Minute No. 434
Report - Standing Policy Committee on Property and Development – May 1, 2007

Item No. 1 2007 Recreational Trails and Bike Paths Capital Works Program
File ST-7.2

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Property and Development and adopted the following:

1. That Recommendation 4 of Item No. 1 of the Report of the Standing Policy Committee on Property and Development dated September 21, 2006, regarding "Acquisition of 50.4 Acres – CPR Marconi Rail Right-of-Way – Nairn to Glenway Avenues", adopted by Council on September 27, 2006, be rescinded.

2. That funding one hundred (100%) percent of the base costs of constructing the Marconi multi-use path, less the $150,000.00 private contribution from Highland Park Financial Inc., be approved.

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

Report - Standing Policy Committee on Property and Development – May 1, 2007

DECISION MAKING HISTORY:

Moved by Councillor Swandel,
That the recommendation of the Standing Policy Committee on Property and Development be adopted by consent.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On May 9, 2007, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On May 1, 2007, the Standing Policy Committee on Property and Development concurred in the administrative recommendation and submitted the matter to the Executive Policy Committee and Council.

STANDING COMMITTEE DECISION:

On April 10, 2007, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the administrative recommendation, namely:

Part A

1. That the following projects be approved for implementation as part of the 2007 Recreational Trails and Bike Paths Capital Works Program.

	PROJECT	EST. COST
1	Phase 1 of the Marconi multi-use path between Talbot Avenue and Springfield Road	$1,200,000*
2	Bishop Grandin Greenway extension between the Seine River and Shorehill Drive.	$100,000
3	Multi-use pathway along the south side of McGillivray Boulevard between Columbia Drive and Brady Road.	$380,000
	Total Estimated Project Costs	$1,680,000

*This includes $75,000 of City funding to allow spending on this project in advance of receiving a private contribution from Highland Park Financial Inc. When the $75,000 is received, it will be placed in the Recreational Trails and Bike Paths Capital Works Program budget.

Report - Standing Policy Committee on Property and Development – May 1, 2007

DECISION MAKING HISTORY (continued)

STANDING COMMITTEE DECISION (continued)

Councillor Steeves, St. Vital Ward, submitted a communication dated April 10, 2007, with respect to 2007 Recreational Bike Paths Program.

COUNCIL DECISION:

On September 27, 2006, Council adopted Clause 1 of the Report of the Standing Policy Committee on Property and Development dated September 21, 2006, which recommended the following:

1. That the acquisition of the subject C.P.R. Property, shown on Misc. Plan No. 12013, be approved at a price of $1,500,000.00 as outlined in the report from the Director of Planning, Property and Development dated September 15, 2006, and upon such terms and conditions as may be acceptable to the City Solicitor/Manager of Legal Services and the Director of Planning, Property and Development.

2. That the sources of funding identified in the report from the Director of Planning, Property and Development dated September 15, 2006, be approved for the acquisition of the subject property.

3. That an expenditure of $1.2 million, prior to adoption of the 2007 Capital Budget, be approved as a first charge against the 2007 Tax Supported Capital Budget in order to ensure that adequate funds will be available for the property acquisition described in Recommendation 1.

4. That the City commit to contribute funding of up to fifty (50%) percent of the cost of a pathway in partnership with other organizations, beginning no later than Spring of 2008, and that this matter be referred to the 2007 Capital Budget process.

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

RE: 2007 RECREATIONAL TRAILS AND BIKE PATHS CAPITAL WORKS PROGRAM

FOR SUBMISSION TO: STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS
STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT

ORIGINAL REPORT SIGNED BY: L.S.W. Larkin, P.Eng., Director of Public Works

REPORT DATE: April 5, 2007

RECOMMENDATION:

Part A

1. That the Standing Policy Committee on Infrastructure Renewal and Public Works approve the following projects for implementation as part of the 2007 Recreational Trails and Bike Paths Capital Works Program.

	PROJECT	EST. COST
1	Phase 1 of the Marconi multi-use path between Talbot Avenue and Springfield Road	$1,200,000*
2	Bishop Grandin Greenway extension between the Seine River and Shorehill Drive.	$100,000
3	Multi-use pathway along the south side of McGillivray Boulevard between Columbia Drive and Brady Road.	$380,000
	Total Estimated Project Costs	**$1,680,000**

*This includes $75,000 of City funding to allow spending on this project in advance of receiving a private contribution from Highland Park Financial Inc. When the $75,000 is received, it will be placed in the Recreational Trails and Bike Paths Capital Works Program budget.

Part B

1. That Recommendation #4 of Item No. 1 of the Report of the Standing Policy Committee on Property and Development dated September 21st, 2006, regarding "Acquisition of 50.4 Acres – CPR Marconi Rail Right-of-Way – Nairn to Glenway Avenues", adopted by Council on September 27th, 2006 be rescinded, and
2. That funding 100% of the base costs of constructing the Marconi multi-use path, less the $150,000 private contribution from Highland Park Financial Inc. be approved.

Report Summary

Key Issues:

The approved 2007 Capital Budget contains funding in the amount of $1,500,000 for Recreational Trails and Bike Paths. Previous Capital Budgets for Pedestrian and Cycle Facilities projects contain $285,000 of unallocated funds for the construction of pedestrian and cycle facilities. Therefore, a total of $1,785,000 is available for recreational trail and bike path purposes in 2007. Approximately $105,000 will be unallocated in 2007. It is currently contemplated that this funding will be used for a Bishop Grandin Greenway project in 2008.

It has been the practice of the Public Works Department to seek approval from the Standing Policy Committee on Infrastructure Renewal and Public Works prior to implementing the projects.

Implications of the Recommendation(s):

General Implications

	None
X	For the organization overall and/or for other departments
X	For the community and/or organizations external to the City
	Involves a multi-year contract

Comment(s): Pedestrians and/or cyclists will be provided with a safer environment since implementation of these projects will separate them from intrusion by vehicular traffic. These projects will enhance the organization's ability to be responsive to community interests in Active Transportation.

Policy Implications

	No
X	Yes

Comment(s): The Recommendations contained in this Report support the following policy statements from Plan Winnipeg:

3C-01: Provide Integrated Transportation Network
5C-01: Maintain and Expand the Public Park System
3D-02: Invest Strategically in New Infrastructure
5D-01: Promote Active Living

Regulatory Implications

X	None
	Eliminates or reduces regulatory impact
	Proposes regulatory impact

Comment(s):

Environmental Implications

	No
X	Yes

Comment(s): The construction of recreation trail and bike path facilities will promote increased active transportation which will serve to reduce motor vehicle use resulting in a reduction of green house gas emissions and will improve the health of Winnipeg residents due to a more active lifestyle.

Human Resources Implications

X	No
	Yes

Comment(s):

Financial Implications

X	Within approved current and/or capital budget
	Current and/or capital budget adjustment required

Comment(s): The Recommendations contained in this Report do not require a current and/or Capital Budget adjustment. Once the trails are constructed, the Public Works Department will be responsible for maintenance of the new pathways. These costs will be considered in future operating budgets.

Report

REASON FOR THE REPORT:

It has been the practice of the Public Works Department to seek approval from the Standing Policy Committee on Infrastructure Renewal and Public Works prior to implementing the projects. Consideration of the Standing Policy Committee on Property and Development is required to rescind old recommendations of the Standing Policy Committee on Property and Development and adopt new recommendations.

HISTORY:

Part A

Contained in the 2007 Capital Budget is an allocation of $1,500,000 for Recreational Trails and Bike Paths. Previous Capital Budgets for Pedestrian and Cycle Facilities projects contain $285,000 of unallocated funds for the construction of pedestrian and cycle facilities. Therefore, a total of $1,785,000 is available for recreational trail and bike path purposes in 2007. Although funding for this program has already been approved by Council, it has been the practice of the Public Works Department to secure formal approval from the Standing Policy Committee on Infrastructure Renewal and Public Works for specific projects.

Part B

At the September 27, 2006 Council Meeting, Minute No. 846, Council concurred in Recommendation #4 of Item No. 1 from the Meeting of the Standing Policy Committee on Property and Development dated September 21st, 2006 regarding "Acquisition of 50.4 Acres – CPR Marconi Rail Right-of-Way – Nairn to Glenway Avenues":

> *"That the City commit to contribute funding of up to fifty (50%) percent of the cost of a pathway in partnership with other organizations, beginning no later than Spring of 2008, and that this matter be referred to the 2007 Capital Budget process."*

DISCUSSION:

Part A

In prioritizing the 2007 Recreational Trails and Bike Paths Program, consideration was given to locations where a path would provide connectivity to other existing or future paths, where funding to construct a path could leverage funding from other sources and where the separation of pedestrian and/or cycle traffic is desirable due to the speed limit and/or volume of vehicular traffic on the adjacent roadway.

The recommended Recreational Trails and Bike Paths projects for 2007 are described below.

1. ***Phase 1 of the Marconi multi-use path between Talbot Avenue and Springfield Road (Refer to the attached Figure 1).***

   The City has recently acquired the CPR Marconi right-of-way within the City limits. This property was acquired from Highland Park Financial Inc., Mr. John Buhler, proprietor, who purchased the Marconi lands from the CPR for reconveyance of the portion that is located within the City's corporate limits to the City. A budget requirement of $1,720,000 has been estimated to construct the Marconi Multi-use Path.

   Plan Winnipeg – 2020 Vision identifies a transportation concept plan for a busway/high speed transit network (Northeast Transit Corridor) along this alignment for consideration beyond 2020. In the interim, a multi-use path could be constructed on this property and be ultimately incorporated into the Northeast Transit Corridor.

   The Marconi multi-use path would be constructed as a 3.5 metre wide asphalt surfaced, joint pedestrian/cycle facility, constructed in two geographic north-south phases. Phase 1 would be constructed in 2007 between Talbot Avenue and Springfield Road at an estimated cost of $1,200,000.

   A small section of the Marconi multi-use path from Springfield Road to Douglas Avenue will be constructed as part of the Chief Peguis Trail extension which is included in the 2008-2012 Five Year Capital Forecast and is scheduled for construction in 2008/2009. The Chief Peguis project will include the provision of pedestrian and cycle facilities that will connect with the Marconi trail. The north and south limits of these connections will be determined when the detailed design of the Chief Peguis project is undertaken in 2007.

Phase 2 of the Marconi multi-use path, estimated at a cost of $520,000, and extending from the vicinity of Douglas Avenue to Glenway Avenue, will be constructed following completion of the Chief Peguis Trail extension. Phase 2 will be reported on with the Recreational Trails and Bike Paths Capital Works Program in a future year.

The recommended funding sources for the Marconi multi-use path are shown in Table 1. A $150,000 private donation has been pledged by Highland Park Financial Inc. towards the cost of a pedestrian/cycle path on the Marconi lands on the basis of $75,000 to be provided in Phase 1 and $75,000 upon completion of Phase 2.

TABLE 1: Marconi Multi-use Path: Recommended Funding Sources		
Phase 1	City	$1,125,000
	Highland Park Financial Inc.	$75,000
	TOTAL	$1,200,000
Phase 2	City	$445,000
	Highland Park Financial Inc.	$75,000
	TOTAL	$520,000

When complete, the Marconi Trail from Talbot Avenue to Glenway Avenue will provide connections to the pedestrian and cycle facilities to be provided as part of the Chief Peguis Trail Extension as well as to the existing Bunn's Creek Trail. Future connections/routes south of Talbot Avenue offer the potential, through St. Boniface, to connect to Esplanade Riel and the Forks and to the Seine River Trail.

2. Bishop Grandin Greenway extension between the Seine River and Shorehill Drive (Refer to the attached Figure 2).

The Bishop Grandin Greenway is an asphalt pedestrian/cycle path along the north side of Bishop Grandin Boulevard, west of St. Anne's Road and along the south side, east of St. Anne's Road. This extension will connect with the existing paths along the south side of Bishop Grandin Boulevard between Shorehill Drive and Island Shore Boulevard and between St. Anne's Road and the Seine River (the base course for this section was installed last year and the asphalt surface will be completed this year). As a result, the Bishop Grandin Greenway will be a continuous asphalt pedestrian/cycle path along the south side between Island Shore Boulevard and St. Anne's Road and along the north side between St. Anne's Road and St. Mary's Road. The estimated cost of this path is $100,000.

3. Multi-use pathway along the south side of McGillivray Boulevard between Columbia Drive and Brady Road (Refer to the attached Figure 3).

This multi-use asphalt pathway will be 2.2 to 2.5 metres wide located between the south property limit of McGillivray Boulevard and a hydro wood pole line. Included in the total estimated cost of $380,000 is the installation of railroad crossing flashing signal units at the CPR La Riviere crossing. This pathway will provide access to the Fort Whyte Centre multi-use path on the north side of McGillivray Boulevard.

The total estimated cost of the three projects described above is $1,680,000. Approximately $105,000 is unallocated. It is currently contemplated that this funding will be used in 2008 for a project on the Bishop Grandin Greenway.

Part B

It is noted that at the September 27, 2006 Council Meeting, Minute No. 846, Council concurred in Recommendation #4 of Item No. 1 from the Meeting of the Standing Policy Committee on Property and Development dated September 21st, 2006 regarding "Acquisition of 50.4 Acres – CPR Marconi Rail Right-of-Way – Nairn to Glenway Avenues":

"That the City commit to contribute funding of up to fifty (50%) percent of the cost of a pathway in partnership with other organizations, beginning no later than Spring of 2008, and that this matter be referred to the 2007 Capital Budget process."

The original pathway proposal referred to a 3.6 metre (12 foot) wide gravel surfaced pathway with a preliminary construction estimate of approximately $750,000 (2006 dollars). This gravel surfaced pathway was to be funded 50% by the City of Winnipeg (as noted above) with the remaining 50% funded privately. However, after consultation with internal and external stakeholders, it has been determined that a 3.5 metre (11.5 foot) asphalt surfaced, joint pedestrian/cycle facility, constructed in two geographic north-south phases separated by Springfield Road, is desirable. Due to the increased costs associated with an asphalt surfaced pathway rather than a gravel surfaced pathway, it is unlikely that private funding for 50% of the costs could be realized. As such, it is recommended that the City fund 100% of the base construction costs for the pathway, less the $150,000 contribution which has been pledged by Highland Park Financial Inc.

Community stewardship/stakeholder group contributions will be used for peripheral infrastructure such as benches, trail signing, breakout pathways etc. Through the Department's consultation with community stewardship/stakeholders, the consensus is that fund raising efforts for peripheral infrastructure would be greatly aided by the actual construction of the surfaced Marconi Trail.

Financial Impact Statement

Date: April 5, 2007

Project Name:

2007 Recreational Trails and Bike Paths Capital Works Program

First Year of Program 2007

	2007	2008	2009	2010	2011
Capital					
Capital Expenditures Required	$ 1,680,000	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	1,680,000	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ 159,600	$ 159,600	$ 159,600	$ 159,600
Less: Incremental Revenue/Recovery	48,932	-	-	-	-
Net Cost/(Benefit)	$ (48,932)	$ 159,600	$ 159,600	$ 159,600	$ 159,600
Less: Existing Budget Amounts	(48,932)	159,600	159,600	159,600	159,600
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Funds are available in approved Pedestrian and Cycle capital projects #1832000106 and 1832000107. Debt and Finance charges for these facilities are included in the above direct costs.

Original signed by: Darcy Stewart, CA"
Manager of Finance & Administration

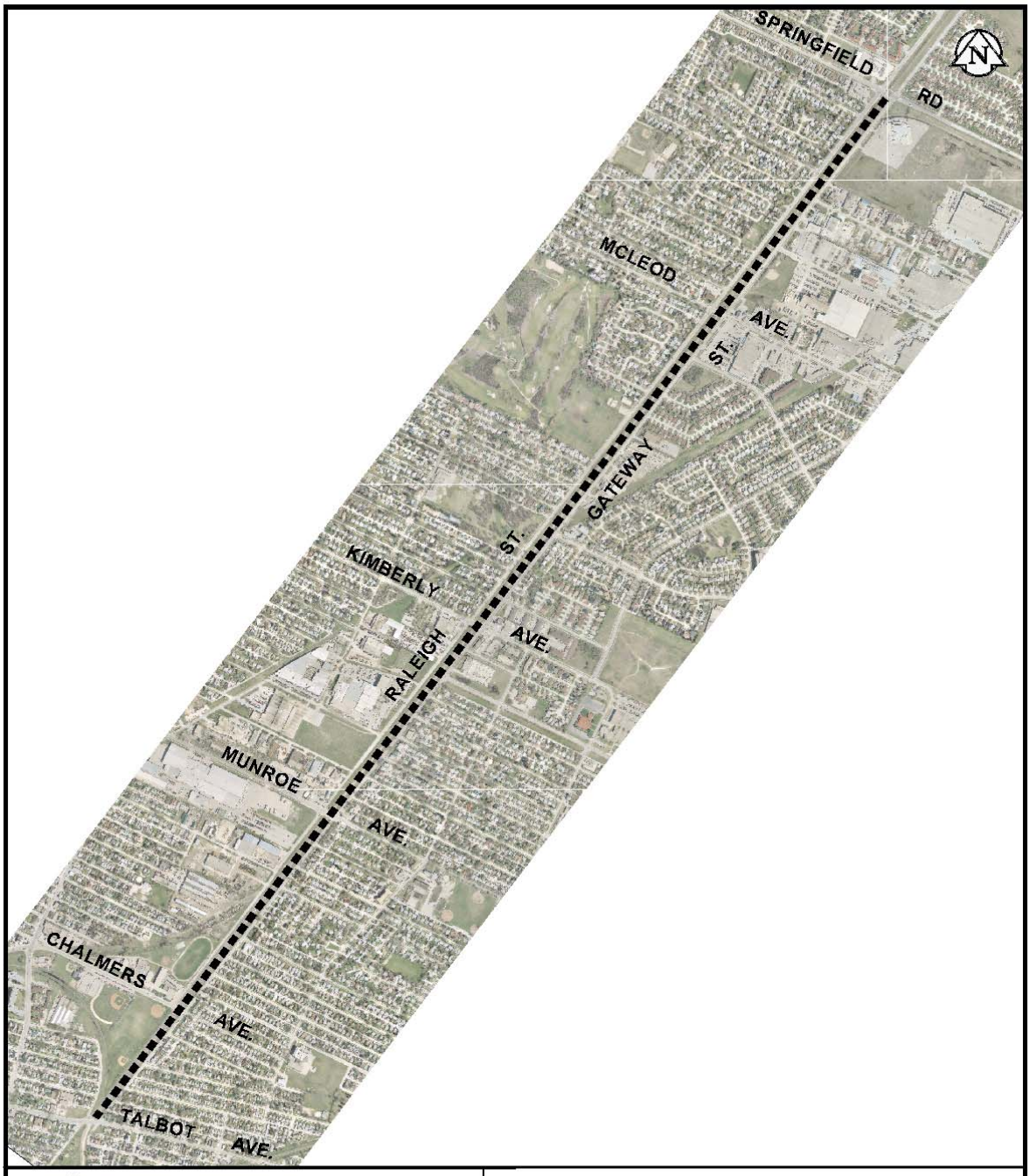
IN PREPARING THIS REPORT THERE WAS:

Internal Consultation With and Concurrence By: Transit
Planning Property and Development.

External Consultation With: Bike to the Future
Winnipeg Trails Association
River East Neighbourhood Network – Trail Committee

THIS REPORT SUBMITTED BY:

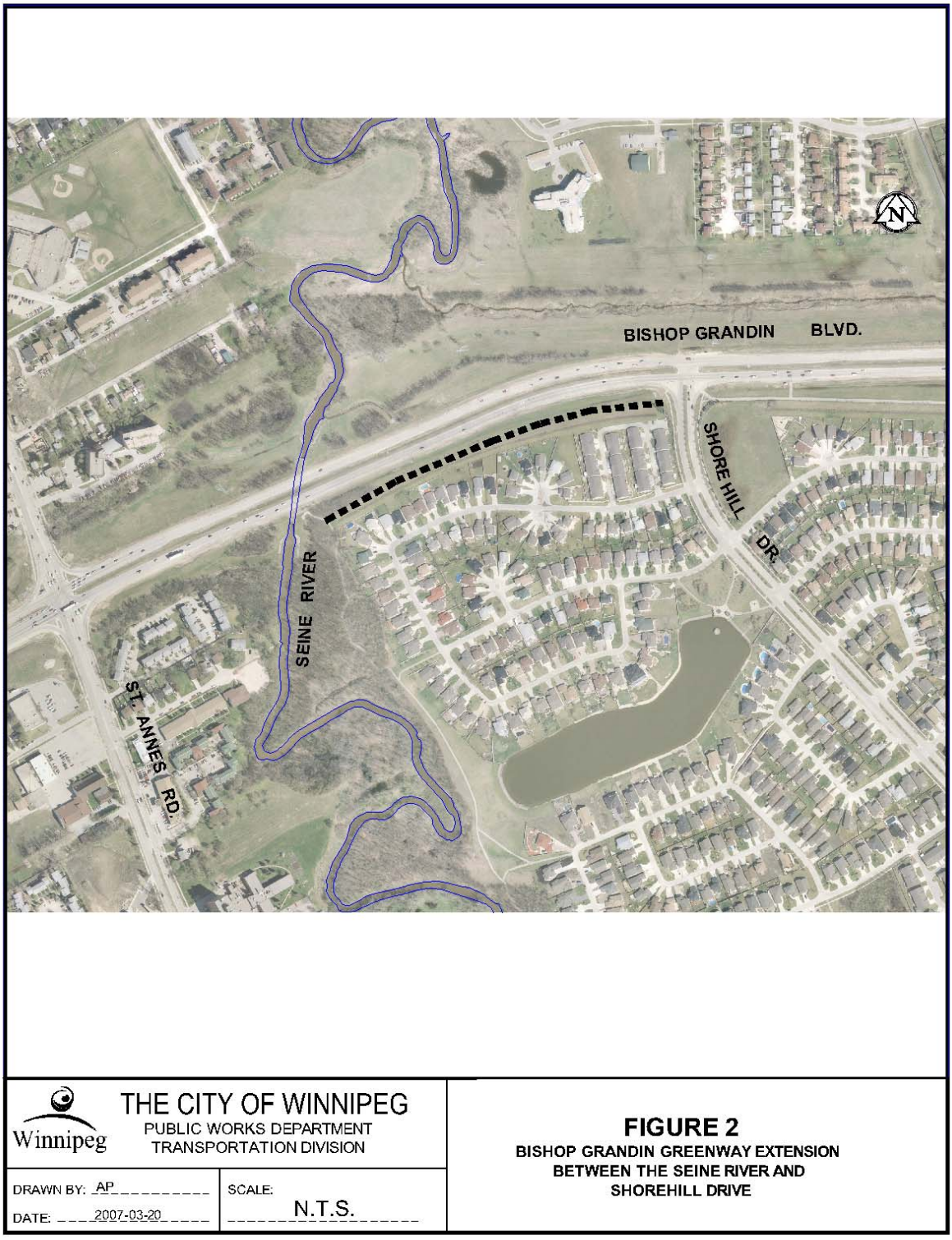
Department Public Works Department
Division: Transportation Division
Prepared by: Roman Manastersky, P. Eng… 986-5292
Processed by: Kathy Ross..... 986-4141
File No.: G06/05 & 06-E-01
File Name: L:\Admin\Reports 2007\R Manastersky\March\07 Rec & Bike Path Prgrm\2007RecreationalBikePathsProgramReportMarch29(withoutdrawings)Version6Final.doc



THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT
TRANSPORTATION DIVISION

DRAWN BY: AP
DATE: 2007-03-20
SCALE: N.T.S.

FIGURE 1
PHASE 1 OF THE MARCONI MULTI-USE PATH BETWEEN TALBOT AVENUE AND SPRINGFIELD ROAD


BISHOP GRANDIN BLVD.
SHORE HILL DR.
SEINE RIVER
ST. ANNES RD.
N
THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT
TRANSPORTATION DIVISION
Winnipeg
DRAWN BY: AP
DATE: 2007-03-20
SCALE: N.T.S.
FIGURE 2
BISHOP GRANDIN GREENWAY EXTENSION
BETWEEN THE SEINE RIVER AND
SHOREHILL DRIVE



Winnipeg

THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT
TRANSPORTATION DIVISION

DRAWN BY: AP
DATE: 2007-03-20

SCALE: N.T.S.

FIGURE 3
MULTI-USE PATHWAY ALONG THE SOUTH SIDE OF McGILLIVRAY BOULEVARD BETWEEN COLUMBIA DRIVE AND BRADY ROAD