

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC, Managing Director,
Environmental and Engineering Services and City Engineer

Subject: Appointment of Consulting Engineer – Cycling Projects
Design Assignment 2

Date: February 9, 2021

Recommendation

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the appointment of a Consulting Engineer for the Cycling Projects Design Assignment #2 (RFP20-68):

- (a) IBI Group Professional Services (Canada) Inc. **BE APPOINTED** Consulting Engineers to complete the Detailed Design, and Tendering Services in the amount of \$257,179.67 (excluding HST), in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy;
- (b) The financing for this appointment **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A;
- (c) The Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this appointment;
- (d) The approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the Consultant for the work; and,
- (e) The Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, including rail agreements, if required, to give effect to these recommendations.

Linkage to the Corporate Strategic Plan

The following report supports the 2019–2023 Strategic Plan through the strategic focus areas of Building a Sustainable City, Growing Our Economy and Leading in Customer Service by contributing to improved mobility options with a complete streets lens and a focus on climate change mitigation and adaptation. This report will assist in informing directions for the creation of an efficient, inclusive, and connected active transportation network.

Analysis

1.0 Background Information

1.1 Background

The purpose of this report is to seek the approval of the Municipal Council to retain an engineering consultant to complete the detailed design and tendering for a group of active transportation projects. This is the second of two consultant appointments on the current agenda that was obtained by distinct procurement processes.

1.2 Previous Reports Related to this Matter

- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Civic Works Committee – March 10, 2020 – Cycling Master Plan Technical Amendments
- Civic Works Committee – November 17, 2020 - Active Transportation Infrastructure Plan

2.0 Discussion and Considerations

2.1 Project Objectives

Grouping of several similar projects in one assignment creates efficiencies. Under this assignment, Civic Administration will work with the consultant to design new and improved cycling infrastructure along specific corridors, as outlined below:

1. Brydges/Wavell Street from Highbury Avenue North to Clarke Road;
2. Boler Road from Southdale Road to Commissioners Road West; and
3. Saskatoon Street from Dundas Street to Wavell Street.

Key objectives for this design assignment include:

1. Corridor improvements, intersection improvements, and other traffic/transit capacity improvements;
2. Cycle facility design, including transit stop integration and traffic signal/intersection design;
3. Identification of utility conflicts and coordination of relocations prior to construction;
4. Public Engagement;
5. Analysing traffic impacts during construction and development of detailed traffic management plans; and
6. A review to determine if there are adjacent projects that require coordination

Timing of construction of the cycling facilities is to be determined. The Brydges/Wavell Street and Saskatoon Street projects have been submitted in applications to the ICIP Covid-19 Resilience Infrastructure Stream and are planned to be constructed in 2021 if approved.

This will be the second of two current design assignments related to improving existing cycling infrastructure in London.

2.2 Public Engagement

Once the design has reached a presentable stage, public engagement will be completed online in a public information centre format either through narration or a live webinar and depending on restrictions at the time. Comments will be received by the Civic Administration and incorporated into the final design, where applicable.

2.3 Procurement

The consultant selection process for RFP-68 Cycling Projects Design Assignment #2 posted on Bids and Tenders has been undertaken in accordance with the Procurement of Goods and Services Policy. The procurement followed a two (2) stage process with the first stage being an open, publicly advertised pre-qualification stage (RFQUAL20-18). Subsequently a consultant shortlist comprising of WSP Canada Inc and IBI Group Professional Services (Canada) Inc. was established. The consultants were asked to

submit detailed proposals and work plans for RFP-68, there were four addenda posted. Proposals were received from both consultants on December 1, 2020.

The evaluation team comprised of individuals from Transportation Planning and Design evaluated the proposals against established technical evaluation criteria which included:

- Methodology, Approach & Understanding of Project Goals and Objectives
- Project Team Members Qualifications
- Experience on Directly Related Projects

A minimum of 70% for the technical component was required for the opening of the cost proposal.

The evaluation team determined that the submission from IBI Group provides the best value for the City. IBI Group has experienced project team members with the required qualifications and expertise. Their proven experience on similar projects combined with a project proposal that demonstrated a thorough understanding of the goals and objectives determined their suitability for this assignment. The consultant may be considered for future project phases subject to performance.

3.0 Financial Impact/Considerations

Funds are available in the annual active transportation capital account. There are no ongoing operating costs associated with the award of this assignment. The Source of Financing Report is appended to this report under Schedule A.

4.0 Key Issues and Considerations

Reallocating right of way space within existing corridors will result in some changes to the existing road use. Key considerations for each corridor are discussed below:

Brydges/Wavell Street from Highbury Avenue North to Clarke Road

Brydges and Wavell Streets are two-lane Neighbourhood Connectors that accommodate traffic volumes up to 12,000 daily and include on-street parking through mostly residential areas. Removal of on-street parking and intersection modifications will be required in order to provide appropriate on-street cycling infrastructure.

The addition of cycling infrastructure to this corridor will provide active transportation options to key destinations such as the East Lions Community Centre, Clarke Road Secondary School, Argyle Mall and Kiwanis Park.

Traffic signal modifications at key intersections may be required and have been included in this design assignment.

Civic Administration will liaise with LTC to discuss the recommended design and incorporate bus facilities that accommodate all road users.

Boler Road from Southdale Road to Commissioners Road West

Boler Road is a two-lane Civic Boulevard that changes to a Main Street classification approaching Commissioners Road West and accommodates daily traffic volumes ranging from 11,000 to 14,500. Boler Road transitions from a rural cross-section to an urban cross-section that continues through both commercial and residential areas, with little on-street parking. Wide boulevards in some areas will permit the construction of in-boulevard cycle lanes while other areas will require creative solutions to fit the necessary infrastructure in tighter right-of-ways.

Traffic signal modifications at key intersections may be required and have been included in this design assignment.

Civic Administration will liase with LTC to discuss the recommended design and incorporate bus facilities that accommodate all road users.

Saskatoon Street from Dundas Street to Wavell Street

Saskatoon Street is a 2-lane Neighbourhood Connector that accomodates up to 5,500 daily traffic volumes and transitions from residential to commercial areas with some on-street parking. Removal of on-street parking, with the exception of some areas that have been widened, and intersection modifications will be required in order to provide appropriate on-street cycling infrastructure.

Providing connectivity to proposed infrastructure on Wavell Street which is also included in this design assignment will add to the functionality of these streets as well as enable residents to access local amenities quicker and easier.

Traffic signal modifications at key intersections may be required and have been included in this design assignment.

Civic Administration will liase with LTC to discuss the recommended design and incorporate bus facilities that accommodate all road users.

Conclusion

Providing desirable cycling infastructure is essential to building a sustainable city and facilitating transportation alternatives. The commencement of this design assignment is another step forward in building sustainable and active transportation infrastructure for all ages and abilities. This is the second of two assignments that will create shovel-ready projects in the event of funding availability.

IBI Group Professional Services (Canada) Inc. has demonstrated an understanding of the requirements for this project. Based on the competitive consultant procurement process, it is recommended that IBI Group Professional Services Canada Inc. be appointed to undertake the engineering design services for this design assignment in the amount of \$257,179.67 (excluding HST).

Prepared by:	Garfield Dales, P. Eng. Division Manager Transportation Planning & Design
Submitted by:	Doug MacRae, P. Eng., MPA Director Roads and Transportation
Recommended by:	Kelly Scherr, P. Eng., MBA, FEC Managing Director Environmental & Engineering Services and City Engineer
Schedule A:	Source of Financing
c:	John Freeman, Manager, Purchasing and Supply IBI Group Professional Services (Canada) Inc.

Appendix "A"

#21017

February 9, 2021

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: Appointment of Consulting Engineer - Cycling Projects Design Assignment 2

(Subledger RD210004)

Capital Project TS173919 - Active Transportation (2019-2023)

IBI Group Professional Services (Canada) Inc. - \$257,179.67 (excluding HST)

Finance and Corporate Services Report on the Sources of Financing:

Finance and Corporate Services confirms that the cost of this project can be accommodated within the financing available for it in the Capital Budget, and that, subject to the approval of the Managing Director, Environmental and Engineering Services and City Engineer, the detailed source of financing for this project is:

Estimated Expenditures	Approved Budget	Committed To This Date	This Submission	Balance for Future Work
Engineering	714,142	414,142	261,706	38,294
Construction	7,362,042	5,123,781	0	2,238,261
City Related Expenses	468	468	0	0
Total Expenditures	\$8,076,652	\$5,538,391	\$261,706	\$2,276,555

Sources of Financing

Capital Levy	391,425	391,425	0	0
Debenture By-law No. W.-5654-291	3,614,664	2,345,533	130,853	1,138,278
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	4,015,539	2,746,409	130,853	1,138,277
Other Contributions	55,024	55,024	0	0
Total Financing	\$8,076,652	\$5,538,391	\$261,706	\$2,276,555

Financial Note:

Contract Price	\$257,180
Add: HST @13%	33,433
Total Contract Price Including Taxes	290,613
Less: HST Rebate	-28,907
Net Contract Price	<u>\$261,706</u>

Note 1: Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Jason Davies

Manager of Financial Planning & Policy

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