

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 1

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 #1 (RFP20-67):

- (a) IBI Group Professional Services (Canada) Inc. **BE APPOINTED** Consulting Engineers to complete the Detailed Design, and Tendering Services in the amount of \$241,493.29 (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 one 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. Queens Avenue from Quebec Street to William Street;
2. Bradley Avenue from Jalna Boulevard (west leg) to Wellington Road; and
3. Central Avenue from Thames Valley Parkway to William 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 develop 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.

This will be the first of two current design assignments related to improving existing bike lane 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 online format either through narration or live webinar and depending on restrictions at the time. Comments will be received by the Civic Administration and incorporated in to the the final design, where applicable.

2.3 Procurement

The consultant selection process for RFP-67 Consulting Services for Cycling Projects Design Assignment #1 posted on Bids and Tenders has been undertaken in accordance with the Procurement of Goods and Services Policy. The procurement followed a two 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-67, 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 an 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 space within existing corridors will result in some changes to existing road use. Key considerations for each corridor are discussed below:

Queens Avenue from Quebec Street to William Street

Queens Avenue is a westbound one-way, one-lane Civic Boulevard that includes bike lanes and on-street parking. The existing bike lane configuration puts cyclists between through and parking lanes. Moving the westbound bike lane north while maintaining most of the parking with appropriate buffers and physical protection will provide an improved connection to new protected cycling infrastructure at William Street and the rest of the East-West Bikeway.

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.

To provide efficiencies, this project will be coupled with a Queens Avenue road rehabilitation project that will repair the existing asphalt. Construction is anticipated to begin in the spring of 2022. The East-West Bikeway is planned to extend from the Thames River to Quebec Street and includes the cycle track constructed on Dundas Street in 2020. The remaining phases of projects that are planned to complete the East-West Bikeway can be seen below.

Project Coordination	Location	From	To	Year
Dundas TVP Connection	Dundas Street	Kensington Bridge	Ridout Street	2021
Road Resurfacing (improved westbound lane)	Queens Avenue	William Street	Quebec Street	2022

Bradley Avenue from Jalna Boulevard (west leg) to Wellington Road

This section of Bradley Avenue is a 4-lane Urban Thoroughfare that experiences vehicles volumes that range from 13,000 to 21,500 daily. With wide boulevards and multiple options for connectivity to recreation, schools and shopping, constructing in-boulevard cycle lanes will add to the character and use of Bradley Avenue.

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 transit facilities that accommodate all road users.

Central Avenue from Thames Valley Parkway to William Street

Central Avenue is a two-lane Neighbourhood Connector that includes on-street parking with no bus stops. The addition of buffered cycle lanes will most likely result in the loss of some on-street parking, which is why public engagement for this corridor will be important. To provide a connection to the Thames Valley Parkway at the west limit, the consultant will review options for installing a bike rail along the existing stairs. The final design will tie in to cycling facilities currently under construction on Colborne Street and will eventually extend across Adelaide Street as part of the Adelaide Grade Separation project. With narrow asphalt widths west of Richmond Street, the Civic Administration will work with the consultant on a creative solution that benefits all road users.

Traffic signal modifications at the intersection of Richmond Street and Central Avenue may be required and have been included in this design assignment.

Conclusion

Providing desirable cycling infrastructure is essential to building a sustainable city and facilitating transportation alternatives. The commencement of this design is another step forward in building sustainable and active transportation infrastructure for all ages and abilities. This is one 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 Cycling Project Design Assignment 1 in the amount of \$241,493.29 (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"

#21009

February 9, 2021

(Appoint Consulting Engineer)

Chair and Members

Civic Works Committee

RE: Appointment of Consulting Engineer - Cycling Projects Design Assignment 1

(Subledger RD210003)

Capital Project TS173919 - Active Transportation (2019-2023)

IBI Group Professional Services (Canada) Inc. - \$241,493.29 (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	414,142	168,399	245,743	0
Construction	7,662,042	5,123,781	0	2,538,261
City Related Expenses	468	468	0	0
Total Expenditures	\$8,076,652	\$5,292,648	\$245,743	\$2,538,261

Sources of Financing

Capital Levy	391,425	391,425	0	0
Debenture By-law No. W.-5654-291 (Note 1)	3,614,664	2,222,662	122,871	1,269,131
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 2)	4,015,539	2,623,537	122,872	1,269,130
Other Contributions	55,024	55,024	0	0
Total Financing	\$8,076,652	\$5,292,648	\$245,743	\$2,538,261

Financial Note:

Contract Price	\$241,493
Add: HST @13%	31,394
Total Contract Price Including Taxes	<u>272,887</u>
Less: HST Rebate	<u>-27,144</u>
Net Contract Price	<u>\$245,743</u>

Note 1: Note to City Clerk: The City Clerk be authorized to increase Debenture By-law No. W.-5654-291 by \$2,673,876 from \$940,788 to \$3,614,664.

Note 2: 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