



City of Hamilton
PUBLIC WORKS COMMITTEE

Meeting #: 19-002
Date: February 4, 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

	Pages
1. CEREMONIAL ACTIVITIES	
2. APPROVAL OF AGENDA	
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Recommendation: Be received and referred to Item 8.3 - Sherry Houston, President, Board of Directors, Friends of the Aviary, respecting the Location of the Aviary	

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(as per direction at Council on May 9, 2018 [Item 11 of Public Works
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13.1.a.a Strategic Road Safety Program Update

Addressed as Item 10.3 on today's agenda - Report
PW19015
Item on OBL: C

14. PRIVATE AND CONFIDENTIAL

15. ADJOURNMENT



**PUBLIC WORKS COMMITTEE
MINUTES 19-001**

9:30 a.m.

Monday, January 14, 2019

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

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. **Tiger Tails at the Intersection of Balmoral Ave. S. and Justine Ave., Hamilton (Item 8.1)**

(Nann/Merulla)

That staff be directed to remove the tiger tails from the stop signs at the intersection of Balmoral Ave. S. and Justine Ave., Hamilton.

Result: Motion CARRIED by a vote of 11 to 0, as follows:

- YES - Councillor Jason Farr
- YES - Councillor Nrinder Nann
- YES - Councillor Sam Merulla
- YES - Councillor Chad Collins
- YES - Councillor Tom Jackson
- YES - Councillor Esther Pauls
- YES - Councillor John-Paul Danko
- YES - Chair Lloyd Ferguson
- YES - Councillor Terry Whitehead
- YES - Councillor Arlene VanderBeek
- YES - Councillor Maria Pearson

2. 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) (Item 8.2)**(Farr/Pearson)**

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;
- (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.

Result: Motion CARRIED by a vote of 11 to 0, as follows:

- YES - Councillor Jason Farr
- YES - Councillor Nrinder Nann
- YES - Councillor Sam Merulla
- YES - Councillor Chad Collins
- YES - Councillor Tom Jackson
- YES - Councillor Esther Pauls
- YES - Councillor John-Paul Danko
- YES - Chair Lloyd Ferguson
- YES - Councillor Terry Whitehead
- YES - Councillor Arlene VanderBeek
- YES - Councillor Maria Pearson

3. Proposed Permanent Closure and Sale of a Portion of York Road being 501 York Road, Dundas, ON (PW19004) (Ward 13) (Item 8.3)

(VanderBeek/Whitehead)

- (a) 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:
 - (i) 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;
 - (ii) 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;
 - (iii) 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;

- (iv) 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;
- (v) 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;
- (vi) That the applicant enters into agreements with any Public Utility requiring easement protection;
- (vii) 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.

Result: Motion CARRIED by a vote of 11 to 0, as follows:

- YES - Councillor Jason Farr
- YES - Councillor Nrinde Nann
- YES - Councillor Sam Merulla
- YES - Councillor Chad Collins
- YES - Councillor Tom Jackson
- YES - Councillor Esther Pauls
- YES - Councillor John-Paul Danko
- YES - Chair Lloyd Ferguson
- YES - Councillor Terry Whitehead
- YES - Councillor Arlene VanderBeek
- YES - Councillor Maria Pearson

4. Bill 65 - Automated Speed Enforcement (PW19002) (City Wide) (Outstanding Business List Item) (Item 10.1)

(Merulla/Whitehead)

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;

Result: Motion CARRIED by a vote of 9 to 1, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 NO - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 YES - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson
 NOT PRESENT - Councillor Tom Jackson

5. Standardization for the Provision of Support, Maintenance, Repair and Parts to Original Equipment Manufacturer (OEM) or Licensed Distributors (PW19003) (City Wide) (Item 10.2)

(Pearson/Collins)

- (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.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko

YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 YES - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson
 NOT PRESENT - Councillor Tom Jackson

6. Water Drinking Fountain for Kenilworth Stairs (Item 11.1)

(Merulla/Collins)

WHEREAS, the Kenilworth Stairs that are located in Ward 4 and Ward 6, 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.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 YES - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson
 NOT PRESENT - Councillor Tom Jackson

7. Cannabis Packaging Recycling and Waste Control (Item 11.2)

(Merulla/Collins)

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.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 YES - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson
 NOT PRESENT - Councillor Tom Jackson

8. Installation of Winter Plant Material in the Concrete Planters on the West Side of James St. S., Hamilton within Ward 2 (Item 11.3)

(Farr/Nann)

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 ***Discretionary account (#3301809200)*** 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.

Result: Main Motion, As Amended, CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 YES - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson
 NOT PRESENT - Councillor Tom Jackson

FOR INFORMATION:

(a) CHANGES TO THE AGENDA (Item 2)

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

1. DELEGATION REQUEST - WITHDRAWN (Item 6.1)

6.1 Suzanne Mammel, Hamilton-Halton Home Builders' Association (HHHBA), respecting the Approval of Water Servicing for Development (For a future meeting)

This item has been withdrawn from the agenda at the request of the Delegate.

2. ADDED DELEGATION REQUEST (Item 6.3)

6.3 Sonny Ross, respecting Charging Stations for Electronic Scooters (For a future meeting)

(Merulla/Pauls)

That the agenda for the January 14, 2019 Public Works Committee meeting be approved, as amended.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla

YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson
 NOT PRESENT - Councillor Chad Collins
 NOT PRESENT - Councillor Tom Jackson
 NOT PRESENT - Councillor Terry Whitehead

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF THE PREVIOUS MEETING (Item 4)**(i) December 10, 2018 (Item 4.1)****(VanderBeek/Merulla)**

That the Minutes of the December 10, 2018 meeting of the Public Works Committee be approved, as presented.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson
 NOT PRESENT - Councillor Chad Collins
 NOT PRESENT - Councillor Tom Jackson
 NOT PRESENT - Councillor Terry Whitehead

(d) COMMUNICATIONS (Item 5)**(i) Letter from the Hamilton Chamber of Commerce respecting Matters for the Public Works Committee's Consideration (Item 5.1)****(VanderBeek/Pearson)**

That the letter from the Hamilton Chamber of Commerce respecting Matters for the Public Works Committee's Consideration, be received.

CARRIED

(e) DELEGATION REQUESTS (Item 6)

- (i) Kyle Saulnier, Ministry of Transportation of Ontario (MTO), respecting the Full Closure of Hwy 403 from the Hwy 6 Interchange and the King St. W. Interchange to Facilitate Bridge Rehabilitation at Old Guelph Rd. and Macklin St. (For a future meeting) (Item 6.2)**

(Farr/Merulla)

That the delegation request, submitted by Kyle Saulnier, Ministry of Transportation of Ontario (MTO), respecting the Full Closure of Hwy 403 from the Hwy 6 Interchange and the King St. W. Interchange to Facilitate Bridge Rehabilitation at Old Guelph Rd. and Macklin St., be approved for a future meeting.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson
 NOT PRESENT - Councillor Chad Collins
 NOT PRESENT - Councillor Tom Jackson
 NOT PRESENT - Councillor Terry Whitehead

- (ii) Sonny Ross, respecting Charging Stations for Electronic Scooters (For a future meeting) (Added Item 6.3)**

(Pearson/VanderBeek)

That the delegation request, submitted by Sonny Ross, respecting Charging Stations for Electronic Scooters, be approved for a future meeting.

Result: Motion CARRIED by a vote of 8 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson
 NOT PRESENT - Councillor Chad Collins
 NOT PRESENT - Councillor Tom Jackson
 NOT PRESENT - Councillor Terry Whitehead

(f) CONSENT ITEMS (Item 7)**(i) Various Advisory Committee/Sub-Committee Minutes (Item 7.1)****(VanderBeek/Pearson)**

That the minutes from the following Advisory Committee/Sub-Committee meetings, be received as presented:

- (1) Glanbrook Landfill Coordinating Committee Minutes - September 24, 2018 (Item 7.1(a))
- (2) Hamilton Cycling Committee Minutes - May 2, 2018 (Item 7.1(b))
- (3) Hamilton Cycling Committee Minutes - June 6, 2018 (Item 7.1(c))
- (4) Hamilton Cycling Committee Minutes - July 4, 2018 (Item 7.1(d))
- (5) Hamilton Cycling Committee Minutes - August 1, 2018 (Item 7.1(e))
- (6) Hamilton Cycling Committee Minutes - September 5, 2018 (Item 7.1(f))
- (7) Keep Hamilton Clean and Green Committee Minutes - June 19, 2018 (Item 7.1(g))
- (8) Keep Hamilton Clean and Green Committee Minutes - September 18, 2018 (Item 7.1(h))

CARRIED

(g) PUBLIC HEARINGS/DELEGATIONS (Item 8)**(i) Suzie Scott, respecting the Installation of Tiger Tail Stop Signs (Approved by the Public Works Committee on December 10, 2018) (Item 8.1)**

Suzie Scott, addressed the Committee respecting the Installation of Tiger Tail Stop Signs, with the aid of a presentation and handout. The presentation and handout have been included in the official record.

(Nann/Pauls)

That the presentation and handout from Suzie Scott, respecting the Installation of Tiger Tail Stop Signs, be received.

CARRIED

A copy of the presentation and handout are available on the City's website or through the Office of the City Clerk.

(Whitehead/Pauls)

That staff be directed to review the handout from Suzie Scott, respecting the Installation of Tiger Tail Stop Signs, and report back to the Public Works Committee addressing her concerns, including an assessment of the feasibility of replacing existing red and orange coloured tiger tails throughout the City of Hamilton.

Result: Motion CARRIED by a vote of 11 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Tom Jackson
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 YES - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson

For disposition of this matter, refer to Item 1.

(ii) 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) (Item 8.2)

Chair Ferguson advised that notice of the 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 was given as required under the City's By-law #14-204 – the Sale of Land Policy By-law.

The Committee Clerk advised that there were no registered speakers.

The Chair asked three times if there were any members of the public in attendance who wished to come forward to speak to the matter. No individuals came forward.

(Pearson/Pauls)

That the public meeting be closed.

CARRIED

For disposition of this matter, refer to Item 2.

(iii) Proposed Permanent Closure and Sale of a Portion of York Road being 501 York Road, Dundas, ON (PW19004) (Ward 13) (Item 8.3)

Chair Ferguson advised that notice of the proposed permanent closure and sale of a Portion of York Road being 501 York Road, Dundas, ON was given as required under the City's By-law #14-204 – the Sale of Land Policy By-law.

The Committee Clerk advised that there were no registered speakers.

The Chair asked three times if there were any members of the public in attendance who wished to come forward to speak to the matter. No individuals came forward.

(VanderBeek/Pearson)

That the public meeting be closed.

CARRIED

For disposition of this matter, refer to Item 3.

(h) MOTIONS (Item 11)

(i) Installation of Winter Plant Material in the Concrete Planters on the West Side of James St. S., Hamilton within Ward 2 (Item 11.3)

(Farr/Nann)

That the motion be amended by changing the funding source in subsection (a), to read as follows:

- (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)~~ **Discretionary account (#3301809200)** be approved; and,

Result: Amendment CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Jason Farr
 YES - Councillor Nrinder Nann
 YES - Councillor Sam Merulla
 YES - Councillor Chad Collins
 YES - Councillor Esther Pauls
 YES - Councillor John-Paul Danko
 YES - Chair Lloyd Ferguson
 YES - Councillor Terry Whitehead
 YES - Councillor Arlene VanderBeek
 YES - Councillor Maria Pearson
 NOT PRESENT - Councillor Tom Jackson

For disposition of this matter, refer to Item 8.

(i) GENERAL INFORMATION / OTHER BUSINESS (Item 13)

(i) Amendments to the Outstanding Business List (Item 13.1)

(Nann/Collins)

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

(a) Items to be removed:

- (i) Photo Radar on the Lincoln M. Alexander Parkway and the Red Hill Valley Parkway
Item 10.1 on today's agenda
Item on OBL: F

Result: Motion CARRIED by a vote of 10 to 0, as follows:

YES - Councillor Jason Farr
YES - Councillor Nrinder Nann
YES - Councillor Sam Merulla
YES - Councillor Chad Collins
YES - Councillor Esther Pauls
YES - Councillor John-Paul Danko
YES - Chair Lloyd Ferguson
YES - Councillor Terry Whitehead
YES - Councillor Arlene VanderBeek
YES - Councillor Maria Pearson
NOT PRESENT - Councillor Tom Jackson

(j) ADJOURNMENT (Item 15)

(Pearson/VanderBeek)

That there being no further business, the Public Works Committee be adjourned at 10:55 a.m.

Respectfully submitted,

Councillor L. Ferguson
Chair, Public Works Committee

Alicia Davenport
Legislative Coordinator
Office of the City Clerk



December 10, 2018

Notice of Pre-Consultation – Draft Updated Grand River Source Protection Plan

You are being provided this notice and information because your ministry/municipality may be affected by recent updates to water quality Wellhead Protection Areas (WHPA) and/or are responsible for the implementation of one or more of the revised water quality source protection plan policies.

The Ministry of the Environment, Conservation and Parks (MECP) approved the Grand River Assessment Report and Source Protection Plan November 26, 2015. Since approval, an additional technical study has been completed in the City of Hamilton, Lynden Rural Settlement Area. The study includes WHPA updates for the Lynden Rural Settlement Area, Communal Well Supply.

The addition of a new well to the Lynden supply and development of a groundwater flow model prompted the development of updated WHPAs, vulnerability, threats and issues assessment. No new policies resulted from this study. A few amendments were made to existing policies (**Appendix A**):

- Revision to Implementation Timing and Transitional policy
- Revision to policy related to Establishment, Operation or Maintenance of a System That Collects, Stores, Transmits, Treats or Disposes of Sewage
- Local threat: The Conveyance of Oil by way of Underground Pipelines changed to Prescribed Drinking Water Threat #22: The Establishment and Operation of a Liquid Hydrocarbon Pipeline.

Additional editorial changes were also made but have not been included in the pre-consultation notice.

The Grand River Source Protection Authority is the lead authority in the Lake Erie Source Protection Region and as such along with the Lake Erie Region Source Protection Committee initiated an update to the Grand River Source Protection Plan and Assessment Report under s.34 of the *Clean Water Act, 2006* to include the recently completed water quality technical study.

A draft updated policy applicability map for the City of Hamilton, Lynden Rural Settlement Area, Communal Well Supply is included in **Appendix B**.

Please review the assessment report and source protection plan updates as they relates to your requirements for implementation and provide any comments by **February 5, 2019** to:

Martin Keller
 Source Protection Program Manager
 Lake Erie Source Protection Region
 400 Clyde Rd., Box 729, Cambridge, ON N1R 5W6
 519-620-7595
 mkeller@grandriver.ca

If you would like to discuss any of the material provided in this notice, please contact Martin Keller, Source Protection Program Manager, at the phone number or email listed above.



Municipal Endorsement and Public Consultation

As required by S.34(3) of the Clean Water Act, 2005, the Grand River Source Protection Authority must obtain a municipal council resolution from the City of Hamilton prior to formal public consultation.

The Grand River Source Protection Authority is requesting a resolution from the City of Hamilton Council by **February 11, 2019**. Resolutions can be sent to Martin Keller at the address above.

The public consultation period on the Draft Updated Grand River Source Protection Plan is scheduled to start on Tuesday, February 12, 2019 following the February 7, 2019 Lake Erie Region Source Protection Committee meeting, and closes on Monday, March 18, 2019.

Following the public consultation period, the Lake Erie Region Source Protection Committee will consider any comments received at their meeting on April 4, 2019 and direct staff to revise the Draft Updated Grand River Source Protection Plan, as necessary. The revised Draft Updated Plan will then be released to the Grand River Source Protection Authority for submission the MECP.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Keller".

Source Protection Program Manager
Lake Erie Source Protection Region



**Appendix A:
Draft Source Protection Plan amendments**



Table 1: Grand River Source Protection Plan – City of Hamilton Draft Updated Water Quality Policies

Implementation Timing and Transitional Policies

<p>CH-CW-1.1</p> <p><i>Implement. & Timing</i></p>	<p>Except as set out below, the policies contained in this Source Protection Plan shall take effect on the date set out by the Minister.</p> <ol style="list-style-type: none"> a. For Section 58 of the <i>Clean Water Act, 2006</i>, if an activity was engaged in at a particular location before this Source Protection Plan or amendment took effect and the Risk Management Official gives notice to a person who is engaged in the activity at that location that, in the opinion of the Risk Management Official, policies regarding regulated activities should apply to the person who engages in the activity at that location on and after a date specified in the notice that is at least 120 days after the date of the notice; b. For Section 59 of the <i>Clean Water Act, 2006</i>, policies regarding restricted land uses shall take effect the same day the Source Protection Plan takes effect; c. Where the Source Protection Policies require the City of Hamilton to develop and implement education and outreach programs as the primary tool for managing or eliminating a particular significant threat, such programs shall be developed and implemented within five (5) years from the date the Source Protection Plan takes effect; d. For Sections 43 of the <i>Clean Water Act, 2006</i>, if an activity was engaged in at a particular location before this Source Protection Plan or amendment took effect, amendments to Prescribed Instruments shall be completed within three (3) years from the date the Source Protection Plan takes effect; and, e. For Section 40(2) and 42 of the <i>Clean Water Act, 2006</i>, the Official Plan and Zoning By-Laws must be amended to conform with the significant threat policies and adopted by municipal council by the next five (5) year Official Plan update as required under subsection 26(1) of the <i>Planning Act</i> or within five (5) years from the date the Source Protection Plan takes effect.
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2. Establishment, Operation or Maintenance of a System That Collects, Stores, Transmits, Treats or Disposes of Sewage

<p>CH-MC-3.1</p> <p><i>Existing/Future Prescribed Instr. WHPA-A-v.10</i></p>	<p>To ensure any existing or future onsite sewage systems and onsite sewage system holding tanks regulated under the <i>Ontario Water Resources Act</i> ceases to be or never becomes a significant drinking water threat, where such an activity would be a significant drinking water threat, the Ministry of the Environment, Conservation and Parks shall ensure that Environmental Compliance Approvals required for these onsite sewage systems are prepared to incorporate terms and conditions that, when implemented, will ensure that they do not become a risk to drinking water.</p>
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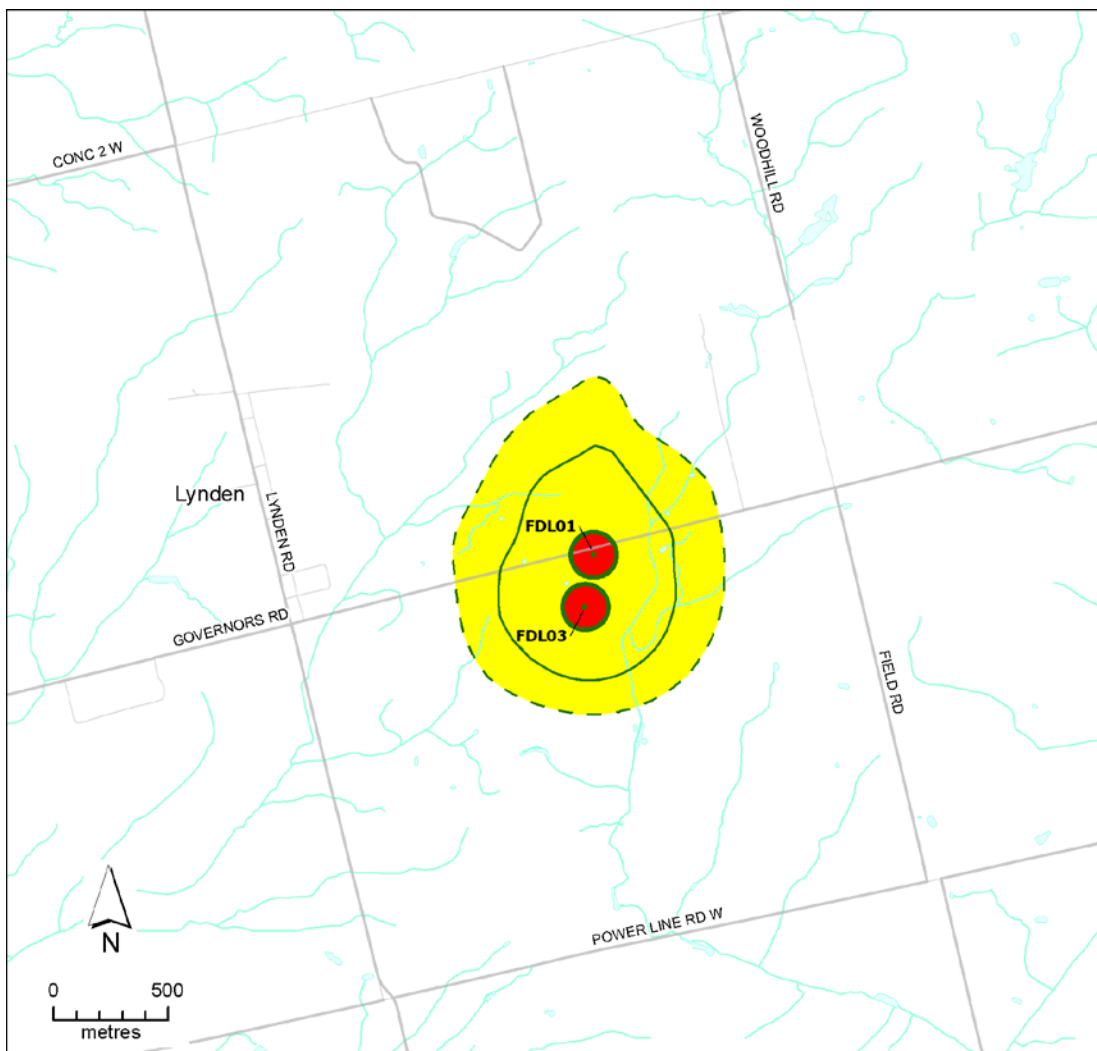
	<p>The terms and conditions may include, as appropriate:</p> <ul style="list-style-type: none"> i. mandatory monitoring of groundwater impacts; ii. contingencies in the event that the quality of sources of drinking water is adversely affected; iii. regular and ongoing compliance monitoring; iv. mandatory system inspections at least every five years; v. upgrading of these onsite sewage systems to current standards, if necessary; and vi. annual reporting to the Source Protection Authority of any monitoring and inspection programs required and their results.
<p>22. The Establishment and Operation of a Liquid Hydrocarbon Pipeline</p>	
<p>CH-NB-15.1</p> <p><i>Future Specify Action WHPA-A-v.10</i></p> <p><i>Monitoring</i></p>	<p>To reduce the risk due to the conveyance of oil by way of underground pipes within the meaning of O. Reg. 210/01 under the <i>Technical Safety and Standards Act</i> or that is subject to the <i>National Energy Board Act</i>, where this activity would be a significant drinking water threat, the pipeline proponent, the National Energy Board and the Ontario Energy Board are encouraged to provide the Source Protection Authority and the City the location of any new proposed pipeline within the City and/or Source Protection Area.</p> <p>The Source Protection Authority shall document in the annual report the number of new pipelines proposed within vulnerable areas</p>



**Appendix B:
Draft updated policy applicability map for the City of Hamilton, Lynden
Rural Settlement Area, Communal Well Supply**



DRAFT UPDATED City of Hamilton: Lynden Rural Settlement Area, Communal Well Supply



Significant Drinking Water Threat Policy Applicability

Significant Drinking Water Threat Policy Categories	Vulnerability Scores on Map		
	10	8	2,4,6
1. Waste Disposal	10	8	2,4,6
2. Sewage Systems	10	8	2,4,6
3, 4. Agricultural Source Material	10	8	2,4,6
6, 7. Non-Agricultural Source Material*	10	8	2,4,6
8, 9. Commercial Fertilizer*	10	8	2,4,6
10, 11. Pesticide	10	8	2,4,6
12, 13. Road Salt*	10	8	2,4,6
14. Storage of Snow	10	8	2,4,6
15. Fuel	10	8	2,4,6
16. DNAPLs	10	8	2,4,6
17. Organic Solvents	10	8	2,4,6
18. Aircraft De-icing	10	8	2,4,6
21. Livestock Area	10	8	2,4,6
Local Threat Oil Pipelines	10	8	2,4,6

Note: This table provides a summary of the activities listed in the Clean Water Act (2006) that apply as Prescribed Drinking Water Threats (PDWT) within the Non-GUDI Wellhead Protection Zones shown on this map. For details refer to the text of the Source Protection Plan and the Ministry of the Environment Drinking Water Threats Tables.
 *Application of Commercial Fertilizer, Non-Agricultural Source Material, and Road Salt may not be a significant drinking water threat in some areas due to the % managed land, livestock density, and/or % impervious surface calculations for these areas. See the text of the plan for further details.

Wellhead Protection Zones:

- Well
- Road
- ~ Minor River
- ~ Lake / Main River
- WHPA-A
- WHPA-B
- WHPA-C



1. Updated July 20, 2018
2. Larger scale mapping of some map layers, including roads and vulnerability scores, is available at www.sourcewater.ca.
3. This map is for illustrative purposes only. Information contained herein is not a substitute for professional review or a site survey and is subject to change without notice. The Grand River Conservation Authority takes no responsibility for, nor guarantees, the accuracy of the information contained on this map. Any interpretations or conclusions drawn from this map are the sole responsibility of the user.

From: Emily Deppe
To: [Davenport, Alicia](#); [Office of the Mayor](#); [Wilson, Maureen](#)
Subject: Friends of the Aviary
Date: January 28, 2019 10:32:21 AM

Hello,

I'm emailing you today to ask you to please consider keeping Friends of the Aviary open.

Friends of the Aviary is such a unique place - people young and old love to go and visit the birds. It's wonderful to go into the aviary and learn about the birds and see their different personalities. They love hanging out with each other and seeing visitors. My friends and family love going to see them, since you can't see all these beautiful birds anywhere else around here, without travelling a long distance. The Aviary is also a great opportunity for tourism - if the word could get out then I know people would visit.

For an aviary that has been running for over 90 years, it would be a true shame if it was forced to shut down. These birds have been together for years and some of them were born in the Aviary. It would be heartbreaking for them to be forced to split up and be rehoused. I have a bird of my own & I know how birds can bond with people. These birds have connections with the volunteers and with each other.

The greenhouse at Gage park would have been an amazing new home for the aviary. If you could please reconsider, its not too late for this to be a possibility. The article in the Hamilton Spectator said how they were looking for certain birds to live in the greenhouse - how coincidental that the aviary birds are looking for a new home, yet they were taken out of the plans to move there. I'm not sure why they were taken out of the plans, since the current aviary location is run down - another option would be to renovate the building, so they can stay in their current location, since it is a good location, just old.

Thank you for listening & I hope this helps make a difference.

All the best,
Emily

Form: Request to Speak to Committee of Council

Submitted on Friday, January 18, 2019 - 8:38 am

==Committee Requested==

Committee: Public Works

==Requestor Information==

Name of Individual: Ken Rayner

Name of Organization: Infrastructure Health & Safety Association

Contact Number: (416) 452-2160

Email Address: krayner@ihsa.ca

Mailing Address:

21 Voyager Court South
Etobicoke, ON
M9W 5M7

Reason(s) for delegation request:

The Infrastructure Health & Safety Association (IHSA) is one of the province's designated entities, which receives funding from the Ministry of Labour, with a mandate to deliver health & safety education to employers & workers within the construction, utilities/electrical and transportation industries.

Since 2011, IHSA has been actively engaging Ontario's buyers of construction to adopt the Certificate of Recognition (COR™) program, as a pre-requisite for contractors bidding, on the construction projects they fund. COR™ is Canada's national health & safety certification program, which requires employers

to demonstrate the implementation of a management system, which complies with provincial legislation & best practices to help protect workers. As of today, significant buyers of construction such as; Infrastructure Ontario, Toronto Transit Commission (TTC), Metrolinx, City of Toronto, City of Brampton, Town of Milton, York Region, City of Mississauga and the Greater Toronto Airport Authority (GTAA) all have adopted COR™ as a pre-requisite. We are expecting an additional 6 - 8 municipalities to announce their support for this growing initiative in the next 12 - 24 months.

While only introduced to Ontario less than 8 years ago, COR has been prominent in Western Canada for over 25 years. Research studies have been conducted by the University of British Columbia (UBC) focusing on the impact of COR in both BC and Alberta. The studies, published first in BC (2015) and then Alberta (2018) both demonstrate a significant decrease in worker injury rates for companies who have implemented the COR program versus those in the same industry who have not.

As of today, 300 Ontario companies have been certified to the COR standard through IHSA, while almost 2000 are registered and working towards certification.

We are requesting an opportunity to present to Hamilton's Public Works Committee on how COR™ could assist the City of Hamilton, demonstrate leadership within Ontario, in the protection of workers, on the projects it funds.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes



MINUTES

Keep Hamilton Clean & Green Committee
 Tuesday November 20, 2018
 5:00 pm
 Hamilton City Hall, Room 192/193
 71 Main Street East
 Hamilton, ON

Present: Chair: N/A
 Vice-Chair: Ron Speranzini
 Members: Alan Mills
 Bruce Thomson
 Rick Lipsitt
 Marisa DiCenso
 Lennox Toppin
 Sue Dunlop

Absent with
 Regrets: Larry Husack, Mallory Pace, Councillor C. Collins, Councillor T. Jackson, Councillor M. Pearson

Also Present: Jennifer DiDomenico, Manager, Policy & Programs, Public Works
 Florence Pirrera, Community Program Analyst, Business Programs, Public Works
 Diedre Rozema, Clean & Green Coordinator, Policy & Programs, Public Works
 Sarah Linfoot Fusina, Policy Analyst, Policy & Programs, Public Works
 Adam D'Ambrosio, Student Officer, Municipal Law Enforcement, Planning & Economic Development
 Rukhsor Khush Mohammad, Student Officer, Municipal Law Enforcement, Planning & Economic Development
 Cindy Heuck, Student Coordinator, Municipal Law Enforcement, Planning & Economic Development
 Catherine Plosz, Natural Heritage Planner, Community Planning and Design, Planning & Economic Development

Minutes: Diedre Rozema

1. WELCOME AND INTRODUCTIONS

Vice Chair Ron Speranzini welcomed guest presenters to the meeting.

2. APPROVAL OF AGENDA

(Lipsitt / Mills)

That the agenda for the November 20, 2018 KHCG Committee meeting be approved.

CARRIED

3. DECLARATIONS OF INTEREST

None declared.

4. CONSENT ITEMS

N/A

5. PRESENTATIONS**5.1 Graffiti Management Strategy Update**

Adam D'Ambrosio, Rukhsor Khush Mohammad and Cindy Heuck from Muncipal Law Enforcement presented an update about the work on the Graffiti Management Strategy and victim assistance program funded by the KHCG Committee.

MLE staff described the impact of program activities to date, number of gift cards distributed, amount of graffiti that has been removed from private property by gift card recipients, and anticipated activities for the upcoming months.

Committee members discussed the positive impact of murals in preventing incidents of graffiti. MLE staff noted that they observe graffiti taggers are less likely to damage the work of other street artists.

MLE staff will report back to the KHCG Committee in early 2019 with information about:

- The approximate cost incurred by victims to remove graffiti tags from private property, based on the size of the tag and type of surface that was damaged, and;
- The proposed "Graffiti Angels" program that MLE staff are currently exploring.

5.2 Urban Forest Strategy Update

Catherine Plosz presented information pertaining to the Urban Forest Strategy. The initial focus of the consulting team recruited to work on the strategy has been data collection, as it was noted that there is a lack of current data on the state of Hamilton's urban forest exists.

The project team is using a software package called iTree to monitor the status of the local tree canopy and calculate the environmental service and economic benefits provided by the local tree canopy.

Findings to date have shown that Hamilton's tree canopy is "patchy" with a large number of small or young trees possibly due to the impact of Emerald Ash Borer and large amount of resident development.

Plans from other municipalities have been reviewed to identify best practices. The project team is compiling recommendations to address issues that were raised by KHCG Committee members, stakeholders and members of the public during consultation sessions. A draft report will be presented to Council in 2019. Further public consultation will follow before the report is finalized.

Staff will report back to the KHCG in 2019 to present an overview of the draft Urban Forest Strategy report.

6. MINUTES OF PREVIOUS MEETING

6.1. Minutes of September 18, 2018

(Lipsitt / Di Censo)

That the Keep Hamilton Clean & Green Advisory Committee Meeting Minutes, dated September 18, 2018 be approved as presented.

CARRIED

6.2. Business arising from minutes and notes: none

7. DISCUSSION ITEMS

7.1. Administrative

7.1.1. 2019 Meeting Schedule

The 2019 Meeting Schedule was shared with Committee members by email. The current Committee members will continue to meet regularly in 2019 until recruitment of new Committee members is complete.

7.1.2. Upcoming Dates

Staff shared information about upcoming dates:

- **November 16, 2018:** Deadline to respond to the Committee evaluation survey. The survey link will remain open after the deadline for any members who have yet to respond.
- **November 28, 2018:** Citizen Recruitment Information Session (Open House) from 4:00 p.m. to 8:00 p.m., in the foyer area outside the Council Chambers, 2nd Floor, City Hall. The purpose of the Information Session is to outline the scope of the various committees,

explain the time commitment and any qualifications that may be required. Citizens interested in a position are strongly encouraged to attend.

- **December 10, 2018:** The Committee's 2019 budget request report will be on the agenda for Public Works Committee.

7.2. Team Up to Clean Up

Staff presented a summary of monthly and year to date volunteer participation. Team Up to Clean Up program results for 2018 are in line with previous years program participation.

7.3. Hamilton Food Advisory Committee

The Food Advisory Committee (FAC) invited representatives from the Keep Hamilton Clean & Green Committee to attend their recent meeting on November 13 to learn about our Committee's work and identify any areas for future collaboration. Ron Speranzini and Diedre Rozema attended on behalf of the Committee. Diedre gave a short presentation about the Committee's mandate and work. Ron responded to questions and participated in discussion.

Several areas of alignment between the work of the two Committees were identified and discussed. The KHCG Committee will continue to correspond with the FAC and look for potential areas of collaboration.

7.4. Cigarette Litter Prevention Program update

Bruce Thomson presented an update about recent work on the CLPP. Work to develop a creative marketing and branding package began in September and is anticipated to be complete by the end of 2018. Funding for the full engagement and outreach campaign is anticipated to come from the Main Street Revitalization Initiative, pending Council approval. If funding is approved, the campaign will launch in spring 2019.

7.5. Looking ahead: Clean & Green Strategy upcoming challenges

This will be a discussion item at the Committee meeting scheduled for January 22, 2019.

8. MOTIONS

None.

9. NOTICE OF MOTIONS

None.

10. GENERAL INFORMATION / OTHER BUSINESS

No member from the current Committee membership will attend the annual Keep America Beautiful Conference in 2019. The staff liaison will attend as the Committee's representative. The conference will be held February 6-8, 2019 in Baltimore, MD.

11. ADJOURNMENT

(Thomson / Mills)

That, there being no further business, the meeting be adjourned at 7:00 p.m.

CARRIED

Next Meeting: Tuesday, January 22, 2019 City Hall, Room 193

Form: Request to Speak to Committee of Council

Submitted on Friday, January 11, 2019 - 9:33 am

==Committee Requested==

Committee: Public Works

==Requestor Information==

Name of Individual: Sonny Ross

Name of Organization:

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address:

[REDACTED]

Reason(s) for delegation request: To speak about the possibility of charging stations for electronic devices such as scooters.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	February 4, 2019
SUBJECT/REPORT NO:	Proposed Permanent Closure and Sale of a Portion of Wetenhall Court, Hamilton (PW19011) (Ward 11)
WARD(S) AFFECTED:	Ward 11
PREPARED BY:	Gary Kirchknopf (905) 546-2424, Extension 7217 Cetina Farruggia, (905) 546-2424, Extension 5803
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works
SIGNATURE:	

RECOMMENDATION

That the application of Panattoni Development Company, to permanently close and purchase a portion of Wetenhall Court, Hamilton ("Subject Lands"), as shown on Appendix "A" and Appendix "B", attached to Report PW19011, 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 Panattoni Development Company, 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 Panattoni Development Company 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;
- (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;

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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 Wetenhall Court, Hamilton (PW19011) (Ward 11) - Page 2 of 4

- (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

Panattoni Development Company has made an application to permanently close and purchase a portion of Wetenhall Court, Hamilton. The applicant proposes this closure in order to facilitate land assembly. As there were no objections received from any City Departments, Divisions, or Public Utilities and no objections received from any abutting land owners, staff are in support the application.

Alternatives for Consideration – See Page 3

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The applicant has paid the Council approved user fee of \$4,454.00. The Subject Lands will be sold to Panattoni Development Company, as determined by the Real Estate Section of the Planning and Economic Development Department, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204.

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 Panattoni Development Company, pursuant to an agreement negotiated by the Real Estate Section of the Planning and Economic Development Department.

HISTORICAL BACKGROUND

The Subject Lands were created and dedicated to the City of Hamilton through Registered Plan 62M-1229. On November 14, 2018, an application was received by Panattoni Development Company to close and purchase the Subject Lands in order to facilitate land assembly for the redevelopment of the subdivision in association with development application DA-18-217. There were no objections received from any City

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SUBJECT: Proposed Permanent Closure and Sale of a Portion of Wetenhall Court, Hamilton (PW19011) (Ward 11) - Page 3 of 4

Departments, Divisions, or Public Utilities, and no objections from any abutting land owners. As such, staff are in support of the closure and sale of the Subject Lands to the applicant.

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 Hydro One have 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 12 notices mailed, and the results are as follows:

In favour: 0 Opposed: 0 No comment: 0

No objections were received.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

As there were no objections received from any internal Departments, Divisions, or Public Utilities, and no objections received from any abutting land owners, staff are in support of the application.

ALTERNATIVES FOR CONSIDERATION

The City could deny this application and the Subject Lands would remain public highway.

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**SUBJECT: Proposed Permanent Closure and Sale of a Portion of Wetenhall
Court, Hamilton (PW19011) (Ward 11) - Page 4 of 4**

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

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

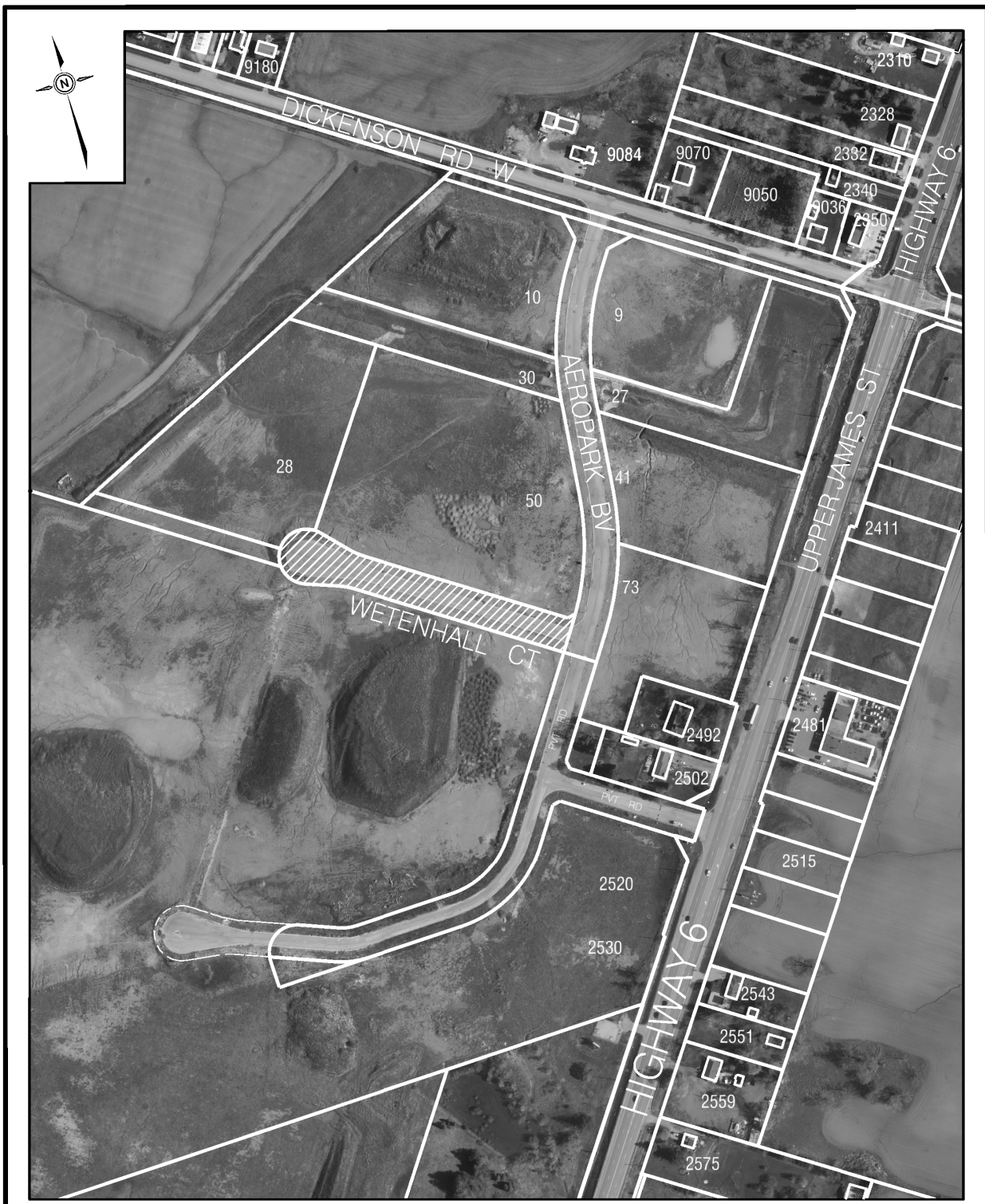
Appendix “A”: Aerial Drawing

Appendix “B”: Location Plan

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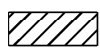
OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

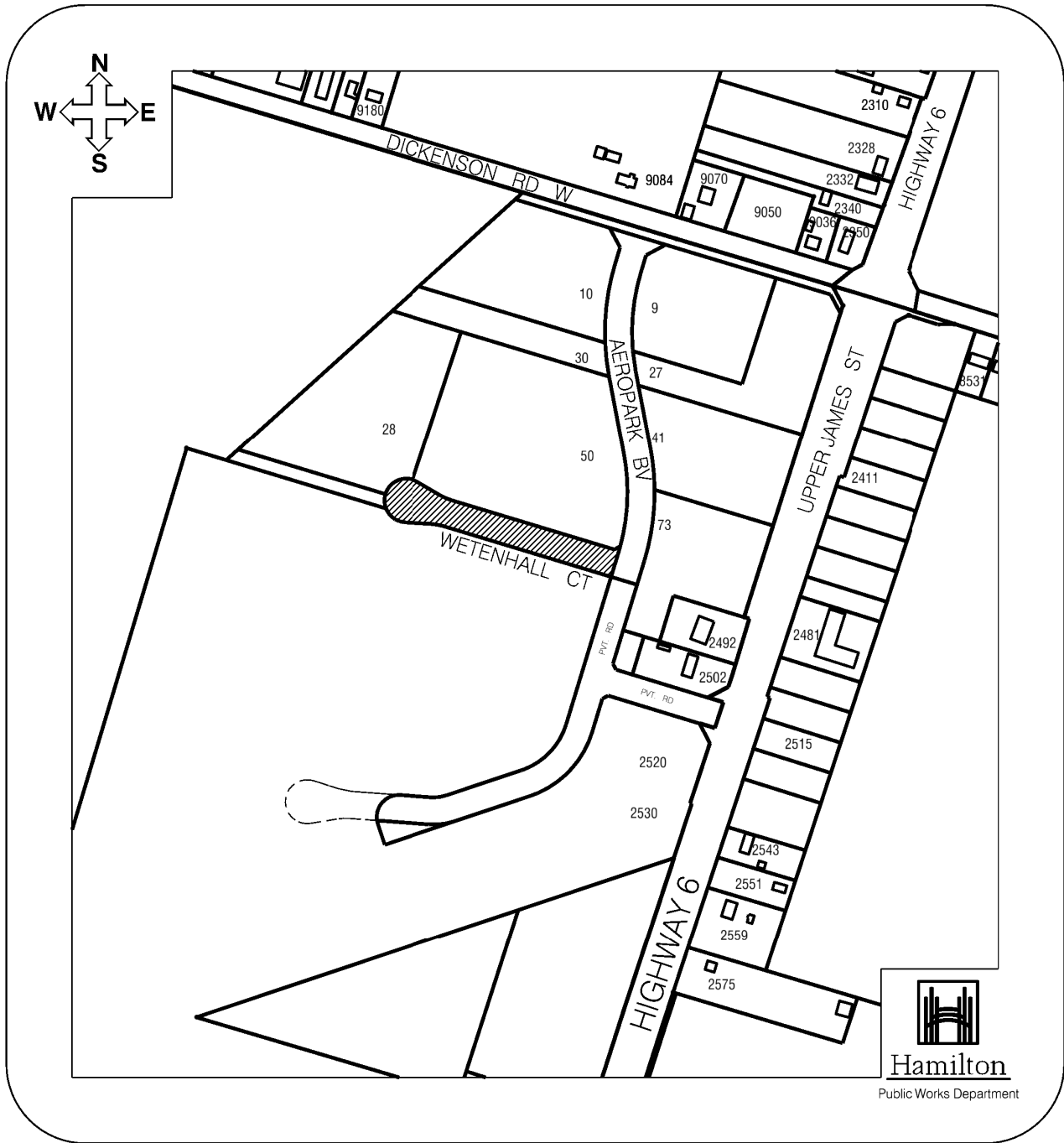


PROPOSED CLOSURE OF WETENHALL COURT AND
PORTION OF AEROPARK BOULEVARD

Geomatics & Corridor Management Section
Public Works Department

LEGEND

 Lands to be Closed



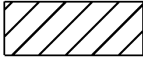
LOCATION PLAN

PROPOSED CLOSURE OF

WETENHALL COURT

CITY OF HAMILTON
 PUBLIC WORKS DEPARTMENT

LEGEND



SUBJECT LANDS

DATE: NOVEMBER 16, 2018	Not to Scale
REFERENCE FILE NO : PW19_	



January 21, 2019

Members of the Public Works Committee
Hamilton City Hall
2nd floor - 71 Main Street West
Hamilton, ON L8P 4Y5

Dear Councillors,

The following document comprises our report on the progress The Friends of the Aviary (FOA), a not-for-profit charitable organization supported by the City of Hamilton for 90 years, has made since they were advised to re-home our closed flock of 17 avian species. We will report on the relocation status, operational updates, current finances, as well as our proposal for the Aviary's future. We ask that the Public Works Committee consider the information provided, while working in conjunction with Friends of the Aviary, in order to decide what is best for the birds in question.

The package provided includes two parts. The first is an update on our progress and accomplishments since our last meeting, while the second part details our proposed location and strategies for the Aviary. Given the tight time frame allowed for the actual presentation, we thought it would be important to provide a more detailed report for committee members to read prior to the presentation and prepare their questions ahead of time.

We thank you for taking the time to read the report and for giving us the opportunity to present our strategies to the Public Works Committee.

Sincerely,

Friends of the Aviary,
Board of Directors

Sherry Houston, President
Melanie Suchecki, Vice President
Kimberly O'Hare, Treasurer
Claire Heffernan, Secretary
Tom Priestly, Director
Marissa Casale, Director
Kelly Curtis, Director

ForTheLoveOfBirds.ca

t: 905-546-4842 | e: fotaweb2016@gmail.com | PO Box 89071, 85 Oak Knoll Drive, Hamilton, ON L8S 4R5



Background

The Hamilton Aviary was first opened and operated by the City of Hamilton, at Dundurn Castle. At 90 years old, it is believed to be the oldest public Aviary in North America.

Since 1992, the Aviary has been managed by the non-profit, entirely volunteer run organization Friends of the Aviary, that, with the support of the City of Hamilton and Royal Botanical Gardens, has resided in the RBG's former Teaching Gardens since 1996. The building was retrofitted for the new residents, with the plan of relocating to at some point in the future. Nonetheless, the volunteers settled the Flock and began to build up their educational programs and foster new relationships with the public.

In October 2017, it was abruptly decided by the city, which had previously supported the aviary since 1927, that Friends of the Aviary will be closed and the birds rehomed in January 2018. The explanation given was related to OSPCA orders to improve the lighting for the birds and initiate a pest management program that went ignored under previous board governance. At that point, poor governance and lack of volunteers were also among the issues being faced by the organization, leaving the future of the Aviary and the birds in a precarious position.

With a new legally elected board, committed to ensuring the best practices in bird care and keeping the flock together, the Friends of the Aviary was given 9 months, which was then extended to 15 months, to secure a new home for the flock. Good governance practices, and increased volunteer recruitment, has greatly improved the environment of the Aviary and bird health. Fundraising and awareness has also increased dramatically.

In the following pages we report on accomplishments of the board of directors and our volunteers over the past 15 months since our initial discussion with the City of Hamilton in October of 2017.

ForTheLoveOfBirds.ca

t: 905-546-4842 | e: fotaweb2016@gmail.com | PO Box 89071, 85 Oak Knoll Drive, Hamilton, ON L8S 4R5

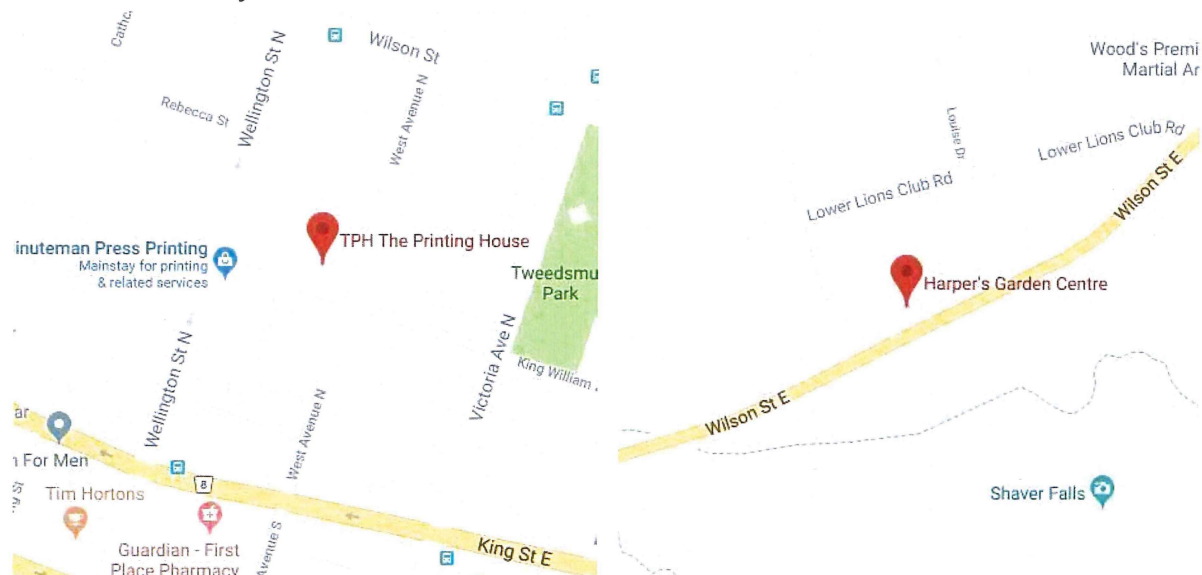


Relocation Efforts

Finding a new location has been a top priority for the Board of Directors which necessitated the creation of Location Committee whose members included a real estate professional. The following criteria were identified that the space would need to successfully house the birds:

- An open space of at least 2,000 square feet to house the bird's cages
- A functional kitchen, a washroom and storage area
- Access to parking for our volunteers and members of the public
- Publicly accessible (near public transit)
- Wheelchair and stroller accessible for the public
- Large or plentiful windows for natural light
- Access to an outdoor space for the birds
- Proper zoning
- Permanent or long term

While we thoroughly explored 7 locations within the City of Hamilton, the best options that satisfied many of the criteria were **The Printing House** (43 West Avenue N, Hamilton, ON L8L 5C1) and **Harper's Greenhouse** (1039 Wilson Street East, Ancaster, ON L9H 5E3), both of which were willing to cooperate with FOA and very generously offered the use of the space at no cost. In spite of their incredible willingness to support the birds, neither location is able to serve as a suitable new home to Friends of the Aviary.



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The Printing House initially had issues in terms of zoning, at the time, it was legal non-conforming. While we understand that the zoning on this location has since been revised, the remaining barriers make it unlikely that birds would thrive. The location also has a lack of parking, and is situated in a dense residential area where noise from the birds could potentially disturb nearby residents. Additionally, we estimated that it would cost approximately \$20,000 to make the space livable for the flock and functional for the care and cleaning work of volunteers.

The single largest concern with Harpers Greenhouse, is that there is currently no running water to the space they were willing to set FOA up in, and the greenhouse would be very difficult to keep warm in the winter. It is a small space and not ideal for public access as we would be at the back of the property.

In addition to the two locations noted above, multiple commercial/retail properties were explored in the City. Concerns from potential Landlords include:

- the inability to provide insight into FOA's past and future financial credibility given the short amount of time the current Board of Directors has been in place
- concerns with the high number of animals on their property
- worries about neighbouring properties and the possible complaints from businesses and residents given the noise of the birds

In the end, the greatest deterrent to successfully establishing the Aviary at any of these locations is the high cost of converting the space, as well as the ongoing monthly costs of rent/lease, plus utilities.

Throughout this process, we have approached various Councillors for assistance in our search for a suitable home. Former Ward 3 Councillor Matthew Green invited the Relocation Committee to meet and had a great discussion about the needs of our birds and potential locations within the City. We also had similar discussions with Maureen Wilson, Jason Farr, Terry Whitehead and John Paul Danko in our search for a new location. **We greatly appreciate the time taken on behalf of the Councillors, past and present to support Friends of the Aviary during this tumultuous time.**

Operational Updates

Friends of the Aviary's volunteers continue to provide the best possible care to all our birds, **365 days of the year**. This includes detailed procedures for daily feeding, cleaning and maintenance of the bird's environment in accordance with the training and information provided by our avian veterinarian, visits to other aviaries, and input from our OSPCA inspector. This was a rigorous and lengthy process deployed to ensure that our new and seasoned volunteers find our care strategies easy to follow so that the birds benefit by getting the best care possible.

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The previous orders given by the OSPCA, in August of 2017, were addressed and resolved by November 2017 to the satisfaction of OSPCA inspector, Nicole Foster and our Avian veterinary Dr. Shannon Lee. New policies, procedures and training have been implemented to prevent a relapse into such unfavourable conditions again.

Administratively, FOA has re-established committees to oversee: our Relocation Efforts, Health & Enrichment, Education and Outreach, and Marketing & Fundraising. Our Board of Directors has worked hard to return FOA's leadership back to a respected, stable source of guidance for the organization to the benefit of the birds, the volunteers, donors and members of the public.

Since January 1, 2018 we have interviewed over 100 new volunteers with up to 10 new members joining every month. Our volunteers come from all over Hamilton and the surrounding areas to offer their time in the daily care of the birds to planning events and doing tours. We have a wide range of members including high school students getting their volunteer hours and McMaster students interested in veterinary medicine. We have developed a guidebook and training regime to ensure consistency and professionalism when onboarding new volunteers. We have a volunteer dedicated to interviewing new volunteers and assigning them to shifts where they are most needed.

Financial Updates and Plans

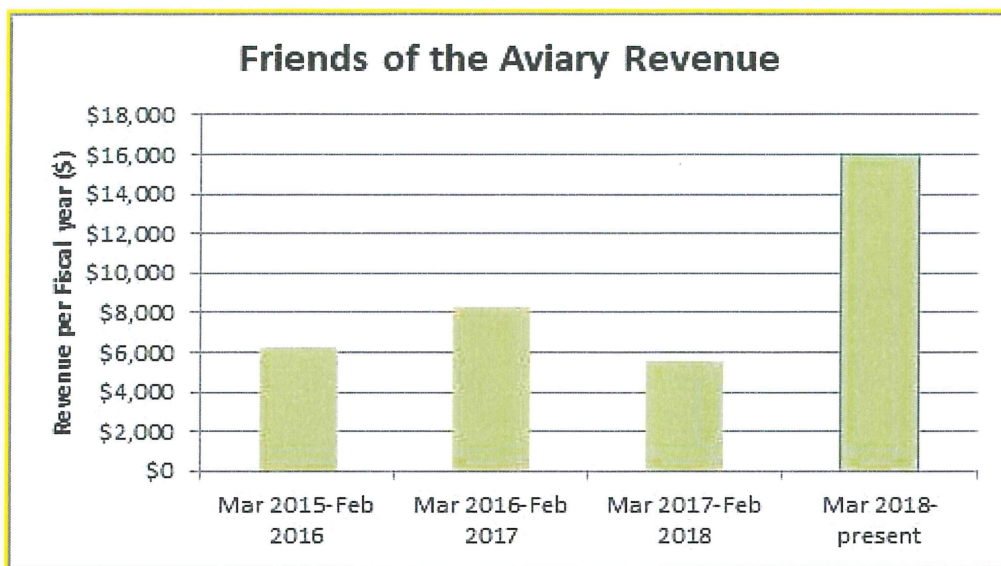
The Friends of the Aviary have devised a new budget to assume full financial responsibility of the expenses that are covered by the City of Hamilton's funding. This correlates directly with our fundraising efforts and ensures that we are fully aware of what our operational, administrative and fundraising costs will be moving forward. We have been recording supplies and services received by the city and are including these estimates into our budget. We are conservatively estimating that the total cost to run the Aviary completely independent will be roughly \$100,000 annually. This includes the hypothetical costs of rent, food, supplies, utilities, vet care, a programmer and associated maintenance.

Thus far in our current fiscal year (Mar 2018 to Feb 2019) we have raised significantly more than the last three fiscals. While this is an incredible and much needed infusion into our revenue streams, we are still a long way from an annual revenue goal of \$100,000. One of the major barriers to our application for funding grants is our inability to say whether the money will be used for repair and upgrades to our current location or to fund a new location and the repairs and updates that might be required to make a new home suitable for an Aviary. Funders are understandably wary of giving without a detailed plan for use of the monies provided. Many grants that we wanted to apply for had deadlines that were within a few months of receiving our deadline extension from the city. As the board necessarily focused their efforts on searching for a new location, bird care and volunteer recruitment, resources were unavailable to devote to these efforts.

We will continue to expand our fundraising efforts in order to rally more support from the community and to push Friends of the Aviary into a greater state of financial independence in the future.

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Revenue sources include: Open houses, Private Tours, Donations (Private and Canada Helps), Events, and organized Fundraisers.

Marketing, Fundraising and Events Committee accomplishments

- Rebranding with a new logo, website and mission statement
- Public awareness including a video production
[\(Click Here to View the Video\)](#)
- Media Relations including interviews on Cable 14 City Matters, Mohawk Radio “The Hawk,” and CHCH Morning Live, in addition to editorial items in The Hamilton Spectator.
- Attended the following events: Festival of Friends, Tesla Electric city Festival, Locke Street Festival, visits to 3 Pet Valu stores, RBG Artisan Fair, Raptorfest
- Organized the following fundraisers: Plant Nite, Comedy night at L’etranger, Doors open Hamilton, Karaoke night, The Hamilton Bulldogs ticket raffle.
- Hosted Private tours to the following: Calvin Christian School, Woodview-Mountain (HWDSB Section 23), Ontario Early years, Sparks, Beavers, YES club with RBG, Meadowland Adult Day Services, Canadian council of the Blind, Little Smiles daycare, YMCA camp Burlington, Delta High school and small family groups.
- Best Feathered Friend Campaign
- Successful “Giving Tuesday” campaign with Canada Helps
- Creating partnerships with Hamilton Public Library Reading buddies, Friends 4 Kindness and Special Needs Resource Centre

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Proposed Course of Action

We propose to remain at 85 Oak Knoll Drive to provide a safe and enriching home for Hamilton's parrots.

We will commit to raising and providing funds to upgrade the current building condition to make it aesthetically pleasing and adhere to safety codes. We would like to remain open "by donation" to the public every weekend and continue building our community programs with the Hamilton Library, seniors centres, special needs groups, and students at risk, as well as helping and high school students achieve volunteer hours.

We have already reached out to The Westdale children's school and the Churchill park community gardens to inquire about the possibility in sharing a greenhouse year round. This partnership could lead to re-establishing the children's garden and making the location more attractive for all citizens.

This unique location, surrounded by forest trails with a diverse wild bird population, will be ideal for creating our Educational program that uses the "think global, act local" concept by making connections between global habitat loss and exotic species-at-risk and how the same issues affect us and our native species on a local level.

Our fundraising goals are to become financially independent from the City of Hamilton within 3-5 years reducing funding requests year over year.

Current Barriers to our Proposed option

- Condition of building is deteriorated and unsightly- we are unable to justify charging admission
- Building access: Gate is a physical and psychological barrier to entry-difficult for people with mobility issues to enter. The closed gate makes it difficult for people to know when we are open.
- Poor visibility of location from street views.
- Poor Communication-Our attempts at getting answers or offering suggestions have been often gone unnoticed and unanswered
- Public Awareness is very low. A concerted effort at marketing and media and public relations, combined with consistent attention to and presence on social media are necessary.
- Entirely Volunteer Run-in order to ensure we have volunteers available for events, educational programs and training we need to have a reliable staff member skilled at programming. Our current volunteer resources for these areas are limited, despite increased volunteer numbers.
- Uncertain future prevents us from applying for grants- knowing where we will be for the next few years will provide security and assurance to potential funders
- Current agreement constrains the Friends of the Aviary from achieving some goals
- Outdated bylaws require board members to be volunteers, for at least one year, which has led to a "hands-on" less experienced board that has limited our success.

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Success solutions to overcome barriers

- Permission for the Friends of the Aviary to pay for immediate building upgrades which include: new windows, doors, enclosures and kitchen updates. Aesthetic upgrades will allow for us to charge for tours.
 - Permission for the Friends of the Aviary to fundraise for larger scale projects (ceiling and greenhouse) which will be pre-approved by the City of Hamilton and Royal Botanical Gardens
 - Moving the public access to the south side of the building to increase accessibility and be closer to the parking lot and to align with the new crushed gravel pathway that is part of the Churchill Park Master Plan.
 - Regular updates or meetings could help with communication.
 - Partnership with Tourism Hamilton would be beneficial for both organizations as we would align our goals to achieve greater success with becoming a unique attraction.
 - Increase Public awareness with support from Tourism Hamilton and a Media professional.
 - Current agreement would need to be updated to allow the hiring of a programmer/director to continue our success
 - Find homes for the parrots who are suitable to be rehomed
 - Our proposed income stream will lead to financial independence
 - Admission and membership fees once building is upgraded (\$12,000)
 - Gift shop (\$15,000)
 - Private parties and events (\$20,000)
 - Education and Public Programming (?)
 - Corporate Sponsorships (\$30 000)
 - Funding grants (\$20,000)*
 - Training and Re-homing birds (\$20,000)
- * This number is dependent upon Friends of the Aviary being awarded grants from multiple organizations and may be higher or lower depending upon favourable reception of our submissions.
- Update our Bylaws at the next AGM to remove constraints on board of director requirements now that we are moving towards a more skills based and community involved direction.

We believe that the current board of directors has established their ability to successfully take on enormous challenges. They have had to overcome steep learning curves to become proficient in all areas of volunteer recruitment and management, accounting and budgeting, maintaining charity and corporate status, searching for a suitable new home, fundraising, marketing, communicating to city staff and the public..... all the while ensuring the best daily care for the birds. This board of directors is proud of the amount of work we have accomplished, even with our limited experience. However, we must acknowledge that even greater progress will be made once we able to attract and vote in leaders from our community to join the FOA board of directors. These successes could not have been possible without the incredible support from caring citizens all over southern Ontario. We are a vital part of the community and we believe in our potential to become an exciting and unique historical attraction for visitors and citizens.

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Conclusion

“Culture makes a significant and positive impact on a community’s quality of life. I have witnessed cultural revitalization taking place across Hamilton – much of which has been led by the community – and, I recognized that the power of culture to transform a community would only be increased if the City did more to facilitate its development.”

--Tim McCabe, General Manager and Sponsor, City of Hamilton 2013 Cultural Plan

The Hamilton Aviary is a part of the cultural heritage of the city. It is fondly remembered by generations, from its origins at Dundurn Castle. It is a significant part of the history of the City of Hamilton, the oldest public Aviary in North America, and fits perfectly within the guidelines of the City’s Cultural Plan.

Our history does not allow us to claim to be an historic “site,” as we have been in limbo since our departure from Dundurn Castle. Nonetheless, the Aviary is an historic institution in the city.

As such, we believe that the city risks losing a significant cultural and historic asset unless it allows Friends of the Aviary sufficient time to plan a transition from a city-supported and funded not-for-profit, to a sustainable, self-sufficient organization. The city’s support would allow us to conserve and enhance this gem of our cultural heritage and serve the citizens of Hamilton with our goal of public education through community partnerships and engagement. It would also become another reason for visitors to stay and explore in Hamilton.

This board of directors seeks to address all of these issues through member-approved changes to the board structure, city-approved changes to our ability to pursue new revenue streams, addition of at least one full time staff member to act as executive director and deliver public programs and a reprieve of 3 to five years in order to develop and institute a sustainable funding plan.

Despite the challenges, Friends of the Aviary remains committed to restoring The Hamilton Aviary to its former status as an educational Avian facility, that is a significant value to both our residents, and to visitors.

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CITY OF HAMILTON
Public Works Department
Roads & Traffic

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	February 4, 2019
SUBJECT/REPORT NO:	ArcelorMittal Dofasco G.P. Transportation Agreement (PW19009) (Wards 3 and 4)
WARD(S) AFFECTED:	Wards 3 and 4
PREPARED BY:	George Berenyi, P.Eng. (905) 546-2424, Extension 2927
SUBMITTED BY:	Edward Soldo, P.Eng. Director, Roads and Traffic Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the General Manager of Public Works be authorized to negotiate, on behalf of the City of Hamilton, an Amending Agreement to the Transportation Agreement dated June 19, 2009 entered into between the City of Hamilton and ArcelorMittal Dofasco Inc., updating, the name of the contracting party from ArcelorMittal Dofasco Inc. to ArcelorMittal Dofasco G.P., and adding a portion of Strathearne Avenue to roads upon which ArcelorMittal Dofasco G.P. is permitted to operate certain heavy load vehicles under the Agreement, in accordance with the terms set out in Report PW19009;
- (b) That the Mayor and City Clerk be authorized to execute, on behalf of the City of Hamilton, an Amending Agreement contemplated in recommendation (a) of Report PW19009, with content satisfactory 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 their designate be delegated the authority to negotiate, enter into and execute on behalf of the City of Hamilton any renewal, amendment and necessary ancillary document respecting the Transportation Agreement, with content satisfactory to the General Manager of Public Works, and in a form satisfactory to the City Solicitor, subject to the following conditions:

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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: ArcelorMittal Dofasco G.P. Transportation Agreement
(PW19009) (Wards 3 and 4) – Page 2 of 5**

- (i) The Transportation Agreement contains terms and conditions consistent with the existing Transportation Agreements; and
- (ii) The General Manager of Public Works is of the view that the terms and conditions of the Transportation Agreement are commercially reasonable in the circumstances.

EXECUTIVE SUMMARY

ArcelorMittal Dofasco Inc. and the City of Hamilton entered into the current Transportation Agreement on June 18, 2009 and it is scheduled to expire on June 30, 2029.

The current Transportation Agreement permits ArcelorMittal Dofasco Inc. to transport super heavy loads of steel products over designated routes on certain City streets adjacent to its complex. In return, ArcelorMittal Dofasco Inc. has agreed to compensate the City for the additional maintenance and construction costs incurred as a result of its extraordinary use of these roads. Under the current agreement, ArcelorMittal Dofasco Inc.'s contribution for road rehabilitation and resurfacing work is 44.3%. In addition, ArcelorMittal Dofasco Inc. is responsible for the 100% of the cost of an annual condition assessment report and an annual administration fee.

The business of ArcelorMittal Dofasco Inc. was transferred to ArcelorMittal Dofasco G.P., an Ontario general partnership, on January 1, 2016 as part of a simplification of the business structure of their Canadian operations. This simplification was designed to create efficiencies and reduce costs to better serve customers and increase ArcelorMittal Dofasco G.P.'s competitiveness in the marketplace.

ArcelorMittal Dofasco G.P. and the City of Hamilton have recognized the need for a revised Transportation Agreement. The revised Transportation Agreement will address the following issues:

- AM Dofasco has requested the “Strathearne Avenue Route” be added to the current Transportation Agreement.
- ArcelorMittal Dofasco Inc. has a successor known as ArcelorMittal Dofasco G.P.; therefore, for housekeeping purposes, a revised Transportation Agreement including written consent of the City is required in order to satisfy Section 18 of the current agreement.

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**SUBJECT: ArcelorMittal Dofasco G.P. Transportation Agreement
(PW19009) (Wards 3 and 4) – Page 3 of 5**

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: No changes to percentage-based cost sharing or annual administration fee are proposed. Under the revised Transportation Agreement, ArcelorMittal Dofasco G.P. will also share costs for the additional route known as the “Strathearne Avenue Route”.

Staffing: No staffing issues.

Legal: Revised Transportation Agreement required to address succession from ArcelorMittal Dofasco Inc. to ArcelorMittal Dofasco G.P.. ArcelorMittal Dofasco G.P. will be required to carry insurance and indemnify the City for the additional route in addition to the existing routes.

HISTORICAL BACKGROUND

Since 1970, the City of Hamilton, the Regional Municipality of Hamilton-Wentworth and ArcelorMittal Dofasco Inc. have mutually agreed that ArcelorMittal Dofasco Inc. may transport super heavy loads of steel products over designated portions of municipal streets adjacent to ArcelorMittal Dofasco Inc.’s manufacturing complex in return for a defined contribution from Arcelor Mittal Dofasco Inc. towards the extraordinary construction, re-construction and maintenance costs on these designated routes resulting from this exceptional use.

The current Transportation Agreement identifies two existing routes known as:

Kenilworth Avenue Route - commencing on Kenilworth Avenue North from Arcelor Mittal Dofasco Inc.’s plant entrance north of Burlington Street, south on Kenilworth Avenue to Beach Road, west on Beach Road to Ottawa Street, south on Ottawa Street to the west leg of Beach Road to Gate number 3 and return.

Ottawa Street Route - commencing on Ottawa Street North from ArcelorMittal Dofasco Inc.’s plant entrance north of Industrial Drive, south on Ottawa Street to the west leg of Beach Road to Gate number 3 and return.

The current Transportation Agreement requires ArcelorMittal Dofasco Inc. to contribute the following costs:

- 44.13% of the cost of rehabilitation and resurfacing work on the above routes;
- 100% of the cost of an Annual Condition Assessment; and
- Annual Administrative Fee of \$1700 per year.

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**SUBJECT: ArcelorMittal Dofasco G.P. Transportation Agreement
(PW19009) (Wards 3 and 4) – Page 4 of 5**

The Strathearne Avenue Route is not included in the current Transportation Agreement. The Strathearne Avenue Route is approximately 700 m long and consists of Strathearne Avenue from Brampton Street to approximately 300 m north of Burlington Street East. The Strathearne Route provides access for ArcelorMittal Dofasco G.P.'s heavy transporters between ArcelorMittal Dofasco G.P.'s Gate 13 and the ArcelorMittal Dofasco G.P. Coil Yard approximately 50 m north of Burlington Street East. Attached to Report PW19009 as Appendix "A" is a diagram which illustrates the above routes.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

AM Dofasco G.P. requires an annual permit from the Province of Ontario to allow it to transport loads in excess of those permitted under the *Highway Traffic Act* and regulations over the public highway system. In order to get such a permit, ArcelorMittal Dofasco G.P. is required to demonstrate to the Province that it has an agreement with the appropriate municipal road authority, the City of Hamilton, providing for such use. Entering into this new revised Transportation Agreement will continue to satisfy the Ministry on an ongoing basis that ArcelorMittal Dofasco G.P. has an agreement in place with the appropriate municipal road authority.

ArcelorMittal Dofasco G.P. is required to maintain insurance and indemnify the City as a condition of the agreement.

RELEVANT CONSULTATION

The following sections were consulted during preparation of the report:

Public Works Department including Roads & Traffic, Asset Management, Corridor Management, Corporate Services including Legal Services, Finance & Administration, Risk Management.

These sections are in agreement with the report recommendations.

In addition, Ward Councillors have been advised and ArcelorMittal Dofasco G.P. was consulted.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

For housekeeping purposes, a revision to the current Transportation Agreement is required to address the succession of ArcelorMittal Dofasco Inc.

ArcelorMittal Dofasco G.P. and the City of Hamilton recognize that the Strathearne Avenue Route should be added to the current Transportation Agreement. The

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**SUBJECT: ArcelorMittal Dofasco G.P. Transportation Agreement
(PW19009) (Wards 3 and 4) – Page 5 of 5**

Strathearne Avenue Route provides access for ArcelorMittal Dofasco G.P. between Gate 13 and the ArcelorMittal Dofasco G.P. Coil Yard north of Burlington Street East.

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Economic Prosperity and Growth

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

Built Environment and Infrastructure

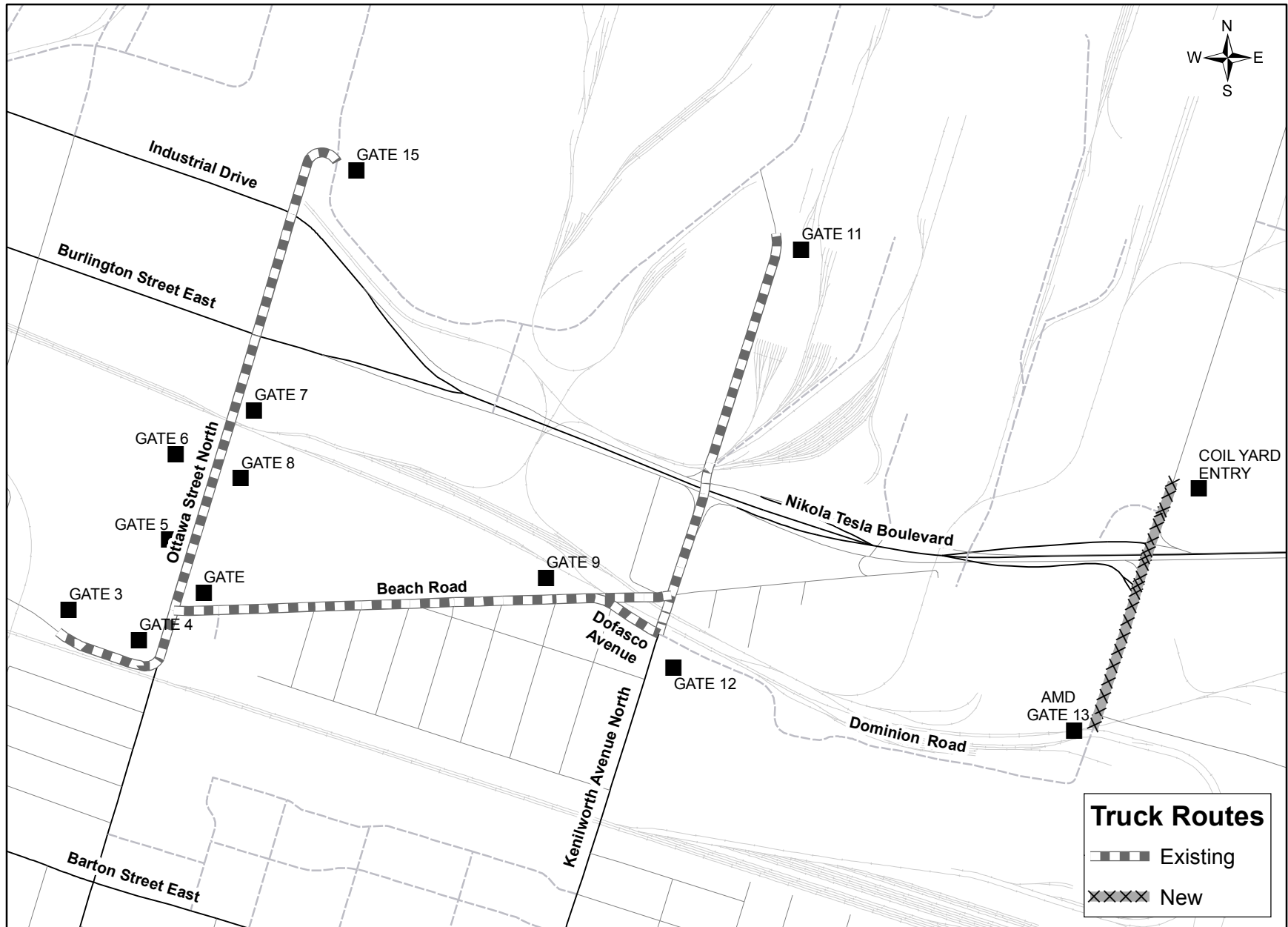
Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

Our People and Performance

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

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” – Transportation Agreement Route Map





CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	February 4, 2019
SUBJECT/REPORT NO:	Procurement of Consulting Services for Detailed Design of East West New Road Corridor, Waterdown (PW19013) (Ward 15)
WARD(S) AFFECTED:	Ward 15
PREPARED BY:	Susan Jacob (905) 546-2424, Extension 2621
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works
SIGNATURE:	

RECOMMENDATION

That the single sole source procurement, pursuant to Procurement Policy #11 - Non-competitive Procurements be approved and that the General Manager of Public Works be authorized to;

- (a) Negotiate with Dillon Consulting Limited a price to carry-out the detailed design for the New East West Road Corridor from Centre Road to Avonsyde in Waterdown;
- (b) Negotiate for the consulting work, should an acceptable Engineering Fee be agreed upon, and enter into and execute any required contract and any ancillary documents required to give effect thereto with Dillon Consulting Limited, in a form satisfactory to the City Solicitor;
- (c) That the funding for the proposed work is available in the approved budget ID # 4031380390 East-West Road Corridor (Waterdown By-pass) – Roads.

EXECUTIVE SUMMARY

Dillon Consulting had undertaken the Class Environmental Assessment (Class EA) "New East-West Road Corridor" for Waterdown covering a larger area from Highway 6 to Cedar Spring Road (completed in 2012). Further, Dillon Consulting Limited was hired by the City of Hamilton in 2017 through Roster process (C12-07-16) to provide preliminary design for the New Road from Centre Road to Avonsyde Blvd. and to carryout Environmental Studies fulfilling the requirement of Agencies such as Ministry of Natural Resources and Forestry (MNR), Halton Region Conservation Authority, Hamilton Conservation Authority and Niagara Escarpment Commission requirements.

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**SUBJECT: Procurement of Consulting Services for Detailed Design of East West
New Road Corridor, Waterdown (PW19013) (Ward 15) - Page 2 of 5**

Dillon's staff are very much acquainted with the details of the project as they have worked on several assignments for this project such as; filing of the Class EA, Preliminary Design, and prepared Terms of Reference's for other Consultant investigations such as Geotechnical and Archaeological Assessment.

They also initiated contacts with Utilities such as Hydro One transmission (HONI) and Canadian Pacific Rail (CPR). The approach of using the same consultant to carryout detailed design was successfully used for several large City projects such as the Lincoln M. Alexander, Red Hill Valley Parkway and for road extension & reconstruction within the Red Hill Business Park (RHBP), resulting in costs below the industry averages. Having Dillon on board for the detailed design will provide a quick start of the detailed design process and permit applications. This would allow the City to stay within the implementation timelines predicted as the New East-West New Road Corridor is required to address the transportation challenges in Waterdown.

Alternatives for Consideration – See Page 5

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The estimated cost of detailed design is approximately \$600,000 (for a 4km road including a bridge, 2 roundabouts, 7-culverts, street lighting, landscaping, noise assessment and hydraulics/ hydrology investigation. Funding for this assignment is available, Project ID # 4031380390.

Staffing: None

Legal: None

HISTORICAL BACKGROUND

This project was carried out under the direction of a Project Partnering Group (Project Partners) with staff from the following participating municipalities:

- City of Hamilton
- City of Burlington
- Halton Region

A Class Environmental Assessment (EA) for the New East West Road Corridor from Highway 6 to Brant Street was completed By Dillon in April 2012. Subsequently, Implementation has been staged into the following segments:

➤ Segment 1

Avonsyde Blvd adjacent to Up-County Development (east side), this was undertaken through by a developer.

➤ Segment 2

Centre Rd westerly through Waterdown North Development will also be implemented by developers.

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SUBJECT: Procurement of Consulting Services for Detailed Design of East West New Road Corridor, Waterdown (PW19013) (Ward 15) - Page 3 of 5

➤ Segment 3

Public Works assignment is the delivery of the New East-West Road Corridor from Centre Rd to Avonsyde Blvd (see Appendix “A” attached to Report PW19013) including two roundabouts, one at Parkside connection and one at Avonsyde Blvd. connection. City engaged Dillon Consulting in September 2017 to undertake the Preliminary Design and Environmental studies which is currently nearing completion. Real Estate is also working with the property owners to acquire the necessary lands.

➤ Segment 4

Connecting Waterdown North Development to Highway 6, this is outside development segment to be done by the City, timing is unknown.

Dillon Consulting also was engaged to conduct Environmental Studies for the detailed design and approvals/ Permits as required by the Agencies such as Conservation Authorities, Ministry of Natural Resources and Forestry, Department of Fisheries and Niagara Escarpment Commission. These studies are approaching completion except for one study which has a duration of 3-years (Jefferson Salamander) (JESA). The studies included Bat Survey, Tree Inventory, Aquatic Assessment at Grindstone Bridge, Road Mortality, Wild Animal Survey and Species at Risk. Draft Report from these studies is expected in January 2019.

The schedule of the project is predicted to be as follows:

- (1) Detailed Design: Scheduled to be accomplished in 2019
- (2) Permits: Submissions to Agencies are scheduled for submission by end of 2019 for review and granting permits by 2020. CP Rail requires at least 12 months' notice before construction in order to complete the warning system design and order material for the warning system and crossing surface.
- (3) Land Acquisition: Negotiation is on-going. Scheduled to be completed by June 2019.
- (4) Utilities: Scheduled for first half of the year 2020
- (5) Tendering: Scheduled for end of 2020
- (6) Construction: Scheduled to be accomplished in 2021
- (7) Final paving: Scheduled for the Spring of 2022

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

- POLICY # 11 - Non-competitive Procurements
- POLICY # 13 - Authority to Execute Contracts
- POLICY # 2 - Approval Authority

The requirements of the Procurement Policy # 5.3 to issue a competitive bid is waived in order to allow negotiations within a currently awarded project.

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**SUBJECT: Procurement of Consulting Services for Detailed Design of East West
New Road Corridor, Waterdown (PW19013) (Ward 15) - Page 4 of 5**

RELEVANT CONSULTATION

The Department of Planning and Economic Development (Real Estate, Growth Management), Financial and Procurement.

The Procurement Section supports the issuance of an open and competitive process to secure a vendor for these services in order to fully comply with applicable trade agreements, specifically the Canada-European Union Comprehensive Economic and Trade Agreement (CETA) and the Canada Free Trade Agreement (CFTA).

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Currently Dillon Consultant Limited is working on Roster Assignment C12-07-16 providing preliminary design and environmental studies; Dillon's staff is well familiar with the project and has been in consultation with Agencies and Utilities. They are well aware of Environmental Impacts and this knowledge will be a great asset dealing with Conservation Authority and Environmental Agencies. Dillon also initiated communication with utilities to familiarise them with the any impact on their facilities, including Canada Pacific Rail (CPR).

The City should realize the cost and time savings by utilizing the same consultant for detailed design. The project schedule is concentrated and tightfitting to achieve City's Capital Projects Implementation Plan. The expected timelines can be best achieved by Sole Sourcing.

ALTERNATIVES FOR CONSIDERATION

The City can prepare a Request for Proposal (RFP) and invite several Consultants to submit detailed Proposals – this approach will take time for the review of proposals and make a selection and then acquaint the new consultant with the project this may delay the project by about 4-6 months.

If the current schedule is delayed, it will have impact on construction completion date and Waterdown Area will continue to face the transportation challenges. This may also impact the Bridge replacement project on Highway 5 at Grindstone Creek (North of Mill St. N).

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.

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**SUBJECT: Procurement of Consulting Services for Detailed Design of East West
New Road Corridor, Waterdown (PW19013) (Ward 15) - Page 5 of 5**

Clean and Green

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

Built Environment and Infrastructure

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

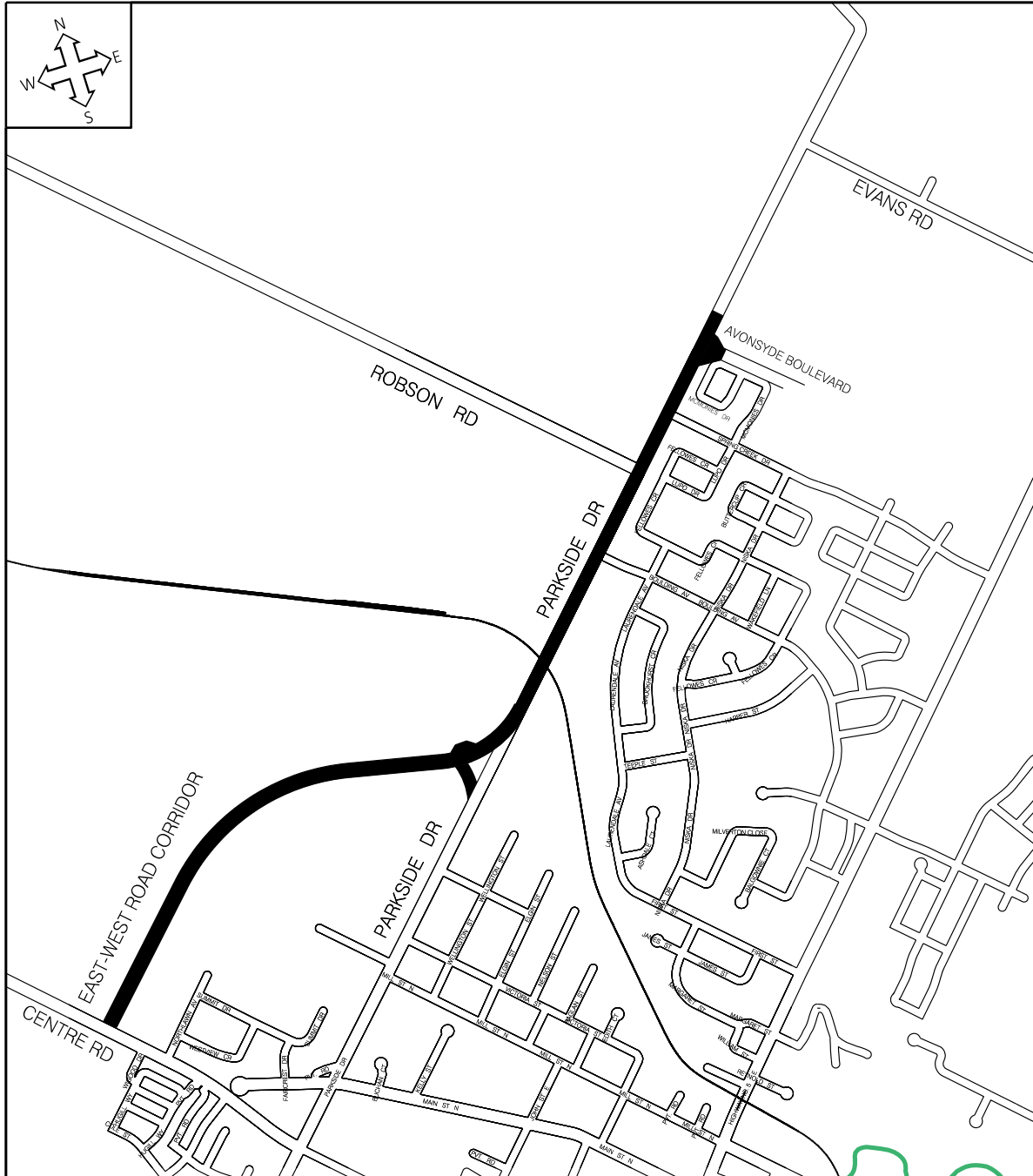
APPENDICES AND SCHEDULES ATTACHED


Appendix "A": Maps of Waterdown Construction Staging Plan

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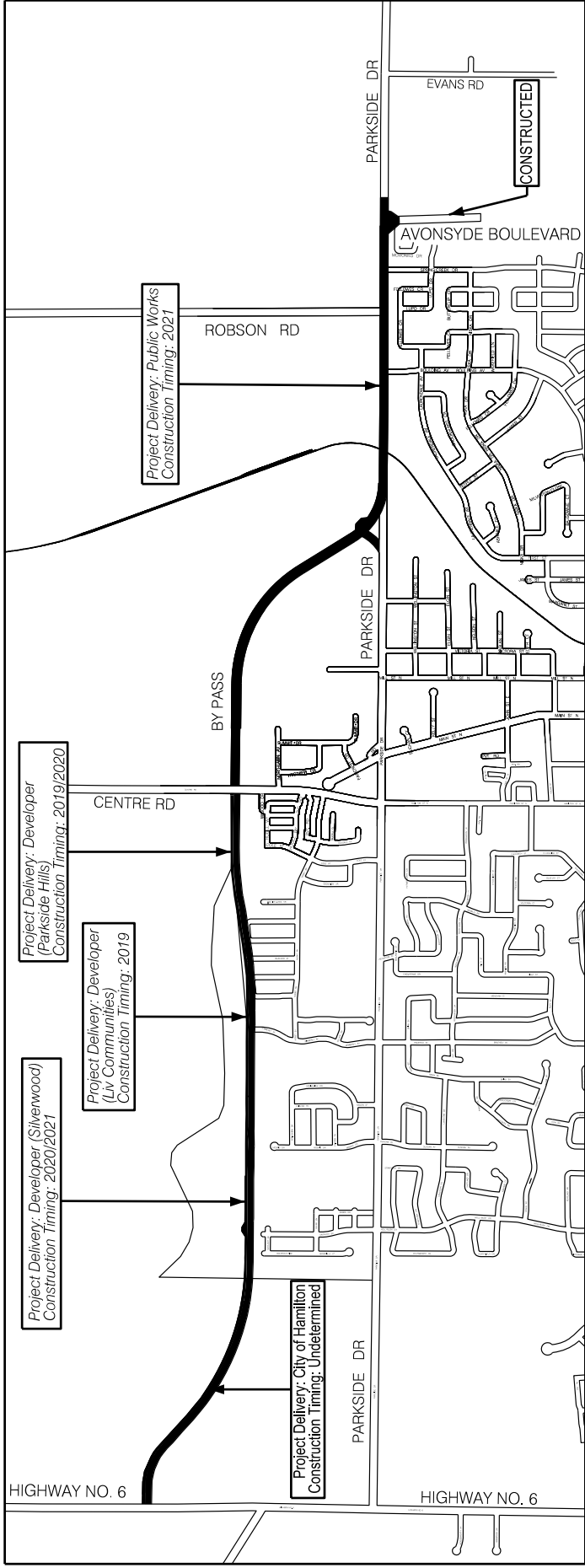


 Proposed Road Construction

City of Hamilton (Community of Flamborough)
 Ward 15
 EAST-WEST ROAD CORRIDOR (WATERDOWN BY-PASS)
 Centre Rd to Avonsyde
 Proposed Road Construction

CITY OF HAMILTON
 Public Works Department
 General Manager, Dan McKinnon
 DATE: DECEMBER 18, 2018 CONTRACT No. C15-xx-17 (xxx)

WATERDOWN CONSTRUCTION STAGING PLAN
EAST WEST NEW ROAD CORRIDOR



HIGHWAY NO. 6

HIGHWAY NO. 6

Project Delivery: City of Hamilton
Construction Timing: Undetermined

Project Delivery: Developer (Silverwood)
Construction Timing: 2020/2021

Project Delivery: Developer (LV Communities)
Construction Timing: 2019

Project Delivery: Developer (Parkside Hills)
Construction Timing: 2019/2020

Project Delivery: Public Works
Construction Timing: 2021

CONSTRUCTED



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Roads and Traffic Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	February 4, 2019
SUBJECT/REPORT NO:	Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019 – 2025 (PW19015) (City Wide) (Outstanding Business List)
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 Hamilton Strategic Road Safety Program and the Vision Zero Action Plan 2019-2025 as described in Report PW19015, be approved;
- (b) That an increase of \$1,700,000 be approved and deferred to the 2019 Tax Operating Budget process for consideration as a 2019 Tax Operating Budget amendment with zero net levy impact to be funded by the Red Light Camera (RLC) reserve #112203;
- (c) That the Outstanding Business List item, Strategic Road Safety Program update (Vision Zero) be identified as completed and removed from the list.

EXECUTIVE SUMMARY

On August 15, 2014 City Council approved report PW14090 to re-establish the Hamilton Strategic Road Safety Program. The Hamilton Strategic Road Safety Committee was formed to provide guidance, oversight, and direction to the Hamilton Strategic Road Safety Program. The Committee is formed of members from Roads and Traffic, Transportation Planning, Public Works Communications, Hamilton Police Services,

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**SUBJECT: Hamilton Strategic Road Safety Program and Vision Zero Action Plan
2019 – 2025 (PW19015) (City Wide) – Page 2 of 9**

Hamilton Public Health Services, and the Ministry of Transportation Road Safety Marketing Division.

Funding for identified Strategic Road Safety initiatives is financed by the revenues from the Red Light Camera Program (RLC). There is approximately \$6.3 million dollars accumulated in the RLC reserve. Since the Hamilton Strategic Road Safety Committee was re-established, the City of Hamilton has funded approximately \$2,000,000 each year on various safety initiatives.

As identified in the City of Hamilton Annual Collision Report, prior to re-establishing the Hamilton Strategic Road Safety Program, collisions involving injuries were increasing by 5% annually. Since the program was re-established and various safety initiatives implemented, collisions resulting in injuries have declined by 10% to 15%, even though total collisions continue to increase.

Many of the initiatives that have been implemented over the years through the Hamilton Strategic Road Safety Program, have become part of the annual work plan of the Roads and Traffic division. It is recommended that these works continue on an annual basis. Items such as ladder crosswalks, pedestrian crossovers, pedestrian signal modifications and traffic calming be funded through the Capital and Operations Budget process to ensure a sustainable funding model for the Hamilton Strategic Road Safety Program.

Staff have prepared the Vision Zero 2019-2025 Action Plan attached to Report PW19015 as Appendix “A” which aligns with the City of Hamilton’s 2016-2025 Strategic Plan, 2018 Transportation Master Plan Update and Canada’s Road Safety Strategy 2025 Towards Zero. This Action Plan is consistent with City of Hamilton policies which call for a safe, balanced, and integrated transportation network that offers a choice of integrated travel modes.

A road safety program to address transportation related injuries and fatalities, requires a multifaceted program that is coordinated with various stakeholders. The action items that are identified in this report, were developed through review of best practices, public survey, and public/stakeholder engagement. There are five main sections aligned with this Vision Zero Action Plan, Evaluation, Engineering, Enforcement, Education and Engagement (5 E’s).

The Action Plan, identifies key actions on two levels. The first level is to address action items that cover the 5 E’s and are high-level actions of road safety improvement. The second level of action items, are attached to Report PW19015 as Appendix “B”, address specific collision types that are occurring in Hamilton and are based on information from the Annual Collision Report, Hamilton Police Services and Hamilton Public Health.

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**SUBJECT: Hamilton Strategic Road Safety Program and Vision Zero Action Plan
2019 – 2025 (PW19015) (City Wide) – Page 3 of 9**

The City of Hamilton has made great strides in traffic safety over the past 5 years and this action plan takes the City to the next level of traffic safety with a focus on analytic collision data analysis and public engagement.

Alternatives for Consideration – See Page 9

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Recognizing the delayed timing of the report in relation to the budget process, staff is requesting that an increase of \$1,700,000 to be approved as a 2019 Tax Operating Budget Amendment with zero net levy impact to be funded by the Red Light Camera (RLC) Reserve #112203.

The RLC Reserve is funded from the issuance of violations through the Red-Light Camera program. As directed by Council, this reserve is to be used to address identified road safety issues throughout the City of Hamilton. This reserve account currently has a balance of \$6.3 million dollars.

The following is a breakdown of estimated annual costs associated with the Hamilton Strategic Road Safety Program and the Vision Zero Action Plan in 2019.

Projects to be funded through RLC Reserve in 2019

	Annual Funding Amount
Evaluation Priorities	\$ 50,000
Safety performance functions and collision counter	
Measure software and system maintenance	
Engineering Priorities	\$ 650,000
Variable message boards (RHVP/LINC)	
Q-end warning system (RHVP/LINC)	
Consulting, contract and design works	
Safety committee and road safety training	
Dynamic speed boards	
Engagement Priorities	\$ 400,000
Road safety app	
Environment Hamilton public neighbourhood engagement	
Development of open data portals	
Education Priorities	\$ 400,000
Pedestrian and cycling safety	
Safety programs (distracted driving and speeding campaign)	

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**SUBJECT: Hamilton Strategic Road Safety Program and Vision Zero Action Plan
2019 – 2025 (PW19015) (City Wide) – Page 4 of 9**

Lawn signs	
Other Potential Initiatives or Partnerships	\$ 200,000
Total 2019 RLC Reserve Funded Initiatives	\$ 1,700,000

Projects submitted as part of the 2019 Capital Budget Process

Pedestrian Crossovers – 4661720721	\$ 300,000
Traffic Calming - 4661916102	\$ 350,000
Neighbourhood Speed Limit Reductions – 4661920930	\$ 400,000
Total 2019 Proposed Capital Funded Initiatives	\$1,050,000

Staffing: There are no staffing implications related to this report.

Legal: There are no legal implications related to this report.

HISTORICAL BACKGROUND

On August 15, 2014, City Council approved report (PW14090), Re-establishment of the Hamilton Strategic Road Safety Program (City Wide). The Committee is comprised of members from Roads and Traffic, Transportation Planning, Public Works Communications, Hamilton Police Services, Hamilton Public Health and the Ministry of Transportation Ontario.

The Mission and Vision of the Hamilton Strategic Road Safety Program is to provide a safe road network for all road users and to eliminate incidents that result in injury or fatality.

Prior to the Hamilton Strategic Road Safety Program, collisions involving injuries were increasing by 5% annually. Since the program was re-established, collisions resulting in injuries have declined by 10% to 15%. In summary, the total number of collisions continues to increase on a yearly basis, yet the number of collisions that result in injuries is declining.

At the General Issues Committee (Budget) Date, January 22, 2016, the following motion was approved.

That the Director of Transportation Services be directed, in consultation with other City Departments, as appropriate, to report to the Public Works Committee in coordination with the Transportation Master Plan, with a comprehensive plan to improve road safety to include, but not be limited to, the following:

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**SUBJECT: Hamilton Strategic Road Safety Program and Vision Zero Action Plan
2019 – 2025 (PW19015) (City Wide) – Page 5 of 9**

- (i) A review of best practice from comparable jurisdictions including Vision Zero;
- (ii) A review of existing City policies, strategies and guidelines that respecting road safety;
- (iii) An enhanced analysis of city-wide traffic collision data;
- (iv) Specific recommendations to improve road safety, particularly for pedestrians and cyclists, over the short term, medium and long terms;
- (v) An implementation plan and funding strategy, as appropriate;
- (vi) A regular reporting mechanism and track progress;
- (vii) Continued consultation with the Hamilton Cycling Committee, Hamilton Wentworth District School Board Hamilton Wentworth Catholic District School Board, public Health, Hamilton Police Services, Cycle Hamilton and the Advisory Committee for Person with Disabilities; and,
- (viii) The creation of a Road Safety Task Force to be led by the Transportation Services Division.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

There are no policy implications or legislated requirements associated with this report.

RELEVANT CONSULTATION

The Vision Zero Action Plan was developed through stakeholder and public engagement. City staff, from various departments throughout the organization, were engaged in a workshop to review and discuss Vision Zero. Comments from this workshop and the public/stakeholder workshop were included in the development of the plan.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Many of the initiatives that have been implemented over the years through the Hamilton Strategic Road Safety Program have become a regular part of the Annual Work Plan for Roads and Traffic Division.

The following is a list of some of those initiatives:

- Lawn sign program;
- Ladder crosswalks;
- Pedestrian crossovers;
- Audible/Accessible pedestrian signals;
- Dynamic speed boards;
- School zone reviews and Safe Routes to School;
- Pedestrian countdown signals and extended pedestrian crossing times;
- Red light camera program; and

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**SUBJECT: Hamilton Strategic Road Safety Program and Vision Zero Action Plan
2019 – 2025 (PW19015) (City Wide) – Page 6 of 9**

- Traffic calming and collision counter measures which are attached to Report PW19015 as Appendix “C”.

It is recommended these works continue annually and some items such as ladder crosswalks, pedestrian crossovers, pedestrian signal modifications and traffic calming be funded through Capital and Operating Budgets.

With the approval of the Transportation Master Plan in 2018, Council approved supporting the principles of Vision Zero.

The basic principles of Vision Zero are as follows:

- No loss of life is acceptable – traffic fatalities and injuries are preventable.
- We all make mistakes – the transportation system should be designed to anticipate error, so the consequences are not injury or fatality.
- We are all responsible for road safety – those of us who design and maintain the roads, those of us who make and enforce the rules of the road, and those of us who use the roads.
- Working together – will contribute to a safer road network.

Staff have prepared the Vision Zero Action 2019-2025 Action Plan which aligns with the City of Hamilton’s 2016-2025 Strategic Plan, 2018 Transportation Master Plan Update and Canada’s Road Safety Strategy 2025 Towards Zero. This Plan is consistent with City of Hamilton policies which call for a safe, balanced, and integrated transportation network that offers a choice of integrated travel modes.

A road safety program to address transportation related injuries and fatalities, needs a multifaceted program that is a coordinated effort amongst various stakeholders. The key action items identified in Appendix “A” and “B” to Report PW19015, were developed through review of best practices, public survey, and public/stakeholder engagement.

The following is a summary of each of the 5 E’s and priority actions for each section.

Evaluation

The evaluation component includes identifying the root causes behind traffic related injuries and fatalities while focusing on methods of collecting, sharing, maintaining, and improving data collection. This evidence-based approach to safety allows for the strategic deployment of effective countermeasures in addressing fatalities and injuries within the transportation network. Enhancing the availability of traffic and collision data is essential to finding programs for use in Engineering, Enforcement, Engagement and Education.

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**SUBJECT: Hamilton Strategic Road Safety Program and Vision Zero Action Plan
2019 – 2025 (PW19015) (City Wide) – Page 7 of 9**

Priority Actions

- Annual collision reporting;
- Leverage technology to identify collision trends and “hot spots” through an open data portal;
- Purchase of the Traffic Safety Module for collision software program which will provide industry standard Safety Performance Functions evaluation of road network and recommend collision counter measures for identified high collision locations; and
- Through the Hamilton Strategic Road Safety Committee, evaluate each fatality collision including field reviews within one week of incident.

Engineering

The Vision Zero approach to safety is to design and operate roads to minimize the impacts of the mistakes made by road users. Considering the increasing trend in active transportation, proactive design approaches, including a review of speed limits, are required to ensure the safe accommodation of all road users. Consistent monitoring of the road network using safety and traffic data will allow for the incorporation of strategic engineering countermeasures in street design, traffic engineering, transportation planning and land use to prevent collisions involving injuries and fatalities.

Priority Actions

- Implementation of neighbourhood speed limit reductions as part of Bill 65;
- Evaluation of network screening priority locations and identifying collision counter measures for 2020 implementation through Capital Budget process;
- Evaluation and review of implementations including two-way conversions; and
- Continued development of cycling and pedestrian networks.

Enforcement

Considering that human error is the main cause of the collisions, efficient and effective law enforcement is necessary in improving roadway safety. The collaborative, data driven Vision Zero process will result in the efficient allocation of limited law enforcement resources for maximized effectiveness.

While redesigning roadways is key to achieving results, traffic enforcement is required to reduce inappropriate driving behaviours. Offences such as distracted driving, speeding, failing to yield to pedestrians, failing to stop on a signal and improper turns all expose vulnerable users to potential catastrophic consequences.

Priority Actions:

**SUBJECT: Hamilton Strategic Road Safety Program and Vision Zero Action Plan
2019 – 2025 (PW19015) (City Wide) – Page 8 of 9**

- Report on the financial and staff impacts to establish a Traffic Enforcement Unit;
- Implement targeted enforcement at high speed, high collision locations and reporting;
- Provide officer training on producing clear, detailed and error free MVC reports; and
- Automated Speed Enforcement Program as part of Bill 65.

Engagement

The Vision Zero engagement program should inspire Hamiltonians to become part of the solution on this journey towards zero fatalities and injuries. It should engage citizens of all ages and support engineering and enforcement initiatives.

Priority Actions

- Expand membership of Hamilton Strategic Road Safety Committee;
- Implement an open data approach to sharing information;
- Develop an interactive Vision Zero website and Road Safety app; and
- Develop a neighbourhood Vision Zero tool kit working in partnership with Environment Hamilton to undertake neighbourhood reviews.

Education

An education plan should be developed every year in consultation with the Hamilton Strategic Road Safety Committee. These identified education programs will primarily focus on issues identified through network screening and enforcement statistics. Education campaigns should continue re-enforcing previous messages that been communicated to ensure continued education for the residents of Hamilton. The education plan must also be flexible to undertake campaigns that are unexpected education opportunities and address unexpected challenges in terms of road safety

Priority Actions:

- Pedestrian and cycling safety campaign focused on elementary and high school children; and
- Speeding and distracted driving campaign.

In addition, staff are recommending Secondary Vision Zero Action Items, attached to Report PW19015 as Appendix “B”. These action items are specific to identified causes and actions related to collisions and have been identified by collision analysis and comments from the Hamilton Strategic Road Safety Committee members.

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**SUBJECT: Hamilton Strategic Road Safety Program and Vision Zero Action Plan
2019 – 2025 (PW19015) (City Wide) – Page 9 of 9**

The City of Hamilton has made great strides in traffic safety over the past 5 years and this action plan takes the City to the next level of traffic safety with a focus on analytic collision data analysis and public engagement.

ALTERNATIVES FOR CONSIDERATION

Council has made significant investment into improving road safety for all road users since the re-establishment of the Hamilton Strategic Road Safety Committee and program. The Hamilton Strategic Road Safety Program and this Vision Zero Action Plan aligns with the various Council approved policies as well as the Corporate Strategic Plan.

Recognizing the delayed timing of the report in relation to the budget process and the requirement for a 2019 Tax Operating Budget Amendment, Council could choose to modify the program, through a reduction or increase in funding. Any modifications to the recommended program would require staff to review the impacts to the implementation of the Program and Action Plan.

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.

APPENDICES AND SCHEDULES ATTACHED

- Appendix “A” – Vision Zero Hamilton 2019-2025 Action Plan
- Appendix “B” – Vision Zero Action Plan – Secondary Emphasis Areas
- Appendix “C” – List of Potential Safety Counter Measures

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**VISION
ZERO
HAMILTON**



Hamilton

2019–2025 ACTION PLAN

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Executive Summary

The City of Hamilton continues to be an attractive place to live for people moving into the Greater Toronto Hamilton Area, providing a high quality of life, surrounded by the escarpment, and well connected to surrounding areas. It is one of the fastest growing communities in Ontario, playing a role as a key urban node within the GTHA. As a result, roadway utilization, traffic collisions and the safety of all road users have become a growing concern.

On average, there are over 8200 collisions a year in Hamilton (average over a 5-year period from 2013–2017). The majority of these collisions are vehicle-only collisions. However, on average 415 vulnerable road user collisions occur every year and the majority of these collisions result in injury or fatality. Not only are fatalities and severe injuries on the road unacceptable from an ethical perspective, they are also unacceptable from a societal cost perspective.

A safety survey completed as part of this study found that over 90% of Hamiltonians agree or strongly agree that Hamilton’s roads could be safer.

The City of Hamilton is already addressing many aspects of road safety through its educational programs and campaigns, as well as its policies. Its commitment to road safety is shown with the re-establishment of the Strategic Road Safety Program (HSRSP) in 2014. However, despite these successes, the City recognizes

that more must be done. In January 2016, City of Hamilton Council directed City staff to provide a comprehensive plan to further improve road safety in Hamilton. Part of this direction was to examine the Vision Zero approach to road safety.

Vision Zero uses a data-based approach to road safety with the goal of reducing traffic-related serious injuries and fatalities towards the only acceptable goal: zero.

The Vision Zero concept originated in Sweden in 1997. Sweden has since experienced the lowest annual rates of road fatalities in the world through 20 years of implementation, resulting in one of the most successful Vision Zero campaigns. Cities across North America have started to adopt this new approach to road safety with measureable success.

The basic principles of Vision Zero are as follows:

- **No loss of life is acceptable** – traffic fatalities and serious injuries are preventable;
- **We all make mistakes** – the transportation system should be designed to anticipate error so the consequences are not serious injury or fatality
- **We are all responsible for road safety** – those of us who design and maintain the roads, those of us who make and enforce the rules of the roads, and those of us who use the roads;
- **Working together** will contribute to a safer road network.

Vision Zero can be achieved by addressing road safety holistically through five main elements (the five E's).

All of the elements need to be implemented in a coordinated and strategic manner to achieve improvements to road safety and to strive towards the goal of zero fatalities and severe injuries on the City of Hamilton's roads.

Evaluation – Identification of key challenges on Hamilton's road network using a data driven approach.

Engineering– Strategic use of resources to improve existing engineering practices and policies, as they pertain to road safety.

Enforcement – Strategic use of enforcement resources in key areas for maximized effectiveness.

Education – Targeted and collaborative campaigns to address safety for all road users.

Engagement – Enhanced community engagement to create a safe roads culture.

In addition to successes worldwide, the Vision Zero approach to road safety is consistent with Canada's

Road Safety Strategy 2025 (Towards Zero: The Safest Roads in the World) and the Ministry of Transportation's (MTO) Vision to be a leader in moving people and goods safely, efficiently and sustainably, and to support a globally competitive economy. It is also consistent with the City of Hamilton's existing plans and policies which call for a safe, balanced and integrated transportation network that offers a choice of integrated travel modes. In particular, Vision Zero will support the City of Hamilton's 2016-2025 Strategic Plan by being an engaging and open program, which embraces the community and supports local prosperity by striving towards a safe, reliable road network. Vision Zero further supports the Strategic Plan by encouraging active modes of transportation – it addresses road safety for vulnerable road users of all ages and abilities, thus reducing Hamilton's carbon footprint while encouraging a healthy lifestyle.

Transportation-related fatalities and serious injuries are multifaceted problems that require a coordinated effort to address. This Action Plan was developed using the five E's to direct this effort. Action items were identified as a result of the review of best practices, input from the Vision Zero engagement program, consultation with City staff from the City of Hamilton Strategic Road Safety Program (HSRSP), and from a collision analysis completed as part of this study. This Action Plan is a fluid plan that will likely evolve as the Vision Zero program develops and as the safety data becomes more targeted to the program's needs.

Implementing a Vision Zero program is a significant undertaking. It will take time, resources, commitment and funding. Changes as outlined in this Action Plan and those forthcoming from an established Task Force, will take time and funding to transform. Collecting and analyzing data is the cornerstone of the Vision Zero approach: more robust data, analyzing and sharing that data can help direct resources where they are most needed and help the City of Hamilton move towards its goal of eliminating serious injuries and fatalities.

The success of this program should be viewed as the benefit it would provide the City as a whole. The vision of zero fatalities or serious injuries on Hamilton roads is ambitious. It will take time. It will take all of us to achieve.



Introduction

The City of Hamilton continues to be an attractive place to live for people moving into the Greater Toronto Hamilton Area, providing a high quality of life, surrounded by the escarpment and well connected to surrounding areas. It is one of the fastest growing communities in Ontario, playing a role as a key urban node within the GTHA. As a result, roadway utilization, traffic collisions and the safety of all road users have become a growing concern.

On average, there are over 8200 collisions a year in Hamilton (average over a 5-year period from 2013– 2017). The majority of these collisions are vehicle-only collisions. However, on average 415 vulnerable road user collisions occur every year and the majority of these collision result in injury or fatality. A safety survey completed as part of this study found that over 90% of Hamiltonians agree or strongly agree that Hamilton’s road could be safer.

In January 2016, City of Hamilton Council directed City staff to provide a comprehensive plan to improve road safety in Hamilton. Part of this direction was to examine the Vision Zero approach to road safety.

Through progressive growth and development, Hamilton is playing a role as a key urban node within the Greater Toronto Hamilton Area





What is Vision Zero?

Data-Based Approach

Vision Zero uses a data-based approach to road safety with the goal of reducing traffic-related serious injuries and fatalities towards the goal of zero. The Vision Zero concept originated in Sweden in 1997 and has since been adopted in countries world-wide, including Canada and the United States.

Vision Zero is based on the following Principles:

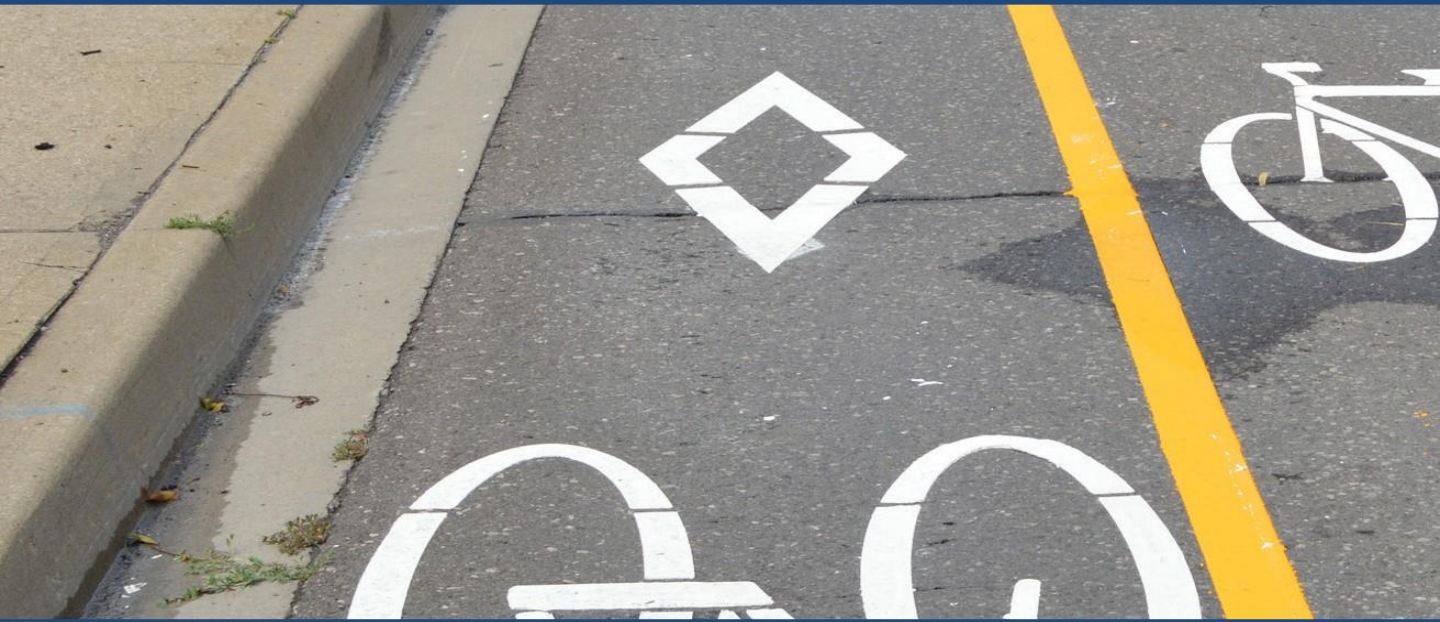
No loss of life is acceptable – traffic fatalities and serious injuries are preventable;

We all make mistakes – the transportation system should be designed to anticipate error so the consequences are not serious injury or fatality;

We are all responsible for road safety – those of us who design and maintain the roads, those of us who make and enforce the rules of the roads, and those of us who use the roads; and

Working together will contribute to a safer road network.

Vision Zero uses a data-based approach to road safety with the goal of reducing traffic-related serious injuries and fatalities towards the only acceptable goal: zero.



A New Approach

Vision Zero is a new way of looking at how we deal with collisions on our roads. The Vision Zero way of thinking recognizes that we all make mistakes. Instead of blaming and trying to only correct human behaviour, it focuses on how we can minimize the impacts of our mistakes.

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

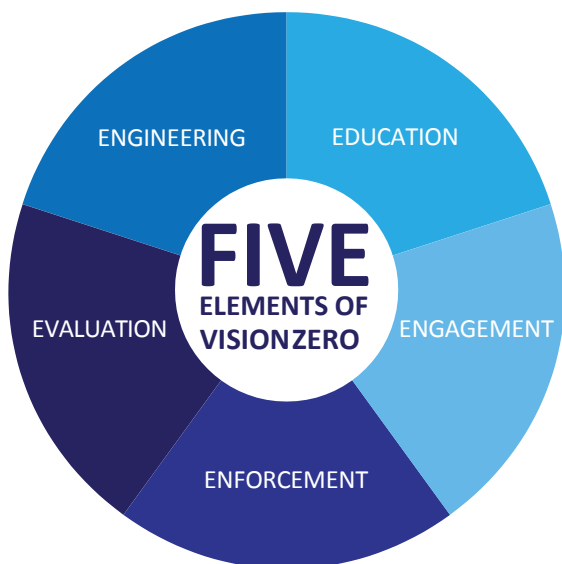
SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

**Vision Zero recognizes we
all make mistakes.**



Elements of Vision Zero



Vision Zero can be achieved by addressing road safety holistically through five main elements.

All of the elements need to be implemented in a coordinated and strategic manner to achieve improvements to road safety and to strive towards the goal of zero fatalities and severe injuries on City of Hamilton roads.

Evaluation – Identification of key challenges on Hamilton’s road network using a data driven approach.

Engineering – Strategic use of resources to improve existing engineering practices and policies, as they pertain to road safety.

Enforcement – Strategic use of enforcement resources in key areas for maximized effectiveness.

Education – Targeted and collaborative campaigns to address safety for all road users.

Engagement – Enhanced community engagement to create a safe roads culture.

Vision Zero Network is an organization that has been established to be a resource for Cities that are committed to Vision Zero.

This Action Plan is being developed under the Core Principles and Elements as defined by the Vision Zero Network and will continue to be further developed as stakeholders are engaged and areas of improvement identified.




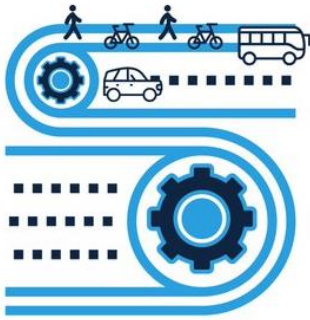
<h3>POLITICAL COMMITMENT</h3> <p>The highest-ranking local officials (Mayor, City Council, City Manager) make an official and public commitment to a Vision Zero goal to achieve zero traffic fatalities and severe injuries among all road users (including people walking, biking, using transit, and driving) within a set timeframe. This should include passage of a local policy laying out goals, timeline, stakeholders, and a commitment to community engagement, transparency, & equitable outcomes.</p> 	<h3>MULTI-DISCIPLINARY LEADERSHIP</h3> <p>An official city Vision Zero Taskforce (or Leadership Committee) is created and charged with leading the planning effort for Vision Zero. The Taskforce should include, at a minimum, high-ranking representatives from the Office of the Mayor, Police, Transportation (or equivalent), and Public Health. Other departments to involve include Planning, Fire, Emergency Services, Public Works, District Attorney, Office of Senior Services, Disability, and the School District.</p> 	
<h3>ACTION PLAN</h3> <p>Vision Zero Action Plan (or Strategy) is created within 1 year of initial commitment and is implemented with clear strategies, owners of each strategy, interim targets, timelines, & performance measures.</p> 	<h3>EQUITY</h3> <p>City stakeholders commit to both an equitable approach to Vision Zero by establishing inclusive and representative processes, as well as equitable outcomes by ensuring measurable benchmarks to provide safe transportation options for all road users in all parts of the city.</p> 	<h3>COOPERATION & COLLABORATION</h3> <p>A commitment is made to encourage meaningful cooperation and collaboration among relevant governmental agencies & community stakeholders to establish a framework for multiple stakeholders to set shared goals and focus on coordination and accountability.</p> 
<h3>SYSTEMS-BASED APPROACH</h3> <p>City leaders commit to and prioritize a systems-based approach to Vision Zero — focusing on the built environment, systems, and policies that influence behavior — as well as adopting messaging that emphasizes that these traffic losses are preventable.</p>	<h3>DATA-DRIVEN</h3> <p>City stakeholders commit to gather, analyze, utilize, and share reliable data to understand traffic safety issues and prioritize resources based on evidence of the greatest needs and impact.</p> 	
<h3>COMMUNITY ENGAGEMENT</h3> <p>Opportunities are created to invite meaningful community engagement, such as select community representation on the Taskforce, broader community input through public meetings or workshops, online surveys, and other feedback opportunities.</p> 	<h3>TRANSPARENCY</h3> <p>The city's process is transparent to city stakeholders and the community, including regular updates on the progress on the Action Plan and performance measures, and a yearly report (at minimum) to the local governing board (e.g., City Council).</p> 	

Photo and Information: Courtesy of Vision Zero Network



VISION ZERO

CORE ELEMENTS

Leadership and Commitment is identified as a key component to any Vision Zero Program. Through the approval of the Transportation Master Plan Update 2018, the City of Hamilton, Mayor and elected officials approved operating under the principles of Vision Zero.

The **Safe Roadways and Safe Speeds** component, have begun to be implemented with neighbourhood speed reductions and the approval of the Complete Street Policy developed by Transportation Planning.

Through this Action Plan, the **Data-driven Approach, Transparency & Accountability** component will be established to direct staff to focus on counter measures for identified trends and patterns involving injury and fatal collisions.



Vision Zero is not a “quick fix” solution program, there will be challenges and require a fundamental shift in thinking to insure traffic safety for all road users is the primary focus. With strong municipal leadership, the City of Hamilton can continue on its path to Vision Zero.

Success Worldwide

Vision Zero has had successes worldwide.

North America is driven by the car and as a result is at great risk of experiencing greater instances of car collisions. The Vision Zero approach, first perfected in Sweden, has proven that reducing fatalities and serious injuries on our roads is not only realistic but achievable.

1 Sweden
Has experienced the lowest annual rates of road fatalities in the world through 20 years of implementation, resulting one of the most successful Vision Zero campaigns.

2 North America
Cities across North America have started to adopt this new approach to road safety with measureable success.

3 City of Edmonton
The City of Edmonton adopted Vision Zero in 2015 with a 5-year road safety improvement plan with the target of 2020 as the safest year in Edmonton. The strategy relies heavily upon an evidence based approach through partnerships with road safety stakeholders, educators, the Office of Traffic Safety, the Edmonton Police Service and the City of Edmonton.

4 City of Toronto
The City of Toronto has developed a five-year Vision Zero Action Plan that identifies and focuses on six main areas of emphasis: pedestrians, school children, older adults, cyclists, motorcyclists, aggressive driving and distraction.



City of San Francisco

- 5** The City of San Francisco is committed to working together through Vision Zero to prioritize street safety and eliminate traffic fatalities by 2024. A comprehensive Transportation-related Injury Surveillance System is being developed under the leadership of a Vision Zero Epidemiologist, using Public Health tools and approaches to get to the root of the problem.

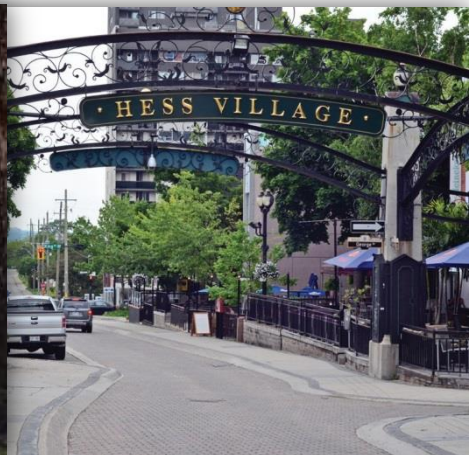
6 City of New York

The City of New York has established a Vision Zero taskforce with community driven initiatives which has had major successes in identifying and engaging the public into solving many of the safety issues on New York streets. These new initiatives have continued to have city wide success resulting in the City of New York having the safest year on record in 2016.

City of Austin

- 7** The City of Austin's goal is to begin reducing traffic fatalities using a two-year plan (2016-2018) and to eliminate transportation-related fatalities and serious injuries by 2025. Vision Zero partners are extensive – this is truly a City-wide initiative. The City of Austin is working to revise transportation policies and criteria with a focus on road safety and complete streets.





Vision Zero in Hamilton

The **Vision Zero** approach to road safety is consistent with Canada’s Road Safety Strategy 2025 (Towards Zero: The Safest Roads in the World) and the Ministry of Transportation (MTO)’s Vision to be a leader in moving people and goods safely, efficiently and sustainably, and to support a globally competitive economy.

It is also consistent with the City of Hamilton’s existing plans and policies which call for a safe, balanced and integrated transportation network that offers a choice of integrated travel modes. In particular, Vision Zero would support the City of Hamilton’s 2016-2025 Strategic Plan which, through extensive public consultation, identified seven priorities.



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.



Our People & Performance

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



Economic Prosperity & Growth

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



Culture and Diversity

Hamilton is a thriving, vibrant place for arts, culture, and heritage where diversity and inclusivity are embraced and celebrated.



Clean and Green

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



Healthy & Safe Communities

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



Built Environment & Infrastructure

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

Vision Zero supports the City of Hamilton’s 2016-2025 Strategic Plan priorities by being an engaging and open program, which embraces the community and supports local prosperity by striving towards a safe, reliable road network. Vision Zero further supports these priorities by encouraging active modes of transportation by addressing road safety for vulnerable road users of all ages and abilities, thus reducing Hamilton’s carbon footprint while encouraging a healthy lifestyle.

Vision Zero in Hamilton

Input from stakeholders, including City staff as well as citizens of Hamilton was considered an integral part of developing the Vision Zero Action Plan. As such, a robust and comprehensive engagement program was developed to engage City staff and the community.

This engagement program followed the spirit of the Hamilton Engagement Charter. Elements of the program included a Vision Zero page on the City's website and a safety survey, which was created to gauge the appetite and demand for a program such as Vision Zero. The survey was opened to Hamiltonians October 7th, 2016 to December 31st, 2016 and resulted in 2,274 responses. The program also included two workshops and an open house, designed to educate and engage City staff and residents on road safety and Vision Zero.

Safety Survey

The results of the safety survey are clear: over 90% of respondents agree or strongly agree that Hamilton roads could be safer, with almost 60% having been involved in a collision.

Driving a personal vehicle was found to be the primary mode of daily transportation for respondents, followed by walking, public transit, and lastly cycling.

The survey found that the top challenges faced by road users included distracted driving and road users ignoring the laws, or rules of the road.

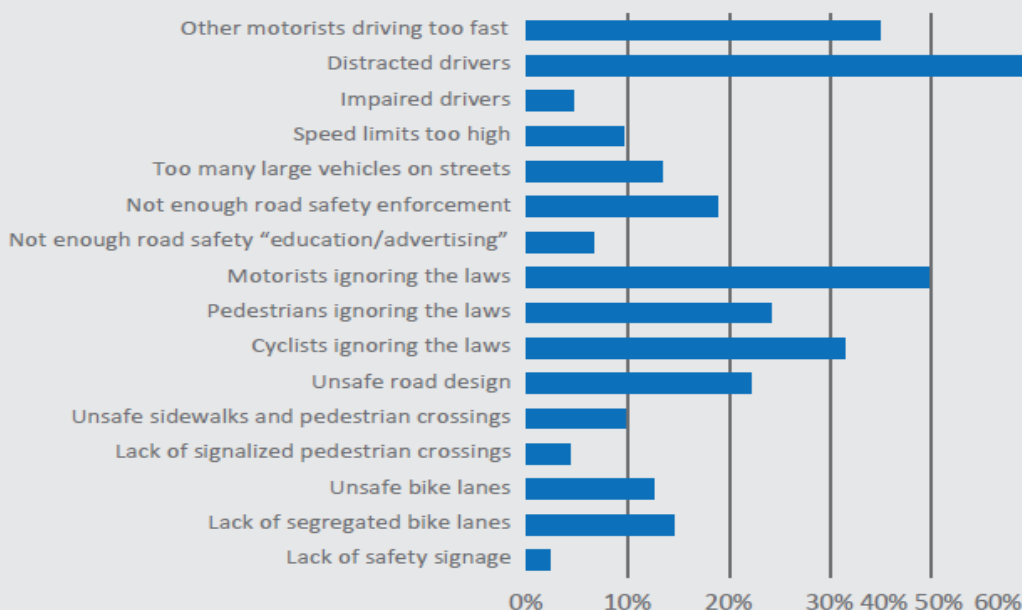
Workshops

Vision Zero workshops and an open house were held on November 22, 2016 to engage key stakeholders, including City Staff and the community.

The purpose of this initiative was to introduce Vision Zero, engage invitees in how to implement Vision Zero, and define challenges and opportunities related to road safety in the City of Hamilton. It was intended to, and succeeded in gathering meaningful comments and insights which have been used in the Vision Zero Action Plan.



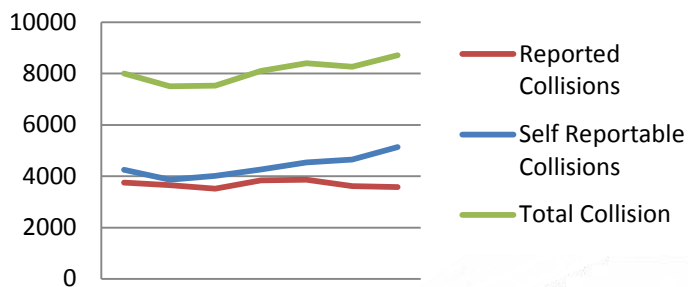
Road Safety Challenges



Collision History

An overview of total collisions from 2011 to 2017 shows that collisions are steadily increasing from year to year. As such, to further understand safety issues and challenges faced by Hamilton Road users, and to pinpoint emerging collision trends, analysis of the collision data between 2013 and 2017 was carried out. The assessment found that on average, from 2013 – 2017, there are approximately 8,200 total collisions a year in Hamilton, 95% of which were vehicle-only.

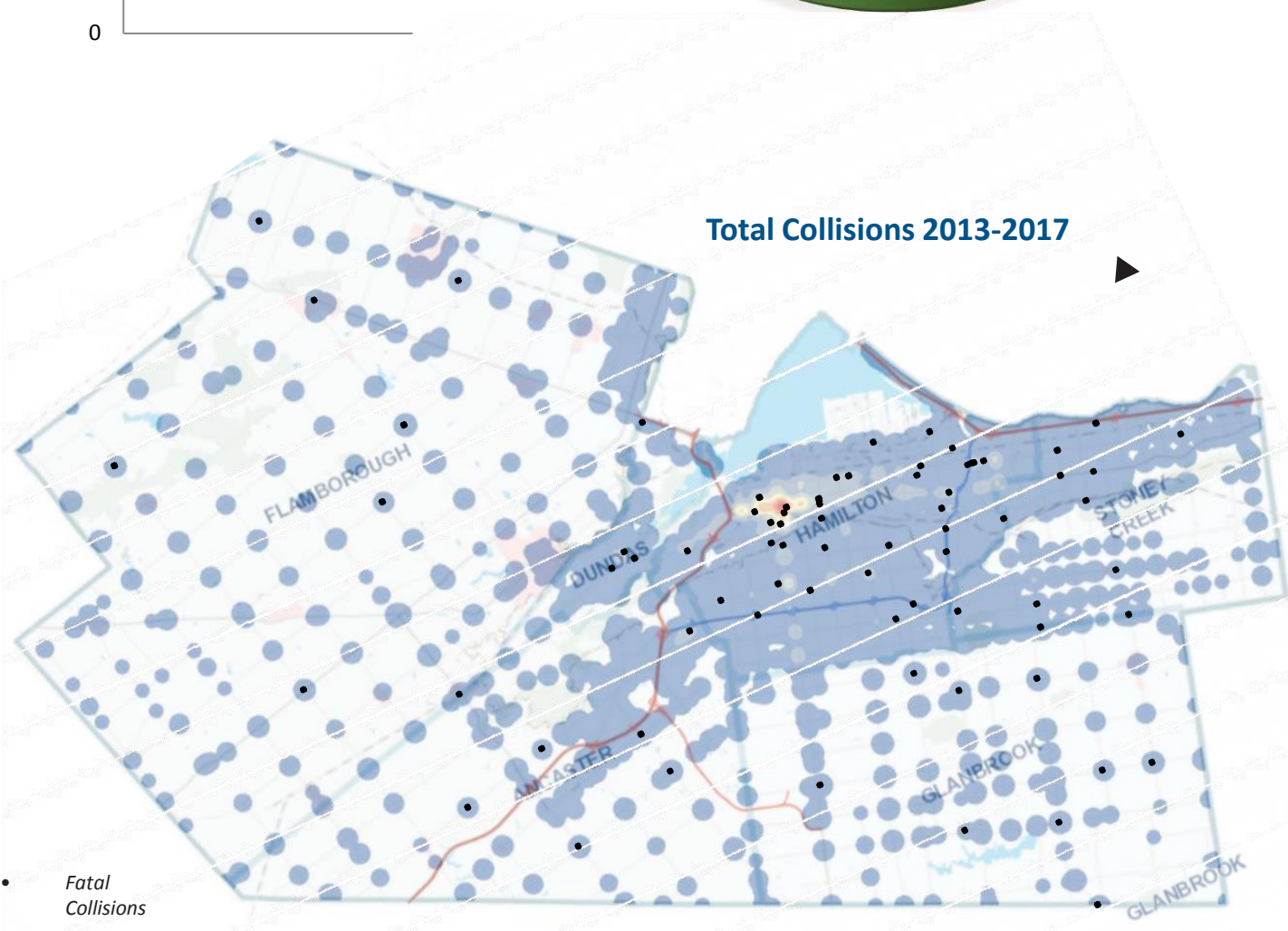
**All Collisions by year
 2011-2017**



Vehicle Only Collisions



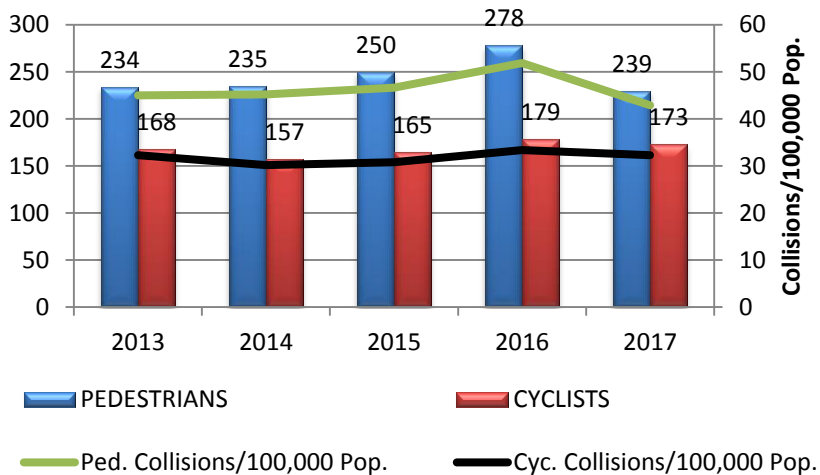
Total Collisions 2013-2017



Vulnerable Road Users

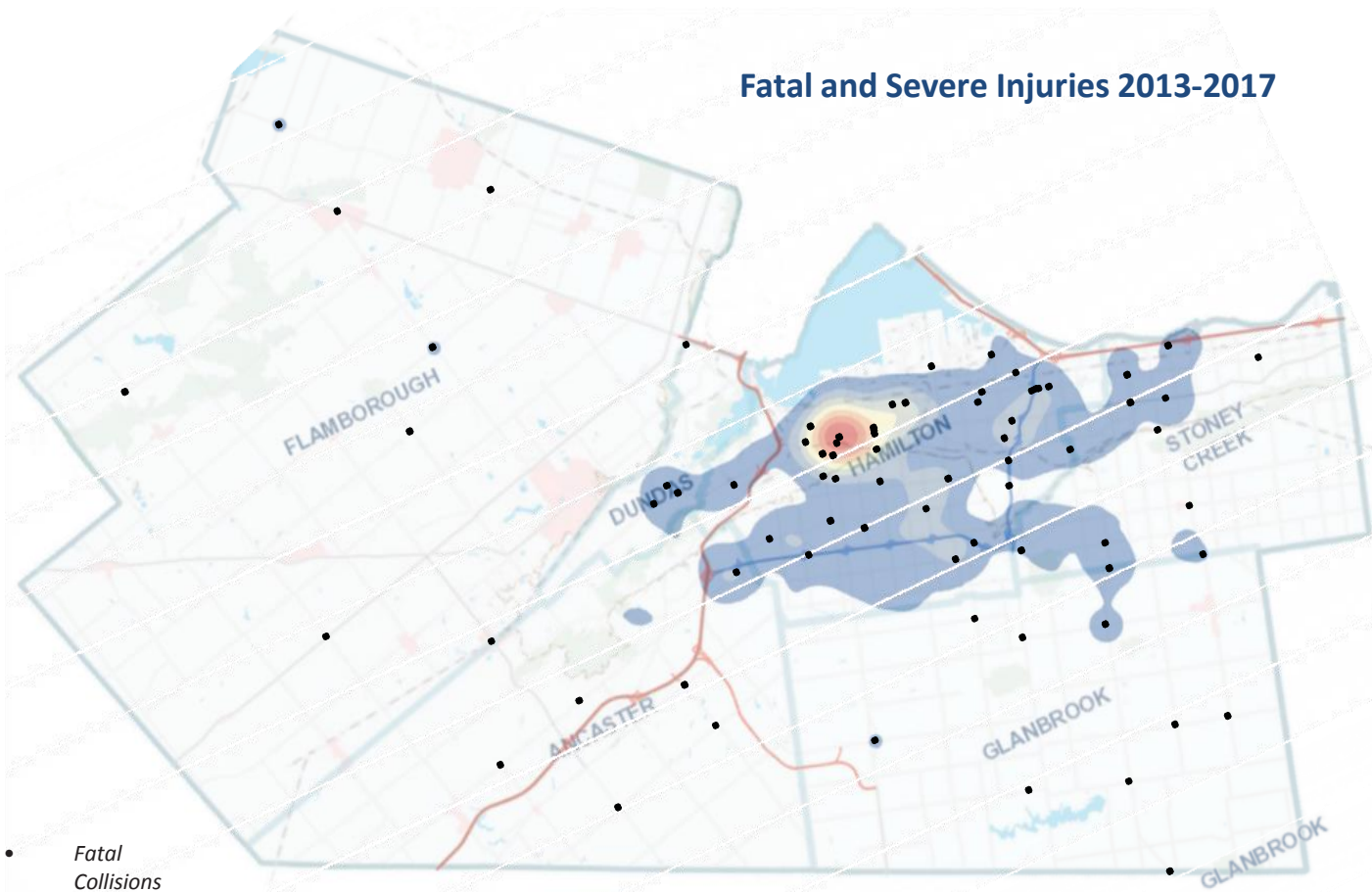
Out of the nearly 8,200 annual collisions, approximately 5% involve vulnerable road users (pedestrians and cyclists).

2013-2017 Pedestrian & Cyclist Collisions per Year



When a vulnerable road user is involved in a collision, a fatality or injury occurs 87% of the time

Fatal and Severe Injuries 2013-2017



Pedestrian and Cyclist Injuries (2013-2017)



Who Is At Risk On Hamilton Roads?

In order to fully understand who is at risk on Hamilton roads, a more detailed assessment was undertaken of injury and fatal collisions involving vulnerable road users. In total, there were 2,078 collisions involving cyclists and pedestrians on Hamilton roads between 2013 to 2017.

These collisions resulted in 1,236 involving pedestrians and 842 involving cyclists on which over 1,750 incidents resulted in injuries. These collisions tragically also resulted in 27 fatalities, 2 cyclists, 25 pedestrians .

Total Collisions Involving Pedestrians & Cyclists 2013-2017



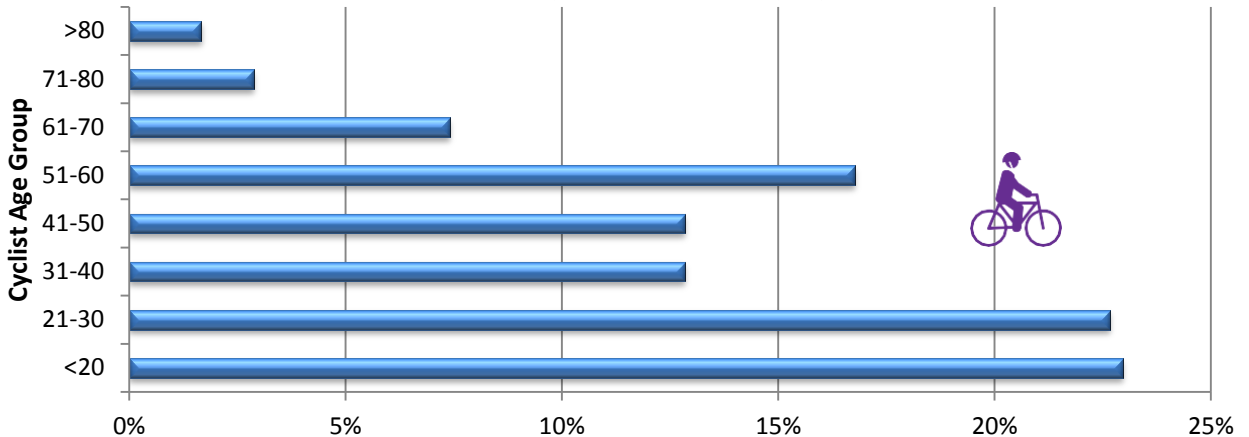
842 collisions



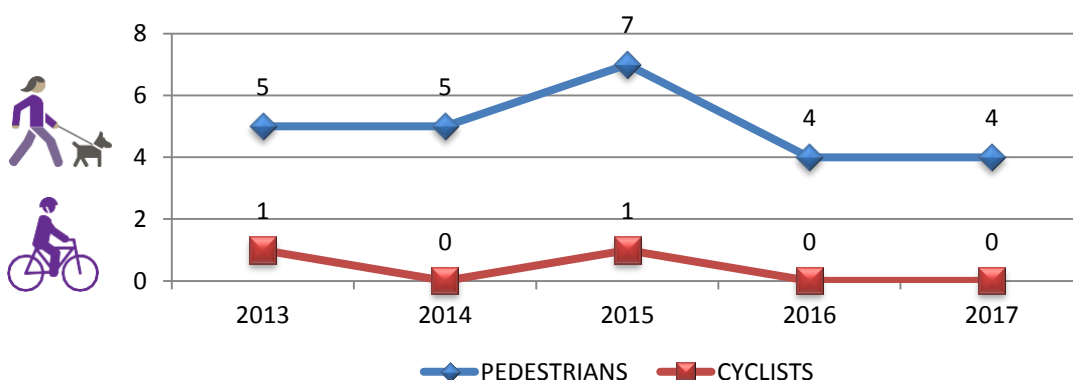
1,236 collisions

**2013-2017
 1,700 Injury Collisions**

2013-2017 Cyclist Collisions by Age



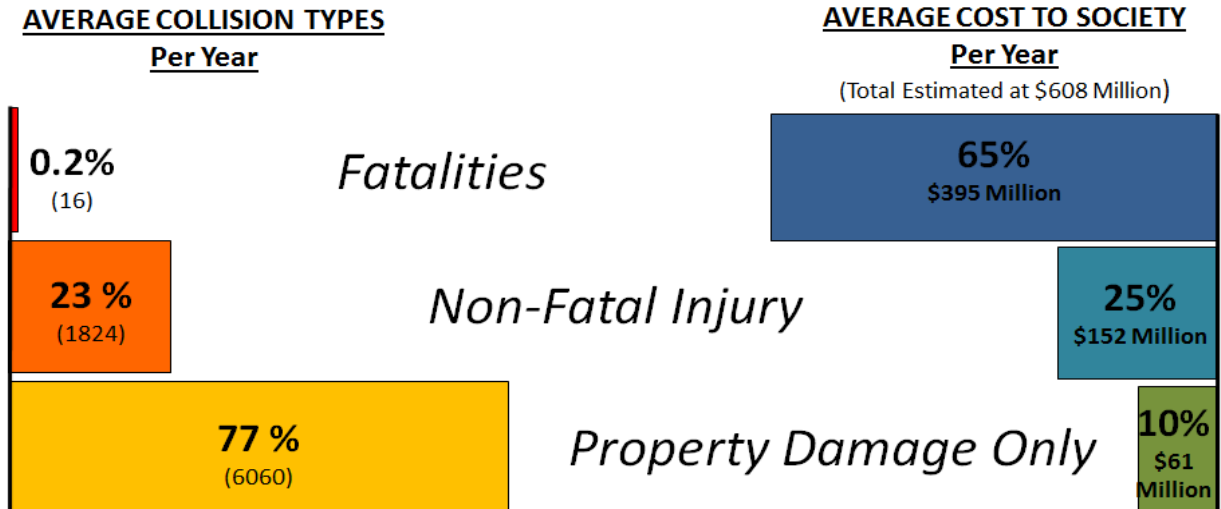
2013-2017 Pedestrian and Cyclist Fatal Collisions



Societal Cost of Collisions

Over the 5-year period from 2011-2015, there was on average 16 fatal collisions a year and over 1800 non-fatal injury collisions. These fatal and injury collisions together represented less than 25% of all collisions in Hamilton over that time period but resulted in approximately 90% of the total collision cost to society.

Not only are fatalities and severe injuries on the road unacceptable from an ethical perspective, they are also unacceptable from a societal cost perspective.



Building On Success

The City of Hamilton is already addressing many aspects of road safety through its many educational programs and campaigns, including Complete, Livable, Better Streets and Neighbourhood 40km/h Speed Limit Reductions. Its commitment to road safety is shown with the re-establishment of the Strategic Road Safety Program (HSRSP) in 2014. This program laid out a plan to tackle road safety by the addition of highly skilled staff and the re-introduction of the Hamilton Strategic Road Safety Committee.

Despite these successes, the City recognizes that more must be done. In January 2016, City of Hamilton Council directed City staff to provide a comprehensive plan to further improve road safety in Hamilton. Part of this direction was to examine the Vision Zero approach to road safety.

This Vision Zero plan ties together the existing initiatives and recommends others by providing an overarching goal to unite the City's transportation safety initiatives.



Safety Initiatives in Hamilton 2000 – 2012

2000

Network Screening Program

A program and process to evaluate collisions on each roadway and rank highest to lowest risk locations based on a weighted scoring system.

2000

Active & Sustainable School Transportation

The Active and Sustainable School Transportation (ASST)'s vision is that Hamilton schools exist in a safe, healthy, and complete community that enable the use of active and sustainable transportation daily.

2000

Red Light Camera Program

This program was Intended to improve road safety by reducing incidents of angle collision at traffic signals. Its revenues are used to fund other safety initiatives.



Safety Initiatives in Hamilton 2000 – 2012

2004

Collision Counter Measure Program (CCM)

As a result of this program, a report titled Hamilton Strategic Road Safety Action Plan was released in 2009. It focused on two primary areas: Aggressive Driving and Vulnerable Users.

Several initiatives resulted from this program including the Red Light Camera program and the Active & Safe Routes to School program.



2007

Hamilton Strategic Road Safety Program

As a result of this program, a report titled Hamilton Strategic Road Safety Action Plan was released in 2009. It focused on two primary areas: Aggressive Driving and Vulnerable Users.

Several initiatives resulted from this program including the Red Light Camera program and the Active & Safe Routes to School program.

Safety Initiatives in Hamilton 2013 – 2016

2013

Ladder Crosswalk Program

To highlight pedestrian crossing conditions and vulnerable users at priority locations



2013

Pedestrian mobility Plan

The City of Hamilton Pedestrian Mobility Plan focuses on rebalancing pedestrian and vehicular mobility on Hamilton's streets by providing for pedestrians needs, while accommodating vehicular traffic within the streetscape.

2014

Establishment of the Hamilton Strategic Road Safety Program

The Mission and Vision of the Hamilton Traffic Road Safety Program is to make roadways throughout the City of Hamilton the safest throughout North America and to address safety for ALL road users, including vulnerable road users such as seniors and children.

2013

Hamilton Helmet Initiative

The HHI is a comprehensive health promotion and injury prevention initiative focused on reducing brain injury by promoting access to helmets, educational and skill-building programming and messaging about using the right helmets and the right fit.



2013

Complete, Livable, Better Streets

The City of Hamilton intends and expects to realize long-term cost savings in improved public health, better environmental stewardship, reduced fuel consumption, and reduced lifecycle costs of motor vehicle infrastructure through the implementation of its Complete, Livable, Better Streets policy. Complete, Livable, Better Streets also contribute to walkable neighborhoods, which can foster interaction, strengthen street-level retail business, create a sense of community pride, and increase safety for all residents. In addition, Complete, Livable, Better Streets will contribute to reducing health disparities between Hamilton's high, middle and low income neighbourhoods.

2014

School Zone Safety Program

The goal is to provide designated safe routes to school, focused on providing children a safer, calmer environment to commute and also to encourage walking and cycling modes of travel compatible with a safer healthy lifestyle.

2014

Dynamic Radar Feedback Sign Program

This program is intended to enhance driver awareness of travel speeds as well as collect valuable traffic data for later analysis. Signs are rotated on a request basis throughout the City for a 4-8 week period per location.

Safety Initiatives in Hamilton 2013 – 2016



2016

New Permanent Traffic Calming Program

A pilot program to remove temporary traffic calming measures and construct permanent features using hard surface materials.

2016

Slow Down, Safety Zone Lawn Sign Program

This is a Hamilton Strategic Road Safety Program collaborative initiative designated to raise awareness about road safety and to remind motorists to drive cautiously on residential streets.



2015

Establish the Hamilton Strategic Road Safety Program

The City of Hamilton along with other stakeholder Municipalities is working with the Provincial Government on an initiative to support a change in legislation to the Highway Traffic Act (H.T.A.) to enable Municipalities to reduce default neighbourhood speed limit on municipal roadways.

A reduction in speed limits on local residential roadways would contribute to improved safety for all road users.

2016

Distracted Driving Campaign

The Just Drive Campaign was launched by the Hamilton Strategic Road Safety committee to address this serious safety concern.

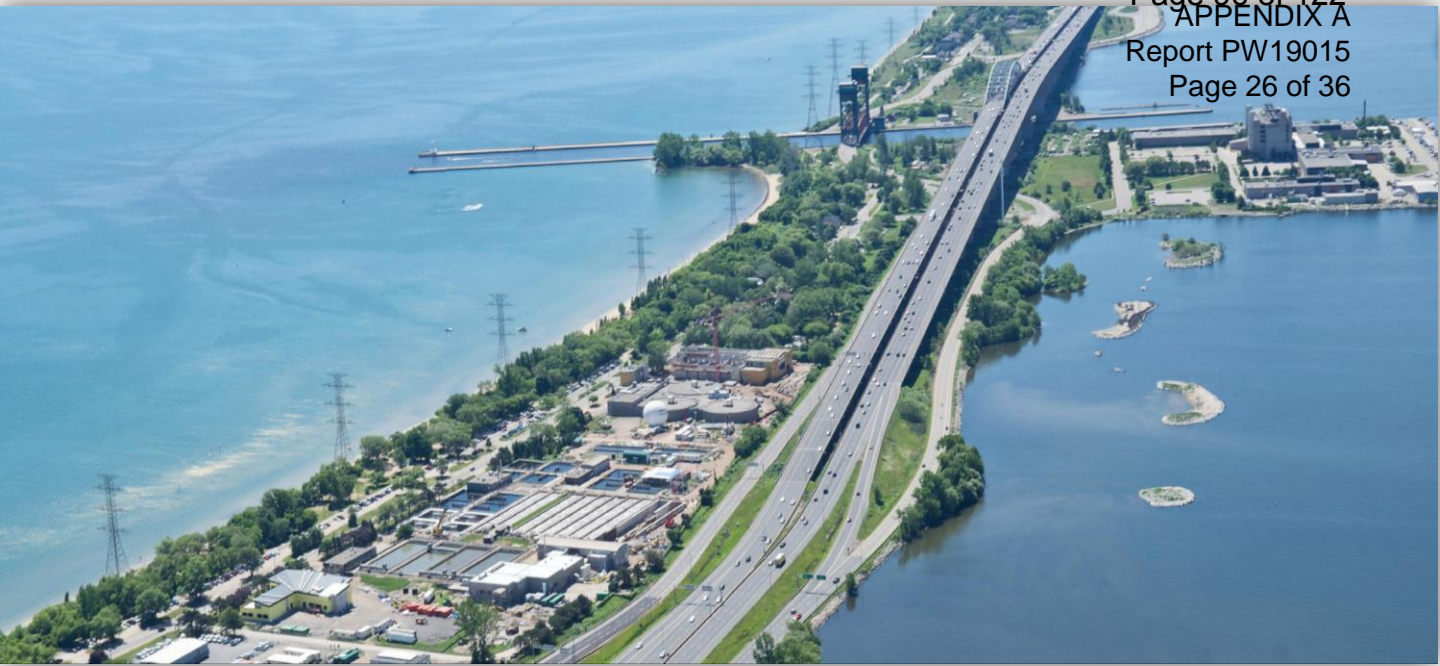


2016

Pedestrian Crossover Program

On January 1, 2016, Bill 31 legislative amendment to the Highway Traffic Act came into effect requiring drivers to stop and yield the entire right of way to pedestrians and school crossing guards at designated pedestrian crossover locations and school crossings. An education program launched by the City is raising awareness about these regulations.





Vision Zero Action Plan

Transportation-related fatalities and serious injuries are multifaceted problems that require a coordinated effort to address. The Vision Zero Action Plan was developed to direct this coordinated effort.

Action items were identified as a result of the review of best practices, input from the workshops and open house, consultation with City staff from the City of Hamilton Strategic Road Safety Program (HSRSP), and from a collision analysis completed as part of this study.

This Action Plan is a fluid plan that will likely evolve as the Vision Zero program develops and as the safety data becomes more targeted to the program's needs.



Evaluation – Identification of key challenges on Hamilton's road network using a data driven approach.



Engineering – Strategic use of resources to improve existing engineering practices and policies, as they pertain to road safety.



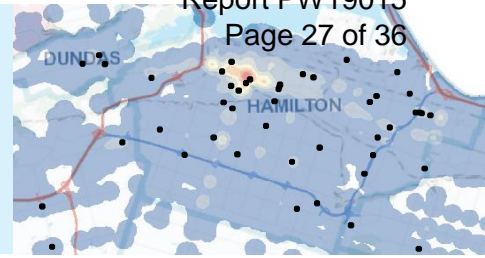
Enforcement – Strategic use of enforcement resources in key areas for maximize effectiveness.



Education – Targeted and collaborative campaigns to address safety for all road users.



Engagement – Enhanced community engagement to create a safe roads culture.



1 Evaluation

Record, monitor, assess and communicate shared data among various stakeholders to determine the trends and success of collisions within Hamilton.

Incorporate these emerging trends within ongoing and future Vision Zero initiatives

The evaluation component includes identifying the root causes behind traffic related fatalities and severe injuries while focusing on methods of collecting, sharing, maintaining and improving data collection.

This evidence-based approach to safety allows for the strategic deployment of effective countermeasures in addressing fatalities and serious injuries within the transportation network. Enhancing the availability of traffic and collision data is essential for identifying programs for use in engineering, enforcement, engagement and education.

Evaluation – Key Actions

1. Evaluate the current Collision and Traffic Data Collection Program and make recommendations for improvements in order to identify and report on collision patterns, trends and hot spots.
2. Incorporate all collision reports into the database, and evaluation process, including self-reports.
3. Research innovative ways to monitor and collect data.

4. Coordinate a data-driven program to prioritize high volume/severity collision locations and corridors, as well as collision trends, to strategically focus resources. Identify the need for targeted programs and priority projects. Consider using a cost-benefit analysis to prioritize programs and projects.
5. Through regular reviews, get to the root causes behind traffic related fatalities and severe injuries. This includes a field review of each fatality within a week to assess the conditions/circumstances that led to the occurrence. Follow-up with Hamilton Police Services should also occur, as required.
6. Evaluate the Vision Zero initiatives and programs and recommend any adjustments or new programs using a multi-disciplinary committee within the City to gain a broader perspective of the successes and challenges. Evaluate the effectiveness of the engineering, education, enforcement and engagement programs as a cohesive and collaborative effort.
7. Identify secondary emphasis areas of focus



2

Engineering



Work toward synergizing engineering best practices to encourage safer streets through design with all road users in mind

The Vision Zero approach to safety is to design and operate roads to minimize the impacts of the mistakes we make as road users. Considering the increasing trend in active transportation, proactive design approaches, including a review of speed limits, are required to ensure safely accommodate all road users.

Consistent monitoring of the road network using safety and traffic data will allow for the incorporation of strategic engineering countermeasures in street design, traffic engineering, transportation planning and land use to prevent fatal and severe collisions.

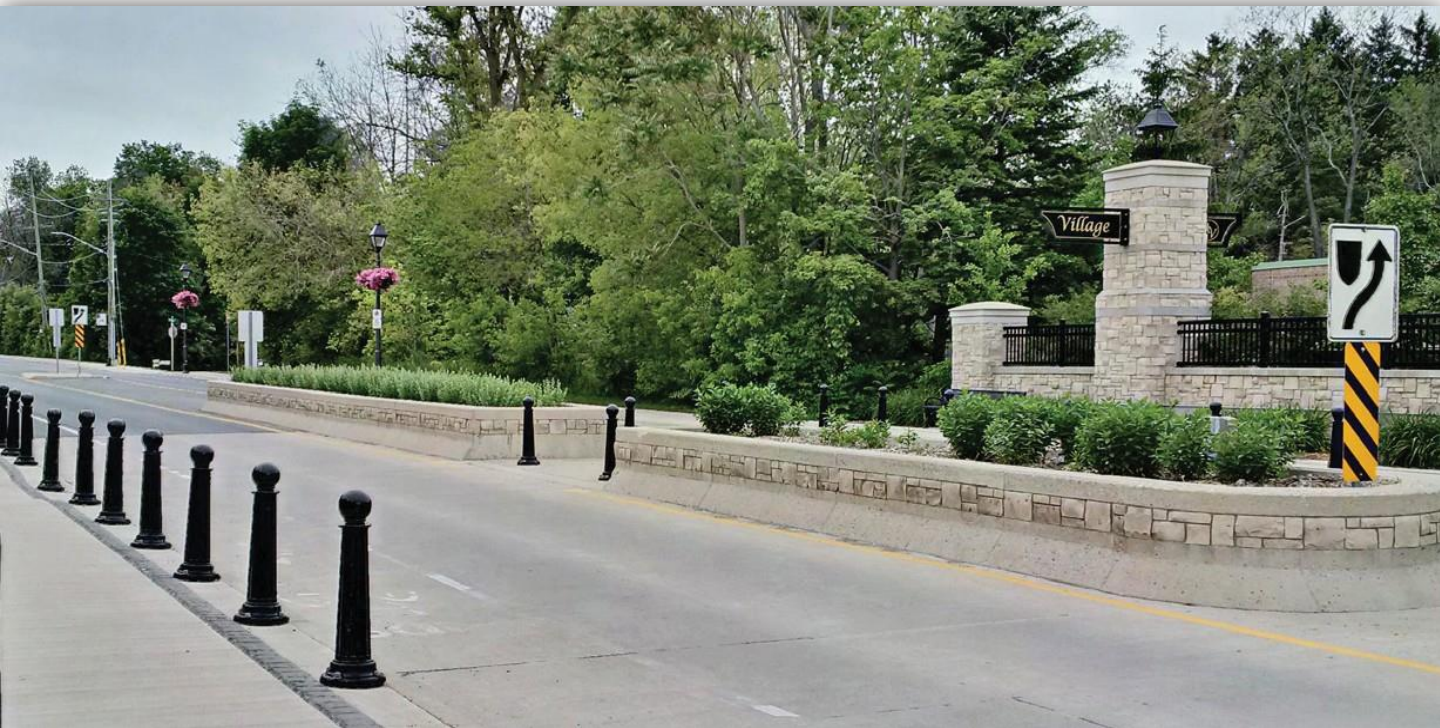
Engineering – Key Actions

1. Clearly identify Roads and Traffic as the City's road authority.
1. Implement five Priority Safety Projects yearly, as identified through the evaluation of collision and safety data.
3. Implement a Safe Speeds Review based on input from the evaluation of collision and safety data and make recommendations.
4. Review Road Maintenance practices, identify areas for improvement (ie. keep cycling and pedestrian facilities clear of snow and ice) and implement changes, as appropriate.
5. Traffic Engineering priority focus to become identified areas of concern through industry standards.
6. Establish a review mechanism within the City to ensure that road safety best practices, complete street, and cycling and pedestrian networks and needs, are implemented on all new or rehabilitation projects, and are integrated as part of all development projects.
7. Investigate opportunities to include cost of collisions in capital works budget / asset management – return on investment for all new and rehabilitation work.
8. Review construction budget practices to ensure safety is incorporated and reviewed for each project. Review projects to ensure funds are available to address identified locations of concerns.
9. Complete a cross-section and design standard review, from a complete streets perspective, and make recommendations for changes to the City's current standards to better support safe speeds, address collision trends and to better accommodate vulnerable road users, including those who are visually impaired. Evaluate traffic calming/speed reduction methods, other design details before implementation.
10. Research safety initiatives related to design, maintenance and operation of roadways and make recommendations for inclusion in the Action Plan.
11. Identify opportunities for changes to City Policies (ie. assess need for New Roadway Classification, evaluate and address current road uses throughout City such as trucking and bike routes).
12. Identify and fill in gaps in the cycling and pedestrian networks.

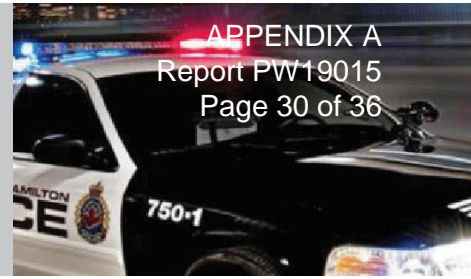


13. Confirm the issue of secondary incidents occurring due to driver frustration in the event of a road closure. If warranted, review contingency plans for scheduled (construction, special events) and unscheduled (collision, emergency) road closures to address the issue of secondary incidents occurring and make recommendations for improvements.
14. Identify opportunities for changes to policies and legislation related to traffic operations and engineering (ie. making winter tires a requirement).
15. Review the performance of improvements made as part of previous year's Priority Safety Projects and Safe Speeds Review, and apply any "lessons learned" to future projects.

Consistent monitoring of the road network using safety and traffic data will allow for the incorporation of strategic engineering countermeasures in street design, traffic engineering, transportation planning and land use to prevent fatal and severe collisions.



3 Enforcement



Provide clear and focused policing services directed to areas of concern.

Considering that human error is the main cause of fatal and serious injury vehicle collisions, efficient and effective law enforcement is necessary in improving roadway safety. The collaborative, data-driven Vision Zero process will result in the efficient allocation of limited law enforcement resources for maximized effectiveness.

Enforcement – Key Actions

1. Establish a Traffic Enforcement Unit.
2. Implement targeted enforcement at high speed, high collision locations.
3. Provide officer training on producing clear, detailed, Motor Vehicle Collision (MVC) Reports.
4. Establish a protocol for identifying and tracking locations with safety concerns and relaying these concerns to the Vision Zero office.
5. In conjunction with Engagement and Education, develop and implement an education and enforcement program that includes teaching, is community driven, and enforces the rules of the road equally for all road users.
6. Identify the need for, and recommend targeted enforcement and education programs for issues such as distracted driving, speeding, school zone enforcement and parking violations impeding road users.
7. Review Road Maintenance practices, identify areas for improvement (ie. keep cycling and pedestrian facilities clear of illegally parked vehicles) and implement changes, as appropriate.
8. Review current Red Light Camera Program and identify changes to existing locations and additional locations to target, as appropriate.
9. Research other safety initiatives (ghost cars, radar message boards, speed cameras, school bus cameras) and make recommendations.
10. Identify opportunities for changes to policies and legislation related to traffic operations and enforcement.



4 Engagement



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An effective Engagement Program will help create a safe roads culture.

The Vision Zero engagement program should inspire Hamiltonians to become part of the solution on this journey towards zero fatalities and serious injuries. It should engage citizens of all ages and support engineering and enforcement initiatives.

Engagement – Key Actions

1. Expand the Hamilton Strategic Road Safety Committee with membership consisting of City departments, external agencies, neighbourhood representatives and committees, private company representatives and external organizations that support road safety.
2. Follow an open data approach in sharing information by enabling the public to make more informed decision resulting in improvement to their lives.
3. Develop an interactive Vision Zero website to provide information to the community, to provide a means for road users to communicate safety concerns, comments, to advertise new Vision Zero programs and initiatives, etc.
4. Leverage Technology to enhance Road Safety and encourage safe driving behaviours.
5. Explore other opportunities to use both conventional and social media outlets in a format the community can relate to or understand.
6. Create a Road Safety Pledge.
7. Create an Engagement Program for the community to promote the program, identify concerns and challenges, as well as successes. Figure out how to engage those who don't want to be engaged. This could include local Vision Zero working groups.
8. Develop a specific road safety program for school-age children (ie. consider bringing back the Safety Village). Consult with school boards, educators, Public Health, as well as the Vision Zero team.
9. Based on the results of the collision analysis completed as part of this study, develop specific road safety programs for various age categories. Consult with community partners, Public Health, as well as the Vision Zero team.
10. Develop and initiate a pedestrian and cyclist road safety programs.
11. Create a Vision Zero Neighbourhood tool kit working in partnership with local community groups.
12. Establish a single point of contact/resource for Vision Zero for both internal Councillors/City staff and the community.

4 Engagement



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13. Develop a Community Vision Zero Events program. Consider fund-raising opportunities such as Fun Runs.
14. Coordinate engagement activities with Engineering, Enforcement, Public Health and community groups.
15. Engage other levels of government for financial resources.
16. Require established neighbourhood Vision Zero working Committees to develop full neighbourhood Traffic Calming plans rather than individual street requests.
17. Engage other partners (CAA, business leaders, and insurance companies) for financial or other resources.
18. Engage other levels of government for changes to policy or legislation, as identified through Engineering or Enforcement assessments.
19. Publish Yearly Vision Zero Reports.



5 Education



The education component of this Vision Zero Plan plays a supporting role to the other E's, in particular Engineering, Enforcement and Engagement.

An education plan should be developed every year in consultation with the Vision Zero Task Force and the Hamilton Strategic Road Safety Committee. These identified Education programs will primarily focus on issues identified through Network Screening and Enforcement patterns.

Education campaigns should continue reinforcing previous messages that have been communicated to ensure continued education for the residents on Hamilton.

The education plan must also be flexible in resources to undertake campaigns that are unexpected education opportunities and address unexpected challenges in terms of road safety.



HOW SAFE ARE OUR ROADS?



Implementation

Future resources may be required to implement the Vision Zero Action Plan, however, a number of Action Items are simply a different way of doing business at the City and would have negligible cost implications. For instance, the recommended review mechanism for all new or rehabilitation projects would not have any capital costs. Investigating opportunities to include cost of collisions in capital works budget / asset management would not require significant resources and could ultimately result in cost savings for the City.

In addition, by addressing safety as part of all construction projects and by including it in the planning and design process of all new development, significant cost savings would be realized by not having retrofit an existing condition at a later date.

Cost savings could also be realized to the City's Risk Management by reducing the severity of collisions and therefore magnitude of claims against the City. By reducing fatalities and severe collisions, there would be a significant savings to society as a whole, benefitting all Hamiltonians.

The success of the program can be considered in many different ways. A reduction in number of fatalities and serious injuries would be a clear indicator that the program is effective. However, the success of the program could also be seen with respect to how changing engineering practices and reducing fatalities and serious injuries would reduce overall costs to the City.

Finally, success can also be considered in terms of public response to the program and confidence that the City is making the safety of all road users a priority.





Conclusion

Implementing a Vision Zero Action Plan is a significant undertaking. However, based on the Safety Survey completed as part of this study, there is a clear perception by Hamiltonians that the City roads could be safer; this is confirmed by the collision data.

Based on a review of existing best practices, a rigorous consultation program, and an analysis of the available collision information, an Action Plan was developed for the City of Hamilton.

This plan should be considered fluid and will likely evolve over time. The success of this program should be viewed as the benefit it would provide the City as a whole.

The vision of zero fatalities or serious injuries on Hamilton roads is ambitious. It will take time. It will take all of us to achieve.



Vision Zero Action Plan Secondary Emphasis Areas #1 – Aggressive Driving

Performance Measures <ul style="list-style-type: none"> ▪ Number of aggressive driving collisions ▪ Number of aggressive driving violations/warning issued ▪ Number of red-light camera locations ▪ Operating speed reduction 				Aggressive Driving: is defined as operating a motor vehicle in a manner that is considered selfish, pushy, impatient and often unsafely in that it directly affects other drivers	
				<ul style="list-style-type: none"> ▪ Disobey Traffic Control ▪ Exceed Speed Limit 	<ul style="list-style-type: none"> ▪ Follow Too Close ▪ Improper Passing ▪ Improper Turns
Program	Lead Agency	Support Team	Action Description	Historical Effectiveness	Maintain, Enhanced or New
Aggressive Drivers Hot Line (A.D.H.L.)	Police Services	<ul style="list-style-type: none"> ▪ Public Health ▪ Safe Communities Coalition 	Phone number that citizens can call to report offenders. Review how ADHL can be more effective and efficient.	No information available.	Enhanced
Bus Watch	Police Services	<ul style="list-style-type: none"> ▪ HW Catholic School Board ▪ HW District School Board 	Reporting system for school bus drivers to report people that violate the School Bus Safety Laws. Warning letters are sent and serious violators are charged.	No information available.	Maintain annually
High Visibility Enforcement	Police Services	<ul style="list-style-type: none"> ▪ Communications ▪ Public Health ▪ Traffic Engineering 	Focus on high collision areas and roadways with identified high operation speed. Divisional Crime managers to incorporate monthly traffic statistics into their traffic deployment focus.	High-visibility aggressive driving enforcement can be effective.	Enhanced
Increased Penalties for Chronic Speeders and Aggressive Drivers	Police Services	<ul style="list-style-type: none"> ▪ MTO ▪ External Road Safety Committees ▪ Traffic Engineering 	Changing the Highway Traffic Act to increase the penalties. Consider use of Community Safe Zone designations for identified high operation speed roadways	Believed to be effective, but no effectiveness information available.	New

Program	Lead Agency	Support Team	Action Description	Historical Effectiveness	Maintain, Enhanced or New
Develop Just Drive Campaign and Speed Kills Campaign	Communications	<ul style="list-style-type: none"> All 	Implement various initiatives to address driver behavior, surveys, challenges, and pledges.	No information available.	Enhanced
Speed Watch/Road Watch	Police Services	<ul style="list-style-type: none"> Public Works 	Portable Electronic boards which display motorists' speed as they pass. Program offered to residents and recording of information which results in warning letters to registered owners who exceed speed limits.	Electronic boards have been shown to be an effective tool for short-term speed control.	New
Summer Safe Program	Police Services	<ul style="list-style-type: none"> Public Health Public Works 	Enforcement initiative that focuses on equipment (lights, tires, horn, seatbelts) and impaired driving during July and August. Includes R.I.D.E. spots.	20% estimated reduction in impaired driver collisions estimated because of the R.I.D.E. component.	Enhanced
Red Light Cameras	Public Works	<ul style="list-style-type: none"> Police Services 	Minimum 5 locations per year, consider future options of full operations city wide and impacts. Focus on high collision locations.	RLC Locations having a positive impact, full evaluation of system is required.	Maintain
Educational and Mass Media Campaigns	Police Services	<ul style="list-style-type: none"> Public Works Seniors Advisory Committee Public Health Police Services 	Mass media campaigns on radio, television, newspapers, social media to promote a change in driving behavior. Look at attending community events.	Education campaigns having a positive impact in the reduction of collisions, must work in conjunction with other initiatives.	Enhanced

Vision Zero Action Plan Secondary Emphasis Areas #2 – Intersections

Performance Measures <ul style="list-style-type: none"> ▪ Number of intersection related collisions ▪ Number of implemented counter measures ▪ Enforcement operations ▪ Number of red-light camera locations 				Intersection Collisions: represent collisions occurring within an intersection area if it involves vehicles waiting at or proceeding towards the intersection regardless of the distance from the intersection.	
				<ul style="list-style-type: none"> ▪ Disobey Traffic Control ▪ Vulnerable road user incidents 	<ul style="list-style-type: none"> ▪ Incidents involving turning vehicles
Program	Lead Agency	Support Team	Action Description	Historical Effectiveness	Maintain, Enhanced or New
Add Left-turn Lanes	Public Works Traffic Engineering	<ul style="list-style-type: none"> ▪ Asset Management ▪ Construction Services 	Provide dedicated left-turn lanes on existing or reconstructed roadways. Identify priority list of locations that require dedicated turn lanes.	Improved safety and operations	Enhanced
Improve Signal Operations	Public Works		Improve signal operations (i.e. phasing, timings, traffic responsive control, etc.) to improve traffic flow	Reduces the triggers which contribute to aggressive driving.	Enhanced, Complete 20% retiming of Hamilton traffic signal system yearly
Improve Visibility of Signal Heads and Street Name signs	Public Works		Includes increasing signal lens and sign size, install new backboards, add reflective tape to existing backboards, and/or installing additional signal heads.		Maintain
In-Service Road Safety Reviews	Public Works	<ul style="list-style-type: none"> ▪ Police Services ▪ Public Health ▪ School Boards 	Conduct safety reviews of high collision intersections and implement recommendations.	Variable and dependent on problem and mitigating measures.	Enhanced
Install Dilemma Zone Detection	Public Works		Extends the yellow or red signal phase for vehicles caught in the dilemma zone. Will require video detection and support from ATMS		New

Program	Lead Agency	Support Team	Action Description	Historical Effectiveness	Maintain, Enhanced or New
Paint Curb Cuts	Public Works	<ul style="list-style-type: none"> ▪ Advisory Committee for People with Disabilities 	Paint curb cuts in order to assist visually impaired pedestrians.		New
Prohibit or Protected turns at Intersections	Public Works	<ul style="list-style-type: none"> ▪ Emergency Services ▪ Police ▪ Services 	Restricting turning movements reduces the number of potential conflicts and incidents with pedestrians		Enhanced
Provide Protected/advanced Pedestrian crossing Phases	Public Works		Provide modifications to improve safety for pedestrian crossings.		Enhanced
Roundabouts for New and Revised Intersections	Public Works	<ul style="list-style-type: none"> ▪ Planning ▪ Public Health 	Compared to intersections, roundabouts reduce the number conflicts and the frequency of angle collisions.	Reduction in all collisions at converted signalized intersections. ⁱ Reduction in injury and fatal collisions at converted signalized intersections. ⁱ	Maintain
Media Campaign on Intersection Safety	Communications	<ul style="list-style-type: none"> ▪ ALL 	Provide Education for all road users.		Maintain

Vision Zero Action Plan Secondary Emphasis Areas #3 – Vulnerable Roads Users

Performance Measures <ul style="list-style-type: none"> ▪ Number of pedestrian collisions ▪ Number of cyclist collisions ▪ Number of motorcycle collisions ▪ Number of improved intersections ▪ Number of pedestrian crossover locations and protected cycling infrastructure implemented ▪ Number of schools completed 'Safe Routes to School' Plans and implementing bicycle safety training 				Vulnerable Road Users: do we need to define, as was done in #1 and #2? Vulnerable road users involved in collision incidents are 90% more likely to incur injuries.	
Program	Lead Agency	Support Team	Action Description	Historical Effectiveness	Maintain, Enhanced or New
Active & Safe Routes to School	Public Health	<ul style="list-style-type: none"> ▪ HW Catholic School Board ▪ HW District School Board ▪ Public Works ▪ Police Services 	Continued promotion of active modes of transportation for school trips. Also addresses school zone safety. Investigate enhancements to program to make schools and residents more aware of program. Review Technology that can assist in providing easy access to school with SRTS. Evaluate effectiveness of existing program.	School Travel Planning is an identified Best Practice and supported by City Council and School Boards	Enhanced
Bikes, Blades & Boards Program	Public Health	<ul style="list-style-type: none"> ▪ HW District School Board ▪ HW Catholic School Board ▪ Hamilton Police Services 	Program (administered by Hamilton Health Sciences Acquired Brain Injury Program) which targets Elementary students with education about the importance of wearing helmets for wheeled activities and includes helmet fitting.		Enhanced
Seniors Walking Education Class	Public Health	<ul style="list-style-type: none"> ▪ Public Works ▪ Hamilton Police Services 	With growing Senior population, host workshops in the community to educate Seniors on safe walking both in and outside of the home		New
Community Coalition Cycling & Wheeled Activities	Public Health	<ul style="list-style-type: none"> ▪ Public Works ▪ Police Services 	Representation from agencies, community groups in Hamilton working to promote use of gear (helmets, other protective gear) for cycling, inline skating, skateboarding, etc.		Enhanced

Program	Lead Agency	Support Team	Action Description	Historical Effectiveness	Maintain, Enhanced or New
Safe Kids Canada's Safe Kids Week	Public Health	<ul style="list-style-type: none"> ▪ Police Services ▪ HW District School Board ▪ HW Catholic School Board ▪ Seniors Advisory Committee 	National dedicated week focusing on child pedestrian safety combined with 3 days of "all hands-on deck" enforcement of zero tolerance of speeding in school zones. "Think of Me" cards which will be hand drawn by Hamilton School Children and distributed to all drivers who received a ticket during the increased enforcement blitz during this week.		Enhanced
Thinkfirst Assembly Presentations	Public Health	<ul style="list-style-type: none"> ▪ HW Catholic School Board ▪ HW District School Board 	Interactive assembly presentations to Elementary school children. Includes pedestrian and cycling safety.		New
Thinkfirst Binder Distribution to Schools	Public Health	<ul style="list-style-type: none"> ▪ HW Catholic School Board ▪ HW District School Board 	This project has produced binders with injury prevention content for grades kindergarten through grade 8. Binders have been distributed to every public and Catholic school in Hamilton. Includes material on pedestrian, vehicular and cycling safety		
Identify Main Pedestrian Routes and Ensure Sidewalk Continuity and Crossing Safety at Intersections and Mid-block	Public Works		Requires development of a sidewalk inventory for asset management.		New
Improve Signal Timing	Public Works		Improved signal timing to reduce potential for conflict.		Enhanced
Install Pedestrian Countdown Signal Heads	Public Works		Signal heads for pedestrians providing time in seconds for crossing.		Maintain

Program	Lead Agency	Support Team	Action Description	Historical Effectiveness	Maintain, Enhanced or New
Plan and Implement Cycling Routes Through the City	Planning	<ul style="list-style-type: none"> ▪ Public Works 	Construction of dedicated lanes for bicycles as per Cycling Master Plan. Develop 5-year implementation plan. Identify areas for dedicated protected lanes.		Enhanced
Cyclemania	Police Services	<ul style="list-style-type: none"> ▪ Public Health ▪ Public Works 	Education program at playgrounds and summer camps for children age 6-12 on the rules of the road and bicycle safety.		Maintain
Campaign Events	Public Health	<ul style="list-style-type: none"> ▪ All 	Partake in National and International dedicated dates, ex. Bike to School Week, Walk to school Day, etc.		New
Kids Safety Program	Police Services	<ul style="list-style-type: none"> ▪ HW District School Board ▪ HW Catholic School Board ▪ Public Health 	Reintroduction of “Elmer the Safety Elephant” combined with flags to raise awareness of road safety in school children in grade 2 and under.		New

Vision Zero Action Plan Secondary Emphasis Areas #4 – Young Drivers

Performance Measures				Collisions involving young drivers between the ages of 16 and 25.	
▪ Number of collisions involving young drivers					
Program	Lead Agency	Support Team	Action Description	Historical Effectiveness	Maintain, Enhanced or New
Assist Adults in Managing Teen Driving	Public Health		Develop and make available 'teen sensitive' young driver information for parents.		New
C.H.A.T. (Community Hospitals Against Trauma)	Public Health	<ul style="list-style-type: none"> ▪ HW Catholic School Board ▪ HW District School Board 	Communities and Hospitals Against Trauma (administered by Hamilton Health Sciences- Trauma Program- Public Health does not oversee this program but does actively promote it). This program targets high-risk youth and introduces them to the aftermath of aggressive or impaired driving. The program consists of a mock trauma conducted in hospital with debriefing afterwards and/or in-school presentation with a "survivor" of a trauma injury.		Maintain / Enhance if Needed
Youth Summit	Public Health	<ul style="list-style-type: none"> ▪ HW Catholic School Board ▪ HW District School Board ▪ Police Services 	This is the revised version of the Party in the Right Spirit Program, with the goal to reduce the harm associated with risk behaviours in youth using a youth engagement approach. The program is attended by student leaders and teachers and is open to all Hamilton High Schools, including private schools.		New
Media Campaigns Directed at Young Drivers	Communications Subcommittee	<ul style="list-style-type: none"> ▪ Public Health 	Educate young drivers on the perils of impaired driving, aggressive driving and not wearing seat belts		New

Vision Zero Action Plan Secondary Emphasis Areas #5 – Collision Data Improvements

Performance Measures <ul style="list-style-type: none"> ▪ Number of collisions ▪ Access to data ▪ Initiatives implemented 					
Program	Lead Agency	Support Team	Action Description	Historical Effectiveness	Maintain, Enhanced or New
Enhance Safety Data Collection on Rural Roads	Public Works		Develop a roadway inventory / asset management database.		New
Link Traffic Database to GIS	Public Works	<ul style="list-style-type: none"> ▪ Police Services 	Linking across traffic volume, roadway assets, and GIS allowing graphic analysis of collision trends. Implement Public portals for access by public.		New
Review Collision Reporting Centres Data	Public Works	<ul style="list-style-type: none"> ▪ Police Services 	Ensuring Q/C of data prior to inputting.		Maintain
Improve Collision Data Collection and Consistency	Police Services	<ul style="list-style-type: none"> ▪ MTO ▪ Public Works 	Make presentations to enforcement explaining how collision data is used by agencies to improve safety.		Maintain

List of Potential Safety Countermeasures

The following list of potential safety countermeasures is provided in order to assist staff in addressing identified safety concerns throughout the City of Hamilton. The most comprehensive resource is the Federal Highway Administration's (FHWA) Crash Modification Factors Clearinghouse, a database of studies on most safety countermeasures.

This list does not reflect details about the feasibility or appropriateness of a proposed countermeasure for a specific location. Location-specific constraints and existing facilities must be considered when determining the most appropriate countermeasure for a given location.

Signals

Pedestrian Countdown Heads: Signal head that provides pedestrian countdown, as opposed to traditional WALK/ DON'T WALK signal head.

Flashing Beacons (includes Rectangular Rapid Flash Beacons – RRFB): Flashing beacons highlighting stop signs, warning signs, pedestrian crossings and school zones through the addition of a flashing light. RRFB's provide a high visibility, brighter strobe-like flashing frequency.

Leading Pedestrian Phase/Leading Pedestrian Intervals: Traffic signals timed to allow pedestrians a short head start in crossing the intersection to minimize conflicts with turning vehicles.

Protected/Permissive Left-Turn Phasing Conversion: Protected left-turn phasing provides an exclusive phase for left-turning vehicles to enter the intersection separate from any conflicting vehicle or pedestrian movements. Permissive/protected left-turn phasing provides the exclusive left-turn phase in addition to a phase permitting left turns simultaneously with conflicting through movements.

Signal Timing Improvements: Modified signal cycle lengths and co-ordination, longer walk intervals.

Pedestrian Detection to Extend Crossing Time When a Pedestrian is Detected Within the Intersection: Sensors or push buttons that detect when pedestrians are present in a crossing and automatically increase crossing time when necessary.

Pedestrian Scrambles/Exclusive Pedestrian Phasing: Restricts all vehicular movements to provide an exclusive signal phase allowing pedestrians to cross in all directions, including diagonally.

Accessible Pedestrian Signals (APS): Pedestrian signals that provide audible or tactile cues to aid visually or cognitively impaired pedestrians in safely crossing the street.

New Traffic Signals: Traffic signal installed at previously unsignalized intersection.

Optimize Signal Timing for Bicyclists: Signal timing optimized for bicyclist speeds, reducing number of times bicyclists encounter red signals along a stretch of road.

Signal timing changes have been shown to reduce pedestrian and bicyclist injury collisions by 37%.

Additional countermeasures: The following countermeasures are currently being used in various municipalities throughout North America, but research is not yet available to indicate their effectiveness in reducing bicycle collisions.

- Bicycle Signal Detection (Push Button, Loop Detector)
- Bicycle Scramble
- Bicycle Signal Heads
- Leading Bicycle Interval
- Separate Bicycle Signal Phase

Geometrics

Painted Medians: Pavement striping that separates lanes of traffic but does not provide a raised surface.

Raised Pedestrian Crossing/Raised Crosswalks/Speed Tables and Raised Crosswalks: Pedestrian crossings that are elevated to the level of the sidewalk, with ramps on each vehicle approach.

Corner Bulb Outs and Curb Extensions: Raised devices, usually constructed from concrete and/or landscaping, that reduce the corner radius or narrow the roadway in order to reduce traffic speeds and shorten crossing distances.

Intersection Conversion to Roundabout: Roundabout installed at a previously unsignalized intersection or to replace a former traffic signal. Roundabouts are large circular islands, placed in the middle of an intersection, which direct flow in a continuous circular direction around the intersection.

Refuge Islands/Raised Median/Pedestrian Refuge Islands: Curbed sections in the center of the roadway that are physically separated from vehicular traffic. Raised medians or refuge islands shorten crossing distances across wider roadways.

Closed Crosswalk Removal/New Crosswalks: Removal of existing crosswalks, or installation of new crosswalks.

On-Street Parking Reconfiguration: Removing on-street parking near intersections and driveways, or reconfiguring parking to minimize conflict points with bicyclists.

Roadway Cross Section Reduction (Road Diet): Reduction in number of travel lanes in roadway.

Separated Bike Lane (Cycle Track): Designated bicycle lanes, separated from vehicle traffic, by a physical barrier, usually bollards, landscaping, parked cars, or through elevated separation.

Separate Shared-use or Bicycle Path: Off-street path, either for exclusive use by bicyclists or both bicyclists and pedestrians, usually with minimal street crossings, and designated by signs and/or pavement markings.

Wide Curb Lane: Provision of a wider curb lane that accommodates bicyclists and vehicles, where a dedicated bike lane or other bicycle facility is not possible.

Traffic Diverters: Physical barrier placed diagonally across an intersection, which restricts the flow of vehicular traffic, but allows for pedestrians and bicyclists to cross the intersection.

Additional countermeasures: The following countermeasures are currently being used, but industry research is limited to indicate the effectiveness in reducing collisions.

- Lane Narrowing
- Rumble Strips
- Paved Shoulder
- Curb Radius Reduction
- Mini-Circles
- Chicanes
- Full or Partial Street Closures

Signs, Markings, Regulatory

Intersection Lighting/Crosswalk Lighting: Lighting between the crosswalk and oncoming vehicles, usually beginning 3 to 4 metres before the crosswalk.

Segment Lighting: Quality and consistent placement of streetlights for drivers, as well as pedestrian scale lighting for sidewalks.

Right Turn on Red Restriction: Right turns prohibited on red to reduce conflicts between pedestrians and right-turning vehicles.

Left Turn Restriction: Left turns prohibited to reduce conflicts between pedestrians and left-turning vehicles.

Parking Restriction Near Intersections: Parking spaces removed near crossing locations to allow for improved sightlines for both pedestrians and drivers.

Pavement Friction (Textured Pavement): Textured pavement or a textured overlay on pavement to provide additional cues to drivers that they are reaching a pedestrian crossing, or other key area such as a tight radius corner.

High-Visibility Crosswalk: Distinct pavement markings, such as a continental, zebra or ladder pattern, or a reflective inlay or thermoplastic tape.

Pedestrian Warning Signage: Signs such as “Yield Here to Pedestrians” or “Stop Here for Pedestrians” that can be placed at the roadway surface level in advance of the crosswalk, on posts, or overhead.

Shared Bus-Bike Lane: Lanes designated for use only by public transit buses, bicycles and usually right-turning vehicles.

Shared Lane Markings: Pavement markings on travel lanes, also called a sharrow, which indicate that the road space should be shared between bicycles and vehicles.

Bike Lanes: Five to seven foot wide designated lanes for bicyclists adjacent to vehicle travel lanes, delineated with pavement markings.

Warning and Regulatory Signs for Drivers (“Share the Road,” “No Parking in Bike Lane”): Posted signs that provide warning and regulatory messages alerting drivers to the presence of bicyclists and shared roadway facilities.

Buffered Bike Lanes: Designated lanes for bicyclists, 1.2 to 1.5 metres wide, separated from vehicle travel lanes and/or parked cars by pavement markings, usually 1 metre wide and with a double-line, chevron or diagonal line pattern.

Bike Box: Designated area for bicycles to wait at red traffic signals in front of queuing vehicles, usually marked with green pavement, with the intent of reducing delay at signals, increasing visibility of bicyclists, and in some cases, facilitating left-turn positioning for bicyclists.

Green Colored Pavement Markings: Green markings, created with paint, epoxy, thermoplastic, or colored asphalt, used to designate bike lanes, cycle tracks, bike boxes, conflict zones or intersection crossings.

Speed Control Measures, Miscellaneous

Speed Limit Reductions: Speed limit reductions performed street by street or implemented as part of a speed reduction zone (often found near schools and parks) or bicycle boulevard program.

Speed Tables, Humps, and Cushions: Asphalt protrusions 30-40 cm high that extend the width of the roadway, varying in length depending on type. Speed humps are rounded, while speed tables have a flat top.

Portable Speed Trailer/and Radar Speed Display Signs: Portable speed trailers that display the speed limit as well as the speed of the approaching vehicle in real-time, and in some cases have changeable message display boards.

Hazard Identification and Response Program: Publicly-run program that allows for two-way communication between jurisdictions and the public, including temporary signage alerting bicyclists to potential hazards, as well as technology solutions that allows the public to submit real-time information (often via cell phone) on hazards, such as debris in the road.

Red Light Camera's: Use of digital camera's at locations with identified collision concerns and specifically angle collisions that potentially occur as a result of motorists running a red signal.

Automated Speed Enforcement: Use of digital cameras at locations identified with high operational speeds or community sensitive areas, schools, parks, senior centers, heavy pedestrian areas.

11.1

CITY OF HAMILTON

MOTION

Public Works Committee: February 4, 2019

MOVED BY COUNCILLOR J.P. DANKO.....

SECONDED BY COUNCILLOR.....

Eligibility Requirements for Riders to Access DARTS Transit

WHEREAS, the Disabled and Aged Regional Transit System (DARTS) provides paratransit service for people with disabilities on behalf of the City of Hamilton, through a Master Operational Agreement;

WHEREAS, to be eligible for DARTS service, citizens must meet certain eligibility criteria;

WHEREAS, the number of trips delivered by the DARTS service have increased by 64% between 2013 and 2019 and is projected to continue rising;

WHEREAS, the number of trips reported to be delivered by the DARTS service are one of the highest in Canada among comparable municipalities on a per capita basis; and,

WHEREAS, an increase in trips and an increase in registered and active customers beyond projections have been identified as key budget drivers;

THEREFORE, BE IT RESOLVED:

- (a) That staff be directed to review the Disabled and Aged Regional Transit System (DARTS) service and report back to the Public Works Committee on the following:
 - (i) The current eligibility criteria for DARTS service in conjunction with comparative reference groups;
 - (ii) The definition of what constitutes a “trip” within the context of the service numbers reported by DARTS;

- (iii) The ridership projections for the anticipated number of trips to be delivered by DARTS based on anticipated population trends and demographics; and,
- (iv) Human rights and other legal implications if alterations to the current DARTS service eligibility criteria were to be made.