

CONCRETE QUALITY IN THE PUBLIC REALM - DEFERRAL

EXECUTIVE SUMMARY

Administration requests to defer the Concrete Quality in the Public Realm report to the November 9, 2016 meeting of the SPC on Transportation and Transit. The deferral request is to balance the number of reports being presented each month to the SPC on Transportation and Transit for the remainder of 2016. This report is not an urgent item as it will not affect the approved operating and capital budgets. The deferral will not affect the 2017 construction program as there will be time to implement any approved changes following the November committee meeting.

ADMINISTRATION RECOMMENDATION

That the SPC on Transportation and Transit recommend that Council defer the Concrete Quality in the Public Realm report to the 2016 November meeting of the SPC on Transportation and Transit.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2016 SEPTEMBER 21:

That the Administration Recommendation contained in Report TT2016-0538 be approved.

On 2015 November 9, Council adopted NM2015-27 (Concrete Quality in the Public Realm) and directed Administration to “explore the following and other alternatives, along with a business case to improve concrete sidewalk infrastructure, and report back to the Standing Policy Committee on Transportation and Transit no later than September 2016:

- Identify process gaps and inspection funding gaps, as well as lifecycle maintenance, resource allocation, and funding opportunities;
- Summarize current programs and budgets used for the repair and lifecycle maintenance of sidewalks. Outline how The City can better coordinate its various concrete infrastructure programs and budgets along with an update on quality monitoring;
- Staff training and cooperative support from city departments and partner agencies including Calgary Parking Authority, Parks, Calgary Community Standards, Calgary Transit, Alberta Road Builders and Heavy Construction Association, and other stakeholders, to identify deficiencies and ensure that best practices are being understood, implemented and applied.”

BACKGROUND

Concrete sidewalk and curb and gutter networks provide two distinct services, but are physically related assets that are often managed together. Sidewalks provide the primary pedestrian network, while curbs and gutters channel excess water from the pavement surface to drains which is critical to protecting the integrity of the pavement and provides a safe driving surface.

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The City's goals with respect to the sidewalk and curb and gutter networks are to provide:

- A pedestrian network that is safe, accessible and provides for efficient connectivity to destinations; and
- A functional road drainage network that prevents pooling of excess water on the pavement surface and provides a safe driving surface.

The City of Calgary owns and maintains 5,600 km of sidewalks and 6,600 km of curbs and gutters. The Roads business unit delivers operations and maintenance activities to the sidewalk and curb and gutter networks. Sidewalk renewals and upgrades may be delivered by Roads or Transportation Infrastructure (TI). New sidewalks and curbs and gutters in subdivisions are constructed by developers and vested with the City upon issuance of a Final Acceptance Certificate (FAC). All utility companies and developers are responsible for restoring concrete assets according to the current Roads standard construction specifications after excavations.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The requested deferral of this report to the 2016 November meeting of the SPC on Transportation and Transit will not affect the construction program for 2017, nor will it affect approved operating and capital budgets for these programs.

Stakeholder Engagement, Research and Communication

No external stakeholder engagement required for this deferral report.

Strategic Alignment

Ensuring that transportation infrastructure is preserved and well managed is one of the seven primary goals of the Calgary Transportation Plan.

Social, Environmental, Economic (External)

This deferral report will not have an environmental impact.

Financial Capacity

There is no impact on current and future operating or capital budgets associated with this deferral report.

Risk Assessment

There are no risks associated with this deferral report.

REASONS FOR RECOMMENDATION:

1. To balance the number of reports presented each month to the the SPC on Transportation and Transit for the remainder of 2016.

ATTACHMENTS:

None