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## Public Works and Infrastructure Committee

<b>Meeting No.</b>	18	<b>Contact</b>	Rosalind Dyers, Committee Administrator
<b>Meeting Date</b>	Monday, September 8, 2008	<b>Phone</b>	416-392-8018
<b>Start Time</b>	9:30 AM	<b>E-mail</b>	pwic@toronto.ca
<b>Location</b>	Committee Room 1, City Hall		

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PW18.4	Amended			Ward: 3, 5, 6, 13, 38, 44
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### 2008 Bikeway Network Program - Phase 4 Installation of Bicycle Lanes

#### City Council Decision

City Council on September 24 and 25, 2008, adopted the following motions:

1. City Council approve the installation of bicycle lanes on both sides of Brimorton Drive, from Brimley Road to Scarborough Golf Club Road, as detailed in the report dated August 21, 2008, entitled "2008 Bikeway Network Program – Phase 4 Installation of Bicycle Lanes" (PW18.4).
2. City Council approve the installation of bicycle lanes on both sides of Conlins Road, from Ellesmere Road to Sheppard Avenue East, as detailed in Appendix A of this report.
3. City Council approve the installation of bicycle lanes on the east side of Renforth Drive, from Bloor Street West to Rathburn Road, and on the west side of Renforth Drive, from Bloor Street West to West Wareside Road, as detailed in Appendix A of this report.
4. City Council approve the installation of bicycle lanes on both sides of The Queensway, from 250 metres east of High Street to Windermere Avenue, as detailed in Appendix A of this report.
5. City Council approve the amendments to the traffic and parking regulations detailed in Appendix B of this report, with the exception of those traffic and parking regulations pertaining to Horner Avenue from Browns Line to Judson Street.

6. City Council authorize and direct the appropriate City officials to take the necessary action to give effect thereto, including the introduction of all necessary bills.
7. The following motion be referred to the Public Works and Infrastructure Committee for further study:

Moved by Councillor Palacio:

1. That City Council direct the appropriate City officials to report to the Public Works and Infrastructure Committee on the feasibility of the installation of a bicycle lane along small sections of the Hydro Corridor within Ward 17, starting from the ravine south of Keele Street and Lavender Road and connecting it with the Hydro Corridor extending across Ward 17 all the way to Ossington Avenue, including entering into any standard licensing or easement agreements with Hydro One or the Ontario Realty Corporation as necessary to complete this project.
2. That funds to implement this bicycle and pedestrian path be provided within the Transportation Services Division 2009 Capital Budget in the Cycling Infrastructure.

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(August 21, 2008) Report from the General Manager, Transportation Services.

### **Committee Recommendations**

The Public Works and Infrastructure Committee recommends that:

1. City Council approve, in principle, the installation of bicycle lanes on both sides of Brimorton Drive, from Brimley Road to Scarborough Golf Club Road, as detailed in Appendix A of this report.
2. City Council approve the installation of bicycle lanes on both sides of Conlins Road, from Ellesmere Road to Sheppard Avenue East, as detailed in Appendix A of this report.
3. City Council approve the installation of bicycle lanes on the east side of Renforth Drive, from Bloor Street West to Rathburn Road, and on the west side of Renforth Drive, from Bloor Street West to West Wareside Road, as detailed in Appendix A of this report.
4. City Council approve the installation of bicycle lanes on both sides of The Queensway, from 250 metres east of High Street to Windermere Avenue, as detailed in Appendix A of this report.
5. City Council approve the amendments to the traffic and parking regulations detailed in Appendix B of this report, with the exception of those traffic and parking regulations pertaining to Horner Avenue from Browns Line to Judson Street.

6. City Council authorize and direct the appropriate City officials to take the necessary action to give effect thereto, including the introduction of all necessary bills.

### **Committee Decision Advice and Other Information**

The Public Works and Infrastructure Committee:

- a. further to Recommendation 1 in the staff report (August 21, 2008), requested the General Manager, Transportation Services to report directly to Council for its meeting on September 24, 2008, on the creation of hybrid bike lanes, where feasible, that allow parking in non-rush hour periods along certain sections of Brimorton Drive;
- b. referred the following motions by Councillor De Baeremaeker respecting the proposed bike lanes on Brimorton Drive, from Brimley Road to Scarborough Golf Club Road, to the General Manager, Transportation Services for consideration and report back to the Budget Committee:
  - “1. That extensive boulevard tree planting be undertaken along Brimorton Drive and adjacent streets.
  2. That new, enlarged boulevards (with grass and tree plantings) be included along certain sections of Brimorton Drive to serve as a traffic calming measure.”; and
- c. referred back to the General Manager, Transportation Services the following Recommendation 3, together with any amendments to the traffic and parking regulations detailed in Appendix B, referred to in Recommendation 6 of the staff report (August 21, 2008), pertaining to bicycle lanes on both sides of Horner Avenue, from Browns Line to Judson Street, for further consideration and consultation with the Chair of the Toronto Cycling Advisory Committee:
  - “3. City Council approve the installation of bicycle lanes on both sides of Horner Avenue, from Browns Line to Judson Street, as detailed in Appendix A of this report.”

### **Financial Impact**

Funds to implement the bicycle lanes recommended in this report are provided within the Transportation Services Division 2008 Capital Budget in the Cycling Infrastructure Account CTP 808-05.

### **Summary**

The purpose of this report is to obtain authority to install bicycle lanes on Brimorton Drive, Conlins Road, Horner Avenue, Renforth Drive and The Queensway. This report is the fourth of five reports to obtain approval for installing bicycle lanes as part of the Toronto Bike Plan - 2008 Bikeway Network Program.

The implementation of the proposed bicycle lanes will result in an increase in the length of bicycle lanes in the City by 13.2 km. This will increase the total length of bicycle lanes approved and constructed from 100.8 km to 114 km of the total 495 km of bicycle lanes in the

Toronto Bike Plan.

The affected Ward Councillors have been consulted regarding the bicycle lanes proposed in their respective Wards.

### **Background Information (Committee)**

2008-09-08-pw18.4-Staff Report and Appendices A and B

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15312.pdf>)

Drawing No. 421P0107

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15325.pdf>)

Drawing No. 421P0108

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15326.pdf>)

Drawing No. 421P0096

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15327.pdf>)

Drawing No. 421P0097

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15328.pdf>)

Drawing No. 421P0046

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15329.pdf>)

Drawing No. 421P0047

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15330.pdf>)

Drawing No. 421P0099

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15331.pdf>)

Drawing No. 421P0100

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15332.pdf>)

Drawing No. 421P0105

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15333.pdf>)

Drawing No. 421P0106

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15334.pdf>)

### **Background Information (City Council)**

(September 22, 2008) supplementary report from the General Manager, Transportation Services (PW18.4a)

(<http://www.toronto.ca/legdocs/mmis/2008/cc/bgrd/backgroundfile-15902.pdf>)

### **Communications (Committee)**

(September 8, 2008) e-mail from Marty Collier, Toronto Urban Renewal Network (TURN) (PW.New.PW18.4.1)

### **Speakers (Committee)**

Heather McDonald, Toronto Cyclists Union

Anthony M. Humphreys

Jun Nogami

Ron Fletcher, Advocacy Chair, Toronto Bicycling Network

Councillor Doug Holyday, Ward 3, Etobicoke-Centre

PW18.5	Amended			Ward: 22, 25
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## Traffic Calming - Fairfield Road

### City Council Decision

City Council on September 24 and 25, 2008, adopted the following motions:

1. Transportation Services poll eligible householders on Fairfield Road, between Rawlinson Avenue and Cardiff Road, to determine whether residents support the installation of speed humps, in accordance with the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll:
  - a. the City Solicitor prepare a by-law to alter sections of the roadway on Fairfield Road, between Rawlinson Avenue and Cardiff Road, for traffic calming purposes, generally as shown on the copy of Drawing No. 421F 9187, dated January 2008, that Transportation Services circulated to residents during the polling process; and
  - b. Transportation Services take the necessary action to reduce the speed limit from 40 kilometres per hour to 30 kilometres per hour on Fairfield Road, between Rawlinson Avenue and Cardiff Road, when the speed humps are installed.

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(July 29, 2008) Report from the General Manager, Transportation Services.

### Committee Recommendations

The Public Works and Infrastructure Committee recommends that:

1. City Council not authorize installation of speed humps on Fairfield Road, between Rawlinson Avenue and Cardiff Road.

### Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, City Council decides speed humps on Fairfield Road, between Rawlinson Avenue and Cardiff Road would be beneficial, the following financial impact will result:

1. The estimated cost for installing 5 speed humps would be \$15,000.00. Funds in the amount of \$265,000.00 have been allocated in the Transportation Services 2008 Capital Budget for traffic calming initiatives. Installing speed humps on Fairfield Road is subject to competing priorities and funding availability.

### Summary

This staff report is about a matter on a boundary road affecting more than one Community

Council.

Transportation Services has investigated installing speed humps on Fairfield Road, between Rawlinson Avenue and Cardiff Road to address residents' concerns with the speed of traffic.

Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has not been met. Therefore, installation of speed humps on Fairfield Road is not recommended.

### Background Information (Committee)

2008-09-08-pw18.5-Staff Report

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15313.pdf>)

2008-09-08-pw18.5-Drawing 421F-9187

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15314.pdf>)

2008-09-08-pw18.5-Appendix A

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15315.pdf>)

2008-09-08-pw18.5-Appendix B

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15316.pdf>)

2008-09-08-pw18.5-Appendix C

(<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15317.pdf>)

PW18.7	Adopted			Ward: All
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### **Contract Awards - Requests for Quotation 6032-08-0222 and 6032-08-0223 Winter Maintenance on City of Toronto Roads, Spreading of Salt or Treated Sand on Local Roads, East and West Area for Oriole Depot, 2751 Old Leslie Street and Ingram Depot, 85 Ingram Drive within North York District**

#### **City Council Decision**

City Council on September 24 and 25, 2008, adopted the following motions:

1. Request for Quotation 6032-08-0222

City Council grant authority to award a contract for Spreading of Salt or Treated Sand on Local Roads, for City of Toronto Roads within the North York District, for the West Area, Ingram Depot, 85 Ingram Drive, for the 2008-2009, 2009-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, and 2014-2015 [seven (7) winter seasons], to Miller Paving Ltd., being the lowest bidder meeting specifications. The potential cost in the first winter season from November 1, 2008 to April 7, 2009 is in the amount of \$798,273.50 net of GST. The "Adjusting Index" noted in the RFQ will be implemented by the City annually commencing the second winter season and will be applied to reflect the percentage change in the cost of labour, vehicle capital and operational maintenance cost encountered by the recommended bidder over the term of the contract from the 2008 base year. Additional details related to the Adjusting Index are provided in Appendix A. The total potential contract award identified in this report is

\$6,116,740.50 net of GST, including an estimate of the annual cost adjustments using 3% per year after year 1.

2. Request for Quotation 6032-08-0223

City Council grant authority to award a contract for Spreading of Salt or Treated Sand on Local Roads, for City of Toronto Roads within the North York District, for the East Area, Oriole Depot, 2751 Old Leslie Street, for the 2008-2009, 2009-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, and 2014-2015 [seven (7) winter seasons], to Defina Haulage Ltd., being the lowest bidder meeting specifications. The potential cost in the first winter season from November 1, 2008 to April 7, 2009 is in the amount of \$711,092.00 net of GST. The "Adjusting Index" noted in the RFQ will be implemented by the City annually commencing the second winter season and will be applied to reflect the percentage change in the cost of labour, vehicle capital and operational maintenance cost encountered by the recommended bidder over the term of the contract from the 2008 base year. Additional details related to the Adjusting Index are provided in Appendix A. The total potential contract award identified in this report is \$5,448,715.56 net of GST, including an estimate of the annual cost adjustments using 3% per year after year 1.

The total potential cost of the two combined contract awards is \$11,565,456.06 net of GST, including an estimate of the annual cost adjustments using 3% per year after year 1.

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(August 22, 2008) Report from the General Manager, Transportation Services and the Acting Director, Purchasing and Materials Management.

### **Committee Recommendations**

The Public Works and Infrastructure Committee recommends that:

1. Request for Quotation 6032-08-0222

City Council grant authority to award a contract for Spreading of Salt or Treated Sand on Local Roads, for City of Toronto Roads within the North York District, for the West Area, Ingram Depot, 85 Ingram Drive, for the 2008-2009, 2009-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, and 2014-2015 [seven (7) winter seasons], to Miller Paving Ltd., being the lowest bidder meeting specifications. The potential cost in the first winter season from November 1, 2008 to April 7, 2009 is in the amount of \$798,273.50 net of GST. The "Adjusting Index" noted in the RFQ will be implemented by the City annually commencing the second winter season and will be applied to reflect the percentage change in the cost of labour, vehicle capital and operational maintenance cost encountered by the recommended bidder over the term of the contract from the 2008 base year. Additional details related to the Adjusting Index are provided in Appendix A. The total potential contract award identified in this report is \$6,116,740.50 net of GST, including an estimate of the annual cost adjustments using 3% per year after year 1.



2. Request for Quotation 6032-08-0223

City Council grant authority to award a contract for Spreading of Salt or Treated Sand on Local Roads, for City of Toronto Roads within the North York District, for the East Area, Oriole Depot, 2751 Old Leslie Street, for the 2008-2009, 2009-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014, and 2014-2015 [seven (7) winter seasons], to Defina Haulage Ltd., being the lowest bidder meeting specifications. The potential cost in the first winter season from November 1, 2008 to April 7, 2009 is in the amount of \$711,092.00 net of GST. The "Adjusting Index" noted in the RFQ will be implemented by the City annually commencing the second winter season and will be applied to reflect the percentage change in the cost of labour, vehicle capital and operational maintenance cost encountered by the recommended bidder over the term of the contract from the 2008 base year. Additional details related to the Adjusting Index are provided in Appendix A. The total potential contract award identified in this report is \$5,448,715.56 net of GST, including an estimate of the annual cost adjustments using 3% per year after year 1.

The total potential cost of the two combined contract awards is \$11,565,456.06 net of GST, including an estimate of the annual cost adjustments using 3% per year after year 1.

### **Financial Impact**

The total potential cost of the two contract awards over the seven winter seasons is \$12,143,728.86 including all charges and applicable taxes and an estimate of the annual cost adjustments using 3% per year after year 1. The annual cost estimate of 3% growth is consistent with the increase for spreading of salt or treated sand on local roads contract prices over the last 5 years. The total potential cost to the City is \$11,565,456.06 net of GST including an estimate of the annual cost adjustments using 3% per year after year 1. Funds needed between November 1 to December 31, 2008 will be provided in the Transportation Services Division's 2008 Operating Budget in the amount of \$582,729.72 net of GST from various operating accounts as noted in the table below. As a result of approval of all winter maintenance contracts, there is a potential to overspend the Winter Stabilization Reserve in the amount of approximately \$7,000,000.00 in 2008. Part of this potential overage may be absorbed within the overall Transportation Services Approved 2008 Operating Budget. The General Manager of Transportation Services and the Deputy City Manager and Chief Financial Officer will continue to monitor the overall variances on a quarterly basis and will report back to the Public Works and Infrastructure Committee following the third quarter variance report, if necessary, on any additional required funding.

The remaining first winter's funding need between January 1 and March 31, 2009 in the amount of \$926,635.78 net of GST, along with the first part of the second winter's adjusted cost, will be submitted for approval in the 2009 budget submission. The budget for the first winter season requirement is \$1,509,365.50 net of GST.

<b>Operating Budget Funding Details – First Winter Season 2008/2009</b>
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Public Works and Infrastructure Committee Report - Meeting No. 18  
 Considered by City Council on September 24 and 25, 2008

RFQ #	District	Operating Account	Nov. 1 -Dec. 31 2008	Jan. 1-Apr 7 2009	Total (net GST)
6032-08-0222	North York	TP0189	\$308,194.20	\$490,079.30	\$798,273.50
6032-08-0223	North York	TP0189	\$274,535.52	\$436,556.48	\$711,092.00
		<b>Sub-total</b>	\$582,729.72	\$926,635.78	<b>\$1,509,365.50</b>
<b>Total – 1<sup>st</sup> Winter Season</b>					<b>\$1,509,365.50</b>

### Estimated Costs (net GST) – Years 2 to 7

Year	Estimated Costs
09/10	\$1,554,646.47
10/11	\$1,601,285.86
11/12	\$1,649,324.43
12/13	\$1,698,804.17
13/14	\$1,749,768.29
14/15	\$1,802,261.34

Future funding will be requested in subsequent annual Transportation Services Operating Budget submissions for the required portions of the contract period.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

### Summary

The purpose of this report is to advise on the results of the Requests for Quotation (RFQ) 6032-08-0222, and 6032-08-0223 Spreading of Salt or Treated Sand on Local Roads, for City of Toronto Roads, North York District, for the West Area, Ingram Depot, 85 Ingram Drive and for the East Area, Oriole Depot, 2751 Old Leslie Street, from November 1, 2008 to April 7, 2009 and the 2009-2010, 2010-2011, 2011-2012, 2012-2013, 2013-2014 and 2014-2015 [seven (7) winter seasons] in accordance with specifications as required by Toronto Transportation Services, and to request authority to award contracts to the recommended bidders.

### Background Information (Committee)

2008-09-08-pw18.7-Staff Report and Appendix A  
<http://www.toronto.ca/legdocs/mmis/2008/pw/bgrd/backgroundfile-15319.pdf>

*Submitted Monday, September 8, 2008*

*Councillor Glenn De Baeremaeker, Chair, Public Works and Infrastructure Committee*