MEETING DATE: August 29, 2001

SUBJECT: Procurement Authorization Easier Access Phase II Kipling Station Bus Transfer Award Of Contract F7-14 Contract Change SH-00-Z01-1

RECOMMENDATION

It is recommended that the Commission:

a. Approve the reworked concept of the Kipling Station automatic entrance;

b) Authorize the acceptance of the proposal submitted by Thyssen Elevator Limited operating as Thyssen Krupp Elevator (Thyssen) in the amount of $224,700.00 for Contract F7-14, Kipling Station Bus Transfer - Design, Supply and Install Easier Access Portal Unit (EAPU); and

c) Authorize an increase in the amount of $150,000 for Change Directive SH-00-Z01-1 to Royal Laser Tech Corporation (Royal Laser) bringing the total amount to $175,000 to supply and deliver (3) pieces of fare collection equipment for the Easier Access automatic entrance at the Kipling station bus transfer area.

FUNDING

Sufficient funds are included in Program 3.9 – Buildings and Structures – Easier Access Phase II, Key Station Accessibility (as set out on pages 655-659, Legislative Category), of TTC's 2001-2005 Capital Program which was approved by City Council on April 30, 2001.

BACKGROUND

As part of the Key Station Accessibility Project, installation of two elevators in Kipling station was completed in 1999 to provide one accessible path to all modes of travel including functional accessibility for the disabled community through a new automatic entrance located at the bus transfer level of Kipling station.

During the design period, the Commission did not have an accessible automatic entrance or a design standard for this application. Commission staff visited other major transit authorities including Washington, Chicago, New York, Paris, London and Berlin to assess fare collection equipment. Although easier access faregates for automatic entrances do exist in various forms, customer service personnel frequently staff them and

issues relating to unassisted access and fare evasion are unaddressed. The (Mosler/Tonali) unit was selected because it provided the ability for passengers to use it unassisted and it addressed the fare evasion issue. As such, this installation was a prototype. The new accessible passageway and equipment have now been in service for over one year. The passageway has proven to be a convenient access point for patrons parking at this station. However, several significant problems with the equipment have been identified.

Both the exit turnstile and the current easier access portal unit cannot be maintained given their unique nature (e.g. non-standard parts and operation, spare parts availability, proprietary software, limitations in equipment functionality and lack of operational reliability resulting in repeated downtime and inconvenience to all patrons). The Mosler unit has broken down frequently and attempts to get it fixed have failed, as the manufacturer has not provided the necessary support. The exit turnstile is not our current standard and the non-standard parts have resulted in repeated down time. Both pieces of equipment require removal and replacement. In addition, disabled patrons in wheelchairs have great difficulty using the existing standard fare pedestal. It is recommended to replace it with a prototype easier access fare pedestal.

DISCUSSION

(A) REWORKED CONCEPT FOR AUTOMATIC ENTRANCE/BUS TRANSFER LEVEL

Commission staff, with input from ACAT, have developed a functional layout of the reworked automatic entrance, located at the bus transfer level of the station (see drawing K-1 attached). The existing installation is shown on the attached drawing EX-1.

The reworked layout provides a direct line of access with minimal turns for the disabled and with minimal interference with other patron traffic flows. It also allows for good maneuvering space for wheelchairs.

The reworked layout includes a high entrance turnstile to reduce the wear and tear on the new accessible unit by providing an alternate means of access to the station for the majority of patrons.

(B) EASIER ACCESS PORTAL UNIT

Contract F7-14, Key Station Accessibility – Kipling Station Bus Transfer, Design, Supply and Install Easier Access Portal Unit will provide the equipment to aid the disabled rider through the automatic entrance at Kipling Subway station. This equipment is intended to replace the problematic Mosler/Tonali portal unit as referenced above.

Prior to finalizing a design approach to be taken for the portal replacement, staff consulted manufacturers and agencies to determine if there was a commercially available easier access faregate unit in use that would address the Commission's operating requirements for an automatic entrance. Portals devices in use at airports, lottery establishments, defense installations, and manufacturing facilities were also reviewed, however, their functional application (i.e. security screening) were not considered suitable or easily adaptable for mass transit usage.

The design concept selected for the Easier Access Portal Unit (EAPU) is similar in nature to the base elevator cab design of the Easier Access elevators currently installed by Thyssen throughout the system. The EAPU will allow a disabled patron to proceed through an automatic entrance in a comparable manner to a fully ambulatory rider at any remote/automatic entrance without collector intervention.

Request for Proposal documentation was developed and issued to Thyssen on July 3, 2001, based on preliminary engineering completed by the company earlier in the year. Thyssen submitted a proposal in the amount of $224,700 and it did not contain any exceptions or qualifications. They have satisfactorily been performing work for the Commission for a number of years. Their submission is considered commercially and technically acceptable. The proposal submitted by Thyssen is within 6.25% of the Engineer's Estimate for this work.

(C) CHANGE DIRECTIVE

At its meeting of May 14, 2001, the Commission approved the award of Contract SH-00-Z01 to Royal Laser Tech Corporation in the amount of $4,370,000 for the provision of fare collection equipment to the Sheppard subway and Easier Access Phase II projects.

Part of the improvements at Kipling for both station accessibility and improved patron flows through the station will necessitate the supply of an easier access fare pedestal, high entrance turnstile and a high exit turnstile.

An interim estimate for the supply of this equipment, based on the recently tendered Sheppard fare collection equipment contract (SH-00-Z01) indicates that a total cost of approximately $175,000 will likely be incurred for the provision of these three items. A Change Directive in the amount of $25,000 has been issued to permit the contractor to commence work in order not to delay the project schedule. The Contractor will be requested to provide fixed lump sum pricing for this equipment within this allocated amount.

It is necessary to increase the existing Change Directive amount from $25,000 to $175,000 in order to progress this component of the work at Kipling and facilitate delivery this year. Once pricing has been received and negotiated, Contract Change SH-

00-Z01-1 will be finalized and approved in accordance with the appropriate authority level.

JUSTIFICATION

The reworked bus transfer level layout addresses the requirement of functional accessibility for the remote/automatic entrance.

The proposal submitted by Thyssen is considered acceptable for the work of Contract F7-14.

Approval of Change Directive SH-00-Z01-1 is required to allow payment to the contractor for the supply of the necessary equipment.

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August 16, 2001

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