

Winter Services Update and Disposition of Related Staff Directions

Roads, Parks and Forestry

EICS Presentation

September 13, 2021



Purpose of this Report

Update council on actions arising from the Winter Maintenance improvement recommendations of the 2019 Service Delivery Review Report, as well as to address any outstanding winter related staff directions.

Summary of Past Staff Directions

- March 4 2019 - Directions were brought forward as an outcome of a winter operations presentation from the Roads, Parks, and Forestry Department
 - Various service improvement considerations
 - Add path adjacent to the Brant Hills Community Centre to the sidewalk/pathway plowing program
- June 10, 2019 - Directions from the March 4 2019 meeting were embedded into report CM-14-19, which outlined the content for the Provincial Audit and Accountability Fund Service Reviews, with the intent to include winter services and assess efficiencies in service delivery, cost effectiveness of employing internal vs external resources, review of service standards and best practices.

Winter Maintenance Levels of Service Context

The current levels of service for winter maintenance takes the following into consideration:

- Requirements of the Ontario Municipal Act
- Provincial Minimum Maintenance Standards (Reg. 239/02)
- Council Approved level of service

Winter response proceeds based on a tiered system, with roads cleared in priority sequence based on road classification.

Sidewalks, pathways, trails and parking lots are all cleared in a similar priority sequence.

2021 Budget Allocation

The Roads, Parks and Forestry winter maintenance operating budget for 2021 is as follows:

| | | |
|--------------------------------|--------------------|-------------|
| Roads | \$ 4,191,000 | 72% |
| Sidewalks, Pathways and Trails | \$ 1,393,000 | 24% |
| Bus Stops | \$ 124,000 | 2% |
| Parks and Facilities | \$60,000 | 1% |
| Windrow Program | \$18,000 | <1% |
| Total | \$5,786,000 | 100% |

- Budget based on a rolling five-year average winter season, in conjunction with annual inflationary increases.
- Reserve Fund maintained in the event of a severe winter season, currently with a balance of \$4.73 M

2019 Service Review - Winter Mtce Recommendations

Efficiency Improvements

- Premium adjustment to the guaranteed service delivery program (GSD).
- Cost recovery/methodology review with respect to the Halton Regional Road Maintenance Agreement.
- Redesign of winter contracts for service sustainability and cost effectiveness.
- Investigate the feasibility of temporary re-supply depots.

Technological Improvements

- Implementation of an Automatic Vehicle Locator (AVL) solution that supports winter functionality and route optimization.
- Installation of dashboard mounted cameras and tablets.
- Rollout of the new corporate maintenance management system which includes event specific reporting.

Actions Arising from Service Review Recommendations

Guaranteed Service Delivery (GSD) Program

- The shift premium recommendation was implemented in 2019.

Halton Region Road Maintenance Agreement

- The recovery model for the Halton Regional Maintenance Agreement was reviewed and confirmed to be appropriate.
- Expenditures for dedicated regional road winter contracts are fully recoverable and where resources are also used for city roads, costs are allocated based on road class, lane kms and a weighting to reflect the effort required for the class of road maintained.

Actions Arising from Service Review Recommendations

Winter Maintenance Contracts

Improved service delivery sustainability has been incorporated in new contracts as follows:

- Longer term contracts
- Updated bid schedules
- Mechanisms for price adjustments
- Requirements for replacement operators
- Mandated electronic spread controls

Temporary Re-Supply Depots

- Need for additional facility space as a consequence of growth and intensification, for not only winter operations but also for a variety of other city services.
- Search for these additional facilities are continuing including the requirement to update the long-term capital forecast to support this recommendation.

Actions Arising from Service Review Recommendations

Automatic Vehicle Locator (AVL) Solution

- A new AVL system is in progress with implementation planned for this upcoming winter season.

Dashboard Mounted Cameras and Tablets

- In-vehicle tablets will be included as part of the new AVL system rollout which will eliminate paper handling and allow for improved management of operations. Dash mounted cameras are not part of this initial phase of the AVL system but an available future option if warranted.

Corporate Maintenance Management System

- A new enterprise asset management system (EAMS) is also in progress and planned to be in place for the 2022/23 winter season.

Future Improvement Opportunities

Current Sidewalk and Pathway Network Maintained

| | | |
|----------------------------|----------------|-------------|
| Primary Sidewalks | 253 kms | 29% |
| Secondary Sidewalks | 359 kms | 41% |
| Local Sidewalks | 234 kms | 27% |
| Pathways and Trails | 30 kms | 3% |
| Total | 876 kms | 100% |

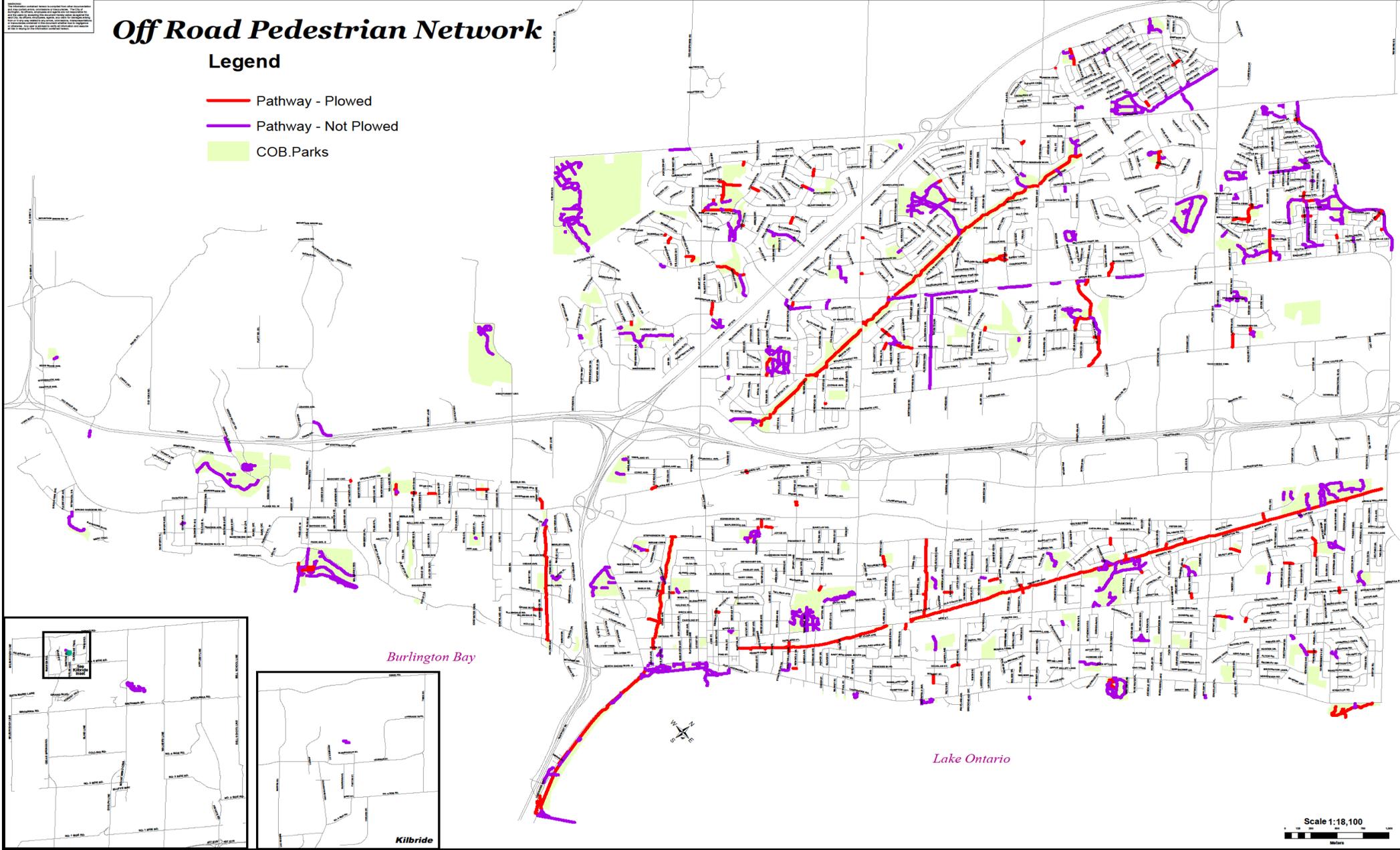
Pathway and Trail Network

- The city currently provides winter control services to only 30 kilometers of pathways and trails, **which is approximately a third of its formal path/trail network.**
- Staff will be reviewing options to increase service coverage to more off-road facilities and better align winter maintenance services with the ideal pedestrian network under development as part of the city's Integrated Mobility Plan review.

Off Road Pedestrian Network

Legend

- Pathway - Plowed
- Pathway - Not Plowed
- COB.Parks



MAP 5 PROPOSED NETWORK

BURLINGTON CYCLING MASTER PLAN

SPINE NETWORK

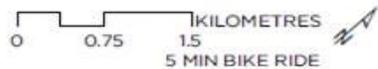
- Multi-use Trail
- Multi-use Path
- Protected Bikeway
- Local Street Bikeway
- Painted Bike Lane
- Grade Separated Connector
- Highway Interchange Crossing

CONNECTOR ROUTES

- Multi-use Trail
- Multi-use Path
- Protected Bikeway
- Painted Buffered Bike Lane
- Painted Bike Lane
- Shared Use Lane
- Paved Shoulder
- Grade Separated Connector
- Highway Interchange Crossing

FEATURES AND BOUNDARIES

- Intersection Improvement
- Regional Road
- + Railway
- Waterbody
- Burlington



Data provided by the City of Burlington, Region of Halton, and Statistics Canada. Map produced July 2019.



The development of trails (outside of the road right-of-way) are typically the responsibility of the Parks and Open Space, Capital Works department. The Cycling Plan identified these corridors as beneficial for connectivity and improved mobility for people cycling in Burlington. The feasibility, facility recommendations, including the surface type and implementation for these projects will be determined in consultation with the Transportation department to help advance cycling initiatives

LAKE ONTARIO

Final recommendations for roads north of Dundas Street and Highway 407 will be provided in the Rural Burlington Active Transportation Strategy

Questions ?

