

SNOW AND ICE CONTROL FOR WALKWAYS ADJACENT TO PRIVATE PARCELS

EXECUTIVE SUMMARY

The Roads Business Unit currently addresses snow and ice control on Engineered Walkways on a request basis only. This report presents three options for addressing snow and ice control on engineered walkways: 1) Status Quo, 2) Adjacent Property and 3) City Services. Administration is recommending Council defer the final recommendations of this study to allow Administration to conduct public consultation and engagement.

ADMINISTRATION RECOMMENDATION(S)

That the SPC on Transportation and Transit recommend that Council defer the final recommendations of this study to 2014 July for Administration to conduct public consultation and engagement.

**RECOMMENDATIONS OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED
2014 JANUARY 22:**

That the SPC on Transportation and Transit recommends that Council:

- 1. Direct Administration to propose an update to the Snow and Ice Control Policy to include snow and ice control on engineered walkways on a defined priority basis, commencement date to be determined; and**
- 2. Direct Administration to report back to the 2014 November Budget discussions on how this plan could be implemented over the next four year budget cycle.**

Opposition to Recommendations:

Opposed: P. Demong, B. Pincott, E. Woolley

Excerpt from the Minutes of the Regular Meeting of the SPC on Transportation and Transit,
Dated 2014 January 22:

“RECONSIDER, Moved by Councillor Carra, that Committee’s decision with respect to Report TT2014-0017 be reconsidered.

ROLL CALL VOTE

For:

G-C. Carra, P. Demong, E. Woolley, S. Keating

Against:

S. Chu, D. Colley-Urquhart, R. Jones, B. Pincott

MOTION LOST”

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“FORWARD LOST MOTION

Pursuant to Section 155 (7) (a) and (b) of the Procedure Bylaw 44M2006, as amended, Councillor Carra requested that the lost motions with respect to Report TT2014-0017 be forwarded to Council for information.

APPROVE, Moved by Councillor Colley-Urquhart, that with respect to Report TT2014-0017, the following be approved:

That the SPC on Transportation and Transit recommends that Council:

1. File the Administration Recommendation contained in Report TT2014-0017; and
2. Receive Report TT2014-0017 for information.

ROLL CALL VOTE

For:

S. Chu, D. Colley-Urquhart, R. Jones, S. Keating

Against:

G-C. Carra, P. Demong, B. Pincott, E. Woolley

MOTION LOST “

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2013 September 16 meeting of Council, Councillor Colley-Urquhart brought forward NM2013-30, Snow and Ice Control for Sidewalks/Walkways Adjacent to Private Parcels.

The notice of motion was approved as follows:

WHEREAS there are numerous sidewalk and walkways throughout the city which are located on untitled public lands and are not parallel or directly adjacent to a Street;

AND WHEREAS snow and ice control on these sidewalks and walkways is currently conducted by the Roads business unit on a request basis, since there is no regular program or responsibility assigned to the adjacent owners(s) for snow and ice control within these areas;

NOW THEREFORE BE IT RESOLVED that Administration investigate options on the sidewalks and walkways not covered under the Streets Bylaw Number 20M88, and bring forward recommendations including, but not limited to assigning responsibility for snow and ice control to the adjacent property owner(s), to the Standing Policy Committee on Transportation and Transit by 2014 January.

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BACKGROUND

The Streets Bylaw defines a walkway as a right-of-way set aside for the use of and ordinarily used for pedestrian travel of the general public, whether publicly or privately owned and includes a sidewalk but does not include a pathway. A sidewalk is defined as a portion of a street set aside for the use of and ordinarily used by pedestrians. A pathway is defined as a thoroughfare controlled by The City and set aside for use by pedestrians, cyclists and persons using wheeled conveyances.

Section 67 of the Streets Bylaw delegates responsibility to remove snow and ice from sidewalks and pathways that run in front of or along the side to the adjacent property owner/occupant. The requirements only apply to sidewalks and pathways that run parallel to streets. This report will deal with walkways that are on public property that do not run parallel to a street and will refer to this subset of walkways as “Engineered Walkways”.

Typically engineered walkways are thoroughfares that run between private properties to connect streets, pathways, lanes, and parks to each other. Typically these thoroughfares have an asphalt surface and have end treatments (bollard or bedstead) to prevent traffic from accessing them.

Engineered walkways are used to provide pedestrian mobility through neighbourhoods and to provide convenient year-round connectivity to transit, schools, shopping centres, etc. Currently the Roads Business Unit addresses snow and ice concerns on engineered walkways on a request basis only. Sand and salt is applied to provide traction and a hard pack condition is maintained.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

There are 2048 public engineered walkways within the city with a total length of 78.2km. 96% of the engineered walkways are paved with asphalt.

Three different options were considered for snow and ice control on engineered walkways:

1. Status Quo: The City to maintain engineered walkways on a request basis at a low priority
2. Adjacent property: Bylaw amendment to make adjacent property owners/occupants responsible
3. City Services: The City to provide snow and ice control on engineered walkways on a defined priority basis

Option 1: Status Quo

Continue with the current service level which is the Roads Business Unit will address engineered walkways on a request basis only. Maintenance is done on a low priority basis. Sand and salt will be spread on the engineered walkway and a hard pack standard will be maintained. There is no planned program for addressing engineered walkways.

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Option 2: Adjacent Property

A bylaw amendment to make the adjacent property owner/occupant responsible for the snow and ice control on engineered walkways. The amendment would make the adjacent property owner/occupant responsible for removing snow and ice or in the case where it is clearly demonstrable that the surface condition makes it difficult to clear the snow, sand or similar material shall be applied which renders the sidewalk safe.

Option 3: City Services

The City's Roads Business Unit will provide snow and ice control to the engineered walkways. A priority system will be developed to determine the order of clearing engineered walkways (proximity to transit, schools, senior facilities, etc.) with the intention of clearing all walkways within seven days after the snow stops falling. In order to make the engineered walkways machine accessible and maintainable an investment in removable bollards is required. The preliminary estimated cost to upgrade all end treatments to a removable bollard is \$2,048,000.00 (one time). The annual increase to operating funding required to provide this service is \$3,348,000 (annually).

	Capital (one time)	Operating (annual)
Removable Bollards	\$2 048 000	
Staff, Equipment, Materials		\$3 348 000

Stakeholder Engagement, Research and Communication

A public consultation and engagement plan has not been undertaken.

Strategic Alignment

The recommendations in this report align with Transportation Goals #2 and #7 from the Calgary Transportation Plan.

Goal #2: Promote safety for all transportation system users. The City should ensure that all aspects of the transportation system are safe and secure, and enable prompt and effective emergency response. These objectives will be achieved through ongoing operations, maintenance and public education programs, as well as mobility management and land use strategies that will reduce vehicular travel and improve public safety and health.

Goal #7: Ensure transportation infrastructure is well managed. Sound management of all transportation infrastructure will promote efficiency, infrastructure preservation and value, safety and a healthy environment.

Social, Environmental, Economic (External)

This would improve the mobility for citizens to use engineered walkways during the winter months in Calgary.

Option #3 comes at an additional cost to all citizens through an increase in taxes if the City is responsible for clearing these engineered walkways or alternatively an inherent cost to the adjacent citizens if they are required to clear the snow as per Option #2.

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Financial Capacity

Current and Future Operating Budget:

Current and future operating budgets are not specifically impacted by this interim report.

Current and Future Capital Budget:

An additional one-time capital budget of \$2,048,000 would be required for infrastructure upgrades under Option 3 to allow for snow removal from engineered walkways, and a funding source would need to be identified.

Risk Assessment

There may be issues with assigning responsibility, understanding that each owner clears to the middle of the walkway or the property owner on the North, Northeast or East clears on the odd years and the owner on the South, Southwest or West clears on the even years.

There are also cases where properties that border the engineered walkways but do not have any direct access to the engineered walkways. These sites are and will remain a City responsibility.

REASON FOR RECOMMENDATIONS:

With the emphasis on more walkable communities, the recommendation to continue to pursue some sort of improvement to the winter condition of these pedestrian networks is aligned with City objectives.

ATTACHMENTS

None