Agenda – Executive Policy Committee – September 23, 2009

REPORTS

Item No. 1 City of Winnipeg Pothole Patching Program
eFile SC

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On April 22, 2009, the Executive Policy Committee directed the Winnipeg Public Service to report back to the Executive Policy Committee in 120 days on:

1. The current City of Winnipeg pothole patching program including: (a) human and financial resources allocated to the program; (b) types of pothole patching technology used by the City;

2. A range of options for increasing pothole patching capacity as demonstrated by best practices in other jurisdictions, including Canadian and Manitoban municipalities; and

3. Potential sponsorship opportunities for the City of Winnipeg pothole patching program.

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On April 22, 2009, the Executive Policy Committee passed the following resolution:

WHEREAS infrastructure is a top priority for City Council and the citizens of Winnipeg, as demonstrated by a March 2009 poll where 33% of Winnipeggers surveyed ranked infrastructure as the most important issue facing our City today;

AND WHEREAS due to our climate and freeze-thaw cycles, potholes pose an annual problem;

AND WHEREAS potholes cause significant damage to City of Winnipeg road infrastructure, as well as vehicles using such road infrastructure;

AND WHEREAS the City of Winnipeg spends $1.5 million dollars a year to repair potholes;

AND WHEREAS existing pothole mitigation and repair techniques do not offer significant long term solutions;

AND WHEREAS other North American jurisdictions have sought innovative new ways and creative manners of conducting and financing pothole patching programs;

THEREFORE BE IT RESOLVED THAT the City of Winnipeg Public Service be directed to report back to the Executive Policy Committee in 120 days on:

(i) the current City of Winnipeg pothole patching program including: (a) human and financial resources allocated to the program; (b) types of pothole patching technology used by the City;

(ii) a range of options for increasing pothole patching capacity as demonstrated by best practices in other jurisdictions, including Canadian and Manitoban municipalities; and

(iii) potential sponsorship opportunities for the City of Winnipeg pothole patching program.