Agenda – Executive Policy Committee – May 9, 2012

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 1, 2012

Item No. 1 Request for Priority 1 Designation – Streets and Sidewalks within the Exchange District (Point Douglas Ward)

STANDING COMMITTEE RECOMMENDATION:

On May 1, 2012, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submits the following to Council:

1. That those streets in the Exchange District that are currently designated as Priority II not be changed to Priority I.

2. That the level of service for sidewalk clearing provided in the "Downtown Square" be extended to the Exchange District through enhanced plowing in keeping with Clause C-2 of the current Policy on Snow Clearing and Ice Control as well as through an increased frequency of windrow hauling at an estimated annual cost of $75,000.

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

Agenda – Executive Policy Committee – May 9, 2012

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 1, 2012

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On May 1, 2012, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

On April 12, 2012, the Standing Policy Committee on Infrastructure Renewal and Public Works laid over the matter for 30 days.

COUNCIL DECISION:

On January 25, 2012, Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

1. That the Winnipeg Public Service be directed to report back in 90 days to the Standing Policy Committee on Infrastructure Renewal and Public Works on the Council Motion of November 16, 2011.

On November 16, 2011, Council ruled automatic referral of the following motion to the Standing Policy Committee on Infrastructure Renewal and Public Works:

Moved by Councillor Pagtakhan,
Seconded by Councillor Orlikow,

WHEREAS the Exchange District is designated as a National Historic District;

AND WHEREAS the Exchange District is a highly pedestrian traveled destination in the City of Winnipeg;

AND WHEREAS some streets such as Bannatyne, Arthur, Albert, McDermot, etc. are categorized as Priority 2 streets and Priority 2 sidewalks relative to snow clearing;

THEREFORE BE IT RESOLVED THAT relative to snow clearing, the streets and sidewalks within the Exchange District be designated and cleared as Priority 1.

ADMINISTRATIVE REPORT

Title: **Request for Priority 1 Designation – Streets and Sidewalks within the Exchange District**

Critical Path: **Standing Policy Committee on Infrastructure Renewal and Public Works – EPC – Council**

AUTHORIZATION

Author	Department Head	CFO	CAO
K. R. Boyd, P. Eng.	B. W. Sacher, P. Eng.	M Ruta	D Joshi COO

RECOMMENDATIONS

That those streets in the Exchange District that are currently designated as Priority II not be changed to Priority I.

That the level of service for sidewalk clearing provided in the "Downtown Square" be extended to the Exchange District through enhanced plowing in keeping with Clause C-2 of the current Policy on Snow Clearing and Ice Control as well as through an increased frequency of windrow hauling at an estimated annual cost of $75,000.

REASON FOR THE REPORT

On January 25, 2012, Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

> That the Winnipeg Public Service be directed to report back in 90 days to Standing Policy Committee on Infrastructure Renewal and Public Works on the Council Motion of November 16, 2011 (as follows):
>
> "Whereas the Exchange District is designated as a National Historic District; and whereas the Exchange District is a highly pedestrian traveled destination in the City of Winnipeg; and whereas some streets such as Bannatyne, Arthur, Albert, McDermot, etc. are categorized as Priority 2 streets and Priority 2 sidewalks relative to snow clearing; Therefore, be it resolved that relative to snow clearing, the streets and sidewalks within the Exchange District be designated and cleared as Priority 1."

IMPLICATIONS OF THE RECOMMENDATIONS

Sidewalks:

To provide a higher level of service for clearing of sidewalks in winter in the Exchange District it is not necessary to change the winter service priority from Priority II to Priority I. Clause C-2 of the current policy states that "sidewalks on Priority I and Priority II streets in the Downtown shall generally be plowed to a paved surface whenever conditions allow". Past practice has been to provide this higher level of service only for sidewalks in what historically has been referred to as the "Downtown Square"; an area bounded by Ellice-Balmoral/Memorial-Broadway-Main Street. However, the current Policy refers to the Downtown as defined in the Downtown Winnipeg Zoning By-Law, which includes the Exchange District.

Furthermore, to facilitate a comparable level of service for clearing of the sidewalks in the Exchange District in winter to that which currently occurs in the "Downtown Square", additional hauling of the windrows stored on the sidewalks would be required. The relatively narrow streets and sidewalks in the Exchange District mean that the area available for the storage of snow windrows between the sidewalk and the street is very limited. Clause D-2a (Removal of Boulevard Windrows – General) of the Policy states the "Windrows of Snow shall normally be removed on Priority I and II streets where the following criteria are met:

(a) Bridges and underpasses.
(b) Where lack of adequate storage results in the reduction in the number of available traffic lanes thereby prohibiting the reasonable movement of vehicular traffic under normal winter driving conditions.
(c) Where lack of adequate storage prohibits the reasonable movement of pedestrians using the adjacent sidewalk.
(d) Traffic safety devices such as guardrails and impact barriers.
(e) Notwithstanding any of the above, the City shall take advantage of mechanical blowing snow to adjacent properties to accommodate snow storage wherever possible, rather than resorting to hauling."

Based on the above, sub-clauses (b) and (c) would be applicable to both the Priority I and II streets in the Exchange District. .

The additional annual cost to the Snow and Ice Control Program to provide an enhanced service level for sidewalk clearing in the Exchange District through more intensive plowing and more frequent hauling of snow windrows is estimated to be $75,000. The cost for the remainder of 2012 is estimated at $31,250.00 and will be absorbed in the 2012 Snow and Ice Control Budget.

Streets:

Priority I streets are Regional streets, which have a different functionality and much higher traffic volumes than Priority II or Collector streets. Most streets in the "Downtown Square" are Regional Streets because of their traffic volumes and function.

There is no significant advantage to artificially creating additional Priority I streets in the Exchange District since the Exchange District streets are already normally plowed immediately following the streets in the "Downtown Square", on the second night of plowing operations. As well, the incremental cost of winter maintenance for a Priority I street versus a Priority 2 street is approximately 70% higher on average which translates into approximately $20,000.00 annually for the affected inventory of Priority II streets in the Exchange District..

Designating the Exchange District Priority II streets as Priority I streets would, under the current policy, introduce the likelihood of salt applications being required on the streets. The application of salt is not recommended for these streets because of the historical nature of the area. The streetscaping elements and the buildings are in close proximity to the street. Because of the narrowness of the boulevards and sidewalks they would be subject to salt spray that may result in advanced corrosion and aging. The incremental cost of applying salt in keeping with the policy is estimated to be $15,000.00 higher if Priority II streets were to be changed to Priority I streets in the Exchange District.

HISTORY

On November 16, 2011, Council ruled automatic referral of the motion to the Standing Policy Committee on Infrastructure Renewal and Public Works.

On January 16, 2012, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service to report back in 90 days on the Council Motion of November 16, 2011, and submits the matter to the Executive Policy Committee and Council.

On January 18, 2012, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the matter to Council.

FINANCIAL IMPACT

Financial Impact Statement **Date:** April 18, 2012

Project Name: **First Year of Program** **2012**

Request for priority 1 Designation - Streets and Sidewalks within the Exchange District

	2012	2013	2014	2015	2016
Capital					
Capital Expenditures Required	$ -	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	-	-	-	-	-
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	$ 31,250	$ 75,000	$ 75,000	$ 75,000	$ 75,000
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 31,250	$ 75,000	$ 75,000	$ 75,000	$ 75,000
Less: Existing Budget Amounts	31,250	-	-	-	-
Net Budget Adjustment Required	$ -	$ 75,000	$ 75,000	$ 75,000	$ 75,000

Additional Comments: Increasing the frequency of hauling for the Exchange District to match that normally done in the Downtown BIZ Area would cost an estimated additional $75,000 for a normal winter season. Direct costs for 2012 have been prorated for the period of October 15 to December 31. The cost for the remainder of the 2012 is anticipated to be absorbed in the adopted 2012 Roadway Snow Removal and Ice Control budget. The additional cost for 2013 and future years will need to be added to the Public Works Department's operating budget for those years.

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

CONSULTATION

In preparing this report there was consultation with: N/A

SUBMITTED BY

Department: Public Works
Division: Streets Maintenance
Prepared by: Ken Boyd
Date: *April 19, 2012*