

REPORT NO. 357 of the
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY
STANDING COMMITTEE
of its meeting held February 17, 2016

Present: Councillor Chris Holt
Councillor Bill Marra (Chair)
Councillor Hilary Payne
Councillor Paul Borrelli

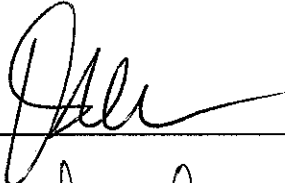
Absent: Councillor Fred Francis

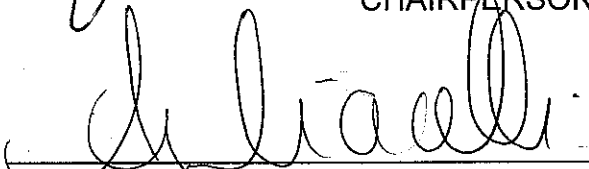
That the following recommendations of the Environment, Transportation and Public Safety Standing Committee **BE APPROVED**:

Moved by Councillor Payne, seconded by Councillor Holt,
That the report of CQ's 67 and 68-2015 **BE RECEIVED** by Committee for information; and further, that this issue **BE REFERED** to the 2017 Capital Budget.
Carried.

S 22/2016 SW2016

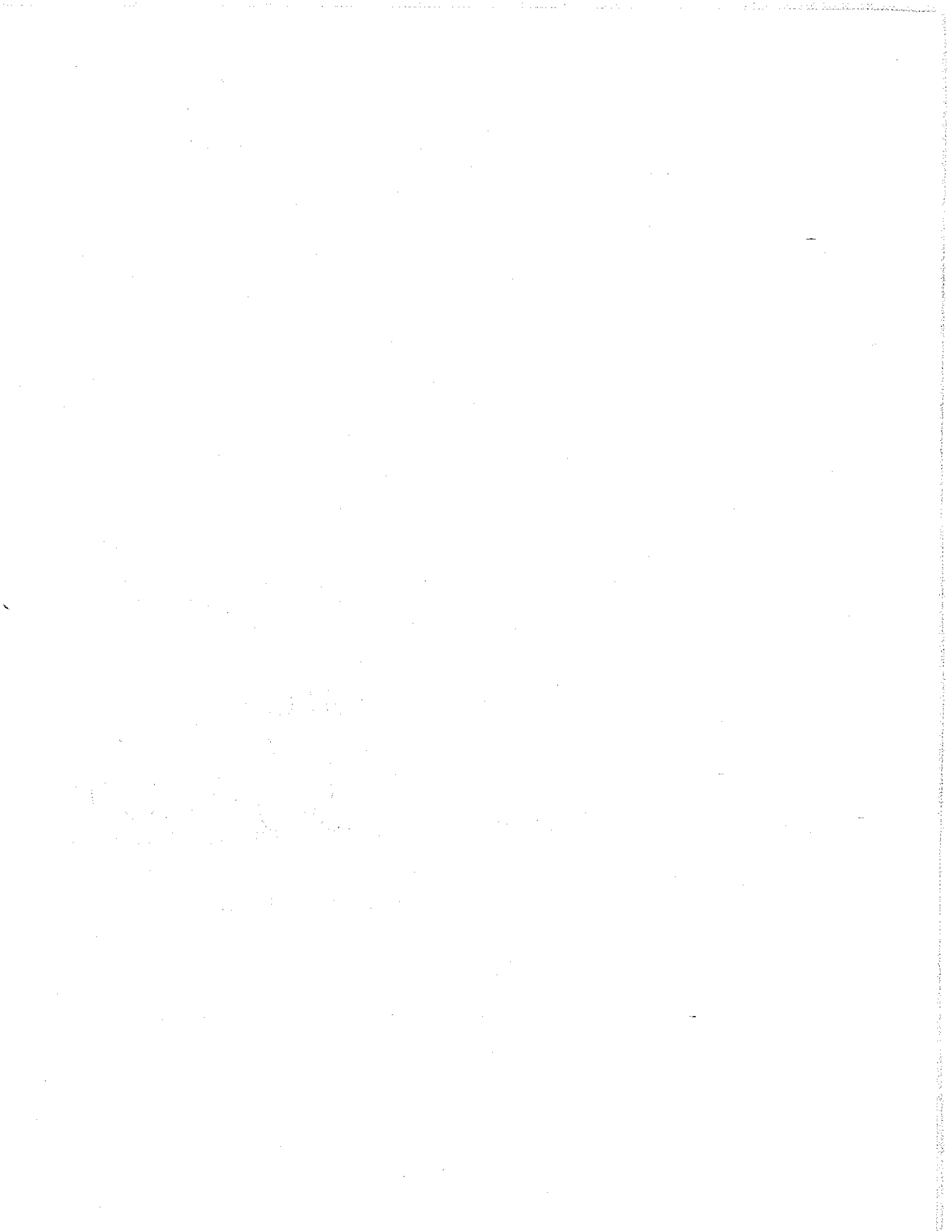
Clerk's Note: The report of the City Engineer dated January 15, 2016 entitled "Response to CQ's 67 & 68-2015 – Local Improvement of Rural Cross-section Roads" is **attached** as background information.



CHAIRPERSON


SUPERVISOR OF COUNCIL SERVICES

NOTIFICATION:	
NAME	CONTACT INFORMATION





Infrastructure & Geomatics

MISSION STATEMENT

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together"

REPORT #: S 22/2016	Report Date: 1/15/2016
Author's Contact: Wesley Hicks Senior Manager, Infrastructure & Geomatics/Deputy City Engineer 519-255-6257 ext 6490 whicks@citywindsor.ca	Date to Council: 2/17/2016
	Clerk's File #: SW2016

To: Mayor and Members of City Council

Subject: Response to CQ's 67 & 68-2015 - Local Improvement of Rural Cross-section Roads

RECOMMENDATION:

That the report of CQ's 67 and 68-2015 **BE RECEIVED** by Committee for information and further, that this issue **BE REFERED** to 2017 Capital Budget.

EXECUTIVE SUMMARY:

N/A

BACKGROUND:

At the November 16, 2015 meeting of City Council, the following Council Questions were raised:

CQ67-2015: *Asks Connaught Street in between Prince Road & Felix to be looked at in terms of being put as a priority for a mill and pave to upgrade the condition of the current roads status, and*

CQ68-2015: *Given that the City of Windsor has some rural cross section roads, many of which are in poor to very poor condition and that I have received numerous resident concerns related to the lack of maintenance and proper drainage, and that the existing system of resident generated petitions does not seem to be addressing the need, I request that Administration provide a report with a*

recommendation for a program, including the review of the use of so called "reverse" petitions to address how we can systematically address the need to upgrade these roads including an approximate estimate to carry out such a program.

As Council is aware, the City has initiated several Local Improvements over the past number of years, the majority of which have gone forward. The other option available is a resident initiated Local Improvement. These tend to not be as successful.

There are several Council resolutions related to Local Improvements which provide guidance to Administration. These Council resolutions relate to most types of infrastructure with the rights of way. Due to the number of Council resolutions, it can sometimes be confusing as to which one to use and how/when to apply it. As a result, Administration has been working on a Policy which would consolidate the various resolutions. We anticipate a report to Council in the spring.

There are also several Capital Budget programs related to Local Improvements:

- ECP-007-07 Used for projects where curbing, street lighting, sidewalks and/or storm sewers are not present.*
- ECP-017-07 Local Improvements – Sanitary sewer program*
- ECP-005-10 Used for roads with a rural cross-section where the sewers do not require rehabilitation.*
- EIT-001-11 Local Improvement – Street Lighting*
- ENG-002-12 Local Improvement – Sidewalks (Local classification roads only)*

DISCUSSION:

As noted above, in recent years, we have done several City initiated Local Improvements, the majority of which have been successful. Further, staff time for resident and City initiated petitions is comparable.

A few of the rural cross-section roads fall under program ECP-005-10, where there is no sewer work required, simply the addition of curbing. The vast majority however are either missing a sewer or required sewer rehabilitation. These would fall under program ECP-007-07. Connaught St between Prince Rd and Felix falls within this category. Currently, there are approximately 73 km of roads, within the urban setting, with a rural cross-section, broken down by Ward as follows:

	WARD
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	1	2	3	4	5	6	7	8	9	10
Kilometers	8.5	5.0	2.4	2.1	10.7	6.0	3.6	4.0	15.9	15

Of the 73 km identified above, approximately 45% fall within the now deficient pavement rating and another 24% fall within the 1-5 year pavement rating.

While City initiated is our preferred method to process Local Improvements, ultimately, funding is the issue.

RISK ANALYSIS:

Currently, approximately 69% of the rural cross-section roads are rated in the now deficient and 1-5 year ratings. These roads will continue to deteriorate unless significant funds are allocated.

At this time, two Local Improvement projects have been identified representing approximately 0.73 km of road. At the current pace, the current now deficient and 1-5 year rural cross-section roads will not be upgraded within the foreseeable future.

FINANCIAL MATTERS:

Currently, \$3,544,800 is identified in the 5 year Capital budget, as part of program ECP-007-07, to undertake the two Local Improvements noted above.

On-going, dedicated funding is required in order to ensure that these rights of way are improved to an urban cross-section. As a result, a funding request will be brought forward in the 2017 Capital Budget deliberations to allow one to two projects per year to proceed, which may include the work on Connaught St from Prince Rd to Felix Ave.

The estimated cost (in 2015 \$'s) to upgrade the 73 km would be in the range of \$70M to \$300M. This large range in estimated costs is dependent on whether the addition of sewers or sewer rehabilitation work is required.

CONSULTATIONS:

Wade Bondy, Operations

Sean Soanes, IMS

CONCLUSION:

Reconstructing rural cross-section roads to urban cross-sections is a significant undertaking involving significant costs. The current funding allocation within the 5 year Capital budget would result in approximately 1% of the rural cross-section roads being upgraded. As a result, should Council wish to make this a priority, significant funding would need to be allocated. This issue will be brought forward to the 2017 Capital Budget deliberations.

PLANNING ACT MATTERS:

N/A

APPROVALS:

Name	Title
Wesley Hicks	Senior Manager, Infrastructure & Geomatics/Deputy City Engineer
Michael Dennis	Financial Planning Administrator
Victor Ferranti	Manager of Capital Budget & Corporate Reserves
Melissa Osborne	Senior Manager of Asset Planning
Mark Winterton	City Engineer
Onorio Colucci	Chief Financial Officer/City Treasurer
Helga Reidel	Chief Administrative Officer

NOTIFICATIONS:

Name	Address	Email

APPENDICES:

