Toronto’s Streets

- 5,600 kilometres.
- Required for the transportation of goods and the movement of people.
  - Cars and trucks
  - Transit
  - Cyclists
  - Pedestrians
  - Emergency Vehicles
- Critical to the economic health of our City.
Condition of our streets
What do we often see?
Or this...
Or this.
Utility Companies

toronto hydro corporation
Bell
enwave
AT&T Canada
TELUS
Toronto
ENBRIDGE
ROGERS
Location of Utility Infrastructure
Utilities provide valuable and essential services to the residents and businesses.

Need to cut into our roadway to install, expand and maintain their infrastructure.

On average, there are 38,000 utility cuts every year.

This totals approximately 250,000 square metres.
• Directed by City Council to undertake a study of the impact of utility cuts on the performance of pavements.

• Requested to report back on a fee structure for “pavement degradation” to offset these costs and a strategy for implementation.

• 2-year study, with the assistance of an outside consultant, involving extensive data collection and analysis.

• Both a technical and financial assessment.
What are the impacts – for engineers

Performance profile of pavement without cuts

A cut is introduced at year 15

Losses in Pavement Serviceability

Resurfacing Trigger

Reconstruction Trigger

Pavement Quality Index (PQI)

Age (years)

Advanced Resurfacing

Advanced Resurfacing

Advanced Reconstruction

6.0

4.0

Reconstruction Trigger

9.8

0 15 40 70 95

Advanced Resurfacing
What are the impacts – for regular people

• They often cause potholes which require us to fix the roads more often.

• They shorten the life of the pavement.

• They make riding on the road more uncomfortable and sometimes hazardous.

• They make the roads look terrible.

• They result in complaints from our residents and businesses about the condition of our roads.
What do we propose?

• Introduction of a “Pavement Degradation Fee”.

• Based on the area of the utility cut and will be a function of the age of the road, type of road and classification of the road.

• Average fee would be $20/sq.m.

• Annual fees collected would average $4 million (based on total of 200,000 sq.m. of utility cuts).

• Fees will be used specifically for construction, resurfacing and maintenance of the City’s roads.
What other changes are proposed?

- New standards of repair.
- Increased inspection and enforcement.
- Improved communications with the public.
  - Identification of utility company.
  - Notification to residents.
  - Information available through 3-1-1 and online.
What can we expect?

- Better quality of utility cut repairs.
- Quicker response to fix deficiencies.
- Enhanced coordination of capital programs and less disruption.
- Improving and modernizing the way residents get notice of utility cuts and access to information about when the repairs will be completed.
- Better overall visual condition of the roads and safer and more comfortable to use.
Thank you!