Minute No. 421
Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 29, 2018

Item No. 2 Active Transportation Network – Winter Maintenance Strategy

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

1. That the Council Policy on Snow Clearing and Ice Control be amended for the 2018 snow season and beyond to include the winter re-prioritization of the Roadways, Sidewalks and Active Transportation Pathways, as identified in the ward maps included in Appendix A, subject to the Public Works Department identifying sufficient general revenue operating surplus in its overall departmental budget to fund this amendment in 2018; or,

2. If the above noted surplus does not occur in 2018 then the above noted amendments to the Council Policy on Snow Clearing and Ice control take effect in 2019 and beyond.

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 Infrastructure Renewal and Public Works – May 29, 2018

DECISION MAKING HISTORY:

Moved by Councillor Allard,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be adopted.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On June 6, 2018, 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.

STANDING COMMITTEE RECOMMENDATION:

On May 29, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works passed the following motion:

WHEREAS in July 2015 City Council adopted the Winnipeg Pedestrian and Cycling Strategies document that outlines a strategic direction on design and year round maintenance of a high quality network of pedestrian and cycling facilities;

AND WHEREAS the City of Winnipeg has made record capital investments over the last 2 years in enhancing its Active Transportation (AT) infrastructure;

AND WHEREAS the current administrative report addressing winter snow clearing of the AT network recommends the policy on snow clearing and ice control be amended to address winter snow clearing of the AT network as well as re-prioritization of selected roads and sidewalks, subject to funds being identified in the 2019 Budget for this initiative;

AND WHEREAS the 2018 Municipal Election may delay passage of the 2019 operating budget to the 2019 calendar year which would possibly delay the implementation of the aforementioned policy change on snow clearing and ice control until late 2019;

AND WHEREAS it is appropriate for Council to consider accelerating the aforementioned change to the policy on snow clearing ice control to the 2018 snow season and each year thereafter;

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 29, 2018

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

THERFORE BE IT RESOLVED that the Recommendation of the Winnipeg Public Service be concurred in with the following amendment:

- Delete Recommendation 1. and replace with the following:

    1. That the Council Policy on Snow Clearing and Ice Control be amended for the 2018 snow season and beyond to include the winter re-prioritization of the Roadways, Sidewalks and Active Transportation Pathways, as identified in the ward maps included in Appendix A subject to the Public Works Department identifying sufficient general revenue operating surplus in its overall departmental budget to fund this amendment in 2018, OR;

    2. If the above noted surplus does not occur in 2018 then the above noted amendments to the Council Policy on Snow Clearing and Ice control take effect in 2019 and beyond.

and submitted the matter to Executive Policy Committee and Council

Further on May 29, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works received a submission from Beth McKechnie, Green Action Centre dated May 29, 2018, in support of the matter.

On May 1, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works laid over the matter to its meeting on May 29, 2018.

Further on May 1, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works received submissions in support of the matter from the following:

- Beth McKechnie, Green Action Centre, submitted a communication dated May 1, 2018
- Mark Cohoe, Bike Winnipeg, submitted a communication dated May 1, 2018.

On April 6, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works granted a further extension of time to its May 1, 2018 meeting for the Winnipeg Public Service to report back on the matter.

Further on April 6, 2018 Matt Robinson submitted a communication dated March 28, 2018, with respect to the matter.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 29, 2018

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

On February 27, 2018, the Standing Policy Committee on Infrastructure Renewal and Public Works granted a further extension of time of 30 days for the Winnipeg Public Service to report back on the matter.

On November 21, 2017, the Standing Policy Committee on Infrastructure Renewal and Public Works granted a further extension of time to its meeting in February 2018 for the Winnipeg Public Service to report back on the matter.

On September 11, 2017, the Standing Policy Committee on Infrastructure Renewal and Public Works granted a further extension of time of 90 days for the Winnipeg Public Service to report back on the matter.

On February 28, 2017 the Standing Policy Committee on Infrastructure Renewal and Public Works granted a further extension of time to the September 2017 meeting for the Winnipeg Public Service to report back on the matter.

On January 10, 2017 the Standing Policy Committee on Infrastructure Renewal and Public Works granted a further extension of time of up to 60 days for the Winnipeg Public Service to report back on the matter.

On November 7, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works granted an extension of time of 60 days for the Winnipeg Public Service to report back on the matter.

On March 14, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works passed the following motion:

WHEREAS the City of Winnipeg is making significant investments in the Active Transportation infrastructure, which is designed to be used year around;

AND WHEREAS the current winter maintenance policy for the Active Transportation Network is tied to the street priority system, regardless of volume or demand for use of sidewalks, cycle tracks and pathways;

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 29, 2018

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

AND WHEREAS the maintenance of the Active Transportation Network emerged overwhelmingly as a top priority from the public consultation for the Pedestrian and Cycling Strategies;

AND WHEREAS developing a winter maintenance strategy for the Active Transportation Network based on priority supports key strategic goals identified in the City of Winnipeg's Transportation Master Plan;

THEREFORE BE IT RESOLVED that the Public Works and Transit Departments be directed to work with stakeholders, including the Winnipeg Trails Association, Bike Winnipeg, Manitoban League of Persons with Disabilities, and City of Winnipeg Active Transportation Advisory Committee representatives, to establish specific Terms of Reference for reviewing and developing a winter maintenance strategy, with all maintenance delivered by the Winnipeg Public Service, based on priority for the Active Transportation Network as part of the 2016 Active Transportation Action Plan;

BE IT FURTHER RESOLVED that the strategy identify costs associated with annual maintenance of the Network, be effectively communicated through webmap applications, and align with the goals and strategies contained within the Transportation Master Plan and Pedestrian and Cycling Strategies;

BE IT FURTHER RESOLVED that the Winnipeg Public Service report back to the Standing Policy Committee in 210 days.

ADMINISTRATIVE REPORT

Title: Active Transportation Network – Winter Maintenance Strategy

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
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EXECUTIVE SUMMARY

Subsequent to the March 14, 2016 motion of the Standing Policy Committee on Infrastructure Renewal and Public Works (SPC IRPW), consultation was conducted with various Active Transportation (AT) stakeholders along with an internal review. This process clearly identified the need to re-prioritise pedestrian and cyclist infrastructure to ensure they provided uninterrupted and effective connections between various neighbourhoods, transit facilities, and the downtown.

As a result of the analysis it was identified that some areas of the City, such as Transcona, already had adequate connectivity due to winter maintenance support and only required minor adjustments. In other areas, such as South Winnipeg where there has been new growth, to ensure proper connectivity additional snow clearing is required. The intent of the re-prioritization is to have an effective routing system that connects pedestrians and cyclists equitably; therefore some areas require a larger dollar amount to ensure connectivity throughout the entire City. The funding amounts are related to moving existing infrastructure from one priority to another and adding new inventory that has not been maintained for winter use to support and provide a year-round solution.

The implementation of the re-prioritized AT Network - Winter Maintenance Strategy would result in a first year expenditure of $0.933 million (including a one-time cost of $98,448) and subsequent annual expenditures of $0.834 million, plus inflation, to be referred to the budget process, excluding inventory added as growth to the City.

The Active Transportation Advisory Committee (ATAC) will continue to address the annual performance and opportunity for improvements of this network. The Public Service will also utilize Public Engagement through our various Walk/Bike projects, customer services and Pedestrian and Cycling report cards to measure, refine and improve upon these facilities.

RECOMMENDATIONS

1. That the Policy on Snow Clearing and Ice Control be amended to include the winter re-prioritization of identified Roadways, Sidewalks, Active Transportation Pathways to provide a connected Pedestrian and Cycling winter maintenance network, as identified in the ward maps included in Appendix A, subject to funds being identified in the 2019 budget review process.

2. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

On March 14, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works directed the Public Works and Transit Departments to work with stakeholders, including the Winnipeg Trails Association, Bike Winnipeg, Manitoban League of Persons with Disabilities, and City of Winnipeg Active Transportation Advisory Committee representatives, to establish specific Terms of Reference for reviewing and developing a winter maintenance strategy, with all maintenance delivered by the Winnipeg Public Service, based on priority for the Active Transportation Network as part of the 2016 Active Transportation Action Plan; and that the strategy identify costs associated with annual maintenance of the Network, be effectively communicated through webmap applications, and align with the goals and strategies contained within the Transportation Master Plan and Pedestrian and Cycling Strategies; and that the Winnipeg Public Service report back to the Standing Policy Committee in 210 days.

On November 7, 2016, the Standing Policy Committee on Infrastructure Renewal and Public Works granted an extension of time of 60 days for the Winnipeg Public Service to report back on the matter. Further extensions of time were subsequently provided by the SPC IRPW.

IMPLICATIONS OF THE RECOMMENDATIONS

Should the expenditure for the re-prioritized AT Network - Winter Maintenance Strategy be approved, the Public Service would provide the updated information, as well as promote the newly established Pedestrian and Cycling Network that will be maintained in the Winter Season, through Web Maps, Media Releases, Information Circulars and Know Your Zone App.

HISTORY/DISCUSSION

Plowing of pedestrian walkways has always been a top priority of discussion with citizens of Winnipeg and in recent years that now includes Active Transportation facilities.

On July 15, 2015 City Council adopted the Winnipeg Pedestrian and Cycling Strategies document which outlined a strategic direction on Design and Maintenance to provide a high-

quality network of pedestrian and cycling facilities that are planned, designed, implemented, and maintained to address year-round access.

Since the approval of the 2011 Transportation Master Plan and the adoption of the 2015 Winnipeg Pedestrian and Cycling Strategies, efforts have been put into place that, when new infrastructure is being planned, to recognize these future design requirements and connectivity. This has been efficient over the summer season as people connect through sidewalks, walking paths, and Active Transportation corridors more than ever before.

Winter season has been an entirely different challenge, as citizens find many of these new active transportation routes disconnected or not maintained. In some cases, the priority in pedestrian and cyclists movements may not coincide with the existing priority networks established by the adjacent roadways.

For the purposes of winter roadway maintenance, the entire street system has been assigned to one of three priority classifications. Specific levels of service are carried out on each classification generally based upon how the network is designed to collect and move people, goods and services in the total transportation system. The same could be stated for the adjacent pedestrian sidewalks and active transportation pathways as they receive the same priority as the street they are adjacent to.

Over the last number of years, Council and the Public Service, in consultation with the various local communities, have recognized that pedestrians and those utilizing the AT system have noted key areas where the priority of the sidewalk should be modified from the priority of the adjacent street. Recent examples of this would be in 2014, where Council approved a reprioritization of sidewalks, as identified by the Public Service in consultation with Ward Councillor's, for snow clearing on selected high pedestrian use routes within residential neighbourhoods.

As the Public Service continued to refine local high-volume pedestrian routes and make amendments, discussions with local Councillors highlighted the need to address the disconnect of the Active Transportation Network during the winter months. Many Active Transportation networks are clearly articulated in the summer months with the opportunity to complete that connection through the various means such as park pathway connections. In the winter months however, maintenance funding was limited to maintaining the overall network. Therefore, services could only be prioritized on an "as if and when" basis based on funding and staff service availability.

Our Winnipeg Plan was quite clear in identifying winter maintenance of Active Transportation as a priority in 05-3 – Active Transportation and further supported in the 2015 Pedestrian and Cycling Strategies guiding principles for network connectivity and improving year round maintenance. Therefore it became imperative to connect and engage with the various user groups to determine a winter maintenance strategy that supported making daily walking and cycling convenient, accessible, active, healthy travel modes for people of all ages and abilities year round.

Reviews were conducted with various stakeholders that clearly identified the need to designate priorities for pedestrian and cyclists that assisted in the movements of those modes that was

clear and uninterrupted and had the ability to effectively connect various neighbourhoods to the downtown area or to transit facilities that serviced the downtown.

As part of this review, the Public Service investigated practices in comparable cities such as Calgary, Edmonton, Hamilton and Ottawa. Most cities are currently conducting trials and testing strategies to determine best practices. Most agencies are looking at similar methods of developing connected networks for pedestrians, cyclists, and those persons with a disability.

The Public Service conducted a variety of key stakeholder meetings with various interest groups including but not limited towards the following;

- Active Transportation and Advisory Committee (ATAC) - ATAC is comprised of stakeholders that represent multiple community perspectives:
    - Healthy and Active Living
    - Universal Design
    - Walking
    - Cycling
    - Transportation Demand Management
    - Business
    - Schools
    - Land Development
    - Provincial Representative
- Meetings were held that also represented the Canadian National Institute for the Blind, and Manitoba League of Persons with Disabilities

The purpose and intent of those meetings was to engage on how to fully develop a winter snow clearing network that reduced barriers and supports the built environment towards all pedestrians, cyclists and persons with disability. Key feedback from those meetings identified 4 key items for consideration;

1. Routes require connectivity for all modes of transportation – from neighbourhoods to the downtown

2. Priority of sidewalks and pathways are unique compared to the roadway

3. Winter maintenance needs to be consistent, effective and continuous in the service delivered. This would include refined clearing methods at intersections, snow storage issues. It is important to deliver the service in the timeframes identified in the Snow Clearing and Ice Control Policy as well as improved plowing techniques on the Active Transportation protected lanes.

4. Follow the plans set out by Council (Our Winnipeg, Transportation Master Plan, Pedestrian and Cycling Strategies)

Operational considerations have been taken as constructive feedback as a result of those discussions, more attention needs to be addressed when clearing sidewalks at intersections, timing the plowing, salting operations with follow up sidewalk and pathway clearing and care and maintenance.

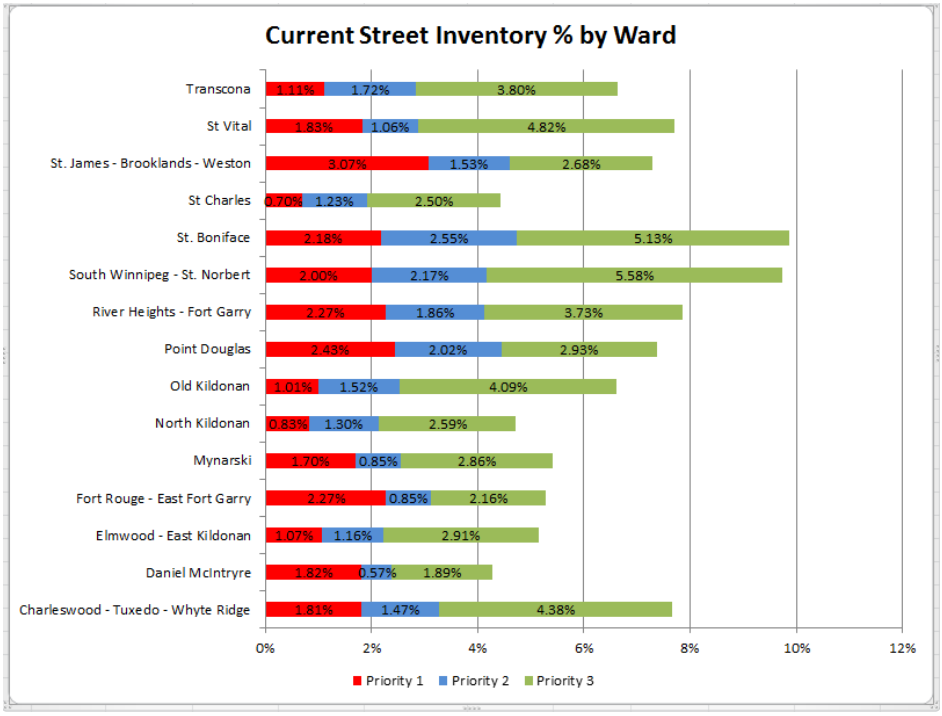
Feedback was taken in and mapped along with internal staff support to determine a most effective priority network with associated costing to maintain that network during the winter season. Innovative approaches to more effectively utilize streets and back lanes as part of this strategy assisted in ensuring continuity.

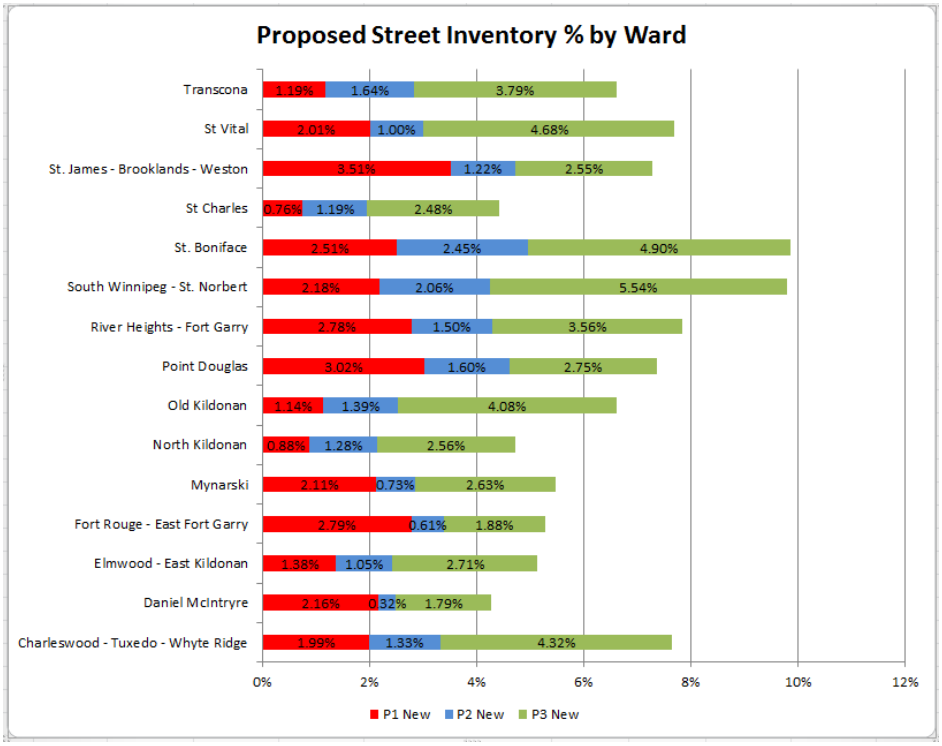
To achieve this re-prioritization of the AT Network, winter priority network adjustments are required for the following: (Appendix B-Active Transportation Winter Strategy Proposal Cost Summary)

Network Priority (includes new inventory)	Street (lane km)	Sidewalk/Pathway (kms)	Alley
Priority 1	311.1	9.7	0.8
Priority 2	-176.5	33.3	
Priority 3	-125.9	66.7	
Total	8.7	109.7	0.8

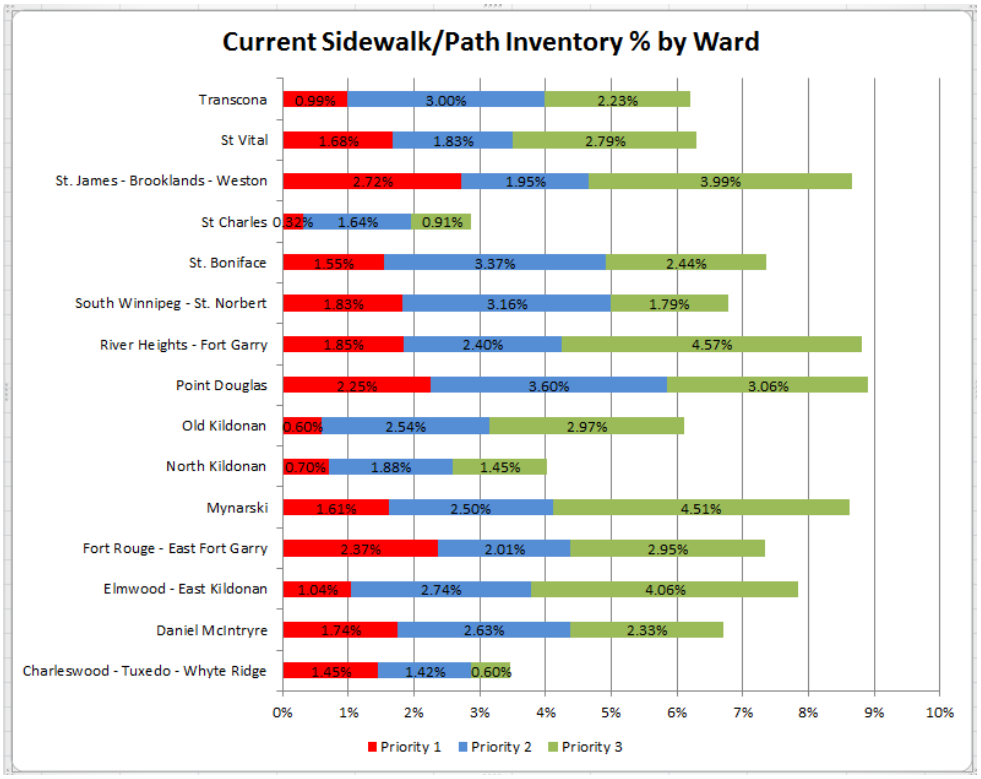
The implementation of the re-prioritized AT Network - Winter Maintenance Strategy would result in a first year expenditure of $0.933 million (including one-time cost of $98,448) and subsequent annual expenditures of $0.834 million, plus inflation, to be referred to the budget process, excluding inventory added as growth to the City.

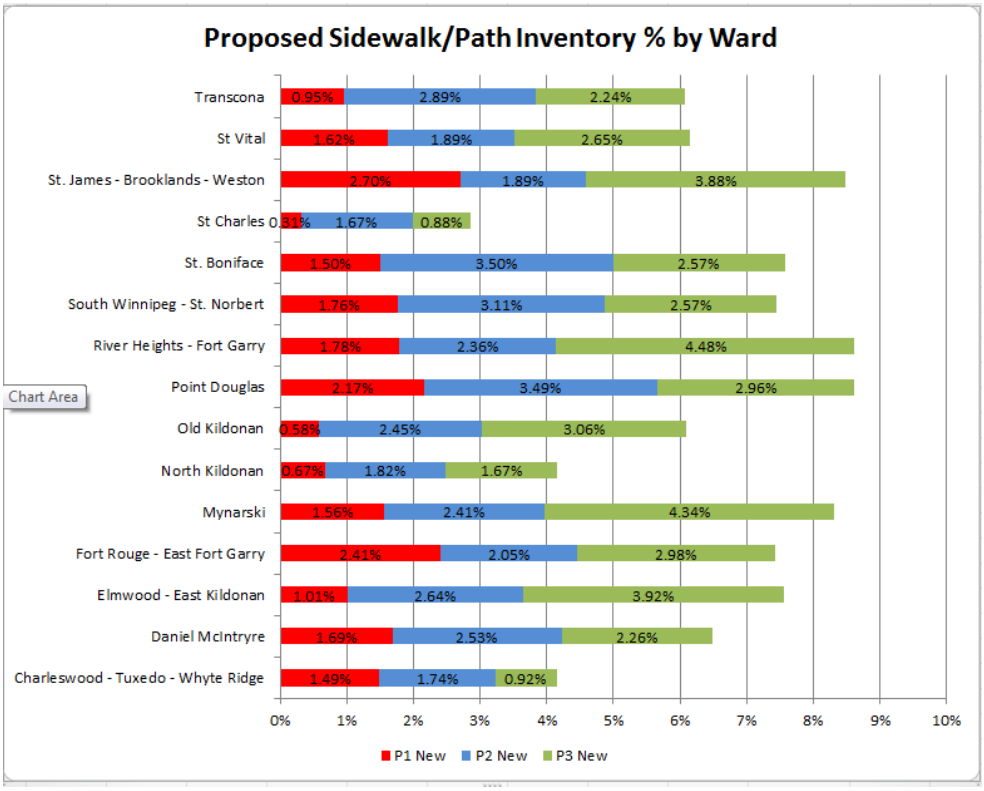
The following is the Streets inventory by Ward for current and proposed:





The following is the Sidewalk/Path inventory by Ward for current and proposed:


Current Sidewalk/Path Inventory % by Ward
Transcona 0.99% 3.00% 2.23%
St Vital 1.68% 1.83% 2.79%
St. James - Brooklands - Weston 2.72% 1.95% 3.99%
St Charles 0.32% 1.64% 0.91%
St. Boniface 1.55% 3.37% 2.44%
South Winnipeg - St. Norbert 1.83% 3.16% 1.79%
River Heights - Fort Garry 1.85% 2.40% 4.57%
Point Douglas 2.25% 3.60% 3.06%
Old Kildonan 0.60% 2.54% 2.97%
North Kildonan 0.70% 1.88% 1.45%
Mynarski 1.61% 2.50% 4.51%
Fort Rouge - East Fort Garry 2.37% 2.01% 2.95%
Elmwood - East Kildonan 1.04% 2.74% 4.06%
Daniel McIntyre 1.74% 2.63% 2.33%
Charleswood - Tuxedo - Whyte Ridge 1.45% 1.42% 0.60%
0% 1% 2% 3% 4% 5% 6% 7% 8% 9% 10%
Priority 1 Priority 2 Priority 3


Proposed Sidewalk/Path Inventory % by Ward
Transcona 0.95% 2.89% 2.24%
St Vital 1.62% 1.89% 2.65%
St. James - Brooklands - Weston 2.70% 1.89% 3.88%
St Charles 0.31% 1.67% 0.88%
St. Boniface 1.50% 3.50% 2.57%
South Winnipeg - St. Norbert 1.76% 3.11% 2.57%
River Heights - Fort Garry 1.78% 2.36% 4.48%
Point Douglas 2.17% 3.49% 2.96%
Chart Area
Old Kildonan 0.58% 2.45% 3.06%
North Kildonan 0.67% 1.82% 1.67%
Mynarski 1.56% 2.41% 4.34%
Fort Rouge - East Fort Garry 2.41% 2.05% 2.98%
Elmwood - East Kildonan 1.01% 2.64% 3.92%
Daniel McIntyre 1.69% 2.53% 2.26%
Charleswood - Tuxedo - Whyte Ridge 1.49% 1.74% 0.92%
0% 1% 2% 3% 4% 5% 6% 7% 8% 9% 10%
P1 New P2 New P3 New

A breakdown of the changes by Ward are:

	Current			Proposed			Difference		
Network Priority (Incl new Inventory)	Street (lane km)	Sidewalk/ Pathway (kms)	Alleys (km)	Street (lane km)	Sidewalk/ Pathway (kms)	Alleys (km)	Street (lane km)	Sidewalk/ Path way (kms)	Alleys (km)
Priority 1	1877.8	663.6	0.0	2188.9	673.3	0.8	311.1	9.7	0.8
Charleswood - Tuxedo - Whyte Ridge	*130.3*	*42.3*		*143.4*	*45.1*		*13.1*	*2.8*	*0.0*
Daniel McIntryre	*130.6*	*51.0*		*155.8*	*51.3*		*25.2*	*0.3*	*0.0*
Elmwood - East Kildonan	*77.3*	*30.5*		*99.0*	*30.5*		*21.7*	*0.0*	*0.0*
Fort Rouge - East Fort Garry	*163.4*	*69.3*		*200.6*	*73.0*	*0.1*	*37.2*	*3.7*	*0.1*
Mynarski	*122.5*	*47.1*		*152.2*	*47.2*	*0.1*	*29.7*	*0.1*	*0.1*
North Kildonan	*60.0*	*20.4*		*63.3*	*20.4*	*0.1*	*3.3*	*0.0*	*0.1*
Old Kildonan	*72.7*	*17.6*		*81.9*	*17.6*		*9.2*	*0.0*	*0.0*
Point Douglas	*174.9*	*65.7*		*217.3*	*65.7*		*42.4*	*0.0*	*0.0*
River Heights - Fort Garry	*163.1*	*54.1*		*200.4*	*54.1*		*37.3*	*0.0*	*0.0*
South Winnipeg - St. Norbert	*143.8*	*53.4*		*157.1*	*53.4*	*0.5*	*13.3*	*0.0*	*0.5*
St. Boniface	*156.8*	*45.2*		*180.4*	*45.5*		*23.6*	*0.3*	*0.0*
St Charles	*50.1*	*9.4*		*54.7*	*9.4*		*4.6*	*0.0*	*0.0*
St. James - Brooklands - Weston	*220.8*	*79.5*		*252.8*	*82.0*		*32.0*	*2.5*	*0.0*
St Vital	*131.5*	*49.2*		*144.5*	*49.2*		*13.0*	*0.0*	*0.0*
Transcona	*80.0*	*28.9*		*85.5*	*28.9*		*5.5*	*0.0*	*0.0*
Priority 2	1570.5	1071.8	0.0	1394.0	1105.1	0.0	(176.5)	33.3	0.0
Charleswood - Tuxedo - Whyte Ridge	*105.4*	*41.6*		*96.1*	*52.8*		*(9.3)*	*11.2*	*0.0*
Daniel McIntryre	*41.1*	*76.8*		*22.7*	*76.8*		*(18.4)*	*0.0*	*0.0*
Elmwood - East Kildonan	*83.2*	*80.0*		*75.8*	*80.0*		*(7.4)*	*0.0*	*0.0*
Fort Rouge - East Fort Garry	*61.2*	*58.8*		*43.7*	*62.1*		*(17.5)*	*3.3*	*0.0*
Mynarski	*61.1*	*73.1*		*52.6*	*73.1*		*(8.5)*	*0.0*	*0.0*
North Kildonan	*93.6*	*55.1*		*91.9*	*55.1*		*(1.7)*	*0.0*	*0.0*

	Current			Proposed			Difference		
Network Priority (Incl new Inventory)	Street (lane km)	Sidewalk/ Pathway (kms)	Alleys (km)	Street (lane km)	Sidewalk/ Pathway (kms)	Alleys (km)	Street (lane km)	Sidewalk/ Path way (kms)	Alleys (km)
Old Kildonan	*109.0*	*74.3*		*99.8*	*74.3*		*(9.2)*	*0.0*	*0.0*
Point Douglas	*144.9*	*105.2*		*115.1*	*105.8*		*(29.8)*	*0.6*	*0.0*
River Heights - Fort Garry	*133.6*	*70.2*		*108.2*	*71.6*		*(25.4)*	*1.4*	*0.0*
South Winnipeg - St. Norbert	*155.7*	*92.4*		*148.5*	*94.4*		*(7.2)*	*2.0*	*0.0*
St. Boniface	*183.7*	*98.4*		*176.6*	*106.1*		*(7.1)*	*7.7*	*0.0*
St Charles	*88.3*	*48.0*		*85.4*	*50.8*		*(2.9)*	*2.8*	*0.0*
St. James - Brooklands - Weston	*110.3*	*56.9*		*87.5*	*57.4*		*(22.8)*	*0.5*	*0.0*
St Vital	*75.9*	*53.4*		*72.1*	*57.2*		*(3.8)*	*3.8*	*0.0*
Transcona	*123.5*	*87.6*		*118.0*	*87.6*		*(5.5)*	*0.0*	*0.0*
Priority 3	3742.6	1188.5	931.2	3616.7	1255.2	930.4	(125.9)	66.7	(0.8)
Charleswood - Tuxedo - Whyte Ridge	*315.0*	*17.6*	*19.7*	*311.2*	*28.0*	*19.7*	*(3.8)*	*10.4*	*0.0*
Daniel McIntryre	*135.9*	*68.0*	*77.2*	*129.1*	*68.6*	*77.2*	*(6.8)*	*0.6*	*0.0*
Elmwood - East Kildonan	*209.4*	*118.8*	*91.4*	*195.1*	*118.8*	*91.4*	*(14.3)*	*0.0*	*0.0*
Fort Rouge - East Fort Garry	*155.4*	*86.4*	*77.1*	*135.7*	*90.3*	*77.0*	*(19.7)*	*3.9*	*(0.1)*
Mynarski	*205.8*	*131.8*	*90.1*	*189.5*	*131.8*	*90.0*	*(16.3)*	*0.0*	*(0.1)*
North Kildonan	*185.9*	*42.3*	*32.6*	*184.3*	*50.6*	*32.5*	*(1.6)*	*8.3*	*(0.1)*
Old Kildonan	*294.1*	*86.9*	*29.7*	*294.1*	*92.9*	*29.7*	*0.0*	*6.0*	*0.0*
Point Douglas	*210.5*	*89.6*	*86.0*	*197.9*	*89.9*	*86.0*	*(12.6)*	*0.3*	*0.0*
River Heights - Fort Garry	*268.2*	*133.5*	*95.7*	*256.3*	*135.8*	*95.7*	*(11.9)*	*2.3*	*0.0*
South Winnipeg - St. Norbert	*401.0*	*52.3*	*39.0*	*398.7*	*78.0*	*38.5*	*(2.3)*	*25.7*	*(0.5)*
St. Boniface	*369.2*	*71.4*	*55.3*	*352.7*	*78.0*	*55.3*	*(16.5)*	*6.6*	*0.0*
St Charles	*180.1*	*26.7*	*27.2*	*178.4*	*26.6*	*27.2*	*(1.7)*	*(0.1)*	*0.0*
St. James - Brooklands - Weston	*192.5*	*116.6*	*74.3*	*183.3*	*117.6*	*74.3*	*(9.2)*	*1.0*	*0.0*
St Vital	*346.5*	*81.5*	*65.3*	*337.3*	*80.3*	*65.3*	*(9.2)*	*(1.2)*	*0.0*
Transcona	*273.1*	*65.1*	*70.6*	*273.1*	*68.0*	*70.6*	*0.0*	*2.9*	*0.0*
Grand Total	7190.9	2923.9	931.2	7199.6	3033.6	931.2	8.7	109.7	0.0
Charleswood - Tuxedo - Whyte Ridge	*550.7*	*101.5*	*19.7*	*550.7*	*125.9*	*19.7*	*0.0*	*24.4*	*0.0*

	Current			Proposed			Difference		
Network Priority (Incl new Inventory)	Street (lane km)	Sidewalk/ Pathway (kms)	Alleys (km)	Street (lane km)	Sidewalk/ Pathway (kms)	Alleys (km)	Street (lane km)	Sidewalk/ Path way (kms)	Alleys (km)
Daniel McIntryre	*307.6*	*195.8*	*77.2*	*307.6*	*196.7*	*77.2*	*0.0*	*0.9*	*0.0*
Elmwood - East Kildonan	*369.9*	*229.3*	*91.4*	*369.9*	*229.3*	*91.4*	*0.0*	*0.0*	*0.0*
Fort Rouge - East Fort Garry	*380.0*	*214.5*	*77.1*	*380.0*	*225.4*	*77.1*	*0.0*	*10.9*	*0.0*
Mynarski	*389.4*	*252.0*	*90.1*	*394.3*	*252.1*	*90.1*	*4.9*	*0.1*	*0.0*
North Kildonan	*339.5*	*117.8*	*32.6*	*339.5*	*126.1*	*32.6*	*0.0*	*8.3*	*0.0*
Old Kildonan	*475.8*	*178.8*	*29.7*	*475.8*	*184.8*	*29.7*	*0.0*	*6.0*	*0.0*
Point Douglas	*530.3*	*260.5*	*86.0*	*530.3*	*261.4*	*86.0*	*0.0*	*0.9*	*0.0*
River Heights - Fort Garry	*564.9*	*257.8*	*95.7*	*564.9*	*261.5*	*95.7*	*0.0*	*3.7*	*0.0*
South Winnipeg - St. Norbert	*700.5*	*198.1*	*39.0*	*704.3*	*225.8*	*39.0*	*3.8*	*27.7*	*0.0*
St. Boniface	*709.7*	*215.0*	*55.3*	*709.7*	*229.6*	*55.3*	*0.0*	*14.6*	*0.0*
St Charles	*318.5*	*84.1*	*27.2*	*318.5*	*86.8*	*27.2*	*0.0*	*2.7*	*0.0*
St. James - Brooklands - Weston	*523.6*	*253.0*	*74.3*	*523.6*	*257.0*	*74.3*	*0.0*	*4.0*	*0.0*
St Vital	*553.9*	*184.1*	*65.3*	*553.9*	*186.7*	*65.3*	*0.0*	*2.6*	*0.0*
Transcona	*476.6*	*181.6*	*70.6*	*476.6*	*184.5*	*70.6*	*0.0*	*2.9*	*0.0*

Educational awareness is being actively promoted in the Streets Maintenance operations and this will continue to be refined for each subsequent winter season of operations training and service delivery. The Active Transportation Advisory Committee (ATAC) will continue to address the annual performance and opportunity for improvements of this network.

It is also important to ensure we receive constructive feedback from the citizens of this City as we refine the various Pedestrian and Cycling networks and the associated winter maintenance services. To achieve this, the Public Service will utilize Public Engagement through our various Walk/Bike projects, customer services and Pedestrian and Cycling report cards to measure, refine and improve upon these facilities.

Guiding principles will continue to be the Our Winnipeg Plan, Transportation Master Plan and the Pedestrian and Cycling Strategies in their most current approved framework.

FINANCIAL IMPACT

Financial Impact Statement

Date: April 23, 2018

Project Name:

Active Transportation Network - Winter Maintenance Strategy

First Year of Program **2019**

	2019	2020	2021	2022	2023
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	$ 432,427	$ 851,647	$ 868,680	$ 886,053	$ 903,775
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 432,427	$ 851,647	$ 868,680	$ 886,053	$ 903,775
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	$ 432,427	$ 851,647	$ 868,680	$ 886,053	$ 903,775

Additional Comments: The program enhancements have estimated one time signage costs of $98,448 and estimated annual costs of $834,948 excluding inventory added as growth to the city. The analysis assumes program enhancements beginning in October 2019 and 2% annual inflationary cost increases thereafter.

"Original signed by"
J. Ruby, CPA CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with:

Active Transportation Coordinating Group—A committee of City Staff including representatives from Public Works, Planning, Property and Development, and the Transit Department.
Active Transportation Advisory Committee—A committee of private citizens of Winnipeg with expertise in Active Transportation.
Green Action Center
Bike Winnipeg
Manitoban League of Persons with Disabilities

OURWINNIPEG POLICY ALIGNMENT

01-1 – City Building
02-2 - Environment
Sustainable Transportation -05-2a – Maintenance and Asset Management
Sustainable Transportation -05-3 – Active Transportation
Transportation Master Plan – 5.2 – Active Transportation

SUBMITTED BY

Department: Public Works
Division: Streets Maintenance
Prepared by: Cheryl Anderson
Date: April 23, 2018
File No:

Attachments:
Appendix A – Active Transportation Winter Strategy Proposal Ward Maps
Appendix B – Active Transportation Winter Strategy Proposal Cost Summary