

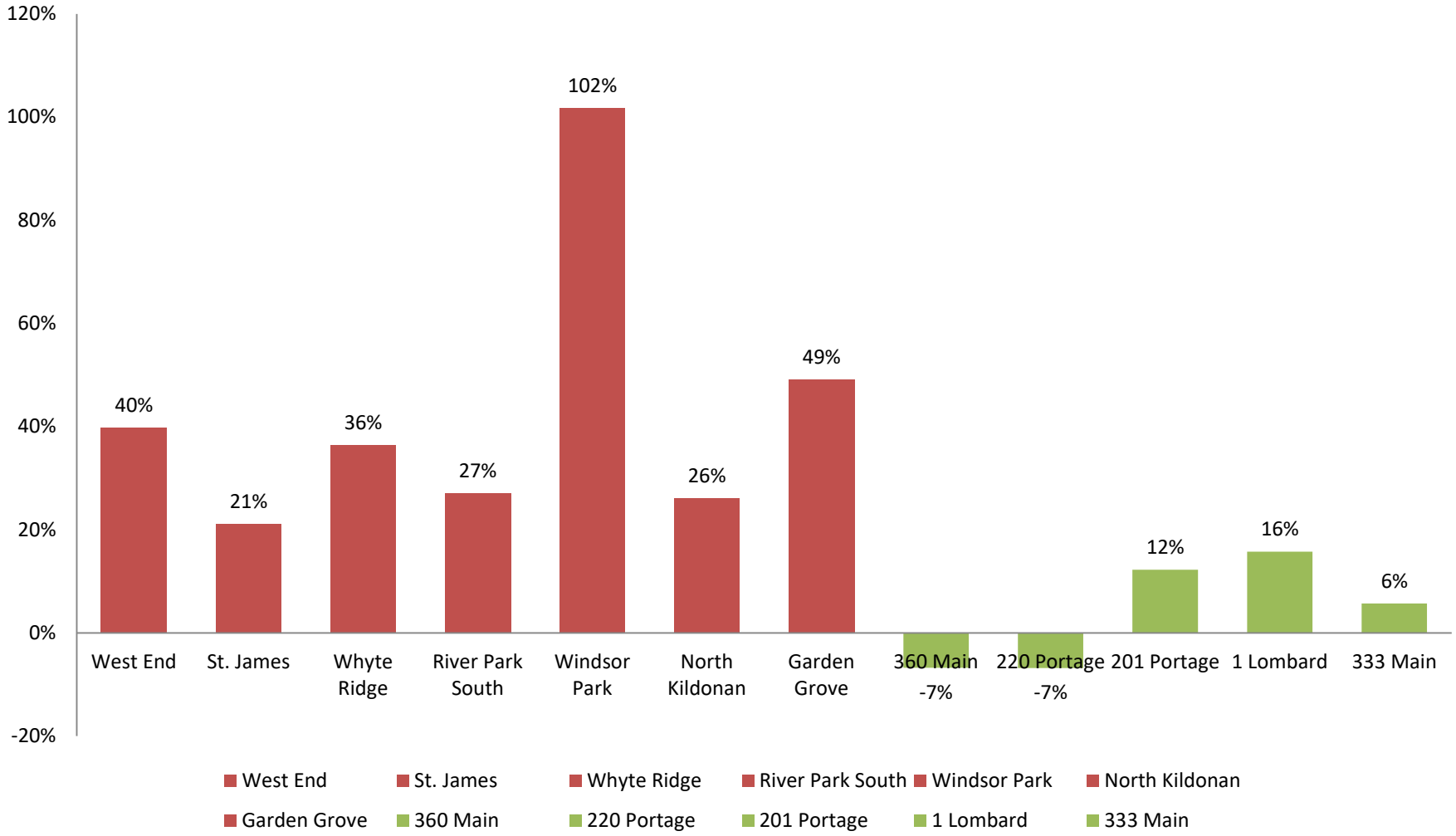
Portage & Main

Councillor Jeff Browaty

Portage & Main - Renewal

- Support public investment in above ground street, sidewalk and renewal of safety barrier
- Recognize the need to maintain the underground
- Opposed to public expenditure to upgrade the underground – **benefitting properties should pay**, over time, through access agreements

Municipal Property Taxes
2000 vs. 2017



Municipal Property Taxes
2000 vs. 2017

Area	2000	2017	Change
West End	$1,079	$1,508	40%
St. James	$1,809	$2,190	21%
Whyte Ridge	$1,802	$2,459	36%
River Park South	$1,772	$2,250	27%
Windsor Park	$1,019	$2,055	102%
North Kildonan	$1,215	$1,532	26%
Garden Grove	$1,261	$1,880	49%
360 Main	$1,100,810	$1,026,392	-7%
220 Portage	$203,937	$190,085	-7%
201 Portage	$802,988	$901,434	12%
1 Lombard	$677,264	$784,070	16%
333 Main	$162,097	$171,377	6%

Portage & Main – Construction

- Council authorized construction of the Main Street Parking Garage and pedestrian concourse on December 16, 1976
- Pedestrian concourse estimated at $5,037,654
  - Royal Bank $175,000
  - Scotia Bank $175,000
  - Bank of Montreal $350,000
  - Richardsons $350,000
  - Toronto-Dominion Bank $225,000
  - Marathon Realty $175,000
    - Total: $1,450,000

Portage & Main

I DO NOT SUPPORT THE OPENING OF THE INTERSECTION TO PEDESTRIANS!

Portage & Main - Funding

- Winnipegger's overwhelming want their streets repaired – taking from the Regional Streets Reserve is **WRONG**

Portage & Main – Crossing Time

"Interestingly, the decreased distance required for crossing is, in many cases, balanced by the delay introduced to able-bodied pedestrians by requiring them to wait at the signal for their phase"

Dillon Report, Section 5.2.1, page 25

Portage & Main – Vehicle Performance

"The level of service for Portage and Main was shown to decrease from B to D with the increases to delay for automobiles."

Dillon Report, Section 5.3.1, page 39

Portage & Main - Transit

“Most significantly affected are eastbound buses, which see increases in delay for all eastbound movements at the Portage and Main intersection.”

Dillon Report, Section 5.3.1, page 39

Portage & Main – Transit Costs

- Transit Capital Costs - $5.75 Million
- Annual Operating Cost to Maintain Transit Service – 12.5 FTEs, $1,866,000 annually

Portage & Main – Safety

"…as opening the intersection to pedestrians creates conflict points. This is of particular concern with the dual unprotected right turn vehicle movements for the eastbound right turn and southbound right turn."

Dillon Report, Section 7.0, page 48

Portage & Main – Phasing

"There are risks in creating an unusual intersection that does not meet driver expectations by being inconsistent with other intersections in Winnipeg. This scenario would be created if only some of the pedestrian crosswalks were opened."

Dillon Report, Section 7.0, page 48

Portage & Main – Crossing Time

"Opening Portage & Main to pedestrians will both increase travel times and decrease the reliability for the vehicular movement of goods or people through downtown Winnipeg. The intersection will operate closer to maximum capacity at peak periods and small disruptions may cause larger ripple effects to the traffic network downtown."

Dillon Report, Section 7.0, page 49

Portage & Main – Costs

- Minimum Total Project Cost Estimated at $11,630,000 – Clear bare minimum features
- Vision Document – Far more elaborate than the minimum

Portage & Main – Questions

- Who has been leading negotiations with property owners?
- What did owners ask for in exchange for permission to introduce pedestrians?
- Have any costs been produced for these promises?
- Are we writing another blank cheque?

Portage & Main – Summary

- Motion today moves towards opening Portage & Main
- ‘Renewed purpose’ can only occur when alternative transportation options exist
- Removal of ‘bunker’ at 365 Main Street (Richardson Bldg) inconsistent with Dillon Plan
- Gives blank check to CAO to negotiate agreements