



Public Works and Infrastructure Committee

**Wednesday, November 28, 2018
4:00 PM**

Henry Baker Hall, Main Floor, City Hall



OFFICE OF THE CITY CLERK

**Public Agenda
Public Works and Infrastructure Committee
Wednesday, November 28, 2018**

Approval of Public Agenda**Adoption of Minutes**

Minutes from the meeting held on October 11, 2018

Administration Reports

PWI18-19 Pedestrian Connectivity Program

Recommendation

That this report be forwarded to the December 17, 2018 meeting of City Council for information.

PWI18-20 Residential Road Renewal Program Alternative Treatment Options

Recommendation

1. That City Council endorse the pilot implementation of Alternative Treatment Options as described in this report for 2019.
2. That City Council direct Administration to return to Public Works and Infrastructure Committee by Q3 of 2019 with a full plan based on the pilot methodology for 2020 and beyond outlining the following:
 - a. Estimates of rate of progress and redefinition of the target
 - b. Assessment of impact of using the proposed approach on service to residents as well as resident response
 - c. Financial implications
3. That this report be forwarded to the December 10, 2018 Special Budget meeting of City Council for approval.

PWI18-21 2018 Review of Outstanding Items

Recommendation

1. That the following item be deleted from the list of outstanding items for the Public Works and Infrastructure Committee:



OFFICE OF THE CITY CLERK

<u>Item</u>	<u>Committee</u>	<u>Subject</u>
CR17-7	Public Works and Infrastructure Committee	Snow Routes Pilot Program

2. That this report be forwarded to the Executive Committee for information.

Adjournment

AT REGINA, SASKATCHEWAN, THURSDAY, OCTOBER 11, 2018

AT A MEETING OF PUBLIC WORKS AND INFRASTRUCTURE
COMMITTEE
HELD IN PUBLIC SESSION

AT 4:00 PM

These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.

Present: Councillor Sharron Bryce, in the Chair
Councillor Lori Bresciani
Councillor Jason Mancinelli
Councillor Andrew Stevens
Councillor Barbara Young

Also in Council Officer, Donna Mitchell
Attendance: Legal Counsel, Jayne Krueger
Executive Director, City Planning & Development, Diana Hawryluk
Executive Director, Transportation & Utilities, Karen Gasmo
Director, Roadways & Transportation, Norman Kyle
Director, Water Works, Pat Wilson
Manager, Urban Planning, Shanie Leugner
Manager, Water & Sewer Engineering, Kurtis Doney
Senior Engineer, Scott Thomas

(The meeting commenced in the absence of Councillor Bryce.)

(Councillor Stevens temporarily assumed the Chair).

APPROVAL OF PUBLIC AGENDA

Councillor Lori Bresciani moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted, and that the delegations be heard in the order called by the Chairperson.

ADOPTION OF MINUTES

Councillor Barbara Young moved, AND IT WAS RESOLVED, that the minutes for the meeting held on September 6, 2018 be adopted, as circulated.

(Councillor Bryce joined the meeting and assumed the Chair).

TABLED REPORTS

PWI18-14 9th Avenue North – Courtney Street to Pinkie Road

Recommendation

That this report be received and filed.

Chad Jedlic, representing Forster Harvard Development Corporation, addressed and answered questions of the Committee.

Councillor Lori Bresciani moved, AND IT WAS RESOLVED, that this report be received and filed.

The motion was put and declared CARRIED.

Councillor Jason Mancinelli moved, AND IT WAS RESOLVED, that the decision for item PWI18-14 be reconsidered.

The motion was put and declared CARRIED UNANIMOUSLY.

Councillor Jason Mancinelli moved, AND IT WAS RESOLVED, that the decision to receive and file the report PWI18-14 be withdrawn, and that report PWI18-14 be forwarded to the October 29, 2018 City Council meeting for information.

ADMINISTRATION REPORTS

PWI18-18 Water Master Plan

Recommendation

1. That City Council approve the Water Master Plan (WMP) and authorize the use of the WMP as a guide for future water-related decisions and actions.
2. That Administration provide a progress report regarding implementation of the WMP to the Public Works and Infrastructure Committee in 2021.
3. That this report be forwarded to the October 29, 2018 meeting of City Council for approval.

Stu Niebergall, representing Regina & Region Home Builders' Association, addressed and answered questions of the Committee.

Kurtis Doney, Manager, Water & Sewer Engineering, made a PowerPoint presentation, addressed and answered questions of the Committee. A copy of the presentation is on file in the Office of the City Clerk.

Councillor Barbara Young moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.

TABLED REPORTS

PWI18-15 Snow Routes Pilot Program Update

Recommendation

1. That the Snow Routes Pilot Program implemented in 2017/18, become part of a regular winter maintenance program.
2. That the snow routes be expanded to include an additional 11km section on the following Arterial and Collector streets, for the 2019/2020 winter season be approved;
 - i. Victoria Avenue (Albert Street to Pasqua Street)
 - ii. Winnipeg Street (College Avenue to Broadway Avenue)
 - iii. Winnipeg Street (Victoria Avenue to Ross Avenue)
 - iv. Broadway Avenue (Broad Street to Park Street)
 - v. 13th Avenue (Toronto Street to Broad Street)
 - vi. 14th Avenue (Toronto Street to Winnipeg Street)
 - vii. 14th Avenue (Albert Street to Halifax Street)
 - viii. 15th Avenue (Winnipeg Street to Elphinstone Street)
 - ix. Toronto Street (Victoria Avenue to College Avenue)
3. That Administration bring updates on snow routes, as part of the Annual Winter Maintenance report.
4. That the City Solicitor be directed to prepare the necessary amendments to Regina Traffic Bylaw No. 9900 (Bylaw) to authorize the requirements for an expanded Snow Routes Program, as detailed in Appendix A to this report.
5. That \$70,000 of the 2019 Winter Road Maintenance operating budget be used to fund the capital and operating expenses associated with the implementation of an expanded Snow Routes Program.
6. That this report be forwarded to the September 24, 2018 City Council meeting for approval.

Councillor Lori Bresciani moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.

Councillor Barbara Young moved, in amendment, AND IT WAS RESOLVED, that the recommendation #6 be read as follows:

- 6. That this report be forwarded to the October 29, 2018 City Council meeting for approval.**

PWI18-16 Winter Maintenance Summary Report

Recommendation

That this report be received and filed.

Councillor Lori Bresciani moved, AND IT WAS RESOLVED, that this report be received and filed.

ADJOURNMENT

Councillor Lori Bresciani moved, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 5:52 p.m.

Chairperson

Secretary

November 28, 2018

To: Members
Public Works and Infrastructure Committee

Re: Pedestrian Connectivity Program

RECOMMENDATION

That this report be forwarded to the December 17, 2018 meeting of City Council for information.

CONCLUSION

As a result of service requests from residents and concerns from transit and other user groups, Administration has reviewed the existing pedestrian network and noted that there are locations throughout the city that are lacking in pedestrian connectivity. Currently there is no program or dedicated funding source for installation of new pedestrian connections/sidewalks. Where road renewal is being undertaken, opportunities are looked at to install sidewalks as required.

A proposed Pedestrian Connectivity Program would help address this infrastructure gap and accelerate addressing the need for sidewalks, by installing sidewalks or pathways on streets that have transit routes. Throughout the city there are more than 60 kilometres of missing pedestrian connections/sidewalks in the community that have been identified as a priority for installation, as they are located along transit routes and connections to transit.

The Pedestrian Connectivity Program will allow for dedicated funding to be applied towards the missing pedestrian network, promoting an environment that facilitates walking in a safe and convenient manner, as well as supporting the use of transit. At the recommended funding level of \$500,000 per year, the proposed program will install approximately 1.5 kilometres of new pedestrian infrastructure yearly and is expected to take 40 years to complete all priority locations.

BACKGROUND

The way people move around the city contributes greatly to quality of life and how the city grows. This in turn defines daily commutes and provides opportunities for living, working and leisure. Two of the community's priorities from *Design Regina: The Official Community Plan, Bylaw No. 2013-48* (OCP) are to develop complete neighbourhoods and creating better, more active ways to get around.

One of the goals of the *Transportation Master Plan* (TMP) is to “*recommend actions to improve conditions for active transportation, particularly walking and cycling in the community, for people of all ages by providing a convenient and continuous city-wide pedestrian and cycling*

network that minimizes risk to users and is integrated with other facilities (regional, bordering municipalities, transit, end of trip, etc.).”

Across the city there are many places where sidewalks, transit accesses or pedestrian connections do not exist. This may be a result of previous development standards, decision-making at the time of development or other changes to surrounding infrastructure that did not warrant installation at the time the infrastructure was installed.

The City receives many requests from residents for new pedestrian network infrastructure to create more complete neighbourhoods and to provide access to existing transit routes. There is no current program or funding in place to address the installation of this pedestrian infrastructure in existing neighbourhoods. This creates a challenge in meeting the community’s desired level of service and prevents the City from working towards the goals of the OCP and TMP.

Currently there are 60 kilometres of pedestrian connections identified as a priority for installation. These are along transit routes and are also typically along arterial and collector roads. Not only do these connections connect to transit locations, but in many cases, also connect neighbourhoods to walking destinations such as retail commercial areas and other major facilities.

DISCUSSION

Improved pedestrian connectivity is outlined as a priority in both the OCP and TMP. Residents are also looking for a more connected network to promote an active lifestyle and to provide safer, more convenient access to transit. To address this, a new program is being proposed.

The program being proposed doesn’t intend to install new sidewalks in all locations where they do not currently exist, rather only at locations where the pedestrian network can be connected to existing transit routes, multi-use pathways and/or schools, focusing on important points that connect the City’s pedestrian network. This will help the City in achieving the goals outlined in both the OCP and TMP to develop complete neighbourhoods and create better, more active ways to get around.

Building on the goals in the OCP and TMP, this proposed program will be based on the following four Guiding Principles to help with the development and identification of initiatives to enhance pedestrian safety:

- Reduce the risk and improve safety for pedestrians
- Enhance connectivity
- Enhance accessibility
- Enhance system maintenance

There are more than 60 kilometres of missing links in the pedestrian network adjacent to transit routes. This program will help address missing links to increase the walkability throughout the city.

The locations identified with missing connectivity links are related to arterial, collector and local streets with transit. Not included are bridges, overpasses, expressways, local streets without transit, parks, open spaces, Wascana Centre property, Saskatchewan Highways or private lands. The preliminary locations identified can be found in Appendix A to this report.

To determine which pedestrian connections should be added, a review was conducted on connections that are adjacent to an arterial or collector roadway, are utilized for transit, or are part of a vital neighborhood connection and have a pedestrian infrastructure deficiency.

All identified pedestrian improvements will be put through an evaluation framework. Each item scored high, medium, or low on the following categories:

- Cost
- Network Contribution
- Practicality
- Safety
- Pedestrian Demand
- Transit Routes
- Existing Infrastructure
- Pedestrian Zone Analysis

The proposed prioritization map, provided in Appendix A, was developed based on an analysis using the above criteria. If this program is approved, the prioritization criteria will be clarified and all locations will be reviewed and re-prioritized where required.

Funding options that have been considered for the proposed program are shown in Table 1 below.

Table 1: Pedestrian Connectivity Program Funding Options

Option	Funding Level	Benefits	Risks	Recommended Option
Status Quo (Not recommended)	None	<ul style="list-style-type: none">• Maintain current levels of service• No additional funding required	<ul style="list-style-type: none">• Does not work towards the overall goals of the OCP and TMP• Future investment towards these goals will be more expensive as costs increase over time	No
Manageable Pace (Recommended)	\$500,000 per year	<ul style="list-style-type: none">• Works towards the goals of the OCP and TMP• Funding at this level is affordable	<ul style="list-style-type: none">• Overall program will take 40 years to complete at this funding level	Yes

		within the current 5-year Capital Budget		
Accelerated Pace (Not Recommended)	\$1 million per year	<ul style="list-style-type: none"> • Works towards the goals of the OCP and TMP • Program is expected to take 20 years to complete 	<ul style="list-style-type: none"> • Funding at this level may not be affordable within the current 5-year Capital Budget 	No
Collaborative Funding (Not Recommended)	Greater than \$1 million per year	<ul style="list-style-type: none"> • Works towards the goals of the OCP and TMP • Overall program will be completed in a shorter time • This option would be partially funded with Grants from Provincial and Federal sources 	<ul style="list-style-type: none"> • Additional FTEs may be required to accommodate the increased scope of work • Dependent on Grant availability 	No

It is recommended that funding for this program be considered as part of the proposed 2019, 5-year Capital Budget, with this program commencing in 2021. Where possible this work will be carried out in conjunction with other ongoing and proposed programs such as the Street Infrastructure Renewal Program, the Residential Road Renewal Program and the Multi-Use Pathways Program to reduce costs and realize efficiencies in construction scheduling and scope.

Starting this program in 2021 will provide Administration an opportunity to develop a long-term plan, prioritise locations and coordinate the first few years of the program with other planned Capital work. In the meantime, the existing programs such as the Street Infrastructure Renewal Program and Residential Road Renewal Programs will continue to complete small-scale projects where they align with planned capital work within their existing budgets. The Pedestrian Connectivity Program will allow for larger scale and higher priority projects to be undertaken.

It is anticipated that the work will consist of both concrete sidewalks and paved multi-use pathways. The program funding will not include the addition of on-street bike lanes.

Without investment, current levels of service will be maintained as most of these locations did not have sidewalks installed when they were constructed. Historically, there has been no dedicated funding source to address missing sidewalks or pedestrian connections. Going forward, the City's Development Standards will ensure that new developments provides the infrastructure necessary to meet the goals of the OCP and TMP.

At the recommended funding level, this program is expected to take 40 years to complete the priority locations, with the goal of installing approximately one and a half kilometres of new pedestrian infrastructure per year.

RECOMMENDATION IMPLICATIONS

Financial Implications

A recommendation for funding of \$500,000 per year is being made in the 2019 5-year Capital Budget. The funding is recommended to begin in 2021 and will be subject to annual approval of the Capital Budget. The program will oversee the installation of approximately 1.5 kilometres of new pedestrian infrastructure yearly and is expected to take 40 years to complete.

There may be an opportunity for future funding options by applying through the Federal Government's new Grant Program, investing in Canada, for Public Transit Infrastructure which is expected to be available in 2019. Typically, a 1/3 City, 1/3 Province and 1/3 Federal funding split is available and if accepted this could provide an additional \$1.0 million per year and would reduce the timeframe to less than 20 years, dependent on how many years funding would be available.

Environmental Implications

There is a positive environmental impact caused by improving the pedestrian network. A more walkable community with better access to transit routes will encourage residents to rely less on personal vehicles and use public transit or the pedestrian network more often. This will help to reduce fuel consumption, directly impacting the emission of greenhouse gases.

Administration will also explore the use of alternative construction materials such as recycled rubber sidewalks. This will need to include a cost/benefit analysis to determine the viability. New materials can provide a more comfortable walking experience, reduce the environmental impact and/or reduce costs of construction or maintenance. Monitoring new trends will enable the City to take advantage of these potential opportunities in the future.

Policy and/or Strategic Implications

This program would support the City's strategic focus to improve the development and maintenance of livable neighbourhoods while promoting walking and supporting transit ridership by better connecting active transportation choices to transit services, as outlined in the OCP and TMP.

The proposal is consistent with the policies contained within the OCP with respect to:

Section D3: Transportation

Goal 2 – Public Transit: Elevate the role of public transit

- 5.12 *Support ridership by better connecting active transportation choices to transit service and enhanced passenger amenities.*

Goal 5 – Active Transportation: Promote active transportation for healthier communities

- 5.26 *Maintain, enhance, and where feasible expand the city's multi-use pathway network to new and existing neighbourhoods for all seasons.*
- 5.27 *Develop a citywide pedestrian strategy to provide a continuous high-quality, connected, safe, and universally accessible walking experience.*

Accessibility Implications

The primary goal of this program is to improve walkability and better accommodate those who use walking as their primary mode of transportation and by implementing pedestrian accessibility ramps where practically feasible. This is consistent with the community priority of developing complete neighbourhoods, as outlined in the OCP, contributing to the development of a citywide pedestrian strategy to provide a continuous high-quality, connected, safe and universally accessible walking experience.

Other Implications

An improved pedestrian network will provide for an increase in pedestrian trips for commuter and recreational purposes and may help alleviate congestion on the transportation network by promoting transit use.

Residents have shown desire for a safer and more accessible pedestrian network and this program will help alleviate some of those concerns, while also working towards some of the City's long-term strategic goals. Many of the locations identified as a priority for new pedestrian infrastructure already see high pedestrian activity based on desire paths, but currently do not have the pedestrian infrastructure to allow residents to safely travel along these routes.

An improved pedestrian network encourages residents to adopt a more active lifestyle which can have significant public health benefits and can contribute to a modal shift away from automobiles, creating a more efficient transportation network.

COMMUNICATION

Information about the program will be incorporated with proactive notifications of the program, as well as with one-on-one communications via service requests, letters and emails.

If the program is adopted, Administration will update the online information about the pedestrian network including up-to-date walking route maps. The City will promote the commuter, recreational and health benefits derived from walking with other information as required.

DELEGATED AUTHORITY

The recommendation contained in this report is within the delegated authority of City Council.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'N. Kyle', written in a cursive style.

Norman Kyle, Director
Roadways & Transportation

Respectfully submitted,

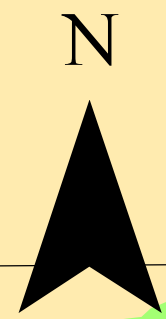
A handwritten signature in blue ink, appearing to read 'Karen Gasmo', written in a cursive style.

Karen Gasmo, Executive Director
Transportation & Utilities

Report prepared by:

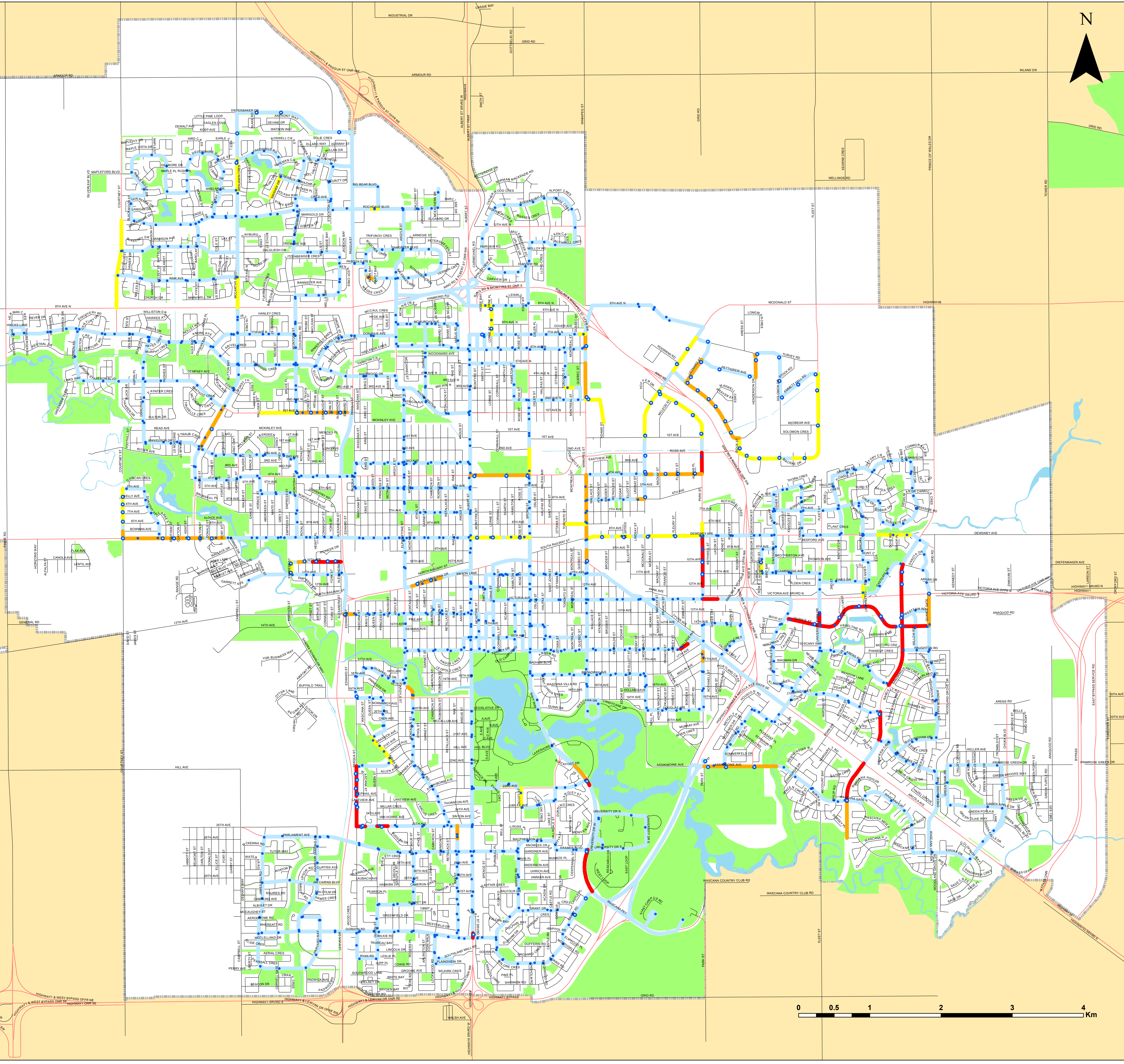
Nigora Yulyakshieva, Manager, Roadways Preservation
Brent Wilson, Project Engineer, Roadways Preservation

Transit-Proximate Missing Sidewalks By Priority Level (2018)



Priority Sidewalk Replacements

- High
- Medium
- Low
- Transit Stops With High Boardings
- Transit Stops
- Transit Routes
- Arterial Roads and Expressways
- Water
- Open Space



November 28, 2018

To: Members
Public Works and Infrastructure Committee

Re: Residential Road Renewal Program Alternative Treatment Options

RECOMMENDATION

1. That City Council endorse the pilot implementation of Alternative Treatment Options as described in this report for 2019.
2. That City Council direct Administration to return to Public Works and Infrastructure Committee by Q3 of 2019 with a full plan based on the pilot methodology for 2020 and beyond outlining the following:
 - a. Estimates of rate of progress and redefinition of the target
 - b. Assessment of impact of using the proposed approach on service to residents as well as resident response
 - c. Financial implications
3. That this report be forwarded to the December 10, 2018 Special Budget meeting of City Council for approval.

CONCLUSION

By adopting alternative treatment techniques for the improvement of residential roads in poor condition, the City of Regina will be able to meet the established level of service target of 85 percent of roads in fair or better condition at a significantly faster pace than the previous plan without investing additional financial resources. The proposed approach balances the expectations of customers with the service requirements of residential roads. There are a few increased risks as a consequence of this approach, but these are mitigated by the improved overall levels of service experienced by customers.

The original Residential Roadways Renewal Program would have achieved the service level target of 85 percent of local roads in fair or better condition in 36 years. While full analysis will be undertaken in 2019, it is estimated that the new plan could achieve the service level target in 10 to 15 years. As we build experience with this new approach, there may be an opportunity to review and reset the service level target to a higher level in the future.

BACKGROUND

Prior to the creation of the Residential Road Renewal Program (RRRP), residential road improvements were funded by an approximate allocation of approximately 25 per cent of the annual Street Infrastructure Renewal Program (SIRP) budget. The allocation to residential roads

averaged less than \$3.0 million/year for the five years prior to the introduction of the RRRP, but varied from year to year depending on the total of the SIRP funding. Project in these years often depended on the approval of the Local Improvement Program, which occurred in parallel to the SIRP and was dependent on the support and financial investment of affected property owners. This funding was not sufficient to keep up with deterioration rates and the growing number of residential road improvements required.

A pilot program was approved in 2013, allocating one per cent of the 2014 mill rate increase to residential road renewal. The full RRRP was developed in 2014 to improve the residential road network. This program, approved by City Council in CM14-16, was funded from a one per cent dedicated mill rate to be allocated annually from 2015 to 2019, as well as 25 per cent of the annual SIRP budget. The mill rate allocation resulted in annually growing the base investment into residential road renewal – with the intention of carrying on that increased base investment once the mill rate allocation was completed. The six years of mill rate allocation grew the annual base investment in residential roads from \$3.8 million to \$16.3 million.

The goal of this program was to achieve a level of service where 85 per cent of the residential road network was in “fair” or “better” condition through a preventative maintenance strategy. This preventative maintenance strategy prioritized the treatment of roads in fair condition over the treatment of roads in poor condition in response to the following two factors:

1. The treatment of roads in fair condition is far less costly than the treatment of roads in poor condition. Typically, many more kilometres of residential roads can be addressed for the same investment.
2. The treatment of roads in fair condition had the greatest impact on the condition of the overall residential road network by limiting the deterioration of roads into poor condition, which requires significantly more resources to address.

Since the introduction of the RRRP in 2014, \$45 million has been invested in residential roads. The City has undertaken 300 projects to treat residential roads covering 87 kilometres (13 per cent of the residential roads network).

Also since the introduction of the RRRP in 2014, Administration has provided an annual report to Public Works & Infrastructure Committee regarding the impact of the program and how work is proceeding. The Committee and City Council have expressed growing concern that the progress in addressing roads in poor condition has not met expectations.

Administration has revised plans within the financial allocation provided through the 2014 decision. Generally these efforts have focused on the reallocation of some portion of resources to poor roads without undermining the principle of preventative maintenance.

In July of this year, City Council passed the following motion (CR18-76).

1. That a new plan be created to rebuild, maintain and monitor residential roads to an acceptable standard...[including]:

- a. That City Administration set a reasonable goal to rebuild ‘poor’ residential roads and allocate sufficient funds to meet that goal until the backlog of poor roads is significantly reduced.
- b. That preventive maintenance of residential roads continue by reallocating current budget areas, as designated by administration, including sufficient budget from Roadways and Water Works to repair road damage caused by water breaks and underground repairs.
- c. That Administration ensure the coordination of underground infrastructure upgrades be given priority for roads that are in poor condition.
- d. That a redefinition of the Residential Road Program as outlined in the above amendments be presented to Council as part of the 2019 budget.

The original motion requested that the new plan be presented to City Council through the budget process. Because this report recommends a significant change in the City’s approach to residential roads, the report is being brought to Public Works and Infrastructure Committee in advance of being forwarded to the budget process. The recommendations have no budget implications.

DISCUSSION

The City’s residential road network consists of 647 km of paved roads. Based on the most recent condition inspection (2017), the residential road network currently has a level of service such that 79 per cent of the roads are in ‘fair’ or better condition. One hundred and thirty-seven kilometres (21 per cent) of residential roads are rated in ‘poor’ condition. Of these, 40 kilometres (30 per cent of the roads in poor condition) are in ‘very poor’ condition. Residents whose roads are in very poor condition have generally been experiencing roads in poor condition for an extended period of time.

To address this significant issue, Administration has gone back to the beginning to rethink the approach to the challenge. We explored a number of options by approaching the problem through three distinct filters:

1. Financial Improvements
2. Process Improvements
3. Technical Improvements

Administration consulted with five other jurisdictions in Canada to learn from what others are doing. A complete overview of the results of that consultation can be found in Appendix A. To summarize, each of the municipalities consulted indicated they have a large backlog of residential roads in poor condition that would take between 20 and 30 years to address. Only one of those municipalities (Edmonton) indicated they had a targeted approach to addressing these issues. Three municipalities used annual mill rate allocations to target resources. In the case of Edmonton, these resources are targeted to residential roads. In the case of Saskatoon and Winnipeg, they are targeted to the road renewal program in general. Each municipality shared challenges ranging from insufficient budgets, insufficient funding for utilities to match roadwork, coordination issues and resourcing issues. This review did not provide any specific

solution, but did validate for us that the City is not alone in addressing this challenge and there is still much to learn from each other's experiences.

Options Considered

Option 1: Financial Improvement Options

The reality is that, if we are to continue with our current approach to addressing residential roads in poor condition (i.e. full rebuild including underground renewal), the only way to speed up progress is to add new financial resources. Administration has exercised caution in this regard citing two concerns:

- In 2019, the RRRP program will be at \$12.05 million from the one per cent mill rate contribution and approximately \$4.3 million will be allocated from the SIRP, for a total of just over \$16.3 million. At this level of funding the City's investment in residential roads will be, for the first time, greater than the investment into the major road network. While both networks are important, the major network carries higher volumes of traffic and heavier vehicle weights and is critically important to the efficient and effective movement of goods, service and people that supports a vibrant economy. If new funding were available for roads, some consideration should be given to the priority of the SIRP over the RRRP.
- An increase in RRRP funding specifically targeted at poor roads using our current approach, would require matching funding from the Utility Budget for associated underground repairs and upgrades. Even though the practice of renewing underground infrastructure in coordination with the rebuilding of poor roads protects the investment in the road, it can however result in addressing the underground infrastructure prematurely.

That being said, the options considered in this category include:

1. **Debt:** Council would need to consider the City's current debt limit and value of using debt for this work over other priorities. Repayment of debt over the life of the asset can be considered good practice, as it spreads the cost of service to those who use the service over time.
2. **Extending the mill rate contribution beyond 2019:** The issue of residential roads continues to be a priority for residents and the extension of the mill rate allocation might be supported publicly. Like with debt, consideration needs to be given to what other priorities the City has and how a similar mill rate allocation may be required to achieve those other priorities. Note that this approach would have the effect of continuing to increase investment in residential roads, which will further add to the imbalance between residential roads and major arterial and corridor roads. An alternative to this approach would be to consider using the continuing mill rate contribution to reduce the reliance on the SIRP contribution. This course of action would limit the City's ability to apply a mill rate allocation to other critical asset needs such as facilities in the future.
3. **Grants and third-party funding:** The City currently receives approximately \$11 million annually in Gas Tax funding that is largely directed towards roadway programs. Additional grants may come available but cannot be relied on as a long-term sustainable funding source.

Option 2: Process Improvement Options

The RRRP is currently delivered using a combination of in-house resources complemented with external contracted services. With this approach the City maintains full control of how the program is run, including the treatment and location selection. It also allows the City to maintain its relationship with the residents. Contracted services augment the City's capacity to deliver a larger program and sometimes adds skill sets and resources not available to the City.

However, we also explored process options to improve the amount of renewal delivered with the same financial resources:

1. **Multi-year contracts:** The Saskatchewan Heavy Construction Association (SHCA) has proposed to work with the City to improve its success in advancing the RRRP. Primary among its approaches would be for us to engage the local construction industry using multi-year contracts. The SHCA argues that the guarantee of work would allow the industry to offer improved pricing such that the same program would be able to be delivered at a lower cost. The implication is that, if we spend the same amount of money, the number of roads that can be addressed could increase. This process is already available to the City and would simply require that City Council pre-approve multiple years of spending at budget time. The option is not likely to provide the level of savings required to address resident expectations, but will be further explored by the Administration in combination with other approaches discussed here.
2. **Public Private Partnership (P3):** It would be possible to bundle the City's residential roads into a Design, Build, Finance, Maintain (DBFM) public private partnership (P3). The contract requirements could establish a service target that must be met early in the contract and maintained throughout the life of the contract. The result would be that the pace of roadwork could be advanced more quickly and financed within the P3 through the life of the contract.

There are no examples of similar P3 arrangements in Canada, however there are several good examples of large interchanges or bridges being delivered using such contracts. There are provinces that maintain geographic bundles of highway through long term maintenance contracts as well.

Such a program would have significant impact on the City's debt limit. Indeed, there is insufficient debt limit available to address the full scope of all residential roads. A P3 contract would have to be established based on a few geographic areas – likely those with the most poor roads. The complexity of the P3 contracting process means it is unlikely that any work would begin for at least two years.

Option 3: Technical Improvement Option: Alternative Treatments

The City of Regina has been working hard over the last two years to research and adopt contemporary asset management practices. In our analysis of the challenge we are facing in the RRRP, we are looking at different options we can adopt through asset management principles and philosophies.

Asset Management is defined as *the coordinated activity of an organization to realize **value** from its assets. In our case, the **value** we realize from our assets is generally in the form of services to residents.* This definition is important, because it starts with the *service we provide to residents* and not with the asset itself.

Understanding Where We've Been

The asset management tools we have been leveraging as we begin to adopt contemporary asset management practices have helped us understand where we have been.

Our traditional decision making has focused on the physical condition of the asset and its criticality in within the system.

- Preservation is targeted at extending the life of the assets: The goal is to maintain the asset at the lowest cost over the lifecycle of the asset. The process is to determine the right treatment and the right time for that treatment, which is often determined by the physical condition of the asset. This is accomplished by measuring things like how many potholes and cracks, the condition of the surface, the condition of the structure. The examination also includes sidewalks, curbs and gutters as well as how well the water drains and how safe the road is to drive down. These assessments have become proxies to understand the experience of people driving on the road or living near the road. Treatments applied using this approach throughout the life of an asset can extend the life of an asset almost in perpetuity. However, when it hasn't been applied throughout the life of an asset and the asset declines to poor condition, it often requires a comprehensive renewal approach.
- Comprehensive renewal approach: When investing in poor roads this has meant that work typically includes addressing the entire right-of-way (property line to property line) and has included full replacement of sidewalks, curbs, and gutters, assessment of utilities and renewal of highest risk assets, as well as full rebuilding of the road structure – making the renewal of poor roads expensive and slow.
- Investment in the most critical assets first: Prior to the establishment of the RRRP, the SIRP allocations focused on roads with high criticality – major arterial, and collector and expressway roads. With limited financial resources, there were simply insufficient funds to get to those roads with low criticality (e.g. residential roads). Treatments on low criticality roads were therefore deferred, resulting in deteriorating condition.

Where Asset Management Is Taking Us

The City of Regina is leveraging new tools from contemporary asset management practice that can provide more nuanced decisions and alternatives. Essentially, we are adding two new inputs to decision making and prioritization (in addition to the traditional assessment of physical condition and asset criticality):

1. Functional condition: An assessment of how the asset delivers the service expected by customers. It requires that asset managers look at the *service* rather than the asset, and that they do that through the customers' perspective. In essence, this is why the City of Regina introduced the RRRP – residents' expectation for residential roads was not being met. The current discussion, regarding residents' expectation about the pace at which poor roads are improved, is another element to this assessment.

2. Demand condition: An assessment of the impact of the demand on the asset as it relates to asset design and ongoing maintenance. In the case of roads, demand condition refers to the level of traffic and type of traffic the road would typically experience. The design and level of maintenance that would be required for a road with high traffic that includes transit buses and transport trucks is different than that required for a residential road that would typically see low volumes of light-weight vehicles. While this decision frame has always been used in the design of new infrastructure to influence the type for road structure that is built, it has been less of a factor in planning the maintenance and preservation of existing infrastructure. In examining the question of how to improve the RRRP, this decision frame became a key consideration. The demand on residential roads suggest that some rationalization might be made with regard to the level of service delivered to residents.

Now we have three decision frames that provide a balanced approach to guide the City's planning related to residential roads:

1. Physical Condition: will identify the state of repair of the assets that leads to a range of treatment options (e.g. condition of the road surface, road structure, extent of sidewalk repair and underground and utility condition).
2. Functional Condition: will further look at what is needed to meet customer expectations. What the customer values the most from the services will be considered.
3. Demand Condition: will consider what is needed to support the service the asset is intended to provide. In the case of residential roads, this could be significantly different than what is done on major roadways, simply due to the nature of carrying less traffic and typically lighter vehicles and may lead to different treatment approaches than traditionally used.

A New Approach

If we look more closely at a range of possible treatments of poor roads, the reality is that the City can significantly improve the driving experience for customers as well as the look and feel of the road (functional condition), providing a fair or even good level of service while still having a road with condition deficiencies. This is even more profoundly the case for roads where the demand condition is low – high traffic or heavy traffic is not likely to cause the physical condition of the road to deteriorate further. This led Administration to consider alternative treatment options for poor roads, such that the functional condition would be improved, but the physical structure of the road may not be.

The range of possible options is dependent on the physical condition of the current road and sidewalks/gutters as well as the risk of near-term underground work being required. If these options can be applied to the current bundle of roads in poor condition, the rate of improvement would be significantly increased.

Figure 1 below provides a range of treatment options for roads in poor condition considering the functional and demand requirements as well as the physical condition requirements.

	Rebuild	Rehab	Surface Treatment
Treatment Description	Required when road structure not stable to perform other treatments, construction equipment will fail the road	50 per cent to 100 per cent concrete replacement; mill and pave road	Poor roads where concrete and road structure is in reasonable condition and pavement is level
Undergrounds	Yes	No	No
Construction Timeline	3 to 6 months	3 to 4 weeks	2 to 3 days
Cost	\$2 million per km (plus cost of undergrounds)	\$600,000 to \$1.25 million per km	\$180,000 per km
Life Expectancy	50 years	20 to 25 years	10 to 15 years

Figure 1: The range of treatment options for poor roads and the implications of each.

The City has been using surface treatment on poor roads already, but for a different reason. Where there are maintenance activities or poor roads (e.g. filling potholes and crack sealing) have become too expensive, the choice has been made, where conditions allow, to do maintenance paving. Where this has occurred, there has been a notable reduction in service requests and the City has even received positive comments from residents.

The improvement option would see this approach applied through the implementation plan of the RRRP.

Impact of the Approach

Appendix B provides photographic examples of each treatment. Once the approach evolves into a sustainable program, it is likely that the need for full rebuilds of roads will be driven more by the need to address underground utilities than by the physical condition of the road itself.

Where surface treatments would be applied to roads in poor condition, residents will immediately see a smooth surface for driving. The treatment may not fully address all ponding issues, but the improved condition of the road would see any ponding resolve more quickly. Where this treatment has been applied, the City has seen a significant reduction in service requests. Finally, this plan can be delivered without any budget impacts.

This plan brings with it some risks. Administration believes that these risks are offset by the benefits to residents of significant improvement in the rate at which poor roads can be improved and the lower cost of road treatment. These risks include:

- Road cuts and necessary repairs for underground work
- Not all treatments will return a road to good functional condition
- Maintenance paves will result in a loss of curb height
- Some residents on adjacent roadways would receive different treatments depending on the current condition of their road and concrete

Recommended Option

The proposal is to apply the *Alternative Treatments Options* to the RRRP. Rather than repairing all roads in poor condition to “like new” condition, with sidewalks and undergrounds included as part of the process, it is recommended that the City strategically choose to repair some roads, where the conditions allow, to poor/fair physical condition and fair/good functional condition.

This choice opens up the range of treatments available and allows for roads in poor condition to be improved far more quickly than is currently the case. The choice of treatment is dependent upon the current physical condition of the road, but the result is that the customer experience is much improved.

Timelines and Next Steps

Administration has established a pilot plan for 2019 that would significantly increase the rate at which roads in poor condition are addressed from two to three kilometres to 11 kilometres by using the above approach for targeted roads.

To establish a full plan for all roads in poor condition will require on-site physical examination of the road and concrete. Administration will use 2019 to carry out that examination and provide a full plan prior to the 2020 construction season, including opportunities to supplement the City’s construction resources with external multi-year contracts. At some point early in this work, Administration will provide City Council with a tour to review first-hand the treatment options and the conditions under which each option might be appropriate.

Administration will return to Committee with the findings of this work and recommendations for a long-term plan in the fall of 2019. This plan could potentially recommend new level of service targets depending on how the alternative treatment approaches can be applied to our existing road network.

RECOMMENDATION IMPLICATIONS

Financial Implications

There are no budget implications to the recommended option. At some point in the future, City Council may want to consider the balance between the amount invested in major roads and residential roads by making adjustments to the 25 per cent allocated from SIRP to residential road improvement.

Environmental Implications

None associated with this report.

Policy and/or Strategic Implications

The recommended approach to improving residential roads in poor condition, is consistent with *The Official Community Plan, Bylaw No. 2013-48 (OCP)*, specifically:

- *Section B, Goal 1 – Financial Policies, “Achieving long-term financial viability.”*

- *Section B, Goal 2 – Sustainable Services and Amenities, “Ensure that the City of Regina services and amenities are financially sustainable.”*
- *Section D4, Goal 2 – Asset Management and Services “Ensure infrastructure decisions result in long-term sustainability.”*
- *Section D4, Goal 2 -Infrastructure Staging, “Build infrastructure in a sequential and coordinated manner.”*
- *Section D5, Goal 1 - Land Use and Built Environment, “Enable the development of complete neighbourhoods.”*

The RRRP supports the City’s strategic focus to improve the development and maintenance of liveable neighbourhoods, while improving the residential road infrastructure condition to a level and quality that is sustainable.

Accessibility Implications

One of the goals of this program is to improve walkability and better accommodate those who use walking as their primary mode of transportation, by implementing pedestrian accessibility ramps where practical and feasible. This is consistent with the OCP, *Section D5, Goal 1 - Land Use and Built Environment, “Enable the development of complete neighbourhoods.”* Not all poor road treatments will include concrete work, so the advancement of this goal may not proceed as quickly as the improvement of poor roads.

Other Implications

An improved residential road network will provide residents with improved quality of life due to reductions in frustration, travel delays, fuel consumption and vehicle repairs/maintenance.

COMMUNICATION

Information about the RRRP program and approved approach will be shared with residents when a decision is made by City Council. At the launch of the next construction season, the City will communicate to residents about the program through a number of mediums.

DELEGATED AUTHORITY

The recommendations contained in this report require City Council approval.

Respectfully submitted,



Norman Kyle, Director
Roadways & Transportation

Respectfully submitted,



Karen Gasmo, Executive Director
Transportation & Utilities

Report prepared by:
Nigora Yulyakshieva, P.Eng., Manager, Roadways Preservation
Jared Hagen, Senior Engineer, Roadways Preservation
Dawn Martin, Manager, Corporate Performance

Appendix A – Summary of Jurisdictional Review

	City of Calgary	City of Edmonton	City of Saskatoon	City of Cambridge	City of Winnipeg
Do you provide road condition ratings to public/City Council?	Yes, only a high level average condition rating to Councillors for wards and communities.	No.	Yes, only an overall condition summary in their Asset Management Plan for Roadways.	Yes, only a high level summary in State of Infrastructure report.	Yes.
Do you provide a condition map of your road network online?	Yes, only for roads with a visual condition index greater than or equal to 7 (10 is very good). This is for fees associated with excavation permits (Top Lift Paving Fees: These fees are charged when the road is in good condition VCI ≥ 7).	No. If they recognize there is value in publishing that data, they would.	No. They are working towards having an online live map that shows current condition and future plans.	No.	Yes. Detailed online interactive map providing condition for individual streets.
What information do you use to inform your road maintenance and improvement projects?	Condition ratings based on visual inspections.	Condition ratings for roads, sidewalks, undergrounds, utility company coordination. Sidewalk condition is a significant driver.	Roadway condition data, previous treatments, underground infrastructure condition and schedules, other City projects.	Condition ratings of roads and underground infrastructure.	Surface condition data. Complete inspection of their local streets every two years.
What type of information regarding planned work do you release to the public/City Council?	Roads planned for rehabilitation for the current year as well as tentatively planned projects for the next year. Residents are provided tentative renewal timelines up to 5 years out.	Providing 8 year tentative plans to Councillors (summarized by Ward indicating year and type of work scheduled). Upcoming construction season schedule is posted online.	Interactive map that shows the current road construction projects as well as a list that is re-evaluated every fall for their 3-year plans. Also coordinate programs with W&S and associated schedules for that work.	Roads planned for rehabilitation for the current year. On request, residents are provided tentatively scheduled projects up to 5 years out.	Roads planned for rehabilitation for the current year (dates, treatments, locations). Multi-year programs are not developed for local street renewal.
How are your local road renewal activities funded?	Prior to 2015, local road renewal was funding by operational budgets. Nothing in previous 2 years due to funding constraints. Currently considering funding this out of the Capital budget.	Local road renewal is being funded through mill-rate increases. Since 2009, these have been approximately 1.5% annually. Sidewalk upgrades are cost shared 50-50 between City and Residents through LIP.	Road renewal is funded by the mill-rate and dedicated tax levies for road renewal that began in 2014.	Road renewal is funded from general revenue and federal gas tax.	Local road renewal is financed by Municipal Tax Revenue, Federal Gas Tax, Provincial Funding and Interim Financing.
Do you have a backlog of “poor” roads or deferred maintenance on local roads?	Yes, there is a \$400 million backlog with no funding currently in place. They are currently seeking more budget over the next 10 years to reduce or maintain this backlog.	Yes, but it is being addressed through the Neighbourhood Renewal Program with a long-range goal of the overall network in “fair” condition.	16% of their local roads are in poor or worse condition.	Yes, there is a \$25 million backlog	Approximately 13% of their road network is in “poor” condition. They have a Reserve that was established in 2013. 1% tax increases until 2022 and 1.7% thereafter.
Do you have LOS targets for your local roads?	Target is a Council proposed KPI (key performance indicator) of 83% of the network in good or very good condition. Not enough funding in place currently to achieve these targets.	Target is overall network in “fair” condition. With an investment of \$160 million annually, this will be achieved in 30 years.	Preserve approximately 5% of the network each year and a 20 year road renewal cycle.	No explicit LOS targets. Only targets are regarding minimum maintenance requirements based on Ontario regulations.	Target is to eliminate poor roads by 2038.
How is sidewalk renewal/upgrades funded?	Through various programs: concrete work funded through rehabilitation projects, block replacement program and indemnification work program.	Split into two groups: C&G associated with road is covered under the mill-rate by the City. Sidewalks in front of residences are cost shared with residents through a LIP.	Sidewalk preservation is funded by the mill-rate. Preserve sidewalks adjacent to the roadway preservation program and locations outside the program with high pedestrian potential and poor condition/safety concerns. Currently allocated roadway funding supplements sidewalks as they have way more sidewalk replacement than current sidewalk preservation funding allocation.	Under existing road renewal programs, sometimes under separate capital programs.	Funded under street renewal when a road is being upgraded and the sidewalk requires upgrades. Otherwise, dedicated funding for sidewalk renewal on Local Streets.
Do you have a road renewal program targeting local roads?	Local road is part of the pavement rehabilitation program. Roads are selected based on performance rating.	Yes, Neighbourhood Road Renewal Program.	They don’t have a roadway program to target only local/residential roads. They preserve the entire network as a whole but dedicate different funding amounts to each road class. Since local and residential roadways make up the majority of the network they take up more of our yearly budget.	No specific program for local roads.	Yes. Funding is distributed among Wards based on the Ward's fair/poor roads relative to the City's fair/poor roads.
Is the public/City Council onboard with the current road renewal programs in place?	Yes, they do receive some questions regarding the “why that street and not this one” and “when my road will be paved”.	Council is onboard with the program. They recognize that it is a holistic program and appreciate the coordination that is involved and how it has brought together the different departments.	The public has expressed through recent surveys that a top priority is an improved network. Their current roadways program is in response to that.	Yes, no major concerns.	Yes.
What message do you provide to a resident on a “poor” road that requires reconstruction, but has not been identified for work in the near future?	“We will review the road condition and if necessary, put it on a 5-year list as a high priority. In the meantime, the road will be kept safe with regular maintenance work”	They are currently working on a report about bridging the gap between a road in poor condition and when it is selected for reconstruction. Including improvements to the sidewalk LOS and spot treatments.	They identify if their road is in the backlog and based on the number of roads they reconstruct per year, and the condition, they can give a general timeline as to when it will be selected for rehabilitation and that it will be receiving a full resurfacing/reconstruction treatment when it is eventually scheduled.	Road prioritization is explained to the resident and short-term/maintenance repairs are done if needed.	“We will review your street and consider it for renewal next year”. Public concerns are reviewed when developing the annual renewal programs.
What are the ongoing challenges you encounter regarding road condition, road renewal, coordination, etc.	Securing the desired budget. Coordination with other stake holders.	Logistics (contractor capacity), petitions against sidewalk improvements, coordination with utility companies, specific site conditions that general construction specifications don’t account for.	Insufficient funding for utilities to match road work (resulted in additional cuts in new roads), industry/internal staff catching up on funding increases (3x increase from 2013-2014) resulting in carry-forward.	Insufficient funding for resurfacing.	Inconsistent surface ratings, inaccurate treatment history, selecting appropriate treatment, developing accurate pavement life cycles, coordination with utilities.
How has your program matured/evolved over time?	Better prioritization methods, treatment types, more collaboration with stakeholders.	More coordination with other areas, not just replacing like-for-like, but including additional improvements for more complete streets.	Have adjusted from focussing solely on roadway and sidewalk preservation to “right of way” preservation. Specification updates. They have also come up with a sidewalk replacement and repair criteria level of service that was backed by City council. This has been a major factor in setting expectations and enforcing the level of service with the public when we replace or repair sidewalks.	Very stable, no major changes in past 5 years.	Continual increases of funding.

Appendix B – Treatment Options

Typical Poor Roadway where Maintenance Pave is Appropriate

The road will sustain heavy equipment so treatment can be applied without further damaging the physical structure.



Typical Result of Maintenance Pave

Note there is some ponding, but it is significantly less and will resolve more quickly.



Appendix B – Treatment Options

Note that curbs are buried.



Note that there is potential for cuts in pavement and/or sidewalk to repair underground infrastructure after treatment.



Appendix B – Treatment Options

Note that concrete may not be replaced, but trip hazards will be addressed.



Appendix B – Treatment Options

Typical Poor Road Eligible for Rehabilitation Treatment



Typical Poor Road Requiring Full Rebuild Treatment



November 28, 2018

To: Members
Public Works and Infrastructure Committee

Re: 2018 Review of Outstanding Items

RECOMMENDATION

1. That the following item be deleted from the list of outstanding items for the Public Works and Infrastructure Committee:

<u>Item</u>	<u>Committee</u>	<u>Subject</u>
CR17-7	Public Works and Infrastructure Committee	Snow Routes Pilot Program

2. That this report be forwarded to the Executive Committee for information.

CONCLUSION

This report reviews the status of outstanding items that have been referred to the Administration for reports to the Public Works & Infrastructure Committee. The Public Works & Infrastructure Committee should review the items and provide instructions on the need for any changes to priorities.

BACKGROUND

Subsection 35(2) of City Council's Procedure Bylaw requires the City Clerk to provide a report to the Executive Committee annually which lists all items and the priority of the items that have been tabled or referred by City Council or one of its committees. The purpose of this report is to provide a list of the outstanding items for the Public Works & Infrastructure Committee as at November 21, 2018.

DISCUSSION

Lists of Outstanding Items are maintained for City Council and its main committees. Items on the list may originate from:

- a recommendation in a report which indicates that another report will be forthcoming;
- a motion adopted to refer an item back to the Administration or to request a report on a related matter;
- a motion adopted by City Council or another committee requesting the Administration to prepare a report.

The Office of the City Clerk is responsible for maintaining and updating the lists. Items remain on the list until a report or the committee recommends their removal. The list is updated with additions and deletions, as meetings are held and after review by the Executive Committee. The last review of outstanding items as at December 31, 2017, was considered by Executive Committee on January 17, 2018.

The following steps were taken to facilitate the annual review of the outstanding items:

- the list of outstanding items as at November 21, 2018 was circulated to departments for comments;
- the comments and lists were returned to the Office of the City Clerk for consolidation.

The outstanding items report is first being circulated to the affected Committees prior to Executive Committee consideration. This process allows committees to have more detailed discussions of each item with the Administration and among themselves to determine priorities for Council consideration.

Attached to this report as Appendix “A” is a list of the outstanding public session items before the Public Works & Infrastructure Committee.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

Regular review of outstanding items provides both Council and the City Administration an opportunity to review and refocus priorities and resources as required based on current initiatives, needs of the community and corporate strategy.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

No specific public communication is required in relation to outstanding items. This report will be posted to the City of Regina website for public viewing.

DELEGATED AUTHORITY

Executive Committee is required to provide direction to the City Manager in relation to items on the outstanding items list for City Council or any of its committees along with directing any changes in priority.

Respectfully submitted,



Amber Ackerman, A/Deputy City Clerk

Respectfully submitted,



Jim Nicol, City Clerk

Appendix A

PUBLIC WORKS & INFRASTRUCTURE COMMITTEE LIST OF OUTSTANDING ITEMS AS AT NOVEMBER 21, 2018

OPEN ITEMS

REPORT #:	EX16-27
DATE TABLED/REFERRED:	September 14, 2016
SUBJECT:	Councillor John Findura – Noise-Attenuation
MOTION:	<ol style="list-style-type: none">1. That Administration review the City of Regina’s current Noise Attenuation Policy to ensure that it meets current standards and that those standards are being complied with.2. That Administration provide the results of the Noise Monitoring Study that was conducted in 2012.3. That a report back to the Public Works and Infrastructure Committee in Q4 of 2017 with the findings of the review of the policy, the Noise Monitoring Study and recommendations on any changes and associated costs.
DIVISION:	Transportation & Utilities
COMMENT:	Return Date: Q1 2019

REPORT #:	CR17-7
DATE TABLED/REFERRED:	January 30, 2017
SUBJECT:	Snow Routes Pilot Program
MOTION:	That City Council directs Administration to bring back a report in 2018 that evaluates the effectiveness of the Pilot Program, with future recommendations.
DIVISION:	Transportation & Utilities
COMMENT:	Return Date: Late Q3 2018 <i>Addressed at Oct 11, 2018 with Item #PWI18-15 Snow Routes Pilot Program Update – remove from list.</i>

REPORT #:	CM17-2(c)
DATE TABLED/REFERRED:	February 13, 2017
SUBJECT:	2017 General Operating and 2017-2021 Capital Budget; and 2017 Utility Operating and 2017-2021 Capital Budgets
MOTION:	<ul style="list-style-type: none">– The Administration undertake a rate review in 2017 to inform future utility rates that ensure Regina has a sustainable, affordable utility in the future.– Funds for the rate review be allocated from the current year's operating budget.– A Communication Strategy be developed to inform residents about the Utility, its components, the regulatory requirements and all associated operating and capital costs.– The Administration report back to the Public Works and Infrastructure Committee in Q3 of 2017 with the Communication Strategy as well as the results of the rate review.
DIVISION/DEPARTMENT:	Transportation and Utilities
COMMENT:	Return Date: Q1 2019

REPORT #:	CR17-52
DATE TABLED/REFERRED:	May 29, 2017
SUBJECT	Transportation Master Plan
MOTION:	<ol style="list-style-type: none">1. That City Council approve the attached Transportation Master Plan and authorize the use of the Transportation Master Plan as a guide for future transportation related decisions and actions.2. That Administration be directed to provide a progress report regarding implementation of the Transportation Master Plan to the Public Works and Infrastructure Committee by Q4 2018.
DIVISION/DEPARTMENT:	City Planning and Developing
COMMENT:	Return Date: Q1 2019

REPORT #:	PWI18-9
DATE TABLED/REFERRED:	June 7, 2018
SUBJECT:	Arcola Avenue Corridor from College Avenue to Prince of Wales Drive
MOTION:	That a plan to accelerate the land acquisition for the Wascana Parkway extension be referred to the 2019 budget process for consideration
DIVISION:	City Planning and Development
COMMENT:	Return Date: Q4 2018-Q1 2019

REPORT #:	PWI18-9
DATE TABLED/REFERRED:	June 7, 2018
SUBJECT:	Arcola Avenue Corridor from College Avenue to Prince of Wales Drive
MOTION:	That the improvements to Arcola Avenue and University Park Drive, outlined in Table 3, page 6 of the report be referred to the 2019 budget process for consideration.
DIVISION:	Transportation and Utilities
COMMENT:	Return Date: Q4 2018-Q1 2019

REPORT #:	PWI18-13
DATE TABLED/REFERRED:	June 7, 2018
SUBJECT:	Solid Waste Curbside Collection Services Funding Policy
MOTION:	That the Administration bring back a report to this committee outlining the details of cost per household for garbage collection and billing details to the October 11, 2018 Public Works and Infrastructure meeting.
DIVISION:	Transportation and Utilities
COMMENT:	Return Date: Q1 2019

REPORT #:	PWI18-10
DATE TABLED/REFERRED:	June 7, 2018
SUBJECT:	Residential Road Renewal Program Review Report
MOTION:	That level 3 and 4 poor roads across the city be given preference in maintenance such as patching and pot holes and that a report on that be brought back to Public Works and Infrastructure Committee in Q1 2019.
DIVISION:	Transportation and Utilities
COMMENT:	Return Date: Q1 2019