

# DECISION/DIRECTION NOTE

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**Title:** Sidewalk Snow Clearing 2021 Network Expansion Requests

**Date Prepared:** July 8, 2021

**Report To:** Committee of the Whole

**Councillor and Role:** Councillor Sandy Hickman, Public Works

**Ward:** N/A

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## **Decision/Direction Required:**

This note is in response to various requests for additions to the network of sidewalks that are currently included in the Sidewalk Snow Clearing Program. Funding will be required if additions are sought, to maintain the current level of service.

## **Discussion – Background and Current Status:**

The City conducted public engagement on sidewalk snow clearing in 2020 and the results were shared in August, full details are located [here](#). Some of the suggested improvements included route connectivity, clearing consistency particularly around utility poles, clearing at intersections including pedestrian activated signals, and additional ice control on priority routes.

In 2020, Council invested \$800,000 of capital funding to replace some of the oldest sidewalk tractors in the City's fleet with new sidewalk tractors which would make the City's sidewalk tractor fleet much more reliable. Another \$620,000 was invested to purchase a loader and two loader-mounted snow blowers to assist with heavy winter events.

As well, a revised priority system for clearing of sidewalks was introduced prior to the 2020-21 winter season. The revised priorities and new sidewalk machinery had a positive impact on the level of service provided for sidewalk snow clearing in this past winter season.

Over this past winter, various requests have been received for additions to the network of sidewalks included in the program. To evaluate the many requests, staff created a priority ranking system that takes into account various factors such as street classification (which generally indicates vehicular traffic volumes and speeds), metrobus stops, and the proximity to pedestrian generators such as schools, universities, healthcare facilities, commercial areas, and income-based housing. The requests are presented in priority order, with those that would have the greatest impact on pedestrians first on the list.

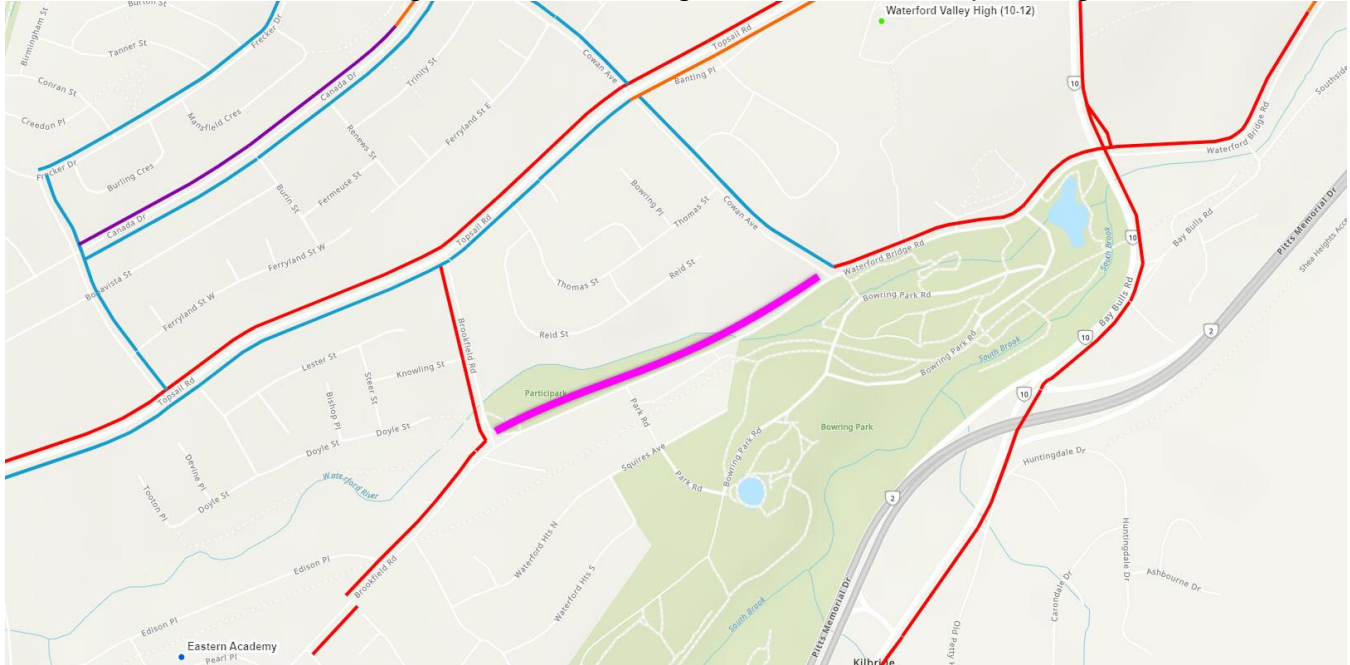
Each map shows the sidewalk route currently being cleared in red (priority one), blue (priority two), green (priority three, and purple (priority four). The proposed additions are presented in cyan with a thicker line.

# ST. JOHN'S

**1. Waterford Bridge Road (Cowan Ave to Brookfield Road) [Arterial]**

**730m Priority 1 addition, on the north side of the road.**

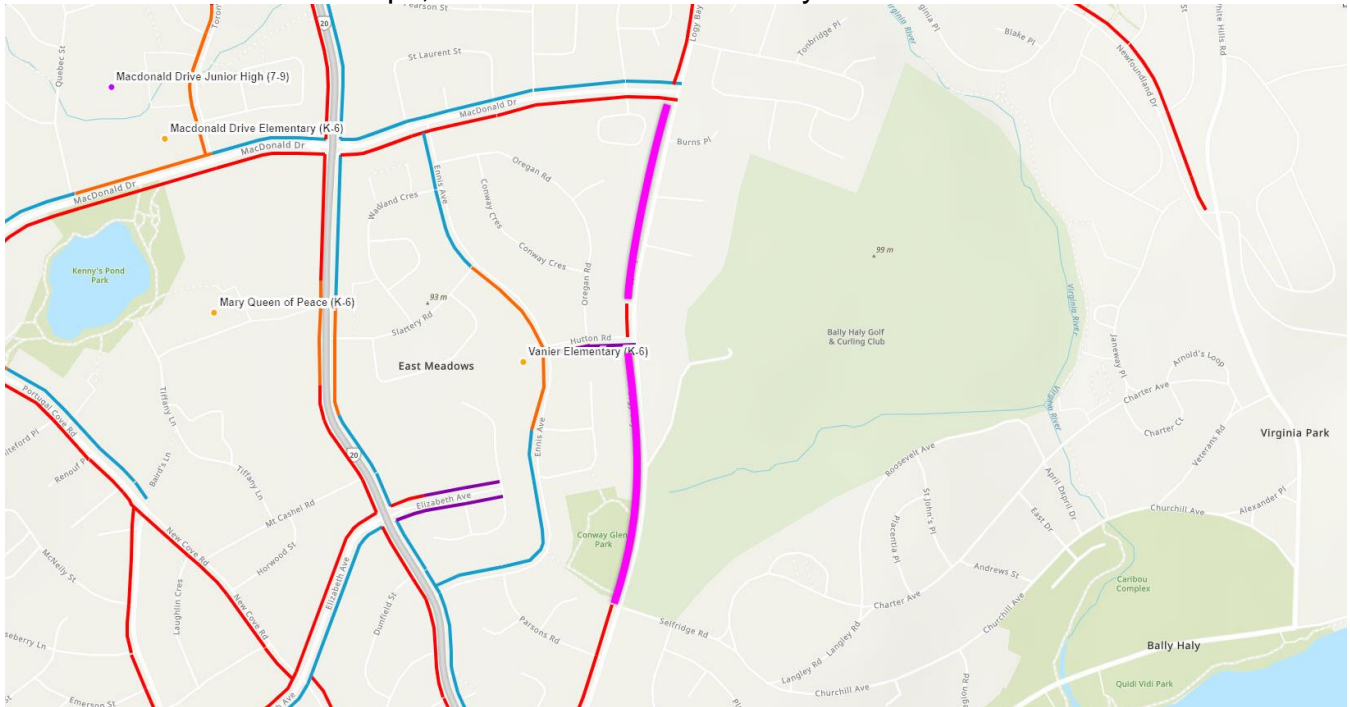
This would eliminate a large gap in the current network, connecting two sections of Priority 1 sidewalk and accommodating access to Bowring Park. Metrobus stops along this route.



**2. Logy Bay Road (Selfridge Road to Macdonald Drive) [Arterial]**

**500m Priority 1 addition, on the west side of the road.**

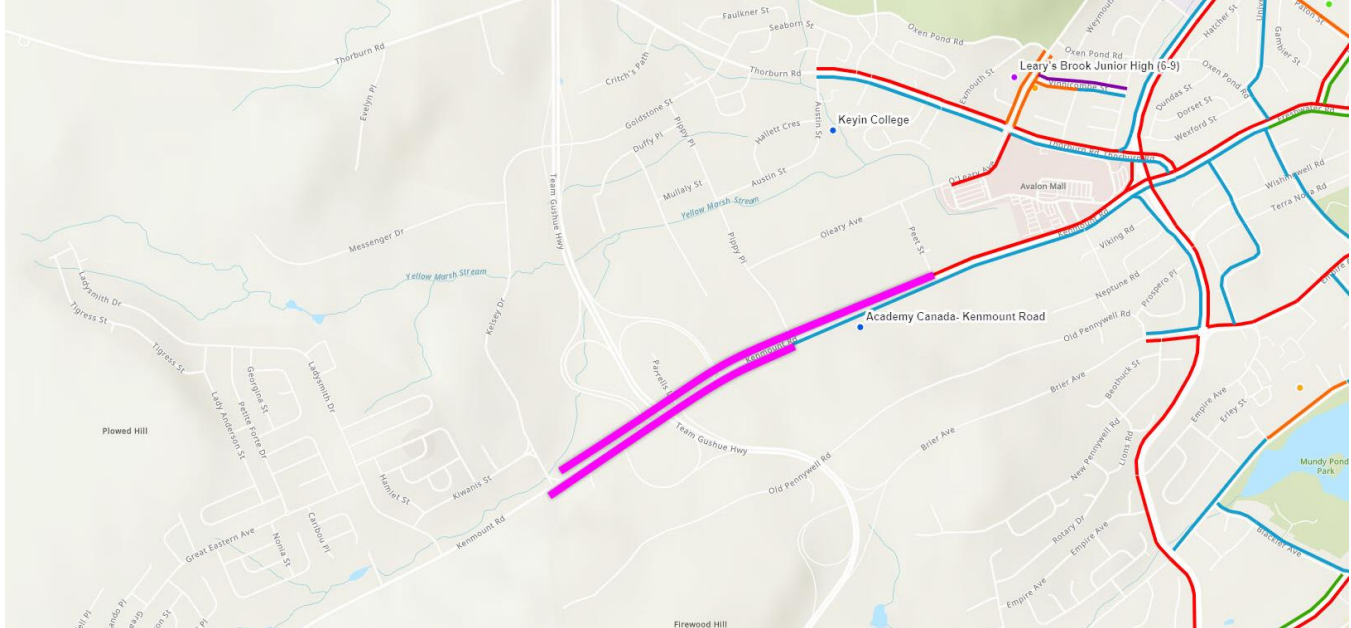
This would eliminate a large gap in the current network, connecting two sections of Priority 1 sidewalk with Metrobus stops, and the Vanier Elementary school zone.



**3. Kenmount Road (Peet Street to Kelsey Drive) [Arterial]**

**2.76km addition (1.68km Priority 1 and 1.08km Priority 2), on both sides of the road.**

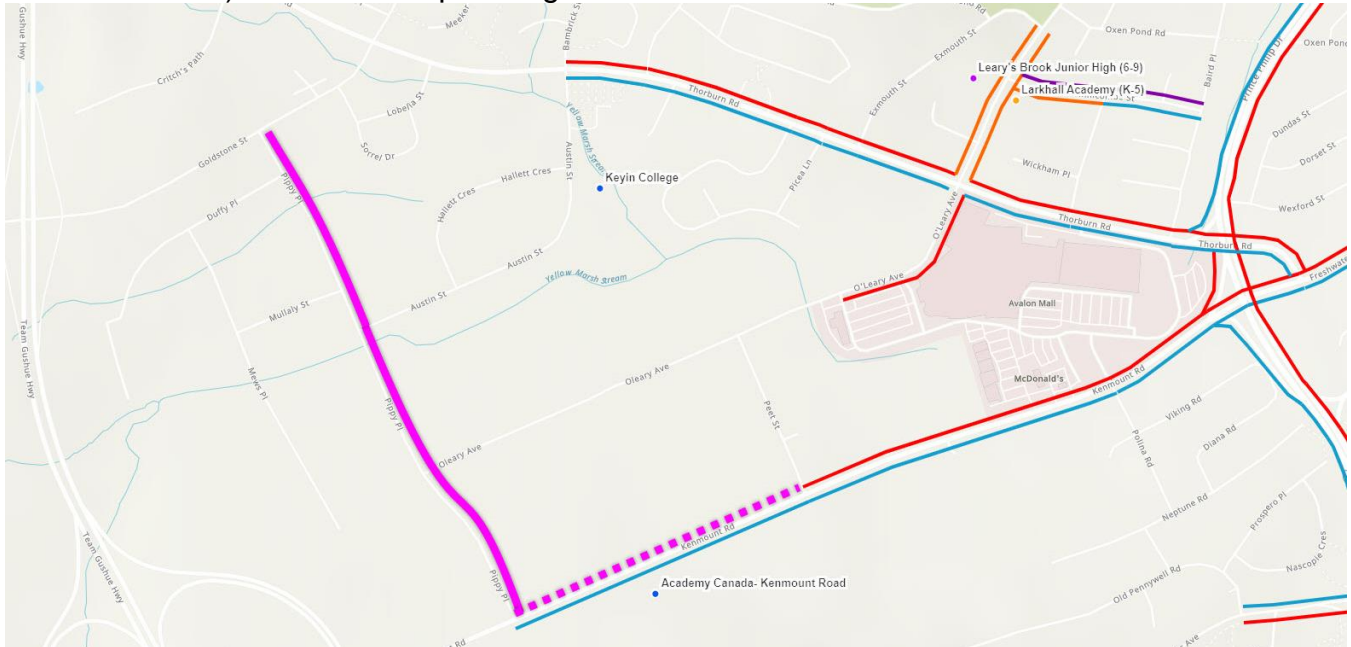
The current network includes Kenmount Road only up to Peet Street on one side of the road and Pippy Place on the other side. This would extend the network as far as Kelsey Drive, a busy commercial area. Metrobus stops along this route.



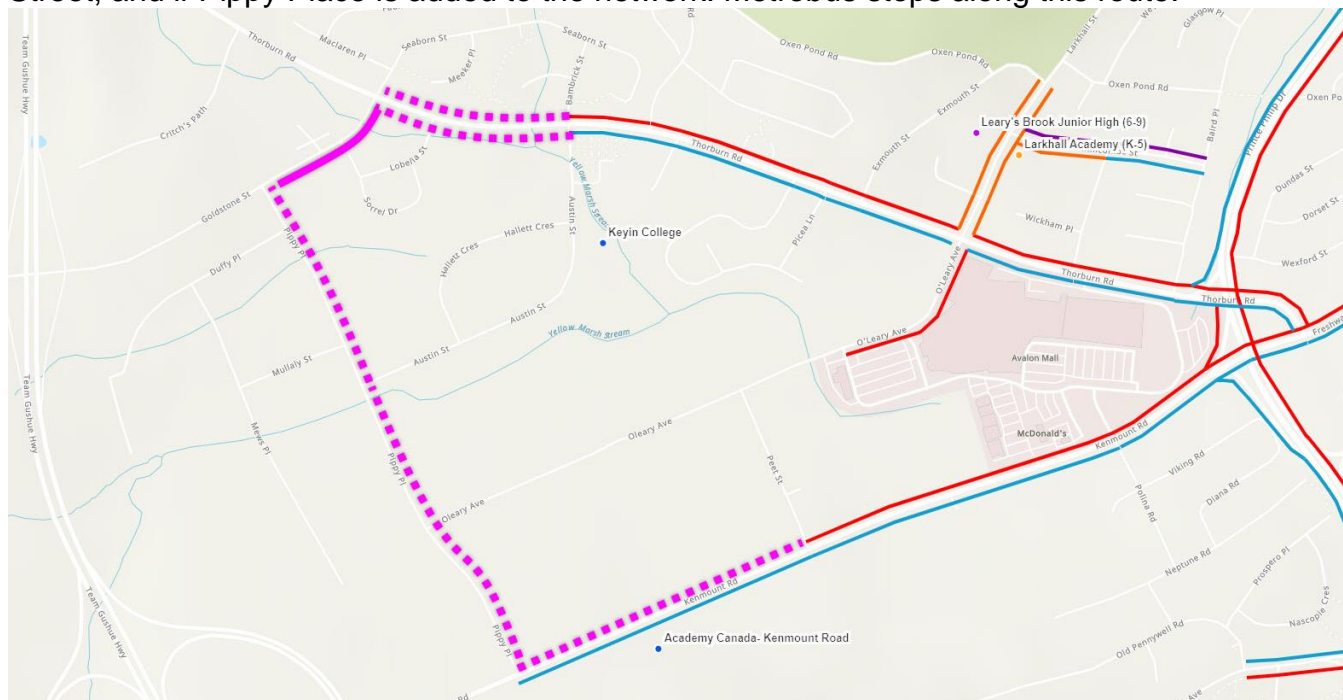
**4. Pippy Place [Arterial]**

**1.03km Priority 1 addition, on the east side of the road.**

The sidewalk along this busy commercial area would only be added to the network if Kenmount Road is extended (Currently sidewalks are only cleared to Peet Street on the north side of the road). Metrobus stops along this route.

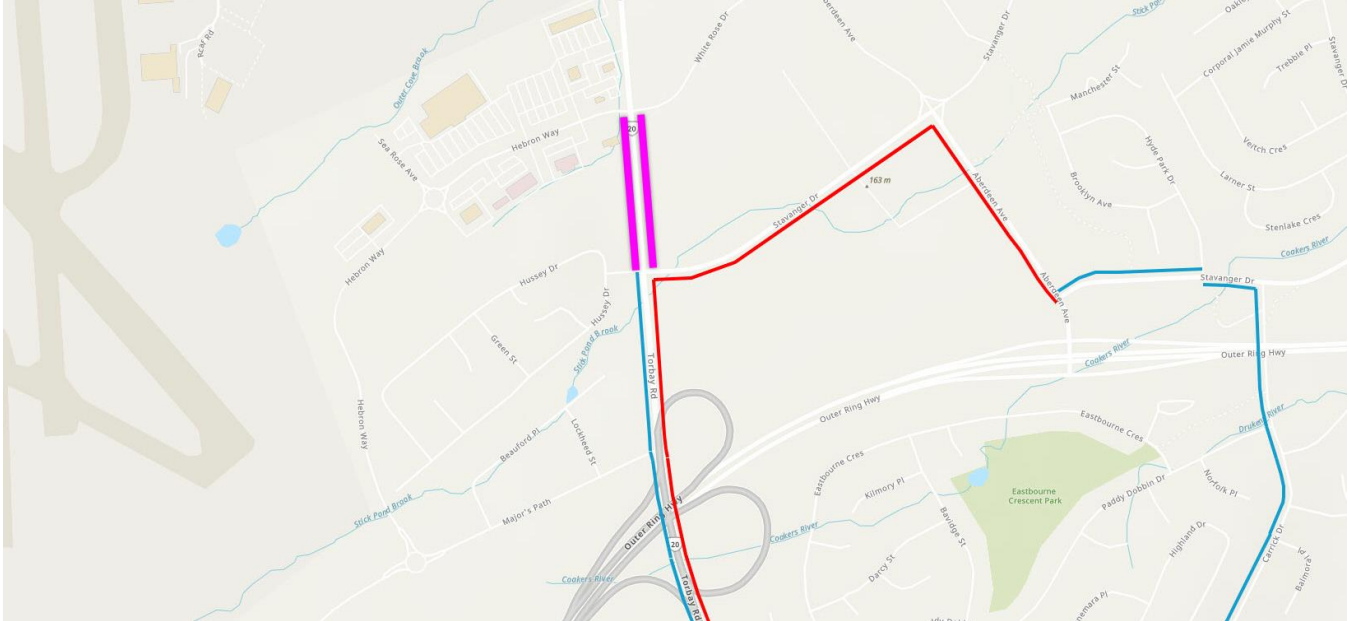






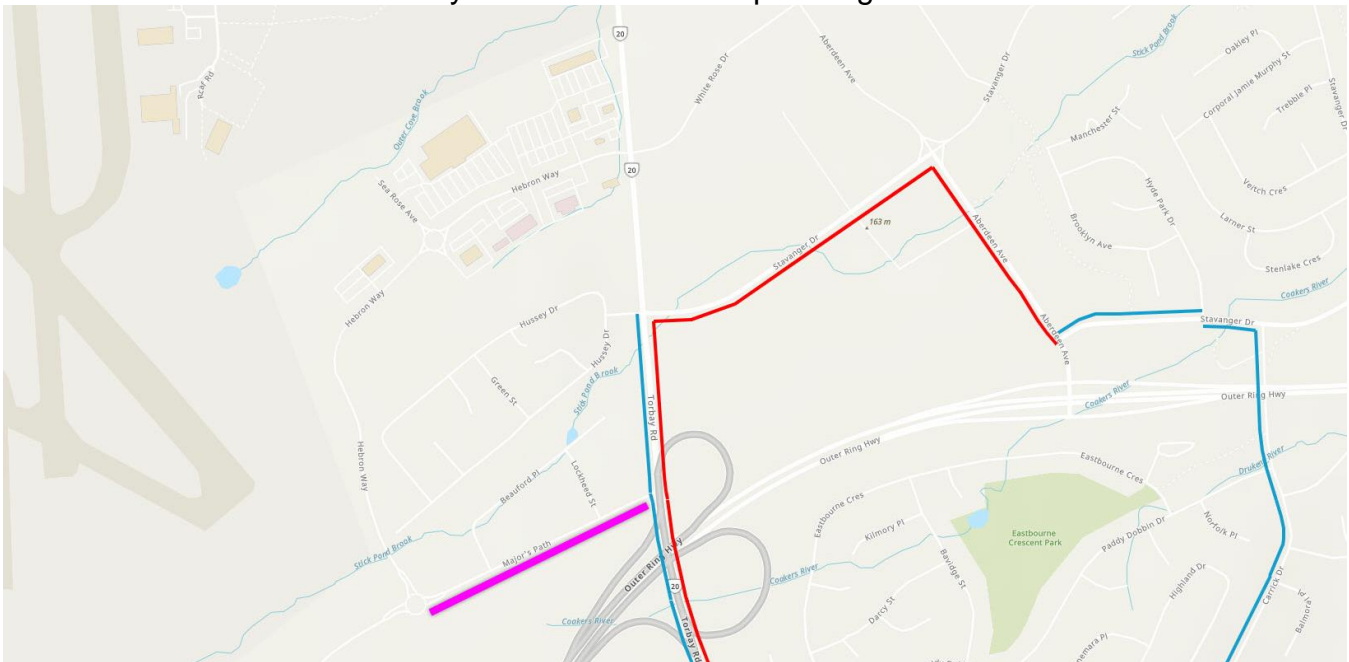
**7. Torbay Road (Stavanger Drive to White Rose Drive / Hebron Way) [Arterial]**  
*600m addition (300m Priority 1 and 300m Priority 2), on both sides of the road.*

The current network includes Torbay Road as far north as Stavanger Drive. This would extend the network to the intersection with White Rose Drive & Hebron Way, a busy commercial area. Metrobus stops along this route.



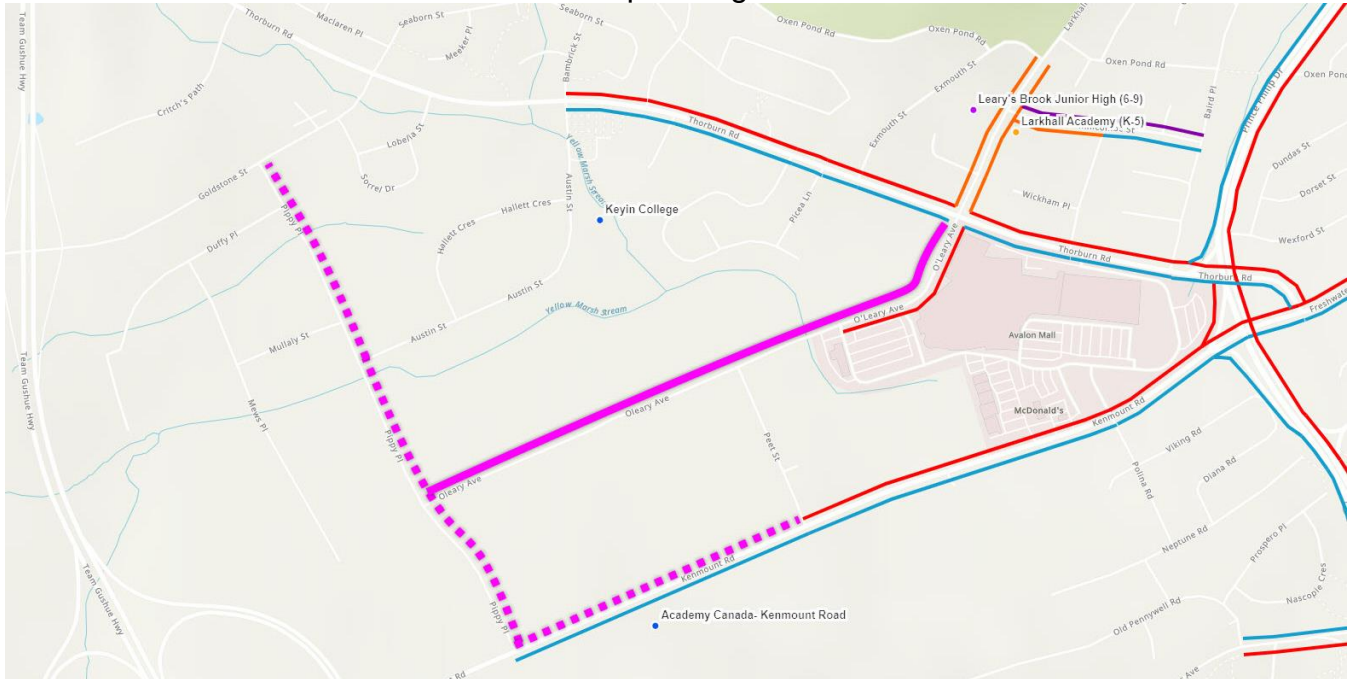
**8. Major's Path (Torbay Rd to Hebron Way Roundabout) [Arterial]**  
*550m Priority 1 addition, on the south side of the road.*

This addition would service the multi-lane section of Major's Path (Eastern Health) and connect to the sidewalk routes on Torbay Road. Metrobus stops along this route.



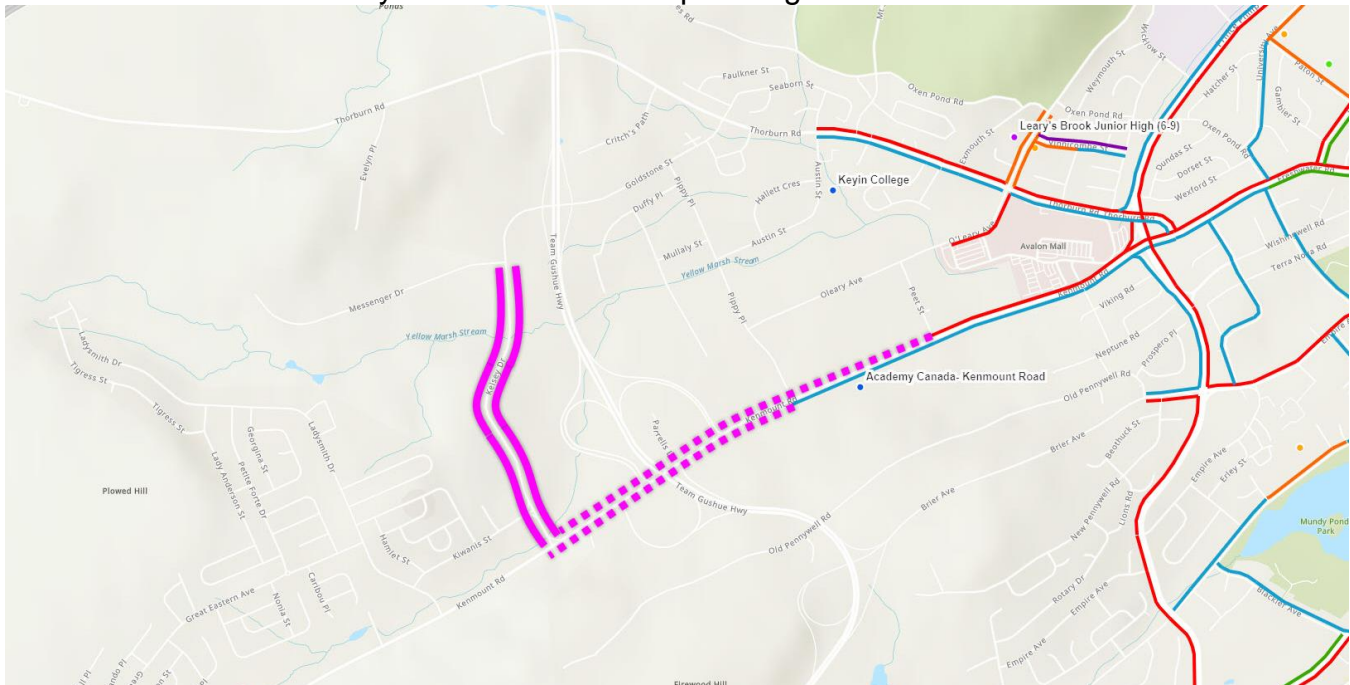
**9. O'Leary Ave (west of Avalon Mall) [Arterial]**  
**975m Priority 1 addition, on the north side of the road.**

The sidewalk along this busy commercial area would only be added to the network if Pippy Place is added to the network. Metrobus stops along this route.



**10. Kelsey Drive (Kenmount Road to Messenger Drive) [Arterial]**  
**2.30km addition (1.15km Priority 1 and 1.15km Priority 2), on both sides of the road.**

The sidewalks in this busy commercial area would only be added to the network if Kenmount Road is extended to Kelsey Drive. Metrobus stops along this route.

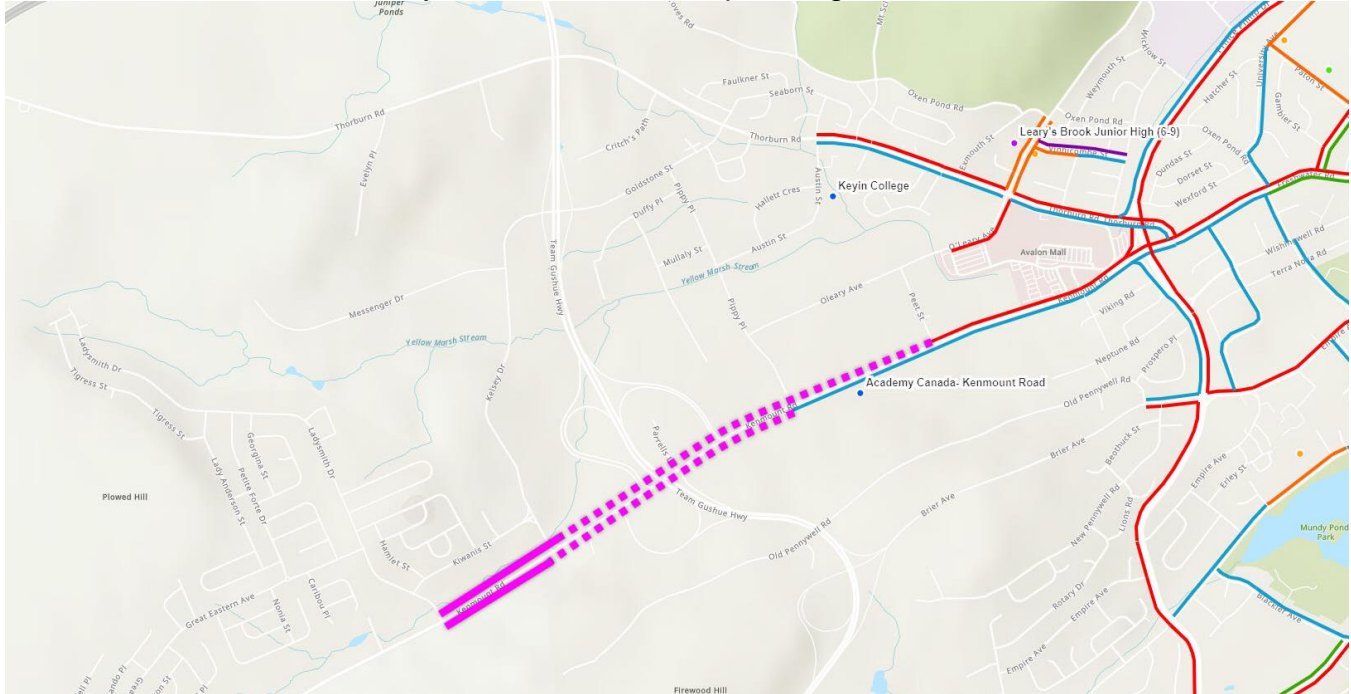




**11. Kenmount Road (Kelsey Drive to Ladysmith Dr) [Arterial]**

*1.00km addition (500m Priority 1 and 500m Priority 2), on both sides of the road.*

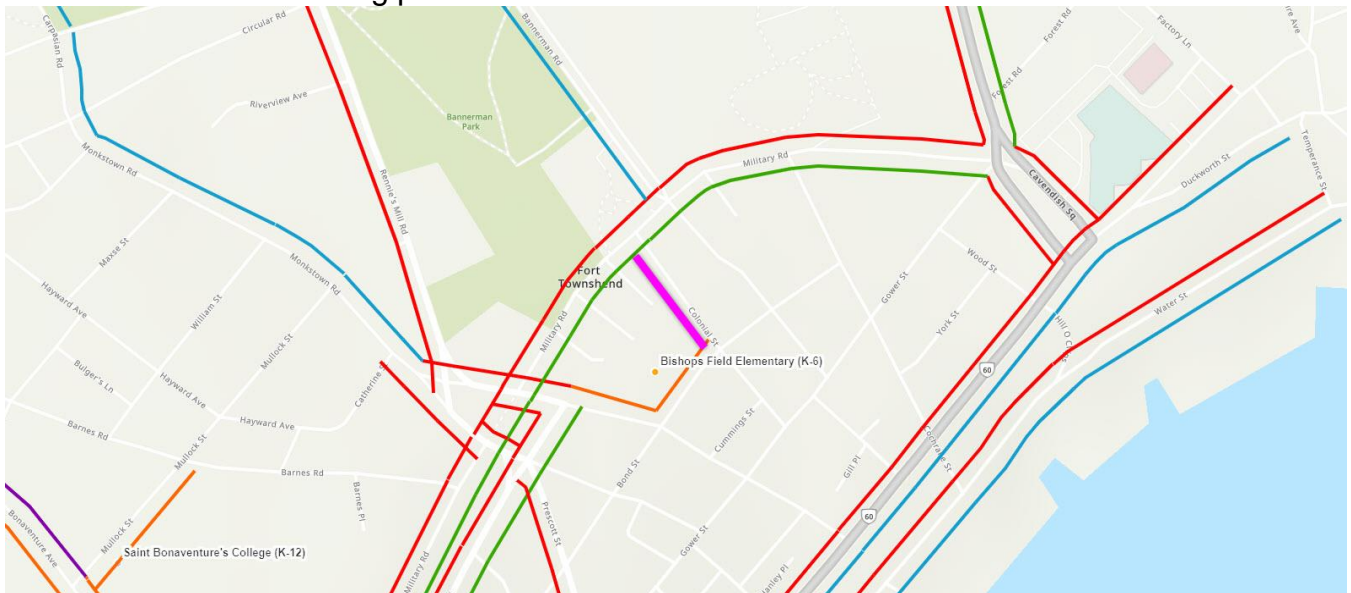
This extension to the Kenmount Road network would only be implemented if Kenmount Road was extended as far as Kelsey Drive. Metrobus stops along this route.



**12. Colonial Street (Military Road to Bond Street) [Local]**

*125m Priority 1A addition, on the west side of the road.*

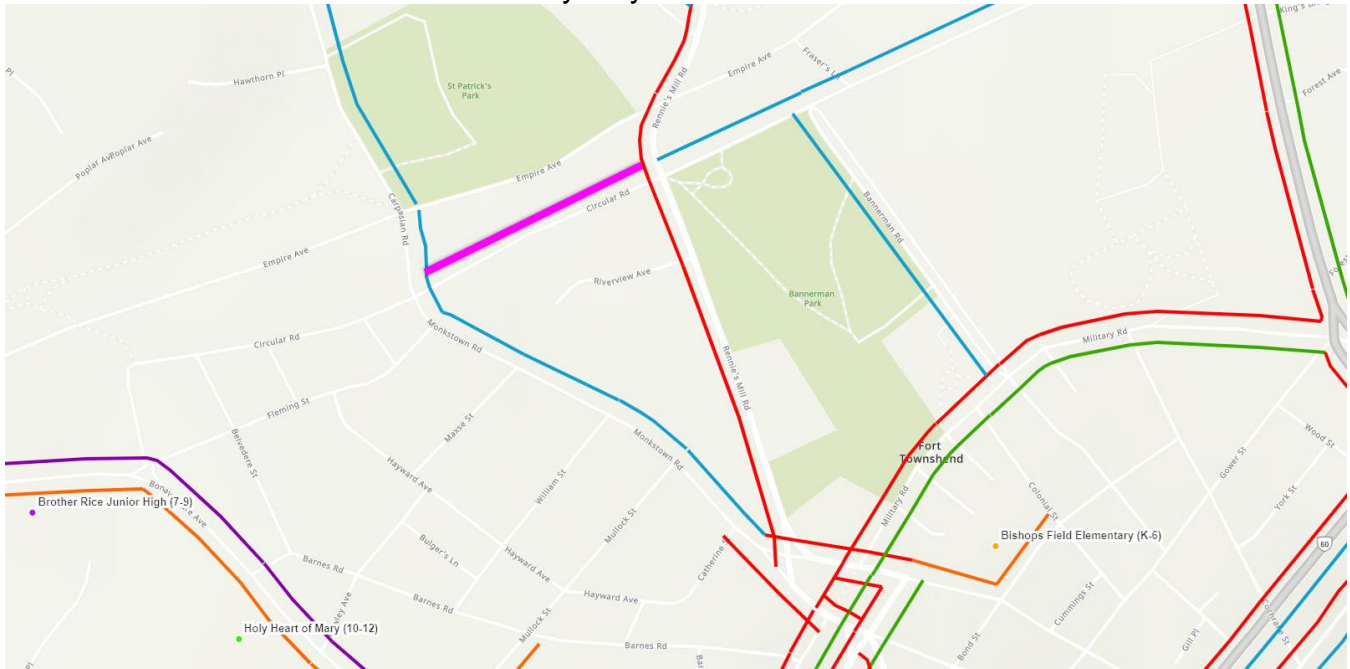
This addition would ensure any students dropped off at the timed parking area of Colonial Street have a clear walking path to the school.



**13. Circular Road (Monkstown Road to Rennie's Mill Road) [Collector]**

*250m Priority 2 addition on the north side of the road.*

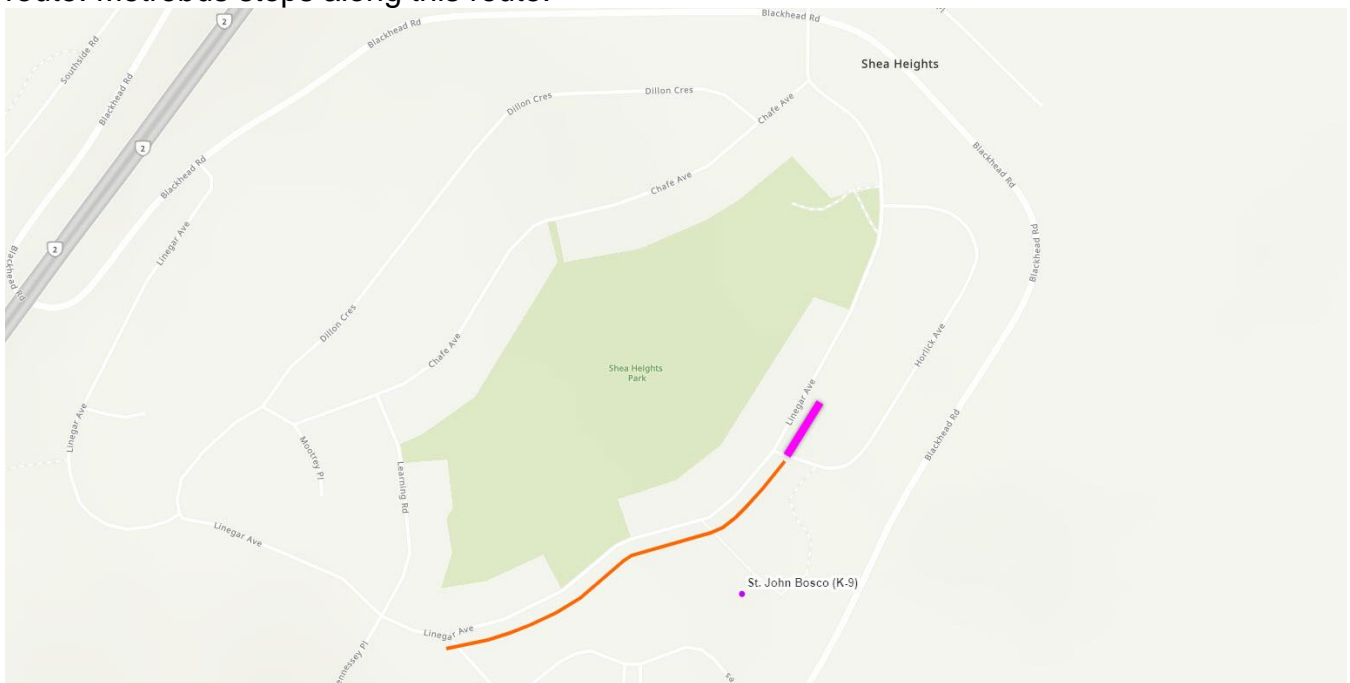
Traffic on this section of road is one-way only.



**14. Linegar Ave (Horlick Ave to Civic #93) [Collector]**

*35m Priority 1A addition, on the south side of the road.*

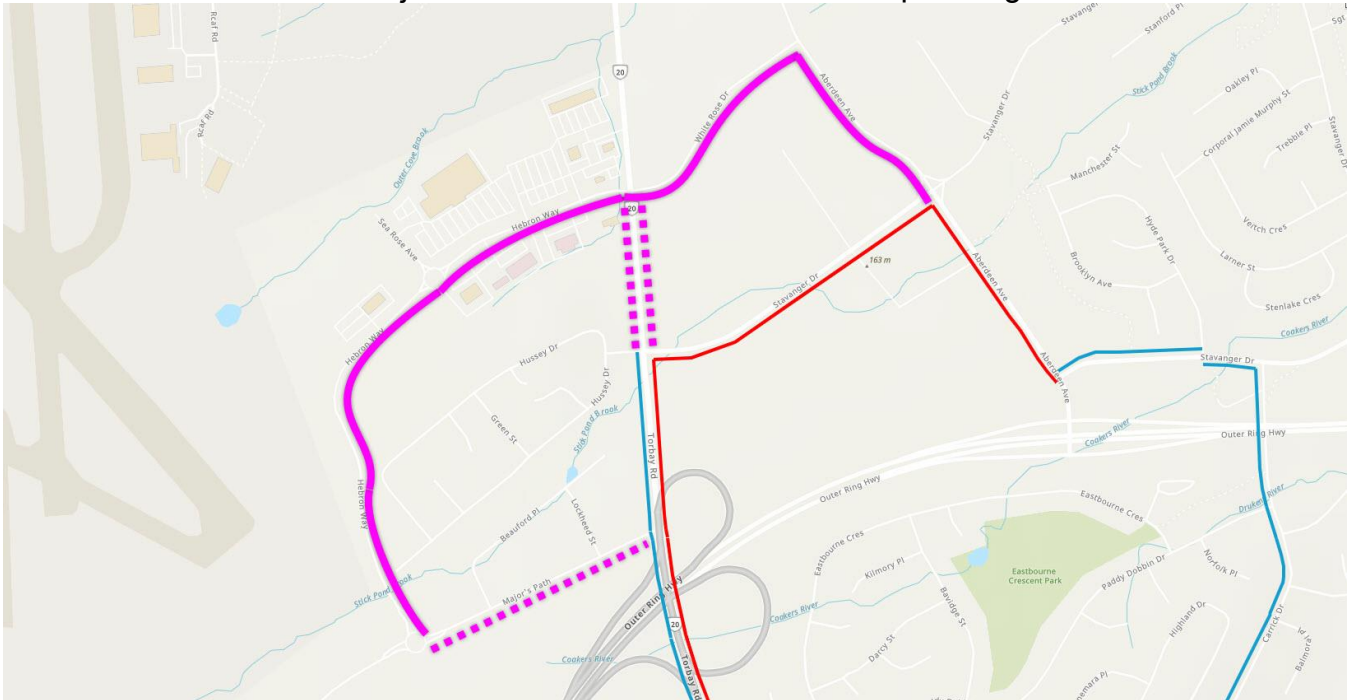
This addition would extend the sidewalk route to the end of the section of sidewalk. It is atypical to add a section of sidewalk that does not end at an intersection or another cleared route. Metrobus stops along this route.





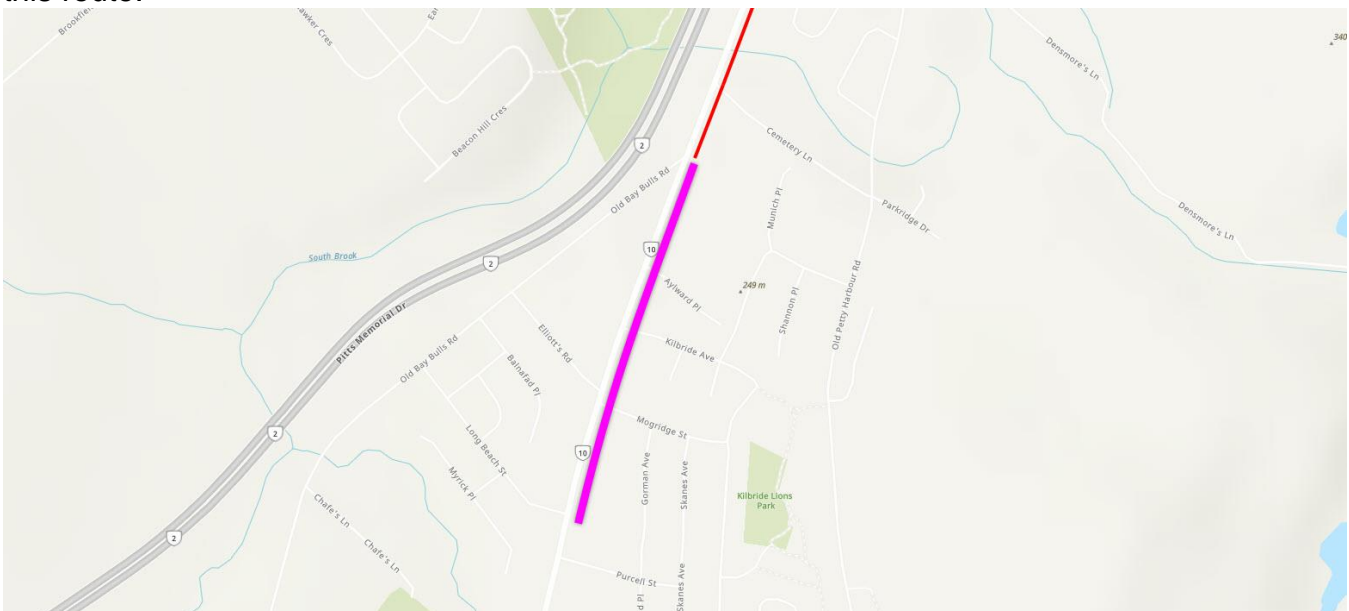
**15. Hebron Way, White Rose Drive and Aberdeen Ave (to Stavanger Dr) [Collector]**  
*2.04km Priority 1 addition, on the south side of the road.*

The sidewalk along this busy commercial area would only be added to the network if Torbay Road was extended and Major's Path was added. Metrobus stops along this route.



**16. Bay Bulls Road (Old Bay Bulls Road to Long Beach Street) [Arterial]**  
*720m Priority 1 addition, on the east side of the road.*

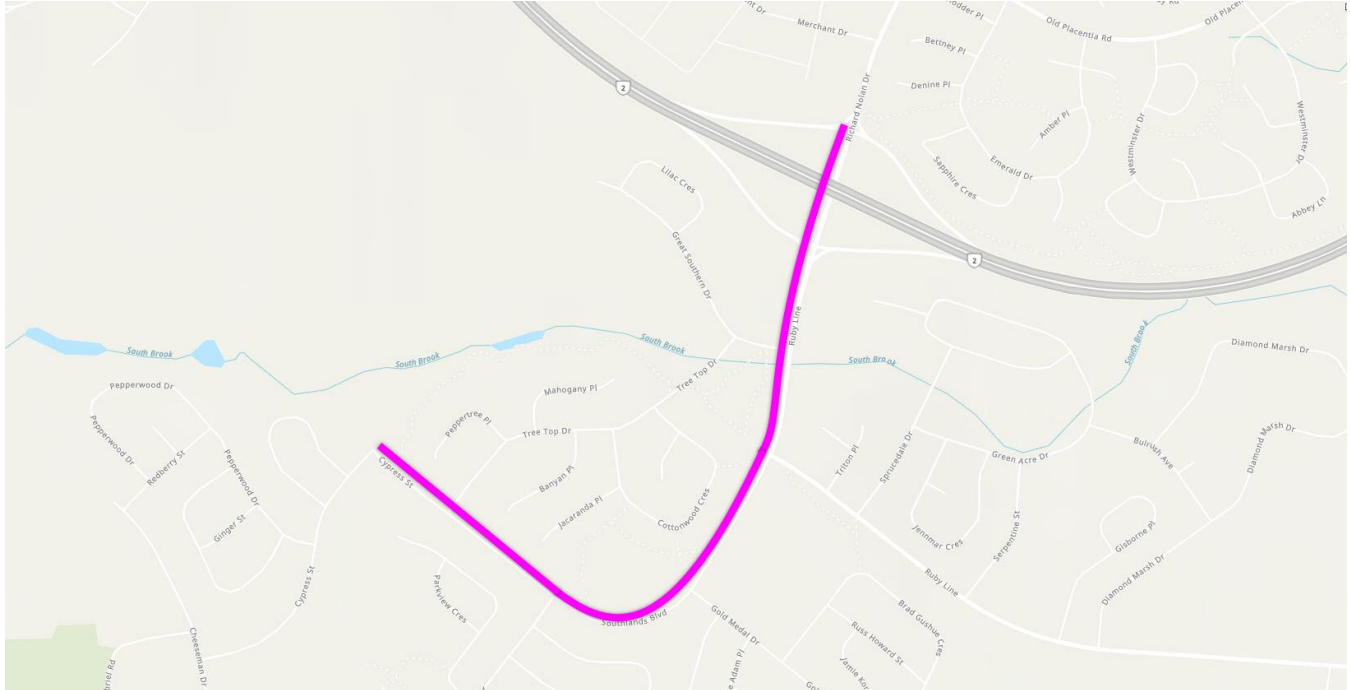
During the 2020 summer construction season, approximately 720m of Bay Bulls Road was upgraded, complete with road widening, storm sewers and sidewalks. This addition would add the newly constructed sidewalks in Kilbride onto the cleared network. Metrobus stops along this route.



**17. Southlands Boulevard (Cypress Street to City Limits) [Arterial]**

*1.72km Priority 1 addition, on the north side of the road.*

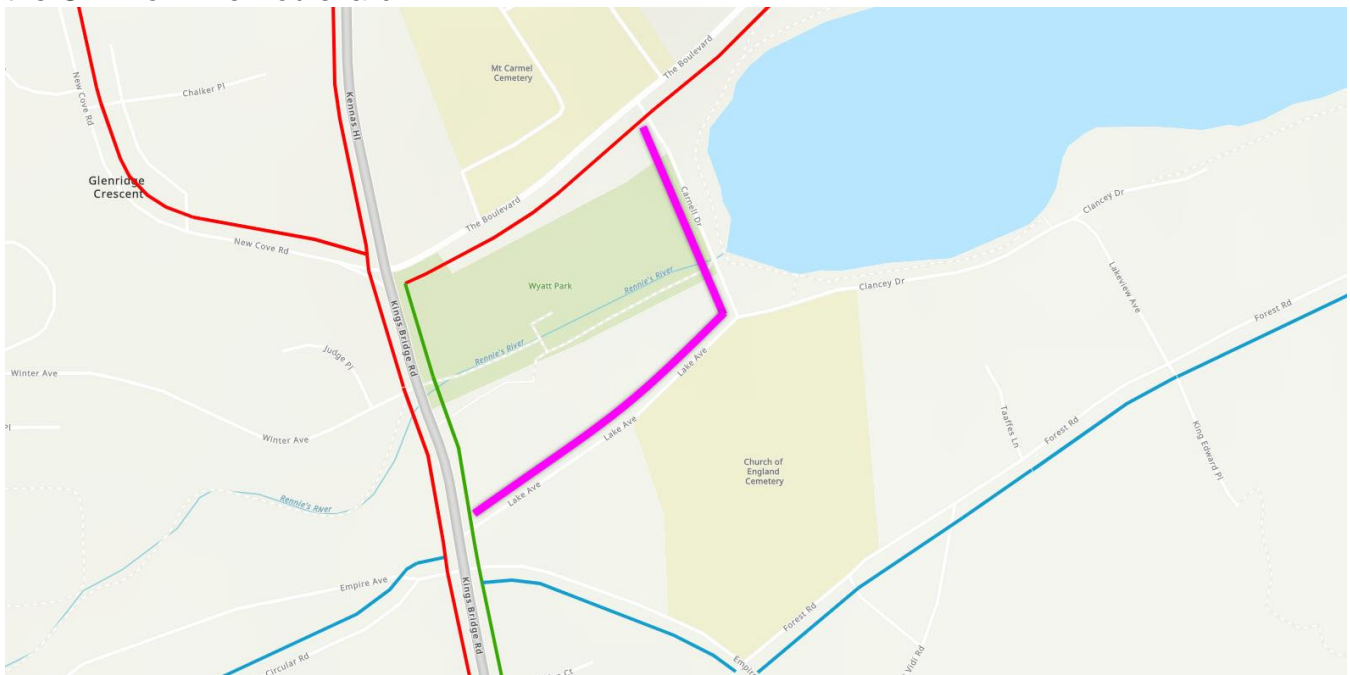
This addition would provide a clear walking path to the Merchant Drive Commercial Area in Mount Pearl for residents of Southlands.



**18. Carnell Drive and Lake Avenue [Local]**

*520m Priority 4 addition on the west/north sides of each road.*

This addition would provide a clear walking path to the Dominion Supermarket for residents at the CNIB on The Boulevard.



No budget is currently allocated for any additions to the sidewalk network, or for any level of service increases. Should Council wish to dedicate resources to enhance the sidewalk program, we have presented two options as follows:

### **Option 1: Add Additional Routes**

Whenever an additional route is added, two new operators are required to cover both shifts. Equipment maintenance costs are required, and new sidewalk tractors are required. Due to equipment downtime, 1.5 to 2 sidewalk tractors are typically required per route, depending on the age of the fleet, which requires capital investment.

<i>Total Operating Cost (per route):</i>	<i>\$100,000 per year</i>
<i>Total Capital Cost (per route):</i>	<i>\$375,000</i>

A route can be added to expand the current network, or to increase the level of service throughout the City, depending on the direction Council decides to take. A new route can service approximately 11km of sidewalk while maintaining the current level of service. The top 11 road segments mentioned above would constitute a full route.

Without any network additions, a new route could also decrease the time of completion of the full network by approximately 10%.

Multiple routes can be added (at the cost per route above) should Council wish to both expand the current network and increase the level of service.

### **Option 2: Add a Third Shift**

The current sidewalk snow clearing program is managed with two shifts. Introducing a third shift will allow staff to use existing sidewalk tractors which will reduce the capital expenditures required. However, this will result in increased wear on the existing fleet and will require additional resources for equipment maintenance. Capital purchases may also be required in the future if increased downtime on tractors require more backup tractors in the fleet.

<i>Total Operating Cost:</i>	<i>\$510,000 per year</i>
<i>Total Capital Cost:</i>	<i>TBD after first season with three shifts</i>

A third shift would allow network expansion requests to be accommodated, and would also result in a significant reduction to the time of completion. Instead of a completion time of 4-7 days, completion of the network could be expected within 3-5 days. It would also result with 24-hour coverage during heavy snowfall events as opposed to 12-hour coverage.



**Key Considerations/Implications:**

1. Budget/Financial Implications:  
Any additions to the network require appropriate funding to maintain the current service level. There is currently no budget allocated for these additions.
2. Partners or Other Stakeholders:  
Residents and visitors
3. Alignment with Strategic Directions/Adopted Plans:
  - A CITY THAT MOVES - A city that builds a balanced transportation network to get people and goods where they want to go safely.
  - A CONNECTED CITY - A city where people feel connected, have a sense of belonging, and are actively engaged in community life.
4. Legal or Policy Implications:  
N/A
5. Privacy Implications:  
N/A
6. Engagement and Communications Considerations:  
Any approved changes to the sidewalk snow clearing network would be communicated via the City's website and social media channels.
7. Human Resource Implications:  
Additional operators may be required if the network is increased. There is no budget allocated for additional positions.
8. Procurement Implications:  
Additional operators will require additional equipment. There is no budget allocated for additional equipment.
9. Information Technology Implications:  
N/A
10. Other Implications:  
N/A

**Recommendation:**

Network expansion for sidewalk snow clearing and ice control services, without additional funding, will reduce existing service levels and is not recommended. This could result in sidewalk sections not being cleared for extended periods if there are successive winter events without sufficient time to recover between them. As there is no budget allocated for these services, it is recommended not to approve these additions to the sidewalk snow clearing network.

### Report Approval Details

Document Title:	Sidewalk Snow Clearing 2021 Network Expansion Requests (1).docx
Attachments:	
Final Approval Date:	Jul 8, 2021

This report and all of its attachments were approved and signed as outlined below:

**David Crowe - Jul 8, 2021 - 9:19 AM**

**Lynnann Winsor - Jul 8, 2021 - 10:13 AM**