

Neighbourhood Renewal Program Status

Recommendation

That the March 12, 2018, Integrated Infrastructure Services report CR_5466, be received for information.

Previous Council/Committee Action

At the December 6/7, 2017, City Council Budget meeting, the following motion was passed:

That Administration provide a report on the status of the Neighbourhood Renewal Program, including, but not limited to:

- The number of communities that have and have not received some type of work under the Neighbourhood Renewal Program.
- The timeline of communities that have not had any work to receive some type of maintenance.

Executive Summary

This report provides an update to the number of neighbourhoods that have received some form of work through the Neighbourhood Renewal Program and information on the life cycle maintenance for roadways.

The Neighbourhood Renewal Program is aimed at ensuring quality infrastructure in existing communities across the city and is designed to improve more than 300 neighbourhoods within 30 years, starting in 2009. To date, 237 neighbourhoods across the City of Edmonton have benefited from the program and, of these 237, 129 have received neighbourhood-wide work (reconstruction, overlay or microsurfacing).

Report

Background

The Neighbourhood Renewal Program is the first program of its kind in Canada, designed to improve more than 300 Edmonton neighbourhoods within 30 years. This program is a cost-effective, long-term, strategic approach to renewing and rebuilding roads, sidewalks, curbs, gutters and streetlights in neighbourhoods and collector roadways. The program balances the need to rebuild in some neighbourhoods with a preventive maintenance approach in others.

City Council established a Neighbourhood Renewal Program that began in 2009, to achieve long term condition targets by 2039 through preventative maintenance, overlay and reconstruction of paved collector and local residential and industrial roads. The Program was designed to renew roadway base, paving, curbs, gutters, and sidewalks on existing local and collector roadways and rehabilitate street lighting, manage mature trees, and complete minor enhancements that improve pedestrian or bicycle movement, or traffic safety. By effectively combining reconstruction, rehabilitation, and preventative maintenance, significant time and cost savings can be achieved compared to a program based solely on full reconstruction.

Work Under the Neighbourhood Renewal Program

Neighbourhood renewal work includes Microsurfacing, Neighbourhood Overlay, Neighbourhood Reconstruction, Local/Collector Renewal and Northeast Road Reconstruction.

The neighbourhoods that have and have not received work under the Neighbourhood Renewal Program (between 2009 - 2017) are shown on Attachment #1. These neighbourhoods have been divided into 3 categories as follows:

- Neighbourhood wide work completed (reconstruction, overlay or microsurfacing);
- Partial neighbourhood work completed (ex. Collector Renewal or Northeast Road Reconstruction);
- Neighbourhoods that have had no program renewal work to date.

From 2009 - 2017, the Neighbourhood Renewal Program has completed neighbourhood wide work in a total of 129 neighbourhoods and partial neighbourhood work in an additional 108 neighbourhoods. The neighbourhoods with partial neighbourhood work are expected to receive neighbourhood wide work in the future.

There are 34 neighbourhoods in 'fair' or 'poor' condition that have had no program renewal work between 2009 - 2017; they are all expected to have some form of neighbourhood renewal work within the next 15 years.

The remaining neighbourhoods are new and developing, and/or currently in 'good' to 'very good' condition. The condition of these neighbourhoods will continue to be monitored and, when warranted, they will be added to the list of required neighbourhood renewal program work (of partial neighbourhood or neighbourhood wide overlay type work).

Timeline for Roadway Maintenance in Neighbourhoods

The Neighbourhood Renewal Program is based on a life cycle model with a 60-year infrastructure life span. The life cycle approach is intended to maximize the life of the infrastructure within a neighbourhood. The type of neighbourhood renewal work varies depending on the state of the infrastructure and the stage within the life cycle. For neighbourhoods, neighbourhood overlay is done after approximately 30 years. The general timelines for the life cycle approach after completion of a neighbourhood reconstruction are as follows:

1. Microsurfacing (roads are re-sealed to extend lifespan) - year 10
2. Roadway Overlay (roads are re-paved and sidewalk segment repairs completed to eliminate trip hazards) - year 30
3. Microsurfacing - year 40
4. Reconstruction (roads are re-paved, streetlights and sidewalks are replaced) - year 60

The Microsurfacing and Roadway Overlay components are critical steps in allowing the City to achieve a higher level of service and condition during the 60-year life span between total neighbourhood reconstructions, compared to neighbourhood level of service achieved before the introduction of the program.

The condition of the neighbourhoods that are not receiving immediate work through the Neighbourhood Renewal Program is monitored with the goal of ensuring that infrastructure remains safe until neighbourhood wide work is completed. Corrective maintenance such as pothole repairs and removing trip hazards, as well as preventive maintenance such as crack sealing, are completed on an ongoing basis across the city.

Corporate Outcomes and Performance Management

| Corporate Outcome(s): The City of Edmonton has sustainable and accessible infrastructure | | | | | | | |
|--|--------------------------------------|---------|-----------|-------------------------|--------------------------|-------------------------|-------------------|
| Outcome(s) | Measure(s) | | | Result(s) | | Target(s) | |
| Improved quality of project end products that meet the needs of citizens in accessibility, sustainability and attractiveness | Road Pavement Quality Index (RD PQI) | | | | | | |
| | Grade | RD PQI | State | Road PQI | Current Level of Service | Road PQI | Target 2020 |
| | A | 8.1-10 | Very Good | Local / Collector Roads | Grade C+ | Local / Collector Roads | Grade C or Better |
| | B | 6.1-8.0 | Good | | | | |

| | | | | | | | |
|--|----|---------|-----------|--------------------------------------|-----|--------------------------------------|------------------|
| | C+ | 5.6-6.0 | Fair-Good | Roads Renewal Needs (% of assets) | 30% | Roads Renewal Needs (% of assets) | No more than 20% |
| | C | 4.6-5.5 | Fair | Roads in Condition F&D (% of assets) | 24% | Roads in Condition F&D (% of assets) | No More than 15% |
| | C- | 4.1-4.5 | Fair-Poor | Roads in Condition F&D (% of assets) | 7% | Roads in Condition F (% of assets) | No more than 5% |
| | D | 2.1-4.0 | Poor | | | | |
| | F | 0.1-2.0 | Very Poor | | | | |

Attachment

1. [Neighbourhood Renewal Status Map](#)

Others Reviewing this Report

- C. Campbell, Deputy City Manager, Communications and Engagement
- D. Jones, Deputy City Manager, City Operations