

# Asset Management Plan Update - Roadways and Sidewalks

## ISSUE

This report and accompanying documents provide information on the asset management programs related to roadways and sidewalks. Specific information on inventory, value, condition, operations, maintenance, funding, and preservation programs are included.

## BACKGROUND

Long-term planning for the preservation of roadway and sidewalk assets is performed by the Technical Services Department with operation and maintenance performed by the Roadways, Fleet and Support Department, and capital projects delivered by the Construction and Design Department. Summary reports on the current state of the infrastructure, funding, and ongoing programs are prepared annually and developed as Asset Management Plans presented to City Council.

The service level and recommended funding for roadways and sidewalks was identified in 2013, as City Council adopted the funding requirements to attain a Level of Service “B” based on “The Neighbourhood and Primary Roadway and Sidewalk Preservation” and “2013 Investing in the Roads to Continued Prosperity” reports. This level of service has improved the condition of the city’s roadway and sidewalk network and has slowly started to decrease the backlog of preservation work.

The Asset Management Plans for Roadways and Sidewalks have been updated and were last received for information at the Standing Policy Committee on Transportation on August 6, 2019.

## CURRENT STATUS

The City of Saskatoon (City) works diligently to ensure all roadways and sidewalks remain safe and structurally sound through capital preservation and operating and maintenance programs. Monitoring through cyclical, industry standard, condition, and annual safety inspections ensure these assets are maintained for safety and planned for long-term preservation investment.

The City has made significant progress in addressing the funding gaps for both roadways and sidewalks. Capital funding for roadway and sidewalk preservation has gone from \$4.38 million in 2011 to \$26.6 million in 2021 for roadways, and \$0.03 million in 2011 to \$5.95 million in 2021 for sidewalks.

The overall roadway and sidewalk preservation strategy is to rejuvenate the roadway and sidewalk corridor as a whole and targets an average return cycle for preservation treatment once every 20 years. The annually programmed work areas for the roadway and sidewalk preservation programs are aligned to a three-year plan and coordinated with other infrastructure work to reduce conflicting priorities.

The operation and maintenance program plans and carries out maintenance activities to remove safety hazards for pedestrians on sidewalks, pothole repairs on roadways, grading of gravel roads and back lanes along with operational activities such as snow clearing and street sweeping.

### **DISCUSSION/ANALYSIS**

As shown in the accompanying documents, the investment in roadway and sidewalk preservation has effectively halted the overall network condition decline and network condition has shown improvement since implementation of the program. A city-wide physical condition assessment of the roadway network will be completed in 2021, using the same methodology used in 2014 and 2017. The sidewalk network will continue to be rated through annual physical inspections.

There is currently sufficient funding for the roadways and sidewalk preservation programs and the operations and maintenance programs. However, with the continued increase in roadway and sidewalk inventory and construction costs, the Administration recommends continuing with inflation and growth increases annually to ensure the success of these programs and to maintain their current levels of service.

The appended 2021 Corporate Asset Management Plans for Roadways and Sidewalks (Appendix 1 and 2 respectfully) outlines the current inventory, physical condition, current and desired expenditure levels, preservation programs, potential plan to address any funding gaps, and the way forward.

### **FINANCIAL IMPLICATIONS**

There are no financial implications.

### **OTHER IMPLICATIONS**

There are no privacy, legal, social, or environmental implications identified.

### **NEXT STEPS**

The Technical Services Department will continue to emphasize continuous improvement in data analysis and collection methods, process improvement for inspection, utility cut repairs and specifications and standards. Continuing to progress in planning preventative maintenance programs alongside the overall preservation programs remains a main goal going forward. The Administration will continue to communicate and coordinate with other departments in order to continue being successful in extending service life and reducing the life-cycle costs associated with maintaining and operating roadway and sidewalk assets.

### **APPENDICES**

1. 2021 Corporate Asset Management Plan Update - Roadways
2. 2021 Corporate Asset Management Plan Update - Sidewalks

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### Report Approval

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