Agenda – Executive Policy Committee – October 9, 2013

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 1, 2013

Item No. 3 Alternative Traffic Crossing Models

STANDING COMMITTEE RECOMMENDATION:

On October 1, 2013, the Standing Policy Committee on Infrastructure Renewal and Public Works recommended to Council:

1. That the Council Motion of September 25, 2013 be referred to the Winnipeg Public Service for a report back to Standing Committee in 120 days.

2. 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 – October 9, 2013

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – October 1, 2013

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On October 1, 2013, the Standing Policy Committee on Infrastructure Renewal and Public Works referred the Council motion of September 25, 2013 to the Winnipeg Public Service for a report back to Standing Committee in 120 days, and submitted the matter to the Executive Policy Committee and Council.

COUNCIL DECISION:

On September 25, 2013, Council ruled automatic referral of the following motion to the Standing Policy Committee on Infrastructure Renewal and Public Works:

Moved by Councillor Gerbasi
Seconded by Councillor Vandal

WHEREAS Portage Avenue and Main Street is a key intersection of downtown activity, surrounded by Winnipeg's most densely populated office space, connecting the downtown core, with the Exchange District;

AND WHEREAS Winnipeg's OurWinnipeg Complete Communities supporting document directs the City to prioritize pedestrian activity downtown, connecting defined districts, improving safety and security through environmental design, and contributing to the continuity of Street level pedestrian activity;

AND WHEREAS there is renewed public interest and discussion in possibly re-opening Portage & Main in the future;

THEREFORE BE IT RESOLVED THAT the administration review new alternative traffic crossing models such as scrambles and other innovations in traffic technology that are being used in other cities to consider street level pedestrian-oriented options for the intersection at Portage and Main.