

**HALIFAX REGIONAL COUNCIL
COMMITTEE OF THE WHOLE
MINUTES
FEBRUARY 13, 2001**

PRESENT: Mayor Peter J. Kelly
Deputy Mayor Jerry Blumenthal
Councillors: Steve Streach
Gary Hines
Keith Colwell
Ron Cooper
Harry McInroy
Brian Warshick
Condo Sarto
Bruce Hetherington
Jim Smith
John Cunningham
Dawn Sloane
Sue Uteck
Sheila Fougere
Russell Walker
Diana Whalen
Linda Mosher
Stephen D. Adams
Brad Johns
Robert P. Harvey
Reg Rankin
Gary Meade

Regrets: Councillor Len Goucher

STAFF: Mr. Dan English, Deputy Chief Administrative Officer
Mr. Wayne Anstey, Municipal Solicitor
Ms. Sandra Shute, Assistant Municipal Clerk

TABLE OF CONTENTS

1.	Call to Order	3
2.	Approval of the Order of Business and Approval of Additions and Deletions	3
3.	Street and Sidewalk Evaluations and Prioritization for Capital Budget	3
4.	Added Items	
4.1	Report - Council Orientation Program	6
4.2	Other Agenda and Added Items (Moved to Regional Council meeting) ...	6
5.	Adjournment	6

- Surface Distress Index (SDI)
- Performance Measures of Pavement Condition Management System
- Graphic Representation and Custom Reports
- Future Direction (in progress and future considerations)
- Conclusions

Mr. Paynter then provided an overview on the Evaluation of HRM's Existing Sidewalks. During the course of his presentation, he provided information on the following:

- Existing Sidewalks rated by Distress Types
- New Sidewalks Evaluation Criteria (total points)

Subsequently, in response to questions from Council, the following information was provided by staff:

- A sidewalk generally lasts 40-50 years depending on its condition.
- Staff will produce a list based on present day information and present expectation of what dollars may be available in years two, three and four. Some streets might get worse or there might not be available funding, however. If conditions change substantially, then the program would have to be changed.
- Meeting the criteria for a sidewalk is one thing but the other thing is the available resources to allocate to new sidewalk or sidewalk renewals.
- District maps to be provided for each Councillor.
- Each sidewalk request deserves a rating of some sort, even sidewalk requests where there is a sidewalk on the other side. If the score is the same, staff would have to make a recommendation and Council would have to make a decision.
- Ever since amalgamation, staff has been evaluating paved streets every three years and sidewalks every five.
- In terms of field analysis, on a three year cycle, there are summer/temporary students given training on a standard set of criteria who physically go out and count the defects in certain sections of the roadways. The data is fed into the computer when they come back. A rating schedule is set up for each year. Over a three to five year period, there are staff who walk every inch of the sidewalk system.
- The present paving management system software is going through an upgrading. New module attachments will allow better management and rating of the sidewalk component.
- With regard to the blended strategy, under a best first scenario, capital budget would probably be spending 80% on surface treatments such as crack sealing, micro paving, resurfacing and 20% on the more expensive reconstruction. Budgets over the last 2-3 years have been running 60-40 where 60% has been in the area of crack sealing, etc.

- Staff's approach to budgeting has been a blend of the best and worst first. More in the 60/40 range. Staff is looking for more funding for streets over the next few years to catch up.
- Funding policy, listed on conclusion sheet, is intended to be part of the budget being presented in a few weeks where a certain level of service will be required for the next five to ten years. Approximately \$14 million per year will be required for a steady service level but there would be catch up from the last two-three years. May need \$17-18 million for catch up.
- As to liability for vehicle repairs from damage from HRM streets, or liability re sidewalks, there can be any number of circumstances that can lead to an accident or injury. Whether or not the Municipality had notice of it and responded appropriately is a factor. With respect to a 48-hour time frame for repairs, this is a policy but there are still restrictions on the resources available.
- Council approved funding for chip sealed streets to be upgraded. There will be chip sealing on a maintenance basis each year until all streets are converted to asphalt.
- Future settlement charges is a separate reserve account used to go back and repair trenches.
- With regard to field analysis, the rating process is on-going. It is possible for a rating to move up significantly over a period but the complaint process cannot be discounted.
- Re good/fair pavement condition, the computer system has a series of photographs depicting every condition. Pavement Management section will put together a series of colour photographs that depict what would constitute a fair and good rating and have them distributed to Council.
- There are occasions when core samples are taken of roads but it is mostly a visual rating system.
- As to set tender guidelines for quality of pavement, one of the factors that would impact on the life cycle of a pavement structure would be the quality of the pavement itself and the quality of the subgrade the pavement is sitting on.
- A pothole occurs when the asphalt has failed and gravel is coming out.
- At the present time, there is no stand alone asphalt curb upgrading program as part of the capital program. Curb upgrades are tied in with street work. There is money in the operating budget to do some asphalt curbing as part of the maintenance budget but not wholesale replacement of a street length.
- Staff will look at improving on the rating process for new sidewalks.
- Before any major reconstruction of a road, there is coordination to upgrade water mains and sewers.
- There is a video inspection program for underground sewer systems.

During discussion, it was pointed out by Council that:

- Through service exchange (not amalgamation) and while the contract is in effect with the province, HRM should be in a position to monitor the condition of roads outside the core.
- With regard to the agreement with the province, staff to come forward with details, to break out how much money is spent on the provincial roads that HRM took on in exchange - both capital and maintenance - in order to track what HRM is arguably being shortchanged.

4. **ADDED ITEMS**

4.1 **Report - Council Orientation Program**

A report dated February 13, 2001 was before Committee of the Whole.

Councillor Harvey, Chair, Council Orientation Committee provided information on upcoming programs and the proposed dates for same.

Council members provided information on conflicting dates. As well, Councillors Sloane and Cooper expressed interest in attending a full program being offered but there was only one seat remaining. Councillor Fougere will be attending as well. As to who the second attendee will be, this will have to be decided after the meeting.

MOVED by Councillor Fougere, seconded by Councillor Sloane to endorse the program subject to changes and arrangements. MOTION PUT AND PASSED.

4.2 **Other Agenda and Added Items**

Due to time constraints, it was agreed to move the rest of the Committee of the Whole Agenda to the Regional Council Session this evening.

- 1) Snow and Ice Control Update
- 2) Sidewalk Snow Removal for Seniors - Councillor Whalen
- 3) Peruz Court, Dangerous Road Conditions as a Result of Non-Conformance - Councillor Goucher
- 4) Responsibility - Sidewalk Clearing - Schools - Councillor Fougere
- 5) Ice Fields - Councillor Cooper

5. **ADJOURNMENT**

Meeting adjourned at 3:30 p.m.

Sandra M. Shute
Assistant Municipal Clerk