



City of Hamilton
PUBLIC WORKS COMMITTEE

Meeting #: 19-001
Date: January 14, 2019
Time: 9:30 a.m.
Location: Council Chambers, Hamilton City Hall
71 Main Street West

Alicia Davenport, Legislative Coordinator (905) 546-2424 ext. 2729

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1. CEREMONIAL ACTIVITIES	
2. APPROVAL OF AGENDA	
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12. NOTICES OF MOTION

13. GENERAL INFORMATION / OTHER BUSINESS

- 13.1 Changes to the Outstanding Business List

- 13.1.a Items considered complete and needing to be removed:

- 13.1.a.a Photo Radar on the Lincoln M. Alexander Parkway and the Red Hill Valley Parkway

- Addressed as Item 10.1 on today's agenda - Report PW19002

- Item on OBL: F

14. PRIVATE AND CONFIDENTIAL

15. ADJOURNMENT



PUBLIC WORKS COMMITTEE MINUTES 18-013

9:30 a.m.

Monday, December 10, 2018
Council Chambers
Hamilton City Hall
71 Main Street West

Present: Councillors L. Ferguson (Chair), J.P. Danko (Vice-Chair), C. Collins, J. Farr, T. Jackson, S. Merulla, N. Nann, E. Pauls, M. Pearson, A. VanderBeek, T. Whitehead

Also Present: Mayor F. Eisenberger

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. Appointment of Chair and Vice-Chair

(Merulla/Eisenberger)

- (a) That Councillor L. Ferguson be appointed as Chair of the Public Works Committee for 2018/2019; and
- (b) That Councillor J.P. Danko be appointed as Vice-Chair of the Public Works Committee for 2018/2019.

CARRIED

2. Dundas J.L. Grightmire Arena (PW18093) (Ward 13) (Item 7.1)

(VanderBeek/Pearson)

That Report PW18093, respecting the Dundas J.L. Grightmire Arena, be received.

CARRIED

3. Intersection Control List (PW18001(f)) (Wards 2, 8, 9, 12 and 13) (Item 7.2)

(Collins/Danko)

That the appropriate By-law be presented to Council to provide traffic control as follows:

Intersection		Stop Control Direction		Class	Comments / Petition	Ward	
Street 1	Street 2	Existing	Requested				
Section "A" Ancaster							
(a)	Raymond Road	Sutherland Crescent	SB	All	B	Converting to allway stop – Ctr approved	12
Section "B" Dundas							
(b)	Park Street	Albert Street	All	All	B	Housekeeping	13
(c)	Park Street	Sydenham Street	All	All	D	Housekeeping	13
Section "D" Glanbrook							
(d)	Terryberry Road	Dalgleish Trail	NC	SB	B	Plan of New Subdivision	9
(e)	Cittadella Boulevard	Dalgleish Trail	NC	EB	A	Plan of New Subdivision	9
(f)	Dalgleish Trail	Regional Road 56	NC	EB	D	Plan of New Subdivision	9
(g)	Dolomiti Court	Dalgleish Trail	NC	EB	A	Plan of New Subdivision	9
(h)	Bethune Avenue	Dalgleish Trail	NC	EB	A	Plan of New Subdivision	9
(i)	Piazzetta Avenue	Dolomiti Court	NC	SB	A	Plan of New Subdivision	9
(j)	Piazzetta Avenue	Cittadella Boulevard	NC	NB/SB	A	Plan of New Subdivision	9
(k)	Piazzetta Avenue	Bethune Avenue	NC	NB	A	Plan of New Subdivision	9
(l)	Bethune Avenue	Rockledge Drive	NC	WB	A	Plan of New Subdivision	9
(m)	Rockledge Drive	Dalgleish Trail	NC	NB	A	Plan of New Subdivision	9
(n)	Rockledge Drive	Cittadella Boulevard	NC	SB	A	Plan of New Subdivision	9
Section "E" Hamilton							
(o)	Nellida Crescent	Verne Court	NB	WB	A	Housekeeping – missing t-type stop sign	8
(p)	John Street	Wood Street	NB	All	B	John Street Bike Lanes	2
(q)	John Street	Macaulay Street	NB	All	B	John Street Bike Lanes	2
(r)	John Street	Picton Street	NB	All	B	John Street Bike Lanes	2
(s)	John Street	Ferrie Street	NB	All	B	John Street Bike Lanes	2

Intersection		Stop Control Direction		Class	Comments / Petition	Ward	
Street 1	Street 2	Existing	Requested				
(t)	John Street	Simcoe Street	NB	All	B	John Street Bike Lanes	2
Section "F" Stoney Creek							
(u)	Times Square Boulevard	Upper Mount Albion Road	NC	EB	B	Plan of New Subdivision	9
(v)	Greenwich Avenue	Times Square Boulevard	NC	NB	A	Plan of New Subdivision	9
(w)	Lexington Avenue	Greenwich Avenue	NC	WB	A	Plan of New Subdivision	9
(x)	Greenwich Avenue	Soho Street	NC	SB	A	Plan of New Subdivision	9
(a)	Soho Street	Lexington Avenue	NC	EB	A	Plan of New Subdivision	9
(y)	Columbus Gate	Lexington Avenue	NC	EB	A	Plan of New Subdivision (north intersection)	9
(z)	Lexington Avenue	Columbus Gate	NC	SB	A	Plan of New Subdivision (south intersection)	9
(aa)	Columbus Gate	Upper Mount Albion Road	NC	EB	B	Plan of New Subdivision	9

LegendNo Control Existing (New Subdivision) - **NC**Intersection Class: **A** - Local/Local **B** - Local/Collector **C** - Collector/Collector**D** – Arterial/Collector**CARRIED****4. Report from the Hamilton Cycling Committee dated September 17, 2018 respecting Cycling Education in Ontario Schools Follow-Up (Item 7.3)****(Pearson/Pauls)**

That Appendix A to the Report of the Hamilton Cycling Committee dated September 17, 2018 respecting support of mandatory cycling education in Ontario be sent to the Ontario Ministry of Education.

CARRIED

5. 2019 Volunteer Committee Budget Submission – Hamilton Cycling Committee (PED18224) (City Wide) (Item 10.1)**(Pearson/Whitehead)**

- (a) That the Hamilton Cycling Committee (HCyC) 2019 base budget submission, in the amount of \$10,000, as described in Appendix “A” to Report PED18224, be approved and referred to the 2019 budget process for consideration; and,
- (b) That, in addition to the base funding, a one-time budget allocation for 2019 of \$3,500, funded by the Hamilton Cycling Committee (HCyC) reserve, be approved and referred to the 2019 budget process for consideration.

CARRIED**6. 2019 Volunteer Committee Budget - Keep Hamilton Clean and Green Committee (PW18095) (City Wide) (Item 10.2)****(Nann/Jackson)**

- (a) That the Keep Hamilton Clean and Green Committee’s 2019 base budget submission attached as Appendix A to Report PW18095 in the amount of \$18,250, be approved and referred to the 2019 operating budget process for consideration; and,
- (b) That, in addition to the base funding, a one-time budget allocation of \$15,615, funded by the Volunteer Committee Reserve (112212), be approved and referred to the 2019 operating budget process for consideration.

CARRIED**7. Minimum Maintenance Standards Changes (PW18096) (City Wide) (Item 10.3)****(Collins/Merulla)**

- (a) That staff be directed to develop, and report back to Council, an updated policy setting out maintenance standards of repair for highways under the jurisdiction of the City of Hamilton, with consideration of the standards contained in the Municipal Act, 2001, Ontario Regulation (O.Reg.) 239/02 - Minimum Maintenance Standards for Municipal Highways, and the existing winter operational level of service standards;
- (b) That the General Manager of Public Works or designate, be authorized and directed to declare the beginning and end of a significant weather event for the purposes of the Municipal Act, 2001, O.Reg. 239/02 – Minimum Maintenance Standards for Municipal Highways, on such terms as the General Manager of Public Works or designate considers appropriate; and,

- (c) That the City Solicitor be authorized and directed to prepare, for Council approval, all necessary by-laws to implement Recommendation (b) of Report PW18096.

CARRIED

8. Interview Sub-Committee Appointees to the Public Works Committee (Item 11.1)

(Collins/Pearson)

That the following three (3) Councillors be appointed to the Interview Sub-Committee to the Public Works Committee for the balance of the 2018-2022 term of Council:

- (i) Councillor Merulla
- (ii) Councillor Nann
- (iii) Councillor Pauls

CARRIED

9. Transit Passenger Counts (Added Item 11.2)

(Ferguson/Collins)

WHEREAS the Public Works Committee approved the purchase of a passenger count system for \$2.2 million dollars;

WHEREAS we are going into year 4 of the Transit Master Plan; and,

WHEREAS significant investment has been made in the first three years of implementing the 10-year plan;

THEREFORE BE IT RESOLVED:

- (a) That staff report back at Transit Day the results of the passenger counts and a list of routes that are carrying less than 15 passengers per trip at peak times; and,
- (b) That staff report back on Transit Day with a review of assumptions made when the 10-year transit study was done and compare them to the actual results or issues like ridership and population.

CARRIED

FOR INFORMATION:

(a) CHANGES TO THE AGENDA (Item 2)

The Committee Clerk advised of the following change to the agenda:

1. NOTICES OF MOTION (Item 12)

12.1 Transit Passenger Counts

(Pearson/Vanderbeek)

That the agenda for the December 10, 2018 Public Works Committee meeting be approved, as amended.

CARRIED**(b) DECLARATIONS OF INTEREST (Item 3)**

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF THE PREVIOUS MEETING (Item 4)**(i) September 17, 2018 (Item 4.1)****(Pauls/Farr)**

That the Minutes of the September 17, 2018 meeting of the Public Works Committee be approved, as presented.

CARRIED**(d) DELEGATION REQUESTS (Item 6)****(i) Suzie Scott, respecting the Installation of Tiger Tail Stop Signs (For a future meeting) (Item 6.1)****(Merulla/Nann)**

That the delegation request, submitted by Suzie Scott, respecting the Installation of Tiger Tail Stop Signs be approved for a future meeting.

CARRIED**(e) NOTICES OF MOTION (Item 12)**

Chair Ferguson relinquished the Chair to Vice-Chair Danko to introduce a Notice of Motion.

(i) Transit Passenger Counts (Added Item 12.1)

Councillor Ferguson introduced a Notice of Motion respecting Transit Passenger Counts.

(Ferguson/Collins)

That the Rules of Order be waived to allow for the introduction of a Motion respecting Transit Passenger Counts.

CARRIED

For disposition of this matter, refer to Item 9.

Chair Ferguson assumed the Chair.

(f) GENERAL INFORMATION / OTHER BUSINESS (Item 13)**(i) Amendments to the Outstanding Business List (Item 13.1)****(Collins/Merulla)**

That the following amendments to the Public Works Committee's Outstanding Business List, be approved:

(a) Items to be removed:

- (i) Information Update respecting Dundas J.L. Grightmire Arena Item 7.1 on today's agenda
Item on OBL: AB**

CARRIED**(g) PRIVATE AND CONFIDENTIAL (Item 14)****(i) Closed Session Minutes – September 17, 2018 (Item 14.1)****(Whitehead/Pauls)**

- (a) That the Closed Session Minutes of the September 17, 2018 Public Works Committee meeting, be approved as presented; and,**
- (b) That the Closed Session Minutes of the September 17, 2018 Public Works Committee meeting, remain confidential.**

CARRIED**(h) ADJOURNMENT (Item 15)****(Pearson/Vanderbeek)**

That there being no further business, the Public Works Committee be adjourned at 10:23 a.m.

Respectfully submitted,

Councillor L. Ferguson
Chair, Public Works CommitteeAlicia Davenport
Legislative Coordinator
Office of the City Clerk

December 4th, 2018

Since its inception in 1845, the Hamilton Chamber of Commerce has served as the definitive voice of local business. Throughout its history, the Chamber has played an important role in advocating for policies that enhance the social and economic prosperity of our city.

The Hamilton Chamber of Commerce and the City of Hamilton have maintained a mutually-respectful working relationship to facilitate a constructive dialogue that addresses the concerns of our members and the wider business community. Under this capacity, the Hamilton Chamber of Commerce is writing to you, on behalf of our members, to recommend courses of action for the Public Works Committee.

We recommend that the Public Works Committee prioritizes:

1. Public Transit- Keep B-Line LRT on schedule by having shovels in the ground for mid-2019. We encourage councilors to make the approval of the operating agreement with Metrolinx a top priority;
2. Goods Movement- Hamilton Airport is already one of the top three airports in Canada, in terms of domestic cargo tonnage. As a major hub for regional shipments, the Hamilton Chamber sees enormous economic value in pursuing increased good's movement and public transit to and from the airport, to address existing demand and ensure capacity for forecasted growth;
3. Goods Movement - Ensure the upcoming Truck Route Review includes:
 - a. An explicit plan for consulting industry in a comprehensive and meaningful way;
 - b. An openness to design innovations that can achieve a better balance between the needs of all users, as opposed to simply adding or eliminating routes;
 - c. Collaboration with industry on data collection regarding origins, destinations, routings to understand the real volumes, alternatives and where perception converges with reality.

4. Risk Management – Consider the increase in extreme weather events associated with climate change and its impact on businesses, resulting in supply chain interruptions, damaged infrastructure for goods movement, and power outages, by including a climate change adaption and mitigation policy for the City of Hamilton in the City’s Official Plan, based on the recommendations in the Hamilton Community Climate Change Action Plan (2015).

We ask that you make these recommendations a priority during your term on council and the Public Works Committee.

The Hamilton Chamber of Commerce is pleased to play a leadership role in facilitating a constructive dialogue on critically important municipal issues. I welcome the chance to work with you directly on next steps and I thank you in advance for your contribution to our local governance.

With highest regards,



Keanin Loomis,
President and CEO
Hamilton Chamber of Commerce

Form: Request to Speak to Committee of Council

Submitted on Thursday, December 20, 2018 - 2:50 pm

==Committee Requested==

Committee: Public Works

==Requestor Information==

Name of Individual: Suzanne Mammel

Name of Organization: Hamilton-Halton Home Builders' Association

Contact Number: 9055753344

Email Address: smammel@hhhba.ca

Mailing Address: 1112 Rymal Road East, Hamilton, Ontario

Reason(s) for delegation request:

Approval of Water Servicing for Development - Water-main Issues at the City of Hamilton Delegation requested for the January 14th, 2019, Public Works Meeting.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Form: Request to Speak to Committee of Council

Submitted on Friday, January 4, 2019 - 2:09 pm

==Committee Requested==

Committee: Public Works

==Requestor Information==

Name of Individual: Kyle Saulnier

Name of Organization: MTO

Contact Number: 416-235-5534

Email Address: kyle.saulnier@ontario.ca

Mailing Address: 159 Sir William Hearst Avenue, North York, ON, M3M 1J8

Reason(s) for delegation request: Use the Lincoln Alexander Parkway and Red Hill Valley Parkway as a detour for the full closure of Highway 403 from the Highway 403/6 interchange, and Highway 403/King Street interchange to facilitate bridge rehabilitation at Old Guelph Road and Macklin Street.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes



Hamilton

MINUTES

Glanbrook Landfill Coordinating Committee

Monday September 24, 2018

4:30 p.m.

Glanbrook Landfill

Present:

Members: Allan Freeman
Brian Smith
Nigel Warren

Also Present:

Emil Prpic, Manager of Recycling and Waste Disposal
Rob Conley, Senior Project Manager, Landfills
Tim Robinson, Landfill Technologist
Ron Wright, Waste Management of Canada Corporation
Joshua Diamond, Niagara Peninsula Conservation Authority
Mike Durst, MECP

Regrets:

Councillor Brenda Johnson
Frank Falcone, Project Manager, Landfills
Paul Widmeyer, MECP
Andy Fevez

1. CHANGES TO THE AGENDA

None

2. DECLARATIONS OF INTEREST

None to declare

3. APPROVAL OF MINUTES OF PREVIOUS MEETING

3.1 Glanbrook Landfill Coordinating Committee Meeting Minutes, dated March 26, 2018

SMITH/WARREN

CARRIED

4. CONSENT ITEMS

There are no consent items.

5. PRESENTATIONS/DELEGATIONS

There are no presentations or delegations.

6. DISCUSSION ITEMS**6.1 Operations Update**

Staff reported the in-bound tonnages for 2017, electricity production from the Landfill Gas to Energy Facility and out-bound finished compost tonnages.

	2018 YTD	2017 YTD
Municipal Solid Waste (tonnes)	114,154	97,941
Leaf and Yard Waste (tonnes)	9,776	10,709
Electricity Production (Kwh)	12,404,184	11,159,968
Outbound Compost (tonnes)	6,149	11,052

Staff reported that the Gas Plant and Engine Availability was greater than 97 % 2018 YTD.

Staff reported that landfilling continued in Stages 1 and 2 in 2018. Once construction of Stage 3 cells A and B are complete, landfilling operations will move to Stage 3.

The City of Hamilton will be holding the annual fall compost distribution events as follows:

- Saturday September 29, 2018 at the Rymal Road Public Works Yard and the Rennie Brampton Public Works Yard

Staff reported that there were some odour complaints during the past few months. The complaints were mainly the result of accepting organic residue during the first few weeks of the temporary closure of the Central Composting Facility (CCF). Since the material has now been fully processed and no new residue is being produced there have been no further odour complaints. The site also had complaints from the spreading of biosolids on local farm fields from the Wastewater Treatment Plant.

Staff advised that the operations contract to operate the landfill has been approved by the Public Works Committee and will be going forward for approval at the next City Council meeting. Waste Connections was the successful proponent for the transfer station and Community Recycling Centre

operations and Waste Management of Canada Corporation is the successful proponent for landfill operations. There is a net reduction in cost from the previous contract. The new contract will commence March 1st, 2020.

6.2 Capital Projects

Stage 3 excavation, leachate collection system and gas collection header work began in October 2017 and continued through 2018. City staff is expecting substantial completion by the end October 2018. The contractor will be completing the final capping of the east side of Stages 1 and 2 in conjunction with the excavation of Stage 3.

6.3 2019-2022 Committee Members and Honorarium

Staff reported that the request for an honorarium for committee members has been pushed to the next level and will be addressed at the March 2019 meeting. Staff also asked if the current committee members would be willing to serve on the committee for the next term. All present committee members confirmed they are willing to continue in the next term. Staff will be contacting Andy Fevez to confirm his commitment.

WARREN/SMITH

CARRIED

7. OTHER BUSINESS & GENERAL INFORMATION

- Staff reported that the Niagara Peninsula Conservation Authority will be performing the sampling in 2018 for the benthic and macroinvertebrate study in the Buckhorn Creek and Welland River. The results will be reported to the Committee when they are complete.
- Nigel Warren asked if the material being generated by the County of Simcoe that was being processed by the City of Hamilton at the CCF was now being dumped at the Glanbrook Landfill. Staff reported that when the CCF closed the City had a non-binding contract with Simcoe County. Therefore, the material was diverted to a facility outside of Hamilton. Simcoe County's contract with City expires on September 30th.
- Nigel Warren asked if Blue Box material was going to be disposed at the Glanbrook Landfill. Staff advised the committee that Blue Box Markets for most materials are currently very steady and will not require landfilling.

8. ADJOURNMENT

That, there being no further business the meeting adjourned at 5:02 pm.

WARREN/SMITH

CARRIED



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, May 2, 2018

5:45 p.m.

Room 192, 1st Floor

City Hall

71 Main Street West, Hamilton

Present: Chair: Sharon Gibbons
 Vice-All: Kevin Love
 Members: Bob Corsini Cora Muis
 Kate Berry Ann McKay
 Linda Meerveld Jeff Axisa

Absent with

Regrets: Brandon Curtas, Greg Blunsdon, Brad Tyleman, Pierre Barras

Council: Mayor Eisenberger (regrets), Councillor Green (regrets)

Also Present: PED staff (Rachel Johnson, Daryl Bender, Jason Thorne)

1. CHANGES TO THE AGENDA/ INTRODUCTIONS

2. DECLARATIONS OF INTEREST

3. APPROVAL OF MINUTES OF PREVIOUS MEETING

(Moved/Seconded)

HCyC meeting minutes, dated April 4, 2018, were approved. **CARRIED**

4. CONSENT ITEMS

none

5. PRESENTATIONS

Presentation from Rachel on the Sustainable Mobility/Transportation Demand Management (TDM) Section work program.

6. DISCUSSION ITEMS

6.1 Correspondence

Education of Children – Sharon will draft a letter to the Province addressing Provincial plans for cycling education.

Mobility Lab – The Evergreen Foundation is planning to organize pilot projects this year, by June 2, 2018, in the vicinity of Hughson St (King William St to Hunter St) to encourage cycling and walking.

Dundas Works Cycling Group – This group met with Councillor VanderBeek and staff on planned infrastructure in Dundas.

Burlington Cycling Committee – This committee has finalized arrangements for the May 5 ‘Trail of Two Cities’ ride with the HCyC. Burlington has initiated a cycling master plan update.

6.2 Updates from HCyC reps on committees

Cycle Hamilton – A potential pilot project to introduce a “tri-shaw” (tricycle rickshaw) is being explored with McMaster University for people with limited mobility. They are organizing promotional materials for sailing clubs for cycling while in Hamilton.

HBTC/ Trails Council – Kevin is interested in becoming the new contact.

Hamilton Cycling Stakeholders meeting – New Hope Community Bikes and Peter Topalovic received awards at the Ontario Bike Summit.

Tourism – Staff are standardizing mapping information for residents and visitors to the City.

6.3 Maintenance

Cycling connectivity at the following intersections was noted: James St at Robinson St, Nash Rd at Van Wagners Rd, Dundurn St at Jackson St. Re-painting of bicycle lanes was requested on Highland Rd, Stone church Rd, and Main St W

6.4 Budgets

Plans for 2018 projects are progressing well.

6.5 Discussion

Over the street banner design – A replacement banner is on hold pending a City decision about the support poles.

6.6 Building the Network and Councillor Outreach

Staff provided a brief summary of current projects:

- W 1 - Emerson Ave. (design)
- W 2 - Hunter St. (design), John St. (design)
- W 3 - Gage Ave., Delaware Ave./Maplewood Ave.,
- W 4 - Melvin Ave.
- W 4/5 - King St @ RHVP. (design)
- W 7 - Upper Wentworth St. (at Queensdale Ave)
- W 8 - Rymal Rd. (at Garth St)
- W 10 - Frances Ave (review options)
- W 13 - Governor’s Rd. (install), Creighton Rd. (design)
- W15 - Centre Rd./ Sydenham Rd.

6.7 Other Bicycle Infrastructure Projects

TDM (Transport Demand Management) activities – TDM has received a \$100,000 School Travel Planning grant from Green Communities Canada.

Updates – The new signals on the rail trail at Wentworth St. are now operating. Cannon St. will be resurfaced and staff is working to enhance the cycle track design.

- HamBur Loop** – The signage is planned to be installed in 2018.
- 6.8 Public Education
- Jane's Ride: A Trail of Two Cities** – The HCyC has finalized plans for this community bike ride for May 5, including coupons for 'Sew Hungry' on Ottawa St and promotion of 'Doors Open' across the city.
- Bike Month/Bike to Work Day** – May 28. This event will take place at City Hall. It is also Bike to School Week.
- Why We Cycle** – June 7. The planning for this film screening event and reception is going well.
- Cycling Lecture** – mid-June. City staff is helping to organize this important Bike Month event that will showcase Hamilton's cycling vision.
- www.BikeMaps.org** – A tool to flag infrastructure concerns.

7. GENERAL INFORMATION & OTHER BUSINESS

Announcements

Ontario Bike Summit – April 17-18, 2018 review. Highlights include: a presentation done by Friendly Streets and Cycle Hamilton, information about upcoming updates to Book 18; Cycle ON 2.0 and Cycling Skills-Ontario's Guide to Safe Cycling were released; and discussion on two-way cycle track designs on one-way streets.

Cycling Committees - Western Lake Ontario – This joint meeting of area committees will take place on June 2 at Hamilton City Hall, invitations have been sent.

8. ADJOURNMENT (Moved/Seconded)

That, there being no further business, the meeting be adjourned at 7:45 p.m.



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, June 6, 2018

5:45 p.m.

Room 192, 1st Floor

City Hall

71 Main Street West, Hamilton

Present: Chair: Sharon Gibbons
 Vice-All: Kevin Love (regrets)
 Members: Bob Corsini Cora Muis Greg Blunsdon
 Pierre Barras Ann McKay
 Linda Meerveld Jeff Axisa

**Absent with
 Regrets:** Kate Berry, Brandon Curtas, Brad Tyleman,

Council: Mayor Eisenberger (regrets), Councillor Green (regrets)

Also Present: PED staff (Rachel Johnson, Daryl Bender), William Oats, Douglas Brown

1. **CHANGES TO THE AGENDA/ INTRODUCTIONS**
2. **DECLARATIONS OF INTEREST**
3. **APPROVAL OF MINUTES OF PREVIOUS MEETING**

(Moved/Seconded)

HCyC meeting minutes, dated May, 2 2018, were approved. **CARRIED**

4. **CONSENT ITEMS**

None

5. **PRESENTATIONS**

None

6. **DISCUSSION ITEMS**

6.1 Correspondence

Education of Children – Sharon has written a letter to the Province addressing Provincial plans for cycling education.

Smart Cities Challenge – finalists should be announced in the summer

Mobility Lab – A number of transportation related events took place during 100in1 Day on June 2, 2018 including Hunter Street bicycle lanes pop-up booth.

6.2 Updates from HCyC reps on committees

Cycle Hamilton – Through the McMaster research shop Cycle Hamilton submitted a question regarding cycling rates. The response provided supported separating cycling and walking as mode shares. The response suggests that the mode share goal for cycling should be 5%.

HBTC/ Trails Council – Kevin is interested in becoming the new contact and is waiting to hear back from HBTC.

Tourism – A group of cycle tourism stakeholders are working to improve cycle tourism information in Hamilton.

6.3 Maintenance – general discussion of trail crossings

6.4 Budgets

Staff will order more bicycle lights (red and white) and Share the Road car magnets.

6.5 Discussion

Bicycle Theft – Hamilton Police are addressing bike theft. Police are working on promotions encouraging people to register their bikes. HCyC will help to promote.

6.6 Building the Network and Councillor Outreach

Staff provided a brief summary of current projects and answered questions:

- W 1 - Emerson Ave. (design)
- W 2 - Hunter St. (design), John St. (design)
- W 3 - Gage Ave., Delaware Ave./Maplewood Ave.,
- W 4 - Melvin Ave.
- W 4/5 - King St @ RHVP. (design)
- W 7 - Upper Wentworth St. (at Queensdale Ave)
- W 8 - Rymal Rd. (at Garth St)
- W 10 - Frances Ave (review)
- W 13 - Governor's Rd. (install), Creighton Rd. (design)
- W15 - Centre Rd./ Sydenham Rd.

6.7 Other Bicycle Infrastructure Projects

Sustainable Mobility Program Activities– Bike to Work Day was a huge success, 650 plus attendees.

HamBur Loop – The signage is planned to be installed in 2018.

Ferguson at Main – New pedestrian/cycling crossing planned for 2018 install.

Chippewa Rail Trail – new P-gates are going in at White Church Road.

Planning (Mohawk Road, Centennial neighbourhood, Waterdown by-pass) – Feedback provided to staff.

6.8 Public Education

Jane's Ride: A Trail of Two Cities – 31 people attended this year. Coupons for 'Sew Hungry' on Ottawa St were popular.

Bike Month/Bike to Work Day – Very successful.

Joint Cycling Cttes: Lake Ontario West – low attendance. Guelph is designing a protected intersection. Organizing big rides was a hot topic. There are many large-scale rides taking place in Mississauga.

Group Rides: Sharon suggests inaugural rides in wards/neighbourhood. Potential to have Mohawk students help organize and market. Greg to contact Mohawk College.

Why We Cycle – June 7. The planning for this film screening event and reception is going well.

PEDTalk – June 25, “Building the Culture of Cycling in a Mid-Sized City”

National Cycling Strategy – The members recognized the merits of a bill from an MP, which raises awareness and calls for consistency in a cycling strategy at the national level.

7. GENERAL INFORMATION & OTHER BUSINESS

Announcements

Carbon Cycle: June 9-10, ride to Port Dover with Environment Hamilton

Glow Ride- monthly evening group rides continue

HamOntopoly: Cycle Hamilton’s Road Safety Challenge. See the route at:

<http://bit.ly/HamOntopoly>

8. ADJOURNMENT

(Moved/Seconded)

That, there being no further business, the meeting be adjourned at 7:45 p.m.



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, July 4, 2018

5:45 p.m.

Room 192, 1st Floor

City Hall

71 Main Street West, Hamilton

Present: Chair: Sharon Gibbons (regrets)
 Vice-All: Kevin Love
 Members: Bob Corsini Cora Muis Brad Tyleman
 Kate Berry Ann McKay

Absent with

Regrets: Brandon Curtas, Greg Blunsdon, Jeff Axisa, Linda Meerveld, Pierre Barras

Council: Mayor Eisenberger (regrets), Councillor Green (regrets)

Also Present: PED staff (Rachel Johnson, Daryl Bender), Douglas Brown, Cindy Stranak, Sheri Selway, Frances Murray, Al Ward, Jessica Merolli

1. **CHANGES TO THE AGENDA/ INTRODUCTIONS**
2. **DECLARATIONS OF INTEREST**
3. **APPROVAL OF MINUTES OF PREVIOUS MEETING**
 HCyC meeting minutes, dated June 6, 2018, deferred.
4. **CONSENT ITEMS**
 None
5. **PRESENTATIONS**
 None
6. **DISCUSSION ITEMS**
 6.1 Correspondence

Education of Children – Sharon has written a letter to the Province addressing Provincial plans for cycling education. The members approved it and a report to PWC is being prepared.

Letters to New MPPs – Kevin will work with Sharon to draft a letter.

Burlington Cycling Committee – Burlington’s cycling master plan is in first draft form.

6.2 Updates from HCyC reps on committees

Cycle Hamilton – This organization reviewed the Cycling Master Plan update, and provided comments to City staff.

Hamilton Burlington Trails Council (HBTC) – Kevin is interested in becoming the new contact and is waiting to hear back from HBTC.

Tourism – Cycle tourism stakeholders, primarily City staff, are working to improve cycle tourism information in Hamilton. Ontario By Bike is hosting a webinar for businesses to become “bike friendly”, staff to send more information to HCyC members to share with their contacts.

6.3 Maintenance – Discussion of a few issues noted by staff, including a sinkhole in a trail, barrier design, utility asphalt patches, and locally fabricated catch basins.

6.4 Budgets

Costs for the 2018 projects are within the proposed budget.

6.5 Discussion

Women and Cycling – The HCyC members thought a discussion of impediments to women cycling is a very good idea, and also recognized more academic research on the issue would be very valuable. The members are considering a subcommittee of their membership to investigate the issue in more detail. Existing data indicates different gender splits with various data:

SoBi riders are almost 50/50 male and female – suggesting access to a bicycle or the responsibility of bicycle maintenance may be a factor.

The City has conducted some observational studies and the gender split is approximately 1/3 female.

The discussion recognized that there are a lot of possible contributing factors for the gender split; not any specific reason. Possibilities include bicycle lane design, gaps in the cycling network, children passengers are more typically part of a mother’s morning commute, mechanical/ repair considerations, even heckling could be a deterrent for women.

It was suggested to collect gender-split data on the Cannon Cycle Track before the planned 2019 enhancements that are planned to be part of the street resurfacing project. Another immediate task is to compare the routes of female and male Sobi users – this data exists but would need to be extracted and analyzed. In 2019 the committee plans to assess the feasibility of a study on cycling and gender in Hamilton.

A recent bike ride took place to raise awareness for women, cycling and safety.

6.6 Building the Network and Councillor Outreach

www.hamilton.ca/BuildingTheBikeNetwork

Staff provided a brief summary of current projects and answered questions:

W 1 - Emerson Ave. (design)

W 2 - Hunter St. (design), John St. (design), new signal at Ferguson Ave./Main St.

W 3 - Gage Ave., Delaware Ave./Maplewood Ave.,

- W 4 - Melvin Ave.
- W 4/5 - King St @ RHVP. (design)
- W 7 - Upper Wentworth St. (at Queensdale Ave)
- W 8 - Rymal Rd. (at Garth St), Scenic Dr. (at Upper Paradise Rd.)
- W 10 - Frances Ave (review)
- W 13 - Governor's Rd. (install), Creighton Rd. (design)
- W 14 - Brock Rd. (paved shoulders)
- W 15 - Sydenham Rd. (paved shoulders)

6.7 Other Bicycle Infrastructure Projects

Sustainable Mobility Program Activities – Mountain Climber is now expanded to three accesses (James/Beckett/Kenilworth) as of June 24.

HamBur Loop – The signage is planned to be installed in 2018.

Planning – (Waterdown by-pass, TMP/CMP, Mountain Brow Trail) – Feedback provided to staff.

Cycling Without Age – Staff attended a meeting on this concept aimed at taking mobility challenged people on assisted bike rides, and there is the potential for a Hamilton pilot.

6.8 Public Education

Why We Cycle – 55 tickets were sold for the film screening. The film spoke of community engagement and the sensory experience of cycling.

PEDTalk – Successful, about 200 people attended, the speaker highlighted the Dutch success of cycling culture.

Bike Month – Very successful with lots of Hamilton events taking place.

7. GENERAL INFORMATION & OTHER BUSINESS

Announcements

8. ADJOURNMENT

(Moved/Seconded)

That, there being no further business, the meeting be adjourned at 7:45 p.m.



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, August 1, 2018

5:45 p.m.

Room 192, 1st Floor

City Hall

71 Main Street West, Hamilton

Present: Chair: Sharon Gibbons
 Vice-All: Kevin Love
 Members: Brad Tyleman Linda Meerveld
 Kate Berry Ann McKay

Absent with

Regrets: Brandon Curtas, Bob Corsini, Greg Blunson, Jeff Axisa, Pierre Barras,
 Cora Muis

Council: Mayor Eisenberger (regrets), Councillor Green (regrets)

Also Present: PED staff (Rachel Johnson, Daryl Bender)

1. **CHANGES TO THE AGENDA/ INTRODUCTIONS**
2. **DECLARATIONS OF INTEREST**
3. **APPROVAL OF MINUTES OF PREVIOUS MEETING**

HCyC meeting minutes, dated June 6, 2018, deferred.

HCyC meeting minutes, dated July 4, 2018, deferred.

4. **CONSENT ITEMS**

None

5. **PRESENTATIONS**

None

6. **DISCUSSION ITEMS**

6.1 Correspondence

Education of Children – Sharon has written a letter to the Province addressing Provincial plans for cycling education. The members approved it. A report will be prepared by Staff to go to PWC.

Letters to New MPPs – Kevin will draft these letters.

OMCC (provincial funding) – An official letter from the province has been received announcing that the program has been cancelled.

Bicycle parking – A resident has sent a letter to Walmart at the Centre on Barton asking for more, and more effective bicycle parking. Committee members noted that many businesses/organizations have increasingly been providing remarkable bicycle parking. Staff will look into creating an award for bicycle parking as a part of the Community in Motion awards.

6.2 Updates from HCyC reps on committees

Cycle Hamilton – Cycle Hamilton plans to survey all candidates running in the upcoming municipal election and host a public meeting for each ward that included a bike ride.

6.3 Maintenance – Staff asked for feedback on cycling infrastructure pavement markings that need remarking.

6.4 Budgets

Costs for the 2018 projects are within budget. The 2019 budget was discussed and approved by the committee. The budget will now go to PWC and Council for approval.

Item	2019 Budget
Promotions- Cycling Safety (Lights and Magnets)	\$4000
Promotions- Local Cycling (Banner)	\$500
Special Cycling Events	\$4000
International Bike Show booth	\$1500
Cycling Conferences	\$1000
Meeting expenses/misc.	\$1000
Ontario By Bike Tourism Promotions	\$500
Cycling and Gender Research	\$1000
TOTAL	\$13,500
Funds from levy	\$10,000
Funds from reserve	\$3500

6.5 Discussion

Women and Cycling – This discussion will continue in September. Staff will look into the possibility of a research project.

CMP – Half of the projects in the CMP are planned for completion over the next 10 years.

6.6 Building the Network and Councillor Outreach

www.hamilton.ca/BuildingTheBikeNetwork

Staff provided a brief summary of current projects and answered questions:

- W 1 - Emerson Ave. (design)
- W 2 - Hunter St. (design), John St. (design), new signal at Ferguson Ave./Main St.
- W 3 - Gage Ave., Delaware Ave./Maplewood Ave.,
- W 4 - Melvin Ave.
- W 4/5 - King St @ RHVP. (design)
- W 7 - Upper Wentworth St. (at Queensdale Ave)
- W 8 - Rymal Rd. (at Garth St), Scenic Dr. (at Upper Paradise Rd.)
- W 10 - Frances Ave (review)
- W 13 - Governor's Rd. (install), Creighton Rd. (design)
- W 14 - Brock Rd. (paved shoulders)
- W 15 - Sydenham Rd. (paved shoulders)

6.7 Other Bicycle Infrastructure Projects

Sustainable Mobility Program Activities – Funding has been received from Green Communities Canada for Active School Travel projects.

HamBur Loop – The signage is planned to be installed in 2018.

Road Crossings – Sharon is planning to write a letter on behalf of the committee to the conversation authority regarding issues getting through gates on trails and inquire about including signed crossings on the Chippewa trail.

Planning – Waterdown by-pass, in the design phase for a multi-use trail. A route is being planned to the Hamilton General Hospital with Friendly Streets providing direct access to the hospital though a parking lot and ending at bicycle parking.

7. GENERAL INFORMATION & OTHER BUSINESS

Announcements

Bike Fair – organized by Stinson Community Association taking place at Carter Park on September 22, 2018. There is an opportunity to have a booth, details to be confirmed next meeting.

Solar Bicycle – committee members were invited to see and try a three-wheeled solar powered electric bicycle

8. ADJOURNMENT

(Moved/Seconded)

That, there being no further business, the meeting be adjourned at 7:45 p.m.



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, September 5, 2018

5:45 p.m.

Room 192, 1st Floor

City Hall

71 Main Street West, Hamilton

Present: Chair: Sharon Gibbons
 Vice-All: Kevin Love
 Members: Kate Berry Bob Corsini
 Brad Tyleman Cora Muis
 Pierre Barras Jeff Axisa

Absent with

Regrets: Brandon Curtas, Ann McKay, Greg Blunsdon, Linda Meerveld

Council: Mayor Eisenberger (regrets), Councillor Green (regrets)

Also Present: PED staff (Rachel Johnson, Daryl Bender)

1. **CHANGES TO THE AGENDA/ INTRODUCTIONS**
2. **DECLARATIONS OF INTEREST**
3. **APPROVAL OF MINUTES OF PREVIOUS MEETING**

HCyC meeting minutes, dated June 6, 2018, were approved. **CARRIED.**

HCyC meeting minutes, dated July 4, 2018, were approved. **CARRIED.**

HCyC Meeting Minutes, dated August 1, 2018, were approved. **CARRIED.**

4. **CONSENT ITEMS**

None

5. **PRESENTATIONS**

None

6. **DISCUSSION ITEMS**

6.1 Correspondence

Education of Children – No update yet.

Letters to New MPPs – Kevin will draft these letters with Cycle Hamilton.

Mobility Lab – There is an upcoming Mobility Lab meeting on September 11, 2018, staff to send details.

Letter to Conservation Authority – The committee discussed drafting a letter to the Hamilton Conservation Authority about getting wayfinding signage at trail crossings. Sharon will follow up.

6.2 Updates from HCyC reps on committees

Cycle Hamilton – Cycle Hamilton surveyed all candidates running in the upcoming municipal election and made the results publicly available.

Joint Committees Western Lake Ontario – The committee wants to make a list of CAN-bike instructors within Hamilton. They also wish to create a letter to the Ministry of Transportation of Ontario (MTO) to discuss electric bikes and their speeds.

Tourism – A coordinated tourism trails map was discussed. Linking GeoTrail as a possibility and staff is looking into this.

6.3 Maintenance – York Boulevard catch basin cover was fixed. City staff will remind by-law about enforcement on Stone Church Road bicycle lanes.

Staff were asked about a defined winter cycling network. Staff listed the trails and routes that are maintained in the winter.

6.4 Budgets

Costs for the 2018 projects are within budget.

6.5 Discussion

Transportation Tomorrow Survey Data – Staff presented the newly available 2016 Transportation Tomorrow Survey Data to the committee.

CMP – Half of the projects in the CMP are planned for completion over the next 10 years. The approximate funds required for the completion of both the Urban and Rural Hamilton cycling networks were discussed.

6.6 Building the Network and Councillor Outreach

www.hamilton.ca/BuildingTheBikeNetwork

Staff provided a brief summary of current projects and answered questions:

W 1 - Emerson Ave. (design)

W 2 - Hunter St. (design), John St. (design), new signal at Ferguson Ave./Main St.

W 3 - Gage Ave., Delaware Ave./Maplewood Ave.,

W 4 - Melvin Ave.

W 4/5 - King St @ RHVP. (design)

W 7 - Upper Wentworth St. (at Queensdale Ave)

W 8 - Rymal Rd. (at Garth St), Scenic Dr. (at Upper Paradise Rd.)

W 10 - Frances Ave (review)

W 13 - Governor's Rd. (install), Creighton Rd. (design)

W 14 - Brock Rd. (paved shoulders)

W 15 - Sydenham Rd. (paved shoulders)

6.7 Other Bicycle Infrastructure Projects

Bicycle Parking- Community in Motion Awards – Staff presented the new Community in Motion Award for bicycle parking in Hamilton.

HamBur Loop – The signage is planned to be installed in 2018.

**Hamilton Cycling Committee
MINUTES****Page 3 of 3**

Road Crossings – Sharon is planning to write a letter on behalf of the committee to the conservation authority regarding issues getting through gates on trails and inquire about including signed crossings on the Chippewa trail.

Planning – Waterdown by-pass, in the design phase for a multi-use trail. A route is being planned to the Hamilton General Hospital with Friendly Streets providing direct access to the hospital through a parking lot and ending at bicycle parking.

6.8 Public Education/Events

Cycling in Hamilton timeline was presented to committee members. It was on display in the Hamilton Public Library in June.

Cycling without age is hoping to follow up in the October cycling committee meeting to talk about the possibility of a ride along a paved trail in Stoney Creek.

7. GENERAL INFORMATION & OTHER BUSINESS

Announcements

None

**8. ADJOURNMENT
(Moved/Seconded)**

That, there being no further business, the meeting be adjourned at 7:36 p.m.



MINUTES

Keep Hamilton Clean & Green Committee
Tuesday June 19, 2018
5:00 pm

Hamilton City Hall, Room 192
71 Main Street East
Hamilton, ON

Present: Chair: n/a
Vice-Chair: Ron Speranzini
Members: Dave Bazowsky
Bruce Thomson
Mallory Pace
Rick Lipsitt
Sue Dunlop
Councillor M. Pearson

Absent with
Regrets: Larry Husack (Chair), Lennox Toppin, Allan Mills, Marisa DiCenso,
Councillor C. Collins, Councillor T. Jackson
Diedre Rozema, Clean & Green Coordinator, Policy & Programs,
Public Works

Also Present: Cindy Heuck, Student Coordinator, Municipal Law Enforcement
(MLE), Planning & Economic Development
Sukhmandeep Sidhu, MLE Student, Planning & Economic
Development
Julia Wakulewicz, MLE Student, Planning & Economic
Development
Danielle Blair, MLE Student, Planning & Economic Development
Jennifer DiDomenico, Manager, Policy & Programs, Public Works
Peter Wobschall, Supervisor, Policy & Programs, Public Works
Florence Pirrera, Community Program Analyst, Business Programs,
Public Works

Minutes: Peter Wobschall

1. Welcome and Introductions

The chair welcomed the guests present. The MLE contingent was introduced to the group.

2. Approval of Agenda

(PEARSON / LIPSITT)

That the agenda for the June 19, 2018 KHCG Committee meeting be approved with the revision of item 7.3, which was amended to “Community Appearance Index” (from of “Community Litter Index Audit”).

CARRIED

3. Declarations of Interest

None declared.

4. Consent Items

N/A

5. Presentations

5.1 Graffiti Management Strategy

Sukhmandeep Sidhu and Julia Wakulewicz, MLE students, co-presented the attached presentation “Graffiti and Gift Card Initiative”.

The presenters gave an overview of what graffiti is by definition, provided photo examples of various graffiti, covered the substances and techniques most commonly used in graffiti, provided an overview of the process they conduct when engaging owners of properties that have been victimized with graffiti, and provided a summary of the survey questions they ask property owners during visits. They explained that the objective of this element of the Victim Assistance Program (VAP) is to shorten the length of the process of enforcement by providing tools/support, etc. (not having to escalate orders, undertake removal, assigns to tax roll, etc.)

MLE representatives were very appreciating of the donation from the KHCG committee used to purchase \$2,000 worth of gift cards with each at a value of \$20. The MLE staff indicated that the cards have helped property owners cover the costs of removing their graffiti (i.e. removed the barrier of not being able to afford removal products) and have assisted MLE staff in the challenging situation of engaging victims of graffiti (crime) to remove their graffiti. So far, MLE staff estimates they have distributed 10 gift cards to property owners that have been repeatedly victimized by graffiti, or to income-eligible (i.e. low income) property owners.

Staff will work with MLE staff to ensure that the KHCG committee is acknowledged in communications with property owners. MLE to provide regular updates on the gift card program to the KHCG committee.

See attached presentation for more information.

6. Minutes of Previous Meeting

6.1. Minutes of Tuesday May 15, 2018 meeting.

(THOMSON / LIPSITT)

That the Keep Hamilton Clean & Green Advisory Committee Meeting Minutes, dated May 15, 2018 be approved as presented.

CARRIED

6.2. Business arising from minutes: none

7. Discussion Items

7.1. Administrative:

7.1.1. Budget:

A summary of the Committee's year to date expenses was presented.
Nothing to note; progressing as planned.

7.2. Urban Forest Strategy Update

Rick Lipsitt provided an update from a recent Public Information Centre he attended on May 17, 2018 regarding the Urban Forest Strategy. He reported that the event was not well attended and that the attendees appeared to be mostly from the environmental sector. Rick took part in a similar process in Burlington in his professional capacity and felt that more sectors such as the Hamilton Builder Association, utilities, City Forestry staff, horticultural societies, and others should have been in attendance to provide their feedback. He remarked that he left the session without a clear understanding of the issue, or what City staff working on the project were trying to accomplish.

Rick will draft an email providing a list of items/issues he believes should be included in the strategy. Staff will send Rick's concerns to Urban Forest Strategy City staff for a response.

7.3. Community Appearance Index:

Peter provided an overview of the old route and the new route. The new route should provide a thorough review of the large geographical area of the city, but reduce the time required to complete it by 1 day (now takes one day to complete, instead of 2 days). Results of the 2018 audit were presented to the committee and staff indicated that this information will be included in the Keep

American Beautiful reporting due August 1. See attached meeting presentation slides for more information and copies of the old and new map.

7.4. Team Up to Clean Up:

A summary of year to date participation was presented.

7.5. Cigarette Butt Litter

Peter presented an overview of the cigarette butt litter behaviour change program including background, budget, and current activities. See attached meeting presentation in section 7.5 for more details. To date staff has secured \$10K of the required \$40K from Hamilton Water, and continues to work with other Divisions to secure the remainder. A modified workplan, based on the \$10K already secured, is being put into place imminently.

Staff to build in a competition for BIAs on the BIA that performs the best in one area of the program (i.e. reduces butt counts by the highest percentage). Metric to be determined.

Staff to build in portable dollar store ashtrays (example provided by Ron) into the program and make them available to the BIAs. Ashtrays would need to be affixed with a sticker or similar to acknowledge the KHCG committee for their contribution.

8. Motions

N/A

9. Notice of Motions

N/A

10. General Information / Other Business

N/A

11. Adjournment

(**THOMSON / BAZOWSKY**)

That, there being no further business, the meeting be adjourned at 7:15 p.m.

CARRIED

Next Meeting: Tuesday, September 18, 2018 City Hall, Room 192



Hamilton

MINUTES

Keep Hamilton Clean & Green Committee
Tuesday September 18, 2018
5:00 pm

Hamilton City Hall, Room 192
71 Main Street East
Hamilton, ON

Present:	Chair:	Larry Husack
	Vice-Chair:	Ron Speranzini
	Members:	Alan Mills
		Bruce Thomson
		Rick Lipsitt
		Marisa DiCenso
		Lennox Toppin (via phone)

Absent with
 Regrets: Mallory Pace, Sue Dunlop, Councillor C. Collins, Councillor T. Jackson, Councillor M. Pearson
 Florence Pirrera, Community Program Analyst, Business Programs, Public Works

Also Present: Jennifer DiDomenico, Manager, Policy & Programs, Public Works
 Diedre Rozema, Clean & Green Coordinator, Policy & Programs, Public Works

Minutes: Diedre Rozema

1. WELCOME AND INTRODUCTIONS

The Chair announces that Dave Bazowsky has submitted his resignation from the Committee because of conflicts with his new work schedule. Committee members wish Dave the best.

Peter Wobschall has accepted a new position within the City of Hamilton so will no longer be part of the staff support team for the Committee going forward.

2. APPROVAL OF AGENDA

(Thomson / Mills)

That the agenda for the September 18, 2018 KHCG Committee meeting be approved.

CARRIED

3. DECLARATIONS OF INTEREST

Engaging citizens to take greater responsibility for improving our Hamilton community environments.

None declared.

4. CONSENT ITEMS

N/A

5. PRESENTATIONS

N/A

6. MINUTES OF PREVIOUS MEETING

6.1. Minutes of June 19, 2018

(Thomson / Speranzini)

That the Keep Hamilton Clean & Green Advisory Committee Meeting Minutes, dated June 19, 2018 be approved as presented.

CARRIED

6.2. Business arising from minutes and notes: none

7. DISCUSSION ITEMS

7.1. Administrative

7.1.1. 2018 expenses to date

The Committee reviewed the 2018 expenses to date. Staff recommended that the remainder of the Committee's 2018 funds be spent on meeting refreshments, 20 copies of the book *Fostering Sustainable Behavior: An Introduction to Community-Based Social Marketing (Third Edition)* by Doug Mackenzie Mohr and Team Up to Clean Up gloves, as described on page 4 of the meeting PowerPoint presentation.

7.1.2. 2019 proposed budget

The Committee reviewed staff's draft 2019 budget.

Committee supports staff's recommendation to reduce the number of annually scheduled meetings from 11 to 10. Committee meeting schedule with specific meeting dates and times will be created by staff each year and shared with Committee members in January. The Committee's 2019 meeting schedule may be subject to change based on input from new members at the beginning of the next term of Committee.

Committee discussed the proposed orientation and workplanning session to be held at the start of the next term of Committee. The session, with additional funds to be spent on an external meeting facilitator, was supported by Committee.

Committee confirmed that participation with Keep American Beautiful network should continue in 2019.

Additional funds for the purchase of orange and clear bags will be required from the Committee's reserve. Based on the minimum purchase amount of 15,000 of each colour of bag, an estimated \$10,000 will be required for the purchase of bags. Committee members and staff will meet with representatives of organizations requesting a large number of bags to determine if the requests are in line with the organizations' work and can be supported by the Committee on an ongoing basis.

Committee would like to continue to support Graffiti Management Strategy initiatives in 2019. Additional funds will be requested from the Committee's reserve to support this initiative. Staff will provide specific recommendations for how to use the funds to align with recommendations from the Graffiti Management Strategy.

Committee would like to continue to support grassroots community initiatives in 2019 by awarding Clean & Green Neighbourhood grants. The funds from the Environmental Stewardship budget line will be reallocated towards Clean & Green Neighbourhood grants again in 2019 since larger groups that need funds for insurance costs can now apply for funding through the City Enrichment Fund. Committee will determine a focus area or theme for 2019 grants and also determine how to encourage successful groups to submit their final report following their project.

(Thomson / Mills)

That the budget report detailed in Keep Hamilton Clean & Green Draft 2019 Budget Request – Worksheet dated September 17, 2018 for a total of \$33,865 should be submitted to governing Standing Committee for consideration at the regular Standing Committee meetings for approval by January 2019.

CARRIED

7.2. Urban Forest Strategy correspondence

Urban Forest Strategy staff provided written responses for the Committee's information. Rick Lipsitt led the discussion about the items he brought forward to the Urban Forest Strategy team and indicated that he was satisfied with the responses provided.

Based on Committee member availability, staff will ask Catherine Plosz to give her presentation about the Urban Forest Strategy at the Committee's November meeting rather than the October meeting.

7.3. Clean & Green Neighbourhood Grant

7.3.1. Final report from Green Venture for Century Street project

The Committee did not have any concerns regarding the final report submitted by Green Venture.

7.4. End of Term Evaluation Survey

Staff explained the intent of the survey and the possible survey questions. Committee members did not have any concerns regarding the proposed survey. The link to the online survey will be distributed to Committee members by email later on in the fall of 2018.

8. MOTIONS

None.

9. NOTICE OF MOTIONS

None.

10. GENERAL INFORMATION / OTHER BUSINESS

The Committee will continue to meet following the municipal election on October 22, 2018 and until new Committee members are selected in order to continue to offer the Committee's annual programs: Team Up to Clean Up and the Clean & Green Neighbourhood grants.

At an upcoming meeting, the current Committee members will discuss what they view as the most pressing issues relating to the Clean & Green Strategy for the upcoming years and summarize these issues for consideration by the new Committee members.

Due to Committee member availability, the Committee meeting scheduled for October 16 will be cancelled. The next meeting will be held on November 20.

11. ADJOURNMENT

(DiCenso / Lipsitt)

That, there being no further business, the meeting be adjourned at 7:06 p.m.

CARRIED

Next Meeting: Tuesday, November 20, 2018 City Hall, Room 192

Form: Request to Speak to Committee of Council

Submitted on Wednesday, November 14, 2018 - 11:41 am

==Committee Requested==

Committee: Public Works

==Requestor Information==

Name of Individual: Suzie Scott**Name of Organization:****Contact Number:** [REDACTED]**Email Address:** [REDACTED]**Mailing Address:**
[REDACTED]

Reason(s) for delegation request: In August/September of 2018, the traffic engineering department erected things known as “tiger tails” on the poles beneath the stop signs near my home. The tiger trails are “construction orange” and go from the bottom of the stop signs to the ground. They are extremely bright (brighter than most construction signs on out highways), and iridescent at night. I have noticed that these tiger tails are going up all over town. These particular tiger tails appear to be a result of the Crown Point traffic study (presented to the Public Works Committee on November 13, 2017). The Crown point study indicates only that the intersection of Balmoral/ Justine, “requires two-way stop,” which it already had. That same chart indicates that traffic engineering’s assessment is, “Good sightlines. No problem discovered.” Yet a work order was issued on June 1, 2018, for the tiger tails. My first concern was that my own green, leafy street was marred by the presence of these extremely

bright, ugly, tiger tails; however, I have now noticed them popping up across Hamilton. I have been in touch with London, Ottawa, and Toronto traffic engineering departments, and none of those cities use them. Apparently, Mississauga uses them, but they are half-size, striped red-and-white, not glow-in-the-dark construction orange. The question is: Exactly how ugly do we want Hamilton to get? I have tried to get some answers from traffic engineering about the “why?” Of tiger tails, but to no avail. I notice when the presentation was made on November 13, 2017, that traffic engineering was to take the information under advisement and report back to Public Works on the actions to be taken and the costs of doing so, yet I am unable to find any follow-up.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

TIGER TAILS

Presentation by resident Suzie Scott

January 14, 2019, Public Works
Committee, Hamilton City Council





THE ISSUES

There are two issues:

1. Very bright, very ugly, **construction-orange** tiger tails have been erected on the stop signs at Balmoral South and Justine (which I see every day) despite an erroneous complaint ("requires two-way stop," when there has been such a stop for years and years) and traffic engineering's assessment when they looked at the intersection: "No problem discovered." Why has the City spent taxpayers' money to fix a non-existent problem?
2. These extremely bright, horrid, tiger tails are now being attached to many stop signs all over the City, against all recommendations in

the Ontario Traffic Manual (the so-called "Bible" for traffic engineers), and in conflict with the Official Drivers' Handbook for Ontario, the manual studied by all new drivers, which sets out categories of signs. **Construction-orange signs are meant to indicate "temporary conditions," such as -- you guessed it -- construction.**

HISTORY

On November 13, 2017 (over a year ago), Dina D'Ermo of the Traffic Calming Committee of the Crown Point Planning Team appeared before the Public Works Committee to submit her committee's "Traffic Calming Survey Results for 2017" (copy attached). With regard to cars, the report outlined two main areas of concern: "speeding" and "stopping"; the stopping issues were further divided into two sections: "Failure to stop" and "Require stop signs." Various streets and intersections were identified under these headings. During the questions and discussion that followed, Councillor Merulla suggested that the report be sent to staff for thorough review, followed by a neighbourhood meeting to discuss traffic engineering's take on the complaints made. At the end of the discussion, the following motion was approved:

That each of the requests in the presentation be referred to staff for a full assessment, including costs associated with them, with a report coming back to the Public Works Committee at a future meeting.

As of January 14, 2019 (14 months later), no report from staff has been communicated to the Public Works Committee whatsoever. And, as far as I am able to ascertain, there have been no community meetings held to discuss any results of traffic engineering's study of the issues outlined in the presentation.

ISSUE #1: TIGER TAILS AT BALMORAL/JUSTINE

I live on Balmoral Avenue South, between Sherbrooke, where there is a four-way stop, and Justine, where there is a two-way stop (north/south). My street is quite sedate, loaded with green lawns and lots of trees; if you look up towards the escarpment your eye is met with green everywhere. But, in the late summer, I arrived home to see that construction-orange tigers tails had been attached to the stop signs at Justine. Right in the middle of all this lovely restful green of trees and lawns were the ugliest signs I had ever seen on a residential street. What? Why?

There are two documents that address this issue: (1) the report regarding traffic calming presented to the Public Works Committee in November of 2017, and (2) a June 27, 2018, chart prepared by traffic engineering entitled "Status of Crown Point issues" (copy attached), showing the problems that had been identified in the report, traffic engineering's take on the issue, and the status of each issue. Here is what each document says on the issue of Balmoral/Justine:

1. The report from the Traffic Calming Committee identified the intersection of Balmoral and Justine under the heading, "Require stop signs," with the notation that the problem was "require two-way stop." This "complaint" is obviously in error. **Balmoral and Justine has had a two-way stop for years and years.**
2. The traffic engineering status report under the Balmoral/Justine line indicates that, "Balmoral stops with two stop signs facing motorists. Good sight distance. **No problem discovered.**"
3. Despite the fact that the "issue" identified in the original report was in obvious error, since Balmoral/Justine already had a two-way stop, and, despite the fact that traffic engineering's own assessment was "No problem discovered," the final column in traffic engineering's status report says **"Work Order issued June 1/18 to add tiger tails to signs."**

DISCUSSION AND QUESTIONS RELATED TO ISSUE #1: TIGER TAILS AT BALMORAL/JUSTINE

1. Why were tiger tails installed at Balmoral/Justine when:
 - (a) the "issue" outlined in the Crown Point Report was in obvious error: Balmoral/Justine did not require a two-way stop; it already had one; and
 - (b) traffic engineering's own take on the intersection was, "No problem discovered."
2. Why were taxpayers' monies used to "correct" a situation that had no problems? I know my property taxes went up for 2019; this makes me wonder: **How many other completely erroneous and unneeded work orders are being issued that I'm helping to pay for?**
3. And wasn't the traffic engineering department supposed to get back to the Public Works Committee to discuss not only its take on the issues but also the costs associated with any changes? I would have thought that the motion meant that traffic engineering would discuss those costs **before** any work was undertaken.

My request: I want the tiger tails removed from the stop signs at Balmoral and Justine to return my street to the sedate-looking green space that has existed for many years.

DISCUSSION AND QUESTIONS RELATED TO ISSUE #2: CITY-WIDE USE OF TIGER TAILS ON STOP SIGNS

These hideous construction-orange tiger tails are now going up all over Hamilton. Here's a basic question: Just how ugly do you want Hamilton to become?

What Do Other Jurisdictions Do?

I have done some research on this issue. I have spoken with traffic engineering departments in:

Ottawa

London

Kitchener

Niagara Falls

Toronto

Guelph

St. Catharines

Brampton

NOT ONE OF THOSE JURISDICTIONS USES CONSTRUCTION-ORANGE TIGERS TAILS. NOT ONE. In Niagara Falls, they use small (2.5 feet long) red-and-white tiger tails on, I was told, fewer than 5% of the stop signs. From personal observation, I see that Burlington has a few of the red-and-white small ones, too.

One of the engineers I talked to in a city without tiger tails said that his city would never use construction-orange tiger tails because, well..."those are for construction." Which points out the obvious: is this a stop sign or a construction zone?

The Ontario Traffic Manual (aka: the traffic engineers' "Bible")

The answer to why no other jurisdiction appears to use these awful construction-orange tiger tails on stop signs can be found in the Ontario Traffic Manual, the "Bible" for traffic engineers in Ontario. This is a publication that is advisory, written for the Ministry of Transport by senior

traffic engineers. **One of its main purposes is to bring uniformity to traffic signage.**

Book 5 of the Ontario Traffic Manual, "Regulatory Signs," has over 180 pages, dealing with every kind of traffic sign you can imagine: stop signs, turn signs, yield signs, one-way signs, speed limit signs, crosswalk signs, and on and on. The part on stop signs alone is six pages long, complete with illustrations: How big they should be? Where should they be placed? When should they be used? How many should be used? **What *doesn't* the Book 5 have? Not a single reference to any type of tiger tail. Not a single sign that is construction-orange in colour. Not one.** See for yourself: <http://www.directtraffic.ca/wp-content/uploads/2014/02/Book-51.pdf>.

But then there's Book 7 of the Ontario Traffic Manual: "Temporary Conditions." The introduction states, **"OTM Book 7 addresses the application of traffic control devices in temporary "work zones" that result from construction...."** This book is full of signs that are construction-orange, including variations of construction-orange tiger tails. See for yourself: <http://www.directtraffic.ca/wp-content/uploads/2014/02/OMT-Book-7-2014.pdf>.

The Official Ministry of Transportation Driver's Handbook

Take a look at the Official Ministry of Transportation (MTO) Driver's Handbook. This is the handbook that all new drivers read and memorize for their driver's test. The section called "Signs" echoes the materials found in the Ontario Traffic Manual: again we find "Regulatory Signs" in lots of colours, but *none* in construction-orange. Also shown are "Warning Signs," all in bright yellow, but *none* in construction-orange. And then come "Temporary Conditions" signs: almost *all of them* are construction-orange. See for yourself: <https://www.ontario.ca/document/official-mto-drivers-handbook/signs>.

Excerpts from the Official Drivers Handbook:

Traffic signs give you important information about the law, warn you about dangerous conditions and help you find your way. Signs use different symbols, **colours** and shapes for easy identification. (Emphasis mine)

A stop sign is eight-sided and has a red background with white letters. It means you must come to a complete stop. Stop at the stop line if it is marked on the pavement. If there is no stop line, stop at the crosswalk. If there is no crosswalk, stop at the edge of the sidewalk. If there is no sidewalk, stop at the edge of the intersection. Wait until the way is clear before entering the intersection.



Regulatory signs

These signs give a direction that must be obeyed. They are usually rectangular or square with a white or black background and black, white or coloured letters. A sign with a green circle means you may or must do the activity shown inside the ring. A red circle with a line through it means the activity shown is not allowed.

Here are some common regulatory signs:

Do not enter this road.



Do not stop in the area between the signs. This means you may not stop your vehicle in this area, even for a moment. (Used in pairs or groups.)



Warning signs

These signs warn of dangerous or unusual conditions ahead such as a curve, turn, dip or sideroad. They are usually diamond-shaped and have a yellow background with black letters or symbols.

Here are some common warning signs:

Narrow bridge ahead.



Road branching off ahead.



Temporary condition signs

These signs warn of unusual temporary conditions such as road work zones, diversions, detours, lane closures or traffic control people on the road. They are usually diamond-shaped with an orange background and black letters or symbols.

Here are some common temporary condition signs:

Construction work one kilometre ahead



Road work ahead.



Survey crew working on the road ahead.



Lane ahead is closed for roadwork. Obey the speed limit and merge with traffic in the open lane.



As can be seen, new drivers are told in the Official Drivers' Handbook that construction-orange signs are reserved for temporary situations, primarily construction.

QUESTIONS

1. Why is Hamilton's traffic engineering department not adhering to the guidelines set out in the Ontario Traffic Manual? As set out above, one of the main reasons why the MTO publishes the Manual is to provide uniformity on traffic signage. Construction-orange signs are only mandated in the Ontario Traffic Manual for use under temporary conditions, mainly for construction (thus the term "construction-orange").
2. Why is Hamilton's traffic engineering department using construction-orange tiger tails that are at odds with what new drivers are being told in the Province's official driver's handbook?

3. It seems that, since no other city uses these hideous signs, they must have been custom-ordered. By whom? From whom? How much did they cost? How much does it cost to install them?

4. Who is it who has the apparently unchecked authority to simply decide that Hamilton can be filled with such ghastly signs?

And, finally:

**JUST HOW UGLY DO WE WANT HAMILTON
TO BECOME?**

Traffic Calming Committee of the Crown Point Planning Team

Traffic Calming Survey Results for 2017

A.Two Main Individual Issues

1.Kenilworth at Roxborough -

Problem: Tim Horton's Drive thru problematic as it obstructs traffic flow from amount of cars in AM.

Solution: Cars cannot block the road when drive thru is full

2.Maple Avenue between Ottawa St. S and King St. E

Problem: Too much traffic on maple Avenue on that stretch. At least 4 accidents have occurred in past few years. Too many cars turning right form Ottawa St. S to Maple Avenue – difficulty turning , street too narrow ,causing accidents

Solution: No right turn from Ottawa St. S to maple Avenue
or one way street from King St. E. to Ottawa St. S.

Speeding issues

Solution:

- i. 30 km / hr on local streets and 40 km / hr on main streets enforced
- ii. More 4 way stops
- iii. Speed bumps
- iv. Alternate side parking on the street

Streets:

Balmoral btwn Cannon and Barton

Belview btwn King and Cannon (2 responses) school on street

Cambridge from Robins to Kenilworth

East Bend btwn Main and King

Frazer btwn Barton and Campbell

Glendale btwn Main and King

Grenfell btwn Stapleton and Kenilworth (2 school buses stop)

Grosvenor btwn Montclair and Sherbrooke\

Houghton btwn King and Lawrence and Main and Dunsmure (2 responses for Houghton)

London btwn Main and Lawrence

Ottawa N. and Clung (Walmart exit)

Province St. S. from King to Main and Main to Dunsmure

Rosslyn N. btwn barton and Campbell

Rothsay btwn Lawrence and Maple

Tuxedo btwn main and roxborough (avoiding Kenilworth)

Wexford btwn King and Lawrence

Kensington South (turn right from King)

Ottawa S. king to Lawrence

North bound Lawrence road to king to ottawa

Kenilworth access to Lawrence road (difficult for pedestrians and vehicles coming in and out of homes)

4 responses for this area btwn Main and gage to King and Ottawa

Solution: due to high response for this street a review of the issues at these intersections is in order

- i. Main St. E. Gage and Ottawa
- ii. King St. East between Delta and Gage
- iii. King St. E at Delta (crosswalks, traffic light 4 way traffic – dangerous)
- iv. King St. E. Btwn Maple and Main

STOPPING ISSUES

Failure to stop

- Dunsmure at Rosslyn , Glendale ,Belmont
- Dunsmure at Park Row (3 reports)
- Province and Britannia
- Roxborough and Garside North (2)
- Roxborough and Edgemont, Barons, London
- Edgemont and Justine
- Ottawa and Sherbrooke
- Gage at Beechwood
- Central at Houghton
- Tuxedo at Central
- Ellis at Campbell

Require stop signs

- Avondale St. at beach road
- Roxborough and Frederick (require 3 way stop)
- Balmoral and Justine (require 2 way stop)
- Barons at Central (4 way stop)
- Tuxedo at maple (street used to avoid light at Kenilworth and Main)

Accidents for not stopping

- Avondale at Beechwood
- Roxborough and Grosvenor and Balmoral

Pedestrians

Solutions:

- Ability to press buttons to cross at pedestrian crosswalks
- Reduce car speed allowance

Difficult to cross due to car speed

Robins at Barton

Gage and Barton (cars drive thru red lights)

Lawrence and Rothsay (dangerous to cross road from bus stop)

King E and Maple (delta) diagonal intersection not aligned solution: review alignment

- **Pedestrian Crossings:**
- Kensington and Main
- Balmoral and Main
- King and Robins/Wexford
- King and Ottawa (too narrow to be safe)
- Cannon and Balsam
- Gage and Barton (2) (problem: no sidewalks)
- Centre at Barton (problem: not enough crosswalks)
- **Too much space between crosswalks or traffic lights**
- Kenilworth S and Maple
- Main East and Huxley

Parking

Dunsmure and Ottawa (cars parked illegally)

Roxborough and Grosvenor N (blind crossing due to cars parked on difft sides)

Grosvenor N at Campbell (blind due to cars parked on both sides)

King and Lawrence (allow parking on both sides for safety buffer)

Parking away from curb (3 complaints)

Ottawa St. N.

Problem: few crosswalks, fast speed tailgated when parking

Solution: more crosswalks, possibly zebra striped

And Main E.

And Roxborough

And Cannon

Traffic Lights

Ottawa left to Barton – allow left turn signal

Ottawa turn left to Cannon – allow left turn signal

Kenilworth N and Main S - permit left turn to Kenilworth and right turn from Kenilworth to main on opposite side and left turn from Kenilworth to Main

Kenilworth N to Barton – left turn signal

Status of Crown Point issues

Based on previously exchanged information, a summary is provided below of the status of the items on the list:

Category	Location	Concern	Current action	Status
Individual Concern	Main: Gage and Ottawa	Difficulty to cross	Traffic signals present. Will require more review to understand problem	Will require more review to understand problems to consider
Individual Concern	King: Delta and Gage	Difficulty to cross	Intersections will be reconstructed with LRT	Intersections will be reconstructed with LRT
Individual Concern	King: Delta	Review alignment	Intersection will be reconstructed with LRT	Intersection will be reconstructed with LRT
Individual Concern	King: Maple to Main	Traffic volume	No specific problem determined.	No specific problem determined.
Pedestrian Crossing	Lawrence at Rothsay	Difficulty crossing Lawrence	Dynamic speed signs present. Straight, flat road.	Will require more review to understand problems to consider
Pedestrian Crossing	Kensington and Main	Difficulty crossing	Intersection Pedestrian Signal (IPS) present. Ladder/zebra markings.	Intersections will be reconstructed with LRT.
Pedestrian Crossing	Balmoral and Main	Difficulty crossing	Intersection pedestrian Signal (IPS) present. Intersections will be reconstructed with LRT.	Intersection pedestrian Signal (IPS) present. Intersections will be reconstructed with LRT.
Stopping	Dunsmure at Rosslyn	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Dunsmure at Glendale	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Dunsmure at Belmont	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Dunsmure at Park Row	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Roxborough at Garside	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Roxborough at Edgemont	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Roxborough at Barons	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Roxborough at London	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Edgemont at Justine	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Stopping	Central at Houghton	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018

Stopping	Tuxedo at Central	Failure to stop	Referred to Hamilton Police for monitoring	Constable Bannon provided with location on May 29 th , 2018
Require stop sign	Roxborough at Frederick	T-intersection	Review for all-way stop.	Process to seek approval for all-way stop installation is underway.
Require stop sign	Balmoral and Justine	Requires 2-way stop	Balmoral stops with two-stop signs facing motorists. Good sight distance. No problem discovered.	Work Order issued June 1/18 to add Tiger tail to signs
Require stop sign	Barons at Central		Central stops with two-stop signs facing motorists. Good sight distance. No problem discovered.	No further action at this time.
Require stop sign	Tuxedo at Maple	Intersection used to avoid Kenilworth	Currently all-way stop. Two-stop signs facing motorists.	Requesting Traffic signal staff to review traffic signal timing at Kenilworth /Main
Require stop sign	Avondale at Beechwood	Collisions for not stopping	One-reported collision in 5-years. Beechwood stops with two-stop signs facing motorists. Appropriate sight distance for neighbourhood. No problem discovered. Option to introduce parking restriction at intersection. Loss of residential parking.	Work Order issued June 1/18 to add Tiger tail to signs
Require stop sign	Roxborough at Grosvenor	Collisions for not stopping	No collisions on file over last 5-years. Grosvenor stops with two-stop signs facing motorists. Fencing present at intersection. Review to determine whether all-stop is appropriate.	Work Order issued June 1/18 to add Tiger tail to signs
Require stop sign	Roxborough at Balmoral	Collisions for not stopping	No collisions on file over last 5-years. Currently all-way stop. Two-stop signs facing motorists. No problem discovered.	Work Order issued June 1/18 to add Tiger tail to signs
Parking	Roxborough at Grosvenor	Sight distance concern	To be reviewed whether sight distance and be increased	Work Order issued June 8/18 to adjust signs.
Parking	Grosvenor at Campbell	Sight distance concern	To be reviewed whether sight distance and be increased	Work Order issued June 8/18 to adjust signs.
Parking	King at Lawrence	Allow parking on both sides	More investigation required	More investigation required. Not sure what is being requested.
Parking	Ottawa St	Parking away from curb	Referred to Parking By-law enforcement for review	By-law provided information on May 29, 2018. [See comment below].
Crossing: Ottawa St	Main	Crossing locations and zebra/ladder crossing	Currently under review with the Ottawa Street Master Plan	Currently under review with the Ottawa Street Master Plan
Crossing: Ottawa St	Roxborough	Crossing locations and zebra/ladder crossing	Currently under review with the Ottawa Street Master Plan	Currently under review with the Ottawa Street Master Plan

Crossing: Ottawa St	Cannon	Crossing locations and zebra/ladder crossing	Currently under review with the Ottawa Street Master Plan	Currently under review with the Ottawa Street Master Plan
Traffic lights	Kenilworth at Main	Turning left	Review advanced green options	Requesting Traffic signal staff to review traffic signal timing at Kenilworth /Main

Parking by-law enforcement information:

Parking Enforcement does issues tickets for this type of infraction proactively. In the last 24 month Period (May 2016-May 2018) there has been approx. 2000 Parking Penalty Notices (PPN) issued for “Right Wheels exceed 30cm from Curb” in the City of Hamilton and approximately Fifty of those in the Ottawa St N Business Area.

Fifty Notices does not sound like a lot but for very specific violation on a portion of a single street, it is a great amount to see. For comparative purposes, James St N has received approx. 25 PPN for the same issue.

Staff will continue to address this problem proactively and any residents/businesses can also contact 905-540-6000 to report a specific issue of this violation at any time for staff to be dispatched.

Regards,

James Buffett B.A. CPSO MLEO(C)
 Manager of Parking Enforcement and School Safety
 80 Main St W at Summers Lane
 Hamilton, ON L8P 1H6
 Phone: 905-546-2424x3177
James.buffett@hamilton.ca

Individual Concern	Maple between Ottawa and King	Cut-through traffic	Undertake traffic count to update traffic volume. Review collisions	
Comprehensive review from May 9 to 16, 2018.				
Speeds recorded:				
1. WB: Average speed was 33 km/h. The 85 th percentile speed (the speed at which 85% of the vehicles were travelling) was 38.94 km/h				
2. EB: Average speed was 34 km/h. the 85 th percentile speed (the speed at which 85% of the vehicles were travelling) was 44.09 km/h				
3. Conclusion: These recorded speeds are reasonable for this street				
Origin-Destination recorded:				
The tracing of vehicles on Maple was conducted on May 31, 2018 from 7:00 – 9:00 am and from 3:00 – 5:00 pm.				
<u>AM results</u>				
<u>Origin</u>	<u>Destination</u>	<u>Total vehicles</u>	<u>Total cut-through</u>	<u>Total % cut through</u>
Ottawa	King	98	11	11.22%

<u>PM results</u>		<u>Total</u>	<u>Total</u>	<u>Total</u>
<u>Origin</u>	<u>Destination</u>	<u>vehicles</u>	<u>cut-through</u>	<u>% cut through</u>
Ottawa	King	90	14	15.56%
Conclusion: the number of vehicles recorded on Maple in this area is reasonable for this street				

Speeding	Belview: King to Cannon	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
Speeding	Houghton: King to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
Speeding	London: Main to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
Speeding	Wexford: King to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
Speeding	Ottawa: King to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
Speeding	Lawrence: King to Ottawa	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
Speeding	Kenilworth: Access to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorist of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.

Speeding	Rothsay: Lawrence to Maple	Vehicle speeds	Referred to Hamilton Police for monitoring. Install Dynamic speed limit sign to remind motorists of their speed.	There are 8 dynamic speed limit signs available for this area. This location will get two signs (one for each direction) for a period of 6-8 weeks over the next 12-months.
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Pedestrian Crossover (PXO) Locations

For intersections where pedestrian crossing problems were identified, they have been included in the City's list of PXO requests and will be reviewed/considered. The program to add PXO locations across the City includes approximately 8-10 per year. There are approximately 100 locations on the City-wide list.



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	January 14, 2019
SUBJECT/REPORT NO:	Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alley Abutting 256 Mary Street, 250-252 Mary Street and 130 Barton Street East, Hamilton (PW11012a) (Ward 2)
WARD(S) AFFECTED:	Ward 2
PREPARED BY:	Gary Kirchknopf, Senior Project Manager Corridor Management (905) 546-2424, Extension 7217 Cetina Farruggia, Road Programming Technician Corridor Management (905) 546-2424, Extension 5803
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works
SIGNATURE:	

RECOMMENDATION

That the application of the owners of 250-252 Mary Street, 256 Mary Street, and 130 Barton Street East, Hamilton to permanently close and purchase a portion of the unassumed alleyway abutting 250-252 Mary Street, 256 Mary Street, and 130 Barton Street East, Hamilton, ("Subject Lands"), as shown on Appendix "A" and Appendix "B", attached to Report PW11012a, be approved, subject to the following conditions:

- (a) That the applicant makes an application to the Ontario Superior Court of Justice, under Section 88 of the Registry Act, for an order to permanently close the Subject Lands, if required by the City, subject to:
 - (i) The General Manager of Public Works, or designate, signing the appropriate documentation to obtain any required court order; and
 - (ii) The documentation regarding any required application to the Ontario Superior Court of Justice being prepared by the applicant, to the satisfaction of the City Solicitor;

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Proposed Permanent Closure and Sale of a Portion of Public
Unassumed Alley Abutting 250-252 Mary Street and 256 Mary Street,
Hamilton (PW11012a) (Ward 2) - Page 2 of 6**

- (b) That the applicant be fully responsible for the deposit of a reference plan in the proper land registry office, and that said plan be prepared by an Ontario Land Surveyor, to the satisfaction of the Manager, Geomatics and Corridor Management Section, and that the applicant also deposit a reproducible copy of said plan with the Manager, Geomatics and Corridor Management Section;
- (c) That, subject to any required application to the Ontario Superior Court of Justice to permanently close the Subject Lands being approved:
- (i) The City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close and sell the alleyway, for enactment by Council;
 - (ii) The Real Estate Section of the Planning and Economic Development Department be authorized and directed to sell the closed alleyway to the owners of 250-252 Mary Street, 256 Mary Street, and 130 Barton Street East, Hamilton, as described in Report PW11012a, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;
 - (iii) The City Solicitor be authorized to complete the transfer of the Subject Lands to the owners of 250-252 Mary Street, 256 Mary Street, and 130 Barton Street East, Hamilton pursuant to an Agreement of Purchase and Sale or Offer to Purchase as negotiated by the Real Estate Section of the Planning and Economic Development Department;
 - (iv) The City Solicitor be authorized and directed to register a certified copy of the by-laws permanently closing and selling the alleyway in the proper land registry office;
 - (v) The Public Works Department publish any required notice of the City's intention to pass the by-laws and/or permanently sell the closed alleyway pursuant to City of Hamilton Sale of Land Policy By-law 14-204;
- (d) That the applicant enters into agreements with any Public Utility requiring easement protection.

EXECUTIVE SUMMARY

The owner of 256 Mary Street, Hamilton originally applied to purchase a portion of the subject lands in 2011 as described in PW11012, being Part B & D, Appendix "C" attached to Report PW11012a. There was an omission within the description of lands within this report which did not give the appropriate authorization and direction to close and sell the portion of the subject lands to the east of 256 Mary Street, Hamilton, being Part B, Appendix "C", attached to Report PW11012a.

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**SUBJECT: Proposed Permanent Closure and Sale of a Portion of Public
Unassumed Alley Abutting 250-252 Mary Street and 256 Mary Street,
Hamilton (PW11012a) (Ward 2) - Page 3 of 6**

In 2016, staff received an internal application on behalf 130 Barton Street East for Part A, Appendix C, attached to report PW11012a to be closed and transferred to the Owner of 130 Barton Street East as part of a Land Swap agreement for Part E, Appendix "C" attached to Report PW11012a. Staff recirculated the Subject Lands for up to date comments. At that time, the owner of 250-252 Mary Street expressed interest in purchasing the portion of the Subject Lands that abut the east side of 250-252 Mary Street, being Part C, Appendix "C" attached to Report PW11012a.

There were no objections from City Departments, Divisions, or Public Utilities, and 4 objections received from abutting land owners. Those opposed expressed concerns related to access. As the East-West Leg of the alleyway abutting the 256 Mary Street, being Part D, Appendix "C" attached to Report PW11012a was already approved for closure and sale through PW11012, and as the current application does not impede any access to abutting owners, as the alleyway currently egresses out onto Elgin Street, being Part E, Appendix "C", attached to Report PW11012a which will be formalized through the Land Swap agreement with the owners of 130 Barton Street East, staff are in support of the closure and sale of the Subject Lands to the owners of 250-252 Mary Street, 256 Mary Street, and 130 Barton Street East, Hamilton as described in Appendix "A" attached to Report PW11012a.

Alternatives for Consideration – See Page 5

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Due to the nature of this application being ongoing from an original application in 2011, there is no user fee associated with this application.

Staffing: An agreement to purchase the Subject Lands will be negotiated by the Real Estate Section of the Planning and Economic Development Department.

Legal: Subject to any required application to the Ontario Superior Court of Justice to permanently close the Subject Lands being approved, the City Solicitor will prepare all necessary by-laws to permanently close and sell the Subject Lands and will register such by-laws in the Land Registry Office once Council has approved the by-law. The by-law does not take effect until the certified copy of the by-law is registered in the proper land registry office. The City Solicitor will complete the transfer of the Subject Lands to the owners of 250-252 Mary Street, 256 Mary Street, and 130 Barton Street East, Hamilton pursuant to agreements negotiated by the Real Estate Section of the Planning and Economic Development Department.

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**SUBJECT: Proposed Permanent Closure and Sale of a Portion of Public
Unassumed Alley Abutting 250-252 Mary Street and 256 Mary Street,
Hamilton (PW11012a) (Ward 2) - Page 4 of 6**

HISTORICAL BACKGROUND

The portion of the Subject Lands are made up of a portion of public unassumed alleyway created by RP-287. The easterly portion of the East-West Leg of the alleyway, being Parts 1, 2, 3 and 4 on Plan 62R-5587 (Part A, Schedule C attached to Report PW11012a), currently occupied by the owner of 130 Barton Street East, was originally supposed to be part of a Land Swap agreement between the owner of 130 Barton Street East and the City of Hamilton for Part 5 and 6 on Plan 62R-5587 (Part E, Schedule C, attached to Report PW11012a) dating back to the 1980's.

The Land Swap is still in process and in 2011, the owners of 130 Barton Street East also made application for the westerly portion of the East-West Leg of the alleyway abutting 256 Mary Street, being Parts 1 and 2 on Plan 62R-20015 (Part D, Schedule C, attached to report PW11012a). During this circulation, the owner of 256 Mary Street expressed interest in purchasing a portion of the alleyway, being Parts 2 and 3 on Plan 62R-20015 (Southern half of Part D and all of Part B, Schedule C, attached to report PW11012a). However, the report PW11012, approved by Council on February 9th, 2011 through Public Works Committee Report 11-002, only provided authorization for Part 1 and 2 on Plan 62R-20015 (Part D, Schedule C, attached to report PW11012a).

In 2016, staff received an application from the owners of 130 Barton Street East for Parts 1, 2, 3 and 4 on Plan 62R-5587 (Part A, Schedule C, attached to report PW11012a) in order to facilitate the Land Swap Agreement for Parts 5 and 6 on Plan 62R-5587 (Part E, Schedule C, attached to Report PW11012a), which will be the formal egress of the alleyway onto Elgin Street.

In 2017, the owner of 130 Barton Street East inquired about making an application for Parts 3 and 4 on Plan 62R-20015 (Parts B and C, Schedule C, attached to report PW11012a). At this time, after consultation with the Real Estate Section, staff realized that the owner of 256 Mary Street had unfulfilled interest in Part 3 on 62R-20015 (Part B, Schedule C, attached to Report PW11012a) and could not proceed with the purchase of Parts 2 and 3 on Plan 62R-20015 (Southern half of Part D and all of Part B, Schedule C attached to Report PW11012a) without Council direction for Part 3 on 62R-20015 (Part B, Schedule C attached to Report PW11012a).

Staff proceeded to circulate the subject lands not previously circulated. During this circulation, the owner of 250-252 Mary Street expressed interest in Part 4 on Plan 62R-20015 (Part C, Schedule C attached to Report PW11012a) as he had plans on building a garage at the rear of his property and needed to maintain access from the alleyway.

On Monday May 7th, 2018 staff met with the owners of 256 Mary Street and 250-252 Mary Street to discuss. After the consultation, staff further discussed the file with the Real Estate Section and Corridor Management and determined that Parts 3 and 4 on

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SUBJECT: Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alley Abutting 250-252 Mary Street and 256 Mary Street, Hamilton (PW11012a) (Ward 2) - Page 5 of 6

Plan 62R-20015 (Parts B and C, Schedule C, attached to Report PW11012a) would be recommended for closure and sale to the owners of 256 Mary Street and 250-252 Mary Street, Hamilton and Parts 1, 2, 3, and 4 on Plan 62R-5587 (Part A, Schedule C attached to Report PW11012a) would be closed and included in the land swap with the owners of 130 Barton Street East, Hamilton.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The closure of the Subject Lands will be subject to any application required by the City. In addition, a by-law must be passed to permanently close the Subject Lands in accordance with the *Municipal Act, 2001*.

RELEVANT CONSULTATION

The following public utilities, City departments and divisions were provided with a copy of the application and were invited to provide comments:

- Planning and Economic Development Department: Development Engineering, Building, Economic Development, Real Estate, and Planning
- Public Works Department: Engineering Services, Hamilton Water, Operations, Environmental Services, and Transportation
- Hamilton Emergency Services
- Corporate Services Department: Budgets and Finance
- Mayor and Ward Councillor
- Bell, Horizon Utilities/Alectra Utilities, Hydro One, and Union Gas

There were no objections received from any public utilities, City departments and divisions.

Bell has advised that they will require easement protection.

Notice of the proposal was sent to all abutting property owners of the Subject Lands, as shown on Appendix "B", for comment. In this instance, there were 38 notices mailed, and the results are as follows:

In favour: 0

Opposed: 4

No comment: 0

One of the opposed did not provide comment regarding their opposition. Three of the opposed expressed concerns related to access. The Subject Lands made up part of

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**SUBJECT: Proposed Permanent Closure and Sale of a Portion of Public
Unassumed Alley Abutting 250-252 Mary Street and 256 Mary Street,
Hamilton (PW11012a) (Ward 2) - Page 6 of 6**

the unassumed alleyway that once exited onto Mary Street. As Part D, Schedule C attached to Report PW11012a was already approved to be closed and sold through PW11012, and as Part A, Schedule C attached to report PW11012a is already occupied by the owner of 130 Barton Street East, Hamilton, the closure and sale the subject lands do not negatively affect any access to abutting land owners.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

As there were no objections received from any City Departments, Divisions, or Public Utilities, and the objections received from abutting land owners have been addressed, staff support the closure and sale of the Subject Lands to the owners of 256 Mary Street 250-252 Mary Street, and 130 Barton Street, Hamilton.

ALTERNATIVES FOR CONSIDERATION

The City could deny this application and the alleyway would remain public unassumed.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

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APPENDICES AND SCHEDULES ATTACHED

Appendix A: Aerial Drawing

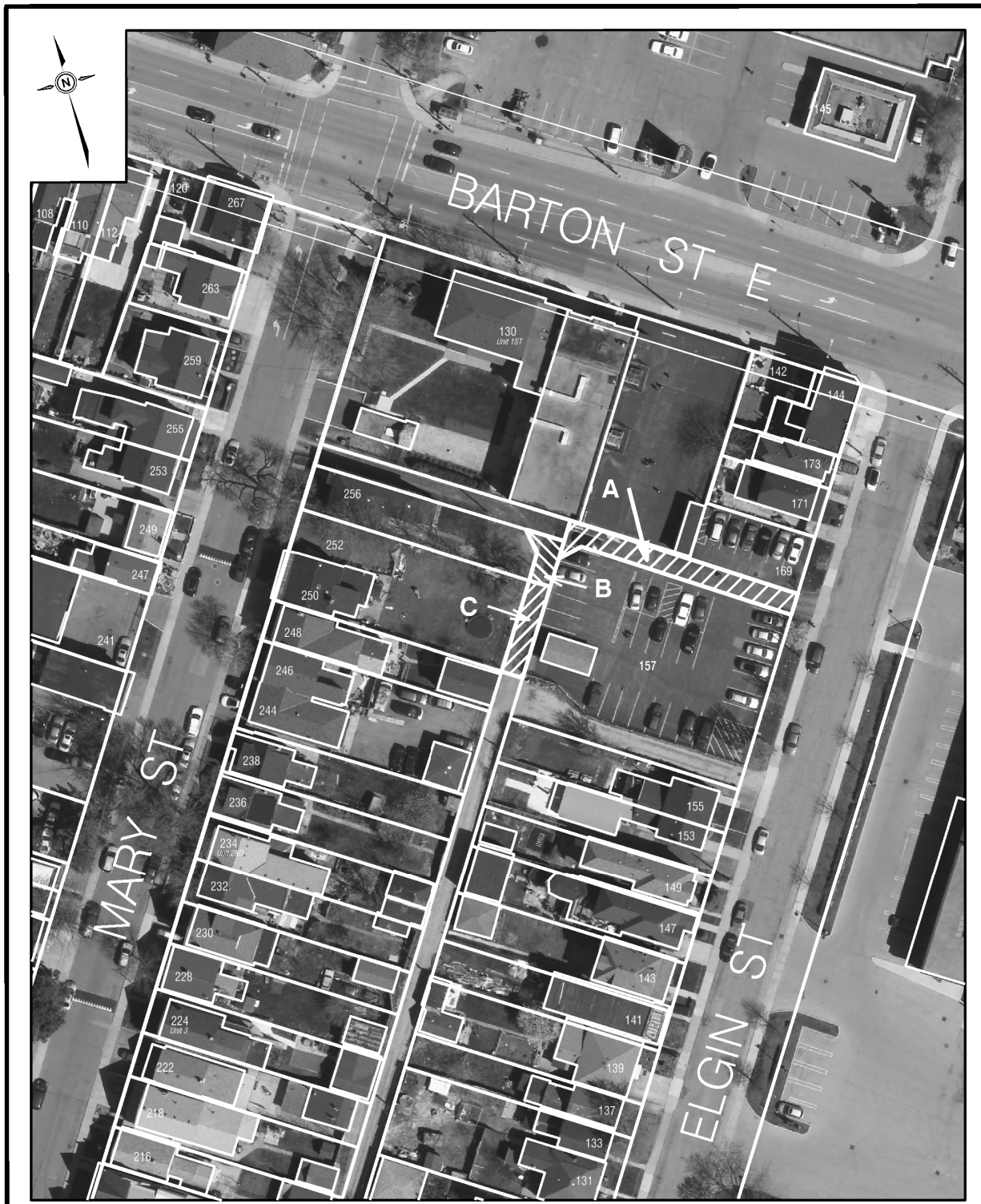
Appendix B: Location Plan

Appendix C: Schedule of Parcels for Reference

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PROPOSED CLOSURE OF PORTION OF UNASSUMED ALLEYS AT
130 BARTON STREET EAST (A), 256 MARY STREET (B),
250-252 MARY STREET (C)

Geomatics & Corridor Management Section
Public Works Department

LEGEND

 **Lands to be Closed**



LOCATION PLAN

PROPOSED CLOSURE OF
 UNASSUMED ALLEY AT

130 BARTON STREET EAST (A)
 256 MARY STREET (B)
 250-252 MARY STREET (C)

CITY OF HAMILTON
 PUBLIC WORKS DEPARTMENT

LEGEND

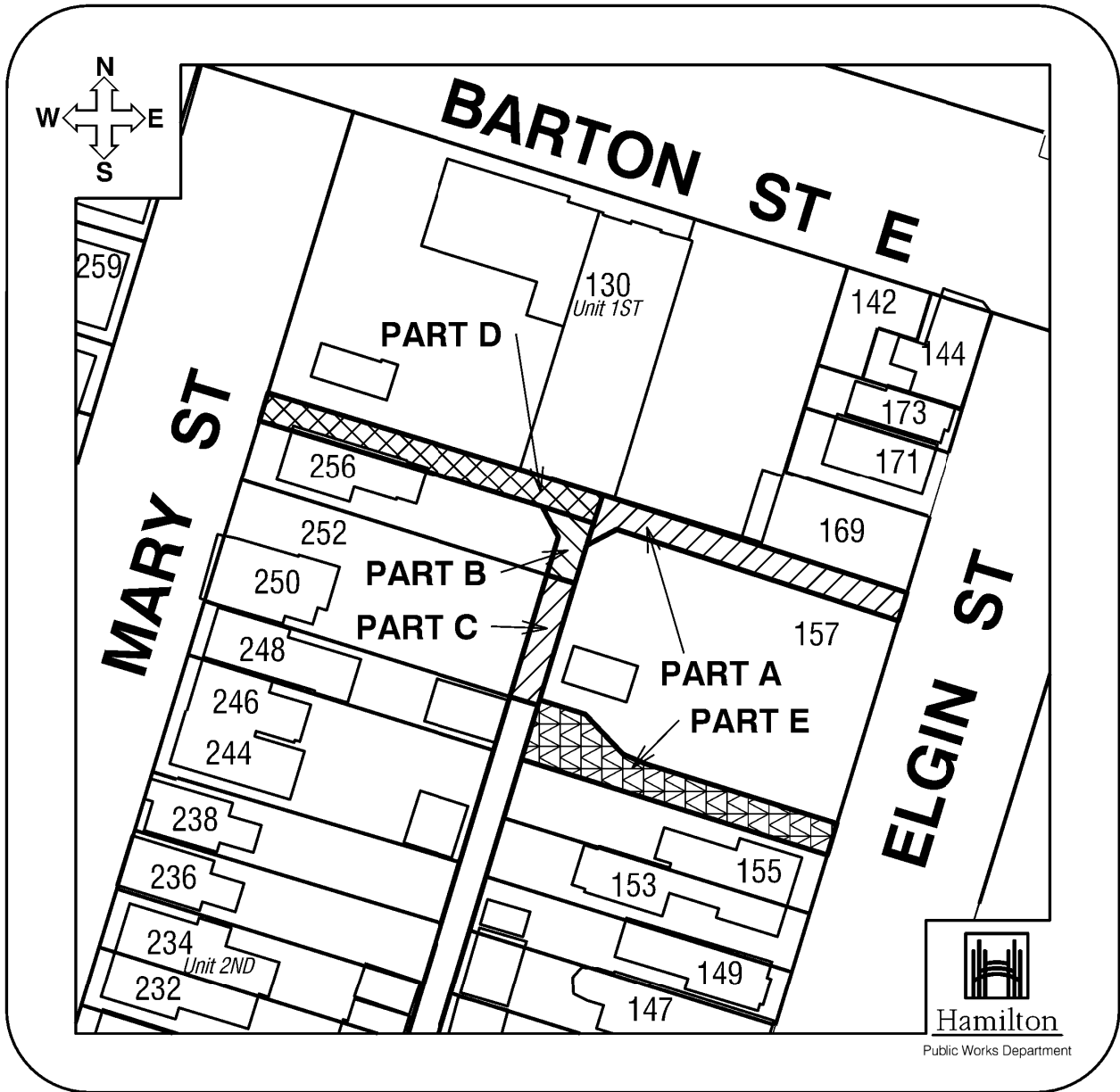


SUBJECT LANDS

DATE: MARCH 13, 2018

Not to Scale

REFERENCE FILE NO : PW19_






LOCATION PLAN

- PART A - PARTS 1, 2, 3 AND 4 ON 62R-5587
- PART B - PART 3 ON 62R-20015
- PART C - PART 4 ON 62R-20015
- PART D - PARTS 1 AND 2 ON 62R-20015
- PART E - PARTS 5 AND 6 ON 62R-5587

CITY OF HAMILTON
 PUBLIC WORKS DEPARTMENT

LEGEND

-  **SUBJECT LANDS**
-  **LANDS APPROVED FOR CLOSURE THROUGH PW11012**
-  **LANDS TO BE ACQUIRED BY CITY**

DATE: DECEMBER 5, 2018

Not to Scale

REFERENCE FILE NO : PW19_



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	January 14, 2019
SUBJECT/REPORT NO:	Proposed Permanent Closure and Sale of a Portion of York Road being 501 York Road, Dundas, ON (PW19004) (Ward 13)
WARD(S) AFFECTED:	Ward 13
PREPARED BY:	Gary Kirchknopf, Senior Project Manager Corridor Management (905) 546-2424, Extension 7217 Cetina Farruggia, Road Programming Technician Corridor Management (905) 546-2424, Extension 5803
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works
SIGNATURE:	

RECOMMENDATION

That the application of the owner of 501 York Road, Dundas, to permanently close and purchase a portion of York Road being 501 York Road, Dundas ("Subject Lands"), as shown on Appendix "A", attached to Report PW19004, be approved, subject to the following conditions:

- (a) That the City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close and sell the highway, for enactment by Council;
- (b) That the Real Estate Section of the Planning and Economic Development Department be authorized and directed to sell the closed highway to the owners of 501 York Road, Dundas, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;
- (c) The City Solicitor be authorized to complete the transfer of the Subject Lands to the owner of 501 York Road, Dundas pursuant to an Agreement of Purchase and Sale or Offer to Purchase as negotiated by the Real Estate Section of the Planning and Economic Development Department;

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**SUBJECT: Proposed Permanent Closure and Sale of a Portion of York Road
being 501 York Road, Dundas (PW19004) (Ward 13) - Page 2 of 5**

- (d) That the City Solicitor be authorized and directed to register a certified copy of the by-law(s) permanently closing and selling the highway in the proper land registry office;
- (e) That the Public Works Department publish any required notice of the City's intention to pass the by-laws and/or permanently sell the closed highway pursuant to the City of Hamilton Sale of Land Policy By-law 14-204;
- (f) That the applicant enters into agreements with any Public Utility requiring easement protection;
- (g) That the applicant be fully responsible for the deposit of a reference plan in the proper land registry office, and that said plan be prepared by an Ontario Land Surveyor to the satisfaction of the Manager, Geomatics and Corridor Management Section, and that the applicant also deposit a reproducible copy of said plan with the Manager, Geomatics and Corridor Management Section.

EXECUTIVE SUMMARY

The owner of 501 York Road (who is the City of Hamilton), Dundas has made an application to permanently close and purchase a portion of the road allowance of York Road, Dundas. The City proposes this closure in order to formalize the property limit for the York & Valley Water Pumping station in order to facilitate the upcoming construction project for security fencing. As there were no objections from any City Departments, Divisions or Public Utilities, and no objections received from abutting land owners, staff support the application.

Alternatives for Consideration – See Page 4

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: In this instance, due to the City of Hamilton being the applicant, there is no user fee associated with this application.

Staffing: An agreement to purchase the Subject Lands will be negotiated by the Real Estate Section of the Planning and Economic Development Department.

Legal: The City Solicitor will prepare all necessary by-laws to permanently close and sell the Subject Lands and will register such by-laws in the Land Registry Office once Council has approved the by-law. The by-law does not take effect until the certified copy of the by-law is registered in the proper land registry office. The City Solicitor will complete the transfer of the Subject Lands to the owners of 501 York Road, Dundas pursuant to an agreement negotiated by the Real Estate Section of the Planning and Economic Development Department.

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**SUBJECT: Proposed Permanent Closure and Sale of a Portion of York Road
being 501 York Road, Dundas (PW19004) (Ward 13) - Page 3 of 5**

HISTORICAL BACKGROUND

The York and Valley Water Pumping Station was built in the 1980's. At the time the station was built, an application should have been submitted to close the road allowance and establish the property limits for the pump station. This did not take place. On July 5, 2018 an application from the owner of 501 York Road, Dundas was received for the purpose of delineating the parcel of land that is occupied by the York and Valley Water Booster Pump Station building from the adjacent roadways (York Road and Valley Road). Currently, the pump station falls completely within the limits of the existing road allowance. In order to facilitate the upcoming construction project for Security Fencing at the York and Valley Water Pumping Station, the legal property line needs to be established.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

A by-law must be passed to permanently close the lands in accordance with the *Municipal Act, 2001*.

RELEVANT CONSULTATION

The following City Departments and Divisions and Public Utilities were provided with a copy of this application and invited to provide comments:

- Planning and Economic Development Department: Development Engineering, Building, Economic Development, Real Estate, and Planning
- Public Works Department: Engineering Services, Hamilton Water, Operations, Environmental Services, and Transportation
- Hamilton Emergency Services
- Corporate Services Department: Budgets and Finance
- Mayor and Ward Councillor
- Bell, Horizon Utilities/Alectra Utilities, Hydro One, and Union Gas

There were no objections received from any public utilities, City departments and divisions.

Bell and Alectra Utilities advised that they will require easement protection.

Notice of the proposal was sent to all abutting property owners of the Subject Lands, as shown on Appendix "B" attached to Report PW19004, for comment. In this instance, there were 3 notices mailed, and the results are as follows:

**SUBJECT: Proposed Permanent Closure and Sale of a Portion of York Road
being 501 York Road, Dundas (PW19004) (Ward 13) - Page 4 of 5**

In favour: 1

Opposed: 0

No comment: 1

There were no opposed or negative responses received from abutting land owners.

Transportation Planning provided the following comments:

“Future right-of-way widths must be followed:

Arterial Roads (York Road) are to be, 36.567 metres, but in certain circumstances a right of way width of 45.720 may be required as per the Council Approved Rural Official Plan: Chapter C - City Wide Systems and Designations, 4.5 Road Network, 4.5.2. Collector Roads (Valley Road) are to be 36 metres as per the Council Approved Rural Official Plan: Chapter C - City Wide Systems and Designations, 4.5 Road Network, 4.5.2. A survey conducted by an Ontario Land Surveyor will determine the ultimate dimensions for the road allowance widening(s).”

Corridor Management provided the following comments:

“Being that Valley and York appear to be Arterial to Collector (Ultimate width of 36.576M) the proposed daylight triangle should be 12m by 12m.”

Zoning provided the following comments:

“Be advised that pursuant to Ontario Regulations 828/90, as amended from time to time, when lands are located within the Development Control Area defined under Ontario Regulation 826/90, as amended from time to time, and identified as “Niagara Escarpment Commission Development Control Area” on Schedule “A” – Zoning Maps, zoning shall have no effect and is provided for information purposes only. The applicant is encouraged to contact the Niagara Escarpment Commission at (905) 877-5191 for approval and/or consultation purposes.”

ANALYSIS AND RATIONALE FOR RECOMMENDATION

As the York and Valley Road Pump Station is located fully within the road allowance of York Road and the legal property line needs to be established in order to facilitate the Security Fencing project, and as there were no objections received from any City Departments, Divisions, Public Utilities, or abutting land owners, staff recommend the closure and sale of the Subject Lands to the owners of 501 York Road, Dundas.

ALTERNATIVES FOR CONSIDERATION

The City could deny this application and the Pump Station lands would continue to occupy the road allowance.

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**SUBJECT: Proposed Permanent Closure and Sale of a Portion of York Road
being 501 York Road, Dundas (PW19004) (Ward 13) - Page 5 of 5**

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

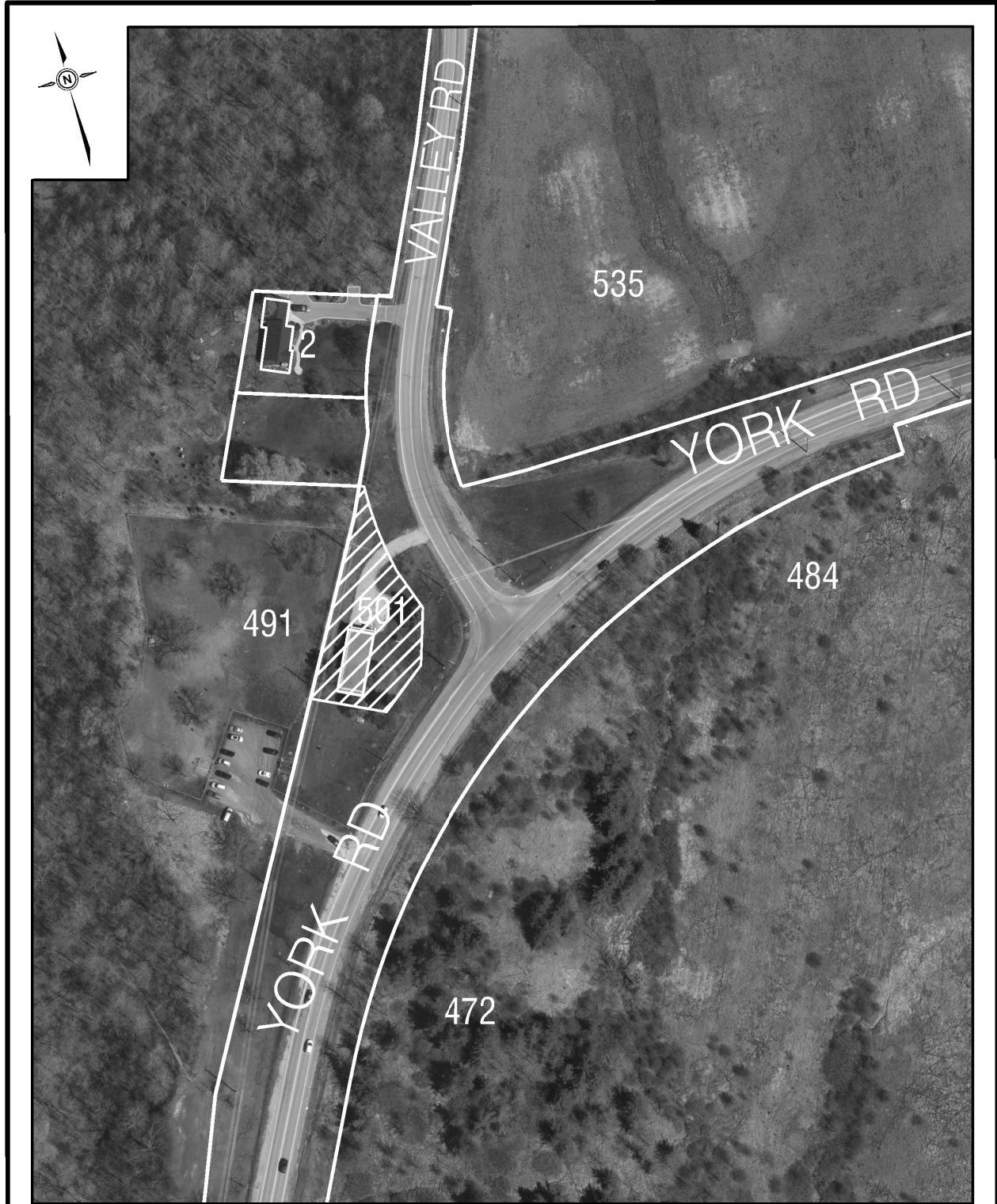
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APPENDICES AND SCHEDULES ATTACHED

Appendix A: Aerial Drawing

Appendix B: Location Plan



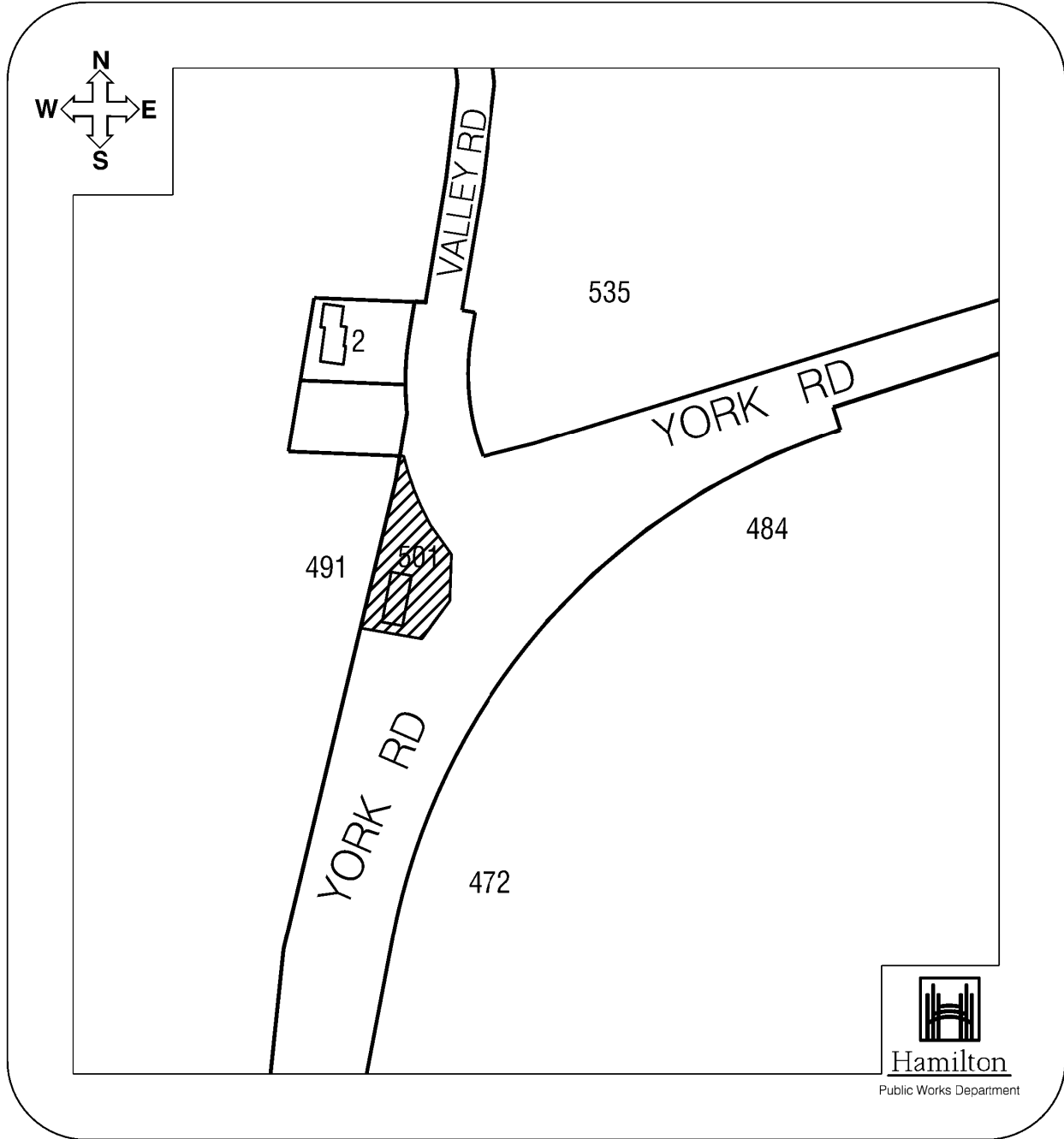
Hamilton

PROPOSED CLOSURE OF ROAD ALLOWANCE
YORK ROAD AND VALLEY ROAD

Geomatics & Corridor Management Section
Public Works Department

LEGEND

 **Lands to be Closed**



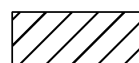
LOCATION PLAN

PROPOSED CLOSURE OF
 ROAD ALLOWANCE

**YORK ROAD AND
 VALLEY ROAD**

CITY OF HAMILTON
 PUBLIC WORKS DEPARTMENT

LEGEND



SUBJECT LANDS

DATE: NOVEMBER 1, 2018

Not to Scale

REFERENCE FILE NO : PW19_



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Roads & Traffic Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	January 14, 2019
SUBJECT/REPORT NO:	Bill 65 - Automated Speed Enforcement (PW19002) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	David Ferguson, C.E.T. (905) 546-2424, Extension 2433 Martin White, C.E.T. (905) 546-2424, Extension 4345
SUBMITTED BY:	Edward Soldo, P.Eng. Director, Roads & Traffic Public Works
SIGNATURE:	

RECOMMENDATION

- (a) That the Mayor submit a letter to the Ministry of the Attorney General and the Ministry of Transportation Ontario, on behalf of City Council, seeking legislative and regulatory amendments to allow municipalities to administer Automated Speed Enforcement and Red-Light Camera Enforcement programs through the Administrative Monetary Penalty system;
- (b) That the Outstanding Business List Item on LINC and Red Hill be identified as completed and removed from the list.

EXECUTIVE SUMMARY

On May 30, 2017, the Ontario legislature passed Bill 65, the Safer School Zones Act, which amended the Ontario *Highway Traffic Act* (HTA) to among, other things, authorize the municipalities to use Automated Speed Enforcement (ASE) technology (known as photo radar) as a tool to address vehicle speed concerns and collision patterns involving speeding.

At the November 22, 2016 City Council meeting, staff were directed to report back to Committee respecting the potential for implementation of the ASE, when enacted, in

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SUBJECT: Bill 65 – Automated Speed Enforcement (PW19002) (City Wide)
– Page 2 of 6

community safety zones and on the Lincoln M. Alexander Parkway (LINC), and the Red Hill Valley Parkway (RHVP). The direction from City Council is as follows:

- (a) That, when provincial legislation permitting the establishment of photo radar is in place, staff be directed to consider establishing Community Safety Zones in the City of Hamilton;
- (b) That staff be directed to report to the Public Works Committee on the actions required to establish photo radar, conforming with forthcoming Provincial Legislation, in Community Safety Zones; and
- (c) That consideration be given to making the Lincoln M. Alexander Parkway and the Red Hill Valley Parkway a Community Safety Zone for the purpose of establishing photo radar speed enforcement.

The Ontario Traffic Council (OTC) formed a working group consisting of municipalities, the Ministry of Transportation Ontario, and the Ministry of the Attorney General to develop the ASE program. A similar working group was in place in connection with the development of the Red-Light Camera (RLC) program. City staff have been actively working in partnership with other municipalities on the working group to set up a consistent program for municipalities in which to operate ASE in Ontario, with a target date of 2020.

Through the OTC review process, the working group has identified a concern in connection with processing of ASE violations in the provincial offences court system which administers offences under the *Provincial Offences Act* (POA), as it is currently proposed by the Province. An assessment of the potential violations that would be issued under the ASE program shows there is the potential for up to 13,000 violations being issued per location, per day. These additional violations could have a significant negative impact on the workload of the existing POA court system; with the potential to result in a significant increase in processing times and prosecution times of disputed charges. Unless significant resources and staffing is dedicated to increasing the capacity of the existing POA system, this additional work load will back log the courts and make the program unsustainable.

Staff identified that for ASE system to operate in an efficient and effective manner, the enforcement process should be operated through the Administrative Monetary Penalty (AMP) system. The AMP system transfers disputes from the courts to a dispute resolution officer and a hearing officer if the dispute is not resolved. AMPs allow for a faster and more flexible process for dealing with violations. For that reason, and to further aid in alleviating pressures on the POA Court system, it is also recommended that enforcement under the RLC program be also transferred to AMP system by the Province. It is recommended that the Mayor, on behalf of Council, send a formal letter to

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SUBJECT: Bill 65 – Automated Speed Enforcement (PW19002) (City Wide)
– Page 3 of 6

the Ministry of the Attorney General and the Ministry of Transportation, to request that necessary legislative and regulatory amendments be implemented to allow the enforcement of ASE and RLC infractions under the AMPS.

The November 22, 2016 Council direction to consider the use of ASE on both the LINC and the RHVP as well as designating the Parkways as Community Safety Zones (CSZ's) was reviewed. The relevant amendments to the HTA permit municipalities to utilize ASE in designated community safety and school zones where the speed limit is below 80km/h. ASE would not be authorized on the LINC or the RHVP by these amendments as the speed limit on both roadways is not less than 80 km/h, and the roadways, therefore, do not meet the legislated criteria.

There are no CSZ's established within the City of Hamilton. They are established on roadways where public safety is of special concern, including roadways near schools, day care centres, playgrounds, parks, hospitals, senior citizen residences, and may also be used for proven collision prone areas within a community. Under the HTA, set fines such as speeding, and traffic signal related offences are doubled in community safety zones to discourage bad driving habits. For CSZ's to be effective in reducing speeds, research has shown that consistent enforcement and monitoring is required.

Upon completion of the OTC working group review, staff will provide a report on the feasibility of implementing ASE in Hamilton as well as a plan to implement CSZ's in the City.

Alternatives for Consideration – Page 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: No Impacts

Staffing: No Impacts

Legal: Bill 65 amendments to the HTA permit municipalities to utilize ASE in school zones and in community safety zones where the prescribed rate of speed is less than 80 km/h, and to reduce speed limits on roads with statutory speed limit of 50 km/h by designating areas (by by-law) where speed limits may be lower. The amendment does not allow for ASE on the LINC and RHVP, as those two roadways have speed limits that are higher than the 80 km/h. Additional legislative amendments are required to authorize the enforcement of the ASE under the AMPS.

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SUBJECT: Bill 65 – Automated Speed Enforcement (PW19002) (City Wide)
– Page 4 of 6

HISTORICAL BACKGROUND

Speeding is one of the most common driver behaviours contributing to motor vehicle collisions throughout the Province of Ontario. For many years, municipalities throughout Ontario have been advocating changes to the Ministry of Transportation Ontario for provincial legislation to allow municipalities to use photo radar to address road safety concerns.

On May 30, 2017, the Ontario Legislature passed Bill 65, the Safer School Zones Act, 2017, that amended the HTA to allow municipalities to use ASE technology as a tool to reduce speeds and increase safety in designated community safety and school zones. Before the ASE can be implemented, the Province must enact a Regulation designating the equipment to be used and setting out the evidence and procedure for ASE infractions. This is the same process that was taken for the successful implementation and operation of the RLC program.

At the November 22, 2016, City Council meeting, staff were directed to report on actions required to establish photo radar, conforming to provincial legislation in CSZ's with consideration given to making the LINC and RHVP a CSZ for photo radar.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Additional legislative amendments are required to authorize the enforcement under AMP system for the ASE and RLC programs.

Once Provincial regulations for the implantation of ASE are established, and the program is operational, in order to implement ASE in the City of Hamilton, amendments to the existing Traffic By-law will be required to designate certain areas as CSZ's. Staff will report back to Public Works Committee with the proposed amendments.

RELEVANT CONSULTATION

This report has been written in consultation with staff from Legal Services and the members of the Ontario Traffic Council Automated Speed Enforcement working group.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

City staff have been participating in a multi-municipal working group to develop the ASE program for municipalities throughout the Province of Ontario.

The OTC has formed a working group consisting of municipalities, the Ministry of Transportation Ontario and the Ministry of the Attorney General to develop and cost-share in a consistent ASE program province-wide. By participating in the working group,

SUBJECT: Bill 65 – Automated Speed Enforcement (PW19002) (City Wide)
– Page 5 of 6

staff have the opportunity to ensure that the needs of the City of Hamilton will be incorporated in the ASE program and staff understand the requirements associated with implementing this new safety tool.

The working group, which includes a Legal sub-committee working group, have been reviewing and developing criteria in the following areas;

- Investigating the use of the AMP system for both RLC and ASE programs;
- Creating location selection criteria, communications and official signage;
- Selecting technology, including hardware and equipment (fixed vs. mobile systems); and
- Developing a request for proposal for a joint processing centre for ASE including administration of infraction processing (current system of RLC program).

Based on experience from setting up the RLC program, it is expected that this process, to set up a common procedure for implementing ASE, will be completed in 2020.

At the City Council meeting of November 22, 2016, staff were directed to report back on actions required to establish photo radar conforming to provincial legislation in CSZ's with consideration given to making the LINC and RHVP a CSZ for photo radar.

The proposed regulations related to the use of ASE under the HTA will allow municipalities to use ASE in designated school zones and community safety zones where the prescribed rate of speed is less than 80 km/h. As the LINC and RHVP are designated at 90 km/h, the roadways would fail to meet the Provincial criteria for CSZ designation and therefore do not qualify for the use of the ASE program.

As with the RLC program, the OTC working group is envisioning a joint processing centre as the best model to ensure consistency and integrity in the operations of ASE; this process would allow municipalities to share and reduce municipal operating costs associated with processing infractions. The City of Toronto is currently conducting a feasibility review for Toronto to establish a joint processing centre for ASE infractions in the province.

The current regulations for RLC and proposed regulations for ASE require offences to be administered through the POA court system. Given the pressures faced by Hamilton's POA court system, any increase in charges brought about by ASE infractions, would add significant pressure on the court system, with a high potential of resulting in backlog and delays in prosecuting charges. The ASE program has the potential to add up to 13,000 violations being issued per location/per day, thus overwhelming the existing court system.

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SUBJECT: Bill 65 – Automated Speed Enforcement (PW19002) (City Wide)
– Page 6 of 6

As discussed at the OTC working group meetings, the alternative to address this increased volume in charges, is to operate and process ASE infractions through the AMP system. The AMP alternative allows for the transfer of disputes from the courts to a dispute resolution officer and ultimately a hearing officer if the dispute is not resolved. AMPs allows for faster, more flexible and customer-focused process for dealing with violations. It will also assist to relieve constraints on court capacity, reserving court time for matters requiring in-person evidence by enforcement officers and witnesses.

It is recommended that a request be made to the Province to exercise its authority and implement the necessary legislative changes to authorize the municipalities to process both the RLC and ASE program violations through the AMP system, with the view of alleviating the current pressures on the POA court system.

Staff will continue to participate in the provincial working group committee meetings and provide a future report to Public Works Committee once the impacts are more clearly defined.

ALTERNATIVES FOR CONSIDERATION

Potential alternatives will be provided in a future report to Public Works Committee once costs and implications are defined through the development of the evaluation and administration process.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement & Participation

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

Economic Prosperity and Growth

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

Healthy and Safe Communities

Hamilton is a safe and supportive city where people are active, healthy, and have a high quality of life.

Built Environment and Infrastructure

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

APPENDICES AND SCHEDULES ATTACHED

None.

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CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Energy, Fleet & Facilities Management Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	January 14, 2019
SUBJECT/REPORT NO:	Standardization for the Provision of Support, Maintenance, Repair and Parts to Original Equipment Manufacturer (OEM) or Licensed Distributors (PW19003) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Dina Urciuoli (905) 546-2424, Extension 7039
SUBMITTED BY:	Rom D'Angelo, C.E.T.; CFM Director, Energy, Fleet and Facilities Management Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the standardization of support, maintenance, repair and parts to the original equipment manufacturers or licensed distributors as identified in Appendix A to Report PW19003 pursuant to Procurement Policy #14 – Standardization, thereby approving the listed suppliers as the single source of equipment, parts, supplies and services for the listed equipment in the Energy Fleet and Facilities Management (EFFM) Division be approved;
- (b) That the General Manager of Public Works, or his designate, be authorized to negotiate, enter into and execute any required contract(s) and any ancillary documents required to give effect thereto with those suppliers identified in Appendix A to Report PW19003, with content acceptable to the General Manager of Public Works, and in a form satisfactory to the City Solicitor;
- (c) That the General Manager of Public Works, or his designate, be authorized, in the event that a supplier identified in Appendix A to Report PW19003 undergoes a name change, to amend any contracts executed and any ancillary documents as required in a form satisfactory to the City Solicitor.

EXECUTIVE SUMMARY

Energy, Fleet and Facilities Management (EFFM) oversees approximately 500 facilities. The portfolio of facilities includes recreational facilities, corporate facilities, entertainment facilities and libraries. The building systems involved is very diverse and span decades of differing technologies. Maintenance and management of these

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SUBJECT: Standardization for the Provision of Support, Maintenance, Repair and Parts to Original Equipment Manufacturer (OEM) or Licensed Distributors (PW19003) (City Wide) - Page 2 of 4

facilities requires that EFFM purchase equipment, parts, supplies and services from OEM suppliers and licensed distributors.

Procurement Policy #14 provides guidelines for standardization that streamline the process to purchase the support, maintenance, repair and parts required to maintain systems by OEM providers and or licensed distributors.

Standardizing the support, maintenance, repair and parts to the OEM service providers and or licensed distributors under Procurement Policy #14 will ensure compliance with the Procurement Policies, provide transparency of the procurement process and control cost of replacement components. It will also further reduce the amount of staff time required to prepare Procurement Policy #11 (single/sole source) forms requesting approval to sole source to the OEM service providers listed in Appendix A to Report PW19003.

The purpose of this report is to seek approval for the standardization of support, maintenance, repair and parts to OEM service providers or licensed distributors for equipment outlined in Appendix A to Report PW19003. Approval shall be valid for two years from the date of Council approval.

Alternatives for Consideration – See Page 3

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Appendix A lists the products and services recommended for standardization. In 2017, the combined expenditures relative to these vendors was approximately \$200,000. Adequate budget was approved for these procurements in 2017 and is similarly included in the 2018 operating and maintenance budgets.

Staffing: The approval of the recommendations contained within this report significantly reduces the amount of time spent on administrative work procuring goods and services.

Legal: Not Applicable.

HISTORICAL BACKGROUND

The portfolio of facilities that are being maintained by EFFM contains diverse complex systems of differing vintages. The supplier base for upgrading, repairing and retrofitting of these systems is wide spread and complex. Some suppliers have exclusive distribution rights to geographical areas. In the past, EFFM has sought out Policy #11 approval for the single source procurement of parts, equipment, supplies and services from OEM service providers and licensed distributors.

The standardization of equipment, parts, supplies and services will ensure that specific makes and models required to allow for direct replacements (like for like) without having

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SUBJECT: Standardization for the Provision of Support, Maintenance, Repair and Parts to Original Equipment Manufacturer (OEM) or Licensed Distributors (PW19003) (City Wide) - Page 3 of 4

to modify equipment configurations as may be the case if aftermarket products were to be used. Modifications in most cases can be expensive as they may require additional parts and labour time.

The standardization of support, maintenance, repair and parts will aid in the streamlining of repairs and maintenance work and reduce downtime which has a direct impact on our customers.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The City of Hamilton Bylaw #17-064 – Procurement Policy, Policy #14, and Section 4.14 allows for standardization

RELEVANT CONSULTATION

These recommendations are the result of consultations with the Procurement Section of the Financial Services Division.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The selection of parts and supplies to replace existing equipment or components that have reached the end of their service life has been given considerable attention. EFFM seeks to improve the efficiency and productivity of operations and create a positive work environment. Front-line employees who maintain the equipment know from experience what kinds of equipment are best suited for work, including those aspects which maintain an ease of operation, stable functionality and acceptable health and safety standard. Providing components that are not compatible or have questionable reliability may distract staff from performing the work safely and exposing them to unnecessary hazards.

ALTERNATIVES FOR CONSIDERATION

An alternative to the recommendations in this report is to revert back to completing Procurement Policy #11 forms for each and every vendor included in Appendix A to Report PW19003 of this report; however, it is not recommended as it is time consuming and requires an inordinate amount of staff time to complete; whereas the recommendations in this report achieves the same objective.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Healthy and Safe Communities

Hamilton is a safe and supportive city where people are active, healthy, and have a high quality of life.

Clean and Green

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.

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Our People and Performance

Hamiltonians have a high level of trust and confidence in their City government.

APPENDICES AND SCHEDULES ATTACHED

Appendix A – OEM and Licensed Distributors of EFFM Equipment

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Original Equipment Manufacturer (OEM) and Licensed Distributors of EFFM Equipment

Vendor Name	Manufacturer	Distributor	Service / Parts	Support	Goods and Services	Standardization Rationale	2017 Annual Spend
Daktronics Canada, C/O 914050, PO Box 4090 Stn A, Toronto, ON M5W 0E9	X		X	X	Technical support, maintenance, repair and parts supplier of the Daktronics video scoreboard at Tim Horton's Field.	The video scoreboard at Tim Hortons Field was manufactured by Daktronics Canada. A technician from Daktronics is required to be on site to operate every high level event to trouble shoot any malfunction's that may occur during the event.	\$30,000
Siemens Canada Limited, Building Technologies Division, 1577 North Service Road East, Oakville On, L6H 0H6	X		X	X	Technical support, maintenance, repair and parts supplier of the Siemens building automation systems (BAS) at EFFM managed facilities.	Siemens Canada Limited is the OEM of the Building Automation System. The equipment is proprietary to Siemens Canada Limited & they are the sole supplier of technical support, maintenance, repair & parts to this equipment.	\$50,000
Volante Software Inc. 49 Coldwater Road North York, ON M3B 1Y8	X		X	X	Point of Sales (POS) equipment support, maintenance repair and parts for systems installed at Tim Horton's Field.	Volante Software Inc. is the OEM & proprietary owner of the licensed software of the POS equipment at Tim Horton's Field. They are the sole supplier of equipment support, maintenance repair & parts for this equipment.	\$10,000

Vendor Name	Manufacturer	Distributor	Service / Parts	Support	Goods and Services	Standardization Rationale	2017 Annual Spend
Honeywell Limited, P.O. Box 9370, Toronto, ON M4W 3M2	X		X	X	Technical support, maintenance, repairs and parts of the BAS system at various EFFM managed locations in the City of Hamilton that are proprietary to Honeywell.	Honeywell Limited is the OEM and proprietary supplier of technical support, maintenance, repair and parts to these BAS systems.	\$25,000
Engineered Air	X		X	X	Technical support, maintenance, repairs and parts to service existing Engineered Air manufactured heating, air conditioning, refrigeration equipment, at a number of facilities but not all.	Engineered Air is the OEM for this equipment and technical support, maintenance, repairs and parts are only available thru Engineered Air.	\$10,000
Dectron	X		X	X	Technical support, maintenance, repairs and parts to service existing dehumidification units.	Dectron is the OEM for this equipment and parts and service are only available thru Dectron.	\$10,000

Vendor Name	Manufacturer	Distributor	Service / Parts	Support	Goods and Services	Standardization Rationale	2017 Annual Spend
HTS Engineering		X	X	X	Technical support, maintenance, repairs and parts to service existing Daikin roof top air conditioning units	HTS Engineering is the exclusive manufacturer's agent/distributor for Daikin in Ontario. HTS Engineering is the sole provider of technical support, maintenance, repairs and parts for the Daikin roof top air conditioning units.	\$10,000
Trane Canada	X		X	X	Technical support, maintenance, repairs & parts to service existing Trane manufactured HVAC & BAS equipment at various EFFM managed locations in the City of Hamilton.	Trane Canada is the OEM for this equipment and technical support, maintenance, repairs and parts are only available thru Trane Canada.	\$10,000

Vendor Name	Manufacturer	Distributor	Service / Parts	Support	Goods and Services	Standardization Rationale	2017 Annual Spend
Johnson Controls Limited	X		X	X	Technical support, maintenance, repairs and parts supplier of the building automation systems (BAS) at various EFFM managed locations in the City of Hamilton that are proprietary to Johnson Controls Limited.	Johnson Controls Limited is the OEM and proprietary supplier of technical support, maintenance, repair and parts to these BAS systems.	\$35,000
Airon Group of Companies	X		X	X	Technical support, maintenance, repairs and parts supplier of the building automation systems (BAS) at various EFFM managed locations in the City of Hamilton that are proprietary to Airon Group of Companies.	Airon Group of Companies is the OEM and proprietary supplier of technical support, maintenance, repair and parts to these BAS systems.	\$10,000

CITY OF HAMILTON

MOTION

Public Works Committee: January 14, 2019

MOVED BY COUNCILLOR S. MERULLA.....

SECONDED BY COUNCILLOR.....

Water Drinking Fountain for Kenilworth Stairs

WHEREAS, the Kenilworth Stairs that are located in Ward 4 and Ward 7, are a key part of the active transportation network that moves pedestrians and cyclists through our community, and safely up and down the escarpment; and,

WHEREAS, access to a water drinking fountain at this location has been requested by residents;

THEREFORE, BE IT RESOLVED:

- (a) That staff be directed to install a water drinking fountain at the bottom of the Kenilworth Stairs, to be funded from the Ward 4 Area Rating Reserve account (#108054) at an amount not to exceed \$45,000; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

CITY OF HAMILTON

MOTION

Public Works Committee: January 14, 2019

MOVED BY COUNCILLOR S. MERULLA.....

SECONDED BY COUNCILLOR.....

Cannabis Packaging Recycling and Waste Control

WHEREAS, the Federal government has legalized cannabis use in Canada;

WHEREAS, consumers can order cannabis online for direct delivery or pick up at legal dispensaries; and,

WHEREAS, cannabis comes in potentially recyclable material;

THEREFORE, BE IT RESOLVED:

That staff be directed to work with the Waste Management Advisory Committee to determine the types of packaging being utilized by vendors for the sale of legal recreational and medical cannabis and report back to the Public Works Committee, with that report to include whether or not those materials are recyclable and the cost associated for recycling or disposal of those materials at a landfill.

CITY OF HAMILTON

MOTION

Public Works Committee: January 14, 2019

MOVED BY COUNCILLOR J. FARR.....

SECONDED BY COUNCILLOR.....

Installation of Winter Plant Material in the Concrete Planters on the West Side of James St. S., Hamilton within Ward 2

WHEREAS, there was interest from Ward 2 citizens to beautify the 34 concrete planters along the West side of James St. S., Hamilton with winter plant material;

WHEREAS, the installation of the above-noted plant material will additionally reduce litter accumulation during the winter months; and,

WHEREAS, the installation of winter plant material occurred on December 6, 2018;

THEREFORE, BE IT RESOLVED:

- (a) That the cost for the installation and removal of winter plant material in the concrete planters on the West side of James St. S., Hamilton in the amount of \$5,000 to be funded from the Ward 2 Area Rating Reserve account (#108052) be approved; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.