



City of Hamilton
GENERAL ISSUES COMMITTEE ADDENDUM

Meeting #: 19-002(k)
Date: March 22, 2019
Time: 1:30 p.m.
Location: Council Chambers, Hamilton City Hall
71 Main Street West

Stephanie Paparella, Legislative Coordinator (905) 546-2424 ext. 3993

	Pages
4. COMMUNICATIONS	
*4.3 Correspondence from Evan Johnston, respecting Report FCS19017- Implementation of Living Wage Recommendation: Be received and referred to the consideration of Item 7.2.	2
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7. DISCUSSION ITEMS	
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18 March 2019

Re: 7.2 Implementation of Living Wage (GIC, 22 March 2019)

Dear Councillors:

I write in strong support of the proposal before you today at the General Issues Committee to raise the wages of the lowest paid workers at the City of Hamilton to a “living wage,” calculated at present to be \$15.85 per hour.

The report prepared for Council provides some important data for you to weigh as you consider the merits of the proposal, but I want to draw your attention to the unfortunate way that “internal equity” is presented in the report.

The report states that *internal equity* is impacted “when employees perceive that they are not being compensated in a fair and equitable manner according to the relative value of their roles in an organization.” In other words, the report invites us to view internal equity as being impacted when wages are raised for the the lowest-paid workers with no corresponding raise for those already making at or around \$15.85 per hour. The implication is that this measure will disrupt an already-existing *equity* in workers’ pay, whereas I want to suggest that passing this motion will be a step toward fixing long-standing inequities that already exist in the compensation system at the City of Hamilton.

If the report accepts (as it does) the Hamilton and District Labour Council’s definition of a living wage as “the hourly wage a worker needs to earn to cover their basic expenses and participate in their community,” then it is clear that *internal equity* is already impacted when we have workers performing duties for the city while earning *less* than what is needed to cover basic living expenses and to participate in the community.

Further, *internal equity* is already impacted when we have summer students in parks or horticulture (as cited in the report) working side-by-side with regular workers but earning less per hour for performing tasks that are substantially the same. In many cases, then, we already have unequal pay for equal work institutionalized in our compensation system.

If equity and fairness is one of our primary concerns in this discussion — as the report invites us to accept and which I would support wholeheartedly — then I would argue that these existing inequities have a greater day-to-day impact on *internal equity* at the City of Hamilton than those anticipated as a result of wage compression and identified in the report.

But the concerns about perceived fairness among workers already making a living wage should not go unaddressed, and I would suggest that City management has a great opportunity to address these concerns next time they are the bargaining table with CUPE Local 5167, the union that represents many of the front-line workers who make Hamilton “the best place to raise

a child and age successfully.” The City can be a leader for decent work and set the bar for other employers to follow.

Thank you for your time and consideration,

Evan Johnston
Ward 3 resident

CC: Councillor Nrinder Nann — Ward 3



**DON'T BE COMPLICIT IN
POVERTY, ESPECIALLY
FOR YOUR EMPLOYEES.**

COMPLICITY

As an employer, the City of Hamilton can choose to continue to keep its employees in poverty or help raise them out of poverty.

Hamilton taxpayers shouldn't be poverty employers!

The City can be leaders in the fight against poverty or complicit bystanders while its own employees suffer.

VOTE LIVING WAGE FOR ALL CITY EMPLOYEES!



March 20, 2019

Attention: General Issues Committee

City of Hamilton
71 Main St West
Hamilton, ON L8P 4Y5

Dear General Issues Committee,

Re: Living Wage Commitment

The City of Hamilton is a vibrant, diverse and inclusive municipality, leading by example the way forward for other cities in the province. At United Way Halton & Hamilton (UWHH), we firmly believe the path to prosperity is by removing barriers that prevent employees from earning a living wage.

UWHH is a charitable organization and is a proud living wage employer. As an anchor agency with a wide spread, positive impact delivery on the daily lives of residents in the city of Hamilton, it is important for UWHH to set the model and example for others to follow suit.

Studies have indicated, employees both in the private and public sectors who are not receiving a living wage endure more stress such as debt, anxiety, long term health problems, lack of productivity in the workforce and fractured personal relationships than those who earn a living wage.

Our goal is to encourage the City of Hamilton to join our organization as a proud living employer. This one small step will offer an abundance of opportunities and economic spinoffs for the City of Hamilton, its employees and local residents. UWHH believes employees feel the positive impacts of earning a living wage in many quantitative ways. As an employer, UWHH continues to be a role model while working to lift the most vulnerable through social impact initiatives.

Let's work together, let's continue to lead by example and showcase to other municipalities your commitment to offer employees a living wage. Breaking down barriers of poverty can begin today with your support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brad Park", written over a white background.

Brad Park
President and CEO



United Way
Halton & Hamilton

United Way Halton and Hamilton

4.6

Paparella, Stephanie

From: [REDACTED]
Sent: March 21, 2019 10:25 AM
To: Paparella, Stephanie; Wilson, Maureen
Cc: Anthony Marco
Subject: Letter in Support of making Hamilton a Living Wage city

To whom it may concern,

I understand that a motion calling for the City of Hamilton to become a "Living Wage" employer will be debated by City Council.

I write to express my support for ensuring that all City employees receive a living wage.

To claim the City cannot afford such an initiative is a false claim, those opposing such a motion in reality are saying it isn't a priority for them to ensure no city employee receives poverty wages. Instead they would prioritise their own free lunches, their own pet projects like spending a fortune wooing Amazon or the plan to spend millions on a boondoggle on a vanity project like the common wealth games over helping city workers make ends meet.

City Council cannot claim to be opposed to poverty and oppose a "Living Wage" for its own employees.

City Council cannot claim that Hamilton is a world class city, but won't pay all its employees decent wages.

Our City is facing a looming crisis of affordability, it is time for City Council to put its money where its mouth is and support raising up all city employees.

It is time for you to play a leadership role and show other large employers in the City that paying a Living Wage is the right thing to do.


I urge you all to stop making priorities out of giving tax breaks to wealthy developers and start prioritising the people who make this City work, the workers.

Thank you

Ritch Whyman - a tax payer



INFORMATION REPORT

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	March 22, 2019
SUBJECT/REPORT NO:	Recalculation of 10 Year Local Transit Strategy (PW14015b) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Nancy Purser (905) 546-2424 Ext. 1876 Craig Webb (905) 546-2424 Ext. 1870
SUBMITTED BY:	Debbie Dalle Vedove Director, Transit Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

That the General Manager of Public Works be directed to recalculate the 10 Year Transit Strategy using actual ridership and population numbers rather than anticipated numbers, and report to the General Issues Committee of the impact during the 2019 Operating Budget process.

INFORMATION

Following the approval of Rapid Ready on June 26, 2013, staff were directed by Council to report back in time for the 2015 budget process to the new City Council on a 10 year Hamilton local transit service level strategy, including specific route recommendations and a financial strategy, with reference to the role played by rapid transit, and with a goal of reaching 80-100 rides per capita (modal split) by 2025.

In March of 2015 Council approved the 10 Year (2015 -2024) Local Transit Strategy (PW 14015a). This strategy phased approach firstly addressed current deficiencies in the system (Years 1 and 2), application of service standards commencing in Year 3 of the plan with the remainder of the plan developed to accommodate ongoing growth and promoting ridership (modal split) through the introduction of additional express bus service on the BLAST corridors. The operating costs to support the phased strategy were funded through equitable increases in fares as well as the levy. The plan also included

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**SUBJECT: Recalculation of 10 Year Local Transit Strategy (PW14015b)
(City Wide) - Page 2 of 5**

approximately \$302 million of unfunded capital which the majority was for buses for growth and modal split and an additional maintenance and storage facility.

Years 1 and 2 of the strategy were implemented as prescribed in 2015 and 2016 respectively. In the fall of 2016, the Federal government introduced the Public Transit Infrastructure Fund (PTIF) which provided a funding source for the buses required for Years 3 and 4 of the plan, however, the timing required to procure and receive the buses resulted in the plan being paused in 2017 with no increase in service hours and no fare increase. As a result, Year 3 of the original plan was implemented in September of 2018.

Recalculation

Table 1 below depicts the financial results of the 10 Year Local Transit Strategy from 2015 through to 2018 compared to actuals for service expenditures, fare revenue, net levy impact and ridership.

Table 1

2015-2018 10 Year Local Transit Strategy

	Service Expenditures(000's)	Fare Revenue (000's)	Net Levy (000's)	Ridership
Original Plan	\$14,045	(\$10,829)	\$3,216	23,403,024
Actual	\$8,260	(\$6,563)	\$1,697	21,522,471

The original plan was developed by first establishing the number of service hours required each year for the duration of the plan. Annual ridership projections were then calculated based on service elasticity from the additional service hours. Fare revenues were calculated next based on ridership and additional anticipated revenue from planned fare increases. The recalculation from 2019 to the end of the original plan (now 2025 based on the pause in 2017) has followed this same methodology however using actuals from 2015 to 2018 to inform assumptions moving forward. It is important to note that the assumptions for total service hours of 422,000, FTE's of 336, and fleet additions of 126 have not changed from the original plan.

The original plan identified an addition of 123,000 service hours by the end of 2018. However, due to the pause in 2017, only 84,000 service hours have been added, 39,000 service hours less than planned. Essentially, three years of the plan were executed and not the scheduled four years by the end of 2018.

Service elasticity informed the ridership calculations of the original 10 Year Local Transit Strategy. Transit industry standard prescribes that for every 1% increase in service hours, ridership will increase in the range of 0.5% to 0.7%. Upon reviewing the ridership calculations of the original plan, it was determined that the original plan used a very aggressive expectation of ridership growth at 0.8% service elasticity.

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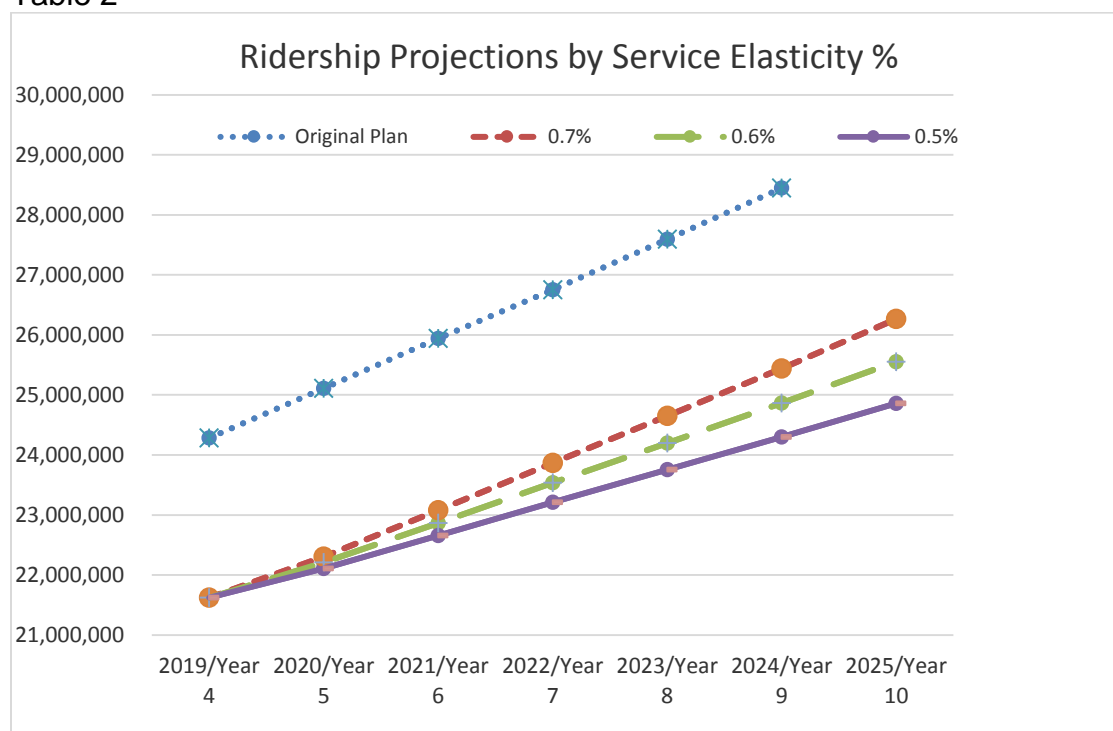
**SUBJECT: Recalculation of 10 Year Local Transit Strategy (PW14015b)
(City Wide) - Page 3 of 5**

The nationwide decline of transit ridership which occurred in 2015, the pause in 2017, the assumption that the first two years of the plan would generate ridership growth by addressing deficiencies, the 0.8% service elasticity forecast and the assumption that the increase in ridership in 2014 was the start of a trend to be the basis of all ridership calculations going forward all contributed to the ridership target not being met.

In order to assist in the recalculation of the remaining years of the plan, staff analysed the impact on ridership with the additional 34,000 hours that were added in September 2018 to determine the service elasticity. Based on the increase in ridership that we have experienced since the implementation of Year 3 in September 2018, initial analysis indicates service elasticity at the lower end of the service elasticity range closer to 0.5%.

Using the planned service hour increases starting in 2019 (Year 4) to the end of the 10 Year Local Transit Strategy (Year 10), staff have forecasted ridership projections using service elasticity based on three scenarios 0.5%, 0.6%, and 0.7%. This range is demonstrated in the graph in Table 2 below.

Table 2



Based on the graph above, Table 3 below provides the breakdown of service expenditures, fare revenue and net levy impact for the remainder of the 10 Year Local Transit Strategy and the associated ridership increases as well as the original plan projections.

**SUBJECT: Recalculation of 10 Year Local Transit Strategy (PW14015b)
(City Wide) - Page 4 of 5**

Table 3

2019 - End 10 Year Local Transit Strategy

	Service Expenditures(000's)	Fare Revenue (000's)	Net Levy (000's)	Ridership Increase
Original Plan*	\$37,400	(\$18,900)	\$18,500	5,042,575
Service Elasticity 0.7%	\$42,562	(\$23,285)	\$19,277	4,741,809
Service Elasticity 0.6%	\$42,562	(\$21,562)	\$21,000	4,031,581
Service Elasticity 0.5%	\$42,562	(\$19,879)	\$22,683	2,776,103

* Original plan includes 39,000 less service hours due to pause in 2017

As a result of the pause in 2017, the recalculated service expenditure in Table 3 for 2019 and beyond is now higher as a result of the service hours being implemented a year later.

Reviewing the assumptions which informed the original plan and 5 months of ridership data since implementation of Year 3, staff believe that a more realistic achievable plan is based on using a 0.5% service elasticity as the reset forecast for the original plan. This results in an increase in ridership of 2,776,103 for the remainder of the plan.

Table 4 below demonstrates the anticipated impact of the full 10 Year Local Transit Strategy, recalculated using a service elasticity of 0.5%.

The recalculation provides for a decrease in service expenditures of \$623,000 which is due to a more refined FTE and operating cost calculations. Revenues are reduced due to reduction in projected ridership growth. In total the recalculation demonstrates an increase to the levy of \$2,664 million versus the original plan. Please see Appendix "A" for plan details by year.

It should also be noted that population information does not inform the calculations used to predict ridership.

Table 4

Original Plan Service Elasticity 0.8% versus Recalculated Service Elasticity 0.5% (000's)

	Elasticity 0.8%			Elasticity 0.5%			Impact B-A
	Plan (2015 - 2018)	Original Remaining Plan	Total A	Actuals (2015 - 2018)	Recalculated Remaining Plan	Total B	
Service Expenditures	\$14,045	\$37,400	\$51,445	\$8,260	\$42,562	\$50,822	-\$623
Fare Revenues	(10,829)	(18,900)	(29,729)	(6,563)	(19,879)	(26,442)	3,287
Net Levy	3,216	18,500	21,716	1,697	22,683	24,380	2,664

The service elasticity percentage will need to be revisited once we have a full year of ridership data to analyse further. As the original plan was developed based on decisions/assumptions at the time of its inception it was always contemplated that as we

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**SUBJECT: Recalculation of 10 Year Local Transit Strategy (PW14015b)
(City Wide) - Page 5 of 5**

moved through implementation that adjustments to assumptions based on actuals would be made.

APPENDICES AND SCHEDULES ATTACHED

Appendix A – Recalculation of 10 Year Local Transit Strategy

		2015	2016	2017	2018	Sub	2019	2020	2021	2022	2023	2024	2025		
		Year 1	Year 2	Year 3	Year 4	Sub	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10		Sub Total	Total
Original 10 Year Local Transit Strategy*		Deficiencies		Service	Growth	Total 2015- 2018	Growth						Annualized	Sub Total 2019 - End	Total
				Standards			Modal Split								
							Modal Split	Modal Split							
Fleet		8	17	5	11	41	13	14	14	14	15	15		85	126
Hours		16000	34000	34000	39000	123000	46000	49000	49000	49000	53000	53000		299000	422000
FTE		16	34	26	30	106	35	38	38	38	41	41		230	336
OPERATING (000's)	Service Expenditures (000's)	\$800	\$3,500	\$4,800	\$4,500	\$13,600	\$5,500	\$6,000	\$6,000	\$6,000	\$6,500	\$6,500	\$900	\$37,400	\$51,000
	Fare Revenues (000's)	-\$1,245	-\$3,203	-\$3,153	-\$3,227	-\$10,829	-\$1,780	-\$2,690	-\$2,787	-\$2,837	-\$2,993	-\$3,113	-\$2,700	-\$18,900	-\$29,729
	Transfer to Reserve (\$000's)	\$445	\$0	\$0	\$0	\$445	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445
	Levy (000's)	\$0	\$297	\$1,647	\$1,273	\$3,217	\$3,720	\$3,310	\$3,213	\$3,163	\$3,507	\$3,387	-\$1,800	\$18,500	\$21,717
	Levy % Increase	0.0%	0.0%	0.2%	0.1%		0.4%	0.4%	0.4%	0.3%	0.4%	0.4%			
	Revenue/Cost Ratio	46.4%	47.7%	46.6%	46.8%		45.0%	43.9%	43.1%	42.4%	41.7%	41.1%			

* service elasticity used .8%

		2015	2016	2017	2018	Sub	2019	2020	2021	2022	2023	2024	2025	2026		
		Year 1	Year 2	Pause	Year 3	Sub	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10		Sub Total	Total
Recalculated 10 Year Local Transit Strategy*		Deficiencies			Service	Total 2015- 2018	Growth						Annualized	Sub Total 2019 - End	Total	
					Standards		Modal Split									
							Modal Split	Modal Split								
Fleet		8	17		5	30	11	13	14	14	14	15	15		96	126
Hours		16000	34000		34000	84000	39000	46000	49000	49000	49000	53000	53000		338000	422000
FTE		16	34		26	76	30	35	38	38	38	41	41		260	336
OPERATING (000's)	Service Expenditures (000's)	\$800	\$3,500	\$1,700	\$1,815	\$7,815	\$2,972	\$4,830	\$5,670	\$6,000	\$6,000	\$6,170	\$6,500	\$4,420	\$42,562	\$50,377
	Fare Revenues (000's)	-\$172	-\$1,980	-\$2,134	-\$2,277	-\$6,563	-\$1,188	-\$2,880	-\$2,337	-\$2,628	-\$2,884	-\$2,593	-\$2,669	-\$2,700	-\$19,879	-\$26,442
	Transfer to Reserve (\$000's)	\$445	\$0	\$0	\$0	\$445	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445
	Levy (000's)	\$1,073	\$1,520	-\$434	-\$462	\$1,697	\$1,784	\$1,950	\$3,333	\$3,372	\$3,116	\$3,577	\$3,831	\$1,720	\$22,683	\$24,380
	Levy % Increase	0.0%	0.0%	0.0%	0.2%		0.2%	0.3%	0.4%	0.4%	0.3%	0.4%	0.4%			
	Revenue/Cost Ratio	46.4%	46.2%	48.0%	46.1%		45.4%	45.7%	45.2%	45.3%	45.6%	46.7%	46.6%			

* service elasticity used .5%

- Deficiencies: reduce pass bys
- Service Standards: Implement Council approved service standards
- Growth: state of good repair - keep up with population growth
- Modal Split: Build remaining blast network to 10 minute frequency in peak periods

**RECALCULATION OF THE 10 YEAR
LOCAL TRANSIT STRATEGY
GENERAL ISSUES COMMITTEE
MARCH 22, 2019**

FUNDING APPROVED PLAN - Service & Operating

2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	10 Year Total	
	Deficiencies		Standards									
	Growth											
					Modal Split							
SERVICE												
Hours (000's)	814	16	34	34	39	299					422	
Annual Operating (000's)	\$88,000	\$2,000	\$4,000	\$4,000	\$4,500	\$36,500					\$51,000	
Full Time Equivalents	644	16	34	26	30	230					336	
Fleet	221	14	11	5	11	85					126	
Fares	\$2.00	\$0.15	\$0.15	\$0.10	\$0.10	TBD						
OPERATING												
Service Expenditures (000's)		\$800	\$3,500	\$4,800	\$4,500	\$5,500	\$6,000	\$6,000	\$6,000	\$6,500	\$6,500	
Fare Revenues (000's)		-\$1,245	-\$3,203	-\$3,153	-\$3,227	-\$1,780	-\$2,690	-\$2,787	-\$2,837	-\$2,993	-\$3,113	
Transfer to Reserve (\$000's)		\$445	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Levy (000's)		\$0	\$297	\$1,647	\$1,273	\$3,720	\$3,310	\$3,213	\$3,163	\$3,507	\$3,387	
Annual Change to Levy		0.0%	0.0%	0.2%	0.1%	0.4%	0.4%	0.4%	0.3%	0.4%	0.4%	
Revenue/Cost Ratio		46.4%	47.7%	46.6%	46.8%	45.0%	43.9%	43.1%	42.4%	41.7%	41.1%	

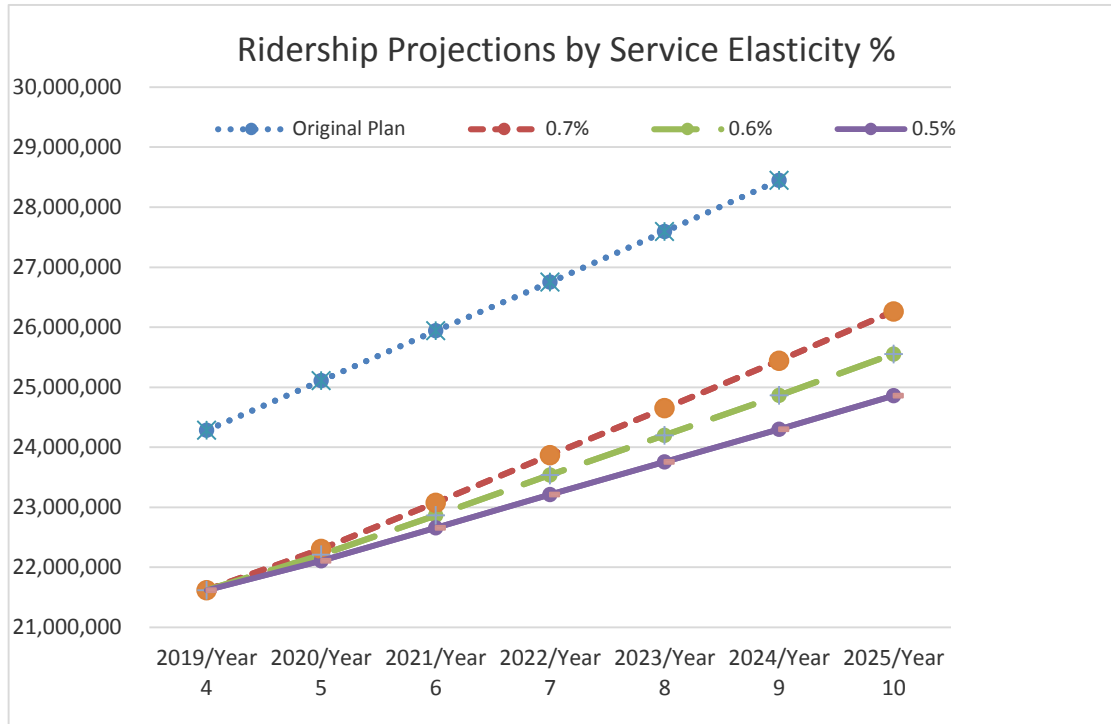
- **Approved in principle at March 11, 2015 Council.**

FINANCIAL RESULTS FROM 2015 THROUGH TO 2018

2015-2018 10 Year Local Transit Strategy

	Service Expenditures(000's)	Fare Revenue (000's)	Net Levy (000's)	Ridership
Original Plan	\$14,045	(\$10,829)	\$3,216	23,403,024
Actual	\$8,260	(\$6,563)	\$1,697	21,522,471

RIDERSHIP PROJECTIONS



SERVICE EXPENDITURES, FARE REVENUE AND NET LEVY IMPACT FOR REMAINDER OF THE 10 YEAR LOCAL TRANSIT STRATEGY

2019 - End 10 Year Local Transit Strategy

	Service Expenditures(000's)	Fare Revenue (000's)	Net Levy (000's)	Ridership Increase
Original Plan*	\$37,400	(\$18,900)	\$18,500	5,042,575
Service Elasticity 0.7%	\$42,562	(\$23,285)	\$19,277	4,741,809
Service Elasticity 0.6%	\$42,562	(\$21,562)	\$21,000	4,031,581
Service Elasticity 0.5%	\$42,562	(\$19,879)	\$22,683	2,776,103

* Original plan includes 39,000 less service hours due to pause in 2017

ANTICIPATED IMPACT OF THE RECALCULATION OF THE 10 YEAR LOCAL TRANSIT STRATEGY

Original Plan Service Elasticity 0.8% versus Recalculated Service Elasticity 0.5% (000's)

	Plan (2015 - 2018)	Elasticity 0.8% Original Remaining Plan	Total A	Actuals (2015 - 2018)	Elasticity 0.5% Recalculated Remaining Plan	Total B	Impact B-A
Service Expenditures	\$14,045	\$37,400	\$51,445	\$8,260	\$42,562	\$50,822	-\$623
Fare Revenues	(10,829)	(18,900)	(29,729)	(6,563)	(19,879)	(26,442)	3,287
Net Levy	3,216	18,500	21,716	1,697	22,683	24,380	2,664

THANK YOU!



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	March 22, 2019
SUBJECT/REPORT NO:	Lincoln M. Alexander Parkway and Red Hill Valley Parkway Enhanced Enforcement Initiative (PW19014a) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Edward Soldo (905) 546-2424 Ext. 4622
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATION(S)

- (a) That the Lincoln M. Alexander Parkway and Red Hill Valley Parkway Enhanced Enforcement Initiative, as outlined in this report, be funded in the amount of \$150,000 from the Red Light Camera Reserve #112203, with zero net levy impact, be approved; and
- (b) That the Mayor submit a letter to the Attorney General and the Minister of Transportation Ontario, on behalf of City Council, seeking legislative and regulatory amendments to allow the City to implement Automated Speed Enforcement on the Lincoln M. Alexander Parkway and Red Hill Valley Parkways through an administrative monetary penalty system.

EXECUTIVE SUMMARY

At the meeting of February 13, 2019, Hamilton City Council approved Report PW19014 which included the following recommendations:

1. That the existing speed limit be reduced to 80 km/h on the Red Hill Valley Parkway from the Greenhill Interchange to the Queen Elizabeth Way; and

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SUBJECT: Lincoln M. Alexander Parkway and Red Hill Valley Parkway Enhanced Enforcement Initiative (PW19014a) (City Wide) – Page 2 of 6

2. That Hamilton Police Services be requested to continue to undertake regular speed and aggressive driving enforcement on both the Lincoln M. Alexander and the Red Hill Valley Parkways, and that the results be reported annually to the Public Works Committee as part of the Hamilton Strategic Road Safety Program Annual Report.
3. That staff be directed to request that Hamilton Police Service provide enhanced and dedicated speed enforcement on the Red Hill Valley Parkway.

In response to the request the Hamilton Police Service (HPS), in consultation with the City, is proposing to implement an interim enhanced enforcement initiative to increase enforcement along the Lincoln M. Alexander Parkway (LINC) and Red Hill Valley Parkways (RHVP). The 12-week program would use Voluntary Paid Duty (VPD) Officers to implement a two-pronged roadway safety approach, combining zero tolerance enforcement with a high visibility police presence to educate the public of the ongoing safety initiatives.

The HPS recommend that a longer-term solution that features a robust and sustainable model of enhanced enforcement on these two roadways be developed. The solution may include the deployment of a dedicated traffic enforcement unit and should be assessed within the context of the City-wide Vision Zero Action Plan as well as the potential implementation of Automated Speed Enforcement (ASE).

Since the use of ASE is currently limited to designated school zones and community safety zones where the prescribed speed limit is less than 80 km/h, and given the LINC and RHVP do not qualify for the ASE program, it is recommended that a request be made to the Province to exercise its authority and implement the necessary legislative changes to authorize the City to utilize ASE on the LINC and the RHVP. This would set a precedence in Ontario for this classification of highway.

Alternatives for Consideration – See Page 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The Red Light Camera (RLC) Reserve is funded from the issuance of violations through the Red Light Camera program. As directed by Council, this reserve fund is to be used to address identified road safety issues throughout the City of Hamilton.

Staff is requesting a 2019 Tax Operating Budget amendment with zero net levy impact to be funded by the Red Light Camera Reserve account #112203 for a one-time transfer of \$150,000 (actual costs recovered by HPS will be based on actuals, not to exceed \$150,000) to the HPS to fund increased speed

SUBJECT: Lincoln M. Alexander Parkway and Red Hill Valley Parkway Enhanced Enforcement Initiative (PW19014a) (City Wide) – Page 3 of 6

enforcement on the LINC and RHVP. Staff have reviewed the RLC Reserve forecast to ensure funding can be supported from this service.

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

Legal: Bill 65 amendments to the Highway Traffic Act permit municipalities to use ASE in school zones and in community safety zones where the prescribed rate of speed is less than 80 km/h. The amendment does not allow for ASE on the LINC and RHVP, as those two roadways have speed limits that are higher than the 80 km/h. Additional legislative amendments are required to authorize the enforcement of ASE on the LINC and RHVP and would set a precedence in Ontario for this classification of highway.

HISTORICAL BACKGROUND

The City has been evaluating and assessing the roadway safety of the LINC and RHVP through a number of recent reports, including Bill 65 – Automated Speed Enforcement (PW19002), Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019 (PW19015), City of Hamilton Annual Collision Report – 2017 (PW19012) and Speed Limit Reduction Feasibility Study on the Lincoln M. Alexander and the Red Hill Valley Parkways (PW19014).

Hamilton City Council approved the reduction of the speed limit to 80 km/h on the RHVP from the Greenhill Interchange to the Queen Elizabeth Way on February 13, 2019. The new speed limits were implemented on February 17, 2019. Motorists were made aware of the changes through the installation of oversized speed limit signs, advance advisory information signage, the use of variable message signs, and multiple media releases and posts.

The City has been monitoring speed limit compliance on the RHVP since the reduction and has been identified that the 85th percentile speed, the speed at which 85 percent of motorists are travelling at or below, has been reduced to an average of 85 km/h. This is a reduction of approximately 7-10 km/h since January 2019 and approximately 20-25 km/h lower than speeds gathered in 2015.

The City and HPS also launched a new education campaign targeting speeding drivers as part of the Vision Zero Action Plan. Over the month of March, the education campaign focuses on promoting safe speeds, reminding motorists that “There’s no such thing as speeding a little – speeding is speeding”. The campaign is being promoted using print media, radio ads, online advertising, billboards, bus ads and social media.

Speeding in excess of the posted speed limit is responsible for a high percentage of injuries and fatalities resulting from motor vehicle collisions. Controlling vehicle speed can

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prevent collisions from occurring and can reduce the severity of injury when they do occur, especially when vulnerable road users such as pedestrians and cyclists are involved. Appropriate vehicle speeds allow motorists more time to stop, reduce stopping distances and lessen the likelihood of a collision.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Once Provincial regulations for the implementation of ASE are established, and the program is operational, in order to implement ASE in the City of Hamilton, amendments to the existing Traffic By-law will be required to designate certain areas as Community Safety Zones.

Additional legislative amendments are required to authorize the use of ASE technology on the LINC and RHVP as the prescribed posted speed limit on those roadways are not less than 80 km/r. A special provision would need to be written directly into the Provincial Legislation stating that the City of Hamilton has the authority to utilize ASE on the LINC and RHVP and it would set a precedence in Ontario for this classification of highway.

RELEVANT CONSULTATION

This report has been written in consultation with staff from Legal Services, Finance and Hamilton Police Services.

ANALYSIS AND RATIONALE FOR RECOMMENDATIONS

On February 20, 2019, through Report PW19014, Council directed staff to request additional support from HPS, particularly as it relates to a targeted enforcement campaign for speed, aggressive driving and distracted driving on both the LINC and the RHVP. HPS and City staff met on a number of occasions to develop an implementation plan.

HPS continues to develop strategies that will aid in educating and enforcing road safety on the LINC and RHVP. The goal of these initiatives is to reduce aggressive driving, speeding, collisions and to ensure compliance with newly implemented speed limits.

HPS currently patrols the LINC and RHVP as a component of its annual Traffic Safety Strategy. This deployment uses officers from the Central Breathalyzer & Drug Recognition Evaluator Unit, when they are not engaged in impaired driving related investigations. In addition, Divisional Patrol Officers and Divisional Safety Officers may conduct enforcement when they are not engaged in priority calls for service, or other community related traffic complaints.

As an interim enhancement option to the current deployment model, HPS is proposing to implement a VPD initiative for a 12-week timeframe until the resurfacing project of the

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RHVP begins. The VPD initiative would be subject to potential staffing complications based on the voluntary nature of the assignment.

The enhanced enforcement model would consist of two additional officers per day, working two subsequent shifts a day, seven days per week. These officers will be strictly dedicated speed enforcement on the RHVP and the LINC, resulting in a marked uniformed presence.

The initiative would have a two-pronged approach, combining zero tolerance enforcement, with a high visibility police presence, to educate the public of the ongoing safety initiatives. All related statistics will be tracked and shared with the City.

The total cost of the enhanced enforcement initiative, for the duration of 12 weeks, is approximately \$150,000.

It should be noted that the recommended staffing and projected costs above, are subject to the voluntary nature of the VPD program. As such, the HPS may not be able to fill every available paid duty, and the total costing may be lower than projected. As spring and summer months arrive, there will be increasing demands on the VPD program, inevitably diminishing the potential to staff this initiative.

HPS recommends the need for a longer-term solution featuring a robust and sustainable model of enhanced enforcement for the City as outlined in the Vision Zero Action Plan. This may include the deployment of a dedicated traffic enforcement unit that would undertake enforcement on both parkways as well as direct enforcement resources to locations throughout the City as identified through the Hamilton Strategic Road Safety Program and Vision Zero. HPS does not have the capacity to staff a dedicated enforcement unit without additional funding.

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

As identified through Report PW19002, the ASE amendments to the HTA will allow municipalities to use ASE in designated school zones and community safety zones where the prescribed rate of speed is less than 80 km/h. The LINC and RHVP fail to meet the Provincial criteria for community safety zone designation given that those roads have a prescribed rate of speed that is not less than 80 km/h, and therefore do not qualify for the use of the ASE program.

It is recommended that a request be made to the Province to exercise its authority and implement the necessary provincial legislative changes to authorize the City to use ASE

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on the LINC and the RHVP through an administrative monetary penalty system. This would set a precedence in Ontario for this classification of highway.

The development of the long-term enforcement solution should be assessed within the context of the Vision Zero Action Plan and potential ASE initiative. City staff will report back to Council with options for consideration.

ALTERNATIVES FOR CONSIDERATION

In order for the speed limit reduction on the Red Hill Valley Parkway to be effective, an enhanced enforcement initiative is required. While City staff will be working with the HPS to determine a long term solution, the alternative for Council is to not implement the enhanced enforcement initiative and rely on the existing Traffic Safety Strategy.

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.

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

None.