

APPENDIX E – JURISDICTIONAL REVIEW FOR SIDEWALK MAINTENANCE

	Regina	Saskatoon	Swift Current	Edmonton	Cambridge	Calgary	Winnipeg
Has a sidewalk prioritization system considering usage and risk reduction.	Yes, usage and risk both considered.	Yes, usage and risk both considered.	Yes, usage and risk (based on severity of distress) considered.	Yes, considers severity of the hazard as well as location to prioritize sensitive locations (schools, curb ramps, high traffic locations).	Yes	Yes, severity and safety implications are considered.	Yes
Receives public concerns through a Service Request system.	Yes, through Service Regina	Yes	Yes	Yes	Yes	Yes	Yes
Regular inspections are completed by internal staff to identify concrete distresses.	Yes, City's sidewalks inspected annually.	¼ of the City's sidewalks inspected annually.	Full sidewalk survey completed by casual employees every 2-3 years.	Yes, every 2 years for arterial/collector sidewalks, 4 years for residential sidewalks.	Yes, annual inspections by casual employee.	Yes, annual condition survey.	Not specified.
Maintenance Treatment options available for concrete distresses.	Slab-jacking, concrete overlay, trip hazard grinding, asphalt capping, replacement, paving stone maintenance.	Slab-jacking, concrete overlay, trip hazard grinding, crack filling, asphalt patching, replacement.	Slab-jacking (limited), localized and full block replacement.	Slab-jacking, asphalt patching (used year-round temporary measure), concrete replacement, ornamental sidewalk/paving stones repairs, trip hazard control with grinding, polymer-modified concrete overlay.	Typically utilize concrete replacement and grinding of trip hazards. Rare instances of temporary asphalt capping.	Frost-heave repair, sidewalk grinding, slab-jacking, concrete replacement.	Spot replacement of deteriorated sections, full block replacement, restoration of ornamental sidewalks.
Utility cut repair materials	Filled with granular material in winter as a temporary repair until permanent repairs can be made when temperatures permit.	Filled with granular material in winter as a temporary repair until permanent repairs can be made when temperatures permit.	Filled and leveled with granular material until permanent repairs are completed (except in high traffic/very wet areas where more permanent repairs are completed initially).	Asphalt repairs completed in winter (utilize hot-mix asphalt if available and cold-mix asphalt remainder of repairs).	Granular material, occasional use of asphalt as temperatures permit.	Temporary hot-mix asphalt (cold-mix asphalt in winter months) until permanent repairs are completed.	Filled with granular material in winter as a temporary repair until permanent repairs can be made when temperatures permit.
New maintenance initiatives	See report: <i>4. Options to Improve Level of Service for CDP</i> for more information.	Experimenting with a newer infrared technique that uses recycled asphalt to permanently patch potholes in temperatures down to - 10°C.	None indicated.	Recently completed an Asset Management Plan study for sidewalks as part of other assets such as pathways, trails, and stairs. This describes how the sidewalks, pathways, trails, and stairs asset class will be managed over the medium-to long-term	Utilize a combination of internal and contracted work to perform sidewalk restorations, and in-house/third-party utility sidewalk restorations.	None indicated.	None indicated.
Other notable information	See report.	Maintenance treatments not applied on sidewalk panels that are on the three-year Road Preservation Program, except to address serious safety concerns. Current maintenance strategy also includes using asphalt overlays to address sidewalk safety hazards only when the sidewalk has an existing asphalt overlay treatment.	Critical distresses are painted/marked for increased visibility until repaired or may removed and temporarily filled with granular material until permanent repairs are made. Types of treatments limited the low number of local contractors able to do that work.	Restoration work on utility cuts is completed by the utility company or a contractor hired by the utility company. Have moved away from cold-mix or gravel repairs on utility cuts in favour of hot-mix asphalt repairs. Internal crews are responsible for a wide range of concrete repairs from sidewalk to center island, curb and gutter, brick and paving stone and wheelchair ramps. The program uses a preventative maintenance measure to ensure the longevity and protection of the City owned asset.	Critical distresses are marked with paint by the inspector when identified – this qualifies as a temporary fix under their regulations. Sidewalk encroachments and accessibility improvements reviewed during the sidewalk inspection. Cities in Ontario must meet sidewalk repair standards specified in Municipal Act (2001), Ontario Regulation 239/02 – Minimum Maintenance Standards for Municipal Highways.	None.	None.