

## Public Works and Infrastructure Committee

<b>Meeting No.</b>	26	<b>Contact</b>	Candy Davidovits, Committee Administrator
<b>Meeting Date</b>	Monday, September 14, 2009	<b>Phone</b>	416-392-8032
<b>Start Time</b>	9:30 AM	<b>E-mail</b>	<a href="mailto:pwic@toronto.ca">pwic@toronto.ca</a>
<b>Location</b>	Committee Room 1, City Hall	<b>Chair</b>	Councillor Glenn De Baeremaeker

Public Works and Infrastructure Committee		
Councillor Glenn De Baeremaeker, Chair Councillor Gord Perks, Vice-Chair	Councillor Shelley Carroll Councillor Adam Giambrone	Councillor Chin Lee Councillor Cesar Palacio

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### **Declarations of Interest under the Municipal Conflict of Interest Act.**

### **Confirmation of Minutes – June 3, 2009**

### **Speakers/Presentations – A complete list will be distributed at the meeting**

### **Communications/Reports**

**(Deferred from June 3, 2009 - 2009.PW25.13)**

PW26.1	ACTION			Ward: 32
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### **Ashbridges Bay Treatment Plant 2007/2008 Mediation Agreement Interim Compliance Report**

#### **Origin**

(May 15, 2009) Report from General Manager, Toronto Water

#### **Summary**

The purpose of this report is to submit the 2007/2008 Mediation Agreement Interim Compliance Report to the Public Works and Infrastructure Committee by the General Manager of Toronto Water on behalf of the Implementation and Compliance Monitoring Committee (ICMC).

The Interim Compliance Report summarizes the ICMC's concerns with respect to the implementation of the Ashbridges Bay Treatment Plant Environmental Assessment Mediation Agreement and provides a set of responses for each concern raised in an attachment to this report. Toronto Water is committed to the implementation of these plans and to completing the few remaining tasks in order to fulfill the commitments contained within the Mediation Agreement.

#### **Financial Impact**

There are no financial impacts resulting from this report.

#### **Background Information**

PW26.1-Ashbridges Bay Treatment Plant 2007/2008 Mediation Agreement Interim Compliance Report - Staff Report

<http://www.toronto.ca/legdocs/mmis/2009/pw/bgrd/backgroundfile-22868.pdf>

PW26.1-Attachment - ICMC 2007/2008 Compliance Report with City Response

<http://www.toronto.ca/legdocs/mmis/2009/pw/bgrd/backgroundfile-22869.pdf>

(Deferred from June 3, 2009 - 2009.PW25.16)

PW26.2	ACTION			Ward: All
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### Basement Flooding Studies Follow-up

#### Origin

(May 15, 2009) Report from General Manager, Toronto Water

#### Summary

This report responds to a request by City Council to report on options to assist with downspout disconnection, the quantity of impervious area in the Basement Flooding Study areas, a suggestion to involve the community in catch basin cleaning and establishing a priority response for extreme basement flooding.

#### Financial Impact

There are no financial implications resulting from the adoption of this report.

#### Background Information

PW26.2-Basement Flooding Studies Follow-up - Staff Report

(<http://www.toronto.ca/legdocs/mmis/2009/pw/bgrd/backgroundfile-22870.pdf>)

PW26.3	ACTION			Ward: 20, 27, 28
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### Reserved On-Street Parking Spaces for Use by Car-Share Vehicles - Pilot Program in the Downtown Area (Sustainable Transportation Initiative)

*Statutory - City of Toronto Act, 2006*

#### Origin

(August 21, 2009) Report from General Manager, Transportation Services

#### Recommendations

The General Manager, Transportation Services, recommends that:

1. City Council authorize the General Manager of Transportation Services to establish a new class of car-sharing parking permit and to issue such permits to a car-share organization/company at an annual cost of \$200.00 plus applicable taxes for each such permit, on the terms and conditions generally as set out in this report.
2. City Council authorize the City Solicitor, in consultation with the General Manager of Transportation Services, to make application to the Senior Regional Justice of the Ontario Court of Justice for set fines with respect to the offences created by the pilot program.

3. City Council request the General Manager of Transportation Services to evaluate the pilot program and report back to the Public Works and Infrastructure Committee within one year after its implementation with his findings.

### Summary

Supporting the provision of on-street, reserved parking spaces for car-share vehicles in selected locations is one of the Sustainable Transportation Initiatives: Short-term Proposals adopted by City Council at its meeting on October 22 and 23, 2007 (Item PW9.2). This report is requesting approval of a pilot program that will allow Transportation Services to identify on-street parking areas exclusively for use by car-share vehicles. Use of the parking areas will be administered by means of a new class of car-sharing permit issued by Transportation Services to a car-share company/organization at an annual cost of \$200.00 for each permit plus applicable taxes (for the duration of the pilot program). The fee will cover the cost of implementing the pilot program (signs, pavement markings, bicycle rings where necessary). The pilot program is intended to be revenue neutral.

Subject to approval of this pilot program by the Public Works and Infrastructure Committee, a separate report will be submitted to Toronto and East York Community Council for approval to delineate a total of 6 car-share parking areas dispersed over 5 streets (Emily Street, Ed Mirvish Way, Jordan Street, Gould Street, and Mutual Street) in the downtown area, providing a total of 20 parking spaces.

If this proposal is approved, staff will monitor the pilot program over the ensuing year and report back to the Public Works and Infrastructure Committee within one year after its implementation with their findings.

### Financial Impact

Approval of the pilot program has no financial impact. Implementation of car-share vehicle parking areas is intended to be revenue neutral. The installation costs of delineating each car-share vehicle parking area will be recovered through the cost of each car-share parking permit issued to a car-share organization/company for a car-share vehicle.

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

### Background Information

PW26.3-Reserved On-Street Parking Spaces for Use by Car-Share Vehicles - Staff Report (<http://www.toronto.ca/legdocs/mmis/2009/pw/bgrd/backgroundfile-23243.pdf>)

PW26.4	ACTION			Ward: All
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### Bicycle Safety: All Cyclists Must Wear Helmets

#### Origin

(August 7, 2009) Member Motion from City Council

## Recommendations

Councillor Walker, seconded by Councillor Hall, recommends that:

1. City Council enact a bylaw to mandate that all cyclists must wear helmets on roads and sidewalks in the City of Toronto.

## Summary

City Council on August 5 and 6, 2009, referred Motion MM38.2 to the Public Works and Infrastructure Committee.

Recently, City Council has prioritized the user groups in public space and public roads within the City of Toronto. The four groups are prioritized as follows: 1) pedestrians; 2) cyclists; 3) transit riders; and lastly, 4) vehicle drivers.

Since cyclists are now considered as priority #2 on the public highway, it is being modified to accommodate these cyclists. Accordingly, with more space on our roads being given over to cyclists, more rights are being given over to cyclists, and with increased rights come increased responsibility. Cyclists need to be made aware of this increased responsibility for safe use of our roads.

Safe use of our roads must include the safety of the cyclists themselves; cyclists must be protected against the foreseeable dangers on our roads. Conflict between cyclists, cars and most particularly trucks, and as well conflict between cyclists themselves, create potentially dangerous conditions. A collision between a cyclist and a car or truck can result in life-altering injuries or death, particularly for the cyclist involved. A collision between a cyclist and another cyclist can also result in a serious outcome, if not from the impact itself, then because of the cyclists falling into oncoming vehicular traffic which results in another collision. It is not at all rare for a cyclist to experience a disabling head injury from a collision and for that cyclist to become incapacitated and not be able to provide for his or her family.

Cyclists have equipment at their disposal to increase their safety, such as sounding bells, reflectors, lights and helmets. By far, the most important safety equipment to the cyclist is the helmet.

Currently, all cyclists under 18 years old must wear helmets to use roads and sidewalks in Ontario. Cyclists 18 years old and older are allowed to use their own discretion and choose whether they wear a helmet or not. This law came into effect in 1995; in the ensuing 14 years, cycling in Ontario has increased incredibly, particularly in Toronto. Since 1995, several cities have passed additional bylaws to further protect their citizens from harm. It should be mandated that all cyclists must wear a helmet as it is for others that share our roads, such as motorcyclists and scooter drivers. Also, since bicycles are deemed vehicles and cyclists must obey the Highway Traffic Act, we should make sure we address their safety similar to other vehicles and not similar to the pedestrian as they are currently.

Since the applicable Provincial law was passed nearly a decade and a half ago and the conditions of safety for a cyclist in Toronto are different than in any other part of the Province, the City of Toronto needs to have its own rules for cyclists, the first of which needs to be the requirement to wear a helmet. It is not reasonable to continue to allow cyclists in Toronto this discretion regarding wearing a helmet or not - the potential dangers are too many.

(Submitted to City Council on August 5, 2009 as MM38.2)

### **Background Information**

PW26.4-Bicycle Safety - All Cyclists Must Wear Helmets - Member Motion  
<http://www.toronto.ca/legdocs/mmis/2009/pw/bgrd/backgroundfile-23234.pdf>

PW26.5	ACTION			Ward: All
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### **Bicycle Safety: Cyclist Licensing**

#### **Origin**

(August 7, 2009) Member Motion from City Council

#### **Recommendations**

Councillor Walker, seconded by Councillor Hall, recommends that:

1. The Executive Director, Municipal Licensing and Standards develop a cyclist licensing program, in consultation with the Ontario Ministry of Transportation, to be brought forward to City Council.

#### **Summary**

City Council on August 5 and 6, 2009, referred Motion MM38.3 to the Public Works and Infrastructure Committee.

Recently, City Council prioritized the user groups in public space and public roads within the City of Toronto. The four groups are prioritized as follows: 1) pedestrians; 2) cyclists; 3) transit riders; and lastly, 4) vehicle drivers.

Accordingly, with more space on roads being shared with cyclists, there is an increased responsibility to ensure public safety for cyclists. Cyclists need to be made aware of this increased responsibility for safe use of our roads. Also, City Council needs to put in place a system to adequately regulate cyclists in a manner commensurate with their increased rights and responsibilities.

Bicycle Operator/Cyclist licensing is a method of increasing awareness of the existing rules and regulations applicable to cyclists, such as the Highway Traffic Act. Also, licensing provides for a formalized relationship between the City and cyclists which the City can use to promote safe use of bicycles, highlighting requirements for mandatory bicycle equipment such as sounding-bells, reflectors and lights. Furthermore, licensing would provide for more effective enforcement of the applicable laws and clarify collision situations. Currently, there is not a requirement for a cyclist to carry personal identification so it is difficult for Police or citizens to

manage collisions between pedestrians, cyclists and drivers due to the fact that a cyclist can just walk away from the incident; this is particularly troubling if the cyclist is at fault. Also, it is difficult for a Police officer to give a ticket for a moving violation of the Highway Traffic Act to a cyclist who is not required to have personal identification on their person and therefore few tickets are issued.

Cyclist licensing seems to be preferential to bicycle (vehicle) licensing since the main benefit of bike licensing would be increased recourse in the event of bicycle theft and there are already anti-theft processes (i.e. bicycle registration with the Police) in place that have the same efficacy as a new system of bicycle licensing. Cyclist licensing would also be preferential in order to allow a cyclist to use more than one bicycle.

The Chair of the City's Cycling Committee, Councillor Adrian Heaps, is in support of licensing cyclists like automobile drivers, as stated in a Toronto Star article of May 23, 2009. He states that licensing cyclists would be a mechanism to facilitate enforcement of the Highway Traffic Act provisions, just as licensing is for automobile drivers.

Between 1935 and 1956, the City of Toronto required licenses for all bicycles and issued license plates to be displayed on bicycles. In the last 25 years, City Council has considered licensing cyclists and/or bicycles at least four times.

Now that the City of Toronto has adopted a formal and aggressive policy to dedicate more of the city streets to cyclists and Toronto has never had such a policy in the past, it is time to license cyclists as bicycles once were. It is time to match a cyclist's responsibilities with a cyclist's rights and require that all cyclists be licensed.

(Submitted to City Council on August 5, 2009 as MM38.3)

### **Background Information**

PW26.5-Bicycle Safety - Cyclist Licensing - Member Motion

<http://www.toronto.ca/legdocs/mmis/2009/pw/bgrd/backgroundfile-23235.pdf>

PW26.6	ACTION			Ward: 1, 2, 3, 4, 5, 6, 7, 11, 12, 13, 17
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### **Snow Clearing Operations in the Etobicoke York District**

#### **Origin**

(April 24, 2009) Letter from Etobicoke York Community Council

#### **Summary**

The Etobicoke York Community Council on April 21, 2009, referred a motion by Councillor Palacio to the Public Works and Infrastructure Committee recommending that:

1. The General Manager, Transportation Services be directed to report to the September 14, 2009 meeting of the Public Works and Infrastructure Committee on the feasibility of the following recommendations to improve snow clearing operations in the Etobicoke-York District within existing resources:

- a. The feasibility of streets with slopes over a minimum incline/grade level be prioritized at the level of arterial roads;
- b. The feasibility of priority snow plowing on streets which have on-street parking or which are otherwise narrow, before any other district residential streets;
- c. The feasibility of prohibiting overnight parking on all district streets with no on-street parking, to facilitate plowing;
- d. The feasibility of alternating parking continuing throughout the winter months to accommodate snow plowing on both sides of the street, possibly beginning with a pilot project in several Wards;
- e. The feasibility of laneway plowing the centre of laneways wide enough to accommodate existing small-scale plows;
- f. The current status of the Seniors Sidewalk Snow Removal Program, including current wait times, and how this program can be upgraded and improved to ensure that seniors have their sidewalks cleared within 12 hours of a major snowfall;
- g. The feasibility of opening Toronto Parking Authority parking lots, civic centre, community centre and TDSB/TCDSB parking lots following large snowfalls that disrupt on-street parking and block access to residents' driveways, to allow curb-to-curb snow plowing to take place; and
- h. The feasibility of high pedestrian traffic sidewalks and main streets being cleared within 12 hours of a major snowfall.

### Background Information

PW26.6-Letter from Etobicoke York Community Council

<http://www.toronto.ca/legdocs/mmis/2009/pw/bgrd/backgroundfile-20733.pdf>

PW26.7	ACTION			Ward: 11
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### Savings/Losses Realized as a Result of In-Sourcing Collection Services in the Former City of York

#### Origin

(August 12, 2009) Letter from Councillor Frances Nunziata, Ward 11 - York South-Weston, and Chair, Etobicoke York Community Council

#### Summary

Councillor Frances Nunziata requesting that the Public Works and Infrastructure Committee request staff to report back to the Committee on the savings/losses realized since 2007 as a result of bringing collection services in-house for the former City of York.



**Background Information**

PW26.7-Letter from Councillor Frances Nunziata

<http://www.toronto.ca/legdocs/mmis/2009/pw/bgrd/backgroundfile-23236.pdf>

PW26.8	ACTION			Ward: 33
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**Contract No. 08NY-12WP - Culvert Rehabilitation and Slope Stabilization on Glentworth Road - Request for Project Review****Origin**

(August 26, 2009) Letter from Councillor Shelley Carroll, Ward 33 - Don Valley East

**Summary**

Councillor Shelley Carroll requesting that the Public Works and Infrastructure Committee direct staff to conduct a thorough review of the execution of the above named project immediately upon its completion and that this investigation include a review of all aspects of the project including the design, tender, execution plan, community communication plan and the plan for contract performance review.

**Background Information**

PW26.8-Letter from Councillor Shelley Carroll

<http://www.toronto.ca/legdocs/mmis/2009/pw/bgrd/backgroundfile-23237.pdf>