TAKE THAT INTO CONSIDERATION. THANK YOU.

MADAM SPEAKER: THANK YOU. NEXT SPEAKER, Mr. MAYOR.

MAYOR GILLINGHAM: I WON'T BE SUPPORTING THE MOTION. IF I HAD A MOTION THAT IT WOULD BE DIRECTED TO DELIVER ORGANIC COMPOST SERVICES USING GFL COMMENCING 2030, IT WOULD BE SHOT DOWN IMMEDIATELY. THERE'S NO FINANCIAL IMPACT ON THIS. THIS SAYS LET'S USE INHOUSE NO MATTER THE COST WHEN THE TIME COMES. WE OFTEN TALK HERE ABOUT THE NEED TO MAKE SURE WE HAVE THE FINANCIAL NUMBERS MINUTE OUR DECISIONS TO THE BEST DEGREE POSSIBLE. CONSISTENTLY, WHEN WE HAVE COMPARED INHOUSE DELIVERY TO PROCURING DELIVERY FROM THE PRIVATE SECTOR CONSISTENTLY TIME AND AGAIN, THAT COST HAS COME BACK. THE REPORT HAS COME BACK TO SAY IT'S MORE EXPENSIVE FOR INHOUSE DELIVERY. I WOULD REMIND US ALL WE HAD TO RAISE WATER AND SEWER RATES SIGNIFICANTLY. MY OFFICE IS GETTING CALLS MUCH YOUR OFFICE IS GETTING CALLS. IF WE HAVE A HOT SUMMER AND WATER USAGE IS HIGH, THEN I'M EXPECTING TO HEAR CALLS AGAIN. ALREADY WITH THE WASTE MANAGEMENT FEE, WE HAVE RAISED THAT AS WELL. WE HAVE PUT SIGNIFICANT COST ON TO RATE PAYERS TO PAY FOR THE SERVICES. TO SAY WE'RE GOING TO PUT ANOTHER COST ON COMMIT YOU TO ANOTHER COST AS RATE PAYERS IN THE FUTURE, WE DON'T KNOW. IT MIGHT BE THE MOST EXPENSIVE OPTION. IN OUR PREVIOUS ANALYSIS, IT WOULD HAVE BEEN, BUT WE'RE GOING TO COMMIT YOU TO IT WITH NO FINANCIAL IMPACT, WITH NO FINANCIAL UNDERSTANDING HOW THIS IS GOING TO COST US. I BELIEVE, FRANKLY, IS IRRESPONSIBLE AT THIS MOMENT. I'LL STATE THIS AS WELL. YOU HEARD ME IN MY OPENING IN QUESTION PERIOD THAT WE WERE WORKING HARD WITH PROVINCIAL GOVERNMENT TO GET THEIR FUNDING SECURED FOR PHASE 3. WE DON'T HAVE THAT YET. WE ARE WORKING HARD TO GET THEM TO FULLY COMMIT TO $500 MILLION EACH, ONE BILLION OF FUNDING FROM THE GOVERNMENT. WHAT IF THEY DON'T COME THROUGH WITH THE FULL $1 BILLION? WE HAVE TO PICK UP THE BALANCE OF THAT COST. AND OUR STAFF HAS WARNED US TIME AND AGAIN, THAT WOULD MEAN WE MAY HAVE TO GO BACK TO THE RATE PAYERS. WE'RE DOING ALL WE CAN TO AVOID THAT. BUT TO KIND MAKE THIS DECISION TO SUPPORT THIS MOTION, IN MATTER THE COST, WE HAVE SOLE SOURCING COMPOST PICKUP WHEN THE TIME COMES TO OUR STAFF, REGARDLESS OF THE PRY. I DON'T THINK THAT'S A RESPONSIBLE DECISION. I WOULD BE SUBORDINATE.

MADAM SPEAKER: THANK YOU. ANY FURTHER SPEAKERS IN COUNCILLOR ROLLINS.

COUNCILLOR ROLLINS: THIS AMENDMENT IS PRACTICAL. IT IS ONE THAT PROVIDES OPTIONS AND IT'S GROUNDED IN EVIDENCE. WHAT EVIDENCE? WELL FIRST, IT DIRECTS THE PUBLIC SERVICE TO DO THE WORK WE SHOULD HAVE DONE FROM THE START, TO STUDY PROPERLY COSTING AND THEN THE AMENDMENT RETURNS US TO BILL A MODEL FOR WINNIPEG. IT'S NOT JUST THAT. MADAM SPEAKER, LET BE CLEAR, WE ACTUALLY DON'T TALK ABOUT FINANCIALS AROUND HERE. SOME OF

US HAVE BEEN TRYING TO GET A TRANSIT COUNCIL SEMINAR TO DO THAT AND THAT'S NOT ON THE ABLE. THE EPC AGENDA AND THIS ONE IS SOMEWHAT A TESTAMENT TO THE LACK OF DISCUSSION ON COSTS, WHETHER IT WAS A $1 MILLION CONTRACT. THE RATE PAYERS DESERVE MORE THAN INFORMATION RECEIVED. THAT'S BILLION DOLLAR INFRASTRUCTURE ON THE MEGAPROJECTS THAT WERE ON EPC'S AGENDA. THAT'S WHAT IT'S TURNED INTO, JUST WE'LL RECEIVE THAT AS INFORMATION. SO SECOND, THIS AMENDMENT SETS A CLEAR DIRECTION. CITY ORGANIC PICKUP IN 2030. THAT GIVES US TIME TO GET IT RIGHT AND AFTER OTHER CITIES. LET'S NOT FORGET, MADAM SPEAKER, WHEN WE RAISED THE UTILITIES OVER THE COURSE OF THIS TERM, IN PARTICULAR, WHILE RAISING TAXES TO SOMETHING THAT WAS VERY UNPREDICTABLE, WE DIDN'T DO THE SERVICES THE REST OF THE COUNTRY DID. THERE'S ONE OF THESE THINGS THAT DON'T LOOK LIKE THE OTHER, AND THAT'S BECAUSE WE DON'T HAVE ORGANICS. THAT UTILITY THAT WE SEE IN OTTAWA, WE SEE IN EDMONTON AND MORE, THAT PAYS FOR MORE THAN JUST LEAF COLLECTION, MADAM SPEAKER. SO WE DIDN'T DO THE PHASING WE SHOULD. HAVE FINALLY, IT ACTUALLY FIXES THE PROBLEM I JUST DISCUSSED. WE RAISE UTILITY RATES. THIS SETS US ON A BIT OF A CLEARER PLAN, AND OUR RESIDENTS HAVE, IN FACT, ENDORSED THIS. WE'VE SEEN STATS ON THIS. THEY HAVE BEEN PRESENTS ILL ON THIS. OUR RESIDENTS DESERVE TO KNOW WHAT THEY ARE PAYING FOR. THIS OFFERS US IMPROVEMENTS. IF YOU WANT DATA, WE'LL LOOK AT WHAT THE OTHER CITIES ARE DOING. LOOK AT THAT TENSION THE MOVER DESCRIBED, AND READ INTO IT. THAT'S WHAT WE SHOULD BE DOING. THAT'S A BENCHMARK THAT WE SHOULD BE DOING. SO I ASK FOR YOUR SUPPORT IN MY COLLEAGUE'S AMENDMENT. I ASK FOR YOU TO BE OPEN TO THAT FLEXIBILITY AND THE HOMEWORK THAT YOU CAN JUST SEE THROUGH A JURISDICTIONAL SCAN, MADAM SPEAKER.

MADAM SPEAKER: THANK YOU. COUNCILLOR LUKES, FOLLOWED BY COUNCILLOR GILROY.

COUNCILLOR LUKES: I DO THINK, WE ARE ONE OF THE LAST CITIES TO DELIVER AN ORGANICS PROGRAMME. I DO THINK WE SHOULD BE MOVING IN THAT DIRECTION. BUT ANS PROGRAMME WILL COST -- AN ORGANICS PROGRAMME WILL COST MILLIONS, TENS OF MILLIONS. I DON'T KNOW HOW PEOPLE CAN VOTE TENS OF MILLIONS, BUT WE DON'T EVEN KNOW HOW MUCH IT'S GOING TO COST. I CAN'T EVEN FATHOM BEGINNING TO VOTE ON SOMETHING LIKE THIS, AND SAYING I'M SUPPORTING SOMETHING AND I HAVE NO IDEA WHAT IT'S GOING TO COST, BUT I KNOW IT'S GOING TO COST MILLIONS, TENS OF MILLIONS. I CAN'T DO THAT. I CAN'T GO BACK TO RESIDENTS AND TELL THEM THAT. THANK YOU.

MADAM SPEAKER: COUNCILLOR GILROY.

I WON'T BE SUPPORTING IT.

COUNCILLOR GILROY: THIS GOES BACK AND FORTH, BACK AND FORTH. REALLY WHAT IT BOILS DOWN TO IS TIME, MADAM SPEAKER. WE REAL DO I HAVE ALL THE DATA FROM ALL THE CITIES THAT ARE ALREADY HAVING INHOUSE SERVICE. IT DOES IMPROVE THINGS. I DO BELIEVE IT IMPROVES THE SERVICE IN TERMS OF OTHER COMPANIES THAT ARE BIDDING FOR PROJECTS WITHIN THE GARBAGE COLLECTION. SO I DO THINK THAT IS IMPORTANT. I DO WANT TO HIGHLIGHT THE FACT ALL TOO OFTEN, I'VE BEEN HERE FOR A FEW YEARS. ALL I SEE IS EXTENSION AFTER EXTENSION OF REWARDED CONTRACTS THAT END UP COSTING THE CITY MILLIONS AND MILLIONS OF DOLLARS, AND WE DON'T INCORPORATE THAT INTO THE COST OF THIS IF WE WERE TO HAVE INSERVICE PROGRAMME PROVIDED. I ALSO DO BELIEVE IF THERE'S AN INTERRUPTION OF SERVICE, THIS WOULD BE A GOOD PLACE TO ENSURE THAT WE HAVE IT ON ORGANICS. IT'S GOING TO BE A VERY WET, MESSY PROGRAM THE IT WOULD BE GOOD TO HAVE IT INHOUSE, THAT WE'RE DOING ALL WE CAN TO ENSURE THAT PROGRAMME IS NOT GETTING DISRUPTED. THIS IS SOMETHING I FIRMLY BELIEVE IN. I WANT TO THANK THE COUNCILLOR FOR BRINGING THIS MOTION FORWARD. I THINK THIS IS REALLY SOMETHING I BELIEVE IN FOR A WHILE, BUT WE DO HAVE AT LEAST ONE INHOUSE SERVICE. I DO THINK THAT MAKES A BETTER CITY MOVING FORWARD, AND I BELIEVE THAT THE COMMUNITY REALLY HAS SPOKEN ON THIS ISSUE IN THE PAST OF WANTING SOME INHOUSE SERVICES. SO THANK YOU, COUNCILLOR MAYES FOR BRINGING THIS FORWARD.

MADAM SPEAKER: THANK YOU. ANY FURTHER SPEAKERS? SEEING NONE, COUNCILLOR MAYES, YOUR OPPORTUNITY TO CLOSE.

COUNCILLOR MAYES: THANK YOU FOR YOUR GENEROUS COMMENTS. THANKS TO COUNCILLOR DOBSON ON THE PROGRESSIVE SIDE AND REMAINING SO. LOOK, IF YOUR ONLY CONCERN IS COST, YOU SHOULD BE VOTING THIS DOWN ANYWAY BECAUSE IT DOESN'T GIVE THE AWARD TO THE LOWEST BID ON BOTH SIDES. SO CLEARLY, COST IS NOT ONLY ISSUE. IT HASN'T BEEN SINCE 2016. IF WE DON'T JUST CARE ABOUT COST, WE CARE ABOUT OTHER ISSUES. THAT'S RIGHT IN THE REPORT. SECOND POINT. INDEED, THERE ARE NO NUMBERS ON THE MOTION BECAUSE WE DIDN'T DO THE THING IN 2016. WE DIDN'T DO THE PILOT PROJECT COUNCILLOR EADIE DID, WE DIDN'T DO THE PILOT PROJECT ON MULTIFAMILY. WE DID NONE OF THEM. WE HAVE THE NUMBERS. UNFORTUNATELY THROUGH WHATEVER CIRCUMSTANCE, THAT DIDN'T COME TO PASS, BUT I DO KNOW ABOUT THE NUMBERS. AGAIN, THIS ISN'T THE LOWEST COST OPTION. SO IF YOUR ONLY CONCERN IS LOWEST COST, I DON'T KNOW WHY YOU WOULD SUPPORTS OF HAVING ONE CONTRACT IS CLEARLY NOT LOWEST BID. SECONDLY, CAN ANYONE IN THE ROOM TELL ME WHAT'S THE INCREASE WITH THIS ONE, COMPARED TO

WHAT WE AWARDED IN 2016? I'LL TELL YOU SINCE NO ONE ELSE RAISED IT. IT'S AUTO% HIGHER PER YEAR. IT'S $25 MILLION VERSUS $37.5 MILLION PER YEAR. SOME OF THAT IS GROWTH IN THE CITY. I GAVE YOU THAT. CLEARLY, COSTS HAVE RISEN QUITE A BIT OVER THE YEARS USING THE PRIVATE DELIVERY MODEL. IF YOU LOOK AT COUNCILLOR SHARMA'S COMMENTS, HAVE RATES GONE UP IN THE PAST TEN YEARS? NO, THEY HAVE NOT AND NO, THEY HAVE NOT. I THINK IF OUR ONLY CONCERN IS COST, YOU'VE GOT A PRIVATE MODEL HERE WITH A BUILT-IN ACCELERATOR CLAUSE THAT'S GOING TO BE AN INFLATIONARY IMPACT. I DON'T THINK OUR WAGE RATES ARE GOING TO BE GOING UP 5% A YEAR FOR THE CUPE WORKERS. SO I THINK THE ISSUE OF COST IS A VALID ONE TO DEBATE, BUT THE BEST ONE TO CONTROL COST, I WOULD ARGUE, IS TO HAVE A MIXED MODEL LIKE OTTAWA DOES, WHERE YOU HAVE THE SAFETY VALUE OF OF SOME PUBLIC OPTION AND SOME PRIVATE OPTION. IT'S NOT BRINGING ALL OF THIS INHOUSE BY ANY MEANS. IT'S BRINGING THE FUTURE OF ORGANICS PICKUP. WE DON'T KNOW IF WE'RE GOING ONCE A WEEK OR ONCE EVERY TWO WEEKS. THE TENS OF MILLIONS IF THERE HAD BEEN AN EMBELLISHMENT THERE. THE KEY POINT IS, WE'RE NOT TALKING SIMPLY ABOUT COST HERE. WE'RE TALKING ABOUT A SERVICE DELIVERY MODEL THAT GIVES US SOME OPTION, THAT GETS US BETTER PREPARED FOR THE FUTURE, THAT ALLOWS US TO TEST THIS MODEL OUT. SO COUNCILLOR EADIE ASKED ME A QUESTION I'LL TRY TO PARAPHRASE. DON'T YOU THINK PEOPLE SHOULD HAVE PENSIONS AND BENEFITS? I'M PARAPHRASING. YESY MORE EXPENSIVE TO HIRE WORKERS WITH PENSIONS AND BENEFIT, BUT WE HAVE TENS OF THOUSANDS IN THE CITY WORKFORCE RIGHT NOW AND WE SEEM TO BE MOVING ALONG WITH THAT AND NOT LINK ITING OUR STAFF AS A RESULT. I DON'T THINK IT WILL BE FATAL TO OUR FINANCIAL MODEL. TALK ABOUT HIGHER GARBAGE RATES. YES, HIGHER GARBAGE RATES AND FEES HAVE GOWN. YEAH, THE FEES HAVE GONE UP AND SO HAVE THE COST OF THE PRIVATE SERVICE MODEL. SO I'LL FINISH WITH COUNCILLOR EADIE HAS BEEN CONSISTENT ON THIS FOR LONGER THAN I'VE BEEN HERE. DON'T YOU THINK PEOPLE SHOULD HAVE PENSIONS AND BENEFITS? YEAH, I KIND OF DO. SO I'LL JUST LEAVE IT AT THAT AND HOPE WE CAN DO THIS. IT GIVES US AN INNOVATIVE OPTION FOR THE FUTURE. I DON'T THINK I WILL VOTE FOR THE MAIN RECOMMENDATION IF THE AMENDMENT DOESN'T PASS, BUT I'LL FRANKLY FEEL QUITE HONOURED IF WE GET AMENDMENT THROUGH AND VOTE FOR THE MAIN RECOMMENDATION.

MADAM SPEAKER: THANK YOU. COUNCILLOR EADIE TO CLOSE.

COUNCILLOR EADIE: I'M GOING TO CLOSE. I HAVE MY COLLEAGUES EXECUTIVE POLICY COMMITTEE. I WILL ACKNOWLEDGE THAT NOBODY ON THE EPC WOULD BE SUPPORTIVE, AND THAT'S WHY I VOTED AGAINST THE REMOVAL OF GOING INHOUSE WITH COMPOST COLLECTION WHENEVER IT DOES START. SO I'M GOING TO KIND OF CLOSE ON THAT. BECAUSE WHEN LOOKING INTO AND TALKING TO

OUR PUBLIC SERVANT, WHO IS THE EXPERT IN THIS AREA, WORKS IN THE FIELD, MADAM SPEAKER. THE BIG CORPORATIONS -- ENVIRONMENTAL, WHATEVER, GFL -- ALL THESE NATIONAL AND INTERNATIONAL COMPANIES, THEY BUY WAY MORE TRUCKS AT A TIME. SO CHEAPER, MADAM SPEAKER. WE HAVE CALGARY AND OTTAWA. I'M NOT SURE WHAT OTHER CITIES, BUT WE HAVE THOSE CITIES. WHY CAN'T WE -- THEY ARE DOING INHOUSE. THEY WILL BE USING THE SAME TRUCKS, MADAM SPEAKER. SO WE CAN GET A BETTER PRICE ON THE TRUCKS, WHICH ACTUALLY, THE PRIVATE SECTOR MAKES A PROFIT ON ONCE YOU GET PAST THE FIVE-YEAR CONTRACTS. THE VEHICLES LAST MORE THAN FIVE YEARS. THE OLDER YOU GET, THE MORE REPAIRS THEY NEED. WE NEEDED A NEW CONTRACT. THAT'S FOR SURE, MADAM SPEAKER. THAT'S THE PRIVATE SECTOR. WHEN YOU THINK ABOUT THOSE TRUCKS, WE GOT THEM. THEY LAST MORE THAN FIVE YEARS. WE'LL BE BRINGING IN THOSE PROFITS. SO ALL THESE THINGS WILL HAPPEN. WE DON'T KNOW THE EXACT DOLLAR. SO IF YOU WANT TO START TALKING ABOUT DOLLARS, YOU KNOW, LIKE THE DIFFERENCE IS WE DO HAVE A PENSION. I THINK THE PRIVATE FIRMS MAY HAVE SOME BENEFIT PACKAGE. BUT I DON'T KNOW THAT THEY HAVE A PENSION SOMEWHERE WITH THE CITY OFFERS FOR ALL OUR UNIONIZED EMPLOYEES. AND EVEN US AROUND THE CHAIN, MADAM SPEAKER. SO I'M GOOD WITH THE CONTRACTS THAT ARE IN HERE. BUT, YOU KNOW, WE DO HAVE TO BALANCE THINGS OUT HERE. WE DO HAVE TO ENSURE THAT WE KEEP THE PRIVATE SECTOR DOWN. WHEN IT COMES DOWN TO THE FINAL THING, IT WILL BE -- IT WILL BE MAYBE A LITTLE BIT HIGHER THAN PRIVATE SECTOR. BUT REMEMBER, THE PRIVATE SECTOR IS TELLING YOU THEY ARE NOT TELLING YOU HOW MUCH PROFITS THEY ARE MAKING, MADAM SPEAKER. SO WE'RE LOOKING -- IN WINNIPEG, WE'RE TALKING ABOUT GROWING THE ECONOMY. GOOD JOBS. GOOD-PAYING JOBS SO PEOPLE CAN AFFORD TO LIVE IN THE CITY AND PAY THE WATER BILL. THAT'S THE FACT. THAT'S THE REALITY WE HEAR EVERY DAY. NOW LET'S TALK ABOUT MAKING IT. SO PART OF THE LAST THING THAT PASSED, WE WERE ASKING THE PROVINCE TO ALLOW US TO BE ABLE TO SET A VARIABLE RATE FOR THE WASTE MANAGEMENT FEE, MADAM SPEAKER. YOU KNOW WHAT'S HAPPENED TO THAT, MADAM SPEAKER? WE CAN MAKE IT AFFORDABLE. IT DOESN'T COST THE PROVINCE A PENNY, A PENNY. WHAT'S HAPPENING WITH IT? OH, THEY ARE SITTING ON THE WE'LL WAIT. WE'LL WAIT. THEY ARE ALL WORRIED ABOUT AFFORDABILITY. THE PEOPLE WHO ARE WORRIED ABOUT IT MOST, THEY ARE LIVING OUT THERE IN ST. JOHN'S NEIGHBOURHOOD. THEY ARE LIVING IN THE DINA MACK NEIGHBOURHOOD. WE ALL HAVE NEIGHBOURHOODS WHERE THERE ARE PEOPLE WITH LOW POVERTY. THE VALUE OF THEIR HOUSE THERE'S LOWER BECAUSE THEY CAN'T AFFORD THOSE BIG EXPENSIVE HOUSES. THEY DON'T HAVE THE CASH FLOW. THEY DON'T HAVE THE WEALTH TO SUPPORT IT. THAT'S THE REALITY. SO WANT TO FIX SOMETHING? WHY IS IT NOT HAPPENING? MADAM SPEAKER. YOU KNOW, THERE'S A NUMBER OF THINGS THAT HAPPEN. THE FINAL THING I'LL COMMENT, AND THIS IS VERY DIFFICULT. BUT I AM STILL WHO I AM. I'M A TOP BUSINESS GRAD. NOT UNIVERSITY,

BUT YOU KNOW WHAT, IT'S PRACTICAL. AND I'M SAYING TO YOU, IT WAS BAD PRACTISE TO USE THE CONTINGENCY FUND TO PAY FOR THE FIREFIGHTER ADDITIONS. IT WAS BAD, BAD FINANCIAL MANAGEMENT. BUT THIS COUNCIL VOTED TO DO IT. IT VOTED TO DO IT. NEXT YEAR IN '27, WE GOT TO RAISE PROPERTY TAXES TO COVER OFF THAT VALUE, MADAM SPEAKER, BECAUSE YOU CAN'T CONTINUE TAKING IT OUT OF A CONTINGENCY FUND. YOU WANT TO TALK ABOUT FINANCIAL MANAGEMENT AND FINANCES? LET'S SIT DOWN AND TALK TO PEOPLE. NONE OF THIS POLITICS STUFF. I'M TRYING TO BE PRACTICAL HERE. THAT'S WHO I AM. SO I HOPE YOU VOTE, ACTUALLY, FOR THE AMENDING MOTION. THANK YOU.

MADAM SPEAKER: THANK YOU. WITH THAT, WE'LL VOTE ON THE AMENDING MOTION 3. ALL IN FAVOUR, PLEASE RISE.

CLERK: COUNCILLORS ORLIKOW, EADIE, GILROY, MAYES, ROLLINS, ORLIKOW, WYATT.

MADAM SPEAKER: THOSE OPPOSED, PLEASE RISE.

CLERK: HIS WORSHIP MAYOR GILLINGHAM, COUNCILLORS BROWATY, CHAMBERS, DUNCAN, LUKES, SANTOS, AND MADAM SPEAKER COUNCILLOR SHARMA.

CLERK: THE VOTE, MADAM SPEAKER YEAS 9, NAYS 7.

MADAM SPEAKER: AMENDING MOTION IS DEFEATED. NOW IT'S PASSED. PARDON ME. THE MAIN ITEM AS AMENDED. PARDON ME? DO WE NEED TO VOTE ON THE MAIN ITEM, Mr. CLERK? AS I SAID, THE MAIN ITEM AS AMENDED. ALL IN FAVOUR? CONTRARY? CARRIED.

MADAM SPEAKER: NEXT IS THE QUESTION PERIOD UNDER THIS COMMITTEE. QUESTION PERIOD UNDER THIS COMMITTEE. ANY QUESTIONS FOR COUNCILLOR EADIE? SEEING NONE. STANDING POLICY ON COMMUNITY SERVICES.

MADAM SPEAKER? YES. I'D LIKE TO MOVE CONSENT, INTRODUCE REPORT ADOPTION BY CONSENT AGENDA ITEMS 1-4.

MADAM SPEAKER: ONE THROUGH FOUR. FOUR IS PULLED DOWN. DONATION TO THE St. PATEL HISTORICAL SOCIETY. TWO, COMMUNITY INCENTIVE GRANT. ADVISORY COUNCIL. I'LL CALL THE QUESTION ON ONE AND THREE. ALL IN FAVOUR? CONTRARY? CARRIED. Mr. CLERK?

CLERK: MADAM, WE HEARD MORE FROM THE ADVISORY COUNCIL.

MADAM SPEAKER: THANK YOU. COUNCILLOR SANTOS TO INTRODUCE THE.

COUNCILLOR SANTOS: SURE. I WILL WAIT TO HEAR FROM MY COUNCILLOR COLLEAGUE.

MADAM SPEAKER: THIS WAS STOOD DOWN BY COUNCILLOR MAYES.

Councillor Brian Mayes: KUDOS TO COUNCILLOR LUKES FOR REWARDING US ANOTHER PLACE STRUCTURE NOT TO MENTION -- [INDISCERNIBLE] SO THIS IS A GOOD EXAMPLE OF US COUNCIL PUTTING MORE THAN 50% I BELIEVE ON THE CGIP, WHICH IS WHY IT'S HERE. THANK YOU TO THE COUNCILLORS FOR SUPPORTING THIS. HOPEFULLY, WE'LL HAVE SOME GOOD GRACE WHEN I COME BACK FOR THE St. JAMES RUNNING TRACK, WHICH WE'LL HAVE TO BRING FORWARD IN LATE APRIL I THINK. WE'RE ALMOST THERE WITH THAT ONE. THIS IS A GOOD EXAMPLE. WE HAVE BEEN ASKED TO HELP OUT ON THESE PLAY STRUCTURES. THE NEW PROVINCIAL ANNOUNCEMENT, HOPEFULLY. THEY WILL BE DOING MORE OF IT, AS WELL AS SCHOOL DIVISIONS. IN THE INTERIM, COUNCILLOR EXPLORED THE SPRINGFIELD HEIGHTS.

MADAM SPEAKER: ANY FURTHER SPEAKERS ON THE ITEM? COUNCILLOR SANTOS TO CLOSE. ALL IN FAVOUR OF ITEM TWO? CONTRARY? CARRIED. Mr. CLERK, ITEM 4?

CLERK: ITEM 4, DONATIONS TO St. PATEL HISTORICAL SOCIETY, 19922 LE FRANZ PUMPER TRUCK.

MADAM SPEAKER: COUNCILLOR SANTOS TO INTRODUCE THE ITEM.

COUNCILLOR SANTOS: SURE, YEAH. HAPPY TO SUPPORT COUNCILLOR MAYES AND COUNCILLOR ALLARD'S MOTION THAT CAME TO COMMITTEE REGARDING A DONATION OF A TRUCK, A PUMPER TRUCK THAT WAS HELD BY THE St. PATEL HISTORICAL SOCIETY. A REALLY GOOD DELEGATION TO GET SOME HISTORY OF IT. HAPPY TO SUPPORT MOVING THIS FORWARD. I'M REALLY HAPPY TO SUPPORT MOVING THIS FORWARD. SORRY. REMIND ME AGAIN WHERE IT'S BEING DISPLAYED AT, SOMEWHERE IN ONTARIO. THIS IS MORE OF A CLEANUP MOTION. IT TECHNICALLY BELONGED TO THE CITY OF WINNIPEG, AND NOW WE'RE TECHNICALLY DONATING IT.

MADAM SPEAKER: COUNCILLOR CHAMBERS.

THANK YOU, MADAM SPEAKER. I KNOW COUNCILLOR MAYES, MAYOR GILLINGHAM AT ONE POINT HAVE BEEN TO THE St. PATEL HISTORICAL MUSEUM.

MADAM SPEAKER: THIS IS A GREAT BUNCH OF PEOPLE WORKING TOGETHER TO PRESERVE SOME OF THE HISTORY OF OUR CITY. THE PUMPER TRUCK IS CURRENTLY HOUSED THERE. I'VE HAD THE OPPORTUNITY TO SIT ON IT, TO RING SOME OF THE BELLS, AND IT'S REALLY A NEAT FEATURE ARTIFACT AT THAT MUSEUM, AND I DOAN COURAGE MY COUNCIL COLLEAGUES, IF YOU HAVE -- AND I DO ENCOURAGE MY COUNCIL COLLEAGUES, IF YOU HAVE TIME ON A SATURDAY MORNING, VENTURE DOWN TO THE HISTORICAL MUSEUM ON St. MARY'S ROAD THERE. IT WILL CAPTURE YOUR IMAGINATION. THERE ARE SO MANY DIFFERENT ARTIFACTS THERE. EVERYTHING RANGING FROM MUSIC CONCERTS TO FIRE HALL MEMORABILIA, TO PHOTOS OF THE GREAT FLOOD IN 1950. SO AGAIN, I ENCOURAGE MY COUNCIL COLLEAGUES TO TAKE SOME TIME, GO DOWN TO THE HISTORICAL MUSEUM AND SEE THESE ARTIFACTS FOR THEMSELVES. I DO ENCOURAGE EVERYONE TO VOTE IN FAVOUR OF THIS MOTION. THANK YOU, MADAM SPEAKER.

MADAM SPEAKER: THANK YOU. ANY FURTHER SPEAKERS ON THE ITEM? COUNCILLOR SANTOS TO CLOSE.

COUNCILLOR SANTOS: NO, YOU CAN.

MADAM SPEAKER: I CALL THE QUESTION. ITEM FOUR? ALL IN FAVOUR? CONTRARY. CARRIED. WE'LL NOW MOVE ON TO THE NOTICE OF MOTION. IT'S MOVED BY COUNCILLOR WYATT, SECONDED BY COUNCILLOR DOBSON REGARDING WINNIPEG FIRE PARAMEDIC STAFF COMPLIMENT FROM LAST MONTH'S COUNCIL AGENDA. NOTICE OF MOTION. COUNCILLOR WYATT TO INTRODUCE THE ITEM.

COUNCILLOR WYATT: MADAM SPEAKER, IT'S BEEN A LONG DAY. I'M GOING TO MOVE THIS MATTER BE REFERRED TO COMMITTEE.

MADAM SPEAKER: ALL IN FAVOUR? CONTRARY? CARRIED.

MADAM SPEAKER: WE HAVE NO MOTIONS, NO OTHER BYLAWS. WE'LL HAVE QUESTION PERIOD UNDER THIS COMMITTEE. ANY QUESTIONS FOR COUNCILLOR SANTOS? NO QUESTIONS. COUNCILLOR LUKES, WILL YOU MOVE ADJOURNMENT? FAVOUR? CONTRARY? CARRIED. PLEASE STAY FOR ROLL CALL. Mr. CLERK.

CLERK: MADAM SPEAKER COUNCILLOR SHARMA, HIS WORSHIP, MAYOR GILLINGHAM, COUNCILLORS ORLIKOW, ALLARD, BROWATY, CHAMBERS, DOBSON, DUNCAN, DURAND-WOOD, GILROY, LUKES, MAYES, ROLLINS, SANTOS, AND WYATT.

MADAM SPEAKER: THANK YOU. MEETING ADJOURNED.