



**City of Hamilton**  
**PUBLIC WORKS COMMITTEE REVISED**

**Meeting #:** 19-005  
**Date:** April 1, 2019  
**Time:** 9:30 a.m.  
**Location:** Council Chambers, Hamilton City Hall  
71 Main Street West

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

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	<b>Pages</b>
<b>1. CEREMONIAL ACTIVITIES</b>	
<b>2. APPROVAL OF AGENDA</b>	
(Added Items, if applicable, will be noted with *)	
<b>3. DECLARATIONS OF INTEREST</b>	
<b>4. APPROVAL OF MINUTES OF PREVIOUS MEETING</b>	
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**6. DELEGATION REQUESTS**

- \*6.1 Giovanni Puzzo, respecting Item 7.4 - On-Street Parking and Bicycle Lanes (PED19074) (for today's meeting) 22

**7. CONSENT ITEMS**

- 7.1 Hamilton Cycling Committee Minutes - October 3, 2018 23
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- 7.3 Bollard Installation along Herkimer St. and Motor Vehicle Turning Restriction at the Intersection of Herkimer St. and Queen St. S. (Wards 1 and 2) (Hamilton Cycling Committee - Citizen Committee Report) 31
- 7.4 On-Street Parking and Bicycle Lanes (PED19074) (Ward 2) (Outstanding Business List Item) 33
- 7.5 Intersection Control List (PW19001(a)) (Wards 3, 6, 9, 11, 12, and 15) 47
- 7.6 Sewer Use By-law Proposed Amendments Report (PW19029) (City Wide) 56
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**8. PUBLIC HEARINGS / DELEGATIONS**

- 8.1 Peter Burroughs, respecting South Service Rd. Between Belgraden Ave. and Dewitt Rd. Being a Dangerous Road without Proper Signage (Approved by the Public Works Committee on Feb. 22, 2019) (no copy)
- \*8.1.a Added Presentation 86
- 8.2 Anne Pearson and Gail Rappolt, United Nations Association in Canada Hamilton Branch and Culture of Peace Hamilton, respecting April 25th Peace Luncheon With a Focus on the Reduction of Plastic Use (Approved by the Public Works Committee on Mar. 18, 2019)  
(no copy)

**9. STAFF PRESENTATIONS****10. DISCUSSION ITEMS**

**11. MOTIONS**

- |         |  |     |
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| 11.1    | Public Planning Results for 2018 Plan Local Initiative Resulting in Ward 2 Area Rating Funded Projects (Ward 2) (Deferred from the Mar. 18, 2019 Public Works Committee meeting) | 102 |
| *11.1.a | Revised Motion   | 104 |
| 11.2    | Implementation of Alternate Concept Design for Concrete Planters on James St. S. Between Duke St. and Bold St. (Ward 2)  | 106 |
| 11.3    | Sidewalk Repairs and Rolled Curb Replacements (Ward 5)   | 108 |
| 11.4    | Area Rating Special Capital Re-Investment Reserve Funded Projects (Ward 4)   | 109 |

**12. NOTICES OF MOTION****13. GENERAL INFORMATION / OTHER BUSINESS**

- |          |   |
|----------|---|
| 13.1     | Amendments to the Outstanding Business List   |
| 13.1.a   | Items to be Referred:   |
| 13.1.a.a | Feasibility of a Lead Pipe Watermain Replacement Grant Program for Residents<br><br>Item on OBL: Y<br>To be referred to the Audit, Finance and Administration Committee, pursuant to the mandate of the Committee (Grants). |
| 13.1.b   | Items to be removed:  |
| 13.1.b.a | On Street Parking and Bike Lanes<br><br>Addressed as Item 7.3 on today's agenda - Report PED19074<br>Item on OBL: X   |
| 13.1.c   | Items Requiring a New Due Date:   |
| 13.1.c.a | Full Review of Aberdeen Ave. from Queen to Longwood<br><br>Item on OBL: B<br>Current Due Date: April 15, 2019<br>Proposed New Due Date: May 13, 2019  |

13.1.c.b Annual Clean and Green Strategy Progress Update

Item on OBL: H

Current Due Date: September 16, 2019

Proposed New Due Date: June 17, 2019

13.1.c.c PRESTO Operating Agreement

Item on OBL: N

Current Due Date: April 15, 2019

Proposed New Due Date: April 29, 2019

13.1.c.d Emergency Shoreline Protection Works

Item on OBL: R

Current Due Date: July 10, 2019

Proposed New Due Date: September 30, 2019

13.1.c.e Red Hill Valley Project Integrated Environmental Monitoring Program

Item on OBL: Z

Current Due Date: April 15, 2019

Proposed New Due Date: September 30, 2019

13.1.c.f Tiger Tail Stop Signs

Item on OBL: AH

Current Due Date: July 10, 2019

Proposed New Due Date: June 17, 2019

**14. PRIVATE AND CONFIDENTIAL**

**15. ADJOURNMENT**



# 4.1



## **PUBLIC WORKS COMMITTEE MINUTES 19-004**

9:30 a.m.

Monday, March 18, 2019

Council Chambers

Hamilton City Hall

71 Main Street West

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

**Absent with  
Regrets:** Councillor T. Jackson – Illness  
Councillor E. Pauls – Personal

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### **THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:**

**1. GO Expansion Full Business Case (PED19061) (City Wide) (Item 7.2)**

**(Collins/Merulla)**

That Report PED19061, respecting GO Expansion Full Business Case, be received.

**CARRIED**

**2. Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 600 5th Concession Road West, Flamborough (PW19027) (Ward 15) (Item 8.1)**

**(VanderBeek/Pearson)**

That the application of the owner of 600 5th Concession Road West, Flamborough, to permanently close and purchase a portion of road allowance abutting the East side of 600 5th Concession Road West, Flamborough ("Subject Lands"), as shown on Appendix "A", attached to Report PW19027, be approved, subject to the following conditions:

- (a) That the City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close and sell the highway, for enactment by Council;

- (b) That the Real Estate Section of the Planning and Economic Development Department be authorized and directed to sell the closed highway to the owners of 600 5th Concession Road West, Flamborough, 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 600 5th Concession Road West, Flamborough 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;
- (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; and,
- (f) 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 8 to 0, as follows:**

NOT PRESENT - Councillor Jason Farr  
 YES - Councillor Nrinder Nann  
 YES - Councillor Sam Merulla  
 YES - Councillor Chad Collins  
 NOT PRESENT - Councillor Tom Jackson  
 NOT PRESENT - 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 Public Unassumed Alley Abutting 20 Birch Avenue, Hamilton (PW19028) (Ward 3) (Item 8.2)**

**(Nann/Danko)**

- (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 20 Birch Avenue, Hamilton, as described in Report PW19028, 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 20 Birch Avenue, 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; and,
  - (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; and,
- (e) That the City of Hamilton retain any necessary road widenings to the satisfaction of the Manager, Geomatics and Corridor Management, in accordance with the City of Hamilton Official Plan.

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

NOT PRESENT - Councillor Jason Farr  
 YES - Councillor Nrinder Nann  
 YES - Councillor Sam Merulla  
 YES - Councillor Chad Collins  
 NOT PRESENT - Councillor Tom Jackson  
 NOT PRESENT - 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. 2018 Annual Drinking Water Report (PW19024) (City Wide) (Item 9.1)**

**(Nann/Danko)**

That Report PW19024, respecting the 2018 Annual Drinking Water Report, be received.

**CARRIED**

**5. Proposed Amendments to City of Hamilton By-law No. 10-103 Respecting the Prevention of Backflow into the Water Distribution System of the City of Hamilton (PW19023) (City Wide) (Item 10.1)**

**(Whitehead/VanderBeek)**

That a By-law to amend the City of Hamilton Backflow Prevention By-law No. 10-103, substantially in the form attached as Appendix "B" to Report PW19023, and as satisfactory to the City Solicitor, be enacted.

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

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

**6. Speed Limit Reduction on Highland Park Drive and Lynndale Drive (Ward 13) (Item 11.1)**

**(VanderBeek/Whitehead)**

WHEREAS, in 2018 during construction on Governors Road residents of Highland Park Drive had many safety concerns due to increased traffic volumes and perceived speeding issues;

WHEREAS, there are areas on Highland Park Drive that do not have sidewalks and pedestrians have to walk on the roadway to access St. Bernadette Catholic Elementary School; and,

WHEREAS, Highland Park Drive and Lynndale Drive are planned to be reduced to 40km/h as part of the Bill 65 “Safer School Zones” Act;

THEREFORE, BE IT RESOLVED:

- (a) That staff be directed to implement a 40km/h speed limit on Highland Park Drive between Bridlewood Drive and Lynndale Drive;
- (b) That staff be directed to implement a 40km/h speed limit on Lynndale Drive between Highland Park Drive and Creighton Drive;
- (c) That the by-law authorizing staff to implement a 40km/h speed limit on Highland Park Drive between Bridlewood Drive and Lynndale Drive and on Lynndale Drive between Highland Park Drive and Creighton Drive, attached as Appendix “A” to the Motion respecting Speed Limit Reduction on Highland Park Drive and Lynndale Drive, be approved; and,
- (d) That funding for signage for the speed limit reductions, as outlined above, be taken from the Red Light Camera Fund at an upwards costs of \$2,000.

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

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

**7. Conversion of Queen St. S. to Two-Way Traffic Between King St. W. and Main St. W. (Wards 1 and 2) (Item 11.3)**

**(Merulla/Danko)**

WHEREAS, Queen Street South is approved for two-way conversion between Aberdeen Avenue and Main Street West in the summer of 2019;

WHEREAS, the previous direction of Council to staff was to review the two-way conversion of Queen Street South between Main Street West and King Street West in consultation with the LRT office without holding up the current approved conversion; and,

WHEREAS, staff have reviewed and have no objections to the conversion of Queen Street South between Main Street West and King Street West;

THEREFORE, BE IT RESOLVED:

- (a) That Queen Street South from King Street West to Main Street West be converted from one-way to two-way traffic and that the appropriate bylaw be passed; and,
- (b) That staff be directed to begin designing the two-way conversion of Queen Street South between Main Street West and King Street West in 2019 to be funded from Capital Account No. 4661820522 (Design) and that construction be tentatively scheduled for 2020 and that the costs associated with implementation be submitted as part of the 2020 Capital Budget submission for Council's consideration.

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

NOT PRESENT - Councillor Jason Farr  
 YES - Councillor Nrinder Nann  
 YES - Councillor Sam Merulla  
 YES - Councillor Chad Collins  
 NOT PRESENT - Councillor Tom Jackson  
 NOT PRESENT - 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 INFORMATION:**

**(a) CHANGES TO THE AGENDA (Item 2)**

The Committee Clerk advised that there were no changes to the agenda.

**(Collins/Pearson)**

That the agenda for the March 18, 2019 Public Works Committee meeting be approved, as presented.

**Result: Motion CARRIED by a vote of 9 to 0, as follows:**

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

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

There were no declarations of interest.

**(c) APPROVAL OF MINUTES OF THE PREVIOUS MEETING (Item 4)**

**(i) February 22, 2019 (Item 4.1)**

**(VanderBeek/Whitehead)**

That the Minutes of the February 22, 2019 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 Chad Collins  
 NOT PRESENT - Councillor Tom Jackson  
 NOT PRESENT - Councillor Esther Pauls  
 YES - Councillor John-Paul Danko  
 YES - Chair Lloyd Ferguson  
 YES - Councillor Terry Whitehead  
 YES - Councillor Arlene VanderBeek  
 NOT PRESENT - Councillor Maria Pearson

**(d) DELEGATION REQUESTS (Item 6)**

- (i) **Anne Pearson and Gail Rappolt, United Nations Association in Canada Hamilton Branch and Culture of Peace Hamilton, respecting April 25<sup>th</sup> Peace Luncheon with a Focus on the Reduction of Plastic Use (For a future meeting) (Item 6.1)**

**(Whitehead/Merulla)**

That the delegation request, submitted by Anne Pearson and Gail Rappolt, United Nations Association in Canada Hamilton Branch and Culture of Peace Hamilton, respecting an April 25<sup>th</sup> Peace Luncheon with a Focus on the Reduction of Plastic Use, 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 Chad Collins  
 NOT PRESENT - Councillor Tom Jackson  
 NOT PRESENT - Councillor Esther Pauls  
 YES - Councillor John-Paul Danko  
 YES - Chair Lloyd Ferguson  
 YES - Councillor Terry Whitehead  
 YES - Councillor Arlene VanderBeek  
 NOT PRESENT - Councillor Maria Pearson

**(e) CONSENT ITEMS (Item 7)**

- (i) **Keep Hamilton Clean and Green Committee Minutes - January 22, 2019 (Item 7.1)**

**(VanderBeek/Nann)**

That the Minutes of the January 22, 2019 meeting of the Keep Hamilton Clean and Green Committee be received, as presented.

**CARRIED**

**(f) PUBLIC HEARINGS/DELEGATIONS (Item 8)**

- (i) **Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 600 5<sup>th</sup> Concession Road West, Flamborough (PW19027) (Ward 15) (Item 8.1)**

Chair Ferguson advised that notice of the Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 600 5<sup>th</sup> Concession



Road West, Flamborough (PW19027) (Ward 15) 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 2.

**(ii) Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alley Abutting 20 Birch Avenue, Hamilton (PW19028) (Ward 3) (Item 8.2)**

Chair Ferguson advised that notice of the Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alley Abutting 20 Birch Avenue, Hamilton (PW19028) (Ward 3) 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.

**(Nann/Merulla)**

That the public meeting be closed.

**CARRIED**

For disposition of this matter, refer to Item 3.

**(g) STAFF PRESENTATIONS (Item 9)**

**(i) 2018 Annual Drinking Water Report (PW19024) (City Wide) (Item 9.1)**

Cari Vanderperk, Manager, Compliance & Regulations, addressed Committee and provided a PowerPoint presentation respecting Report PW19024, the 2018 Annual Drinking Water Report. The presentation has been included in the official record.

**(Pearson/VanderBeek)**

That the presentation, respecting Report PW19024, the 2018 Annual Drinking Water Report, be received.

**CARRIED**

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

For disposition of this matter, refer to Item 4.

**(h) MOTIONS (Item 11)****(i) Public Planning Results for 2018 Plan Local Initiative Resulting in Ward 2 Area Rating Funded Projects (Ward 2) (Item 11.2)****(Nann/Merulla)**

That consideration of the following Motion, respecting Public Planning Results for 2018 Plan Local Initiative Resulting in Ward 2 Area Rating Funded Projects, be deferred to the next Public Works Committee meeting:

- (a) (Central, Durand and Stinson Neighbourhood) That \$400 for a total of 13 metal containers, at \$30 per metal container be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (b) (Central Neighbourhood 15, Corktown Neighbourhood 1, Durand Neighbourhood 7, Stinson Neighbourhood 3) That \$39,000 for public bench seating (the installation of 32 standard bench seating), be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (c) (Stinson Neighbourhood) That \$149,850 for Graffiti removal and curbing by Mural(s) Under Claremont Access to act as a "gateway", as Wards 2 and 3 meet at the Access, be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (d) (Beasley Neighbourhood) That \$75,000 for Graffiti Removal/Prevention at Ferguson Station and a public art mural at 250 King St. E. be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052; and that the International Village BIA be authorized to facilitate these initiatives;
- (e) (Beasley Neighbourhood) That \$27,000 for Concrete Planters for the Cannon Bike Track be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;

- (f) (Beasley and Central Neighbourhood) That funding in the amount of \$69,000 for trees be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052 (15k for Central, 54k for Beasley);
- (g) (Corktown Neighbourhood) That \$60,000 for playground equipment for Corktown Park & Shamrock park be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (h) (Central, Corktown and Durand Neighbourhood) That \$105,000 for installation of a solar lighting be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052; (Central 5, Corktown 1 and Durand 1);
- (i) (Corktown Neighbourhood) That \$75,000 for Bike path at Shamrock Park 120m long multi-use path beside the existing sidewalk so cyclists can ride from existing Ferguson bike lanes to the tunnel – to Young St., be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (j) (Durand Neighbourhood) That \$15,000 for installation of completion of the Durand heritage neighbourhood street signage be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (k) (Central Neighbourhood) That \$6000 for 15 Hanging Baskets be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (l) (North End Neighbourhood) That \$100,000 for bathroom upgrades at Eastwood Park be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (m) (North End Neighbourhood) That \$56,000 for playground equipment for Eastwood Park be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (n) (Central Neighbourhood) That \$21,000 for planters be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052; and,
- (o) 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.

**CARRIED**

**(i) NOTICES OF MOTION (Item 12)****(i) Implementation of Alternate Concept Design for Concrete Planters on James St. S. Between Duke St. and Bold St. (Ward 2) (Item 12.1)**

The following Notice of Motion will be placed on the next Committee agenda as a Motion:

WHEREAS, the recent installation of concrete planters to act as required pedestrian safety measures on the west side of James Street South between Duke Street and Bold Street requires adequate modification as a result of input by local businesses stating that the current configuration greatly limits visibility of their businesses; and,

WHEREAS, an alternate concept design requires the removal of some planters and replacement with an enhanced railing and some permanent seating has been approved by local business and residents following consultation respecting what a modification should entail;

THEREFORE, BE IT RESOLVED:

- (a) That Public Works implement the alternate concept design attached as Appendix "A" to this Notice of Motion and, in keeping with City standards, be funded from the Ward 2 Area Rating Special Capital Reserve No. 108052 up to \$100,000; 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.

**(j) GENERAL INFORMATION / OTHER BUSINESS (Item 13)****(i) Amendments to the Outstanding Business List (Item 13.1)****(Pearson/Nann)**

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

- (a) Items requiring a new due date:
  - (i) Making Upper James Street More Pedestrian Friendly  
Item on OBL: E  
Current Due Date: March 18, 2019  
Proposed New Due Date: July 10, 2019

- (ii) Feasibility of Joining a Sidewalk from the Mount Hope Urban Boundary to the John C. Munro International Airport Lands  
Item on OBL: W  
Current Due Date: February 4, 2019  
Proposed New Due Date: April 29, 2019
  
- (iii) On Street Parking and Bike Lanes  
Item on OBL: X  
Current Due Date: February 4, 2019  
Proposed New Due Date: April 1, 2019
  
- (iv) Tiger Tail Stop Signs  
Item on OBL: AH  
Current Due Date: March 18, 2019  
Proposed New Due Date: July 10, 2019

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

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

**(k) ADJOURNMENT (Item 15)**

**(Danko/Collins)**

That there being no further business, the Public Works Committee be adjourned at 10:20 a.m.

Respectfully submitted,

Councillor L. Ferguson  
Chair, Public Works Committee

Alicia Davenport  
Legislative Coordinator  
Office of the City Clerk

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March 26, 2019

Dear Members of Hamilton City Council,

On behalf of Hamilton Bike Share and the Everyone Rides Initiative, we support the removal of local streets from the list of permitted routes for heavy traffic in the City of Hamilton truck route bylaw. Our organization's mission is centred around increasing access to bike share and cycling in Hamilton, and the presence of large trucks has a detrimental impact on the neighbourhoods we serve and the riders and prospective riders who live, work, and play in those neighbourhoods.

The Everyone Rides Initiative is our equity program that is dedicated to removing barriers to bike share, and in particular we work with marginalized Hamiltonians in key neighborhoods to enable them to reap the many benefits of cycling. Participants in the Everyone Rides Initiative report that safety concerns are a major factor that prevent them from cycling more, even though many of these same people do not have access to a car and they want to ride a bike to their destinations and for recreation and wellness. Many of these participants report that they feel unsafe and vulnerable alongside large trucks that share lanes or are next to them when they are in a bike lane, especially as most of these routes lack proper separated bike infrastructure. Trucks pose a particular threat to our most vulnerable road users because of their large blind spots, and they contribute to poor air quality in corridors where our 20,000+ members ride and walk each day.

Safety and livability should not come at the expense of trucking companies that can choose to circumvent these local "shortcut" streets by using the surrounding highways. We look to you, our elected representatives, to demonstrate leadership and to implement people-centred policies that protect the well being of residents. The current truck route bylaw is incompatible with Vision Zero, the City of Hamilton vision "To be the best place to raise a child and age successfully", and the values of our organization.

Thank you for receiving our input and we hope you will join us in working to improve the quality of life for the people of Hamilton by updating the truck route bylaw to permit fewer local streets for heavy truck traffic.

Sincerely,

Chelsea Cox

General Manager  
Hamilton Bike Share

Thea Jones

Program Manager, Everyone Rides Initiative  
Hamilton Bike Share

**From:**  
**To:**  
**Subject:** FW: Truck Route Review Study  
**Date:** March 27, 2019 12:50:45 PM

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**From:** Christopher Saunders <[REDACTED]>  
**Sent:** March 23, 2019 12:05 PM  
**To:** Wilson, Maureen <Maureen.Wilson@hamilton.ca>  
**Subject:** Truck Route Review Study

Hello Maureen,

I recently learned that the city is going to be reviewing the permitted routes for industrial trucks within the city. Seeing that I live at Ray & York st, this is fairly relevant to my interests. While I don't mind living close to a major street, the large trucks passing through are carrying heavy enough loads that I can literally hear things in my house shaking as they run over bumps and holes in the road. The time it's the most problematic is at night when they do it while I'm trying to sleep.

On top of the noise, there's also the damage the vehicles carrying these heavy loads do to our roads, requiring more maintenance than one would probably expect. Burlington/Nikola Tesla blvd display what continuous usage from heavy trucks can do.

While I hope the panel choose to forbid these vehicles from using these streets, I would also be fine with a surcharge being applied (i.e. tolls) for these vehicles to help cover the costs of maintenance and so on.

Thank you,

--

Chris Saunders // <https://sndrs.ca>

**From:**  
**To:**  
**Subject:** FW: Truck Route Reboot  
**Date:** March 27, 2019 12:48:01 PM

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**From:** Laurie Brady <[REDACTED]>  
**Sent:** March 24, 2019 10:37 PM  
**To:** Wilson, Maureen <Maureen.Wilson@hamilton.ca>  
**Subject:** Truck Route Reboot

Dear Councillor,

I'd welcome changes in Hamilton to:

- route heavy/industrial trucks away from city streets
- allow a maximum 23' delivery truck instead, as described here <https://www.citylab.com/solutions/2014/11/how-smaller-european-style-delivery-vehicles-could-make-us-streets-safer/383027/>, makes so much sense
- mandate side guards on trucks as a pilot, in line with Halifax and Edmonton

Yours truly,

Laurie  
Ward 1 resident



**From:**  
**To:**  
**Subject:** FW: Truck route meeting.  
**Date:** March 27, 2019 12:50:11 PM

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**From:** Dave Wells <[REDACTED]>  
**Sent:** March 26, 2019 9:34 AM  
**To:** Wilson, Maureen <Maureen.Wilson@hamilton.ca>  
**Subject:** Truck route meeting.

Hi. I'm an owner/operator truck driver (tractor trailer) and thought you would like my opinions on this matter. I use the Hamilton truck routes everyday including the turn at Wellington and Cannon. Turning at that corner does indeed require turning the tractor into the bike lane. That is not the fault of truck drivers as we were here first and the bike lanes came later. I feel that the current routes are relatively safe and convenient. That said, it is certain that our trucks destroy the quality of life for many who live in those areas.

The answer is The Red Hill Expressway and Linc, both of which did not exist long ago. They easily hook up to Nikola Tesla, Hwy 403 and the QEW. Those routes serve all trucking needs. Using such routes might add ten minutes to my trip but would do much to improve life throughout the city. On my days off, I am just another citizen and don't want to see big rigs blasting through town either.

Another problem route is Main Street, especially Main West. I have never seen such narrow lanes on a major route. It is very difficult to drive a truck there and avoid hitting cars. Many buses have had their mirrors smashed by passing trucks and cyclists are often hit by cars. There is no need for five narrow lanes on Main Street. It would be better to have four wider lanes and perhaps a part lane for cyclists.

Bottom line is, yes I like my truck routes, yes I want to keep them, but there simply is no need. We can do better for everyone.

David Wells  
Hamilton.

# Added Item 6.1

## Form: Request to Speak to Committee of Council

Submitted on Thursday, March 28, 2019 - 9:24 am

==Committee Requested==

**Committee:** Public Works

==Requestor Information==

**Name of Individual:** Giovanni Puzzo

**Name of Organization:**

**Contact Number:** [REDACTED]

**Email Address:** [REDACTED]

**Mailing Address:**

[REDACTED]

**Reason(s) for delegation request:**

Bay St on-street parking

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No



Hamilton

**HAMILTON CYCLING COMMITTEE (HCyC) MINUTES**

Wednesday, October 3, 2018

5:45 p.m.

Room 192, 1<sup>st</sup> Floor

City Hall

71 Main Street West, Hamilton

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**Present:** Chair: Sharon Gibbons (regrets)  
Vice-Chair: Kevin Love  
Members: Brad Tyleman Cora Muis  
Jeff Axisa Ann McKay  
Bob Corsini Pierre Barras

**Absent with**

**Regrets:** Mayor Eisenberger, Councillor Green, Brandon Curtas, Greg Blunsdon, Kate Berry, Linda Meerveld

**Also Present:** PED staff (Rachel Johnson, Daryl Bender), Nancy Gray, Cathy Sutherland, Daniel Chong, Sara Mayo, William Oates

**1. CHANGES TO THE AGENDA**

The Clerk advised that there were no changes to the agenda.

**(Love/McKay)**

That the agenda for the October 3, 2018 meeting of Hamilton Cycling Committee be approved, as presented.

**CARRIED**

**2. DECLARATIONS OF INTEREST**

There were no declarations of interest.

**3. APPROVAL OF MINUTES OF PREVIOUS MEETING****3.1 September 5, 2018****(McKay/Muis)**

That the Minutes of the September 5, 2018 meeting of the Hamilton Cycling Committee be approved, as presented.

**CARRIED****4. CONSENT ITEMS**

None

**5. PRESENTATIONS****(i) Nancy Gray, Cycling without Age, respecting bicycle rides for seniors (Item 5.1)**

Nancy Gray, Cycling without Age, provided the Committee with a presentation respecting bicycle rides for seniors.

There are existing programs in Ottawa and Victoria, and around the world.

**(McKay/Tyleman)**

That the presentation respecting bicycle rides for seniors, be received

**CARRIED**

Post presentation discussion: A group in Hamilton has been looking at various models. They will submit a question to the McMaster Research Shop to determine how best to fund the program. HCyC suggested a pilot program is probably the best approach to get funding. Suggestion was given to engage the Seniors Advisory Committee and Advisory Committee for Persons with Disabilities.

**(ii) Sara Mayo, Social Planning and Research Council of Hamilton (SPRCA), respecting Transportation Tomorrow Survey (TTS) Data (Item 5.2)**

Sara Mayo, Social Planning and Research Council of Hamilton (SPRCA), respecting, provided the Committee with a presentation respecting Transportation Tomorrow Survey (TTS) data.

The presentation included an overview of the TTS data focusing on women and cycling. There is a lot of great data available. There may be other groups in the city working on cycling research, Sara will connect them with the HCyC.

**(Barras/Corsini)**

That the presentation respecting Transportation Tomorrow Survey (TTS) data, be received

**CARRIED**

**6. DISCUSSION ITEMS**

**(i) Correspondence (Item 6.1)**

**Education** – A report will go to PWC.

**Letters to New MPPs** – Kevin will draft these letters before the next meeting.

**Conservation Authority** – Sharon has drafted a letter and will bring it to the next meeting.

**(ii) Updates from HCyC reps on committees (Item 6.2)**

**Cycle Hamilton** – Cycle Hamilton has been hosting ward rides which have been very successful.

**Tourism** – The cycling tourism group is looking at standardizing the City's tourism website mapping

**Mobility Lab** – A meeting occurred on September 11, a project is being undertaken by CityLab.

**(iii) Maintenance (Item 6.3)**

None

**(iv) Budgets (Item 6.4)**

Ordered promotional materials should arrive before the next meeting.

**(v) Discussion (Item 6.5)**

**McMaster Research Shop** – McMaster has a research shop where anyone is able to submit a question and receive an academic report on the response to the question. HCyC could ask a question around women and cycling.

**(vi) Building the Network and Councillor Outreach (Item 6.6)**

[www.hamilton.ca/BuildingTheBikeNetwork](http://www.hamilton.ca/BuildingTheBikeNetwork)

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

W 1 - Emerson Ave. (design)

**Hamilton Cycling Committee  
Minutes**

**October 3, 2018  
Page 4 of 4**

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

**(vii) Other Bicycle Infrastructure Projects (Item 6.7)**

**HamBur Loop** – Signs are planned to be installed in 2018.

**(viii) Public Education/Events (Item 6.8)**

**Time Change Light Distribution** – Planned for Monday November 5. Ann will coordinate. Staff will look into a communication plan.

**September outreach** – many successful events including Supercrawl, Tour de Hamilton and the Bike Fair at Carter Park

**7. GENERAL INFORMATION / OTHER BUSINESS**

**Announcements**

Kevin plans to attend the South-West Ontario Bike Summit in Windsor. Kevin will send more information if anyone else is interested in attending.

**8. ADJOURNMENT**

**(Love/McKay)**

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

**CARRIED**



# Hamilton

## **HAMILTON CYCLING COMMITTEE (HCyC) MINUTES**

Wednesday, November 7, 2018

5:45 p.m.

Room 192, 1<sup>st</sup> Floor

City Hall

71 Main Street West, Hamilton

**Present:** Chair: Sharon Gibbons  
 Vice-Chair: Kevin Love  
 Members: Brad Tyleman Cora Muis  
 Ann McKay  
 Pierre Barras

**Absent with**

**Regrets:** Mayor Eisenberger, Councillor Green, Brandon Curtas, Greg Blunson, Kate Berry, Linda Meerveld, Jeff Axisa, Bob Corsini

**Also Present:** PED staff (Rachel Johnson, Daryl Bender), Cathy Sutherland, Danny Pimentel

### **1. CHANGES TO THE AGENDA**

The Clerk advised that there were no changes to the agenda.

**(Gibbons/McKay)**

That the agenda for the October 3, 2018 meeting of Hamilton Cycling Committee be approved, as presented.

**CARRIED**

### **2. DECLARATIONS OF INTEREST**

There were no declarations of interest.

### **3. APPROVAL OF MINUTES OF PREVIOUS MEETING**

#### **3.1 October 3, 2018**

**(Love/Tyleman)**

That the Minutes of the October 3, 2018 meeting of the Hamilton Cycling Committee be approved, as presented.

**CARRIED**

**4. CONSENT ITEMS**

None

**5. PRESENTATIONS**

None

**6. DISCUSSION ITEMS****(i) Correspondence (Item 6.1)**

**Letters to New MPPs** – Kevin has drafted these letters. Kevin will make changes and distribute. Staff will proceed with getting the letter sent.

**Conservation Authority** – Sharon has drafted a letter. A letter will also be drafted to the City addressing the issue of gates on trails.

**New Advisory Committee handbook** – in effect as of September 12, 2018, copies have been distributed.

**(ii) Updates from HCyC reps on committees (Item 6.2)**

**Cycle Hamilton** – Their website page hosting municipal candidates survey results had many views. New t-shirts are now available.

**Tourism** – Daryl making presentation to the Lady Hamilton Club, Sharon to join. Internal and external city group still meeting to work on cycle tourism.

**Mobility Lab** – There is a meeting taking place November 12, at the CityLAB. CityLAB student group is taking the lead on summer pilot project for the intermittent closing of King William to vehicular traffic.

**(iii) Maintenance (Item 6.3)**

A few issues were flagged and noted by staff.

**(iv) Budgets (Item 6.4)**

Share the Road magnets and stickers have arrived will be distributed in spring 2019 at bike shops.

**(v) Discussion (Item 6.5)**

**Preparations for presentation to Council on 2018 activities** – Members will meet ahead of next month's meeting to draft the presentation

**Winter cycling maintenance** – list of priority bicycle lanes for clearance was provided.

**Mountain climber** – Sharon to draft letter to HSR.



**(vi) Building the Network and Councillor Outreach (Item 6.6)**

[www.hamilton.ca/BuildingTheBikeNetwork](http://www.hamilton.ca/BuildingTheBikeNetwork)

Deferred to next meeting

**(vii) Other Bicycle Infrastructure Projects (Item 6.7)**

**HamBur Loop** – Signs are planned to be installed in 2018.

**(viii) Public Education/Events (Item 6.8)**

**Time Change Light Distribution** – Monday November 5, 2018. Highly successful, over 200 lights were distributed at 7 locations.

**Vital Signs** – November 2. Well attended. Hamilton examples for city council.

**Cycling in Dundas** – Tuesday November 20, 2018 an Open house evening is planned to talk about new and upcoming projects in Dundas.

**Hunter Street engagement** – Tuesday November 13, 2018 an outreach event at the Hunter GO Centre is planned to engage people around the Hunter Street bicycle lanes. A survey will also be launched.

**Toronto International Bike Show** – March 1-3, 2019 save the date.

**7. MOTIONS****(i) Bollard Installation along Herkimer St. and Motor Vehicle Turning Restriction at the Intersection of Herkimer St. and Queen St. S. (Wards 1 and 2) (Item 7.1)****(Love/McKay)**

WHEREAS, the existing configuration of the north-east corner of Queen Street South and Herkimer Street is unacceptably dangerous; and,

WHEREAS, the Hamilton Cycling Committee believes that actions should be undertaken by the City of Hamilton to remove this extreme hazard to human life on an interim basis until Queen Street South is redesigned;

THEREFORE, BE IT RESOLVED:

That the Hamilton Cycling Committee recommends to the Public Works Committee the following:

- (a) That the City of Hamilton install impact-resistant steel safety bollards between the bicycle and motor vehicle lanes on Herkimer Street; and,
- (b) That motor vehicle operators no longer be permitted to turn from Queen Street South onto Herkimer Street during the interim period before the street is redesigned.

**CARRIED**

**8. GENERAL INFORMATION / OTHER BUSINESS**

**Announcements**

There will be no meeting in January, 2019.

**9. ADJOURNMENT**

**(Barras/Muis)**

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

**CARRIED**

## 7.3



Hamilton

# CITIZEN COMMITTEE REPORT

<b>To:</b>	Chair and Members Public Works Committee
<b>From:</b>	Sharon Gibbons Hamilton Cycling Committee – Chair _____ (to be signed by the Chair)
<b>Date:</b>	April 1, 2019
<b>Re:</b>	Bollard Installation along Herkimer St. and Motor Vehicle Turning Restriction at the Intersection of Herkimer St. and Queen St. S. (Wards 1 and 2)

## Recommendation:

WHEREAS, the existing configuration of the north-east corner of Queen Street South and Herkimer Street is unacceptably dangerous; and,

WHEREAS, the Hamilton Cycling Committee believes that actions should be undertaken by the City of Hamilton to remove this extreme hazard to human life on an interim basis until Queen Street South is redesigned;

THEREFORE, BE IT RESOLVED:

That the Hamilton Cycling Committee recommends to the Public Works Committee the following:

- (a) That the City of Hamilton install impact-resistant steel safety bollards between the bicycle and motor vehicle lanes on Herkimer Street; and,
- (b) That motor vehicle operators no longer be permitted to turn from Queen Street South onto Herkimer Street during the interim period before the street is redesigned.

## Background:

The Hamilton Cycling Committee believes the existing configuration of the north-east corner of Queen Street and Herkimer Street is unacceptably dangerous.

**Analysis/Rationale:**

The Hamilton Cycling Committee believes that actions should be undertaken by the City of Hamilton to remove this extreme hazard to human life on an interim basis until Queen Street is redesigned.



# INFORMATION REPORT

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	April 1, 2019
<b>SUBJECT/REPORT NO:</b>	On-Street Parking and Bicycle Lanes (PED19074) (Ward 2) (Outstanding Business List Item)
<b>WARD(S) AFFECTED:</b>	Ward 2
<b>PREPARED BY:</b>	Daryl Bender (905) 546-2424 Ext. 2066
<b>SUBMITTED BY:</b>	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
<b>SIGNATURE:</b>	

## COUNCIL DIRECTION

On September 26, 2018, Council adopted the Public Works Committee minutes (PWC 18-012) which included the carried motion, “Staff directed to meet with Giovanni Puzzo to obtain additional information about his on-street parking concerns and report back to the Public Works Committee.”

## INFORMATION

The concerns raised by Mr. Puzzo, the landlord of 249 Bay Street North, when he made a public delegation to Public Works Committee on September 17, 2018 include:

- i. A lack of notification related to the changes to on-street parking as a result of the Bay Street bicycle lanes installation;
- ii. Inconsistent fee structures related to the permits required to approve boulevard parking; and,
- iii. Consideration of reinstating some on-street parking on Bay Street North between Stuart Street and Barton Street.

City staff hand delivered a letter, attached as Appendix “A” to this report, on October 26, 2016, to all addresses along Bay Street between Stuart Street and Aberdeen Avenue, announcing a Public Information Centre for the Bay Street bicycle lanes project. The letter included a description of the various components of the project including parking

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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: On-Street Parking and Bicycle Lanes (PED19074) (Ward 2) - Page 2 of 3**

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impacts. The parking description stated on-street parking is proposed to be “removed in the segment between Barton Street and Stuart Street”.

Distributing hand delivered letters is a common practice associated with the delivery of a range of construction projects, including bicycle infrastructure. In addition, a public notice was published in the Hamilton Spectator, October 29, 2016, as shown in Appendix “B” attached to this report.

City staff has confirmed that no special financial arrangements were made to make it easier for residents without driveways in this block of Bay Street to qualify for a Boulevard Parking Permit. The loss of on-street parking generated one new driveway installation along this segment of Bay Street (Stuart Street to Barton Street) and this new driveway did not require a Committee of Adjustment application and approval.

The decision to install bicycle lanes and remove on-street parking in the segment of Bay Street between Stuart Street and Barton Street was based on cycling connectivity and route continuity, observed parking demand, street geometrics, and traffic characteristics of the street. The intent of the planned City cycling network is to provide safer, convenient, and non-circuitous connections across the city. Diverting the bicycle lanes off of Bay Street for this segment is not desirable.

The design for the Bay Street bicycle lanes included a study of observed parking usage on a Tuesday in February 2017. There were approximately 13 available on-street parking stalls along this segment of the street, and the observed parking usage was not more than 50% (six cars maximum). Since on-street parking is available on adjacent streets, and houses could go through the process to install a driveway if they did not have one, the trade-off to remove on-street parking along this block to accommodate bicycle lanes was deemed acceptable. There is insufficient width to accommodate two travel lanes, bicycle lanes, and on-street parking along this segment between Stuart Street and Barton Street. The width of the asphalt platform varies along various segments of Bay Street. Immediately, south of Barton Street, the on-street parking was preserved because the street has sufficient width.

Bicycle lanes are justified in this segment between Stuart Street and Barton Street because the Ontario Traffic Manual Book 18, which provides guidance on the design of bicycle lanes, indicates the consideration of bicycle lanes based on automobile volumes, speed, and projected development in the area. The continuity of the Bay Street bicycle lanes also provides a reasonable comfort level for cyclists and dedicated space as they climb this short hill, slower than automobile traffic.

The Public Works Committee discussion included comments about temporary conditions. The City has formalized a City-wide standard operating procedure to accommodate temporary conditions (e.g. development-related construction activities),

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**SUBJECT: On-Street Parking and Bicycle Lanes (PED19074) (Ward 2) - Page 3 of 3**

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when bicycle lanes may be required to be temporarily closed. This documentation is included as Appendix "C" attached to this Report. Sometimes it may be safer to close a bicycle lane for a few days instead of having construction crews moving materials across the active cycling traffic in a bicycle lane.

Staff spoke with Mr. Puzzo via telephone to discuss his concerns. This discussion confirmed the three issues identified and addressed above. No additional issues were raised.

As this Report addresses the issue respecting staff to meet with Giovanni Puzzo to obtain additional information about his on-street parking concerns on the Public Works Outstanding Business List, it is appropriate to be identified as complete and removed from the list.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" – Letter to Bay Street Residents

Appendix "B" – Hamilton Spectator Advertisement

Appendix "C" – Temporary Conditions - City of Hamilton Right-of-Way Utilities  
Accommodations - Bicycle Lanes

DB:cr

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City Hall, 71 Main Street West  
Hamilton, Ontario,  
Canada L8P 4Y5  
www.hamilton.ca

Public Works Department  
330 Wentworth St N, Hamilton ON L8L 5W2  
Phone: 905.546.2424 Fax: 905.546.3060

**Hamilton**

**October 2016**

**Re: Bay Street Bike Lane Design**

**To: Residents and Businesses**

**PUBLIC MEETING  
TO REVIEW PLANS FOR BAY STREET BIKE LANES:**

**Thursday November 3, 2016, 6 - 8 pm  
City Hall, 71 Main Street West**

Bike lanes are planned to be installed on Bay St. between Stuart St. and Aberdeen Ave. in the summer of 2017. The project will primarily involve changes to pavement markings to create the bike lanes.

The City's Cycling Master Plan (2009) identifies the need for an on-street cycling facility in this corridor to provide an efficient and safe network to encourage cycling. Bike lanes on Bay St. will create a convenient cycling connection between the Durand neighbourhood, the downtown core, the Central neighbourhood, the new West Harbour GO Station, Bayfront Park, and the North End neighbourhood.

The promotion of cycling fosters a healthier community through reduced reliance on automobiles (less congestion and reduced vehicle emissions) and increased physical activity levels for residents. For more information on the Cycling Master Plan, visit [www.hamilton.ca/ShiftingGears](http://www.hamilton.ca/ShiftingGears).

The City is hosting a public meeting for residents and businesses to view the planned design for these bike lanes and to ask questions regarding the project.

**The Design Concept**

- Between King St. and Aberdeen Ave. the bike lanes are planned to be similar to the facilities on Cannon St. and Hunter St, with a two-way cycling facility along the west side of the street.
- Between King St. and Cannon St. the bike lanes will transition from two-way bicycle traffic on the west side of the street to conventional bike lanes with northbound cyclists along the east curb and southbound cyclists along the west curb.

(Please see over)



- Between Cannon St. and Stuart St. the bike lanes will be a more typical design with a bike lane along each side of the street – like existing bike lanes on Dundurn St.
- Existing on-street parking is planned to be maintained between Herkimer St. and Barton St.; however it is proposed to be consolidated to the east side only south of Herkimer St. and removed in the segment between Barton St. and Stuart St.

If you have any questions, please contact Daryl Bender, Project Manager of Alternative Transportation (**Daryl.Bender@hamilton.ca** or 905.546.2424 x 2066).

Kind Regards,

Daryl Bender  
Project Manager, Alternative Transportation  
City of Hamilton, Public Works Department

cc: Councillor Jason Farr – Ward 2

# **PUBLIC MEETING**

## **TO REVIEW PLANS FOR BAY STREET BIKE LANES:**

Thursday November 3, 2016, 6 - 8 pm  
City Hall, 71 Main Street West

Bike lanes are planned to be installed on Bay St. between Stuart St. and Aberdeen Ave. in the summer of 2017.

The City is hosting a public meeting for residents and businesses to view the planned design for these bike lanes.

The project will primarily involve changes to pavement markings to create the bike lanes.

The City's Cycling Master Plan (2009) identifies the need for an on-street cycling facility in this corridor to provide an efficient and safe network to encourage cycling.

Bay St. bike lanes will connect the downtown core to the Waterfront and the West Harbour GO Station.

For more information on the Cycling Master Plan, visit [www.hamilton.ca/ShiftingGears](http://www.hamilton.ca/ShiftingGears)

If you have any questions, please contact

**Daryl Bender**

Project Manager of Alternative Transportation

[Daryl.Bender@hamilton.ca](mailto:Daryl.Bender@hamilton.ca)

or 905.546.2424 x 2066



**Hamilton**



Public Works Department

Engineering Services  
Geomatics & Corridor Management

# Temporary Conditions Bike Lanes/Cycle Track

## **Bike Lanes**

Current industry standard guidelines exist detailing best practice when requiring the temporary occupancy of bike lanes (*OTM Book 7, 2.6.3 Cyclist Safety Considerations, 2.6.3.1 Directing Cyclists through the Work Zone, 2.6.3.2 Cyclist Detours around the Work Zone, 2.6.3.3 Diversion of Cyclists onto Sidewalks*); and (*OTM Book 18, Cycling Facilities, 5.10 Temporary Conditions*). Therefore, requests for the temporary use of bike lanes should be referred to these documents. Permit fee may apply.

## **Cycle Track (one-way streets)**

Due the contraflow operation of Cycle Track adjacent to one-way street such as Cannon Street and Hunter Street, standard guidelines cannot be followed as cyclists travelling in the opposite direction of flow cannot merge with traffic. In response to this unique situation, the following guidelines were created,

### **Normal Operations (< 10 min)**

OK for obstructions of this duration (as per any bike lane anywhere - signed NPA)

### **Short Duration (10 min to 1 day)**

Signage (City designed sandwich board) required at each end of block (both directions) to notify cyclists, set up by resident or utility staff creating blockage – no permit fee.

### **Long Duration (> 1 day)**

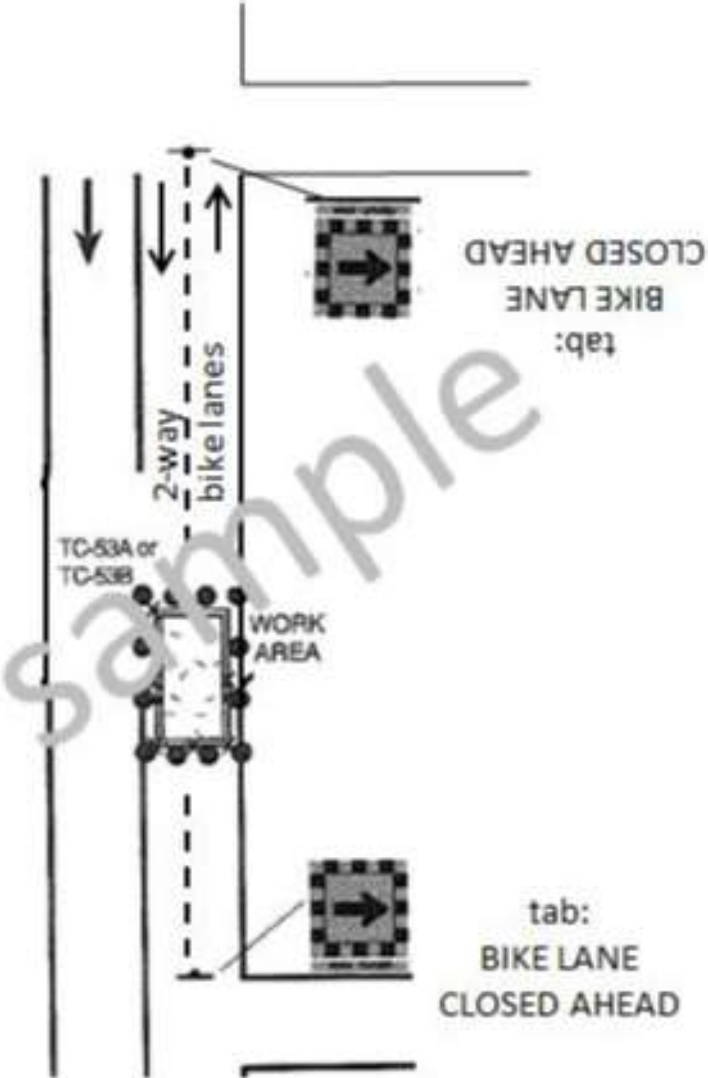
Signage (City designed sandwich board) required at each end of block (both directions) to notify cyclists, set up by resident or utility staff creating blockage – permit fee may apply.

## **Enforcement**

Occupancies not following the above mentioned criteria, or those without a required permit, are subject to the following City of Hamilton Bylaws, *Traffic: Bylaw 01-215 "BICYCLE LANES"*, and *Parking: Bylaw 01-218 "BICYCLE LANE PARKING PROHIBITION"*.

# Typical Layout

Sample layout for works in two-way bike lanes:



Note

Cyclists should be directed through the work zone where practicable.

## 2.6.1 Cyclist Safety Considerations

Specific traffic control and/or accommodation for cyclists may be necessary through a temporary work zone. Under the HTA, cyclists have the same right to safe passage as motor vehicles (except where bicycles are legally prohibited), and should only be required to dismount and travel as pedestrians where absolutely necessary. Cyclists are also obliged to operate as vehicles, and generally do not require special signage unless [a] dedicated cycling facilities are affected or [b] specific actions are prescribed (e.g., follow bicycle detour, dismount and walk, caution due to rough surfaces).

However, the potential for cyclists to respond differently than motor vehicle operators to certain conditions should be anticipated and considered. For example, cyclists may not readily tolerate delays or restrictions that drivers accept. Unexpected conditions may be more problematic for cyclists than motor vehicle users. As a best practice:

- provide early notice of projects that could cause significant inconvenience to cyclists (e.g., long detours), making use of cyclist organizations or user groups where available.
- provide notification signs for all road users in advance of temporary conditions, consistent with general practice. Include distance tabs as appropriate.
- ensure that signs do not intrude into the travel path of cyclists or pedestrians; if intrusion is unavoidable, maximize sign visibility.

Cyclists should be directed through the work zone where practicable. However, if an acceptable width of a shared lane, bike lane, or paved shoulder cannot be provided, or acceptable surface conditions cannot be maintained, detour cyclists around the work zone or divert cyclists to a pathway or sidewalk.

### 2.6.1.1 Directing Cyclists through the Work Zone

When a cyclist is directed through the work zone, consideration must be given to the surface conditions. Safe cycling requires a higher standard of travel surface than motor vehicle operation.

- provide a smooth, hard travel surface at all times. Asphalt is ideal, but a compacted granular surface is acceptable for temporary use if well

Safe cycling requires a higher standard of travel surface than for a motor vehicle.

Note

maintained. avoid loose gravel, compacted aggregate, sand, mud, and standing water. sweep surfaces regularly, especially the outer 2.0 m of the curb lane.

- ensure that temporary surfaces (e.g., steel plates, timber decking) are skid-resistant with smooth joints at right angles to the travel path.
- minimize vertical discontinuities. Where cycling volumes are high and discontinuities are unavoidable (e.g., at road cuts, raised ironworks, steel plates that are not recessed into the pavement), consider mitigating them with asphalt ramps. use reflective paint and place devices (such as barriers, barrels or cones) to direct cyclists away from unramped grade changes.
- Where appropriate, use signs to notify cyclists of any variance from a smooth asphalt condition.

#### ***Roads with bike lanes or paved shoulders***

Where cyclists approach a work zone in a bike lane or designated paved shoulder, it is preferable to maintain those facilities within the work zone, especially if cyclist volumes are high. if required, the alignment of bike lanes or paved shoulders may be diverted within the right of way.

- provide a minimum bike lane width or paved shoulder of 1.2 m (1.5 m preferred).
- if motor vehicles are diverted into a bike lane or paved shoulder, notify cyclists that the bike lane or facility ends and shared lane operation begins with the appropriate orange and black signs. apply with distance tabs in advance of lane closure, where appropriate.

#### ***Roads with shared lanes***

Where cyclists approach the work zone in a shared curb lane, take care to preserve an acceptable shared lane width through the work zone.

- notify cyclists of any reduction in shared lane width in the work zone and reaffirm the shared lane condition. no other treatment is generally needed if the shared lane width in a work zone is at least 3.5 m and operating speeds are 60 km/h or less.
- Consider shared lanes wider than 3.75 m where the concentration of heavy vehicles (trucks or buses) is significant or operating speeds exceed 60 km/h.
- Where the shared lane is the only travelled lane in that direction and its width is less than noted above, consider prohibiting motor vehicles from

passing cyclists and posting a reduced speed limit. Where the shared lane is one of two or more travelled lanes in that direction and its width is less than noted above, consider either posting a sign to instruct motorists to change lanes to pass cyclists, or providing a detour for cyclists.

- Cyclists may need additional lateral clearance when the cycling surface is rough. If so, consider providing a separate bike lane rather than a shared lane through the work zone.

### ***Traffic control by using traffic control persons (TCPs) or temporary signals***

in work zones where an alternating one-way traffic flow is controlled by TCPs or temporary signals, lower speeds of cyclists should be considered to enable them to safely clear the work zone.

- TCPs should communicate to each other about the presence of cyclists in the work zone.
- The timing of temporary signals should take into account the time required for cyclists to travel through the work zone. Cyclists operating speed, used to calculate clearance time, should consider the surface treatment, the available lines of sight, and the existence of potential refuge areas for cyclists in the work zone.

## 2.6.1.2 Cyclist Detours around the Work Zone

detours do not require special signage for cyclists unless it is a bicycle specific detour. Bicycle specific detours should be considered if work zone or motor vehicle detour conditions cannot be made acceptable for cycling, or if a potential detour route for cyclists exists that is safer or more convenient than the detour route for motor vehicles.

- provide advance notice of the detour.
- provide guidance along the detour route.

## 2.6.1.3 Diversion of Cyclists onto Sidewalks

in situations where it is appropriate to divert cyclists onto sidewalks:

- in most circumstances, require cyclists who are diverted onto a sidewalk to dismount and travel through the work zone as pedestrians, walking beside their bicycles.

### Note

Where alternating one-way traffic flow is controlled by TCPs or temporary signals, lower speeds of cyclists should be considered.

Note

- in some circumstances, consider allowing cyclists to ride on the sidewalk. Contributing factors may include the reduction in cyclist delay compared to dismounting and walking, and the ability to preserve sidewalk safety in view of the sidewalk width and volume of pedestrians and cyclists. note that sidewalk railings adjacent to hazards (e.g., on bridges) may require modification to achieve a minimum height of 1.5 m.

Care must be taken to ensure that lighting used to illuminate the work site is not aimed at drivers.



## 5.10 Temporary Conditions

When a roadway with a bicycle facility requires the development of a work zone for construction, maintenance or other temporary activities, every effort should be made to minimize disruption to the bicycle facility. This means that closing the bike facility and requiring cyclists to dismount should be avoided wherever possible. Cyclists should be encouraged to use general traffic lanes, and motorists should be advised to share the road if a bike facility cannot be maintained or relocated.

If a work zone in or adjacent to the cycling facility is required, temporary condition signs should be used to guide cyclists through or around the work zone. The application of these signs requires the development of a Traffic Control Plan for the work zone. Practitioners should refer to *OTM Book 7 – Temporary Conditions* for the fundamental principles of developing a temporary work zone.

All signs used for temporary conditions for bicycles should be sized appropriately for interpretation by both motorists and cyclists, and should conform to the TAC *Bikeway Traffic Control Guidelines for Canada – 2<sup>nd</sup> Edition* (January 2012). Where motorists and cyclists share the same detour route, separate detour signage for bicycles is not required. However, where a roadway with a narrow lane width is used on a bikeway detour or through a work zone, Share the Road signs Wc-19 (OTM), Shared Use Lane Single File signs WC-20 (TAC) or Motor Vehicle Passing Prohibited signs RB-33 (TAC) may be used. Refer to **Section 4.1.1.2** for the application of these signs and their supplementary tabs. Even when there is no formal cycling facility on roadways with significant cycling volumes, motorists and cyclists should be provided with positive guidance to share the road and be extra courteous.

### Bicycle Lane Closed Sign

The Bicycle Lane Closed sign TC-68 (TAC) must be used to warn cyclists that the reserved bicycle lane is temporarily closed. Where a separate bicycle detour is provided, this sign should be accompanied by the appropriate Bicycle Lane Detour Markers as described below.

Figure 5.48 – Bicycle Lane Closed Sign



Tc-43 (OTM)  
(450 mm x 450 mm)

### Bicycle Lane Detour Markers

Bicycle Lane Detour Markers TC-70 (TAC) guide cyclists along a separate alternate route where work zone activities require the closure of a bicycle lane. These markers should be placed in advance of and at intersections to indicate to cyclists the direction of the detour route. A marker may be placed between intersections to confirm the detour route to the cyclist. A Bicycle Detour Ends Marker TC-71 (TAC) may be installed to indicate the conclusion of the detour.

**Figure 5.49 – Bicycle Lane Detour Markers**



Tc-41 (OTM)  
 (450 mm x 450 mm)

Tc-41AR (OTM)  
 (450 mm x 450 mm)



Tc-41R (OTM)  
 (450 mm x 450 mm)



Tc-42 (OTM)  
 (450 mm x 450 mm)

**Figure 5.50 – Grooved Pavement Sign**



Tc-19 (OTM)  
 (600 mm x 600 mm)

**Figure 5.51 – Distance Advisory Tab Signs**



Tc-11tA (OTM)  
 (300 mm x 600 mm)



TC-3tA (OTM)  
 (300 mm x 600 mm)

**Grooved Pavement Sign**

The Grooved Pavement sign Tc-19 (OTM) may be used to provide warning to road users, including motocyclists and cyclists, where the pavement has been milled or grooved. This sign may be accompanied by Distance Advisory Tab signs Tc-11tA or TC-3tA (IOTM) to indicate the distance or length of the expected condition.

Martin White, Extension 4345  
PW19001a  
Page 1 of 2

**INTERSECTION CONTROL LIST**  
**Public Works Committee – April 1<sup>st</sup>, 2019**  
**PUBLIC WORKS DEPARTMENT**  
**Transportation Operations & Maintenance**  
**Transportation Operations Section**

**RECOMMENDATION**

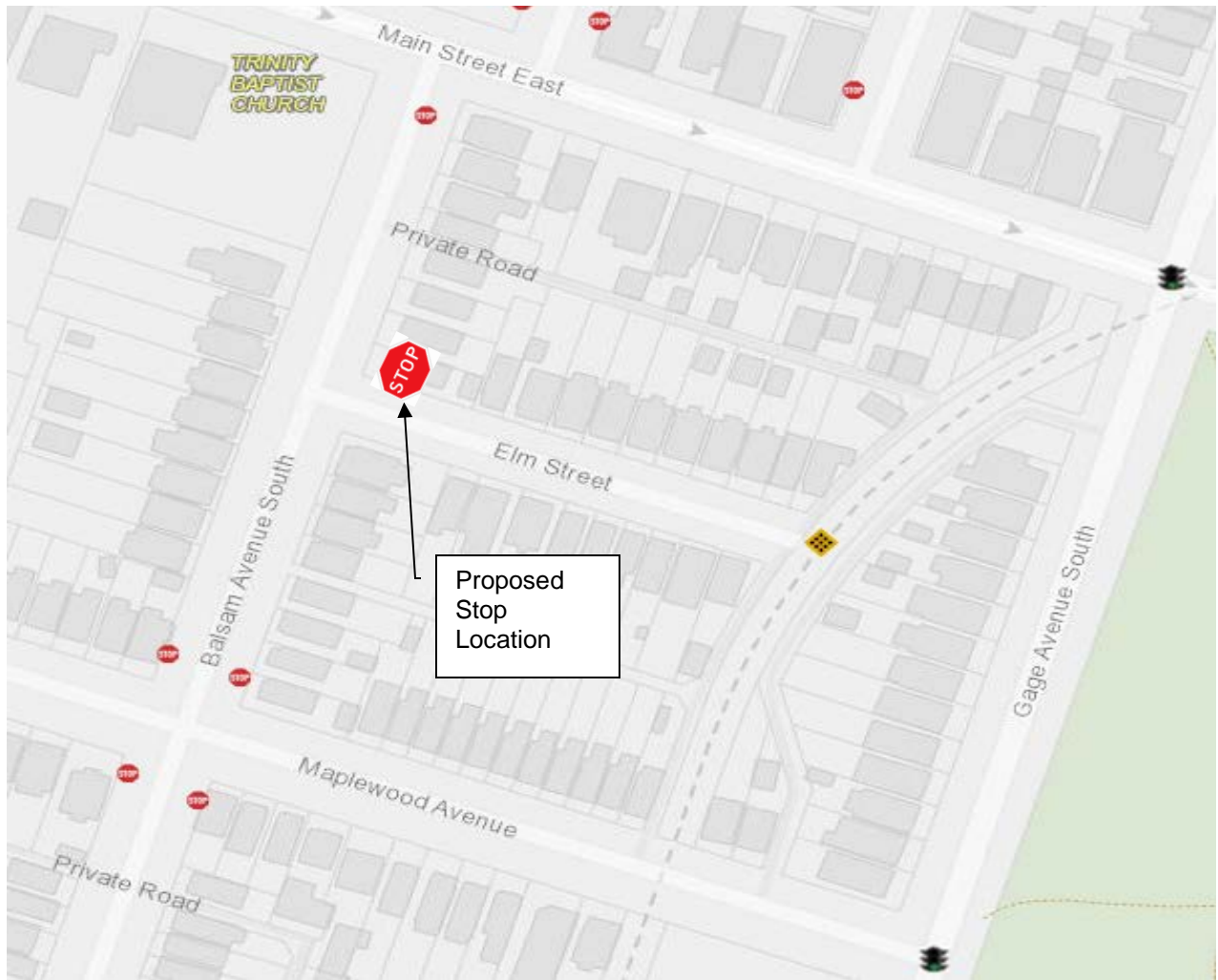
That the appropriate By-law be presented to Council to provide traffic control as follows:

Intersection		Stop Control Direction		Class	Comments / Petition	Ward	
Street 1	Street 2	Existing	Requested				
<b>Section "A" Ancaster</b>							
(a)	Regan Drive	Klein Circle (West Intersection)	NC	WB	A	Plan of New Subdivision	12
(b)	Regan Drive	Klein Circle (East Intersection)	NC	NB/SB	A	Plan of New Subdivision	12
(c)	Regan Drive	Springbrook Avenue	NC	EB	A	Plan of New Subdivision	12
<b>Section "C" Flamborough</b>							
(d)	Riley Street	Premier Road	All	WB	A	Cancelled all-way stop control (never installed) – Councillor approved	15
<b>Section "D" Glanbrook</b>							
(e)	Twenty Road East	Ambitious Court	NC	NB	B	Plan of New Subdivision	11
<b>Section "E" Hamilton</b>							
(f)	Elm Street	Balsam Avenue South	NC	WB	A	Housekeeping – missing t-type stop sign	3
(g)	Dianne Court	Palmer Road	NC	EB	A	Housekeeping – missing t-type stop sign	6

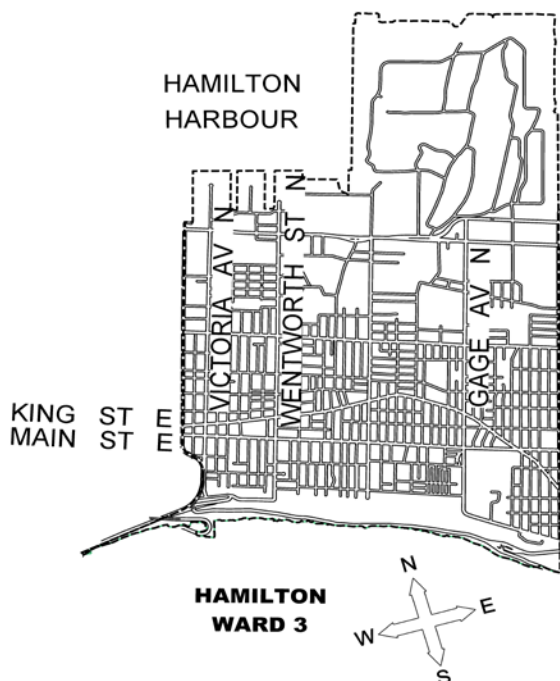
**Martin White, Extension 4345**  
**PW19001a**  
**Page 2 of 2**

Intersection		Stop Control Direction		Class	Comments / Petition	Ward	
		Existing	Requested				
Street 1	Street 2						
(h)	Rosanne Crescent	Palmer Road	NC	EB	A	Housekeeping – missing t-type stop sign	6
(i)	Bellagio Avenue	Terryberry Road	NC	EB	A	Plan of New Subdivision	9
(j)	Bethune Avenue	Dalgleish Trail	NC	EB	A	Plan of New Subdivision	9
(k)	Bethune Avenue	Rockledge Drive	NC	WB	A	Plan of New Subdivision	9
(l)	Dolomiti Court	Dalgleish Trail	NC	EB	A	Plan of New Subdivision	9
(m)	Cittadella Boulevard	Dalgleish Trail	NC	EB	A	Plan of New Subdivision	9
(n)	Piazzetta Avenue	Bethune Avenue	NC	NB	A	Plan of New Subdivision	9
(o)	Piazzetta Avenue	Cittadella Boulevard	NC	NB/SB	A	Plan of New Subdivision	9
(p)	Piazzetta Avenue	Dolomiti Court	NC	SB	A	Plan of New Subdivision	9
(q)	Rockledge Drive	Dalgleish Trail	NC	NB	A	Plan of New Subdivision	9
(r)	Rockledge Drive	Cittadella Boulevard	NC	SB	A	Plan of New Subdivision	9
(s)	Terryberry Road	Dalgleish Trail	NC	SB	A	Plan of New Subdivision	9

**Legend**No Control Existing (New Subdivision) - **NC**Intersection Class: **A** - Local/Local    **B** - Local/Collector    **C** - Collector/Collector



**KEY MAP**



**LOCATION PLAN**

*PROPOSED STOP CONTROL:*

**Elm Street at Balsam Avenue South**

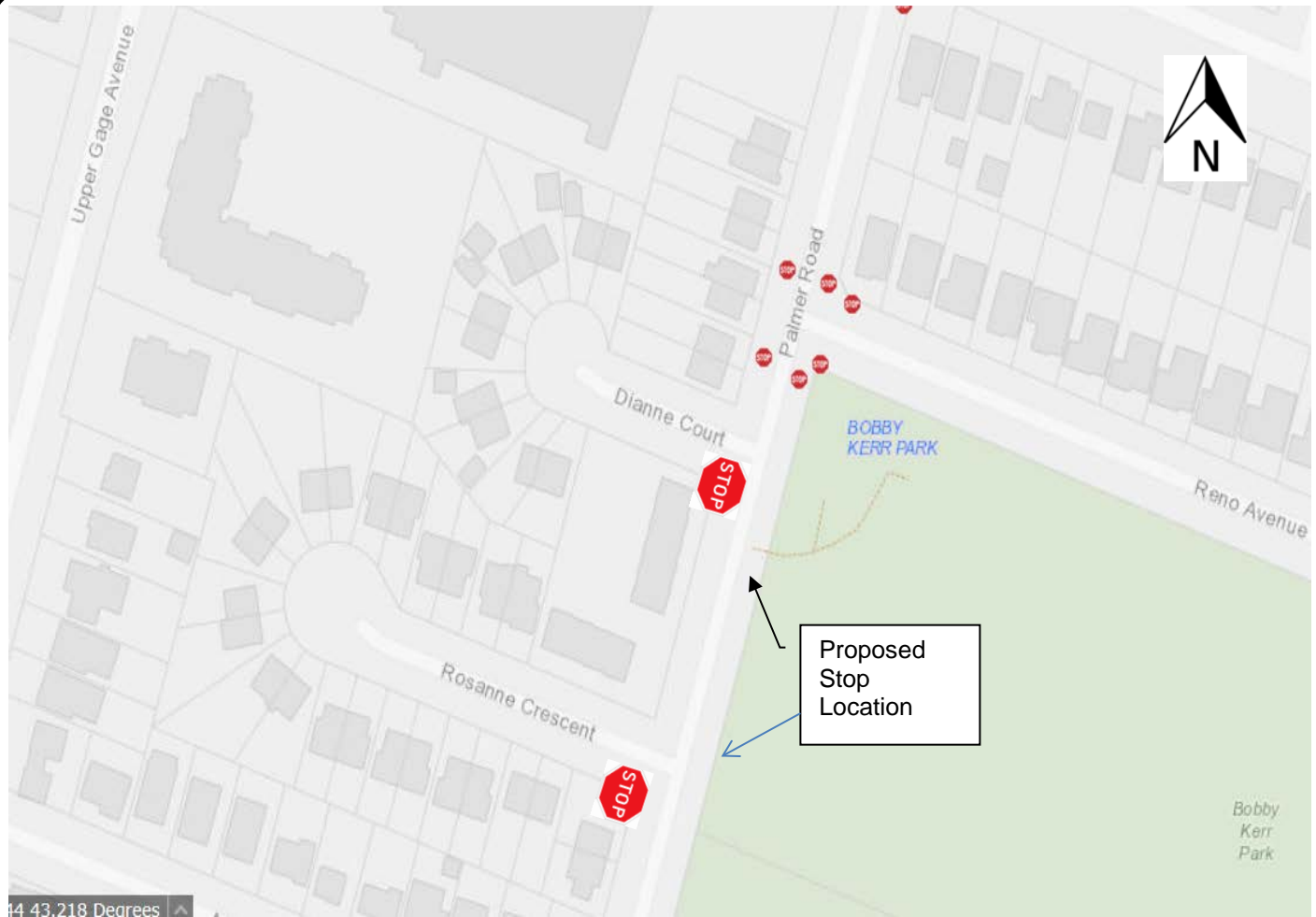
Transportation Operations & Maintenance  
PUBLIC WORKS DEPARTMENT

**LEGEND**

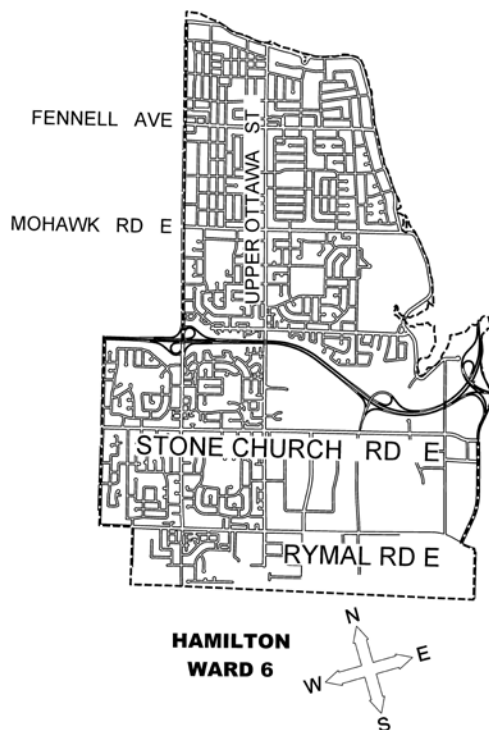
 **PROPOSED STOP**

SCALE  
**NOT TO SCALE**

DATE  
**April 1, 2019**



**KEY MAP**



**LOCATION PLAN**

*PROPOSED STOP CONTROL:*

**Dianne Court at Palmer Road  
Rosanne Court at Palmer Road**

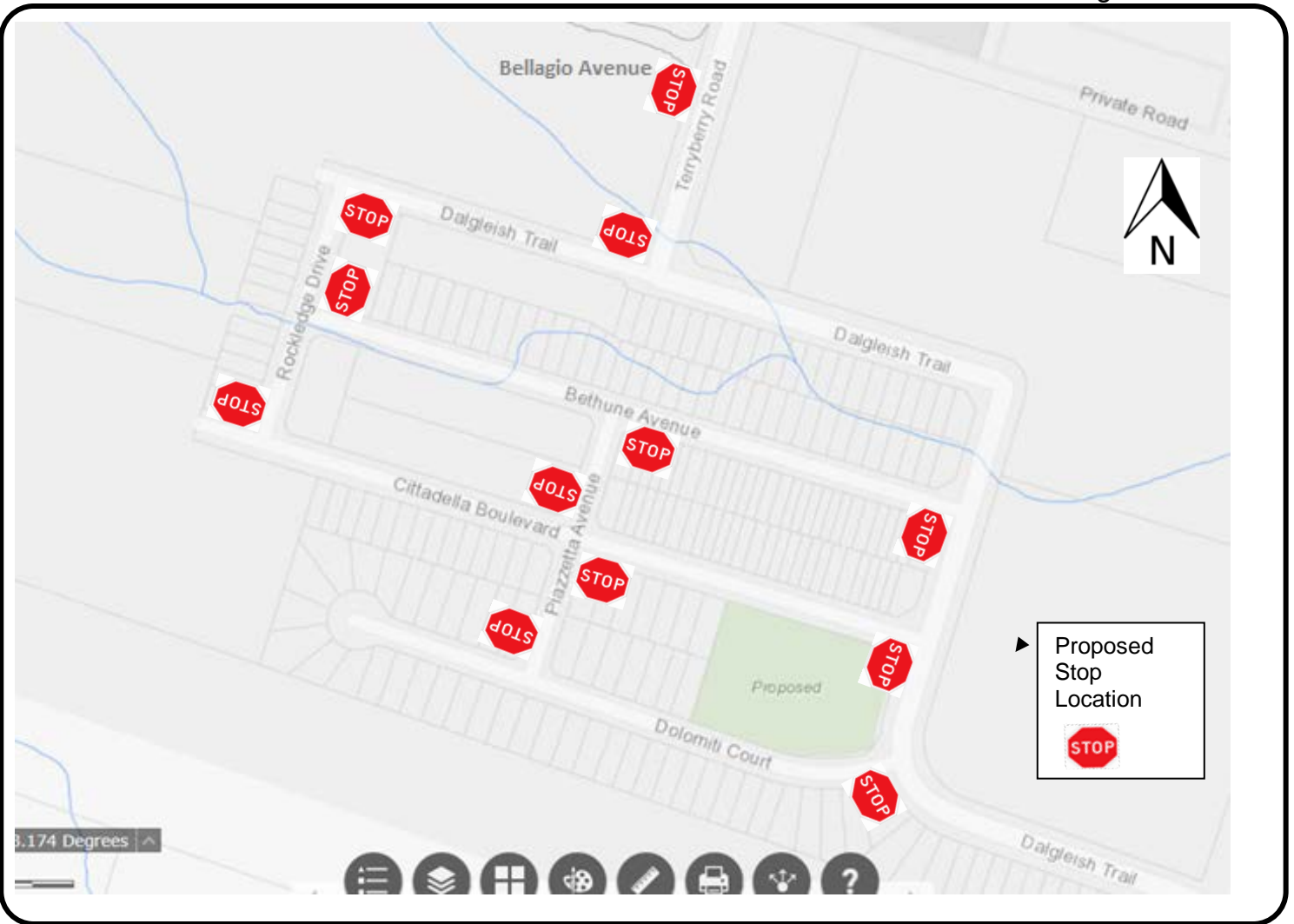
Transportation Operations & Maintenance  
PUBLIC WORKS DEPARTMENT

**LEGEND**

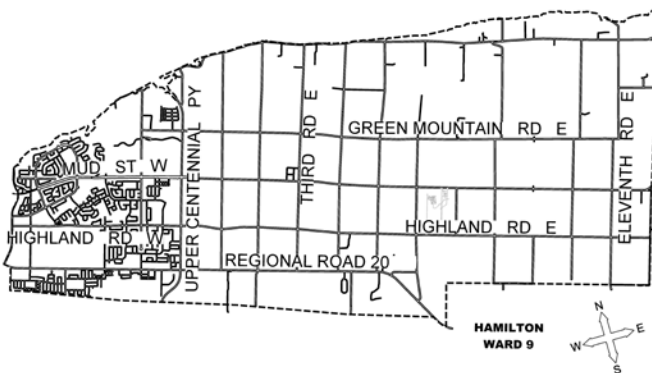
- EXISTING STOP
- PROPOSED STOP

SCALE  
**NOT TO SCALE**

DATE  
**April 1, 2019**



**KEY MAP**



**LOCATION PLAN**

- PROPOSED STOP CONTROL:**
- Bellagio Avenue at Terryberry Road
  - Bethune Avenue at Dalglish Trail
  - Bethune Avenue at Rockledge Drive
  - Dolomiti Court at Dalglish Trail
  - Cittadella Boulevard at Dalglish Trail
  - Piazzetta Avenue at Bethune Avenue
  - Piazzetta Avenue at Cittadella Boulevard
  - Piazzetta Avenue at Dolomiti Court
  - Rockledge Drive at Dalglish Trail
  - Rockledge Drive at Cittadella Boulevard
  - Terryberry Road at Dalglish Trail

Transportation Operations & Maintenance  
PUBLIC WORKS DEPARTMENT

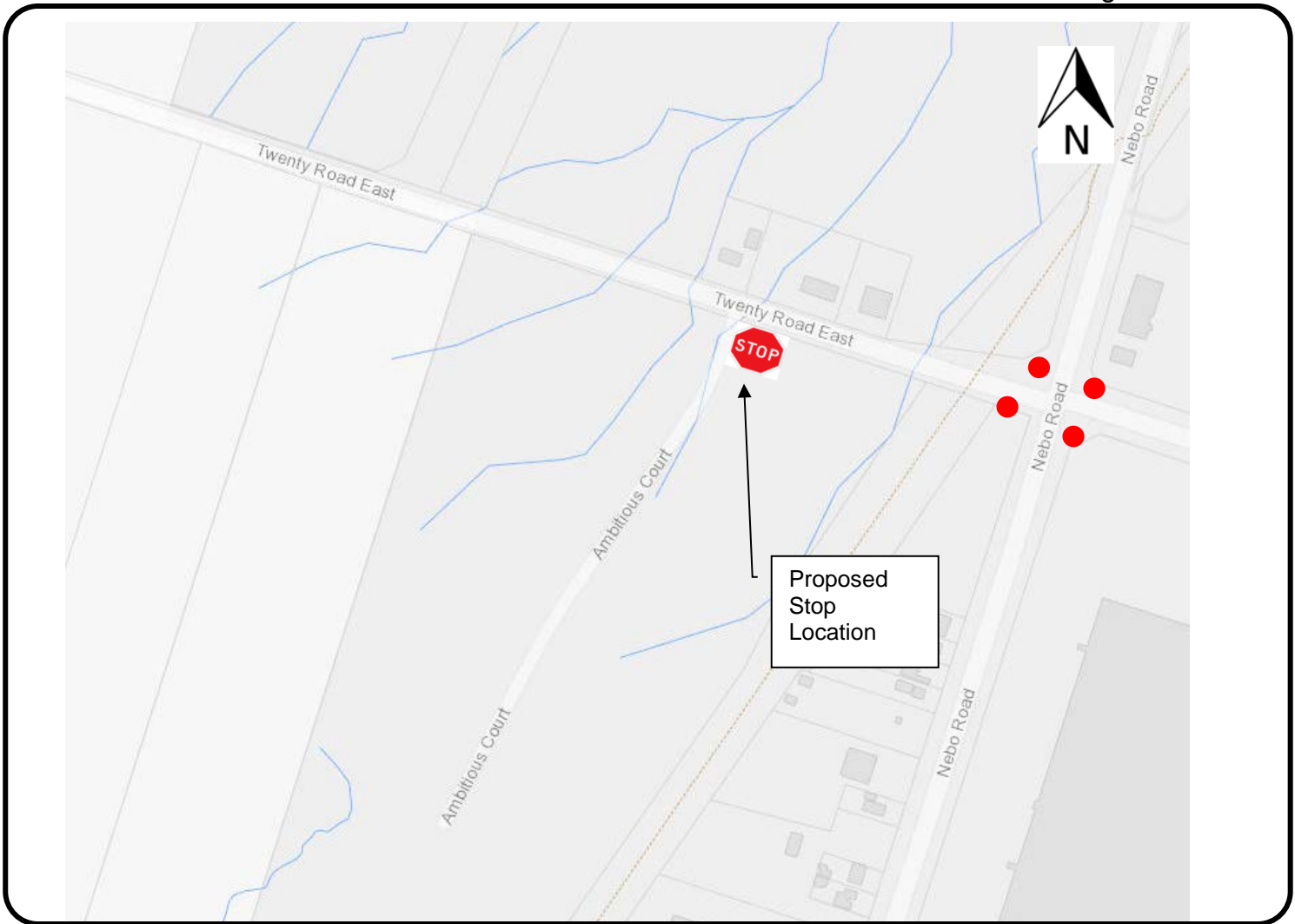
**LEGEND**

 PROPOSED STOP

SCALE  
**NOT TO SCALE**

DATE  
**April 1, 2019**





### KEY MAP



HAMILTON WARD 11


### LOCATION PLAN

*PROPOSED STOP CONTROL:*

### **Ambitious Court at Twenty Road East**

Transportation Operations & Maintenance  
PUBLIC WORKS DEPARTMENT

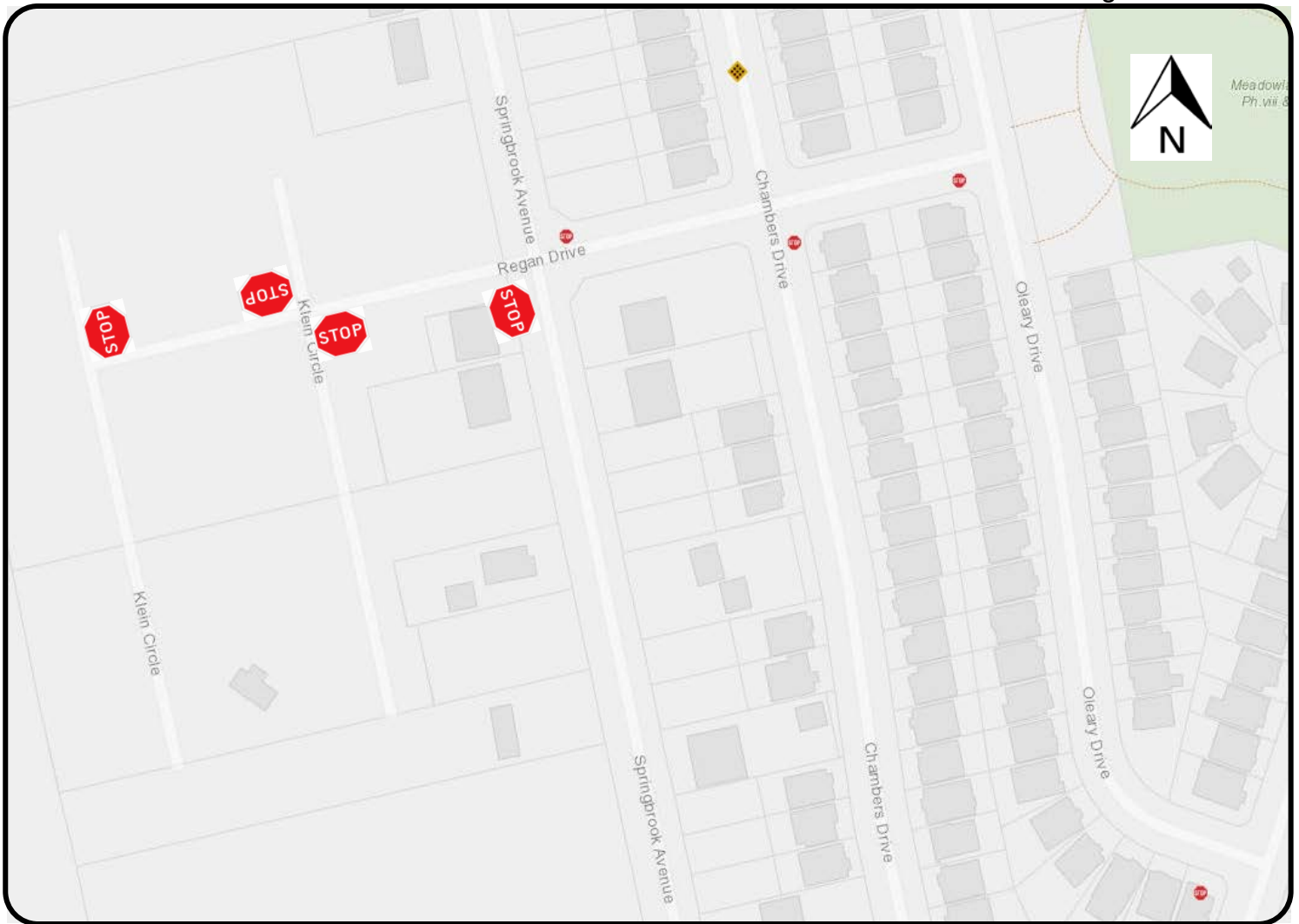
### LEGEND

- EXISTING STOP
-  PROPOSED STOP

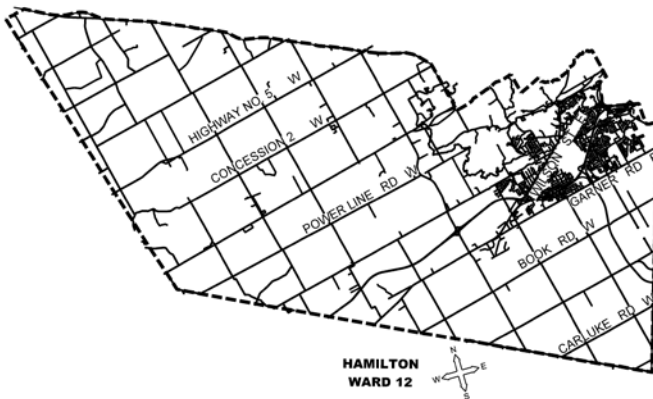
SCALE  
**NOT TO SCALE**

DATE  
**April 1, 2019**





KEY MAP



LOCATION PLAN

*PROPOSED STOP CONTROL:*

**Springbrook Meadows West – Phase 1**

Transportation Operations & Maintenance  
PUBLIC WORKS DEPARTMENT

**LEGEND**

● EXISTING STOP

STOP PROPOSED STOP

SCALE  
**NOT TO SCALE**

DATE  
**April 1, 2019**

**Authority:** Name of Committee:  
 Report:  
 Date:  
 Wards: 3, 6, 9, 11, 12, 15

**Bill No.**

**CITY OF HAMILTON**

**BY-LAW NO. 19-**

**To Amend By-law No. 01-215  
 Being a By-law To Regulate Traffic**

**WHEREAS** sections 8, 9 and 10 of the Municipal Act, 2001, S.O. 2001, c. 25, authorize the City of Hamilton to pass by-laws as necessary or desirable for the public and municipal purposes, and in particular paragraphs 4 through 8 of subsection 10(2) authorize by-laws respecting: assets of the municipality, the economic, social and environmental well-being of the municipality; health, safety and well-being of persons; the provision of any service or thing that it considers necessary or desirable for the public; and the protection of persons and property;

**AND WHEREAS** on the 18th day of September, 2001, the Council of the City of Hamilton enacted By-law No. 01-215 to regulate traffic;

**AND WHEREAS** it is necessary to amend By-law No. 01-215.

**NOW THEREFORE** the Council of the City of Hamilton enacts as follows:

1. Schedule 5 (Stop Control) of By-law No. 01-215, as amended, is hereby further amended by adding to Section "A" (Ancaster) thereof the following items, namely;

Regan Drive	Westbound	Klein Circle (West Intersection)
Regan Drive	Northbound/Southbound	Klein Circle (East Intersection)
Regan Drive	Eastbound	Springbrook Avenue

And by removing from Section "C" (Flamborough) thereof the following items, namely;

Riley Street	Northbound / Southbound	Premier Road
--------------	-------------------------	--------------

And by adding to Section "D" (Glanbrook) thereof the following items, namely;





# INFORMATION REPORT

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	April 1, 2019
<b>SUBJECT/REPORT NO:</b>	Sewer Use By-law Proposed Amendments Report (PW19029) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Cari Vanderperk (905) 546-2424 Ext. 3250 Debbie Saunders (905) 546-2424 Ext. 5953
<b>SUBMITTED BY:</b>	Andrew Grice Director, Hamilton Water Public Works
<b>SIGNATURE:</b>	

## COUNCIL DIRECTION

Not Applicable

## INFORMATION

The City of Hamilton's (City) Sewer Use By-law (SUB) No. 14-090 regulates discharges to the City's sanitary, combined and storm sewers from industrial, commercial & institutional (IC&I) facilities, and residential units. It also regulates the conveyance and disposal of hauled sewage. It establishes limits for common pollutants and prohibited substances, and details requirements that users need to meet to discharge to the City's sewer infrastructure.

The environmental impacts would be significant without regulating dischargers through enforcement of the SUB. Examples include:

- Clogged or damaged sewers and pipes;
- Risk of impairment of the sewage treatment processes;
- High nutrients contributing to eutrophication of water bodies through algal blooms;
- Heavy metals and emerging contaminants that are toxic and can bioaccumulate in the food chain;
- Biosolids may not meet strict provincial guidelines for land application.

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**SUBJECT: Sewer Use By-law Proposed Amendments Report  
(PW19029) (City Wide) - Page 2 of 5**

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The administration and enforcement of the SUB is conducted by the Environmental Monitoring and Enforcement (EME) team in the Hamilton Water Division of Public Works. Their mandate, through the provisions of the SUB, is to protect the City's sewer infrastructure, sewage treatment facilities and the natural environment. The current by-law was approved at Public Works Committee on April 7, 2014 (PW13061a) and was essentially an administrative re-write from the City's original 1988 SUB, with no changes to the parameters or limits.

Since the province released the original 1988 model SUB many factors have triggered the incentive to re-evaluate discharge limits for specific SUB parameters. In 2017 a consultant was hired to conduct a review to confirm whether changes to Hamilton's SUB are justifiable and practical to implement. The consultant assessed the City's sewage treatment plant influent data, as well as IC&I discharge sampling data, Sewer Discharge Permits and historical IC&I exceedances of the SUB. Comparator municipalities were consulted regarding their limits and challenges. Research literature and Provincial and Federal Regulations including the Canadian Council of the Ministers of Environment (CCME) Model By-law were used as references. Current enforcement challenges and historic conditions unique to Hamilton were also considered in the review.

The purpose of this Information Report is to advise Committee on proposed amendments to some of the parameter limits outlined in the SUB that are listed in Appendix "A" to Report PW19029, and to inform Committee of staffs' intent to hold Public Information Centres regarding the outcome of the consultant's review in Q2 2019.

#### Methodology of Consultant Study

The consultant reviewed all the current parameters in the SUB and recommended whether changes were required. Their recommendations were based on City of Hamilton sampling data, conditions of infrastructure, environmental regulations, research papers and discussions with comparator municipalities. Philosophies for decreasing a limit were based on whether the parameter has potential for sewer damage or an impact on the treatment processes, the natural environment, IC&I dischargers or biosolids. Limits were not changed if there was no scientific justification or if enforcement is not viable. The increase or addition of a parameter is recommended as a form of due diligence based on current industry standards, treatment practices and is in line with the SUBs of comparator municipalities.

#### Review of Limits for Sanitary Sewer/Combined Sewer Discharges (SUB Schedule B)

If a discharger cannot meet the requirements of the SUB for parameters that are considered treatable by our City's sewage treatment plant, which includes BOD, TSS, phosphorus, TKN and Oil & Grease (animal/vegetable), they can opt to pay the City for the conveyance and treatment via an Overstrength Discharge Permit. The consultant

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**SUBJECT: Sewer Use By-law Proposed Amendments Report  
(PW19029) (City Wide) - Page 3 of 5**

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concluded that the current SUB limits for treatable parameters align well with the CCME Model SUB and the SUBs of comparator municipalities. The current parameters are easily enforced and have little to no impact on sewer infrastructure, treatment processes, the natural environment or biosolids and therefore there is no recommendation to change any of the limits for any of the treatable parameters.

For parameters that are not treatable a discharger can have controlled exemptions to the SUB via a Compliance Discharge Permit, for a limited time, to plan and implement private treatment works that will bring their discharge into compliance. The non-treatable parameters were reviewed by the consultant with the following recommendations:

#### pH Upper Limit

The current pH range in the SUB is 5.5 – 9.5; recommendations are to amend the range to 6-11. Non-compliance with the SUB for pH is a common issue in Hamilton and can be industry specific. Discharging of detergents and cleaning products can result in SUB violations. The current upper pH limit is 9.5, and historically laundry facilities have had difficulty meeting this limit. Enforcement has been in the form of issuing violation notices and requiring offenders to implement controls. Recommendations are to raise the upper pH limit to 11 to be in line with most comparator municipalities and the CCME model SUB. Increasing the upper pH limit would resolve most of the compliance issues for IC&I dischargers and is not anticipated to negatively impact the sewer infrastructure, treatment works, natural environment or biosolids.

#### pH Lower Limit

The purpose of a lower pH limit is to protect corrosion in the City sewer infrastructure. The characteristics of sewage are sufficient to cause corrosion via microbial and chemical attack on most types of pipe. Studies have shown that at pH value of 6 and over minimize corrosion in sewer system. Many other municipalities, including those with significant industrial contributors maintain a minimum pH of 6. Changing the lower pH limit from 5.5 to 6 is not anticipated to negatively impact IC&I dischargers, sewer infrastructure, treatment works, natural environment or biosolids.

#### Temperature

The maximum temperature in the City's SUB is 65 degrees Celsius, and recommendations are to lower it to 60 degrees Celsius. Impacts to IC&I dischargers are not anticipated and this change puts Hamilton in line with majority of comparator municipalities. High temperature combined with low pH causes deterioration of sewer infrastructure; lowering the temperature will reduce impact to sewer infrastructure, treatment works. The natural environment and biosolids are not impacted by high temperature discharges.

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**SUBJECT: Sewer Use By-law Proposed Amendments Report  
(PW19029) (City Wide) - Page 4 of 5**

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**Sulphate Limit & Sulphide Limit**

The current SUB limit for Sulphate is 1500 mg/l. Although most comparator municipalities maintain the same limit, the CCME model SUB does not have a Sulphate limit. There is evidence that Sulphate can attack concrete, therefore no change to the limit of 1500mg/L is recommended. While not currently in the SUB the addition of Sulphide is being recommended. Based on literature, Sulphides are responsible for sewer corrosion via chemical and biological processes. The recommendation is to follow the CCME model SUB with a Sulphide limit of 1 mg/l. The addition of sulphide to the parameter list is not anticipated to negatively impact current IC&I dischargers.

**Metals**

SUB limits for various metals are essential for the success of the biosolids management plan. Ontario's Nutrient Management Act (2002) regulates the agriculture land application of biosolids. The metals limits were compared to the CCME Model SUB and comparator municipality limits, and then compared with the Canadian Food Inspection Agency (CFIA) limits. 3 of the 11 metals monitored were over 40% of the CFIA limit (molybdenum, selenium, zinc). The City's current SUB sanitary and combined sewer discharge limit for zinc is 3 mg/l, which is higher than the CCME Model SUB of 2 mg/l. There is a recommendation to change the limit for zinc since there has been an increase in the average zinc concentration in the Woodward Avenue sewage treatment plant biosolids. Molybdenum and selenium are not recommended to change, however EME will increase monitoring and work closely with IC&I dischargers.

**Phthalates**

This group of compounds is commonly found in plasticizers and dissolving agents. They are used in hundreds of products such as vinyl flooring, adhesives, lubricating oil, automotive plastics, sports equipment, electric cable, food packaging material, coated textiles, plastic based clothing, and personal care products such as shampoos, soaps and nail polishes. The current SUB has limits for dibutylphthalate (DBP) and Bis (2-ethylhexyl) phthalate) (DEHP). The CCME model SUB does not include a limit for either of these 2 parameters and not all municipalities include them. It is recommended to keep DBP the same, however increase DEHP from 0.012 mg/l to 0.28 mg/l because it is very challenging to control such a commonly discharged parameter and is an administrative burden to enforce such a ubiquitous substance.

**Review of Limits for Storm Sewer Discharges (SUB Schedule C)**

Schedule C of the City's current SUB outlines the parameters and their limits in mg/l for discharges to the storm sewer. Information used for this review included several regulations, comparator municipalities, policies and guidelines relevant to the City's

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**SUBJECT: Sewer Use By-law Proposed Amendments Report  
(PW19029) (City Wide) - Page 5 of 5**

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storm sewer requirements. The recommendation is to reduce the limits for 6 metals based on the CCME model SUB limits and comparator municipalities, which are highlighted in Appendix "A" to Report PW19029. Phosphorous (TP) has been added as a new parameter. The CCME Model SUB does not include a storm sewer discharge limit on TP, however, 10 out of 12 comparator municipalities do impose a limit for TP. It is recommended that the City include a TP limit of 0.4 mg/l as due diligence and to demonstrate it is in line with the objectives of the Hamilton Harbour Remedial Action Plan (HHRAP) recommendations. Additionally, inclusion of TP can be used by the City to promote the adoption of low impact development (LID) practices to reduce phosphorus loading in storm water. TP is also a useful indicator of cross connections between storm and sanitary sewers, since TP levels in sewage and process wastewater from most facilities is typically well above the recommended limit of 0.4 mg/l.

**Next Steps**

City Staff plan to hold Public Information Centres to share the outcomes of the consultant's review in Q2 of 2019 in order to seek input from stakeholders. Based on the outcome of the feedback, proposed amendments to SUB 14-090 will be presented to Council for approval in Q3 2019.

**Appendices and Schedules Attached**

Appendix "A" - Summary of Proposed Amendments to SUB 14-090



**APPENDIX "A"**  
**Report PW19029**

**Summary of Proposed Amendments to SUB 14-090**

	Parameter	Existing Limit	Recommended limit (mg/l) unless otherwise stated	Comment
Sanitary Discharges (Schedule B)	BOD	300	300	No change
	TSS	350	350	No change
	TP	10	10	No change
	TKN	100	100	No change
	O&G (An./Veg.)	150	150	No change
	Arsenic	1	1	No change
	Cadmium	0.7	0.7	No change
	Cobalt	5	5	No change
	Chromium	5	5	No change
	Copper	2	2	No change
	Mercury	0.01	0.01	No change
	Molybdenum	1	1	No change
	Nickel	2	2	No change
	Lead	2	2	No change
	Selenium	1	1	No change
	Zinc	3	2	Reduce limit
	chloroform	0.04	0.04	No change
	Bis(2-ethyl) Phthalate (DEHP)	0.012	0.28	Increase
	Dibutylphthalate (DBP)	0.08	0.08	No change
	Iron	50	50	No change
pH	5.5 – 9.5	6-11	Raised min. and max.	
Temperature (max C)	65	60 degrees C	Decrease	
Sulphate	1500	1500	No change	
Sulphide (as H <sub>2</sub> S)	No current limit	1	NEW PARAMETER	
Storm Discharges (Schedule C)	TSS	15	15	No change
	O&G (an./veg)	10	10	No change
	Zinc (total)	3	0.5	Decreased
	Chromium (total)	1	0.08	Decreased
	Lead (total)	1	0.12	Decreased
	Nickel (total)	1	0.08	Decreased
	Copper (total)	1	0.05	Decreased
	Cadmium (total)	1	0.008	Decreased
	Phenolic Compounds	0.02	0.02	No change
	Phosphorus (total)	No current limit	0.4	NEW PARAMETER



## **TRUCK ROUTE SUB-COMMITTEE REPORT 19-001**

1:00 p.m.

**March 26, 2019**

**Council Chambers**

**Hamilton City Hall**

**Present:** Councillors J. Farr (Chair), N. Nann (Vice-Chair), T. Jackson, B. Johnson, M. Pearson, and M. Wilson

**Absent with  
Regrets:** Councillor S. Merulla - Personal

### **THE TRUCK ROUTE SUB-COMMITTEE PRESENTS REPORT 19-001 AND RESPECTFULLY RECOMMENDS:**

- 1. Appointment of Chair and Vice-Chair (Item 1.1)**
  - (a) That Councillor J. Farr be appointed as Chair of the Truck Route Sub-Committee for the 2018-2022 term; and,
  - (b) That Councillor N. Nann be appointed as Vice-Chair of the Truck Route Sub-Committee for the 2018-2022 term.
  
- 2. Truck Route Master Plan Review: Terms of Reference (PED19073) (City Wide) (Item 9.1)**
  - (a) That Report PED19073, dated March 26, 2019, respecting Truck Route Master Plan Study Review, be received;
  - (b) That Appendix "A" attached to Truck Route Sub-Committee Report 19-001, respecting (Terms of Reference for Truck Route Master Plan Review), be amended to be subject to additional opportunities for civic engagement, public meetings, Truck Route Sub-Committee meetings, mainstream and social media opportunities and any other aspect that staff would feel is beneficial; and,
  - (c) That \$100,000 from the Red Light Camera Reserve (Account #112203) be dedicated toward enhancing the current Terms of Reference for the Truck Route Master Plan Review Budget, and that the additional budget primarily be directed at enhanced public engagement to help inform the final report back to the Truck Route Sub-Committee.

**FOR INFORMATION:**

**(a) CHANGES TO THE AGENDA (Item 2)**

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

**1. COMMUNICATIONS (Item 5)**

5.1 Correspondence regarding the Truck Route Review:

- 5.1(a) Beasley Neighbourhood Association
- 5.1(b) Central Neighbourhood Association
- 5.1(c) Corktown Neighbourhood Association
- 5.1(d) Durand Neighbourhood Association
- 5.1(e) North End Neighbourhood Association
- 5.1(f) Stinson Community Association

Recommendation: Be received and referred to Item 9.1 for consideration.

**2. DELEGATION REQUESTS (Item 6)**

- 6.1 Rachel Braithwaite, Barton Village Business Improvement Area, respecting concerns with truck routes going through commercial and residential streets (For today's meeting)
- 6.2 Robert Iszkula, Beasley Neighbourhood Association, respecting public input to the process of establishing the scope and direction of the City's upcoming Truck Route Review (For today's meeting)
- 6.3 Beatrice Ekoko, Environment Hamilton, respecting Environment Hamilton's input ref: the terms of reference, goals, objectives and guiding principles, and the scope of consultation etc in the Truck Route Master Plan Study proposal (For today's meeting)
- 6.4 Tanya Ritchie, respecting issues with current truck routes and outline ideas for a better solution (For today's meeting)
- 6.5 Sean Burak, respecting the needs of residents and local businesses as they relate to the upcoming rewrite of the Truck Route By-law (For today's meeting)
- 6.6 John Neary, respecting staff report for Truck Route Master Plan Sub-Committee and the Terms of Reference for the Truck Route Master Plan Study Review (For today's meeting)

The agenda for the March 26, 2019 Truck Route Sub-Committee meeting was approved, as amended.

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

There were no declarations of interest.

**(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)**

**(i) June 7, 2016 (Item 4.1)**

The Minutes of the June 7, 2016 meeting of the Truck Route Sub-Committee were approved, as presented.

**(d) COMMUNICATIONS (Item 5)**

**(i) Correspondence regarding the Truck Route Review (Added Items 5.1(a) through 5.1(f))**

The following correspondence regarding the Truck Route Review was received and referred to Item 9.1 for consideration:

- (1) Beasley Neighbourhood Association (Added Item 5.1(a))
- (2) Central Neighbourhood Association (Added Item 5.1(b))
- (3) Corktown Neighbourhood Association (Added Item 5.1(c))
- (4) Durand Neighbourhood Association (Added Item 5.1(d))
- (5) North End Neighbourhood Association (Added Item 5.1(e))
- (6) Stinson Community Association (Added Item 5.1(f))

**(e) DELEGATION REQUESTS (Item 6)**

**(i) Delegation Requests (Added Items 6.1 through 6.6)**

The following delegation requests, were approved for today's meeting:

- (1) Rachel Braithwaite, Barton Village Business Improvement Area, respecting concerns with truck routes going through commercial and residential streets (For today's meeting) (Added Item 6.1)
- (2) Robert Iszkula, Beasley Neighbourhood Association, respecting public input to the process of establishing the scope and direction of the City's upcoming Truck Route Review (For today's meeting) (Added Item 6.2)
- (3) Beatrice Ekoko, Environment Hamilton, respecting Environment Hamilton's input ref: the terms of reference, goals, objectives and guiding principles, and the scope of consultation etc in the Truck Route Master Plan Study proposal (For today's meeting) (Added Item 6.3)
- (4) Tanya Ritchie, respecting issues with current truck routes and outline ideas for a better solution (For today's meeting) (Added Item 6.4)
- (5) Sean Burak, respecting the needs of residents and local businesses as they relate to the upcoming rewrite of the Truck Route By-law (For today's meeting) (Added Item 6.5)

- (6) John Neary, respecting staff report for Truck Route Master Plan Sub-Committee and the Terms of Reference for the Truck Route Master Plan Study Review (For today's meeting) (Added Item 6.6)

**(f) PUBLIC HEARINGS / DELEGATIONS (Item 8)**

- (i) Rachel Braithwaite, Barton Village Business Improvement Area, respecting concerns with truck routes going through commercial and residential streets (Added Item 8.1)**

Rachel Braithwaite, Barton Village Business Improvement Area, addressed the Committee respecting concerns with truck routes going through commercial and residential streets, with the aid of a presentation. A copy of the presentation has been included in the official record.

The delegation from Rachel Braithwaite, Barton Village Business Improvement Area, respecting concerns with truck routes going through commercial and residential streets, was received.

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

- (ii) Robert Iszkula, Beasley Neighbourhood Association, respecting public input to the process of establishing the scope and direction of the City's upcoming Truck Route Review (Added Item 8.2)**

Robert Iszkula, Beasley Neighbourhood Association, addressed the Committee respecting public input to the process of establishing the scope and direction of the City's upcoming Truck Route Review, with the aid of a video. A copy of the video has been included in the official record.

The delegation from Robert Iszkula, Beasley Neighbourhood Association, respecting public input to the process of establishing the scope and direction of the City's upcoming Truck Route Review, was received.

A copy of the video is available on the City's website or through the Office of the City Clerk.

- (iii) Beatrice Ekoko, Environment Hamilton, respecting Environment Hamilton's input ref: the terms of reference, goals, objectives and guiding principles, and the scope of consultation etc. in the Truck Route Master Plan Study proposal (Added Item 8.3)**

Beatrice Ekoko, Environment Hamilton, addressed the Committee respecting Environment Hamilton's input in the Truck Route Master Plan Study proposal.

The delegation from Beatrice Ekoko, Environment Hamilton, respecting Environment Hamilton's input in the Truck Route Master Plan Study proposal, was received.

**(iv) Tanya Ritchie, respecting issues with current truck routes and outline ideas for a better solution (Added Item 8.4)**

Tanya Ritchie, addressed the Committee respecting issues with current truck routes and outline ideas for a better solution.

The delegation from Tanya Ritchie, respecting issues with current truck routes and outline ideas for a better solution, was received.

**(v) Sean Burak, respecting the needs of residents and local businesses as they relate to the upcoming rewrite of the Truck Route By-law (Added Item 8.5)**

Sean Burak, addressed the Committee respecting the needs of residents and local businesses as they relate to the upcoming rewrite of the Truck Route By-law, with the aid of a presentation. A copy of the presentation has been included in the official record.

Sean Burak was permitted to address the Committee for an additional 5 minutes to finish his presentation.

The delegation from Sean Burak, respecting the needs of residents and local businesses as they relate to the upcoming rewrite of the Truck Route By-law, was received.

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

**(vi) John Neary, respecting staff report for Truck Route Master Plan Sub-Committee and the Terms of Reference for the Truck Route Master Plan Study Review (Added Item 8.6)**

John Neary, addressed the Committee respecting the staff report for Truck Route Master Plan Sub-Committee and the Terms of Reference for the Truck Route Master Plan Study Review, with the aid of a presentation. A copy of the presentation has been included in the official record.

The delegation from John Neary, respecting staff report for Truck Route Master Plan Sub-Committee and the Terms of Reference for the Truck Route Master Plan Study Review, was received.

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

(g) **STAFF PRESENTATIONS (Item 9)**

(i) **Truck Route Master Plan Review: Terms of Reference (PED19073) (City Wide) (Item 9.1)**

Steve Molloy, addressed the Committee respecting the Truck Route Master Plan Review: Terms of Reference, with the aid of a presentation. A copy of the presentation has been included in the official record.

The presentation from staff respecting the Truck Route Master Plan Review: Terms of Reference, was received.

A copy of the presentation is available at [www.hamilton.ca](http://www.hamilton.ca).

Sub-section (b), to Report PED19073, respecting the Truck Route Master Plan Review: Terms of Reference, was amended by adding the following:

- (b) That Appendix "A" attached to Report PED19073, respecting (Terms of Reference for Truck Route Master Plan Review), ~~be approved by the Truck Route Sub-committee of the Council, so that it can be issue~~ **be amended to be subject to additional opportunities for civic engagement, public meetings, Truck Route Sub-Committee meetings, mainstream and social media opportunities and any other aspect that staff would feel is beneficial.**

An additional sub-section (c), to Report PED19073, respecting the Truck Route Master Plan Review: Terms of Reference, was added as follows:

- (c) ***That \$100,000 from the Red Light Camera Reserve (Account #112203) be dedicated toward enhancing the current Terms of Reference for the Truck Route Master Plan Review Budget, and that the additional budget primarily be directed at enhanced public engagement to help inform the final report back to the Truck Route Sub-Committee.***

For further disposition of this matter, refer to Item 2.

(h) **ADJOURNMENT (Item 15)**

There being no further business, the Truck Route Sub-Committee, was adjourned at 3:46 p.m.

Respectfully submitted,

Councillor Farr, Chair  
Truck Route Sub-Committee

Angela McRae  
Legislative Coordinator  
Office of the City Clerk

## Consulting Services for:

### Truck Route Master Plan Study

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## TERMS OF REFERENCE

### Hamilton Truck Route Study Review

#### 1.0 INTRODUCTION

The City of Hamilton is seeking a proposal to provide professional consulting services to review and update the 2010 Council approved Hamilton Truck Route Master Plan Study (TRMP). The study area is identified in **Figures 1 and 2**. Though we do not anticipate any new road infrastructure projects to be recommended, the study should follow Phases 1 and 2 of the *Municipal Class Environmental Assessment (EA)*, process (October 2000, as amended in 2007, 2011 and 2015).

The TRMP is a strategic document that addresses City-wide goods movement via truck routes, their related issues, conditions, and opportunities. This document is a key component of the Council approved City-wide Transportation Master Plan (TMP) and supports the 2016-2020 Economic Development Action Plan. The TRMP provides guidance that balances the needs of goods movement and trucking industry with the aspiration to minimize the impact of heavy vehicles on the interest of the greater community.

The objective of this review is to determine whether the existing truck route network can support the current and future needs of local, regional and global goods movement, considering the location of Hamilton in the Greater Toronto and Hamilton Area (GTHA) and as the North American Gateway for goods movement. Additionally, to develop a safe, reliable, economically efficient, and environmentally sustainable goods movement network that provides a direct connection between goods-generating land uses, the major multi-modal transportation system and inter-modal terminals, and ensures robust connectivity with the regional and global networks.

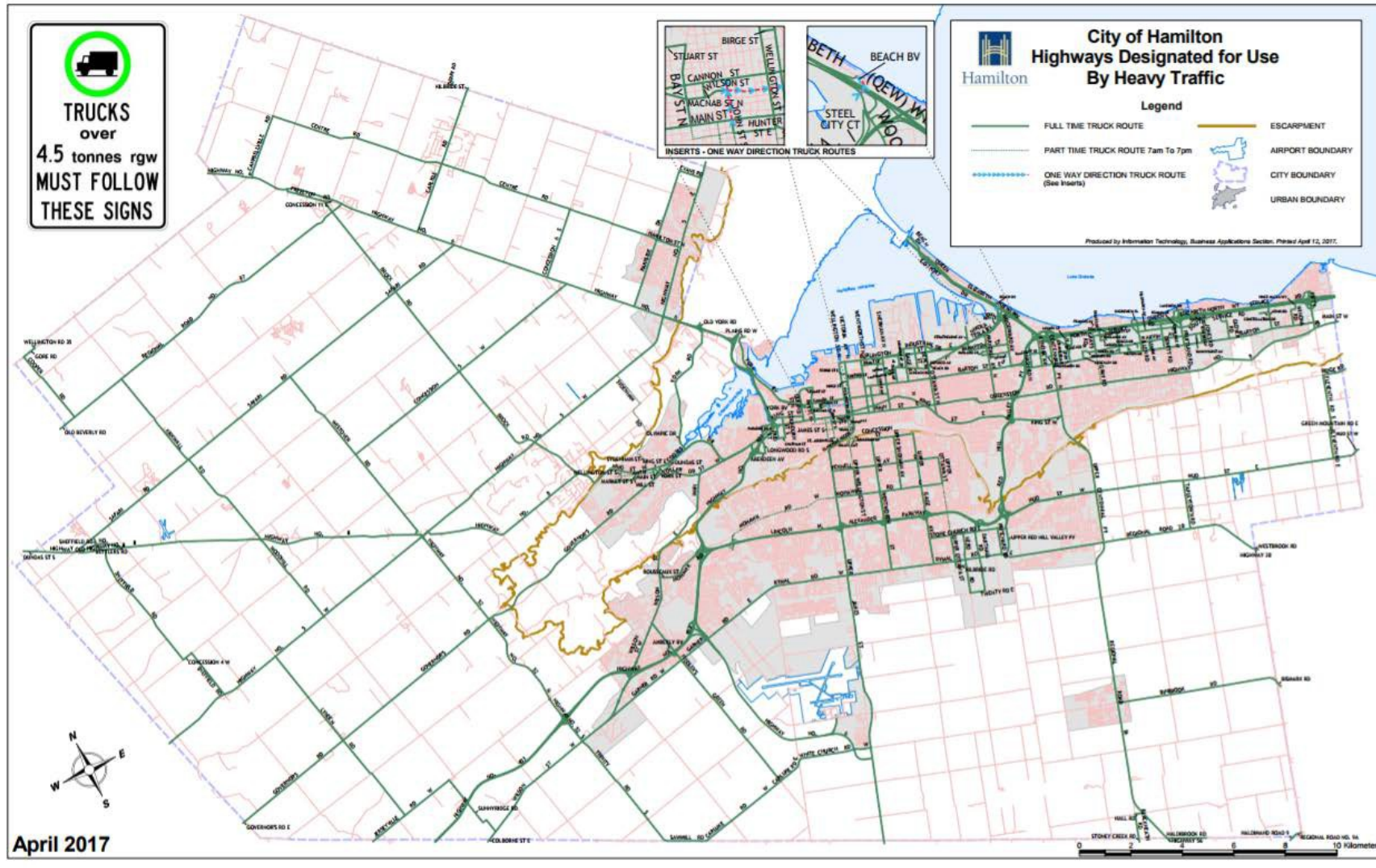
The TRMP update should address the following as a minimum, but not limited to:

- Enhance the vision statement for the City's goods movement;
- Update or renew the objectives and principles of the TRMP, along with technical justifications, in order to achieve the set goals for the truck route network;
- Update the criteria for selecting routes to be included in the truck route network and revise the truck route mapping compatible with the City's GIS system, including system pinch points, which may be restrictive to certain design vehicles (e.g. overhead clearances);
- Review and update of the information that should be contained in the City's By-law to support the truck route network and update of relevant by-law schedules;
- A review of specific community-hotspots and identify a toolbox of solutions (e.g. communications/education programs);
- Identify monitoring and enforcement strategies;
- Investigate best practices relating to routes for "heavy" trucks versus other types of trucks and other truck distinctions;

- Update operational policies such as signing methodology, in particular with respect to the newly adopted hybrid-truck route signing approach;
- A review of boundary roads and connecting links to the regional truck route networks;
- Examines the integration of goods movement into Complete-Livable-Better streets, along with technical justifications, including geometric design considerations;
- Impacts of Climate Change and need to expand seasonal load restrictions; and,
- Develop truck route related policies and recommend implementation strategies.\_

<https://www.hamilton.ca/streets-transportation/driving-traffic/hamiltons-truck-route-network>

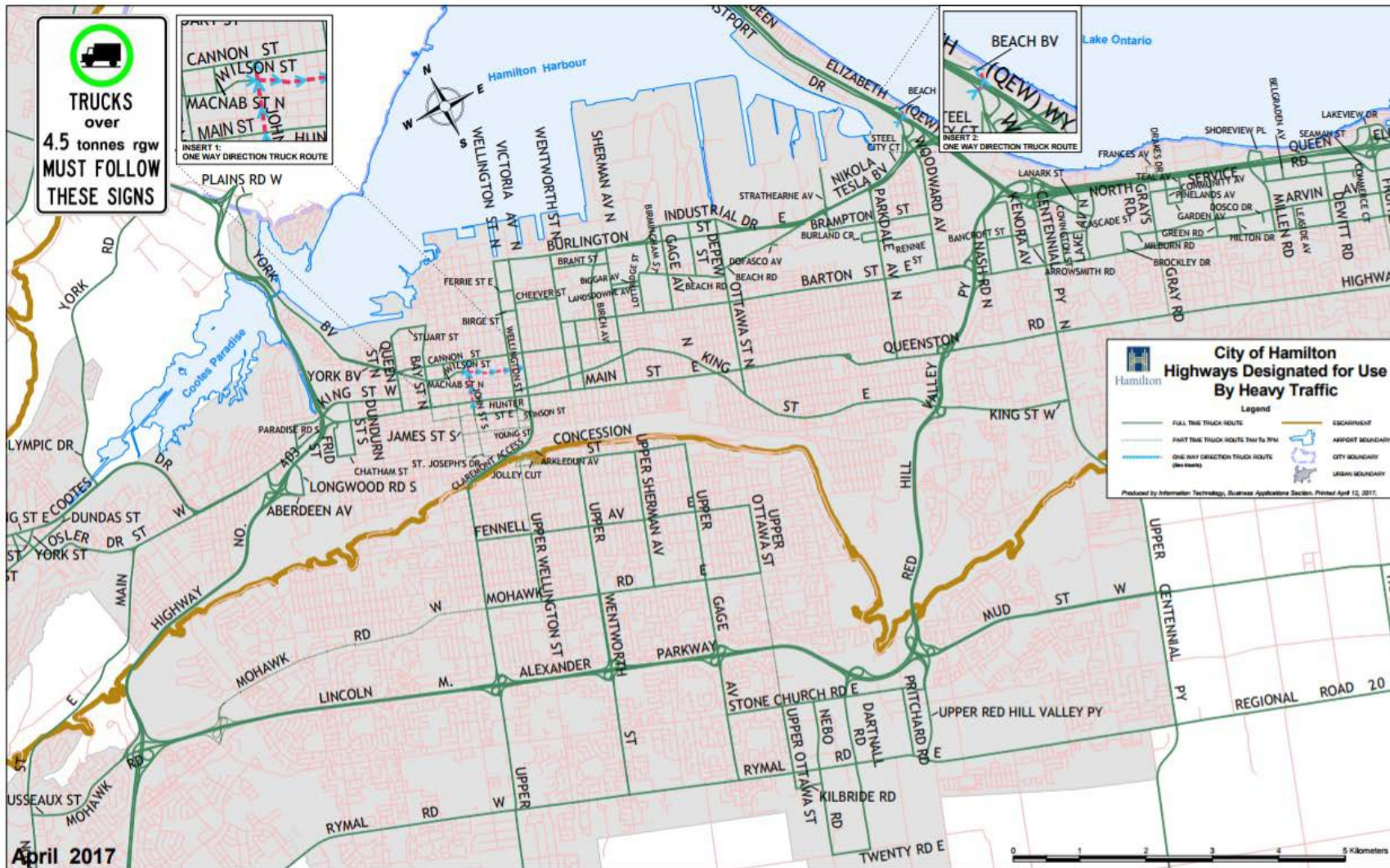
Figure 1: 2017 Truck Route Map



Appendix "A" to Report PED19073  
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Figure 2: 2017 Truck Route Map (Urban)



## 2.0 GOALS, OBJECTIVES & GUIDING PRINCIPLES

### 2.1 Goals of TRMP study update

- To update the 2010 Hamilton Truck Route Master Plan Study, the truck route network map, policies, and implementation strategies that can assist the city in managing the truck route network, for the next five to ten years. With the desire to improve the City's economic prosperity by maximizing the efficiency of goods movement and minimizing the impacts of heavy vehicles on the interests of the greater community and sensitive land uses.

### 2.2 Objectives and Guiding Principles of the TRMP update

The primary objective of this TRMP study update is to evaluate the objectives and principles identified in the 2010 study and illustrated in Table 1. This study will determine whether updated or new objectives and principles are required.

Key considerations for an updated set of objectives include:

- Hamilton's growing role as a regional intermodal transportation centre within the GTHA-Windsor-Sarnia Trade Corridor, Canada's Innovation corridor, and the Ontario- Quebec Continental Gateway Trade Corridor;
- Integration of goods movement in multimodal transportation systems and Complete-Livable-Better (CLB) streets;
- Need to address bottlenecks to ensure adequate levels of service for all users, as the City's employment and population grows;
- Providing connectivity with other regions in the south-central Ontario and into the United States including how bottlenecks beyond the City's boundaries influence goods movement;
- Emerging technologies and trends in manufacturing, freight and transportation industries that will likely have a considerable impact on the future of goods movement in Hamilton; and,
- Approaches to optimize existing infrastructure and capacity, and minimize adverse economic, social, and environmental impacts caused by goods movement.

**Table 1: 2010 Truck Route Study Objectives and Principles**

Objectives	Principles
<ul style="list-style-type: none"> <li>• Identify the purpose and goals of a truck route network, along with technical justification, in order to achieve the goals of the truck route systems;</li> <li>• Set the basic criteria for selecting routes to be included in such a network; and a review of the overall system structure, specific “hot spots”, and boundary roads;</li> <li>• Follow Phases 1 and 2 of the EA process dealing with transportation system problems or opportunities, and alternatives planning strategies respectively;</li> <li>• Summarize the information that should be contained in the City’s By-law (Traffic By-Law No. 01-205) to support the truck route network, and, the by-law and by-law schedules to provide a new comprehensive by-law;</li> <li>• Develop operational specifics such as signing methodology, including engine brake noise issues; and,</li> <li>• Revise truck route mapping to be compatible with the City’s GIS system.</li> </ul>	<ul style="list-style-type: none"> <li>• Balancing social, environmental, and economic factors;</li> <li>• Consistent and transparent decision-making;</li> <li>• Minimizing the demand for enforcement;</li> <li>• Minimizing dead ends in the network;</li> <li>• Transferring of truck traffic to higher quality facilities; and,</li> <li>• Matching relationship of trucks to road category and roadway configuration.</li> </ul>

### 3.0 BACKGROUND

The 2010 Council approved TRMP was developed as a key component of the 2007 TMP as part of the [GRIDS](#) process. The TRMP is utilized to manage the truck route network and contribute to achieve the City’s economic prosperity and improve quality of life.

The development of the Hamilton 2010 TRMP study was consistent with directions taken in the 2008 Metrolinx release of “*The Big Move*”, an integrated multi-modal Regional Transportation Plan (RTP) for the GTHA. Subsequent to the RTP, Metrolinx undertook a GTHA Urban Freight study that fed into background reports as part of the 2018 update to the RTP. The TRMP update is an opportunity to address any policy gaps and inconsistencies between these three documents and develop strategies to move people and goods on shared infrastructures effectively.

The Council approved TMP update (2018) highlights the significance of a reliable goods movement network and freight supportive land uses over Hamilton’s economic growth and prosperity. The TMP update undertook a high-level overview of goods movement policies, supporting actions, and considerations for the integration of goods movement

and Complete-Livable-Better (CLB) streets. It recognized the need for updating the 2010 TRMP, the truck route network map, and a comprehensive review of the truck route network from a connectivity standpoint with other regions in south-central Ontario and beyond.

Aligned with the objectives of the TMP, the truck route network must satisfy the needs for effective transport of goods in integration with other modes of transportation and on shared infrastructure, in the short, intermediate and long term. An increase in the number of truck-related problem locations (Community Hotspots), implementation of Light Rail Transit (LRT), and embracing the CLB streets approach by the City, will need to be addressed as part of this study.

The Proponent will be required to review existing truck route network and outline the current and expected truck route-related problems, as a result of an increase in trucking activities due to anticipated growth, to provide solutions, and recommend supporting policies the City can contemplate to mitigate these matters.

### **3.1 IDENTIFIED ISSUES**

Some issues and community hotspots have been identified concerning truck traffic and truck route network, to review and address as part of the TRMP study:

#### **Network Issues**

- Light Rail Transit – Impact of LRT project over truck route network;
- Lack of a lower Hamilton east-west truck route corridor;
- Connecting Hamilton Airport Employment Growth District to Red Hill Valley Business Park;
- Connecting Hamilton Aerotropolis to Hamilton Port and Intermodal Rail Terminal;
- Downtown Hamilton goods delivery services – curbside lane loading/unloading zone accommodation – permit small to midsize trucks downtown;
- Off-peak delivery service; and,
- 400 series Highway improvements.

#### **Rural Issues**

- Farm equipment;
- Illegal dumping;
- Binbrook-Ancaster agriculture routes;
- Quarry haul routes and impacts on adjacent land uses, such as schools; and,
- Heavy construction vehicles/machinery haul routes.

#### **Road Safety and Environmental Issues**

- Heavy vehicle integration into complete streets;
- Driver behaviour;
- Design integration of heavy vehicles into roundabouts and other road infrastructure;
- Appropriate signage of truck routes;
- Air-brake noise and vibration;
- Dust pollution mitigation;
- Truck traffic speed;

- Distinction between “heavy load” trucks versus other similar sized delivery trucks; and,
- Impacts of climate change on reduced load roadways.

### **Community Hotspots**

- Cannon Street – Bicycle conflict with heavy truck traffic and noise complaints at the intersection of James Street North at Cannon Street;
- Bay Street North – No designated truck route due to new bike lane installation;
- Carlisle Road – Concern with respect to noise, speed and deterioration of the roadbed and pavements condition due to excessive heavy truck traffic;
- Victoria Street – Two-way conversion & creating General Hospital Safety Zone;
- Wellington Street – Creating General Hospital Safety Zone;
- Parkdale Avenue North – General concerns regarding truck route designation;
- Sydenham Hill (Downbound);
- Wellington Street South (Dundas);
- Wilson Street (Ancaster) – No truck route;
- Hess Street North Cannon to Barton – Violation of truck route;
- Dickenson Road – Violation of truck route;
- Gage Avenue – Trucks entering from King Street;
- Millgrove Side Road (Violation of truck route – No signal at Concession 5 and Highway 6);
- Main Street – Downtown Core;
- Sawmill Road - General concerns regarding truck route designation;
- Glover Road Hydro-Line to Rymal Road - Violation of truck route;
- Knox Avenue - Violation of truck route;
- Haldibrook Road and Westbrook Road – Municipal boundary road;
- Barton Street (Stoney Creek) – Lewis Road to Fifty Road (no truck route);
- Cut-through traffic in various neighbourhoods; and,
- Mitigation near sensitive receptors (e.g. elementary schools/day cares).

## **4.0 SCOPE OF CONSULTING ASSIGNMENT**

The Consultant shall submit a work plan and cost estimate reflecting the above scope of work and after further review of relevant background materials and review of the study area. Upon discovery of any discrepancies or omissions through review of this TOR, the Consultant shall request clarification of the matter.

### **4.1 Understanding and Approach to Project**

The Consultant shall demonstrate their knowledge in the design of an effective truck route network, as well as, specific issues that are contributing to the need for a truck route network review, in the City of Hamilton, at the current time. The proponent is also expected to indicate the approach to be taken to define a strategic basis for examining the truck route network as holistic and route by route.

### **4.2 Project Team Qualification and Experiences**

The Consultant shall identify the Project Manager and key staff responsible for the delivery of various tasks of this project. Resumes shall be provided for each team



member not listed on the roster (maximum of two pages) to demonstrate their respective qualification and experience relevant to the scope of this project.

An organizational chart should be submitted to demonstrate the organization of the project team, their specific role, and their reporting hierarchy. The Project Manager and key staff shall demonstrate the skills and ability:

- To manage projects of similar scope, and the ability to deliver high-quality work, on time, and set budget;
- To work as a multi-disciplinary team on projects of similar scope; and,
- To work effectively with a wide variety of interest groups and authorities including all levels of government, special interest groups and the members of the public.

To avoid unexpected disruption in project progress due to unforeseen circumstances, the Proponent shall provide the City’s Project Manager with a contingency plan for key project team members, as well as an organizational chart for this back-up plan.

#### 4.3 Project Schedule and Reporting

- The Consultant shall provide the City with the project schedule (e.g. Gantt-Chart) highlighting the milestones, tasks and subtask with their respective timelines;
- The Consultant should comment on the critical path for this TRMP study on the basis of key project milestones completion dates, and monitor/update the project progress accordingly; and,
- A monthly project status report shall be submitted summarizing the status of the project progress on the task contained in the study schedule, to the satisfaction of the City Project Manager.

<b>Key Milestones</b>	<b>Approximate Completion Dates</b>
Project Award Assignment	Q2 2019
Data Collection	Coordinate with various City Departments/ Divisions, and other agencies Q2 2019
Staff Technical Advisory Committee (TAC) Meeting	Project Commencement - Q3 2019, and subsequent meetings with staff prior to public and stakeholder meetings
Public Consultation/Engagement	Q3 2019
Technical Memorandum	Q3 2019 – Vision, Problem and Opportunity Statement, and Summary of Public and Stakeholders Q&A
Develop Preferred Alternatives/ Solutions & Policy Recommendations	Q1 2020
Public Consultation/Engagement	Q4 2019
Draft Report	Q2 2020
Final Report	Q2 2020
Council Presentation	Q2 2020
Public Review	Q3 2020 for a minimum of 30 days Public Review (if EA filing is necessary)

## 5.0 STUDY WORK PLAN

The Consultant will need to follow a staged process that should reflect the following stages, as a minimum:

### Technical:

- Stage 1: Review of the Relevant Background Material and Problem Identification
- Stage 2: Alternative Solution and Evaluations
- Stage 3: Policy Review and Development
- Stage 4: Study Documentation

### Consultation:

- On-going: Consultation/Engagement Plan and Communications Strategy

The work plan shall be presented in a logical and chronological order to ensure that all necessary steps are completed prior to moving to the subsequent stage in the study. The Consultant is expected to develop an innovative and cost-effective work plan while still satisfying the minimum requirements outlined in this document.

The public consultation/engagement is anticipated at each stage of the study, in order to keep Hamilton's citizens and the stakeholders informed on findings, progress and recommendations as well as avenues for communication. (Allow three weeks publication and mail-out time prior to each Public and Stakeholders Meeting/Invite).

### 5.1 Stage 1: Review of the Relevant Background Material and Problem Identification

The TRMP study update should account for the goods movement requirements for the anticipated population and employment growth based on the Official Plan's structure. The increased demand for transport of goods is directly linked to the population and employment growth and the changing landscape of logistics and goods distribution. Developing the truck route network for the current and future needs of transporting goods will be presented to the various stakeholders, City of Hamilton staff, the general public, and City Council for consideration. Through the investigative methodology, the developed alternatives will be refined until the preferred scenario is identified.

The Proponent should obtain and review the background material and relevant literature, along with the objectives and principles of the existing TRMP study - to be able to identify the current issues, conditions and opportunities of truck route network in Hamilton, and develop the problem and opportunity statement. The City of Hamilton will provide the proponent with the following documents:

- Applicable portions of the Traffic By-law;
- The most updated version of truck route network map-2017 and reduced truckload map-2007, along with previous versions of truck route maps for 2010 and 2014;
- The background information and nature of concern on areas of interest;
- [Hamilton Transportation Master Plan 2018 and supporting reports](#);
- [Hamilton Official Plan](#) ;
- [Hamilton Truck Route Master Plan 2010](#);

- [Hamilton Goods Movement Study Background Review report \(2015\)](#);
- Hamilton Goods Movement Study Report (2005);
- [Hamilton Airport Master Plan](#);
- [Hamilton Port Land Use Plan and supporting documents](#);
- [Metrolinx Regional Transportation Plan](#);
- The Intersection turning movement count and Mid-block counts will be provided by the City, along with the trucks and overall collision statistics. The City-wide 2013-2017 Collision Analysis Report can be retrieved through the link below:  
<https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=178638>;
- [Metrolinx's Strategic Goods Movement Network](#);
- [GTHA Urban Freight Study](#); and,
- [Freight Supportive Guidelines](#) by the Ministry of Transportation of Ontario (MTO).

#### **Consultant Deliverable(s):**

- Technical memorandum that summarizes the findings of Stage 1 including:
  - Vision Statement for the City's Truck Route System within context of City-wide TMP and Goods Movement/Economic Development Strategy;
  - Problem and Opportunity Statement;
  - Updated Goals, Objectives and Guiding Principles; and,
  - Preferred Alternative Strategy(s).
- Preparation of meeting agenda, presentations, handouts, minutes etc.;
- Receive approval from the City of Hamilton for the Table of Content of the TRMP study update;
- Adhere to the requirements of this ToR and liaise with the City's project team as required;
- Assist and collaborate with the city staff in:
  - Chair the Technical Advisory Committee (TAC) meetings, the TAC will be made up of technical and professional City staff (Planning and Economic Development, Transportation Operation, Engineering/Design, Hamilton Police, and Public Health);
  - Attend and act as the moderator-facilitator at themed panel discussions (maximum two) relating to truck routes organized by the City;
  - Conduct focus group meetings (maximum of three);
  - Adjacent Municipal and Provincial government agencies meeting (one); and,
  - Public Information Centres (PICs) (maximum of two).

#### **Staff Responsibility:**

- The City will prepare the Notice of Study commencement and will arrange delivery to affected public agencies and advertising;
- The City will make arrangements for meetings and PIC locations and logistics;
- The City will be responsible for the selection process relating to any focus group and associated meeting logistics; and,
- Monitor progress, coordinate City resources, circulate requests for information to the appropriate departments and respond to questions in a timely manner.

### 5.3 Stage 2: Policy Review and Development

This stage consists of a comprehensive review and update of the truck route related policies and guiding literature that are developed to provide direction for managing the goods movement in Hamilton. A review and update of these policies will form a robust foundation for the development of the TRMP update.

The policy review and consideration of new policy papers should be within the social, economic, and environmental contexts. Key considerations include:

- The prioritization of truck route network improvement:
  - This could include evaluation criteria as part of a transparent framework for assessing future goods movement priorities, which may include network connectivity, environmental sustainability, economic efficiency, safety, community impact, integration with CLB streets, cost and constructability.

#### Consultant Deliverable(s):

- Technical memorandum that summarizes the findings of Stage 2 that will include:
  - Development of policy for goods vehicle access and curbside loading/unloading zones in urban areas;
  - Development of policy for safe operation of Long Combination Vehicles (LCV) for the transport of goods;
  - Development of policy for integration of goods movement into CLB streets;
  - Review the potential for embracing Urban Consolidation Centers (UCC), their significance in sustainable freight transport, and consideration for future updates of Official Plan and Zoning By-laws; and,
  - A review of embracing emerging technologies in goods movement in Hamilton and their potential impact on socio-economical environments.
- Propose wording changes required to the Traffic By-law.

#### Staff Responsibility:

- Monitor project progress, coordinate City resources, circulate requests for information to the appropriate departments and respond to questions in a timely manner; and,
- Review the recommended policies and provide feedback on all deliverables.

### 5.2 Stage 3: Alternative Solution and Evaluation

This stage consists of a qualitative and quantitative assessment of alternatives developed, and documentation of the opportunities and constraints for changes to the truck route network based on both the current and projected future needs. For systematic determination of alternative and development of efficient, reliable, economical, and environmentally sustainable truck route network, the consultant should assume the following, as a minimum:

- Develop a strategic vision paper, elaborating on the purpose and importance of the truck route network in general and the advantage of a system in the Hamilton context, as well as the context of truck goods transport by road in the future needs;
- Undertake field investigations, where new or modified roads associated with seasonal restrictions may be proposed, to characterize the road network and determine

whether these roads should become part of the truck route network;

- Include the safety component as part of the evaluation process to justify the proposed truck route network, wherever possible and deemed necessary. Tabulate five-year collision frequency for the intersections and Mid-blocks of the roads that could potentially be added or removed from the network. The analysis should specifically document truck related collisions and identify countermeasures for safety improvements as part of truck route revision;
- Examine the attributes required of the truck route network in general and at the roadway level. This will address the integration of trucks into CLB streets from design and as well as the social and environmental perspectives. The possible issues are, but not limited to: lane widths, pavement strength, corner turning radius, safety of vulnerable road users, connectivity, density of route structure, preferred type of adjacent land uses (including sensitive receptors such as day cares, elementary schools and retirement residences) etc.;
- Develop a recommended truck route network that will best serve the movement of commercial traffic in the City of Hamilton. Provide alternatives for consideration in satisfaction with the minimum requirement of the Municipal Class EA;
- Develop a suitable number of criteria to evaluate each of the truck route alternatives appropriately. The evaluation method developed must be easily understandable to the public;
- Review and comment on the validity and acceptability of the current by-law literature; and,
- Undertake the evaluation of each alternative and select a preferred alternative.

#### **Consultant Deliverable(s):**

- Technical memorandum that summarizes the findings of Stage 3 including:
  - Recommended alternatives; and,
  - Truck route network map for each alternative.
- Preparation of material and attendance at City meetings, Stakeholders meetings, Focus Groups meetings, PICs, and any other public outreach and community events.

#### **Staff Responsibility:**

- The City will make arrangements for meetings and PIC locations and logistics;
- Monitor progress, coordinate City resources, circulate requests for information to the appropriate departments and respond to questions in a timely manner; and,
- The City Project team will review the developed alternatives and recommended solutions and will provide comments in a timely manner.

### **5.4 Stage 4: Study Documentation**

Developing the truck route network for the current and future needs of transporting goods will be presented to the various stakeholders, City of Hamilton staff, members of the public, and Council for consideration.

In this stage, all of the study findings and received feedback from the public, stakeholders and City staff should culminate in the final draft report for review by the City's Project team and endorsement by the City Council.

**Deliverable(s):**

- Technical memorandum that documents the City's goods movement vision statement, problems and opportunities statement, and inventory of the technical, social, and economic environments, to be considered in the development of alternatives and solutions;
- Technical memorandum that will form a part of the TRMP update report, in addition to the vision statement and problem and opportunity statement, this document will contain:
  - The technical, social, economic, environmental, and health criteria used in the development of alternatives;
  - All recommended alternatives;
  - The possible positive and negative impacts of each alternative on social, economic, environment and health, as well as a systematic evaluation of each, identified alternative, in terms of their advantages and disadvantages; and,
  - Identify and recommend the preferred alternative with a network map for presentation and Public and Council consideration.
- A summary memorandum of inputs received during the public consultation, focus groups meeting, and agencies circulation;
- A Truck Route Master Plan Study Update draft report that documents all analysis, findings, and recommendations for review by the City of Hamilton. The draft report will also document the public consultation that was completed as part of the study and will include: (an electronic copy (PDF and MS WORD-file) of the draft report shall be submitted);
  - Policy recommendations;
  - Network Improvements and associated priorities including cost saving and funding sources (Federal/Provincial Grants); and,
  - The final revision of the selected/approved truck route network map.
- A Truck Route Master Plan Study Review final report documenting all activities undertaken to date through the Approach #1 of the EA process for master plans;
- Based in the final plan, prepare a revised by-law schedule of defined truck routes, in an electronic form (MS WORD) identical to the current by-law, so that the new listing may be presented to Council for approval;
- Develop any wording changes required to the Traffic By-law text; and,
- Electronic copies (PDF-file and MS WORD) of the final report and the network maps are to be submitted to the City of Hamilton.

**Staff Responsibility:**

- Monitor progress, coordinate City resources, circulate requests for information to the appropriate departments and respond to questions in a timely manner;
- The City will make arrangements for meetings and PIC locations and logistics;
- Review and provide feedback on all deliverables, in a timely manner;
- Obtain Council endorsement for the final recommendation of the Truck Route Master Plan Study review, the final truck route network map, and filing the final TRMP report in public records, via a report to Council; and,
- Printing of final reports (as required).

**Intellectual Property Rights:**

*All reports produced by the Consultant will become property of the City of Hamilton. These reports and any other documents or presentation material may be produced and distributed as decided by the City without any required permission from the consultant who authored them.*

*Personal Information provided through public comments is collected by the City of Hamilton in accordance with the Freedom of Information and Protection of Privacy Act and will be used by the City in making a decision on this project. With the exception of personal information, all comments will become part of the public record.*

**5.5 Public Consultation/Engagement Plan**

Through their identified work plan, the Consultant should develop a consultation plan and an effective communication strategy to ensure that people are well informed of this strategically important project. It will be vital to the citizens of Hamilton that they understand the scope and reason for the project, identification of the current issues, as well as any potential short, intermediate and long-term impacts, both locally in their neighbourhood, as well as the City as a whole. The consultation process will serve the Project Team and City staff with an understanding of the position and needs of the community, and the industry through citizen and stakeholders input. The proposed strategy should make use of emerging technologies, yet, be cognizant that not all residents may have access to certain technology and provide alternatives to maximize participation.

Several key stakeholders should be consulted over the course of TRMP update to merge resulting insights for the development of an efficient network. Below is a summary of potential meetings with the various stakeholders. The proponent should identify the number of required meetings within their Proposal.

<b>Stakeholder Group(s)</b>	<b>Potential Number of Meetings</b>
City Project Team	4
Adjacent Municipalities/Provincial Agencies	1
Council Truck Route Sub-committee	2
Moderate-Facilitate Panel Discussion/Focus Groups	4
Business Community (BIAs, Chamber of Commerce)	2
City-wide Open Houses/Engagement Meetings	2 (1 Mandatory and 1 Optional)
Council Meeting	1

To be subject to additional opportunities for civic engagement, public meetings, Truck Route Sub-Committee meetings, mainstream and social media opportunities and any other aspect that staff would feel is beneficial.

It is upon the discretion of the Proponent to develop their preferred engagement strategy approach which will likely be based upon their experience on previous related projects; however, the following should be considered, as a minimum:

- Public Information Centres/Workshops, Moderated Panel Discussions, Focus Groups, Open Houses, Pop-Up community events;
- Public Surveys/Questionnaires – including collection, analysis, presentation and distribution of data/results; and,
- Meetings - with staff, stakeholders, review agencies, associations, committees and Council.

The strategy should be cognizant of *Accessibility for Ontarians with Disabilities Act* (AODA) requirements.

#### **Consultant Deliverable(s):**

- Preparation of materials and attendance at Project Team Meetings, Stakeholder Meetings, Public Meetings, and Council;
- Preparation of all meeting agendas and minutes;
- Preparation of content to be housed on the City's project web page;
- Preparation of materials, including graphics and text for display boards, surveys as required, for all public meetings;
- Assist in the preparation of content/material to support City staff's attendance at various pop-up engagement events;
- Reports that summarize the approach and feedback received from each public consultation/engagement method; and,
- Support City staff with public inquiries, as needed.

#### **Staff Responsibilities:**

- Preparation and maintaining a contact list over the course of the project, in collaboration with City staff. The list shall include affected Provincial and Municipal government ministries/agencies, Hamilton Airport Authorities, Hamilton Port Authorities, and conservation authorities;
- The City's Project Manager will be responsible for responding to all public inquiries;
- The City's Project Manager and support team will participate in strategic pop-up engagement events throughout the City;
- The City will make arrangements for meetings and PIC locations and logistics;
- Monitor progress, coordinate City resources, circulate requests for information to the appropriate departments and respond to questions in a timely manner;
- The City will set up and maintain the project website;
- The City's Project Manager will review all technical report/memos, display, web materials prepared for the study;
- The City will monitor/ensure compliance to EA process and practices; and,
- The City will obtain Council endorsement for the final recommendations and filing of the TMP report in the public record, via a report to Council.

#### **Defined Public Consultation:**

- Notice of Project Commencement – to be announced on the City's website and local newspapers to the attention of the general public and agencies;
- Staff Technical Advisory Committee meeting prior to each public information centre and key decision-making events/meetings of the study – to provide input and advice on the identified issues; and,



- Speaker Series/Focus Group meetings to obtain feedback.

## 6.0 STATEMENT OF REQUIREMENTS

The Successful Proponent will prepare a draft and final Hamilton Truck Route Master Plan Study Update report, which will satisfy Phases 1 and 2 of the Environmental Assessment process.

### Deliverable(s):

- Truck Route Study Review Report – an electronic copy of pdf and other applicable formats:
  - Vision Statement for City's goods movement policy;
  - Problem and opportunity statement;
  - Review of preferred strategy and targets;
  - Updated policy papers and develop new policies;
  - Updated relevant By-Law schedules;
  - Preparation of materials and attendance at project team meetings, stakeholder meetings, public meetings and the Council;
  - Preparation of all meeting minutes;
  - Preparation of content to be housed on the City's project web page;
  - Report recommendations;
  - Truck Route Network Map compatible with the City's GIS and open data platform;
  - Truck Route Network improvements and associated priorities;
  - Cost impacts, including funding sources and cost of do-nothing approach; and,
  - Decision-making toolbox.

# Added Presentation to Item 8.1

City of Hamilton

April 1, 2019

Peter Burroughs

Subject: Unsafe Roadway South Service Rd, East of Belgraden Ave. Stoney Creek

On November 14<sup>th</sup>, 2014 at 9:47 pm our lives took a tragic turn when our son Keith Burroughs and his wife Nicole Hunt were tragically killed in a car accident.

We have done a lot of investigating about this curve on the south service road and have found that it is unsafe and improperly signed to protect motorists from travelling safely after dark.

The road has no illumination and is very easily mistaken to be straight instead of curved.

The investigating officers that did the accident reconstruction noted deficiencies in the road safety and noted these problems in their findings of the accident.

We had an independent Engineering report done on the road and the findings concurred with the Hamilton Police Department that there were problems with this road.

Since the accident, the speed limit was reduced to 60 KPH from 80 KPH and recently delineators were installed on the curve.

We feel that this is not enough to stop people from possibly getting hurt or killed on that part of the road.

There is no ditch on the north side of the curve and in the field there is a 6 foot drop into a small water run off area.

We feel that if there was sufficient warning such as a checkerboard or Chevron markers or even a rumble strip centre line that this accident may not have happened.

According to the Ontario Traffic Manual it is the City of Hamilton's responsibility to make our roads safe and to meet the guidelines set out by the OTM.

We are including several pictures and documents to support our position.

Picture 1 and 2 show the speed limit at the time of the accident and what a driver sees as they are travelling east on the South Service Road.











Pictures number 3 and 4 show the approach to the accident and the eventual resting place when the accident was finished.











Picture number 5 show the roadway from the approach during the day. As you can see there is no protection for motorists on this roadway, there is no ditch or anything to stop someone from leaving the roadway especially in the dark.

Picture number 6 shows the hill that drops off after you leave the road which made the car go air born and and flip and role several times.











The next 2 pages are the report from Detective Wes Wilson of the Hamilton Police Department and his observations of the scene of the accident and the roadway conditions.

## Supplementary Occurrence Report

Hamilton Police Service

Occurrence: 14826440 Motor Vehicle Collision - Fatal

@2014/11/14 21:48

Author: #870 WILSON, W.

Report time: 2015/01/04 10:37

Entered by: #870 WILSON, W.

Entered time: 2015/01/04 10:37

**Report:**

### Detective Constable Wes WILSON # 870 will state that:

I am employed as member of the Hamilton Police Service and am currently assigned as a Collision Reconstructionist in the Collision Reconstruction Unit of the Traffic Services Division. I have investigated numerous Fatal and Serious motor vehicle collisions. I am qualified and certified to use the SOKKIA total station. On Friday November 14th 2014 at approximately 10:15 PM I was called at home by the Communications Supervisor who advised that there was a serious MVC-PI on the South Service road in the City of Hamilton and that I would be required to attend the scene. I arrived at the traffic office a short time later and met up with my partner Det/Cst B. PATERSON #686. It was discussed at this point that PATERSON would be the OIC for this investigation and I would map the scene and assist as required.

We then left the office and attended the scene located at South Service and Dewitt Roads. Patrol had the scene secure and only Police / Fire / EMS were observed within the scene. We were met by, Duty Officer McGUIRE, S/Sgt WEBBER, Det SMITH (CID), and the Coroner Dr LAING, it was at this point I learned that both occupants of the motor vehicle had been pronounced. One male driver and one female passenger. HFD officers on scene stated that the driver had a strong odour of alcohol on him while they were performing CPR.

I then made the following observations:

South Service Rd runs east / west with a 80km/hr limit.

The area is dark with little artificial lighting.

There is a cautionary curve ahead warning sign with a 60km/hr limit just prior to the scene.

The roads were bare and dry with good markings

South Service Road runs next to the QEW and is separated by a chain-link fence.

There are NO Chevron (arrowhead) signs which are posted in groups to guide drivers around sharp curves in the road.



Hamilton Police Service

FOI



Tire marks in the grass indicate that the vehicle continued traveling straight, instead of turning to the right for the curve.

Two large divots were observed in the ground, consistent with the vehicle going airborne then rolling over.

A Honda motor vehicle bearing Ontario licence BAHT 770 with severe damage.

Information received was that the occupants of the vehicle were husband and wife and that they had two small children that were unaccounted for. I requested K9 to respond and conduct an area search of the scene.

I was advised by K9 Officer WILLSON that the search was negative for any other victims within the area. A short time later information came that the children had been located safe and sound.

I then completed the mapping of the scene.

**It is the writer's opinion that a driver heading eastbound may mistake the street lights at or near Fruitland Rd as that of the headlights of a vehicle coming westbound towards them, thus giving the driver of the eastbound vehicle the illusion that the South Service Road runs straight and does not curve to the right.**

**This is also in combination with the lack of Chevrons, little to no street lighting and the suspected impairment of the driver.**

At approximately 3:46 AM we left the scene and returned to the office were I completed the required paperwork prior to going home.

On Saturday November 15th 2014 at approximately 10:55 AM I attended along with Det/Cst PATERSON to the HGH morgue for the P.M. of the deceased driver, now known to me as Keith BURROUGHS (79.01.21) present for the P.M. were:

Dr RAO

Tech's: Imy SAMJON and Evan STEWART

Det/Cst PATERSON

Det ZWICKER - IDENT

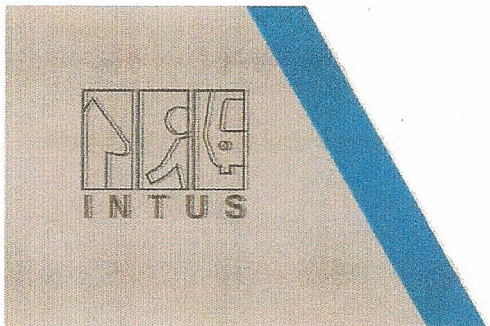
P.C.'s WILLIAMSON #1195 & HENRY #47 who were there for recruit training

myself.

The P.M. started at 11:00 AM and was completed at 12:25 PM

Hamilton Police Service  
FBI

The next 2 pages are from the extensive Engineering report we had done and the findings of that report.



# Traffic Engineering & Road Safety Report

Single-vehicle Crash  
November 14, 2014  
South Service Road West of Dewitt Road  
Hamilton, Ontario, Canada

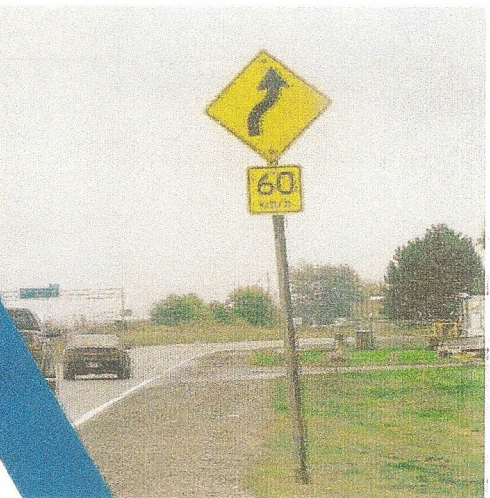
Prepared for:

Robert J. Hooper  
Hooper Law Offices

Court File:

Burroughs v Burroughs

Court File No. 16-56151  
Ontario Superior Court of Justice





Single-vehicle Crash  
South Service Road West of Dewitt Road  
Hamilton, Ontario, Canada

October 2, 2017

explicit and strong visual information to the contrary. The "information" to be provided to the road user, as mentioned above, is typically delivered via TCDs that better inform motorists of the actual roadway alignment. Without these TCDs, the perceptual illusion creates a violation of driver expectancy, and a trap for the unwary motorist. Since, the road authority did not provide either CHEVRON ALIGNMENT signs and/or a CHECKERBOARD sign to inform motorists that the South Service Road curved to the right, the road authority created an unreasonable risk of harm for eastbound motorists.

## 9.0 CONCLUDING OPINION

From my analysis documented in this report, it is my opinion that:

- The responsibility for traffic signs on the South Service Road rests with the City of Hamilton.
- The eastbound approach to the subject curve was equipped with an incorrect roadway alignment sign that may have given the impression to motorists that the curve was not very sharp.
- The roadway alignment sign was located closer to the intersection than recommended by the OTM, but this was reasonable given the intersection with Belgraden Avenue.
- The subject curve was missing CHEVRON ALIGNMENT signs and/or a CHECKERBOARD sign.
- The physical features of the crash location may have misled motorists into perceiving that the South Service Road was straight, as opposed to curving to the right.
- The City of Hamilton did not comply with good practice with respect to traffic signing that warns of and delineates the subject curve.

## 11.1

## CITY OF HAMILTON

## MOTION

Public Works Committee: April 1, 2019

MOVED BY COUNCILLOR J. FARR.....

SECONDED BY COUNCILLOR .....

**Public Planning Results for 2018 Plan Local Initiative Resulting in Ward 2 Area Rating Funded Projects (Ward 2)**

- (a) (Central, Durand and Stinson Neighbourhood) That \$400 for a total of 13 metal containers, at \$30 per metal container be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (b) (Central Neighbourhood 15, Corktown Neighbourhood 1, Durand Neighbourhood 7, Stinson Neighbourhood 3) That \$39,000 for public bench seating (the installation of 32 standard bench seating), be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (c) (Stinson Neighbourhood) That \$149,850 for Graffiti removal and curbing by Mural(s) Under Claremont Access to act as a “gateway”, as Wards 2 and 3 meet at the Access, be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (d) (Beasley Neighbourhood) That \$75,000 for Graffiti Removal/Prevention at Ferguson Station and a public art mural at 250 King St. E. be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052; and that the International Village BIA be authorized to facilitate these initiatives;
- (e) (Beasley Neighbourhood) That \$27,000 for Concrete Planters for the Cannon Bike Track be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (f) (Beasley and Central Neighbourhood) That funding in the amount of \$69,000 for trees be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052 (15k for Central, 54k for Beasley);
- (g) (Corktown Neighbourhood) That \$60,000 for playground equipment for Corktown Park & Shamrock park be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (h) (Central, Corktown and Durand Neighbourhood) That \$105,000 for installation of a solar lighting be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052; (Central 5, Corktown 1 and Durand 1);

- (i) (Corktown Neighbourhood) That \$75,000 for Bike path at Shamrock Park 120m long multi-use path beside the existing sidewalk so cyclists can ride from existing Ferguson bike lanes to the tunnel – to Young St., be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (j) (Durand Neighbourhood) That \$15,000 for installation of completion of the Durand heritage neighbourhood street signage be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (k) (Central Neighbourhood) That \$6000 for 15 Hanging Baskets be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (l) (North End Neighbourhood) That \$100,000 for bathroom upgrades at Eastwood Park be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (m) (North End Neighbourhood) That \$56,000 for playground equipment for Eastwood Park be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (n) (Central Neighbourhood) That \$21,000 for planters be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052; and,
- (o) 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.

# REVISED Item 11.1 CITY OF HAMILTON

## MOTION

Public Works Committee: April 1, 2019

**MOVED BY COUNCILLOR J. FARR.....**

**SECONDED BY COUNCILLOR .....**

### **Public Planning Results for 2018 Plan Local Initiative Resulting in Ward 2 Area Rating Funded Projects (Ward 2)**

- (a) (Central, Durand and Stinson Neighbourhood) That \$400 for a total of 13 metal containers, at \$30 per metal container be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052, and that \$18,930 be included in the Public Works Department 2020 base operating budget submission for the ongoing maintenance of the waste containers;
- (b) (Central Neighbourhood 15, Corktown Neighbourhood 1, Durand Neighbourhood 7, Stinson Neighbourhood 3) That \$39,000 for public bench seating (the installation of 32 standard bench seating), be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (c) (Stinson Neighbourhood) That \$149,850 for Graffiti removal and curbing by Mural(s) Under Claremont Access to act as a “gateway”, as Wards 2 and 3 meet at the Access, be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (d) (Beasley Neighbourhood) That \$75,000 for Graffiti Removal/Prevention at Ferguson Station and a public art mural at 250 King St. E. be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052; and that the International Village BIA be authorized to facilitate these initiatives;
- (e) (Beasley Neighbourhood) That \$9,000 for Planters for the Cannon Bike Track be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052, and that \$2,980 be included in the Public Works Department 2020 base operating budget submission for the ongoing maintenance of the planters;
- (f) (Beasley and Central Neighbourhood) That funding in the amount of \$75,000 for trees be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052 (15k for Central, 54k for Beasley), and that \$990 be included in the Public Works Department 2020 base operating budget submission for the ongoing maintenance of the street trees;

- (g) (Corktown Neighbourhood) That \$60,000 for playground equipment for Corktown Park & Shamrock park be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (h) (Central, Corktown and Durand Neighbourhood) That \$105,000 for installation of a solar lighting be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052; (Central 5, Corktown 1 and Durand 1);
- (i) (Corktown Neighbourhood) That \$75,000 for Bike path at Shamrock Park 120m long multi-use path beside the existing sidewalk so cyclists can ride from existing Ferguson bike lanes to the tunnel – to Young St., be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (j) (Durand Neighbourhood) That \$15,000 for installation of completion of the Durand heritage neighbourhood street signage be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (k) (Central Neighbourhood) That \$6000 for 15 Hanging Baskets be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052, and that \$3,100 be included in the Public Works Department 2020 base operating budget submission for the ongoing maintenance of the hanging baskets;
- (l) (North End Neighbourhood) That \$100,000 for bathroom upgrades at Eastwood Park be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (m) (North End Neighbourhood) That \$56,000 for playground equipment for Eastwood Park be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052;
- (n) (Central Neighbourhood) That 12,600 for planters be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052 and that \$3,900 be included in the Public Works Department 2020 base operating budget submission for the ongoing maintenance of the planters; and,
- (o) 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.

# 11.2

# CITY OF HAMILTON

## MOTION

Public Works Committee: April 1, 2019

**MOVED BY COUNCILLOR J. FARR.....**

**SECONDED BY COUNCILLOR .....**

**Implementation of Alternate Concept Design for Concrete Planters on James St. S. Between Duke St. and Bold St. (Ward 2)**

WHEREAS, the recent installation of concrete planters to act as required pedestrian safety measures on the west side of James Street South between Duke Street and Bold Street requires adequate modification as a result of input by local businesses stating that the current configuration greatly limits visibility of their businesses; and,

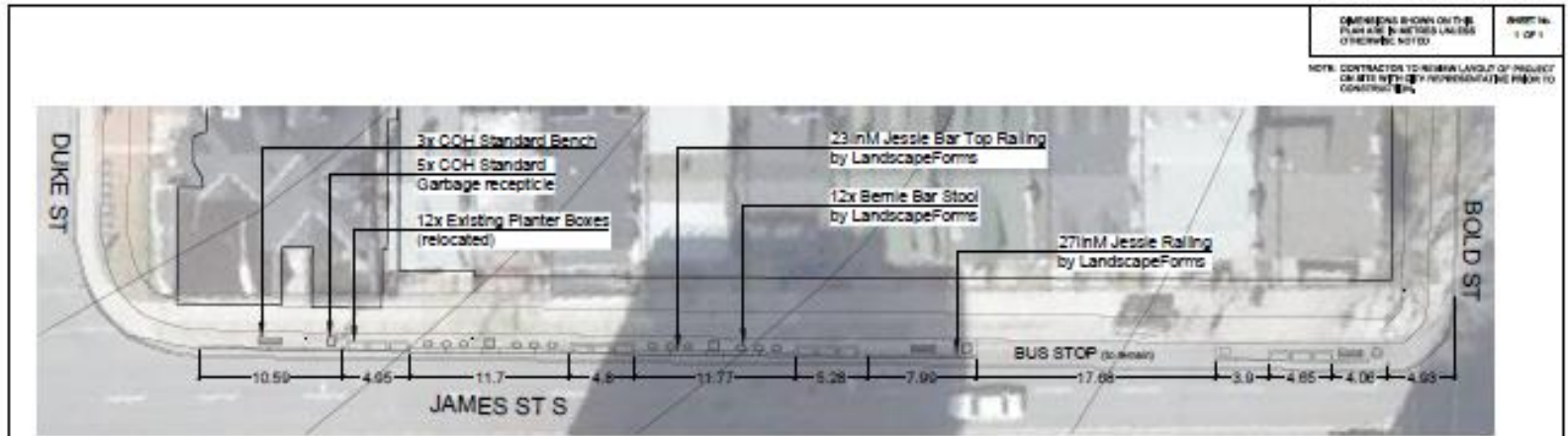
WHEREAS, an alternate concept design requires the removal of some planters and replacement with an enhanced railing and some permanent seating has been approved by local business and residents following consultation respecting what a modification should entail;

THEREFORE, BE IT RESOLVED:

- (a) That Public Works implement the alternate concept design attached as Appendix "A" to the Motion respecting the Implementation of Alternate Concept Design for Concrete Planters on James St. S. Between Duke St. and Bold St. and, in keeping with City standards, be funded from the Ward 2 Area Rating Special Capital Reserve No. 108052 up to \$100,000; 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.

Appendix "A" to Motion respecting the Implementation of Alternate Concept Design for Concrete Planters on James St. S. Between Duke St. and Bold St. (Ward 2)

JAMES ST S - Beautification Project



Artists Rendering of James St S Beautification and Urban Edge Enhancements:



Future view along James South: Looking South to Duke St



Future view along James South: Looking SouthWest



Future View along James South: Looking SouthWest



Future view along James South: Looking SouthWest Near Bold St



Future view along James South: Looking NorthWest Near Duke St



Future view along James South: Looking north Jessie Bar Rail and Bernie stools



Future view along James South: Looking North Jessie Rail

LandscapeForms Site Furniture:



Jessie Railing with Bernie Bar Stools



NO.	REVISIONS	DATE	BY	CHKD

DRAWN BY: CHECKED BY: DATE PLOTTED: PROJECT NO.: DRAWING NUMBER: SHEET NUMBER (OF TOTAL SHEETS):	SCALE: NTS (as applicable)
---	-------------------------------

TITLE: Landscape Artistic Urban Furniture DRAWN BY: [Name] CHECKED BY: [Name] DATE: [Date]
---



City of Hamilton  
Planning and Economic Development

JAMES ST S - Beautification Project  
Proposed Urban Edge Concept

L1

# 11.3

# CITY OF HAMILTON

## MOTION

Public Works Committee: April 1, 2019

**MOVED BY COUNCILLOR C. COLLINS.....**

**SECONDED BY COUNCILLOR .....**

**Sidewalk Repairs and Rolled Curb Replacements (Ward 5)**

- (a) That \$160,000 be allocated to sidewalk repairs and rolled curb replacements in Ward 5, and that the capital works be funded by utilizing the Ward 5 – 2019 Area Rating Reserve (#108055); 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.



# 11.4

# CITY OF HAMILTON

## MOTION

Public Works Committee: April 1, 2019

**MOVED BY COUNCILLOR S. MERULLA.....**

**SECONDED BY COUNCILLOR .....**

### **Area Rating Special Capital Re-Investment Reserve Funded Projects (Ward 4)**

WHEREAS, Tragina Avenue, within Ward 4 is in need of rehabilitation to extend the life of the roadway and therefore improving service levels and reducing maintenance costs; and,

WHEREAS, Melvin Avenue, within Ward 4 is in need of rehabilitation to extend the life of the roadway in addition to improved cycling facilities as defined through the City of Hamilton Transportation Master Plan and therefore increasing service levels and reducing maintenance costs;

THEREFORE, BE IT RESOLVED:

- (a) That Tragina Avenue, from Normandy Road to Main Street East, at an estimated cost of \$300,000, be rehabilitated using asset preservation practices, with the work to include the rehabilitation of the existing asphalt with repaving, along with concrete repairs;
- (b) That Melvin Avenue, from Shelby Avenue to Woodward Avenue, at an estimated cost of \$1,030,000, be rehabilitated using asset preservation practices, with the work to include the rehabilitation of the existing asphalt with repaving, along with concrete repairs;
- (c) That \$1,030,000 from Reserve #108054 – Ward 4 Area Rating Special Capital Reinvestment Reserve – be utilized to fund the road rehabilitation design using asset preservation practices for the roadways noted above;
- (d) That cycling facilities be coordinated with the resurfacing of Melvin Avenue from Walter Avenue to Woodward Avenue as identified within the Transportation Master Plan as identified and funded within the 2019 Capital Budget submission;
- (e) That the General Manager of Public Works be authorized to prepare design and tender documents as required for the above-noted works; and,

- (f) 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.