



City of Hamilton
PUBLIC WORKS COMMITTEE

Meeting #: 19-017
Date: December 2, 2019
Time: 9:30 a.m.
Location: Council Chambers, Hamilton City Hall
71 Main Street West

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

	Pages
1. APPOINTMENT OF COMMITTEE CHAIR AND VICE-CHAIR FOR 2020	
2. APPROVAL OF AGENDA	
(Added Items, if applicable, will be noted with *)	
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4. APPROVAL OF MINUTES OF PREVIOUS MEETING	
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12. NOTICES OF MOTION**13. GENERAL INFORMATION / OTHER BUSINESS**

13.1	Amendments to the Outstanding Business List
13.1.a	Items Requiring a New Due Date:
13.1.a.a	Additional Report on Vision Zero
	Item on OBL: AP
	Current Due Date: December 2, 2019
	Proposed New Due Date: January 13, 2020
13.1.b	Items Considered Complete and Needing to be Removed:

- 13.1.b.a Annual Clean and Green Strategy Progress Update
2018 Year-End Update addressed as Item 1 of Public Works Committee Report 19-009 (PW19050)
Annual reporting requirement added to Environmental Services Division's annual workplan, so the Outstanding Business List Item can be removed.
Item on OBL: H
- 13.1.b.b Review and Update Option 4 of Strategic Renewal and New Construction Strategy within the Use, Renovation and Replacement Study of Hamilton Recreation and Public-Use Facilities (every five years)
2018 Report addressed as Item 14 of Public Works Committee Report 18-010 (PW18065)
Quinquennial (every 5 years) reporting requirement added to Energy, Fleet and Facilities Management Division workplan, so the Outstanding Business List Item can be removed.
Item on OBL: A
- 13.1.b.c Annual Report on Watermain Breaks
2018 Report addressed as Item 3 of Public Works Committee Report 19-010 (PW19060)
Annual reporting requirement added to Hamilton Water Division's annual workplan, so the Outstanding Business List Item can be removed.
Item on OBL: AI

14. PRIVATE AND CONFIDENTIAL

- 14.1 DARTS Master Operating Agreement Renewal (PW19110/LS19047)
(City Wide) (to be distributed under separate cover)

Pursuant to Section 8.1, Sub-sections (f) and (k) of the City's Procedural By-law 18-270, and Section 239(2), Sub-sections (f) and (k) of the *Ontario Municipal Act, 2001*, as amended, as the subject matter pertains to the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

15. ADJOURNMENT



PUBLIC WORKS COMMITTEE MINUTES 19-016

9:30 a.m.

Monday, November 18, 2019

Council Chambers

Hamilton City Hall

71 Main Street West

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

Also Present: Councillors B. Clark and M. Wilson

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. **Emergency Shoreline Protection Works - Inventory & Assessments (PW19095) (Wards 1, 2, 5 and 10) (Item 7.1)**

(Pearson/Farr)

That Report PW19095, respecting Emergency Shoreline Protection Works - Inventory & Assessments, be received.

CARRIED

2. **Sackville Hill Senior Centre Expansion Feasibility (PW19098/HSC19061) (Ward 7) (Item 7.2)**

(Pauls/Danko)

That Report PW19098/HSC19061, respecting Sackville Hill Senior Centre Expansion Feasibility, be received.

CARRIED

3. **Land Interests Over City-owned Land (PW19100) (City Wide) (Item 7.3)**

(Collins/Whitehead)

That Report PW19100, respecting Land Interests over City-owned Land, be received.

CARRIED

4. **Cycling Improvements at Queen Street South and Herkimer Street (PW19102/PED19236) (Wards 1 and 2) (Item 7.4)**

(Whitehead/Pearson)

That Report PW19102/PED19236, respecting Cycling Improvements at Queen Street South and Herkimer Street, be received.

CARRIED

5. **Feasibility of Public Side Lead Water Service Line Replacement (PW19094) (City Wide) (Item 9.1)**

(Nann/Merulla)

That Report PW19094, respecting Feasibility of Public Side Lead Water Service Line Replacement, be received.

CARRIED

6. **Alleyway Management Strategy - Classification System (PW17008(a)) (City Wide) (Item 9.2)**

(Farr/Nann)

(a) That the Alleyway Classification System, attached to Report PW17008(a) as Appendix "A", be approved; and,

(b) *That the utilization categories, respecting an Alleyway Management Strategy - Classification System, be amended to include cycling in category 1.*

Result: Main Motion, As Amended, CARRIED by a vote of 7 to 0, as follows:

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 NOT PRESENT - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

7. **2020 Volunteer Committee Budget - Keep Hamilton Clean and Green Committee (PW19093) (City Wide) (Item 10.2)**

(Collins/Whitehead)

That the Keep Hamilton Clean and Green Committee's 2020 base budget submission attached as Appendix "A" to Report PW19093 in the amount of \$18,250, representing a zero-net levy impact from the previous year's budget, be approved and referred to the 2020 operating budget process for consideration.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

8. City of Hamilton Watermain Fire Flow Requirement Design Guidelines Policy (PW19096) (City Wide) (Outstanding Business List Item) (Item 10.3)

(Whitehead/Pearson)

- (a) That the Watermain Fire Flow Requirement Design Guidelines Policy attached as Appendix "A" to Report PW19096 be approved ***for a period of 10 months, with consultation with the Hamilton-Halton Homebuilders' Association (HHHBA) to occur in the final 4 months;***
- (b) That the appropriate staff be authorized and directed to revise and update the Comprehensive Development Guidelines and Financial Policies Manual as required, and to bring forward for Council's consideration any necessary amendments to the Adequate Services By-law or any other City of Hamilton By-laws; and,
- (c) That delegated authority be granted to the General Manager of Planning and Economic Development or a designate to make adjustments and changes as may be required to implement the Watermain Fire Flow Requirement Design Guidelines Policy, as described as a method of transition in Report PW19096, to any approved Draft Plan of Subdivision or Registered Plans of Subdivision.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 NOT PRESENT - Ward 5 Councillor Chad Collins

NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

9. Connected & Autonomous Vehicles Test Bed (PW19097) (City Wide) (Item 10.4)

(Collins/Danko)

That the General Manager of Public Works or designate be authorized and directed to execute, on behalf of the City of Hamilton, any agreements necessary to formalize the partnership between the City of Hamilton and the Centre for Integrated Transportation and Mobility to assist with their deployment of a Connected and Autonomous Vehicle Test Bed, in a form satisfactory to the City Solicitor.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 NOT PRESENT - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

10. Cootes Paradise and Borer's Falls-Rock Chapel Land Management Plans – Cootes to Escarpment EcoPark System (PW19099) (Wards 1, 13 and 15) (Item 10.5)

(Farr/Collins)

- (a) That Appendix "A" attached to Report PW19099 respecting the Cootes Paradise Heritage Lands Management Plan be approved as a guiding document regarding future management actions for these lands; and,
- (b) That Appendix "B" attached to Report PW19099 respecting the Borer's Falls-Rock Chapel Heritage Lands Management Plan be approved as a guiding document regarding future management actions for these lands.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 NOT PRESENT - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

11. Eligibility Requirements for Riders to Access DARTS Transit System (PW19105) (City Wide) (Item 10.6)

(Danko/Pauls)

That Report PW19105, respecting Eligibility Requirements for Riders to Access DARTS Transit System, be received.

CARRIED

12. PRESTO Equipment Supplier Renewal Extension (PW17033(c)) (City Wide) (Item 10.7)

(Farr/Danko)

- (a) That the single source procurement for the continued support, maintenance and repair of PRESTO equipment through Metrolinx and its agent Thales Transportation Systems S.A., pursuant to Procurement Policy #11 – Non-competitive Procurement, be approved until October 5, 2020, at the upset limit of \$528,000 plus HST; and,
- (b) That the General Manager, Public Works Department be authorized and directed to negotiate and execute all necessary documentation, including any agreements required, in a form satisfactory to the City Solicitor.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

13. Truck Route Sub-Committee Report 19-002 - November 1, 2019 (Item 10.8)**(Collins/Nann)****(a) Truck Route Master Plan Review: Study Update (PED19073(a)) (City Wide) (Item 9.1)**

That Report PED19073(a), respecting the Truck Route Master Plan Review: Study Update, be received.

(b) Truck Route Master Plan Review: Additions to the Consultation and Engagement Strategy (Item 9.1)

- (i) That neighbourhoods where residents who live adjacent to the current truck route and who experience disproportionate negative health impacts and economic inequities be identified as a specific focus group, be added to list of groups who will be invited to a moderated/facilitated panel discussion focus group, as laid out in Appendix "A" of Report 19-002 respecting the Truck Route Master Plan Review: Consultation/Engagement Strategy; and,
- (ii) That the data collected from Environment Hamilton be factored into the data sets collected for the purpose of the Truck Route Master Plan Review.

(c) Formation of a Stakeholders Working Group for the Truck Route Master Plan Review (Item 9.1)

- (i) That a stakeholders working group be formed to enable the group to learn first hand the concerns and priorities of existing stakeholders in the Truck Route Master Plan Review, and provide them with an opportunity to contribute to the review process in a way that is equitable and fair;
- (ii) That the Stakeholders Working Group for the Truck Route Master Plan Review include members of the business community and other organized equity seeking groups who are being impacted by current truck routes throughout the city; and,
- (iii) That this stakeholder working group meet in accordance with the consultation meeting schedule set out in Appendix "A" of Report 19-002, respecting the Truck Route Master Plan Review: Consultation/Engagement Strategy.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins

NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

14. Removal of a City-Owned Tree at 107 First Street North, Hamilton (Ward 5) (Item 11.2)

(Collins/Merulla)

WHEREAS, a City of Hamilton tree has caused extreme damage to the foundation of the home 107 First Street North, Hamilton;

THEREFORE, BE IT RESOLVED:

That Forestry Staff be directed to remove the City-owned 62cm Siberian Elm tree at 107 First Street North, Hamilton.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

15. Mountain Bike Facility Study (City Wide) (Item 11.3)

(Collins/Merulla)

WHEREAS, the City of Hamilton has a Recreational Trails Masterplan that guides development of a recreational trails network across the City;

WHEREAS, there is no existing City-wide study to determine the demand for mountain biking facilities across Hamilton;

WHEREAS, mountain biking has not been specifically incorporated in to the proposed and existing trails on city lands; and,

WHEREAS, mountain biking requires different types of trail design to challenge the users and to achieve the desired features on the trail;

THEREFORE, BE IT RESOLVED:

That City staff include consideration and study of mountain bike facilities as part of the Recreational Trails Masterplan update, currently scheduled for 2021 and pending capital budget approval, and increase the capital budget detail sheet to \$300,000 to reflect this increased scope.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

16. Sam Lawrence Park Winter Seasonal Display Program (Ward 7) (Item 11.4)

(Pauls/Danko)

WHEREAS, the City of Hamilton (City) offers various seasonal festive displays around dedicated areas of the City;

WHEREAS, the Environmental Services Division implements the work associated with existing seasonal displays, but has no available funding for additional festive displays; and,

WHEREAS, community interest has been expressed for a winter seasonal light display at Sam Lawrence Park gazebo;

THEREFORE, BE IT RESOLVED:

- (a) That a winter seasonal light display at Sam Lawrence Park gazebo be implemented, with a capital cost of \$2,000 (inclusive of HST), to be funded from the Ward 7 Area Rating Discretionary Project (3301709700);
- (b) That \$500 for the annual cost of electricity and maintenance be added to the Parks and Cemeteries Section's 2020 annual base operating budget; and,
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents for the implementation of a

winter seasonal light display at Sam Lawrence Park gazebo, with such terms and conditions in a form satisfactory to the City Solicitor.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

17. Increase in the Minimum Vehicle Fee at the City's Transfer Stations and Community Recycling Centres (City Wide) (Item 11.5)

(Collins/Merulla)

WHEREAS, the City of Hamilton currently faces a 5.5% property tax increase; and,

WHEREAS, the minimum vehicle fee at the City's Transfer Stations and Community Recycling Centres has not increased since 2011;

THEREFORE, BE IT RESOLVED:

That the City increase the minimum vehicle fee to \$10 (from the current \$8.50) as of January 1, 2020, and that the anticipated revenues of \$100,000 be used to offset the 2020 budget increase.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

18. Road Resurfacing Projects in Ward 5 (Item 11.6)**(Collins/Merulla)**

- (a) That Public Works staff be authorized and directed to resurface the following roads, to be financed from the 2019 and 2020 Ward 5 Area Rating Reserve Fund (108055):
- (i) \$480,000 for Kentley Drive (between Nash Road North and Kenora Avenue);
 - (ii) \$80,000 for Hounslow Court;
 - (iii) \$70,000 for Ilford Court;
 - (iv) \$620,000 for Oakland Drive (between Kentley Drive and Kenora Avenue);
 - (v) \$110,000 for Duchess Court;
 - (vi) \$60,000 for Kings Court; and,
 - (vii) \$60,000 for Queens Court;
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

19. Feasibility of an Active Transportation Connection (Ward 14) (Item 11.7)**(Whitehead/Danko)**

WHEREAS, the City of Hamilton (City) offers various types of active transportation connections throughout the City;

WHEREAS, the residents of the Mountview and Scenic Woods neighbourhoods would benefit from more comprehensive active transportation corridors;

WHEREAS, Scenic Drive between Lavender Drive and Chateau Court currently has a rural road profile;

WHEREAS, the Recreational Trails Master Plan, Initiative 8.2, Olympic Park, Twin Pad Arena Link indicates a trail connection from Scenic Drive through lands owned by Hydro One Networks Inc.;

WHEREAS, the Environmental Services Division implements works associated with the Recreational Trails Master Plan; and,

WHEREAS, a feasibility study to determine opportunities for a pedestrian connection at this location is not currently captured in the Environmental Services 10-year capital forecast;

THEREFORE, BE IT RESOLVED:

- (a) That staff review the feasibility of an active transportation connection in the Mountview and Scenic Woods neighbourhoods, with a capital cost of \$50,000.00 (inclusive of HST), to be funded from the Ward 14 Area Rating Reserve Fund (108064);
- (b) That staff be authorized and directed to discuss opportunities with Hydro One Networks Inc. with regards to a possible land use agreement for trail construction and maintenance through Hydro One Networks Inc. owned lands; and,
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

20. Modification of the Waste Collection Services Request for Proposal to Remove Winter Collection of Leaf and Yard Waste (City Wide) (Item 11.8)

(Danko/Collins)

WHEREAS, Hamilton taxpayers are facing significant municipal property tax increases in the following years and Council is dedicated to identifying savings and efficiencies in waste management;

WHEREAS, in April 2017 the previous term of Council directed staff to “investigate opportunities for various alternative service delivery methods for the City’s waste collection programs for Council’s consideration, while retaining the current public/private service delivery model, the weekly collection service and the garbage collection days...”;

WHEREAS, the collection of leaf and yard waste during the winter months of December, January and February is largely unnecessary;

WHEREAS, City Staff executed a contractual one-year extension to the 2013 to 2020 waste collection service contract in order to evaluate impacts of the *Waste-Free Ontario Act, 2016*, Extended Producer Responsibility; and,

WHEREAS, City staff are currently preparing a Request for Proposals for waste collection services including the weekly collection of landfill waste, bulk waste, yard waste, organic waste and front-end bin service (multi-residential) garbage collection for the term of 2021-2028, and weekly collection of recyclables for the term of 2021 to 2025 to align with the *Waste-Free Ontario Act, 2016*, Extended Producer Responsibility;

THEREFORE, BE IT RESOLVED:

- (a) That staff amend the Request for Proposals for waste collection services that is currently being prepared to remove winter collection of leaf and yard waste for the months of December, January and February (excluding Christmas tree collection); and,
- (b) That staff report back to the Public Works Committee on the results of the bid for waste collection services.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

FOR INFORMATION:

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

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

5. COMMUNICATIONS (Item 5)

- 5.2 Correspondence respecting Item 11.1 - Modification of the Waste Collection Services Request for Proposal to Include Options for Bi-Weekly Collection of Landfill Waste

- 5.2(d) Grant Ranalli
5.2(e) Susan Woodrow
5.2(f) Greg Atkinson
5.2(g) Kevin McNally
5.2(h) Pamela F. Wise

Recommendation: Be received and referred to the consideration of Item 11.1.

6. DELEGATION REQUESTS (Item 6)

- 6.4 David N. Reed respecting Item 10.1 - Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)) (for today's meeting)

10. DISCUSSION ITEMS (Item 10)

- 10.1 Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)) (Ward 12)
- 10.1(a) Revised Report PW17022(b) and Additional Appendix "C"

12. NOTICES OF MOTION (Item 12)

- 12.1 Ward 1 Multi-Modal Connections Review
- 12.2 Transit Shelter Installation at Upper Paradise Road at Wingfield Place (Ward 14)

(Pearson/VanderBeek)

That the agenda for the November 18, 2019 Public Works Committee meeting be approved, as amended.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

- YES - Ward 2 Councillor Jason Farr
NOT PRESENT - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla
NOT PRESENT - Ward 5 Councillor Chad Collins
NOT PRESENT - Ward 6 Councillor Tom Jackson

YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 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) November 4, 2019 (Item 4.1)****(Merulla/Danko)**

That the Minutes of the November 4, 2019 meeting of the Public Works Committee be approved, as presented.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 2 Councillor Jason Farr
 NOT PRESENT - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 NOT PRESENT - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

(d) COMMUNICATIONS (Item 5)**(i) Correspondence from Paula Kilburn, Chair of the DARTS Board, respecting DARTS Budget Variances (Item 5.1)****(Pearson/VanderBeek)**

That the correspondence from Paula Kilburn, Chair of the DARTS Board, respecting DARTS Budget Variances, be received.

CARRIED

(Danko/Pearson)

That Communication Items 5.2(a) to 5.2(h), listed as follows, be received and referred to the consideration of Item 11.1:

(ii) Correspondence respecting Item 11.1 - Modification of the Waste Collection Services Request for Proposal to Include Options for Bi-Weekly Collection of Landfill Waste (Item 5.2)

- (1) John Bainbridge (Item 5.2(a))
- (2) Shekar Chandrashekar (Item 5.2(b))
- (3) Roman Caruk (Item 5.2(c))
- (4) Grant Ranalli (Added Item 5.2(d))
- (5) Susan Woodrow (Added Item 5.2(e))
- (6) Greg Atkinson (Added Item 5.2(f))
- (7) Kevin McNally (Added Item 5.2(g))
- (8) Pamela F. Wise (Added Item 5.2(h))

CARRIED**(e) DELEGATION REQUESTS (Item 6)****(Farr/Pauls)**

That the following delegation requests be approved for today's meeting:

- (i) Delegation Requests respecting Item 11.1 - Modification of the Waste Collection Services Request for Proposal to Include Options for Bi-Weekly Collection of Landfill Waste (Item 6.1)
 - (1) Ian Borsuk, Environment Hamilton (Item 6.1(a))
 - (2) Ryan Tse, McMaster Students Union (Item 6.1(b))
- (ii) Hans Stief, Hamilton Burlington Mountain Bike Association (HBMBA), respecting Item 11.3 - Mountain Bike Facility Study (Item 6.2)
- (iii) Suzanne Mammel, Hamilton-Halton Home Builders' Association, respecting Item 10.3 - City of Hamilton Watermain Fire Flow Requirement Design Guidelines Policy (PW19096) (Item 6.3)
- (iv) David N. Reed respecting Item 10.1 - Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)) (Added Item 6.4)

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

YES - Ward 2 Councillor Jason Farr
 NOT PRESENT - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson

YES - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

(f) CONSENT ITEMS (Item 7)**(Danko/Pauls)**

That the following Consent Items be received:

- (i) Approval of Water Servicing for Development (PW18084) (City Wide) (deferred from the September 17, 2018 meeting) (Item 7.5)
- (ii) Correspondence from Suzanne Mammel, Hamilton-Halton Home Builders' Association (deferred from the September 17, 2018 meeting) (Item 7.5(a))

Result: Motion DEFEATED by a tied vote of 5 to 5, as follows:

NO - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 NO - Chair - Ward 12 Councillor Lloyd Ferguson
 NO - Ward 14 Councillor Terry Whitehead
 NO - Ward 13 Councillor Arlene VanderBeek
 NO - Ward 10 Councillor Maria Pearson

(g) PUBLIC HEARINGS / DELEGATIONS (Item 8)

- (i) **Rachel Braithwaite, Barton Village Business Improvement Area, respecting a Request to Add Barton Street East to the 10 Year Master Plan for Road Redevelopment (approved on September 16, 2019) (Item 8.1)**

Rachel Braithwaite, Barton Village Business Improvement Area, addressed the Committee respecting a Request to Add Barton Street East to the 10 Year Master Plan for Road Redevelopment, with the aid of a handout and presentation.

(Pearson/Nann)

That the delegation by Rachel Braithwaite, Barton Village Business Improvement Area, respecting a Request to Add Barton Street East to the 10 Year Master Plan for Road Redevelopment, be received.

CARRIED

A copy of the handout and presentation is available on the City's website at www.hamilton.ca or through the Office of the City Clerk.

(ii) Tom Ker respecting Various Road Infrastructure Concerns and the Storm Sewer Remediation Project (approved on November 4, 2019) (Item 8.2)

The delegation by Tom Ker respecting Various Road Infrastructure Concerns and the Storm Sewer Remediation Project will be scheduled at the Public Works Committee meeting on December 2, 2019.

(iii) Larry Di Ianni, Monument Builders of Hamilton, respecting the City of Hamilton's Cemeteries Business Plan (approved on September 30, 2019) (Item 8.3)

Larry Di Ianni, Monument Builders of Hamilton, addressed the Committee respecting the City of Hamilton's Cemeteries Business Plan, with the aid of a handout.

(Pearson/Pauls)

That the delegation by Larry Di Ianni, Monument Builders of Hamilton, respecting the City of Hamilton's Cemeteries Business Plan, be received.

CARRIED

A copy of the handout is available on the City's website at www.hamilton.ca or through the Office of the City Clerk.

(iv) Doug King, Ontario Monument Builders Association, respecting the City of Hamilton's Cemeteries Business Plan (approved on September 30, 2019) (Item 8.4)

Doug King, Ontario Monument Builders Association, addressed the Committee respecting the City of Hamilton's Cemeteries Business Plan, with the aid of a handout

(Merulla/Collins)

That the delegation by Doug King, Ontario Monument Builders Association, respecting the City of Hamilton's Cemeteries Business Plan, be received.

CARRIED

A copy of the handout is available on the City's website at www.hamilton.ca or through the Office of the City Clerk.

- (v) **Warren Haley, Sharp Monuments, respecting the City of Hamilton's Cemeteries Business Plan (approved on September 30, 2019) (Item 8.5)**

Warren Haley, Sharp Monuments, addressed the Committee respecting the City of Hamilton's Cemeteries Business Plan.

(Collins/Farr)

That the delegation by Warren Haley, Sharp Monuments, respecting the City of Hamilton's Cemeteries Business Plan, be received.

CARRIED

- (vi) **Marty Langlois, Woodland Memorials, respecting the City of Hamilton's Cemeteries Business Plan (approved on September 30, 2019) (Item 8.6)**

Marty Langlois, Woodland Memorials, addressed the Committee respecting the City of Hamilton's Cemeteries Business Plan.

(Farr/Nann)

That the delegation by Marty Langlois, Woodland Memorials, respecting the City of Hamilton's Cemeteries Business Plan, be received.

CARRIED

(Merulla/Jackson)

That the concerns raised by the delegations respecting the City of Hamilton's Cemeteries Business Plan, be referred to Cemeteries and Parks staff for appropriate consultation and a report back to the Public Works Committee, with no monuments to be sold by the City of Hamilton until further notice.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

- (vii) **Suzanne Mammel, Hamilton-Halton Home Builders' Association, respecting Item 7.5 - Approval of Water Servicing for Development (PW18084) (approved on September 17, 2018) (Item 8.7)**

Suzanne Mammel, Hamilton-Halton Home Builders' Association, addressed the Committee respecting Item 7.5 - Approval of Water Servicing for Development (PW18084).

(Whitehead/Pauls)

That the delegation by Suzanne Mammel, Hamilton-Halton Home Builders' Association, respecting Item 7.5 - Approval of Water Servicing for Development (PW18084), be received.

CARRIED

For further disposition of this matter, refer to Item (f).

- (viii) **Ian Borsuk, Environment Hamilton, respecting Item 11.1 - Modification of the Waste Collection Services Request for Proposal to Include Options for Bi-Weekly Collection of Landfill Waste (Added Item 8.8(a))**

Lynda Lukasik delegated in Ian Borsuk's absence.

Lynda Lukasik, Environment Hamilton, addressed the Committee respecting Item 11.1 - Modification of the Waste Collection Services Request for Proposal to Include Options for Bi-Weekly Collection of Landfill Waste.

(Whitehead/Pearson)

That the delegation by Lynda Lukasik, Environment Hamilton, respecting Item 11.1 - Modification of the Waste Collection Services Request for Proposal to Include Options for Bi-Weekly Collection of Landfill Waste, be received.

CARRIED

For further disposition of this matter, refer to Item (j)(i).

- (ix) **Ryan Tse, McMaster Students Union, respecting Item 11.1 - Modification of the Waste Collection Services Request for Proposal to Include Options for Bi-Weekly Collection of Landfill Waste (Added Item 8.8(b))**

Ryan Tse, McMaster Students Union, addressed the Committee respecting Item 11.1 - Modification of the Waste Collection Services Request for Proposal to Include Options for Bi-Weekly Collection of Landfill Waste.

(Pearson/Pauls)

That the delegation by Ryan Tse, McMaster Students Union, respecting Item 11.1 - Modification of the Waste Collection Services Request for Proposal to Include Options for Bi-Weekly Collection of Landfill Waste, be received.

CARRIED

For further disposition of this matter, refer to Item (j)(i).

(x) Hans Stief, Hamilton Burlington Mountain Bike Association (HBMBA), respecting Item 11.3 - Mountain Bike Facility Study (Added Item 8.9)

Hans Stief and Bryan Czerneda, Hamilton Burlington Mountain Bike Association (HBMBA), addressed the Committee respecting Item 11.3 - Mountain Bike Facility Study.

(Merulla/Whitehead)

That the delegation by Hans Stief and Bryan Czerneda, Hamilton Burlington Mountain Bike Association (HBMBA), respecting Item 11.3 - Mountain Bike Facility Study, be received.

CARRIED

For further disposition of this matter, refer to Item 15.

(xi) Suzanne Mammel, Hamilton-Halton Home Builders' Association, respecting Item 10.3 - City of Hamilton Watermain Fire Flow Requirement Design Guidelines Policy (PW19096) (Added Item 8.10)

Suzanne Mammel, Hamilton-Halton Home Builders' Association, addressed the Committee respecting Item 10.3 - City of Hamilton Watermain Fire Flow Requirement Design Guidelines Policy (PW19096).

(Whitehead/Pearson)

That Suzanne Mammel, Hamilton-Halton Home Builders' Association, be permitted to address the Committee for an additional 5 minutes in order to complete her presentation.

CARRIED**(Pearson/Whitehead)**

That the delegation by Suzanne Mammel, Hamilton-Halton Home Builders' Association, respecting Item 10.3 - City of Hamilton Watermain Fire Flow Requirement Design Guidelines Policy (PW19096), be received.

CARRIED

For further disposition of this matter, refer to Item 8.

(xii) David N. Reed respecting Item 10.1 - Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)) (Added Item 8.11)

David N. Reed addressed the Committee respecting Item 10.1 - Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)).

(Pearson/Danko)

That the delegation by David N. Reed respecting Item 10.1 - Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)), be received.

CARRIED

For further disposition of this matter, refer to Item (i)(i).

(h) STAFF PRESENTATIONS (Item 9)**(i) Feasibility of Public Side Lead Water Service Line Replacement (PW19094) (City Wide) (Item 9.1)**

Andrew Grice, Director, Hamilton Water, addressed Committee respecting Report PW19094, the Feasibility of Public Side Lead Water Service Line Replacement, with the aid of a presentation.

(Collins/Jackson)

That the presentation, respecting Report PW19094, the Feasibility of Public Side Lead Water Service Line Replacement, be received.

CARRIED

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

For further disposition of this matter, refer to Item 5.

(ii) Alleyway Management Strategy - Classification System (PW17008(a)) (City Wide) (Item 9.2)

Gord McGuire, Director, Engineering Services, addressed Committee respecting Report PW17008(a), an Alleyway Management Strategy - Classification System, with the aid of a presentation.

(Pearson/Nann)

That the presentation, respecting Report PW17008(a), an Alleyway Management Strategy - Classification System, be received.

CARRIED

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

(Merulla/Nann)

That Report PW17008(a), respecting an Alleyway Management Strategy - Classification System, be **amended** by adding recommendation (b), as follows:

- (b) That the utilization categories in Table 2 of Appendix "B" to Report PW17008(a), respecting an Alleyway Management Strategy - Classification System, be amended to include cycling in category 1.**

Result: Amendment CARRIED by a vote of 7 to 0, as follows:

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 NOT PRESENT - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 NOT PRESENT - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

(Merulla/Nann)

That the amendment to Report PW17008(a), respecting an Alleyway Management Strategy - Classification System, be amended by deleting the words "in Table 2 of Appendix "B" to Report PW17008(a)" from added recommendation (b), to read as follows:

- (b) That the utilization categories ~~in Table 2 of Appendix "B" to Report PW17008(a)~~, respecting an Alleyway Management Strategy - Classification System, be amended to include cycling in category 1.**

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson

YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

For further disposition of this matter, refer to Item 6.

(i) DISCUSSION ITEMS (Item 10)

(i) Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir (PW17022(b)) (Ward 12) (Item 10.1)

Councillor Ferguson relinquished the Chair to Vice-Chair Danko.

(Ferguson/Whitehead)

That consideration of revised Report PW17022(b), respecting the Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir, be referred back to staff to allow for consultation with the Ward Councillor.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

Councillor Ferguson assumed the Chair.

(Collins/Merulla)

That the Public Works Committee be recessed at 1:34 p.m.

CARRIED

The Public Works Committee reconvened at 5:03 p.m.

(ii) City of Hamilton Watermain Fire Flow Requirement Design Guidelines Policy (PW19096) (City Wide) (Outstanding Business List Item) (Item 10.3)

(Whitehead/Pearson)

That Report PW19096, respecting City of Hamilton Watermain Fire Flow Requirement Design Guidelines Policy, be amended by revising recommendation (a), to read as follows:

- (a) That the Watermain Fire Flow Requirement Design Guidelines Policy attached as Appendix "A" to Report PW19096 be approved **for a period of 10 months, with consultation with the Hamilton-Halton Homebuilders' Association (HHHBA) to occur in the final 4 months;**

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 NOT PRESENT - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

For further disposition of this matter, refer to Item 8.

(iii) Eligibility Requirements for Riders to Access DARTS Transit System (PW19105) (City Wide) (Item 10.6)

Councillor Ferguson relinquished the Chair to Vice-Chair Danko.

(Ferguson/Danko)

WHEREAS, the number of riders has increased by 78% since 2013;

WHEREAS, 17,000 clients are registered and about half use the service;

WHEREAS, in 2019, 787,226 trips were taken, so the average person uses it 87 times per year;

WHEREAS, cost has increased significantly in recent years;

WHEREAS, the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA), requires we only charge the same as a bus fare; and,

WHEREAS, since the service started in 1975, we have done no reassessment of any of the 17,000 clients, which AODA permits;

THEREFORE, BE IT RESOLVED:

That the City Auditor General be requested to complete an eligibility audit of clients registered for the Disabled and Aged Regional Transportation Service (DARTS) and report back to the Public Works Committee in Q1 2020.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 YES - Chair - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

Councillor Ferguson assumed the Chair.

For further disposition of this matter, refer to Item 11.

(j) MOTIONS (Item 11)

(i) Modification of the Waste Collection Services Request for Proposal to Include Options for Bi-Weekly Collection of Landfill Waste (City Wide) (Item 11.1)

(Danko/Pearson)

WHEREAS, in September 2019 City staff reported that the successful Request for Proposal for the Operations and Maintenance of the Material Recycling Facility would result in a net annual increase in cost of \$2.697 million for a total increase in cost to taxpayers of \$13.485 million over the five-year contract term;

WHEREAS, Hamilton taxpayers are facing significant municipal property tax increases in the following years and Council is dedicated to identifying savings and efficiencies in waste management;

WHEREAS, in October 2019 the Regional Municipality of Niagara approved changing from weekly collection of one container of landfill waste to bi-weekly collection of two containers of landfill waste;

WHEREAS, nine comparable municipalities including Halton, Waterloo and Ottawa all have bi-weekly collection of landfill waste which has resulted in significant improvements to diversion from landfills;

WHEREAS, the City of Hamilton has a landfill waste diversion goal of 65%;

WHEREAS, the City of Hamilton currently has a landfill waste diversion rate between 40% to 50% which has remained stagnant over the last several years;

WHEREAS, it is estimated that bi-weekly landfill waste collection will improve diversion rates and for every 5% of landfill waste diverted, the life of the Glanbrook Landfill would be extended by another four years resulting in an estimated value to taxpayers of \$63 million in landfill space;

WHEREAS, in January 2012 City staff recommended bi-weekly collection of landfill waste as the preferred option for the 2013 to 2020 waste collection service contract with an estimated savings of approximately \$3 million annually over the collection period of 2013 to 2020;

WHEREAS, in April 2017 the previous term of Council directed staff to “investigate opportunities for various alternative service delivery methods for the City’s waste collection programs for Council’s consideration, while retaining the current public/private service delivery model, the weekly collection service and the garbage collection days...”;

WHEREAS, City Staff executed a contractual one-year extension to the 2013 to 2020 waste collection service contract in order to evaluate impacts of the *Waste-Free Ontario Act, 2016*, Extended Producer Responsibility; and,

WHEREAS, City staff are currently preparing a Request for Proposals for waste collection services including the weekly collection of landfill waste, bulk waste, yard waste, organic waste and front-end bin service garbage collection for the term of 2021-2028, and weekly collection of recyclables for the term of 2021 to 2025 to align with the *Waste-Free Ontario Act, 2016*, Extended Producer Responsibility;

THEREFORE, BE IT RESOLVED:

- (a) That staff amend the Request for Proposals for waste collection services that is currently being prepared to include the following two separate options for private sector bid:
 - (i) CONTRACTED WEEKLY LANDFILL WASTE COLLECTION of a single container of landfill waste and weekly collection of recycling, call-in bulk waste, yard waste, organic waste and front-end bin service garbage collection; and,

- (ii) CONTRACTED BI-WEEKLY LANDFILL WASTE COLLECTION of two containers of landfill waste and maintaining weekly collection of recycling, call-in bulk waste, yard waste, organic waste and front-end bin service garbage collection;
- (b) That staff conduct an internal costing exercise to bring the procured waste collection service contract work in-house including the following two separate options:
 - (i) CITY WEEKLY LANDFILL WASTE COLLECTION of a single container of landfill waste and weekly collection of recycling, call-in bulk waste, yard waste, organic waste and front-end bin service garbage collection; and,
 - (ii) CITY BI-WEEKLY LANDFILL WASTE COLLECTION of two containers of landfill waste and maintaining weekly collection of recycling, call-in bulk waste, yard waste, organic waste and front-end bin service garbage collection;
- (c) That staff report back to the Public Works Committee on the results of the private sector bid for waste collection services and the staff internal costing exercise to bring the procured waste collection service contract work in-house.

Result: Motion DEFEATED by a vote of 5 to 4, as follows:

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 NO - Ward 4 Councillor Sam Merulla
 NO - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 NO - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 NO - Chair - Ward 12 Councillor Lloyd Ferguson
 NO - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

(k) NOTICES OF MOTION (Item 12)

Councillor Danko introduced the following Notice of Motion:

(i) Ward 1 Multi-Modal Connections Review (Added Item 12.1)

WHEREAS, Action 14 of the 2018 Council Approved Transportation Master Plan (TMP) is to integrate cycling infrastructure needs into the 10

Year Capital Budget for all road reconstruction, rehabilitation and new roads as guided by the updated Cycling Master Plan, with an emphasis on achieving physical separation;

WHEREAS, Action 15 of the TMP states that as part of the implementation of the cycling network, an evaluation of alternatives will be undertaken in order to select routes which maximize safety for cyclists and promote continuity of the network across the City;

WHEREAS, a number of local and collector streets within Ward 1 offer the potential to improve connections for cyclists, provide improved connections to transit and, with minor modifications, improve safety for all road users;

WHEREAS, the concept of neighborhood greenways involves use of small scale measures such as traffic calming and signage to improve conditions for pedestrians and cyclists on residential streets with lower traffic volumes and potential for lower speeds;

WHEREAS, the changes to the arterial road network associated with Light Rail Transit will present opportunities for, and a demand for, improved multi-modal connections;

WHEREAS, initial candidates for multi-modal improvements or neighborhood greenway interventions include Pearl Street, Kent Street, Breadalbane Street, Leland Street, Emerson Street, Longwood Road South, and various intersections along King Street/Main Street;

WHEREAS, advance planning and design work is required to assess the current list of candidate opportunities for multi-modal connections in Ward 1 and subsequent consideration in the capital budgeting process;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to undertake a review of opportunities for improved multi-modal connections in Ward 1 and report back to Public Works Committee with an implementation plan and costs for the resultant package of measures identified;
- (b) That the estimated cost of \$125,000 to retain a consultant to undertake a feasibility assessment and develop concept designs for short-listed opportunities be funded from the Ward 1 Area Rating Reserve Fund (108051); and,
- (c) 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.

Councillor Whitehead introduced the following Notice of Motion:

(ii) Transit Shelter Installation at Upper Paradise Road at Wingfield Place (Ward 14) (Added Item 12.2)

WHEREAS, the City of Hamilton's Transit Division's strategic direction is to make transit your first choice, by providing customer-focused service that is safe and reliable;

WHEREAS, the City of Hamilton's transit stops act as gateways to residents in accessing transit services and transit shelters provide weather protection for transit customers;

WHEREAS, the Transit Division has received requests from residents through the Ward 14 Councillor office in 2018, and 2019, to install a transit shelter at the subject location; and,

WHEREAS, the Ward 14 Councillor has confirmed support for the installation of a transit shelter at the subject location to meet the transit needs of Ward 14 residents;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to install a transit shelter and transit shelter pad at the bus stop on the northeast corner of Upper Paradise Road and Wingfield Place, to be funded from the Ward 14 Area Rating Reserve Fund (108064) at a cost of approximately \$15,000, with the installation to take place during the transit shelter installation schedule in 2020; 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.

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

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

(Pearson/Whitehead)

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

- (a) Items Requiring a New Due Date:
 - (i) Redevelopment / Reuse of the former King George School Site, at 77 Gage Avenue North
Item on OBL: V
Current Due Date: December 2, 2019

Proposed New Due Date: March 2020

- (ii) Waste Audits and Recycling in City of Hamilton Public Locations
Item on OBL: AAF
Current Due Date: December 2, 2019
Proposed New Due Date: January 13, 2020

- (b) Items Considered Complete and Needing to be Removed:
 - (i) Sackville Hill Seniors Recreation Centre's Expansion
Addressed as Item 7.2 on today's agenda
(PW19098/HSC19061)
Item on OBL: Q

 - (ii) Emergency Shoreline Protection Works
Addressed as Item 7.1 on today's agenda (PW19095) and
Item 6 of General Issues Committee Report 19-009
(FCS19038)
Item on OBL: R

 - (iii) Hamilton-Halton Homebuilders' Association (HHHBA)
Delegation on Water Main Approval Issues and
Recommendations for Master-water/wastewater Servicing
Studies
Addressed as Item 7.5 and 7.5(a) on today's agenda
(PW18084)
Item on OBL: T

 - (iv) Lead Water Service Replacement Loan Program
Amendments
Addressed as Item 9.1 on today's agenda (PW19094)
Item on OBL: AT

 - (v) Bollard Installation along Herkimer St. and Motor Vehicle
Turning Restriction at the Intersection of Herkimer St. and
Queen St. S. (Hamilton Cycling Committee - Citizen
Committee Report)
Addressed as Item 7.4 on today's agenda
(PW19102/PED19236)
Item on OBL: AU

 - (vi) Eligibility Requirements for Riders to Access DARTS Transit
Addressed as Item 10.6 on today's agenda (PW19105)
Item on OBL: AN

 - (vii) Correspondence from Suzanne Mammel, Hamilton-Halton
Home Builders' Association, respecting the Implementation
of the Proposed New Hamilton Fire Flow Policy

Addressed as Item 10.3 on today's agenda (PW19096)
Item on OBL: AAL

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

YES - Ward 2 Councillor Jason Farr
YES - Ward 3 Councillor Nrinder Nann
NOT PRESENT - Ward 4 Councillor Sam Merulla
YES - Ward 5 Councillor Chad Collins
NOT PRESENT - Ward 6 Councillor Tom Jackson
YES - Ward 7 Councillor Esther Pauls
YES - Ward 8 Councillor John-Paul Danko
YES - Chair - Ward 12 Councillor Lloyd Ferguson
YES - Ward 14 Councillor Terry Whitehead
NOT PRESENT - Ward 13 Councillor Arlene VanderBeek
YES - Ward 10 Councillor Maria Pearson

(m) ADJOURNMENT (Item 15)

(Danko/Pearson)

That there being no further business, the Public Works Committee be adjourned at 7:16 p.m.

CARRIED

Respectfully submitted,

Councillor L. Ferguson
Chair, Public Works Committee

Alicia Davenport
Legislative Coordinator
Office of the City Clerk

5.1(a)

From: Maureen Shragie [REDACTED]
Sent: November 26, 2019 8:55 AM
To: Collins, Chad <Chad.Collins@hamilton.ca>
Cc: Davenport, Alicia <Alicia.Davenport@hamilton.ca>
Subject: The Hamilton Aviary

Just wanted to let the city gov't know that the Hamilton Aviary is a wonderful and unique part of Hamilton. Exotic creatures like the birds/parrots that reside there are amazing and beautiful. The city is lucky to have such a wonderful educational attraction! And the birds that end up there are lucky to have such a great caring safe place to reside. And I don't just say that...I put my money where my mouth is and I donate monthly to help!!

I hope the city continues to support and keep the Aviary going!!

Thank you!!

Maureen Shragie

[REDACTED]

5.1(b)

From: Patricia Powell [REDACTED]
Sent: November 26, 2019 6:09 AM
To: Collins, Chad <Chad.Collins@hamilton.ca>; Davenport, Alicia <Alicia.Davenport@hamilton.ca>
Subject: Support the Aviary

Please support the ongoing operation of this valuable Hamilton resource. It is one of very few bird sanctuaries in this country and the fact that it has been in operation for so long makes it a unique asset that should be preserved and promoted as a public educational destination.

Thank you for the opportunity to voice my support.

Patricia Powell
[REDACTED]



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 2, 2019
SUBJECT/REPORT NO:	Feasibility of Determining Out of Town Truck Traffic Using the Red Hill Valley Parkway and the Lincoln M. Alexander Parkway (PW16084(c)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	David Ferguson (905) 546-2424 Ext. 2433 Rodney Aitchison (905) 546-2424 Ext. 2067 Mike Field (905) 546-2424 Ext. 4576
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

On June 19, 2017, the Public Works Committee passed the following motion:

- (a) That Report PW16084(b) respecting Feasibility of Determining Out of Town Truck Traffic using the Red Hill Valley Parkway (RHVP) and the Lincoln M. Alexander Parkway (LINC), be received;
- (b) That staff be directed to conduct a traffic count study to determine the amount of out of town truck traffic using the RHVP and LINC at the following four locations: Highway 403 at Sunnyridge Road, the QEW and Fifty Road, the RHVP at Barton Street and the LINC at Golf Links Road; and
- (c) That the cost of the study, in the amount of \$16,000 (plus HST), be funded from either the Traffic Count Budget or the Red-Light Camera Reserve Account (upon determination by staff of which is the appropriate funding source).

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

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

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

SUBJECT: Feasibility of Determining Out of Town Truck Traffic Using the Red Hill Valley Parkway and the Lincoln M. Alexander Parkway (PW16084(c)) (City Wide) – Page 2 of 4

INFORMATION

The combination of the Red Hill Valley Parkway (RHVP) and the Lincoln M. Alexander Parkway (LINC) represents a shorter alternate route for through traffic travelling between the Queen Elizabeth Way (QEW) in Stoney Creek and Highway 403 in Ancaster. The Provincial highway route is approximately 31 kilometres whereas the combined RHVP and LINC route is 21 kilometres.

Information Report (PW16084(b)) and the subsequent Council motions envisioned recording traffic using licence plate recognition cameras at the following four locations: Highway 403 in Ancaster, the QEW in Stoney Creek, the RHVP and LINC. The Ancaster and Stoney Creek locations, on the Provincial highways, could not be utilized as there are other intermediate entry points between the proposed camera locations and the parkways, which would not be representative of the traffic on the RHVP and LINC. To ensure more comprehensive results and to complete the study within the original budget estimate, the scope of the study focused on the camera locations only at the end points of the RHVP and LINC.

A roster consultant, CIMA Canada Inc., was retained to conduct a traffic study to determine how much traffic uses the RHVP and LINC as a pass-through route and how much of that traffic is comprised of trucks, which is attached to Report PW16084(c) as Appendix "A". Licence plate recognition cameras were setup in May 2019 to uniquely identify vehicles as they entered the LINC at its west end and the RHVP at its north end. Vehicles were classified as light vehicles, trucks or buses. Images captured at each end of the parkways were compared to determine which vehicles travelled the length of the parkways. This traffic was further categorized into two groups. First, vehicles that travel the entire route without making an intermediate stop, considered to be pass-through traffic. Second, vehicles travelling the entire route but exiting onto the local road network along the way to make a delivery or other stops, considered to be non-pass through. This was accomplished by comparing travel times and adjusting for longer travel times during some periods of the day caused by congestion.

The following table shows the total traffic volume entering the parkways and summarizes the volume of pass-through traffic at different times of the day and by vehicle type.

SUBJECT: Feasibility of Determining Out of Town Truck Traffic Using the Red Hill Valley Parkway and the Lincoln M. Alexander Parkway (PW16084(c)) (City Wide) – Page 3 of 4

Pass-Through Traffic Summary

Period	Vehicle Type	Eastbound			Westbound		
		Total Traffic (1)	Pass Through Traffic	Pass Through %	Total Traffic (2)	Pass Through Traffic	Pass Through %
AM Peak Hour	Light Vehicles	1,672	187	11%	1,833	222	12%
	Trucks	215	64	30%	216	73	34%
PM Peak Hour	Light Vehicles	2,593	172	7%	1,960	186	9%
	Trucks	181	69	38%	145	43	30%
Day Time (7 a.m. to 8 p.m.)	Light Vehicles	26,017	1,831	7%	23,909	2,072	9%
	Trucks	2,250	795	35%	2,169	732	34%

- 1) Eastbound total traffic is the volume entering the LINC at its west end (near Hwy 403); and
- 2) Westbound total traffic is the volume entering the RHVP at its north end (near the QEW).

In summary, during various times of the day, a range of 30-38% of the truck traffic and 7-12% of the light vehicle traffic entering the parkways is pass-through traffic. The highest percentage of pass-through traffic from trucks (38%) occurs during the PM peak hour and is entering the LINC at its west end.

Commercial Vehicle Survey

The Ontario 2012 Commercial Vehicle Survey (CVS), conducted by the Ministry of Transportation, Ontario (MTO), is an invaluable resource for transportation and infrastructure planning at the provincial level. It provides an understanding of commercial vehicle flows and insights into the trucking and logistics industries, economic relationships in the province, and the traffic and road infrastructure impacts of these flows.

SUBJECT: Feasibility of Determining Out of Town Truck Traffic Using the Red Hill Valley Parkway and the Lincoln M. Alexander Parkway (PW16084(c)) (City Wide) – Page 4 of 4

A sample of the 24-hour volume data from the Ministry of Ontario's (MTO) 2012 Commercial Vehicle Survey (CVS) report attached to Report PW16084(c) as Appendix "B". The volumes represent truck traffic on major routes within Hamilton.

A comparison of the MTO report volumes to the City data suggests that more truck traffic is now using the LINC/RHVP than in 2012 but this is not a conclusive finding since the two studies are scoped differently.

The City is participating in the Ministry of Transportation of Ontario's (MTO) 2018-2023 Commercial Vehicle Survey (CVS). This survey will further update and detail truck traffic to, from and through Hamilton and will be reviewed by staff once data becomes available.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW16084(c) – Red Hill Parkway and Lincoln Alexander Parkway Origin-Destination Analysis (CIMA Canada Inc.)

Appendix "B" to Report PW16084(c) – Hamilton Related Traffic Volumes – 2012 CVS – Average daily truck trips to/from and through Hamilton

CITY OF HAMILTON

**RED HILL VALLEY PARKWAY AND LINCOLN ALEXANDER PARKWAY
ORIGIN-DESTINATION ANALYSIS**

September 2019

CIMA CANADA INC. (CIMA+)

500-5935 Airport Road
Mississauga, ON L4V 1W5
T 905 695 1005 F 905 695 0525

cima.ca



City of Hamilton

RED HILL VALLEY PARKWAY AND LINCOLN ALEXANDER PARKWAY ORIGIN-DESTINATION ANALYSIS

Final Report

Project no B001036

PREPARED BY: Ronauq Sabharwal, MEng

VERIFIED BY: Reza Noroozi, PhD

CIMA+
500-5935 Airport Road
Mississauga, Ontario L4V 1W5

October 16, 2019

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1. Introduction

The traffic between Queen Elizabeth Way (QEW) East and Highway 403 South may use Red Hill Valley Parkway (RHVP) and Lincoln Alexander Parkway (LAP) as a shortcut, instead of going around Hamilton via provincial highway system that would result in additional traffic congestion along RHVP and LAP. The provincial highway route length is approximately 31 km whereas the shortcut route length is approximately 21 km, making it an attractive alternative. Figure 1 shows the two options available.

CIMA+ was retained by the City of Hamilton (the City) to assess the shortcut traffic on RHVP and LAP. The key objectives of this study can be summarized as follows:

- Differentiate between pass-through traffic and local traffic for vehicles travelling on RHVP and LAP
- Determine the pass-through traffic volume by vehicle class, time of day, and direction of traffic

The shortcut route along RHVP and LAP is the focus of this study, and the study area extends from the QEW/RHVP interchange on the east to Highway 403/LAP interchange on the west.

This report summarizes the data collection, review and processing methodology, and provides total pass-through traffic volumes by vehicle class, time of day, and direction of traffic.

Figure 1: Route Choices



2. Data Collection

To determine the pass-through traffic along the study corridor, two types of data were collected: 1) Origin-Destination (OD) data for the eastbound and westbound routes along RHVP and LAP and 2) traffic volume data at each end of study routes. The traffic data was collected along the shortcut route to study the eastbound and westbound pass-through traffic on RHVP/LAP.

2.1 Origin-Destination (OD) Data

Two routes were defined for the OD survey as follows:

- RHVP/LAP Westbound Route: This route starts at RHVP westbound at Barton Street East interchange (between the on and off ramps) and ends at LAP westbound at Mohawk Road interchange (west of the off ramp). This route will cover all vehicles which enter RHVP from QEW and access Highway 403 through LAP and will be referred to as the westbound route throughout this report.

- LAP/RHVP Eastbound Route: This route starts at LAP eastbound at Mohawk Road interchange (east of the off ramp) and ends at RHVP eastbound at Barton Street East interchange (east of the off ramp). This route will cover all vehicles which enter LAP from Highway 403 and access QEW through RHVP and will be referred to as the eastbound route throughout this report.

The OD data was collected using license plate recognition cameras. For each study route, license plate recognition cameras were installed at the start and end locations. One camera was assigned to each lane of traffic. License plates were recorded at the start and end locations. License plates which were recorded at both ends of a study route represent vehicles which travelled along the entire route. To identify vehicles which may have stopped for an activity along the route, travel times were also recorded by comparing the detection time at the start and end of the route. The locations of license plate recognition cameras are shown in Figure 2.

Figure 2: License Plate Recognition and Automatic Traffic Recorder Camera Locations



In addition to the license plate numbers, a photo of each vehicle was captured. The photos were used to manually determine vehicle type. Four vehicle types were considered in the vehicle classification including (1) Light Vehicles, (2) Single-Unit Trucks, (3) Articulated Trucks, and (4) Buses. The Single-Unit Trucks and Articulated Trucks were aggregated as Trucks.

The OD data was collected at the four locations on May 15th, 2019 for the 24-hour period.

2.2 Traffic Volume Data

Traffic volumes were collected using Miovision Automatic Traffic Recorder (ATR) cameras. The ATR counts were conducted to analyze the detection error of the license plate recognition system and estimate expansion factors for the OD Survey counts. The locations of the ATR cameras are shown in Figure 2. The ATR counts were conducted for the same period as the OD data and identical vehicle classification was utilized.

3. Traffic Volumes

Table 1 shows a summary of the 24-hour vehicle counts at the four data collection locations. Over 31,000 vehicles were recorded to enter the westbound route in a 24-hour period. 8.6% of these vehicles were recorded to be trucks. The 24-hour volume for vehicles entering the eastbound route was recorded to be over 33,000 vehicles with 7.9% trucks.

Table 1: 24-hour ATR Traffic Volume (% of traffic detected by License Plate Recognition System)

Location	Light Vehicles	Trucks	Buses	Total
RHVP-EB	32490 (91.4%)	2972 (8.4%)	95 (0.3%)	35557 (100%)
RHVP-WB	28810 (91.3%)	2699 (8.6%)	46 (0.1%)	31555 (100%)
LAP-EB	30602 (91.7%)	2637 (7.9%)	148 (0.4%)	33387 (100%)
LAP-WB	33789 (92.0%)	2771 (7.5%)	167 (0.5%)	36727 (100%)

Hourly variation of traffic volumes at the four data collection locations is shown in Figure 3 and Figure 4. The following observations were made:

- The AM peak hour traffic at RHVP WB (start of the westbound route) is 2068 vehicles and the PM peak hour traffic is 2470 vehicles
- The truck traffic at RHVP WB accounts for 10% during the AM peak hour and 6% during the PM peak hour
- The AM peak hour traffic at LAP EB (start of the eastbound route) is 2331 vehicles and the PM peak hour traffic is 2786 vehicles
- The truck traffic at LAP EB accounts for 9% during the AM peak hour and 6% during the PM peak hour
- The bus traffic is negligible (<1% of hourly traffic), on an hourly basis.

Figure 3: RHVP ATR Traffic Volume

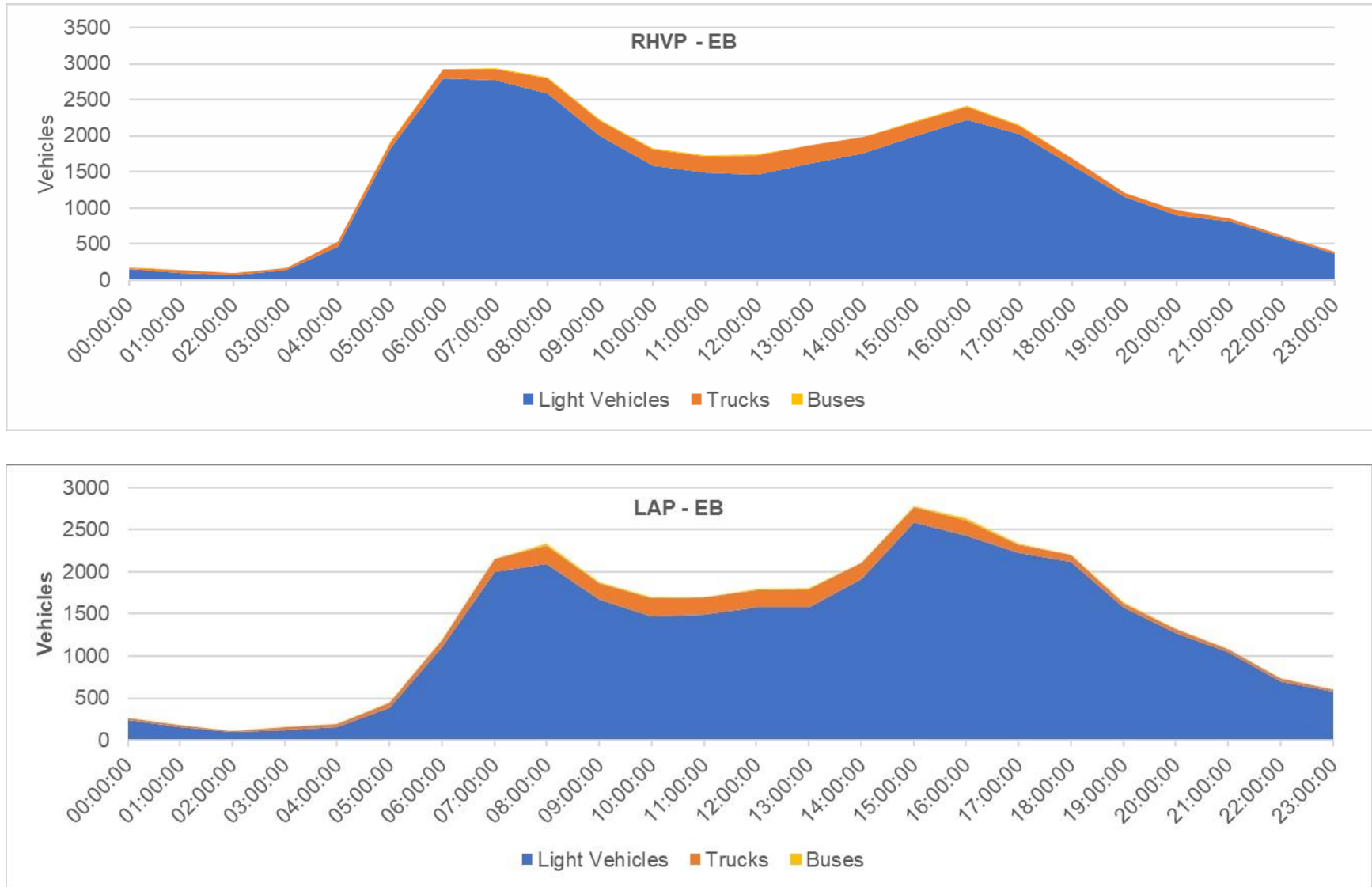
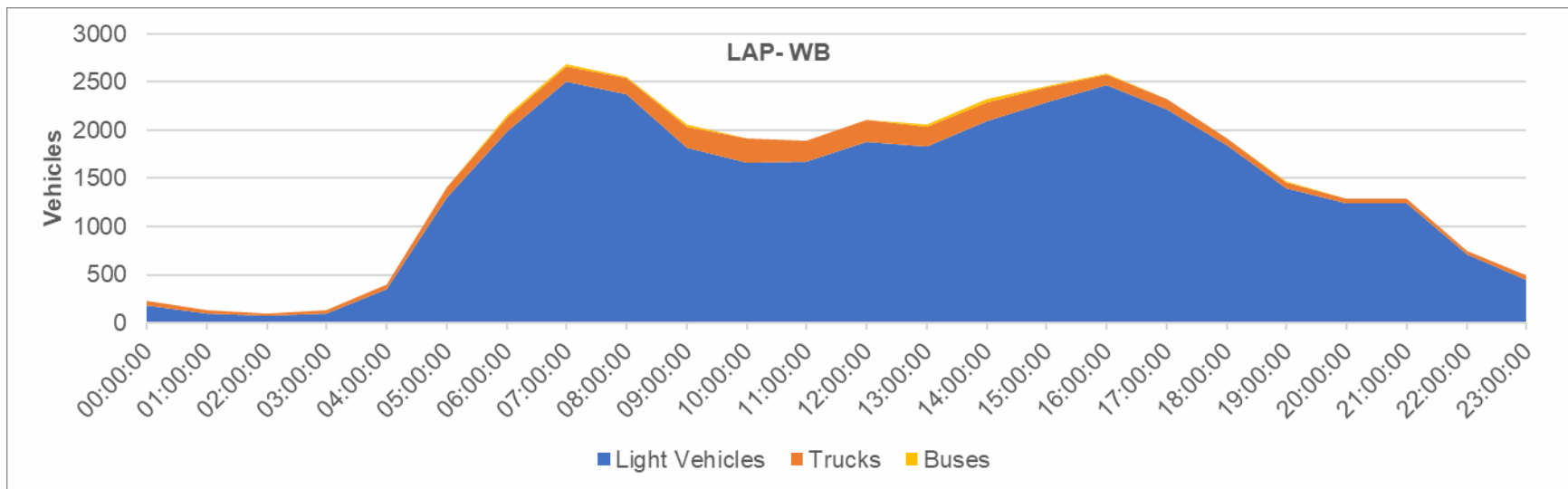
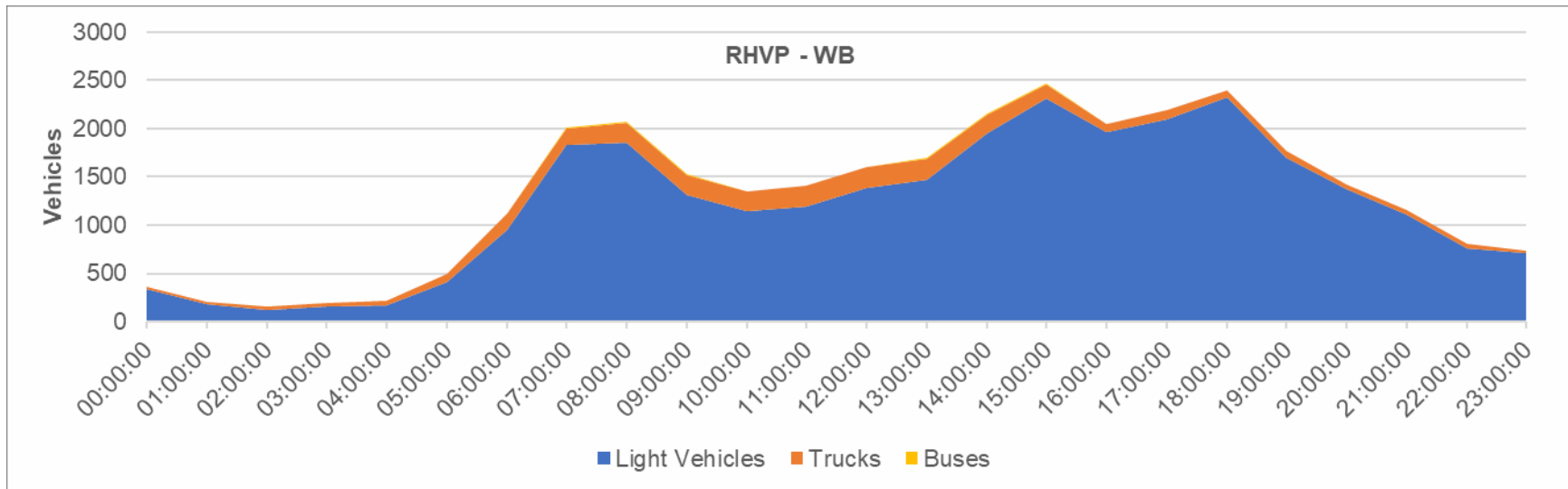


Figure 4: LAP ATR Traffic Volume



4. License Plate Detection

As discussed earlier, cameras were installed at the four data collection locations to record license plates of the passing vehicles. A traffic volume count can be established based on the number of vehicles which were detected by the license plate recognition system as shown in Table 2. It should be noted that these numbers only include vehicles which were detected by the license plate recognition system, and represent a subset of total vehicles. Therefore, the counts from the license plate recognition system is expected to be lower than the ATR counts which cover all vehicles. A manual process was undertaken to classify vehicles through a visual inspection of vehicle images attached to each detected license plate. The license plate matching, in eastbound and westbound direction, is described later in the report to determine the pass-through traffic.

Table 2: License Plate Recognition System - 24-Hour Traffic Volume

Location	Light Vehicles	Trucks	Buses	Total
RHVP-EB	25601 (91.0%)	2453 (8.7%)	82 (0.3%)	28136 (100%)
RHVP-WB	22237 (91.4%)	2062 (8.5%)	33 (0.1%)	24332 (100%)
LAP-EB	22269 (91.1%)	2048 (8.4%)	130 (0.5%)	24447 (100%)
LAP-WB	26440 (91.5%)	2301 (8.0%)	150 (0.5%)	28891 (100%)

The license plate recognition system volumes are approximately 77% of the ATR traffic volumes, across all locations i.e. the license plate recognition system detected approximately 3 out of 4 vehicles. This is a significantly larger sample size compared to alternative technologies such as Bluetooth sensors which have sample rate of 2-3%, and the Hybrid Bluetooth/Wi-Fi sensors that have sampling rate of 15-20%.¹

The vehicle classification from the license plate recognition system is very similar to that from the ATR counts. The truck percentage across all locations is 8.1% from the ATR counts and 8.4% from the license plate recognitions system. This suggests that the detection rate is almost the same for different vehicle types, and no detection bias can be recognized.

Figures 5 and Figure 6 summarize the hourly variation of license plate detection volumes throughout the 24-hour study period. The AM peak hour detected traffic at RHVP WB (start of the westbound route) is 1516 vehicles and at LAP EB (start of the eastbound route) is 1354 vehicles, which occurs at 8:00-9:00 AM. The PM peak hour detected traffic at RHVP WB is 2276 vehicles and at LAP EB is 2186 vehicles, which occurs at 3:00-4:00 PM.

¹ Based on Travel Time Detection Technology Options Study conducted within GTA by CIMA+ to evaluate Bluetooth and other travel time technologies.

Figure 5: RHVP License Plate Recognition System - Detected Traffic Volume

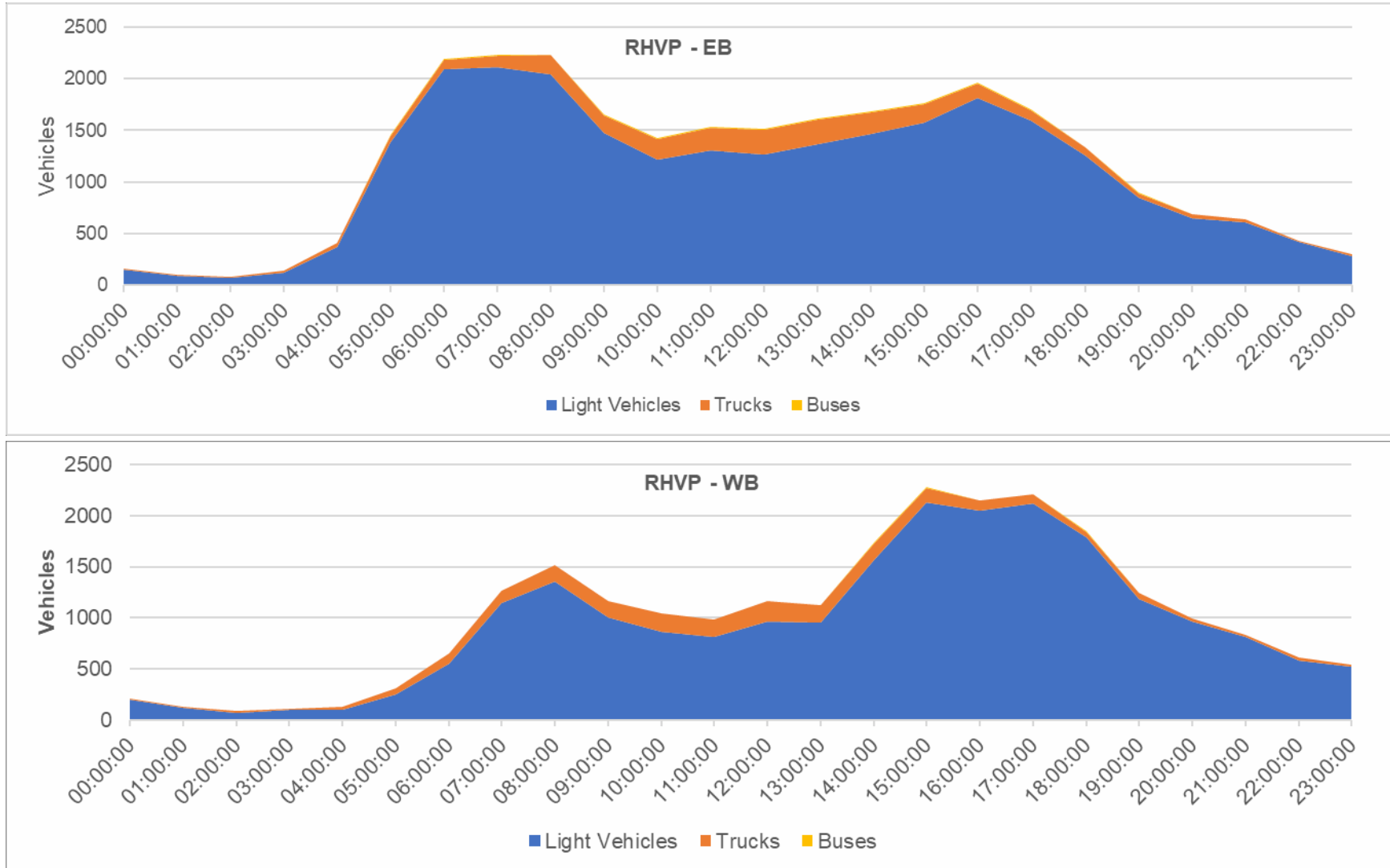
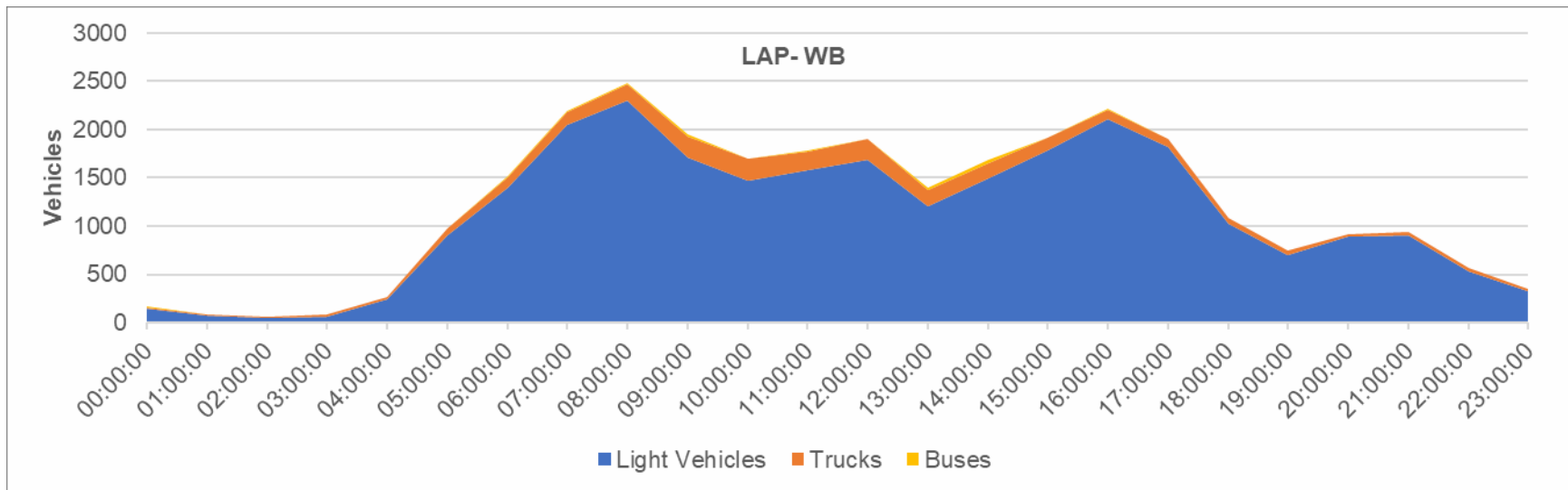
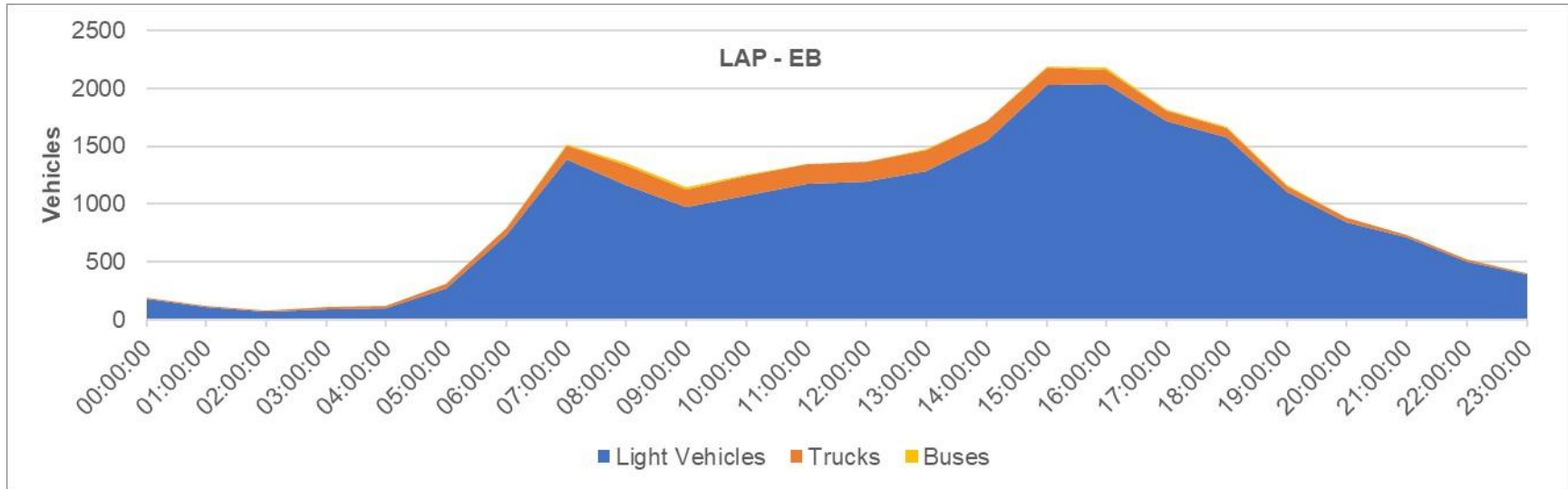


Figure 6: LAP License Plate Recognition System - Detected Traffic Volume



5. Detection Ratio

The detection ratio refers to number of vehicles detected by license plate recognition system versus the ATR traffic volume, over the same period of time. Equation 1 provides the formula for calculating Detection Ratio. Table 3 provides the total traffic counts from ATR and License Plate Detection System, per location. LAP-EB and RHVP-WB represents the start locations of the eastbound and westbound routes. According to the ATR counts, the total number of vehicles entering the eastbound route is 33387 and the total number of vehicles entering the westbound route is 31555.

$$Detection\ Ratio_{hour} = \frac{License\ Plate\ Recognition\ System\ Traffic\ Counts_{hour}}{ATR\ Traffic\ Counts_{hour}} \quad (Equation\ 1)$$

Table 3: Traffic Counts Overview

Location	ATR Counts	License Plate Detection Counts	Detection Ratio
RHVP - EB	35557	28136	79.1%
RHVP - WB	31555	24432	77.4%
LAP - EB	33387	24447	73.2%
LAP - WB	36727	28891	78.7%

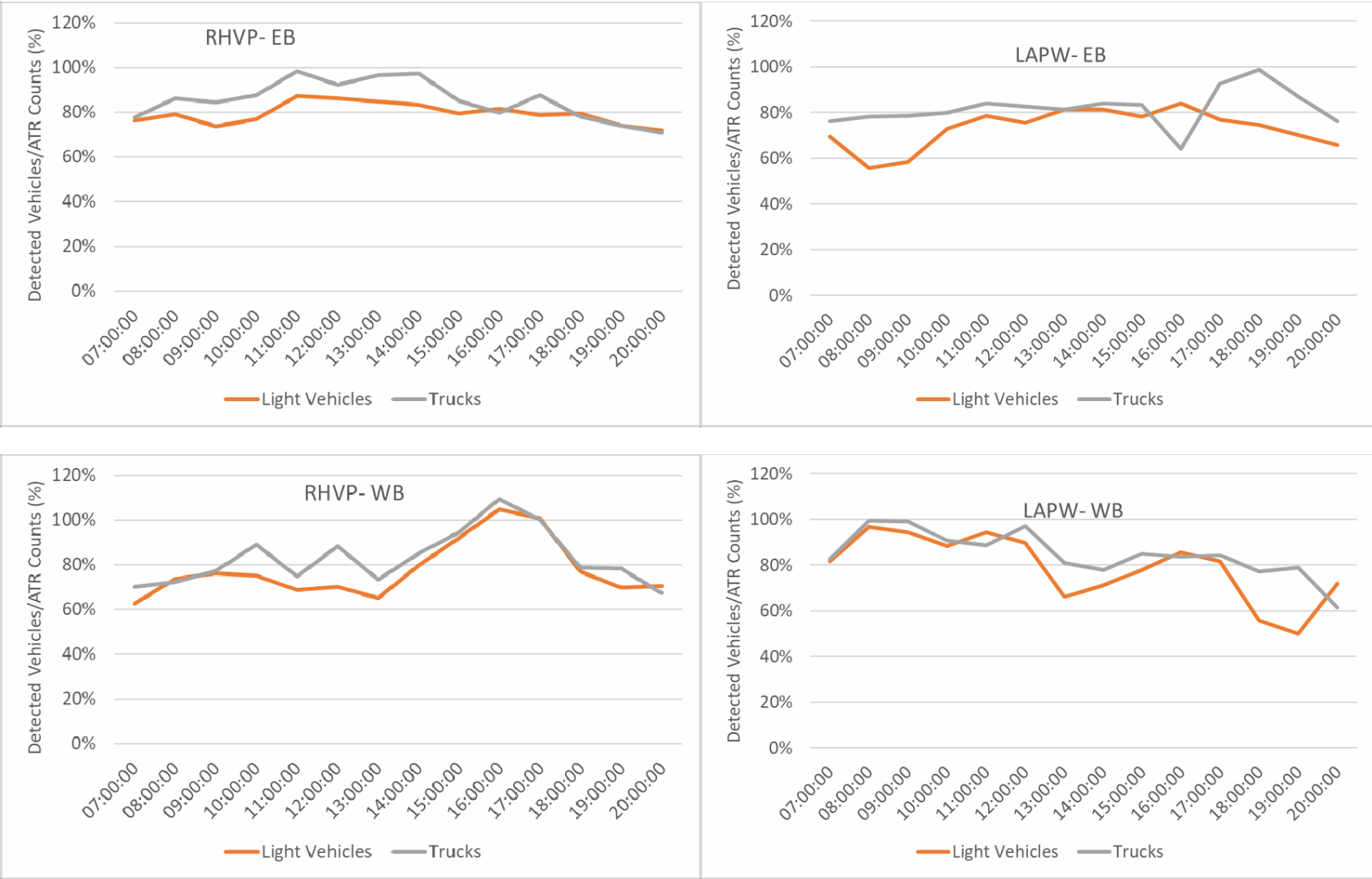
The accuracy of visual vehicle classification process drops significantly during dark hours when environmental light is not enough to differentiate between different vehicle types. Therefore, the analysis in this section and next section was completed for different time periods as follows:

- Day Time: from 7:00 AM to 8:00 PM when vehicles were accurately classified. All analyses were conducted for light vehicles and trucks separately.
- Dark Time: from 12 AM to 7:00 AM and 8 PM to 12 AM when vehicles cannot be visually classified. The OD analysis was conducted for total vehicles.

Figure 7 shows the detection ratio during Day Time at each of the four data collection locations, per vehicle classification. The hourly bus detection ratio is excluded due to small sample size. Across all locations, 78% of light vehicles; 84% of trucks; and 88% of buses were detected during the Day Time. This suggests that the sample size for all vehicle types are large enough for OD analysis during the Day Time. Both light vehicle and truck detection ratios slightly fluctuate throughout the day; however, the detection ratio remains above 55% at any given hour during the Day Time. For RHVP-WB, the detection ratio slightly exceeds 100% at 4 PM for both light vehicles and trucks. This is the result of license plate detection counts exceeding the ATR counts, which

could be due to partial-license plate recognition. The partial-license recognition may result in more than one count for a single license plate, resulting in overestimation of traffic counts from license plate recognition system.

Figure 7: Day Period Detection Ratio per location and vehicle classification



6. Pass-Through Traffic

For both eastbound and westbound routes, vehicles were detected at an upstream (start) and a downstream (end) location. Recorded license plates at the upstream and downstream locations for each route were compared, and the license plates that were recorded at both upstream and downstream locations were identified. The pass-through traffic was determined using the following methodology:

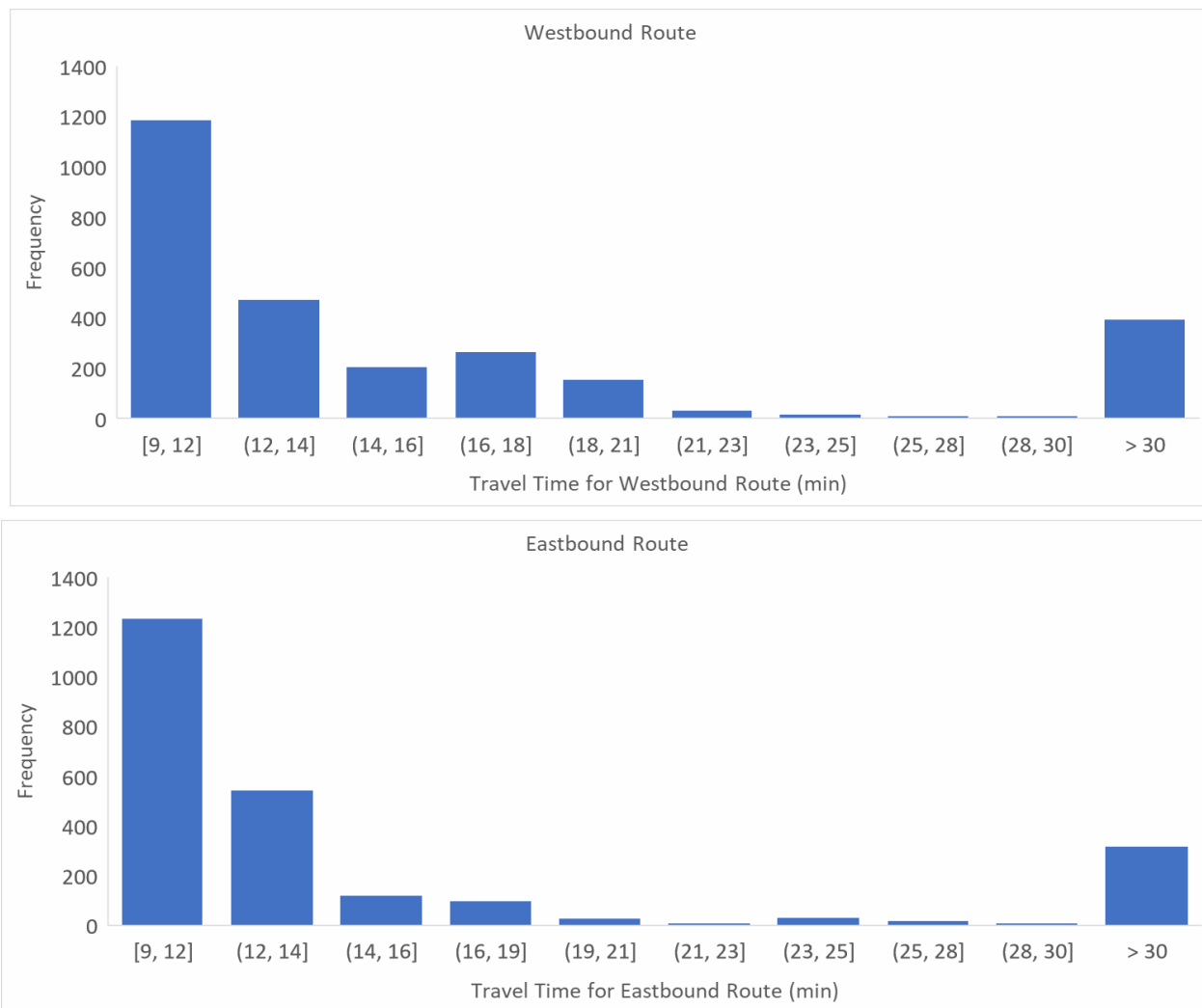
1. Vehicles detected only on one end of the route were considered local trips.
2. Vehicles detected on both ends of the route were considered to be either pass-through or stopped traffic, based on the travel time of the trip
3. The travel time of vehicles detected on both ends of the route was compared to the *travel time threshold* (will be described in the next section) as follows:
 - a. The vehicles with travel time less than the threshold were considered to be pass-through traffic.
 - b. The vehicles with travel time greater than the threshold were considered to be traffic that made a stop (i.e. delivery), hence the trip does not classify as pass-through.
4. The total number of pass-through trips was calculated as the ATR traffic count at the start of the route multiplied by the *pass-through probability* (will be described in the next section).

6.1 Travel Time Threshold

Since travel time along the study routes would change throughout the day, a static threshold may not appropriately differentiate between pass-through traffic with those who made a stop to do an activity (e.g. delivery). A dynamic travel time threshold for each observation (a vehicle which was detected on both ends of the route) was defined based on the moving average of ten adjacent observations. Observations with travel time up to 20% higher than the moving average travel time were considered acceptable. If a vehicle's travel time is greater than the threshold (120% of the moving average), the trip is considered non-pass through since it most likely made a stop. For example, at 8:00 AM, Trip A is completed in 13 minutes. The average travel time for the next 10 completed trips is 12 minutes. The resulting threshold is 14.4 minutes (12 minutes + 20% additional allowance). Hence, Trip A is completed within the travel time threshold and is considered a pass-through trip. Opposingly, Trip B is completed in 25 minutes during the same time period. Since Trip B is not completed within the travel time threshold, it is considered a stopped trip. The travel time threshold is dynamically updated for each time period based on the next 10 completed trips.

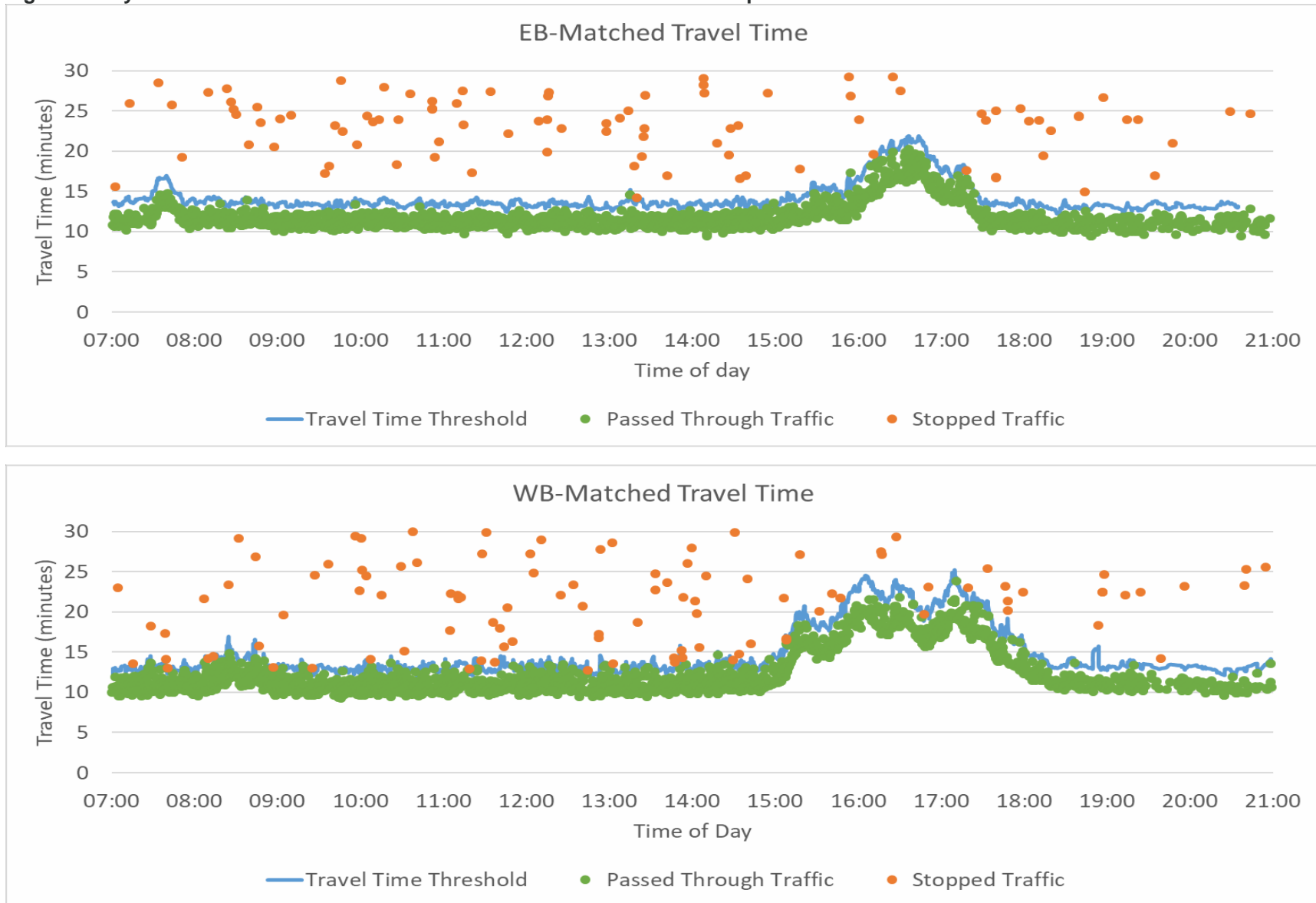
Figure 8 shows the histogram of travel time values for vehicles which completed the eastbound and westbound routes. The travel time ranges between 9 to 650 minutes for the Westbound trips and 9 to 600 minutes for the Eastbound trips. Travel time of greater than 30 minutes was determined to be the cut-off, meaning any completed trip greater than 30 minutes was considered a stopped trip². If travel time is less than 30 minutes, the dynamic travel time threshold was applied as shown in Figure 9.

Figure 8: Observed Travel Time for completed Eastbound and Westbound trips



² Peak travel time, according to Google Travel Data, is 22 minutes across the study area, hence 30 minutes is utilized as a conservative cut-off point. It means any travel time longer than 30 minutes is considered as a stopped trip. For travel times shorter than 30 minutes, the dynamic threshold was applied to determine whether it was a stopped trip or a pass-through trip.

Figure 9: Day Time Travel Time Threshold for Eastbound and Westbound Trips



Approximately 18% of completed eastbound trips were classified as “stopped” and 15% of completed westbound trip were classified as “stopped”, meaning these trips’ travel time was greater than the threshold and are not considered passed-through.

6.2 Pass-Through Probability

The Pass-Through Probability, which represents the probability of a vehicle at one end of the study area to complete the entire route, is utilized to determine the total number of pass-through trips in the eastbound and westbound direction. The Pass-Through Probability is described in Equation 2.

$$P(\text{Passing Through})_{hour} = \frac{\text{Pass Through Trips}_{hour}}{\text{License Plates Detected}_{hour}} \quad (\text{Equation 2})$$

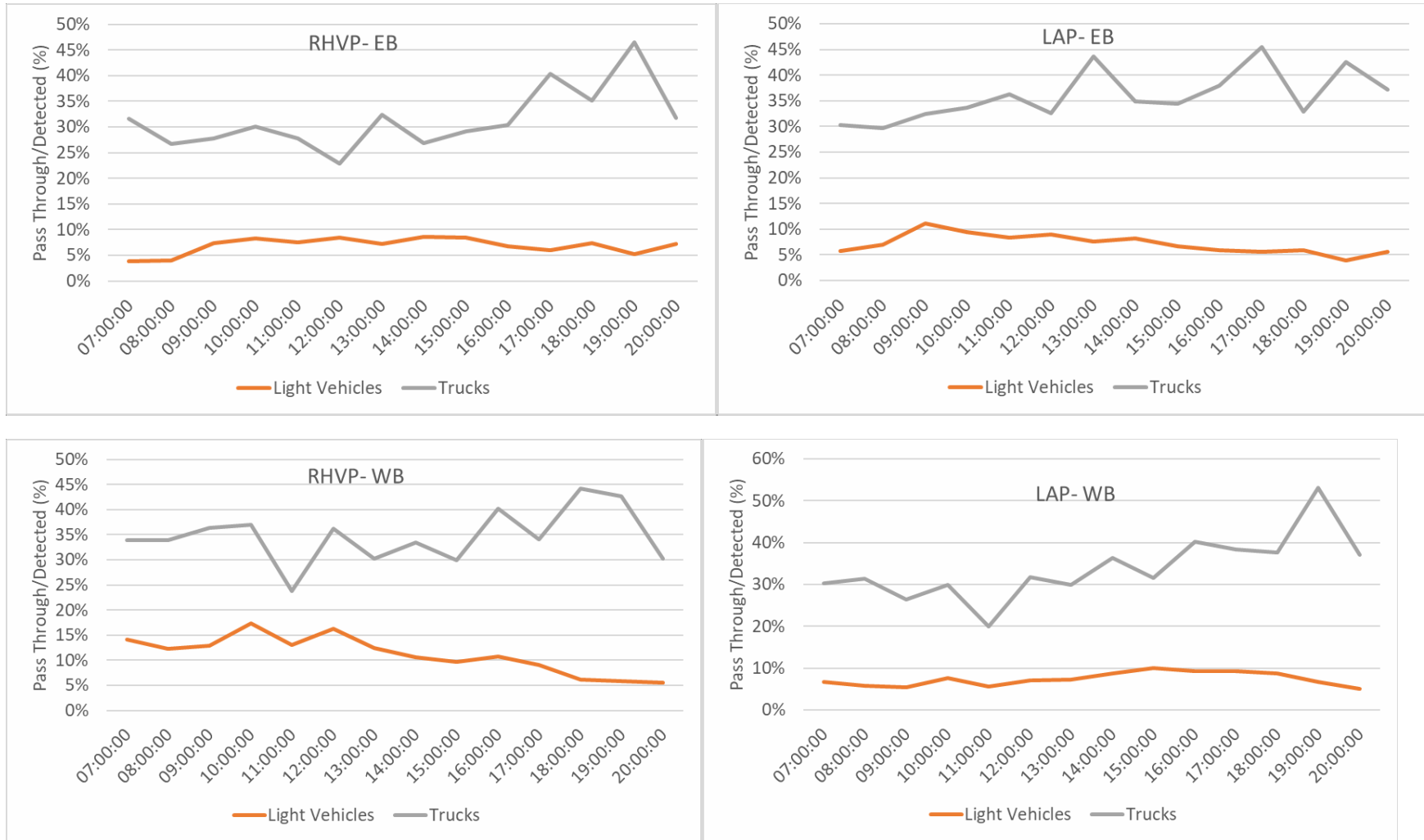
The Stopped Vehicle Percentage, represents the percentage of vehicles that completed the entire route with travel time greater than travel time threshold, meaning the vehicle did have a destination along the route. The Stopped Vehicle Probability is described in Equation 3.

$$P(\text{Stopped Vehicle})_{hour} = \frac{\text{Stopped Trips}_{hour}}{\text{License Plates Detected}_{hour}} \quad (\text{Equation 3})$$

For example, during the AM peak hour, 2233 vehicles were detected to enter the eastbound route (LAP-EB). 162 of these vehicles were observed to complete the route (i.e. they were also detected at RHVP-EB). Travel time for 29 out of 162 vehicles exceeded the travel time threshold and were classified as stopped vehicles. The rest (133 vehicles) completed the route with travel times shorter than the threshold and were classified as pass-through traffic. Therefore, for the AM peak hour, the Pass-Through Probability for the eastbound route is 6% (133 divided by 2223), and the Stopped Vehicle Probability for the eastbound route is 1% (29 divided by 2223). It means 6% of vehicles entering the eastbound route are expected to be pass-through traffic; 1% are expected to have a stop along the way and then complete the route, and the rest (93%) are expected to be destined to a local destination along the route.

Figure 10 shows the Pass-Through Probability per location, per vehicle type. Across all locations, 7% of light vehicles, 33% of trucks, and 7% of buses were passing through the study area. In other words, approximately 1 out of every 3 trucks on RHVP WB or LAP EB are using the RHVP/LAP as a shortcut. As shown in Figure 10, the probability of a truck passing through is significantly higher than a light vehicle. For instance, 36% of trucks entering RHVP WB at 2:00 PM are passing through the entire study area whereas 11% of light vehicles are expected to pass through the study area in the same time period.

Figure 10: Day-Time Pass Through Probability



6.3 Pass-Through Traffic Volume

To calculate the pass-through traffic volumes for each route, the ATR Traffic counts at the entrance of the study routes was multiplied by the Pass-Through Probability, per vehicle type. Similar to Pass-Through Probability, Stopped Vehicle Probability was defined to determine total stopped trips across the study area. The pass through and stopped traffic volumes are summarized in Figures 11 and 12.

Table 4 presents a summary of pass-through traffic by vehicle type for the eastbound and westbound routes. The eastbound AM peak hour pass-through traffic is comprised of 187 light vehicles and 64 trucks. Additionally, the eastbound PM peak hour pass-through traffic is comprised of 172 light vehicles and 69 trucks. The westbound AM peak hour pass-through traffic is comprised of 222 light vehicles and 73 trucks, and the westbound PM peak hour pass-through traffic is comprised of 186 light vehicles and 43 trucks.

The eastbound Day Time through traffic is comprised of 1831 light vehicles, 795 trucks and 9 buses. Additionally, the westbound Day Time pass through traffic is comprised of 2072 light vehicles, 732 trucks and 2 trucks.

Table 4: Pass Through Traffic Summary

Period	Vehicle Type	Eastbound Trip (vehicles)			Westbound Trip (vehicles)		
		Total Traffic	Pass Through Traffic	Pass Through %	Total Traffic	Pass Through Traffic	Pass Through %
AM Peak Hour	Light Vehicles	1672	187	11%	1833	222	12%
	Trucks	215	64	30%	216	73	34%
PM Peak Hour	Light Vehicles	2593	172	7%	1960	186	9%
	Trucks	181	69	38%	145	43	30%
Day Time	Light Vehicles	26017	1831	7%	23909	2072	9%
	Trucks	2250	795	35%	2169	732	34%
	Buses	146	9	6%	37	2	5%
24 Hour	All Vehicles	33387	3140	9%	31555	3490	11%

Figure 11: Light Vehicles Day-Time Pass-Through and Stopped Traffic Volume

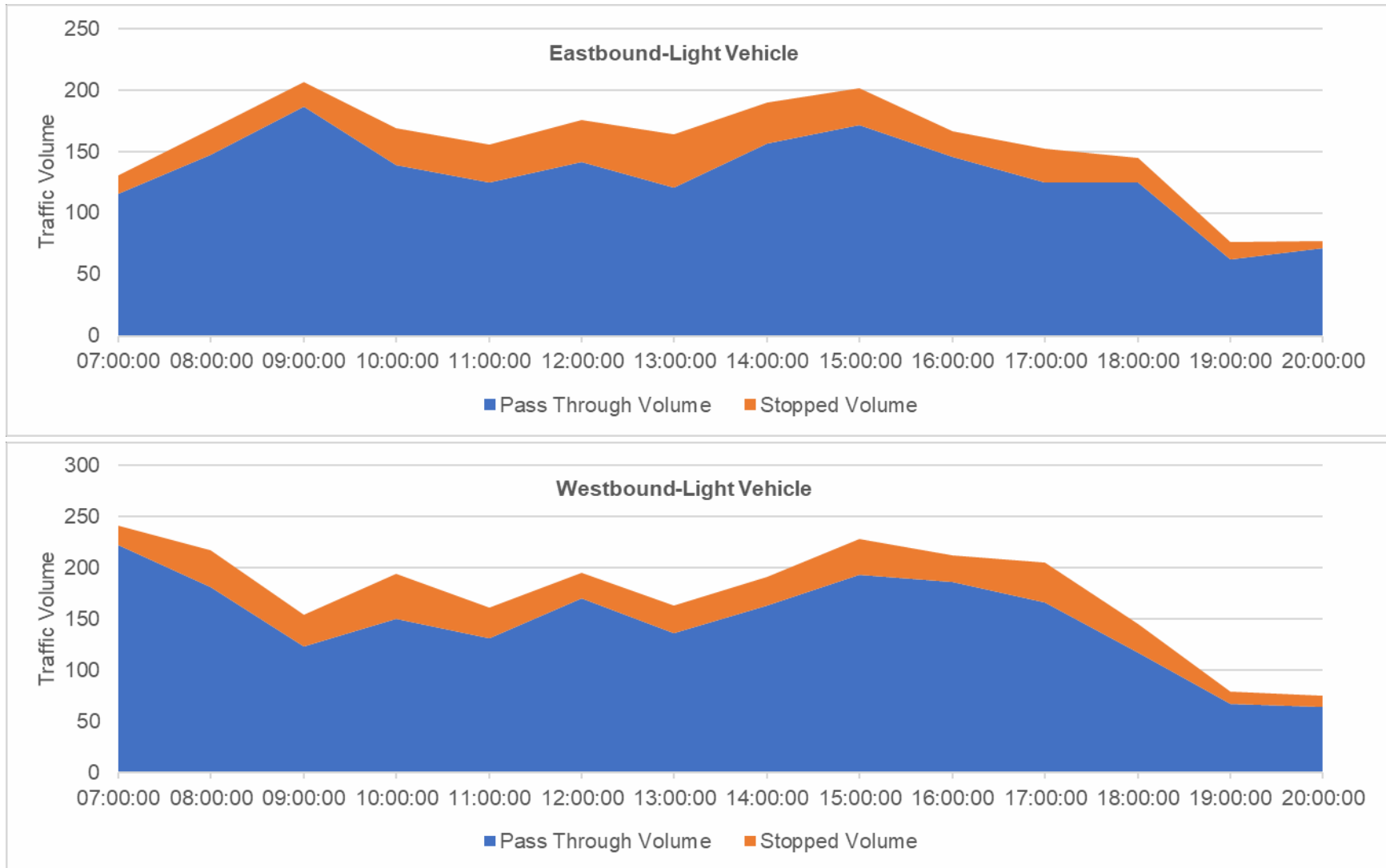
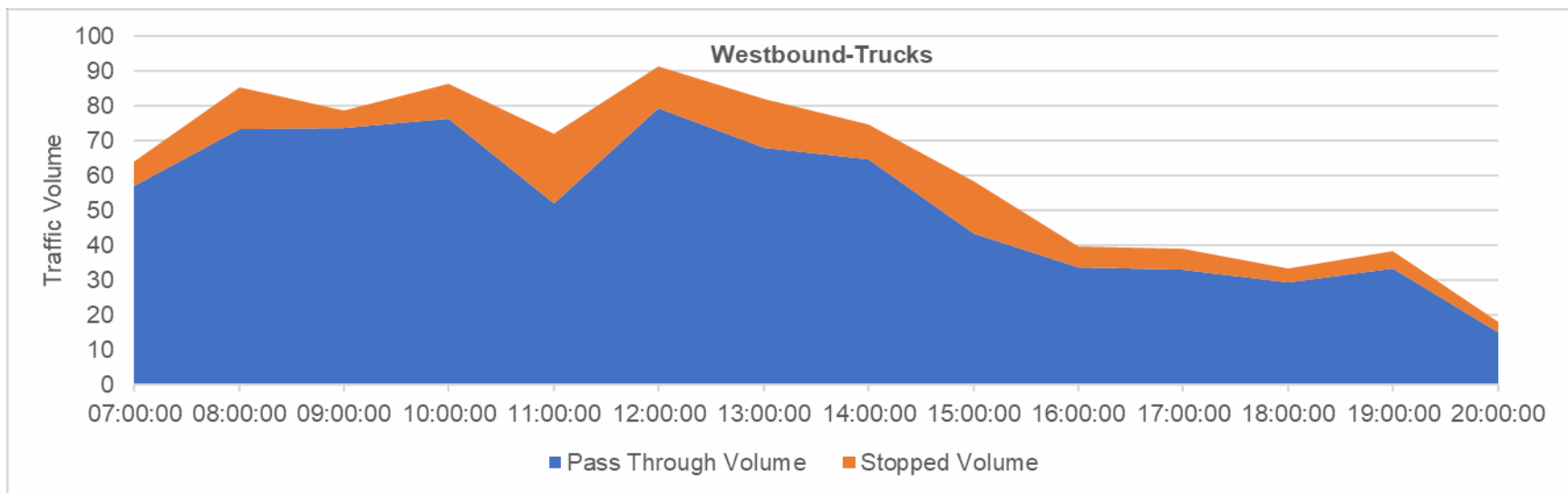
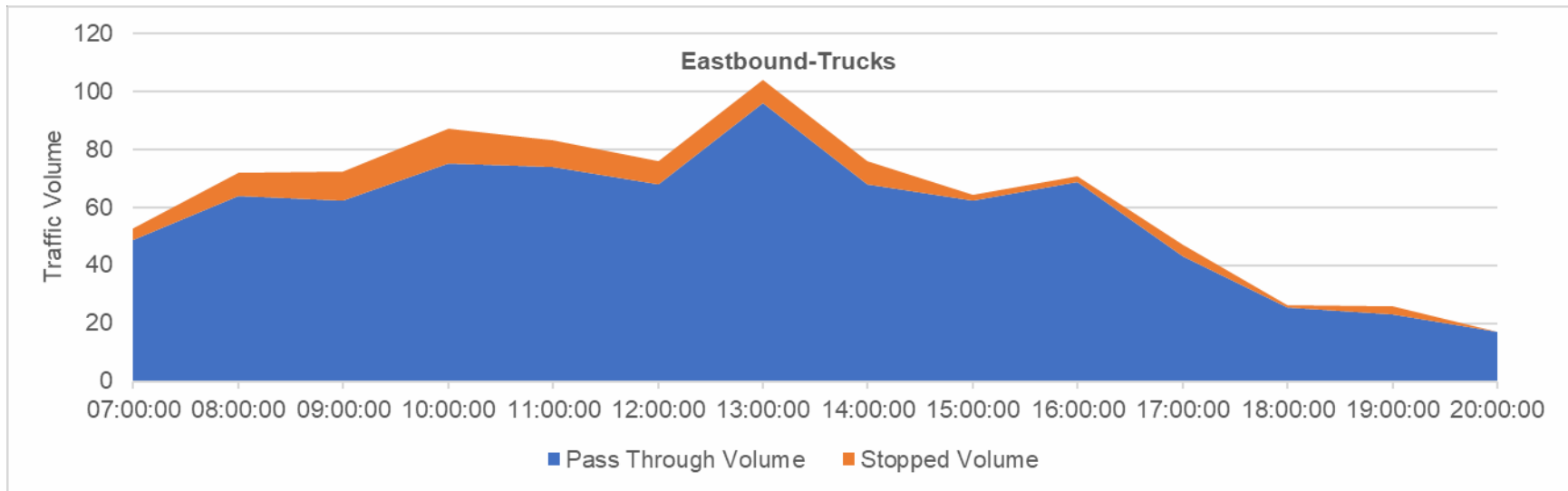


Figure 12: Trucks Day-Time Pass-Through and Stopped Traffic Volume



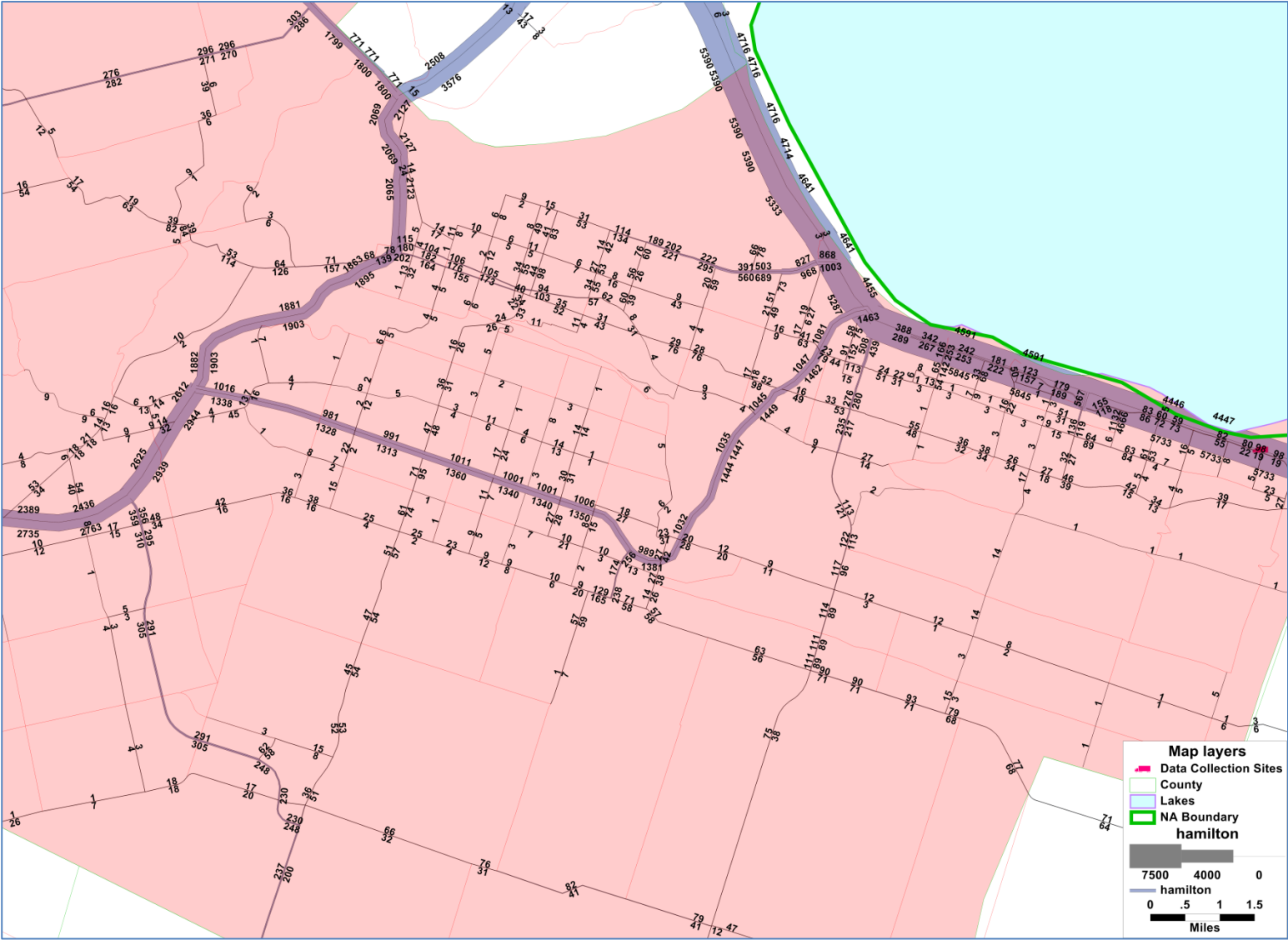
7. Summary

A 24-hour data collection was conducted on May 15th, 2019 to review pass-through traffic along Red Hill Valley Parkway (RHVP) and Lincoln Alexander Parkway (LAP). Two types of data were collected: 1) Origin-Destination (OD) data for the eastbound and westbound routes along RHVP and LAP using license plate recognition system and 2) traffic volume data at each end of study routes using ATR recorders.

According to the ATR counts, the total number of vehicles entering the eastbound route is 33387 and the total number of vehicles entering the westbound route is 31555. On average, 78% of light vehicles; 84% of trucks; and 88% of buses were detected during Day Time (7 AM to 8 PM) by the license plate recognition system.

Recorded license plates at both ends of each route were compared, and vehicles which completed the entire routes were identified. It is estimated that, on average, 7% of light vehicles, 33% of trucks, and 7% of buses were passing through the study area. The eastbound Day Time pass through traffic is comprised of 1831 light vehicles, 795 trucks and 9 buses. Additionally, the westbound Day Time pass through traffic is comprised of 2072 light vehicles, 732 trucks and 2 buses.

Hamilton Related Traffic Volumes - 2012 CVS Average daily truck trips to/from and through Hamilton



From the 2012 Ontario Commercial Vehicle Survey report prepared by the Ministry of Transportation of Ontario



INFORMATION REPORT

TO:	Chair and Members Public Works Department
COMMITTEE DATE:	December 2, 2019
SUBJECT/REPORT NO:	Red Hill Valley Project Integrated Environmental Monitoring Program Final Summary Update (PW18087(a)) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Andrea McDonald (905) 546-2424 Ext. 2738
SUBMITTED BY:	Craig Murdoch Director, Environmental Services Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

Public Works Committee at its meeting of September 17, 2018 approved that staff be directed to report back to the Public Works Committee on a regular basis, with respect to recommendations relating to the Red Hill Valley Project Integrated Environmental Monitoring Plan, and the cost of resources that would be required to fulfil these recommendations which are not currently funded through the Public Works Department's Operating or Capital Budgets.

INFORMATION

The Red Hill Valley Project (RHVP) included design, construction and commissioning of an 8 km controlled access freeway which was completed in 2007. As part of this work, the Red Hill Creek was realigned and additional storm water facilities, flood controls and other infrastructure was constructed. An integrated environmental monitoring plan was implemented to support this project beyond construction.

In 2018, staff presented the final Red Hill Valley Project Integrated Environmental Monitoring Plan (RHVP IEMP), that included information related to ground water quantity/quality, surface water quantity/quality, creek morphology, fisheries and terrestrial ecology. This report provided 29 recommendations for further monitoring beyond what was legislated due to the ecological significance of the Red Hill Valley

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**SUBJECT: Red Hill Valley Project Integrated Environmental Monitoring Program
Final Summary Update (PW18087(a)) (City Wide) - Page 2 of 3**

system. These recommendations were made by both the consultant team led by Wood Consulting (formerly Amec Foster Wheeler), who conducted the monitoring from 2008 to 2013 and the Haudenosaunee Development Institute (HDI) in conjunction with the Joint Stewardship Board.

Of the 29 recommendations, the majority of work was already on work plans of various Divisions within the Public Works and Planning and Economic Development Departments. Further, 15 recommendations were deemed out of scope for City of Hamilton Departments/Divisions as the recommended work was outside of the typical program mandate or had budget constraints. These recommendations are all voluntary and non-regulatory. If performed, they provide additional data and ecological restoration that is beyond impacts that could have been caused by the construction of the Red Hill Valley Parkway.

As directed by the Public Works Committee (PWC), staff investigated the recommendations that were identified as unfunded (out of scope) in the 2018 PWC staff Report PW18087 and consulted with staff and external partner organizations to determine possible alignment and estimated costs for implementation. The following groups were consulted through this process:

- Hamilton Water - Source Water Protection, Water&Wastewater Planning
- Healthy and Safe Communities - Air Quality and Climate Change
- Hamilton Conservation Authority (HCA)

These consultations and, where available, estimated costs have been summarized in Appendix "A" attached to Report PW18087(a), and confirmed that:

- Hamilton Water - Source Water Protection can conduct Recommendation 1, related to ground water monitoring wells, with further assessment required to determine financial impact.
- Healthy and Safe Communities - Air Quality and Climate Change can address Recommendation 4, related to assessing climate change related vulnerabilities along the Red Hill Valley Parkway through proposed city-wide climate change vulnerability and risk assessments. With the condition that this future work and budget is approved by Council.
- Should funding become available, Hamilton Conservation Authority can undertake Recommendations 15, 18, 19, 20 and H6, related to water quality and terrestrial ecology, for a fee to cover staff time, administration and equipment requirements.

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**SUBJECT: Red Hill Valley Project Integrated Environmental Monitoring Program
Final Summary Update (PW18087(a)) (City Wide) - Page 3 of 3**

Next Steps

Any remaining out of scope recommendations that could possibly be performed by agencies or regulatory bodies will be forwarded to them for their information and voluntary action.

Recommendations 1 and 4 that are associated with Hamilton Water and Healthy and Safe Communities above will be coordinated and reported on by those divisional leads.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" attached to Report PW18087(a) - 2019 Update: Red Hill Valley Project Integrated Environmental Monitoring Plan Final Report Recommendations (2015)

2019 Update: Red Hill Valley Project Integrated Environmental Monitoring Plan Final Report Recommendations (2015)					
Red Hill Valley Project (RHVP) Integrated Environmental Monitoring Plan (IMP) Final Report Recommendations (2015)		Lead Division/ Name/Out of Scope	To be Implemented Yes/No/TBD	Comments from: (HW) Hamilton Water,(AQ/CC) Air Quality &Climate Change, (HCA) Hamilton Conservation Authority	Estimated Cost
Ground Water					
1	Existing groundwater monitoring wells should be left in place for any future more regional monitoring program. The Hamilton Conservation Authority (HCA) or other governmental agencies should be contacted to confirm whether they would be interested in taking over the monitoring of these wells, potentially as part of the Ontario Groundwater Monitoring Network.	Hamilton Water/Source Water Protection	Yes	The groundwater monitoring program relied on two nested wells drilled in two key locations along the Red Hill Creek. Each well has three cases screened at different depths which allows monitoring of shallow and deep groundwater levels. City of Hamilton, Hamilton Water already maintains a network of monitoring wells within the City and plans to include these locations as part of this network. The wells require further assessment to identify the costs for the necessary up-grades. The data collected from the wells monitoring network is being shared with the Conservation Authorities.	TBD
Surface Water					
4	The City of Hamilton and the Ministry of Transportation (MTO) may wish to undertake a climate change assessment, to better understand the potential vulnerabilities along the RHVP, and develop appropriate resiliency plans.	Healthy and Safe Communities/Air Quality & Climate Change	Yes	Climate adaptation is a priority of the Corporate Climate Change Task Force (CCCTF) which will be submitting additional work plans through the General Issues Committee (GIC) 2019 to work on a city-wide climate vulnerability and risk assessment. Currently, specific costs associated with this work are unavailable but will be included in future reports.	TBD
Water Quality					
H3	Testing for pharmaceuticals in the surface water, downstream of Municipal sewer overflows is recommended. Pharmaceuticals can negatively effecting fish and aquatic life.	Out of Scope	No	Out of scope for the City of Hamilton. This recommendation will be forwarded to agencies for their consideration.	N/A

Creek Morphology					
12	The ongoing erosion and sediment contribution upstream of the Buttermilk Falls tributary should be addressed in order to maintain downstream channel stability within Red Hill Creek. The rehabilitated channel reach was never designed to handle/receive the bed material load that is currently being generated by the upstream reach destabilized in the July 2009 flood. Measures should be taken to mitigate erosion in this reach and provide enhanced geotechnical slope stability.	Out of Scope	No	Out of Scope for the City of Hamilton.	N/A
Fisheries					
13	The City of Hamilton, and affected regulatory agencies (Hamilton Conservation Authority, Ministry of Natural Resources and Forestry, Department of Fisheries and Oceans, Royal Botanical Gardens, Bay Area Restoration Council) may wish to consider transplanting suitable native stream fishes from other area watercourses, if a more diverse fish community in Red Hill Creek is desired. Further discussion would however be required on this subject.	Out of Scope	No	Out of scope for the City of Hamilton. This recommendation will be forwarded to agencies for their consideration.	N/A

14	<p>The City of Hamilton and affected regulatory agencies should consider implementing carp control within the lower reaches of Red Hill Creek (as has been done in Windemere Basin). Key opportunities for carp exclusion exist in compensation wetlands Comp1 and Comp2, as well as new backwater channels created within ENH5 (Red Hill Marsh), and the north Van Wagner's Pond along with connecting waterways. Further discussion would again be required on this subject .</p>	Out of Scope	No	<p>Out of scope for the City of Hamilton. This recommendation will be forwarded to agencies for their consideration.</p>	N/A
15	<p>Benthic invertebrate sampling should be considered in the future, potentially within the next 5 years +/-, in order to assess potentially positive impacts of the Red Hill Valley Storage Pipe. This feature, which should reduce the number of combined sewer overflow discharges to Red Hill Creek, did not begin operating until December 2011; as such the monitoring data (ending in 2012) would not reflect the benefit of implementing this feature.</p>	Out of Scope	No	<p>Out of Scope for the City of Hamilton, however, HCA does limited work of both fish and benthic sampling in the Red Hill as part of a watershed monitoring program. A partnership could be coordinated to enhance this program to address the recommendation with support funding.</p>	<p>Should a funding source become available, an approximate estimate of \$15,000 /year would allow for monitoring of 4 sites (\$900/day and 4 days / site - 1 indicator site, 1 upstream, 2 downstream)</p>

Terrestrial Ecology					
18	It is recommended that the City of Hamilton undertake additional monitoring of the wetland enhancement areas (ENH5), given that only 2 years of data have been collected thus far	Out of Scope	No	HCA can undertake all Terrestrial Ecology recommendations. (#18,19,20,H6) that are out of scope for the City of Hamilton, and support the ongoing City of Hamilton in scope terrestrial recommendations (16, 17, and 21)	Should a funding source become available,an approximate estimate of \$80,000 annually to fulfill recommendations 18, 19, 20, H6 and to support 16, 17, 21 (staff time, administration, equipment)
19	It is recommended that turtle population status within the Red Hill Marsh and Van Wagner's Ponds, as well as habitat enhancement areas, be updated	Out of Scope	No	* See note in #18	See funding note in recommendation 18
20	The City of Hamilton should consider undertaking repeat monitoring of permanent vegetation plots within the valley.	Out of Scope	No	* See note in #18	See funding note in recommendation 18
22	The City of Hamilton should consider completing a separate stand-alone report to summarize and address the full scope of the restoration works undertaken by Kayanase	Out of Scope	No	Out of scope for the City of Hamilton.	N/A
H1	A follow-up Haudenosaunee Medicinal Plant survey is recommended.	Out of Scope	No	Out of Scope for the City of Hamilton.	N/A
H5	Request a copy of the proposed Kayanase restoration work report when completed.	Out of Scope	No	Out of Scope for the City of Hamilton.	N/A

H6	If not already considered, a study of the entomological world (Insects) in the affected valley areas should be undertaken.	Out of Scope	No	* See note in #18	See funding note in recommendation 18
H7	All the recommendations presented in the 5- Year 2015 Summary report should be approved and implemented, as listed in Appendix A: Summary of Recommendations supported by Haudenosaunee.		No	This item cannot be completed until all recommendations are funded and actioned.	N/A

**Mike Field, Extension 4576
Report PW19001(f)**

**INTERSECTION CONTROL LIST
Public Works Committee – December 2, 2019
PUBLIC WORKS DEPARTMENT
Transportation Operations & Maintenance Division**

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				
Section "E" Hamilton							
(a)	Liberty Street	Grange Street	None	SB	A	Missing stop control, housekeeping	2
Section "F" Stoney Creek							
(b)	Mud Street East	Second Road East	NB/SB	All	C	Converting to all-way stop – Clr approved	9
(c)	Mud Street East	Eleventh Road East	NB/SB	All	C	Converting to all-way stop – Clr approved	9

Legend

No Control Existing (New Subdivision) - **NC**

Intersection Class: **A** - Local/Local **B** - Local/Collector **C** - Collector/Collector

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

Page 2 of 2

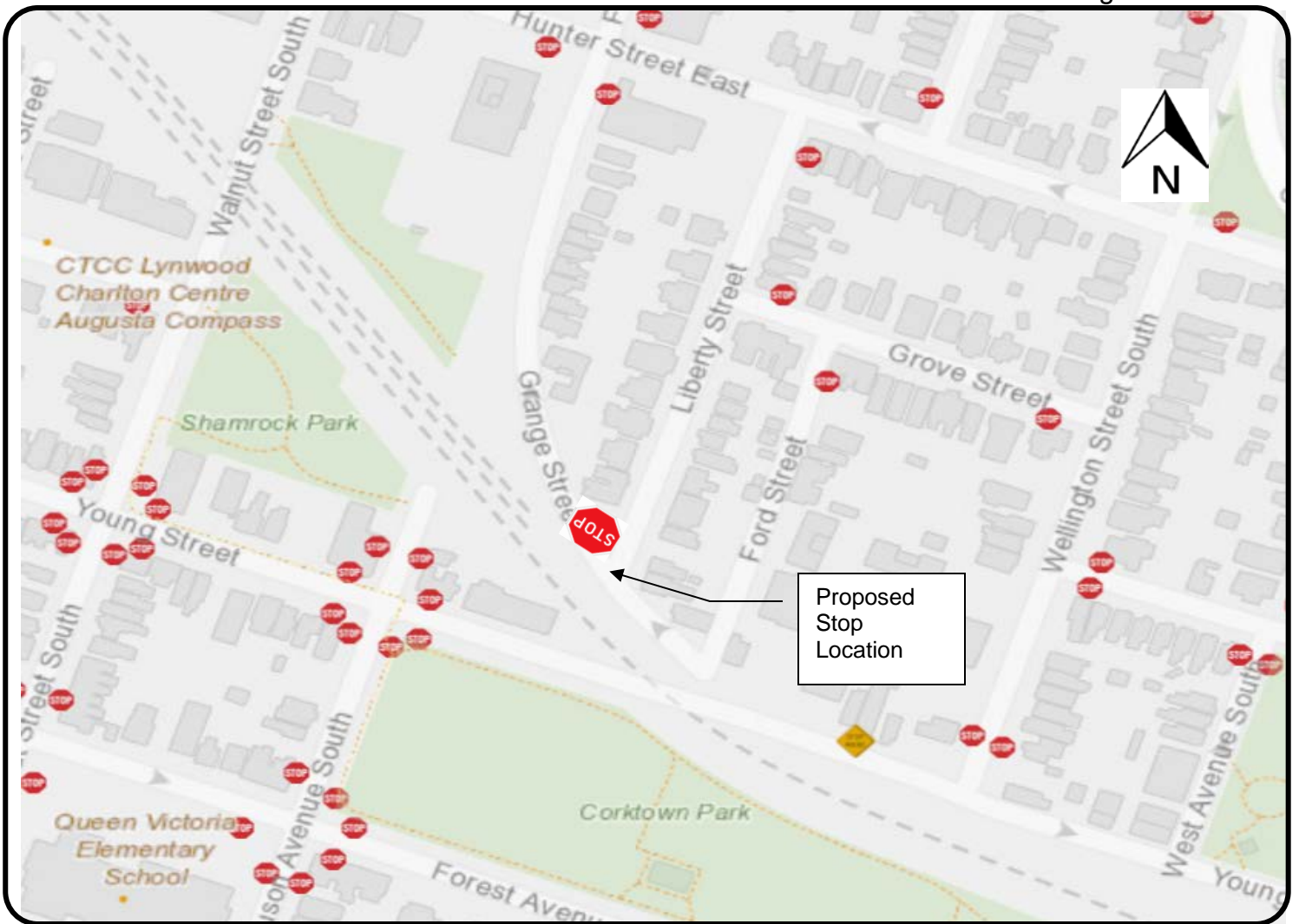
2. Subject to the amendments made in this By-law, in all other respects, By-law No. 01-215, including all Schedules thereto, as amended, is hereby confirmed unchanged.

3. This By-law shall come into force and take effect on the date of its passing and enactment.

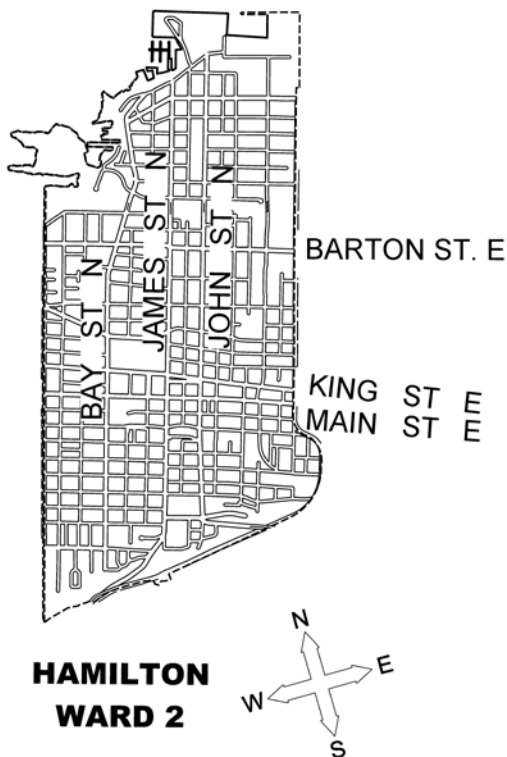
PASSED this 11th day of December, 2019.

F. Eisenberger
Mayor

A. Holland
City Clerk



KEY MAP



LOCATION PLAN

PROPOSED STOP CONTROL:

Liberty Street at Grange Street

Transportation Operations & Maintenance Division
PUBLIC WORKS DEPARTMENT

LEGEND

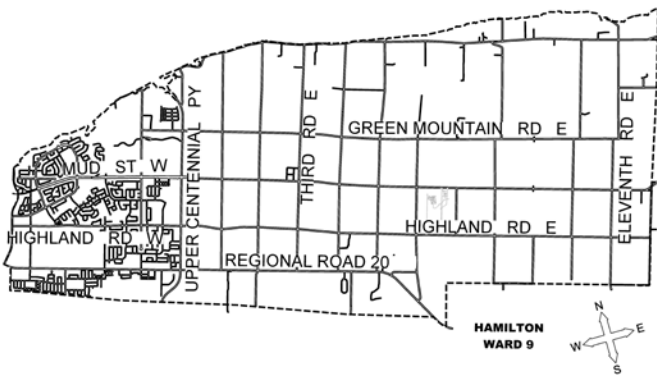
- EXISTING STOP
- ◻ STOP PROPOSED STOP

SCALE
NOT TO SCALE

DATE
December 2, 2019



KEY MAP



LOCATION PLAN

PROPOSED STOP CONTROL:

Mud Street East at Second Road East

Transportation Operations & Maintenance Division
PUBLIC WORKS DEPARTMENT

LEGEND

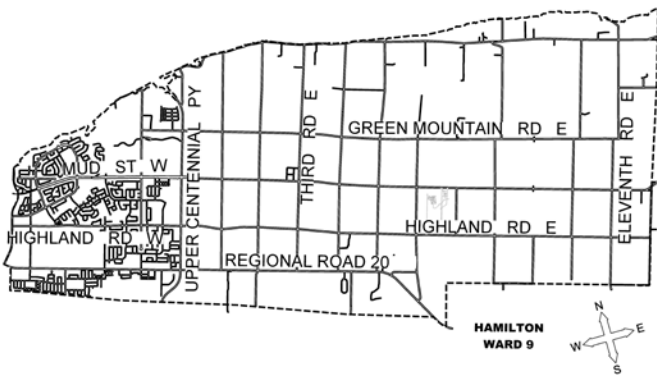
- EXISTING STOP
- PROPOSED STOP

SCALE
NOT TO SCALE

DATE
December 2, 2019



KEY MAP



LOCATION PLAN

PROPOSED STOP CONTROL:

Mud Street East at Eleventh Road East

Transportation Operations & Maintenance Division
PUBLIC WORKS DEPARTMENT

LEGEND

- EXISTING STOP
- PROPOSED STOP

SCALE
NOT TO SCALE

DATE
December 2, 2019



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 2, 2019
SUBJECT/REPORT NO:	City of Hamilton Annual Collision Report - 2018 (PW19104) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	David Ferguson (905) 546-2424 Ext. 2433 Rodney Aitchison (905) 546-2424 Ext. 2067 Mike Field (905) 546-2424 Ext. 4576
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

The Public Works Committee approved the Hamilton Strategic Road Safety Program and Vision Zero Action Plan for 2019-2025 on February 4, 2019. A key component of the program is the development of an Annual Collision Report.

INFORMATION

The 2018 Annual Collision Report, attached to Report PW19104 as Appendix "A", is the second annual edition of a high-level review of motor vehicle collisions occurring on City of Hamilton roadways. The report is a collaborative effort between the Public Works Department, Hamilton Police Services, Hamilton Fire Department and the Healthy & Safe Communities Department (Public Health Services).

The statistics and analysis will provide the Hamilton Strategic Road Safety Committee with the information to identify priority roadway safety issues, develop technical initiatives to improve roadway safety and undertake public education campaigns, all of which will contribute to improving roadway safety and align with the principles of Vision Zero.

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SUBJECT: City of Hamilton Annual Collision Report - 2018 (PW19104) (City Wide)
– Page 2 of 8

The report provides an analysis of collisions trends over a five-year span (2014-2018) and collision statistics for 2018.

The report is broken down into 13 sections as follows:

- Section 1 – Roadway Safety Initiatives and Education Campaigns
- Section 2 – Five Year Collision Trends – 2014 to 2018
- Section 3 – Collision Statistics - 2018
- Section 4 – Fatal Collisions - 2018
- Section 5 – Pedestrian and Cyclist Collisions - 2018
- Section 6 – Lincoln M. Alexander Parkway and Red Hill Valley Parkway Five Year Collision Trends – 2014 to 2018
- Section 7 – Lincoln M. Alexander Parkway and Red Hill Valley Parkway Collision Statistics - 2018
- Section 8 – Network Screening
- Section 9 – Red Light Camera Program Statistics
- Section 10 – Hamilton Fire Collision Statistics
- Section 11 – Hamilton Police Services Collision Statistics
- Section 12 – Appendix

The following provides a summary of key statistics in the Annual Collision Report:

Five Year Collision Trends – 2014 to 2018

Year	Total Collisions	Self-Reported Collisions	Police Reported Collisions	Injury Collisions	Property Damage Collisions	Fatal Collisions
2014	8,101	4,266	3,835	1,831	1,988	16
2015	8,399	4,535	3,864	1,931	1,919	14
2016	8,265	4,653	3,612	1,938	1,663	11
2017	8,806	5,226	3,580	1,682	1,882	16
2018	9,281	5,891	3,390	1,551	1,827	11

An evaluation of the five-year collision data shows that injury collisions were trending upwards until they stabilized in 2016. In 2017, injury collisions dropped by 13% (256 collisions) compared to 2016, then a further 8% decline in 2018 (131 collisions) compared to 2017. Overall, injury collisions have declined 20% since peaking in 2016.

The decreasing trend in injury collision corresponds with the initiation of the Hamilton Strategic Road Safety Program, the implementation of various collision reduction safety measures and roadway safety education campaigns.

SUBJECT: City of Hamilton Annual Collision Report - 2018 (PW19104) (City Wide)
– Page 3 of 8

The trend also aligns with the primary aim of Vision Zero, to achieve a transportation system where no loss of life is acceptable and where traffic fatalities and injuries are preventable.

Collisions Statistics - 2018

A summary of the 2018 general collision statistics are as follows:

- 9,281 total collisions (5,891 self-reported and 3,390 Police reported);
- 1,551 collisions resulted in injuries and 11 collisions resulted in fatalities;
- Collisions occurred most frequently on a Friday;
- The hour with the highest number of total collisions was 5-6 p.m.;
- Months with the highest number of total collisions were January and November;
- The most common collision type was a rear-end motor collision and most frequent driver action was lost control;
- There were 1,159 motorists between the ages of 21 and 30 that were involved in collisions, followed by 1,059 (31-40), 957 (51-60) and 883 (41-50); and
- 17% of all collisions resulted in injuries and 0.12% resulted in a fatality.

Fatal Collisions – 2018

A review of motor vehicle collisions involving fatalities was undertaken to identify root causes and to identify potential mitigation strategies.

Fatal collisions have remained relatively constant over a five-year time period. The following provides an overview of fatal collision statistics in 2018:

- 18% (2) of fatal collisions occurred on rural roadways and 82% (9) occurred on urban roadways;
- 18% (2) of fatal collisions were cyclist collisions; one involved an impaired cyclist and the other involved a cyclist colliding with a turning truck;
- 27% (3) of fatal collisions involved pedestrians;
- 45% (5) occurred within an intersection and 55% (6) occurred at midblock locations;
- 9% (1) of fatal collisions occurred when it was raining and 91% (10) during clear weather;
- 27% (3) occurred during wet road conditions and 73% (8) on dry roadways;

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- 9% (1) of fatal collisions involved a single motor vehicle, 9% (1) occurred during a head-on collision, 27% (3) were pedestrian/vehicle collisions, 45% (5) involved turning vehicles (two of the five were cyclist fatalities) and 9% (1) was the result of a rear-end collision; and
- 9% (1) occurred when the driver lost control of the vehicle, 9% (1) when the driver disobeyed traffic control, 18% (2) when the drivers failed to yield the right-of-way, and 27% (3) when drivers were exceeding the speed limit or driving too quickly for the conditions.

Based on the data, the majority of fatal collisions occurred during clear, dry conditions. A review of the collisions involving turning vehicles identified that four of the five collisions occurred under daylight conditions and two of the collisions identified driver impairment as a contributing factor. A review of the pedestrian fatalities identified that all three (3) occurred at intersections or were related to intersections. Two of the three pedestrians were crossing at controlled locations.

Pedestrian and Cyclist Collisions – 2018

There was a total of 245 collisions involving pedestrians in 2018. 219 (89%) caused non-fatal injuries while three (1.2%) resulted in fatalities. An analysis of the data identified that the majority of pedestrian collisions, 124 (50%), occurred at signalized intersections.

There was a total of 166 collisions involving cyclists in 2018. 135 (81%) caused non-fatal injuries while 2 (1.5%) resulted in fatalities. An analysis of the data involving cyclists identified that the majority of cyclist collisions, 74 (45%) occurred at locations with no traffic control.

Lincoln M. Alexander Parkway (LINC) and the Red Hill Valley Parkway (RHVP) Five Year Collision Trends

An analysis of collisions between 2014 and 2018 identified that following too close and losing control of the vehicle were the predominant causes of collisions on the LINC and RHVP, respectively.

Most of the collisions on the LINC occurred under dry roadway conditions (80%) while the majority of collisions on the RHVP occurred under wet roadway conditions (64%). The most common collision type was rear end collisions on the LINC and single motor vehicle collisions on the RHVP.

There has been an upward trend in the total number of collisions on the LINC (32%) and RHVP (100%) over the past five years. However, this can be attributed to the

SUBJECT: City of Hamilton Annual Collision Report - 2018 (PW19104) (City Wide)
– Page 5 of 8

increase in the number of self-reported collisions on the LINC (86%) and RHVP (208%) which are of low severity and do not involve personal injuries.

Recent measures to address safety on the RHVP include a speed limit change, additional enforcement, pavement resurfacing, roadway high-visibility delineation and a queue warning system.

LINC Collisions – 2014 to 2018

	2014	2015	2016	2017	2018	Total
Total Collisions	138	135	144	159	182	758
Self-Reported	73	64	86	98	136	457
Police Reported	65	71	58	61	46	301
Crossovers	2	1	0	1	1	5
Property Damage	27	22	21	31	19	120
Injury	37	50	38	30	27	182
Fatal	1	0	0	1	0	2

RHVP Collisions – 2014 to 2018

	2014	2015	2016	2017	2018	TOTAL
Total Collisions	117	238	186	193	235	969
Self - Reported	46	101	84	91	142	464
Police Reported	71	137	102	102	93	505
Crossovers	1	6	0	3	3	13
Property Damage	45	79	58	59	54	295
Injury	26	56	44	41	39	206
Fatal	0	2	0	2	0	4

SUBJECT: City of Hamilton Annual Collision Report - 2018 (PW19104) (City Wide)
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Lincoln M. Alexander Parkway and Red Hill Valley Parkway Collision Statistics – 2018

The number of self-reported collisions continued to rise in 2018 with a 39% increase on the LINC and 56% increase on the RHVP. Police reported collisions decreased on both.

As well, there was a continuation in the trends for the majority of collisions on the LINC to occur under dry conditions (76%) and the majority of collisions on the RHVP to occur under wet roadway conditions (61%).

	LINC	RVHP
Day with highest number of total collisions	Friday	Monday/Tuesday
Month with highest number of total collisions	November	October
Hour with highest number of total collisions	5-6 p.m.	8-9 a.m.
Most common collision type	Rear End	Single Motor Vehicle
Most frequent driver action resulting in collision	Following Too Close	Lost Control

Network Screening

Network screening is the comprehensive process of evaluating safety conditions on the entire road network in the City of Hamilton. By comparing locations to other similar types within the group, a risk indicator is calculated. All locations are then grouped and sorted by the indicator. Where collision groups were found to be overrepresented, greater potential exists for the application of programs or techniques to reduce the number of collisions.

A Collision Countermeasure Program has been implemented to undertake safety audits of over-represented collision locations identified through the network screening process.

SUBJECT: City of Hamilton Annual Collision Report - 2018 (PW19104) (City Wide)
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Network Screening Over-Representation Ranking: 2014-2018 (Top 15 Locations)

Rank	Group	Description	Network Risk Indicator	Total Collisions	Collisions per km	Fatal/Injury Collisions for 5 Years
1	Off-ramp	Stone Church Ramp EB - SB ramp: Mud NB - EB off ramp – Stone Church ramp	52.3	19	43.6	9
2	Two-way	Highland Road South and Third Road	50.6	7	N/A	4
3	On-ramp	Mud: Mud SB - EB off ramp - RHVP	35.7	31	72.4	7
4	Rural Road	Weirs Lane: Hwy 8 - Governors	35.1	13	5.9	3
5	Urban Road	Upper James: Rymal - Stone Church	34.5	70	69.5	45
6	Two-way	Eleventh Road and Mud	34.0	16	N/A	10
7	Rural Road	Rymal: Upper Sherman - Upper Gage	33.5	42	49.8	34
8	Two-way	Beechwood and Lottridge	32.8	7	N/A	7
9	Urban Road	Queenston: Nash - Centennial Parkway	32.5	59	72.3	31
10	Signal	North Service & QEW Off-Ramp	32.0	25	N/A	20
11	Urban Road	James: St Josephs - King	30.3	49	50.6	13
12	Rural Road	Rymal: Swayze - Upper Centennial	30.0	19	46.8	10
13	On-ramp	Queenston to RHVP SB loop on ramp	29.7	7	21.2	3
14	Urban Road	King: Paradise - Newton	28.7	22	28.8	12
15	Urban Road	King: James - Catharine	28.2	18	53.4	9

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SUBJECT: City of Hamilton Annual Collision Report - 2018 (PW19104) (City Wide)
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Red Light Camera Program Statistics

In 2008, the City of Hamilton began installing Red Light Cameras (RLC) at intersections as a measure to reduce the number of right-angle collisions which result in serious injury or fatalities. There are currently 29 RLC's installed across the City.

There has been a 53% reduction in right-angle collisions and 69% reduction in injury/fatal collisions at RLC locations in the past three years compared to the three years prior to initiation of the program.

Vision Zero

The 2018 Annual Collision Report provides a comprehensive statistical review of collisions on City of Hamilton roadways. This information will be utilized to identify roadway safety priorities, inform and focus technical and educational initiatives as identified in the Vision Zero Action Plan.

The Hamilton Strategic Road Safety Committee and its partners are committed to reducing the number of serious injury and fatal collisions on City of Hamilton roadways by integrating the goals and principles of Vision Zero. Vision Zero is a proactive approach to road safety, with the goal of zero fatalities or serious injuries on roadways.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW19104 – City of Hamilton Annual Collision Report - 2018

**City of
Hamilton**

**2018 Annual
Collision Report**



Hamilton

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The Annual Collision Report is a summary of statistics and trends associated with traffic collisions that have occurred in the City of Hamilton. It is comprised of the following sections:

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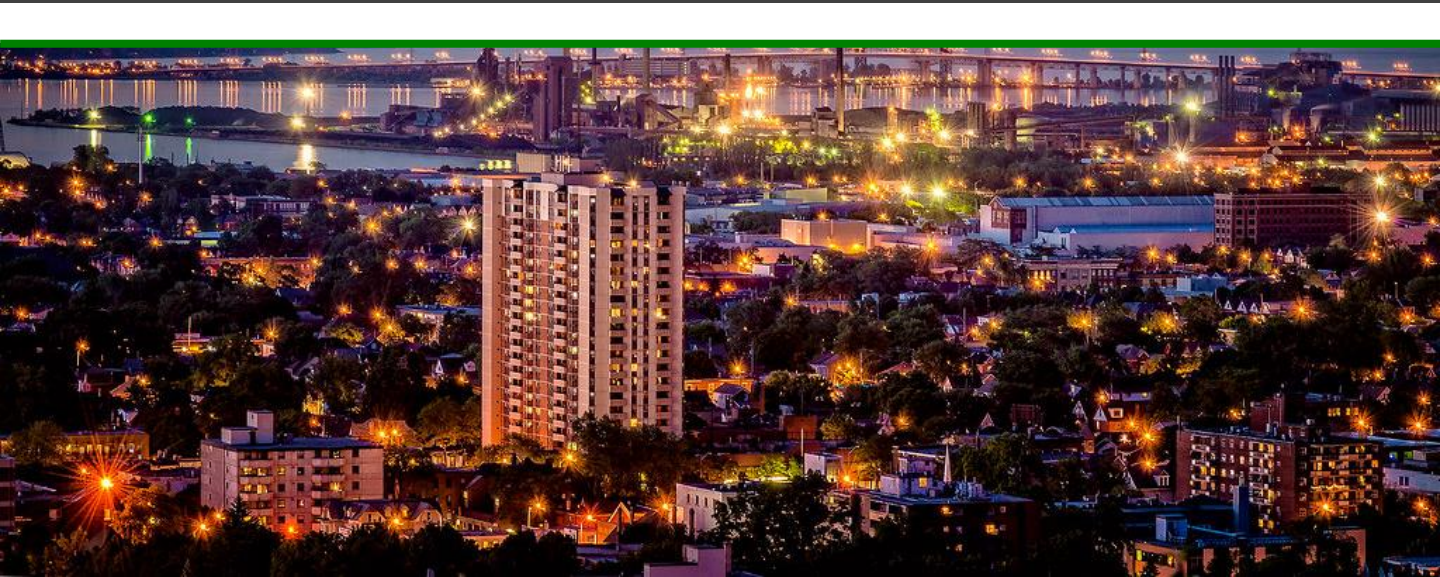
EXECUTIVE SUMMARY

The City of Hamilton road network consists of approximately 6,490 lane-kilometres of urban and rural roads. As part of the road network, there are a total of 8,489 intersections, of which 608 are controlled by traffic signals and 1,169 are controlled by all-way stops. In addition, the City of Hamilton has 72 pedestrian crossovers.

An analysis of collisions in 2018 identified that the majority of collisions occurred on a Friday, the month with the highest number of total collisions was November, and the hour with the highest number of collisions was between 4-5 p.m.

In 2018, 245 pedestrian collisions occurred, which resulted in 219 injuries and three fatalities. There were 166 cyclist collisions, which resulted in 135 injuries and two fatalities.

The most common collision type was a single motor vehicle collision, and the most frequent driver actions resulting in the collision were loss of control and failing to yield the right-of-way.



DISCLAIMER AND EXPLANATION

Self-Reporting of Collisions

The use of the term "reported" or "police reported" collision refers to a collision attended by a member of the Hamilton Police Service who filled out the standard Provincial reporting form.

In June 2003, Hamilton Police Services adopted a system of Collision Reporting Centres (CRC) for the City of Hamilton. These "one stop reporting centres" allow citizens who are involved in minor or property damage collisions, to file a report based on their own information only, at the nearest CRC office. These collisions are referred to as "self-reported" collisions.

As a result of the introduction of self-reporting, there has been a significant decrease in the total number of collisions reported by police officers, and the statistics in this report reflect this. This is to be expected as the onus for reporting minor collisions was shifted from the police officers to the general public.

Where "Total Collisions" are reported in this document, they are the sum of Police Reported Collisions and Self-Reported Collisions; otherwise the statistics are for Police Reported Collisions.



INTRODUCTION

The City of Hamilton is situated in Southern Ontario at the westerly end of Lake Ontario. The population of the City of Hamilton is 536,930 (2016 Statistics Canada Census).

The road system contains the full spectrum of road types: multi-lane, one-way and two-way arterials, residential local and collector streets, medium and high-speed rural two-lane roads and an 80/90 km/h limited access parkway system.

The geographic area for analysis includes all roads within the Hamilton municipal boundaries, excluding provincially controlled roadways: Queen Elizabeth Way (mainline), Highway 6, Highway 8 from Highway 5 northerly, Highway 5 between Highway 6 and Highway 8/52, Highway 403, on-ramps and off-ramps to Highway 403. Collisions occurring on service roads to the Queen Elizabeth Way are included. Only collisions on city streets or sidewalks are recorded – private property collisions are not included.

INTRODUCTION

Traffic collisions are a primary cause of death, injury and associated property loss.

The average annual cost of collisions in Hamilton, between 2013-2017, amounted to an estimated \$388 million*.

The intent of this report is to provide factual information to those agencies and persons concerned with the safety of the roadway transportation system within the City of Hamilton.

Between 2014 and 2018, there were an average of 8,570 total collisions and an average of 1,787 collisions resulting in injuries on Hamilton roadways each year, including an average of 13 fatal collisions per year. This information correlates to the following average collision rates per 100,000 population for the City of Hamilton.

Direct costs include property damage, health care, police services, courts, fire and ambulance services, tow trucks, out of pocket costs, and traffic delays. Indirect costs of collisions (associated with productivity losses due to disability and premature mortality) are more than twice the direct costs.

	Collision Rate/100,000 Pop.				Injury Collision Rate/100,000 Pop.				Fatality Collision Rate/100,000 Pop.		
	All	Ped.	Cyclist		All	Ped.	Cyclist		All	Ped.	Cyclist
2014	1,558.0	48.9	30.4		352.1	43.3	24.8		3.1	1.0	0.0
2015	1,615.3	50.6	31.7		371.4	44.4	25.2		2.7	1.3	0.2
2016 **	1,539.3	55.5	33.3		360.9	50.5	27.2		2.0	0.7	0.0
2017 **	1,640.1	46.0	32.4		311.5	41.5	25.1		3.0	0.7	0.0
2018 **	1,728.6	45.6	30.9		289.2	41.0	25.1		2.0	0.6	0.4

* 2018 Hamilton Transportation Master Plan
** Collision rates based on 2016 Statistics Canada Census.

Section 1

Roadway Safety Initiatives and Education Campaigns

There's no such thing as speeding a little.
Speeding is speeding.

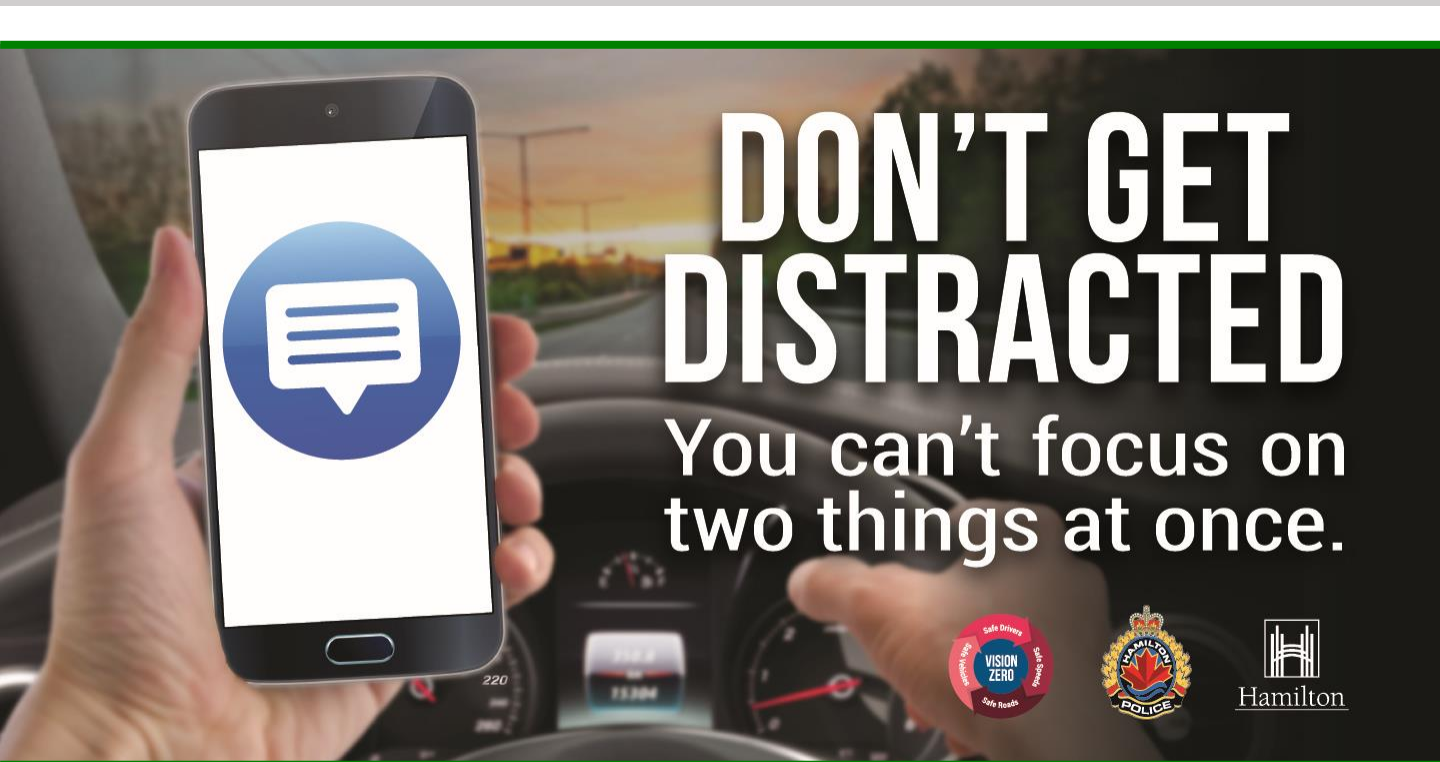


#visionzerohamont



ROADWAY SAFETY INITIATIVES

The Hamilton Strategic Road Safety Program and the Hamilton Strategic Road Safety Committee were re-established in 2014 by City Council and are committed to reducing the number of collisions, particularly injury and fatal collisions citywide. Since 2014, numerous roadway safety initiatives have been implemented to encourage motorists to slow down and improve safety for all road users.

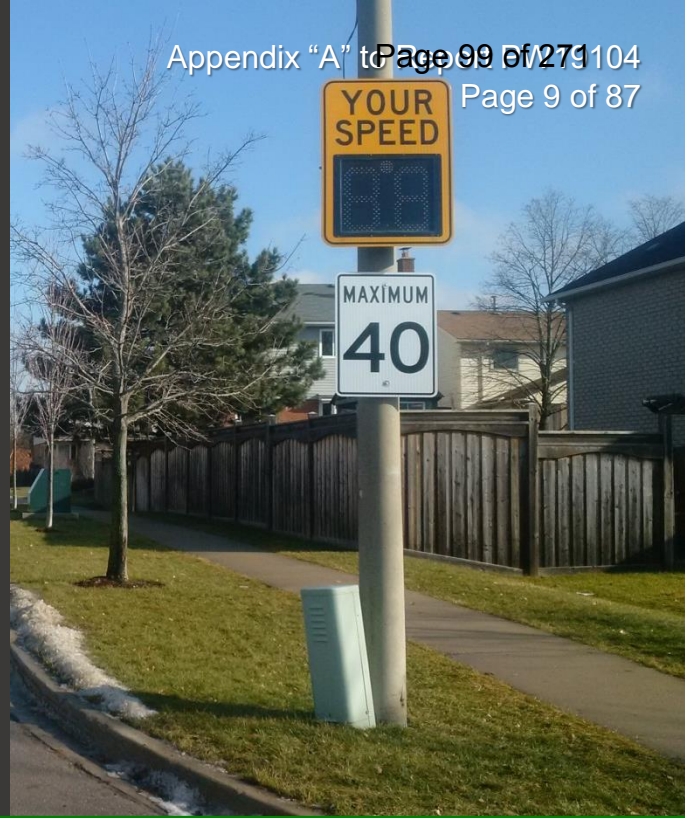


EDUCATION CAMPAIGNS

Since 2015, the City of Hamilton has launched a number of road safety education campaigns to raise awareness about issues identified by the Hamilton Strategic Road Safety Committee. These campaigns are targeted to encourage motorists to change their behavior. These various campaigns includes robust communications plans that target motorists, cyclists and pedestrians with a variety of tactics such as media outreach, videos, social media, print and radio advertisements, and more.

Dynamic Speed Signs

Dynamic speed signs have been introduced in the City of Hamilton as part of a safety initiative to reduce vehicle speed. The operating speed electronically displayed is a strong visual reminder to the motorist to comply with the posted speed limit. Residents can also access the City website to see the placement of devices and obtain summary data from each unit.



Safety Zone Lawn Signs and Neighbourhood Entry Signs

Lawn signs and neighbourhood entry signs advising drivers to slow down are now available to residents of Hamilton. These signs promote safer streets and remind drivers to reduce their speed in residential areas. The safety of all road users is a priority for the City of Hamilton.



Pedestrian Crossovers

The City of Hamilton approved the use and installation of pedestrian crossovers in 2016. These crossovers allow pedestrians to easily and safely cross the road. The Highway Traffic Act requires motorists and cyclists to stop and yield to pedestrians intending to cross the road, and wait for them to completely reach the other side before driving. The City installed 19 pedestrian crossovers in 2018. Approximately \$400,000 is dedicated each year for the installation of pedestrian crossovers from a priority ranking list.



Traffic Calming Measures

Speed cushions, bump-outs, median islands and knockdown sticks are additional tools used across the City to reduce vehicle speeds and increase safety for all road users. Approximately \$350,000 is dedicated each year for implementing traffic calming measures on Hamilton roadways.





HAMILTON

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Traffic Signals

The City of Hamilton's Public Works Department has been using various approaches to create safer signalized intersections for all road users:

- Introduction of fully protected left-turn phasing to reduce conflicts between pedestrians and vehicles
- All new and reconstructed signals feature pedestrian countdown signals and accessible pedestrian push-buttons
- Ladder crosswalk markings are installed to highlight the presence of pedestrian crossing facilities
- Increases in the allocated crossing time for pedestrians
- Right-turn-on-red movements are restricted where vehicle sightlines are insufficient
- Expansion of the Red Light Camera Program through the installation of five new red light cameras per year at locations that experience higher than expected right-angle collisions.

School Zone Safety Reviews

The Hamilton Strategic Road Safety Committee recognizes that school zones often see a high number of vulnerable road users.

City staff from multiple departments, have been proactively conducting and implementing various initiatives throughout the City to ensure that children can travel to and from school safely. Some of these initiatives include increased enforcement by Hamilton Police Services and Hamilton Parking Enforcement, reduced speed limits, expansion of ladder crosswalk locations, radar message board installations, school zone and additional warning signs, speed cushions, bump-outs, and the development of Safe Routes to School through the Transportation Planning division and Hamilton Public Health.



Section 2

Five Year Collision Trends – 2014 to 2018



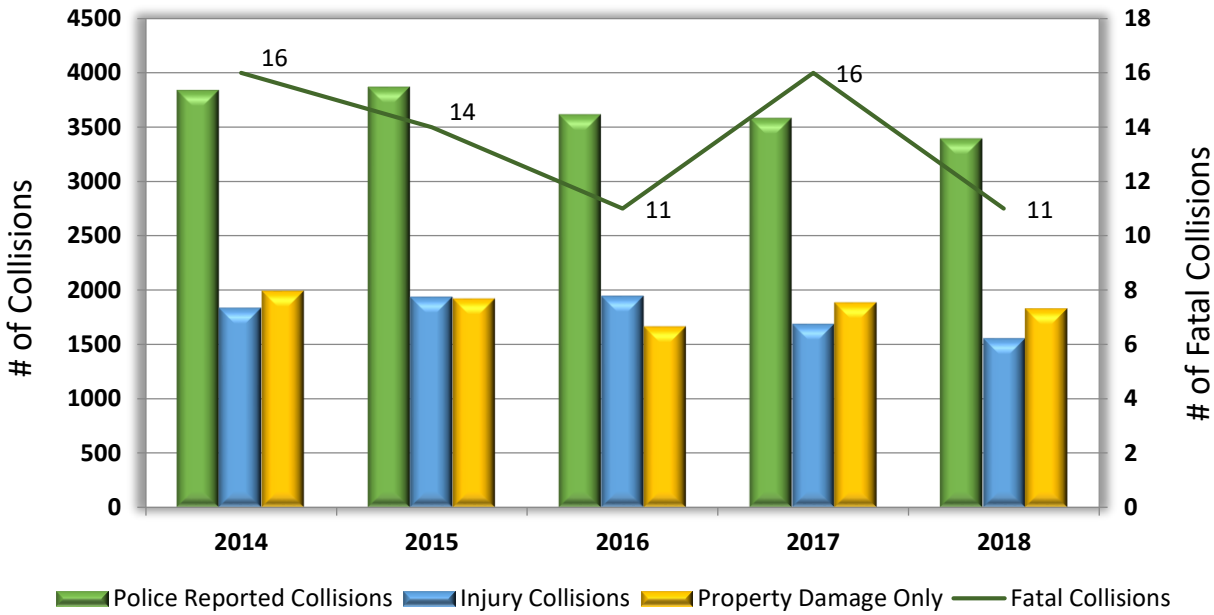
The total number of collisions have been generally increasing each year since 2014. However, the number of collisions with Hamilton Police Services involvement has declined since 2015 while the number of self-reported collisions has increased. There was a reduction of 129 injury collisions from 2017 to 2018.

A summary of 2014 - 2018 collisions statistics is shown below.

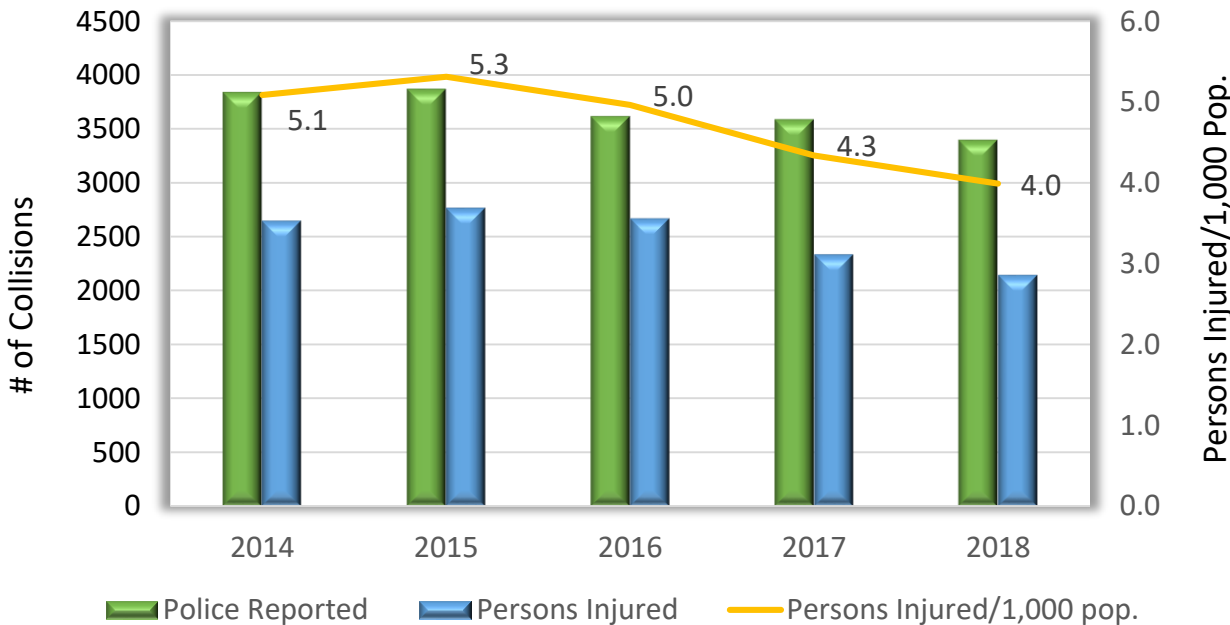
Year	Total Collisions	Self Reported Collisions	Police Reported Collisions	Injury Collisions	Property Damage Collisions	Fatal Collisions
2014	8,101	4,266	3,835	1,831	1,988	16
2015	8,399	4,535	3,864	1,931	1,919	14
2016	8,265	4,653	3,612	1,938	1,663	11
2017	8,806	5,226	3,580	1,682	1,882	16
2018	9,281	5,891	3,390	1,551	1,827	11

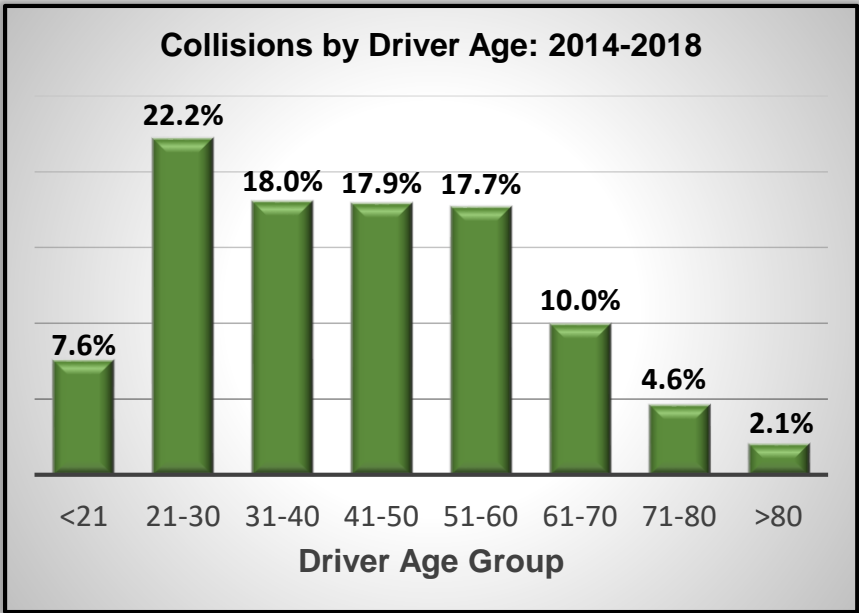


Collision Severity by Year: Trends



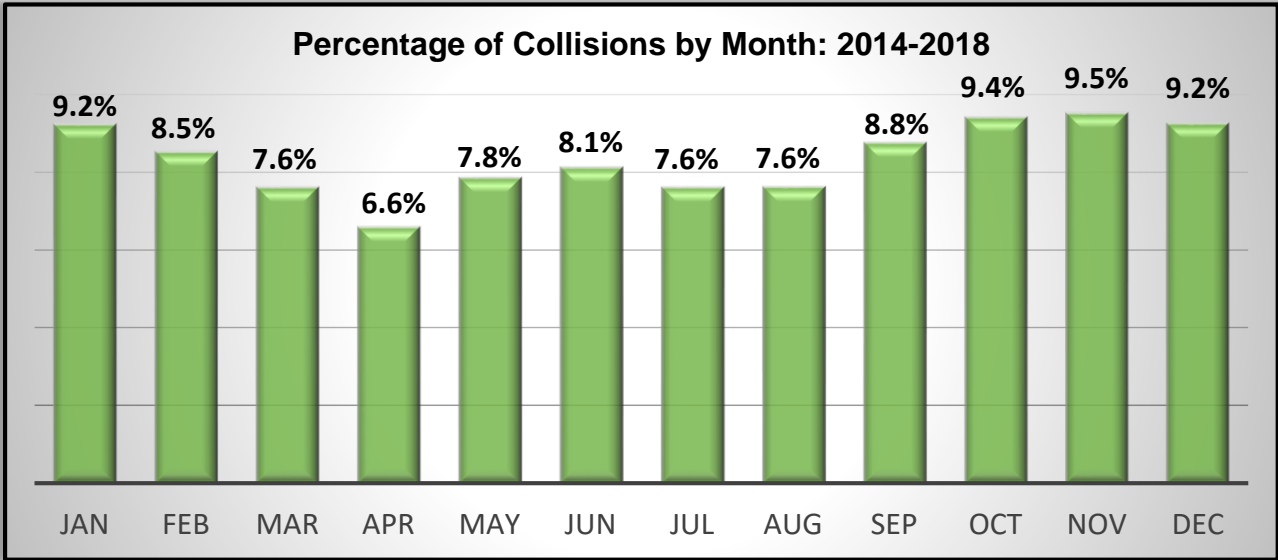
Injury Collisions by Year: Trends



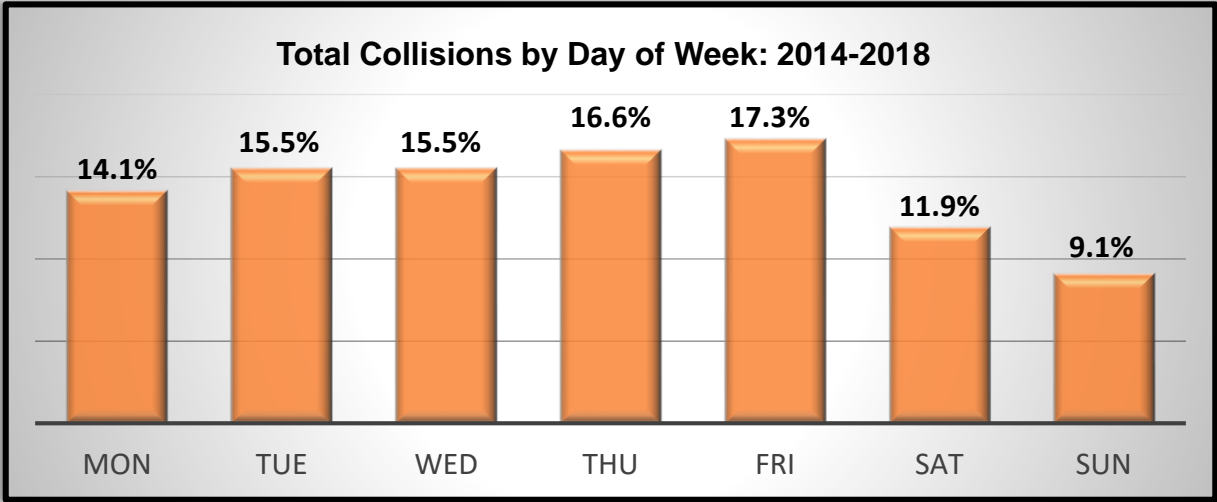


Over 20% of drivers involved in collisions from 2014-2018 in the City of Hamilton were between the ages of 21-30 years old. The most common age for a driver involved in a collision during this time period was 23 years old. It should be noted that these were drivers involved in collisions, not necessarily the person at fault.

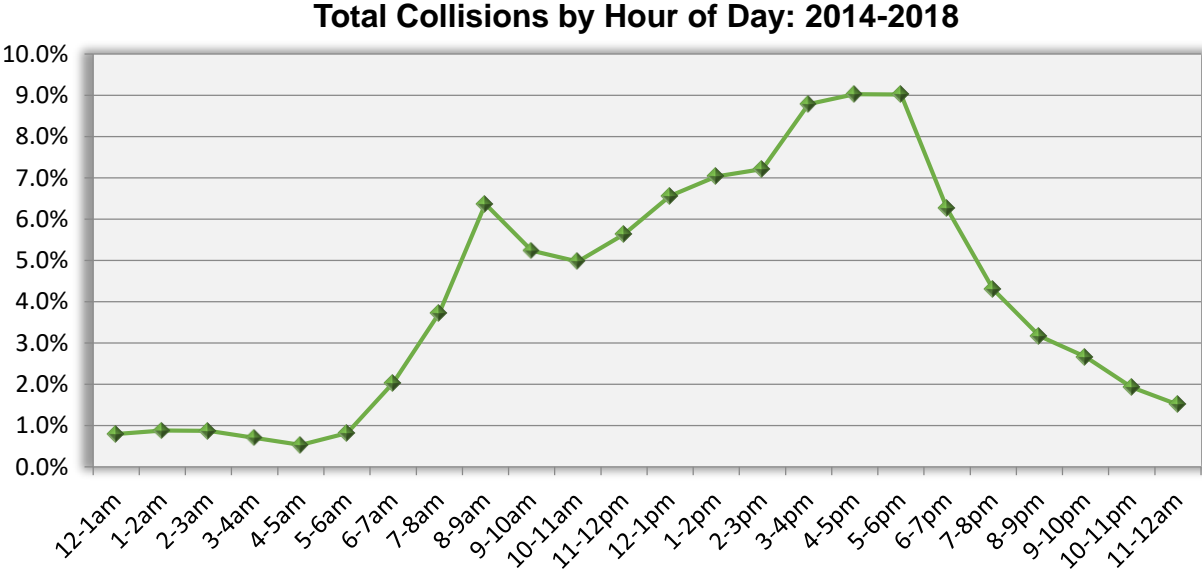
In the last five years, April has been the month that has seen the lowest average number of collisions. The highest average number of collisions occurred in November. The spring months of March, April and May showed the lowest seasonal trend in collisions while the autumn season of October, November and December had the highest percentage of collisions.



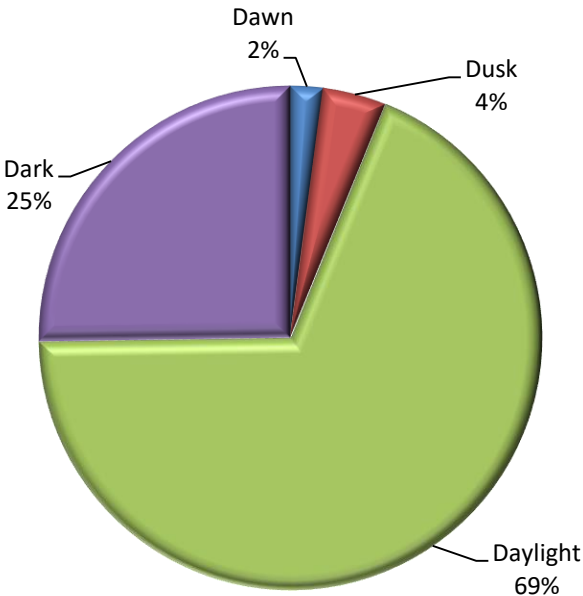
Approximately 17% of all collisions occurred on a Friday making it the most common day to experience a collision. Sundays had the lowest percentage with approximately 9% of collisions.



The hours of 4 to 6 p.m. have had the highest number of collisions.

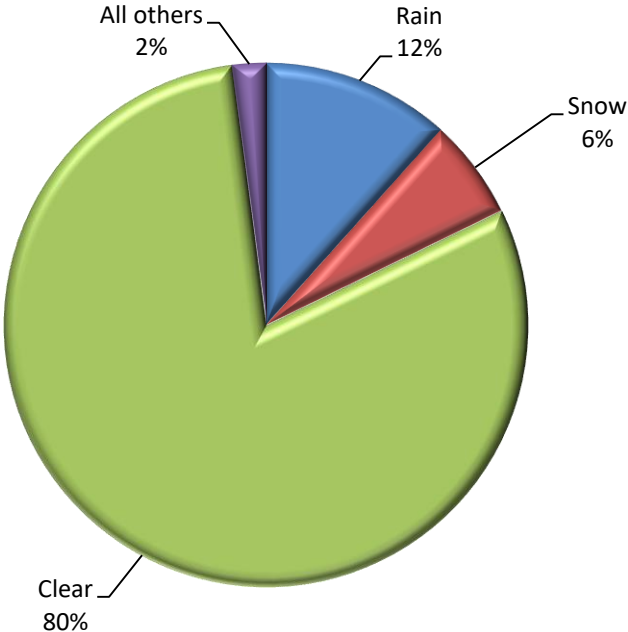


Collisions by Lighting Condition: 5 Year Average



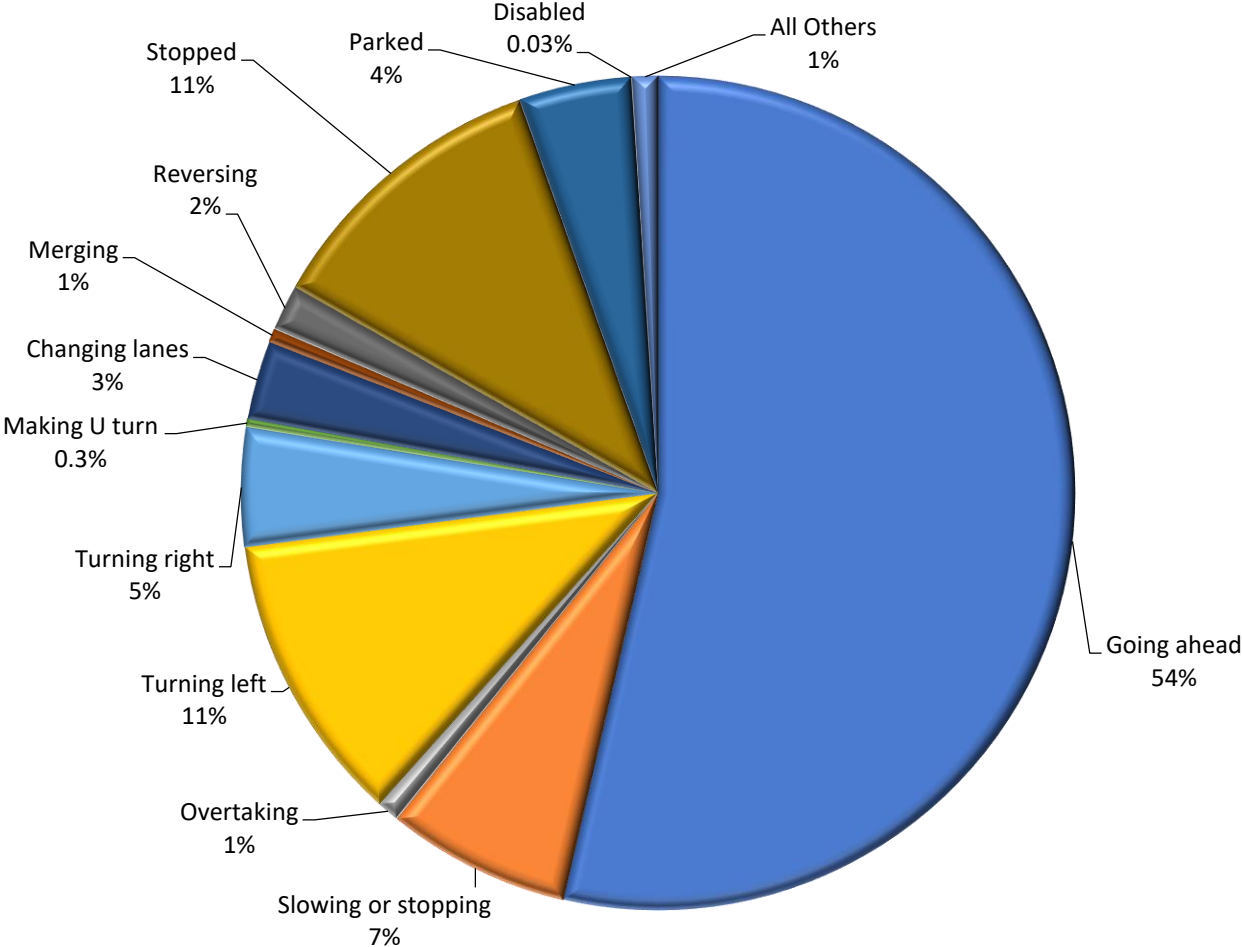
69% of all collisions have occurred during daylight conditions, while 25% have occurred during dark conditions.

Collisions by Weather Condition: 5 Year Average



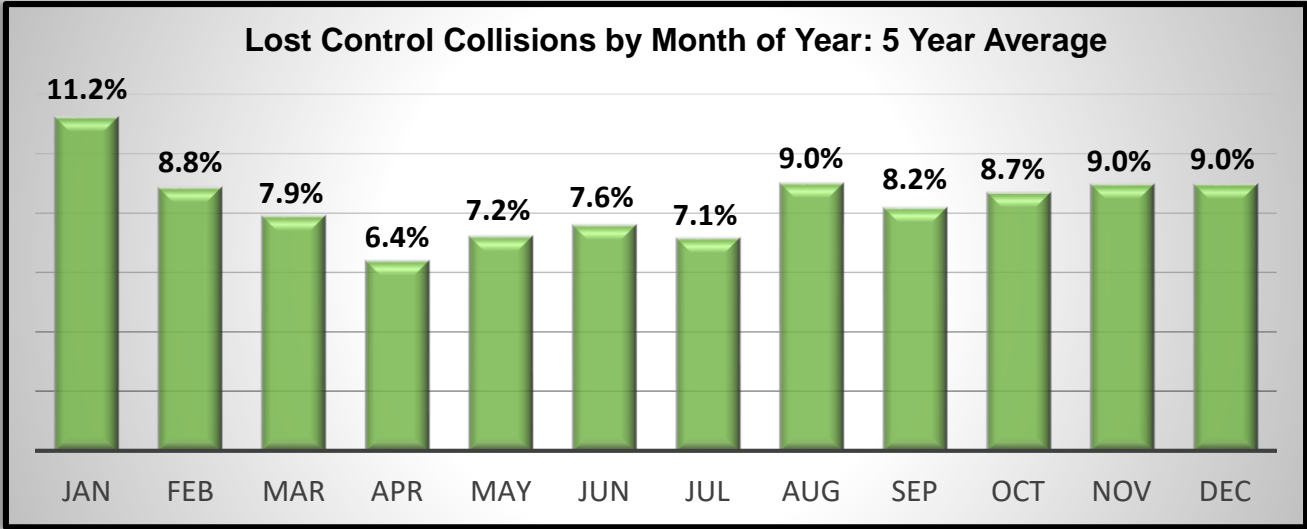
80% of all collisions occurred during clear weather conditions, 12% during rain and 6% during snow conditions. Other weather conditions include freezing rain, drifting snow and fog.

Collisions by Vehicle Maneuver: 5 Year Average

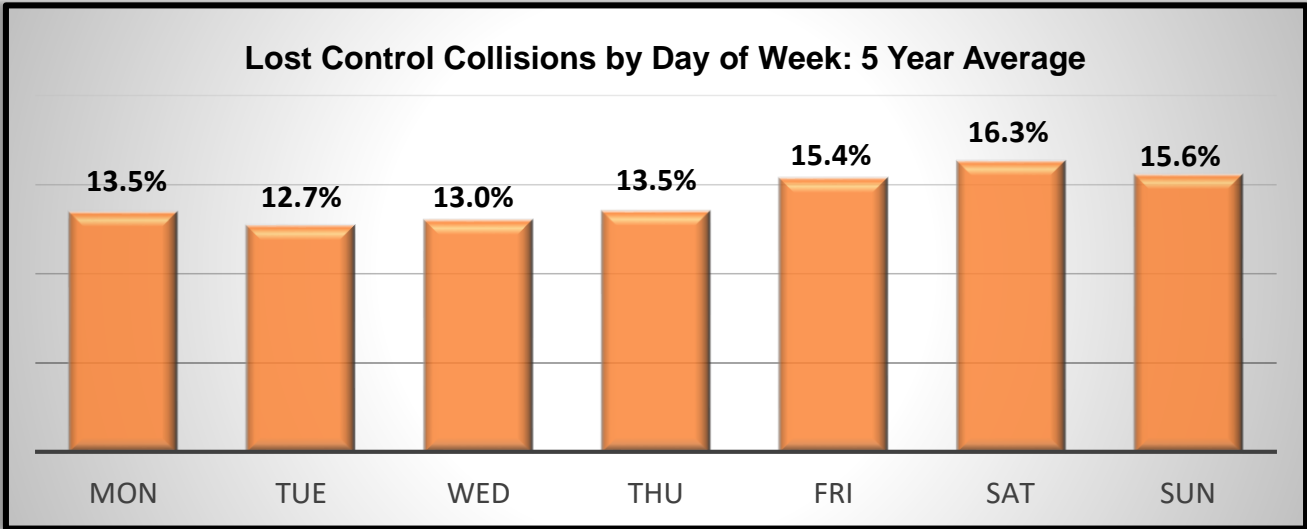


The most common vehicle maneuver (including bicycles) involved in a collision was "Going Ahead" which accounted for 54% of collisions. "Turning Left" and "Stopped" were the second leading maneuvers at 11% each.

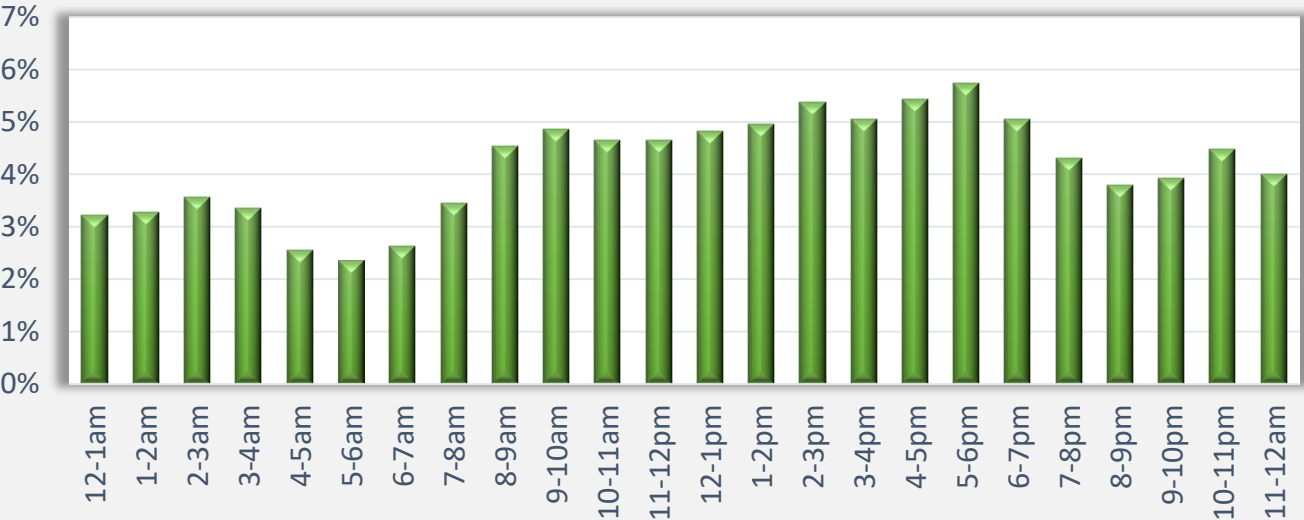
January was the month where the most collisions occurred where at least one involved driver lost control.



Saturday was the day of the week where the most collisions occurred where at least one involved driver lost control.



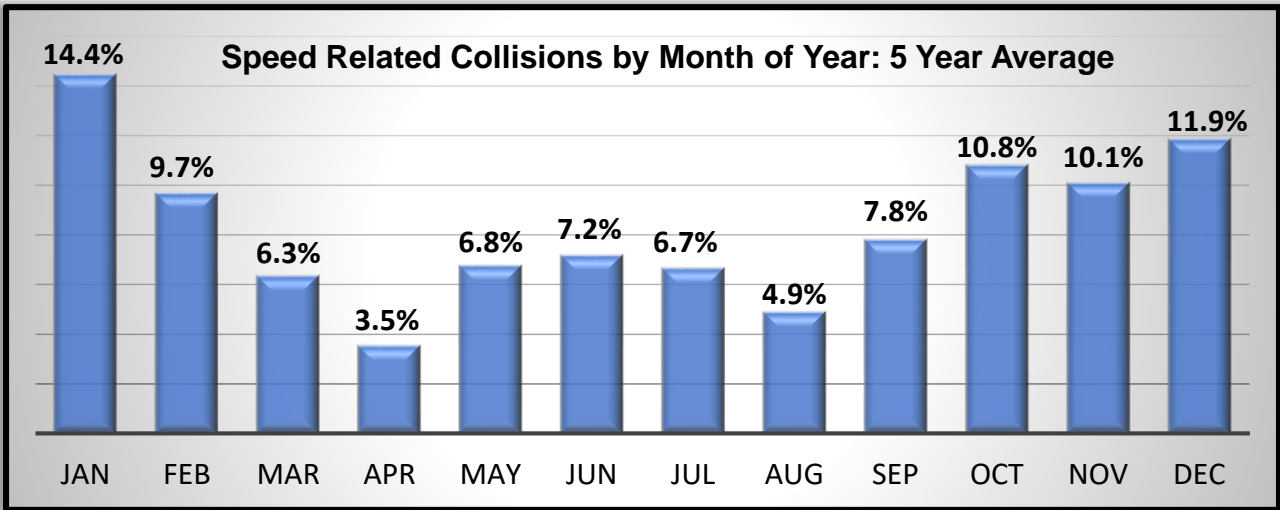
Lost Control Collisions by Hour of Day: 5 Year Average



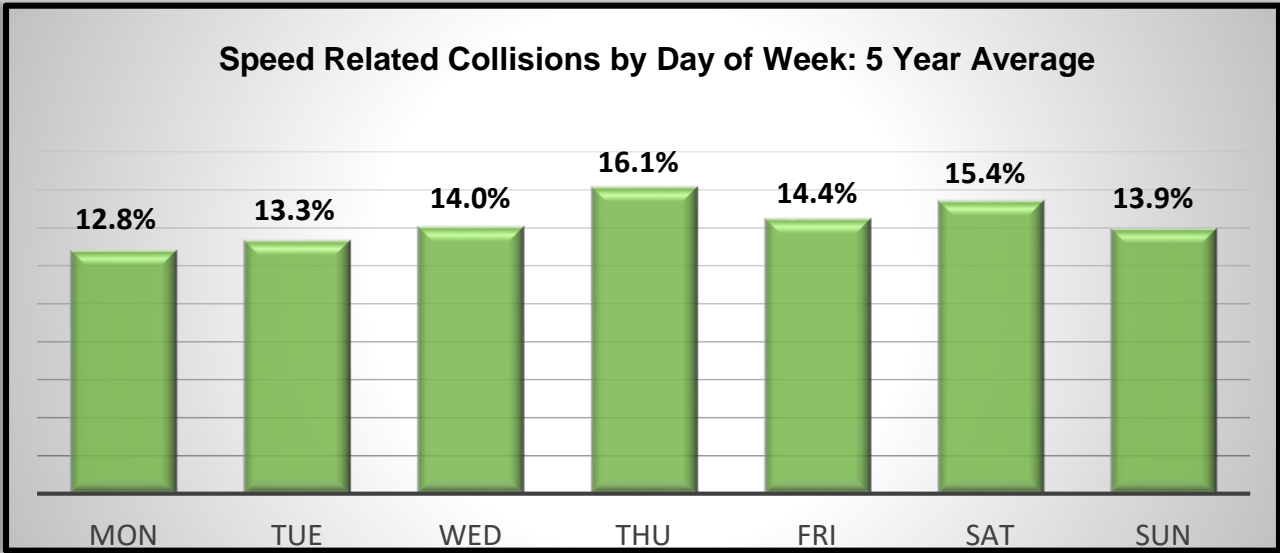
The hour of 5-6 p.m. was the time of the day where the most collisions occurred where at least one involved driver lost control.

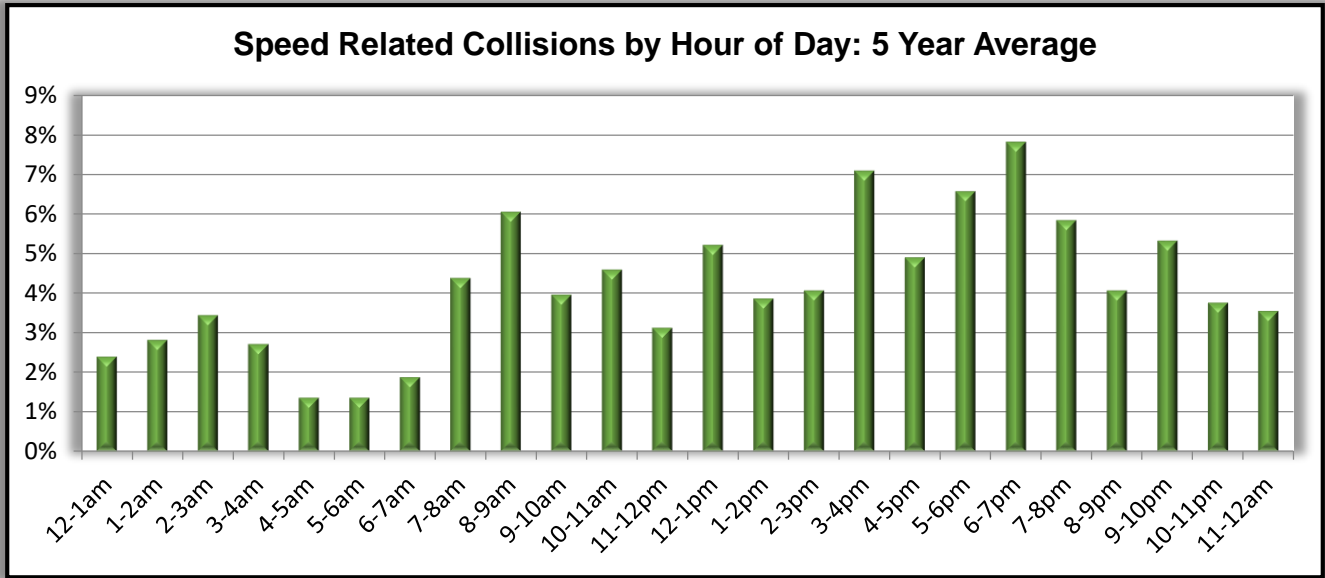


January was the month where the most collisions occurred where at least one involved driver was either exceeding the speed limit or driving too quickly for the conditions.



Thursday was the day of the week where the most collisions occurred where at least one involved driver was either exceeding the speed limit or driving too quickly for the conditions.

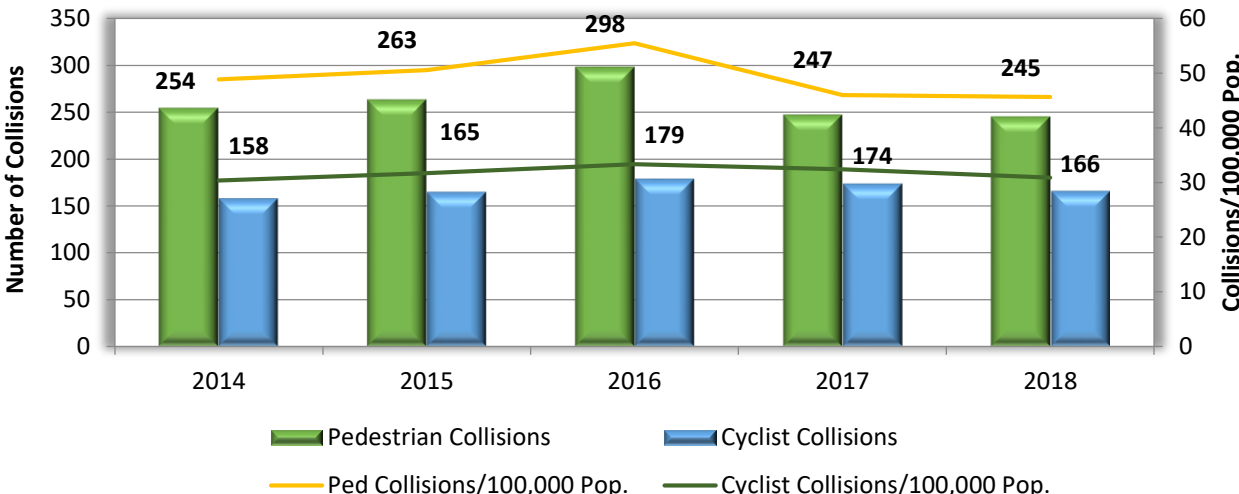




The hour of 6-7 p.m. was the time of day where the most collisions occurred where at least one involved driver was either exceeding the speed limit or driving too fast for the conditions.

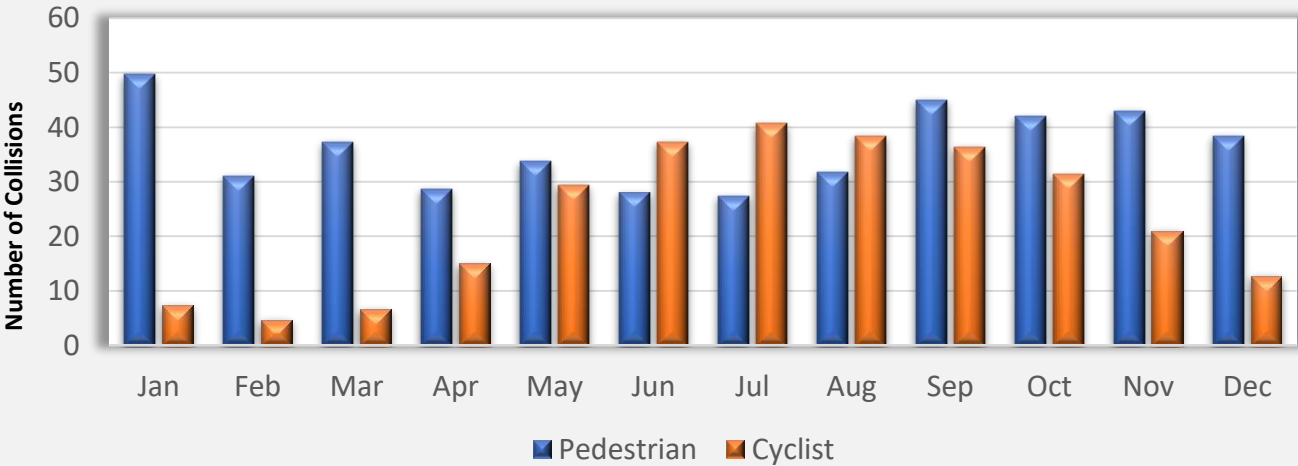


Pedestrian and Cyclist Collisions per Year: 5 Year Trends



Collisions involving pedestrians and cyclists reached a peak in 2016 with 298 and 179 respectively and have declined in the past two years.

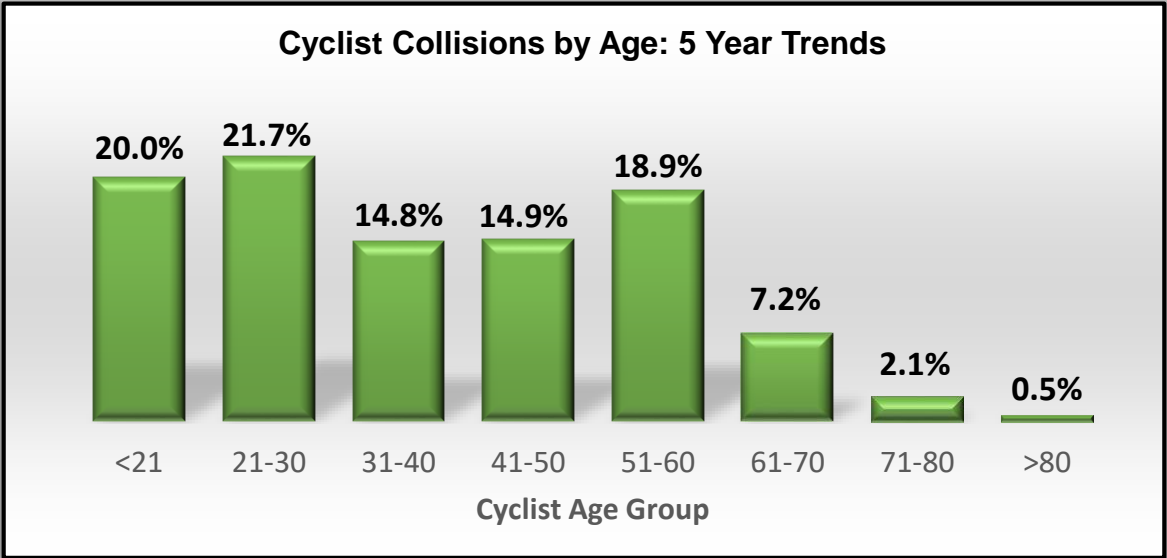
Pedestrian and Cyclist Average Collisions per Month: 5 Year Trends



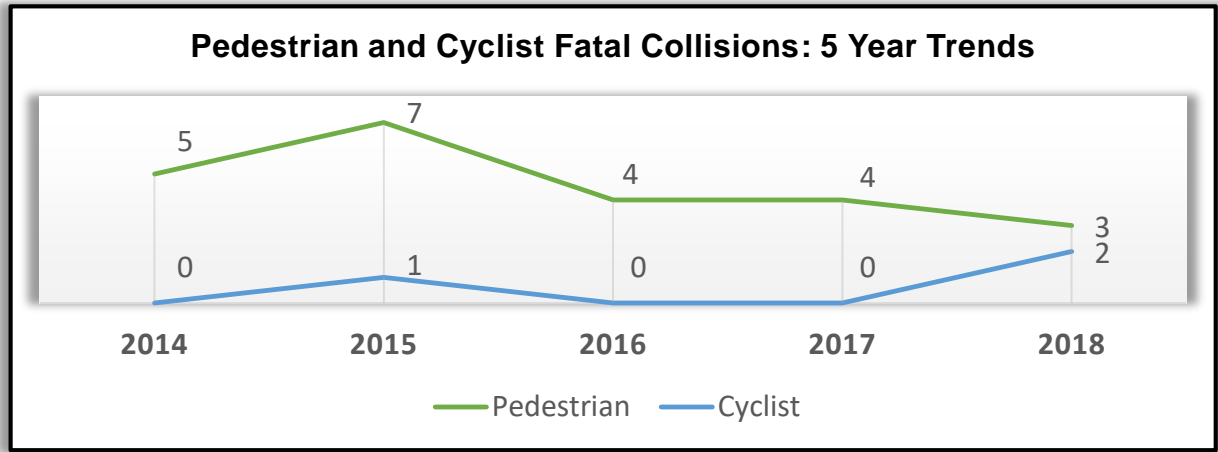
Between 2014-2018, the month of January had the most pedestrian collisions and July had the least. January 2016 had the highest number of pedestrian collisions with 46.

For cyclists, July had the highest average number of collisions and the winter months of January, February and March had the fewest collisions, most likely due to a reduced volume of cyclists at those times. September 2014 had the highest number of cyclist collisions with 31.

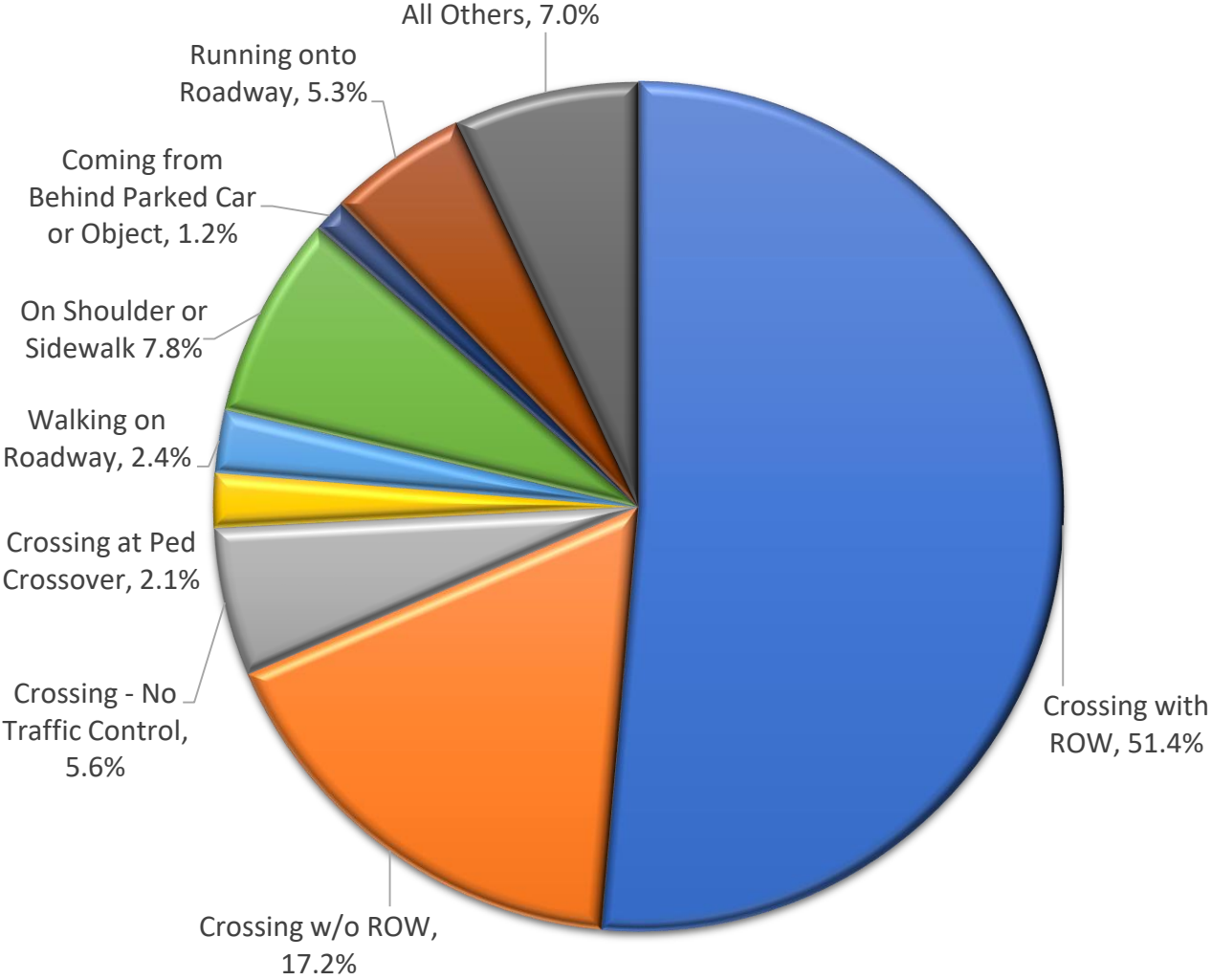
Cyclists of 21-30 years old were involved in the highest number of collisions. The most common age for a cyclist involved in a collision was 21.



2015 saw the highest number of pedestrian fatalities with seven, while 2018 saw the lowest number of pedestrian fatal collisions. There have been three fatal cyclist collisions since 2014, with two occurring in 2018.

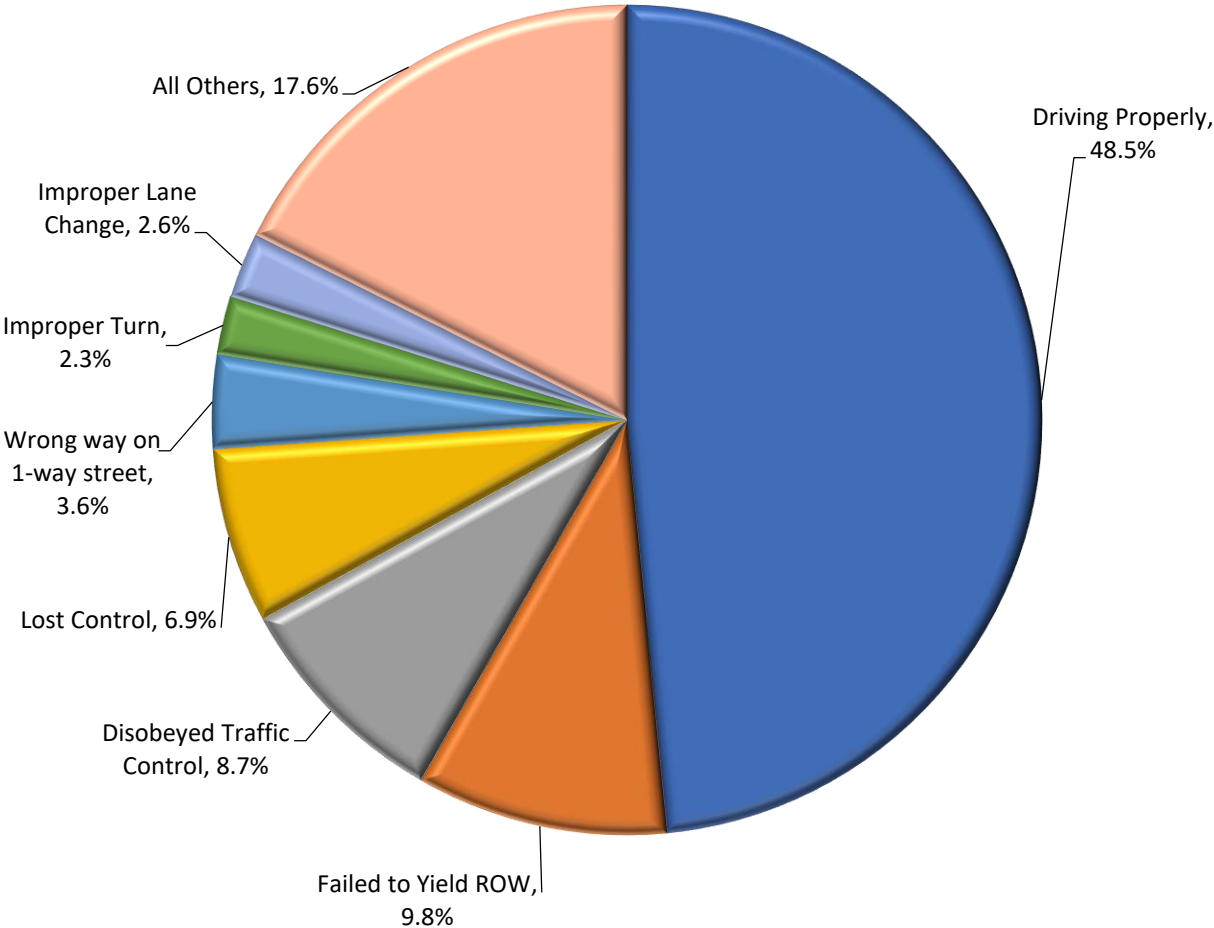


Pedestrian Collisions by Pedestrian Action: 5 Year Average



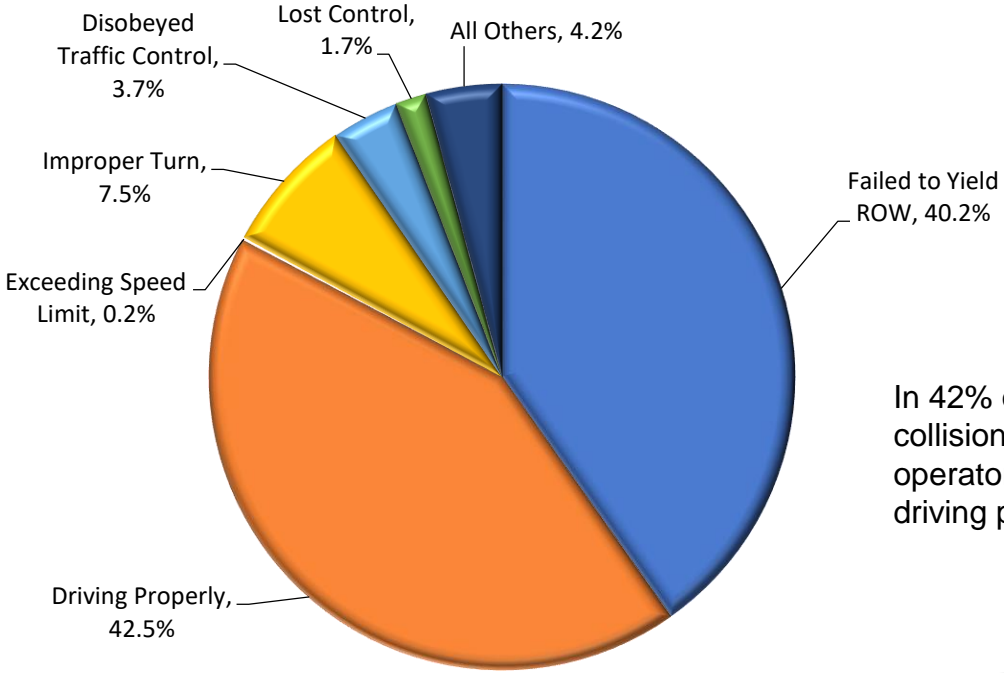
More than half of all pedestrian collisions occurred when pedestrians had the right-of-way (ROW), followed by a pedestrian crossing without the ROW, which occurred 17% of the time.

Cyclist Collisions by Cyclist Action: 5 Year Average



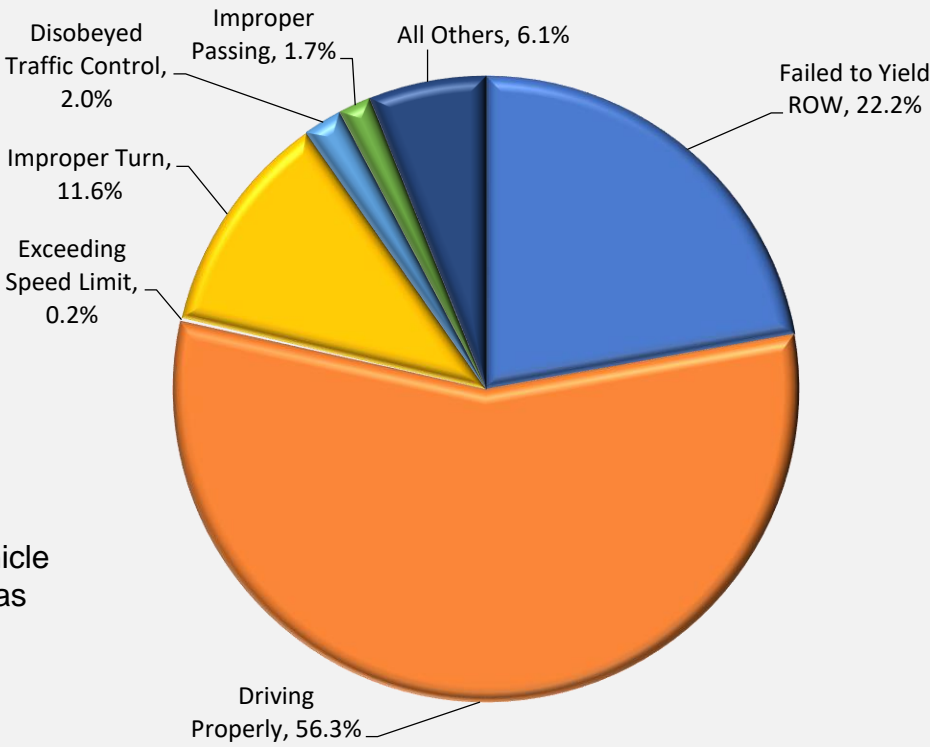
Nearly half of all cyclist collisions occurred when the cyclist was identified as driving properly.

Pedestrian Collisions by Driver Action: 5 Year Average



In 42% of pedestrian collisions the motor vehicle operator was classified as driving properly.

Cyclist Collisions by Driver Action: 5 Year Average



In 56% of all cyclist collisions, the motor vehicle operator was classified as driving properly.

The tables below lists the intersections that had the highest number of collisions between 2014 and 2018.

5 Year Trends: Intersections with Highest # of Collisions							
Rank	Intersection	2014	2015	2016	2017	2018	5 Year
1	James and Main	18	16	7	11	17	69
2	Dundurn and King	18	7	14	14	9	62
3	Dundurn and Main	5	12	15	11	11	54
4	Main and Wellington	10	11	11	9	12	53
5	John and King	20	8	5	10	8	51
6	John and Main	8	15	7	6	8	44
7	Main and Victoria	8	9	7	7	11	42
8	Kenilworth and Main	9	12	10	6	5	42
9	RHVP and RHVP to NB King	7	12	5	8	9	41
10	Fennell and Upper James	10	6	8	8	6	38
11	King and Victoria	5	4	13	9	6	37
12	Rymal and Upper James	6	7	13	7	4	37
13	Barton and Ottawa	10	7	4	7	8	36
14	Mohawk and Upper James	12	8	5	3	7	35
15	Centennial Parkway and Queenston	5	4	6	10	9	34
16	Mohawk and Upper Gage	8	9	4	6	6	33
17	James and King	5	9	7	6	5	32
18	Hunter and John	8	6	9	6	3	32
19	Cannon and Wellington	12	10	0	8	1	31
Six intersections each had 30 collisions from 2014-2018							

5 Year Trends: Intersections with Highest # of Pedestrian Collisions							
Rank	Intersection	2014	2015	2016	2017	2018	5 Year
1	Dundurn and King	4	0	3	3	2	12
2	Barton and Wellington	2	1	3	1	2	9
3	Barton and Ottawa	2	4	1	1	1	9
4	King and Wellington	2	2	3	0	1	8
5	Main and Queen	1	3	1	1	2	8
6	Kenilworth and Main	0	3	4	1	0	8
7	Main and Wellington	0	2	1	1	3	7
8	John and King	2	2	1	0	2	7
9	Barton and Lottridge	1	0	2	0	4	7
10	Dundurn and Main	1	1	1	2	2	7

The intersection of Dundurn Street and King Street has recorded the most pedestrian collisions in the past five years with 12 collisions.

This table below lists the intersections that had the highest number of cyclist collisions between 2014 and 2018.

5 Year Trends: Intersections with Highest # of Cyclist Collisions							
Rank	Intersection	2014	2015	2016	2017	2018	5 Year
1	Cannon and Wellington	4	3	0	3	0	10
2	Cannon and Mary	1	1	3	4	0	9
3	Queenston and RHVP NB to Queenston	2	1	2	0	1	6
4	Ashley and Cannon	0	1	2	2	1	6
5	Stinson and Victoria	1	1	2	0	1	5
6 intersections each had 4 cyclist collisions							

Two intersections along the Cannon Street cycle track (at Wellington Street and Mary Street) have recorded the most cyclist collisions in the past five years with 10 and 9 collisions respectively.



Section 3

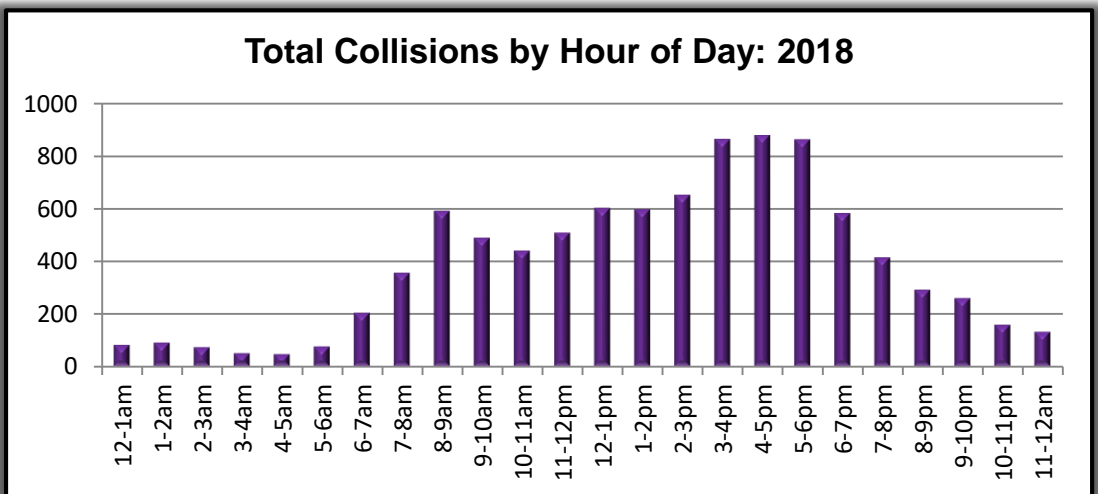
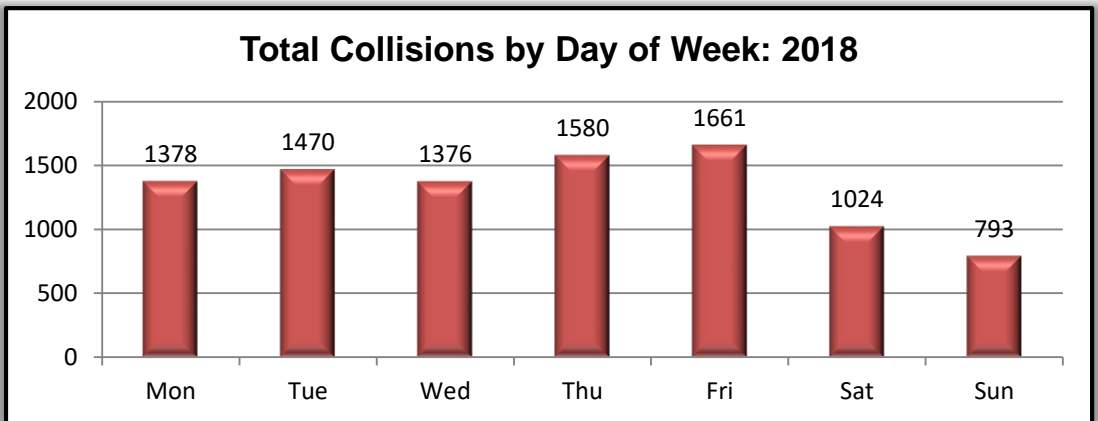
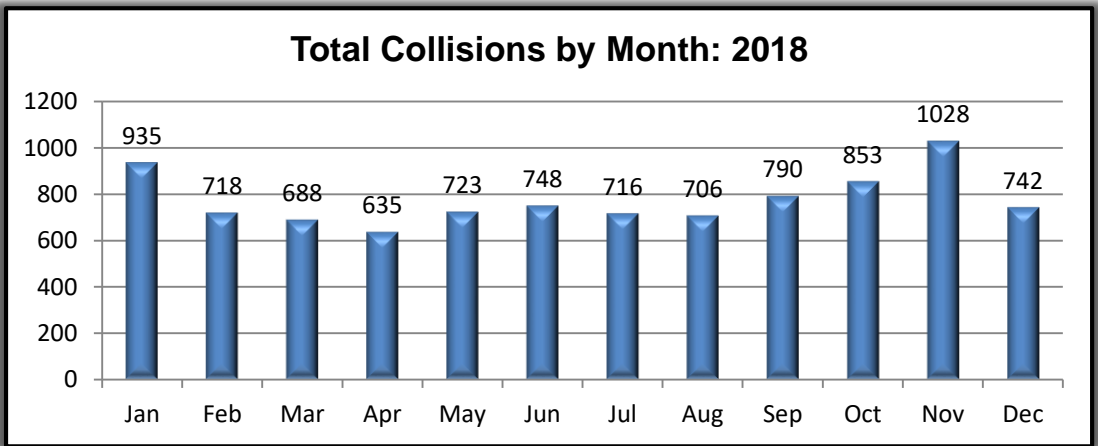
Collision Statistics – 2018



The table below provides a summary of collision statistics for 2018.

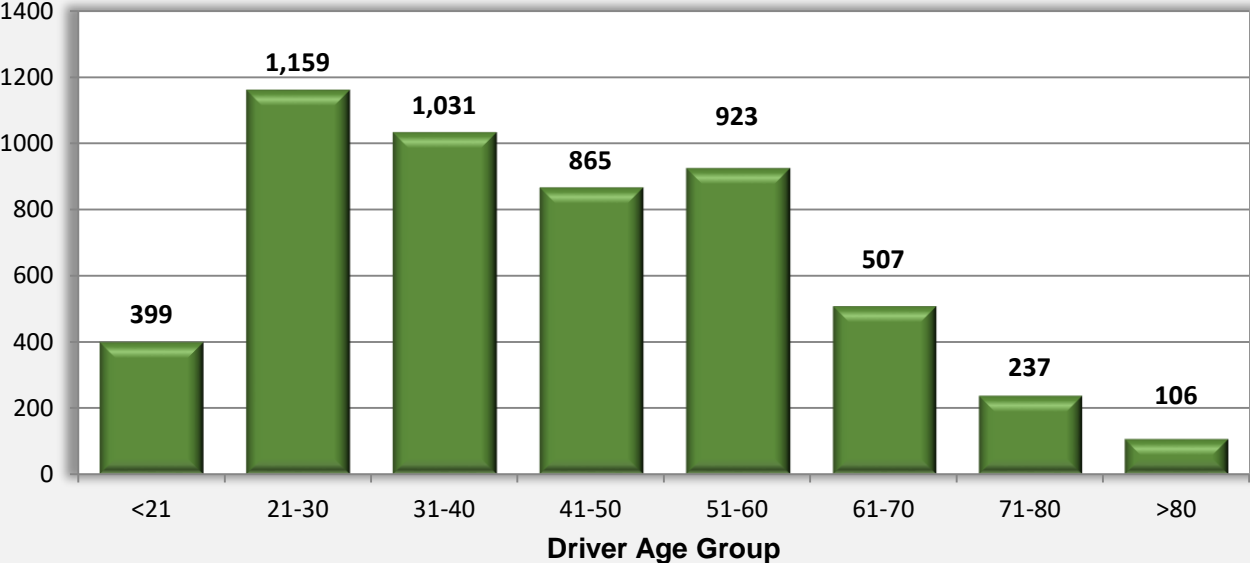
Statistics	2018
Number of total collisions	9,281
Number of police reported collisions	3,390
Number of Injury/Fatal collisions	Injury: 1,551 Fatal: 11
Number of collisions involving pedestrians	245
Number of Injury/Fatal collisions involving pedestrians	Injury: 219 Fatal: 3
Day with highest number of pedestrian collisions	Tuesday
Hour with highest number of pedestrian collisions	5-6 p.m.
Number of collisions involving cyclists	166
Number of Injury/Fatal collisions involving cyclists	Injury: 135 Fatal: 2
Day with highest number of cyclist collisions	Thursday and Friday
Hours with highest number of cyclist collisions	5-6 p.m.
Day with highest number of total collisions	Friday
Month with highest number of total collisions	January and November
Hour with highest number of total collisions	4-5 p.m.
Most common collision type	Rear End
Most frequent driver action resulting in collision	Lost Control



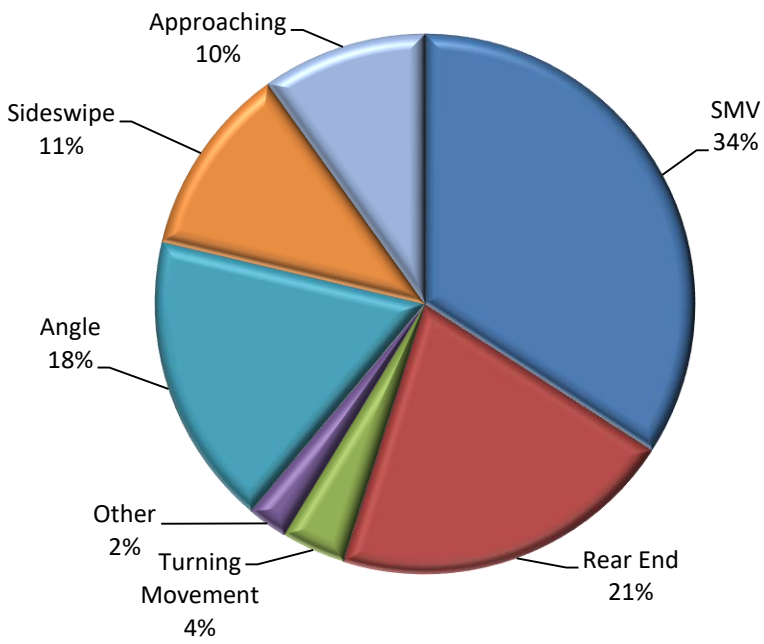


In 2018, there were 1,159 drivers between the ages of 21 and 30 that were involved in collisions on City of Hamilton streets. The most common age for a driver involved in a collision was 23 years old. It should be noted that these were drivers involved in collisions, not necessarily the person at fault.

Collisions by Driver Age: 2018



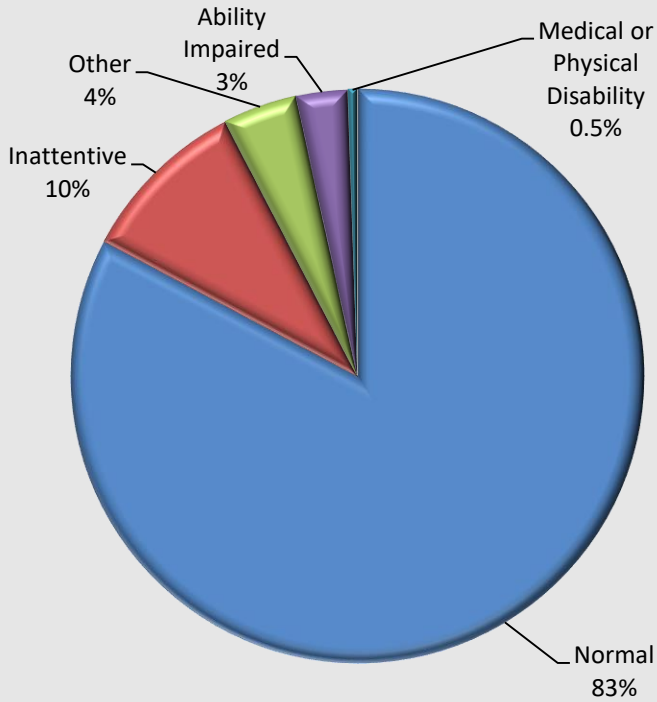
Collisions by Initial Impact: 2018



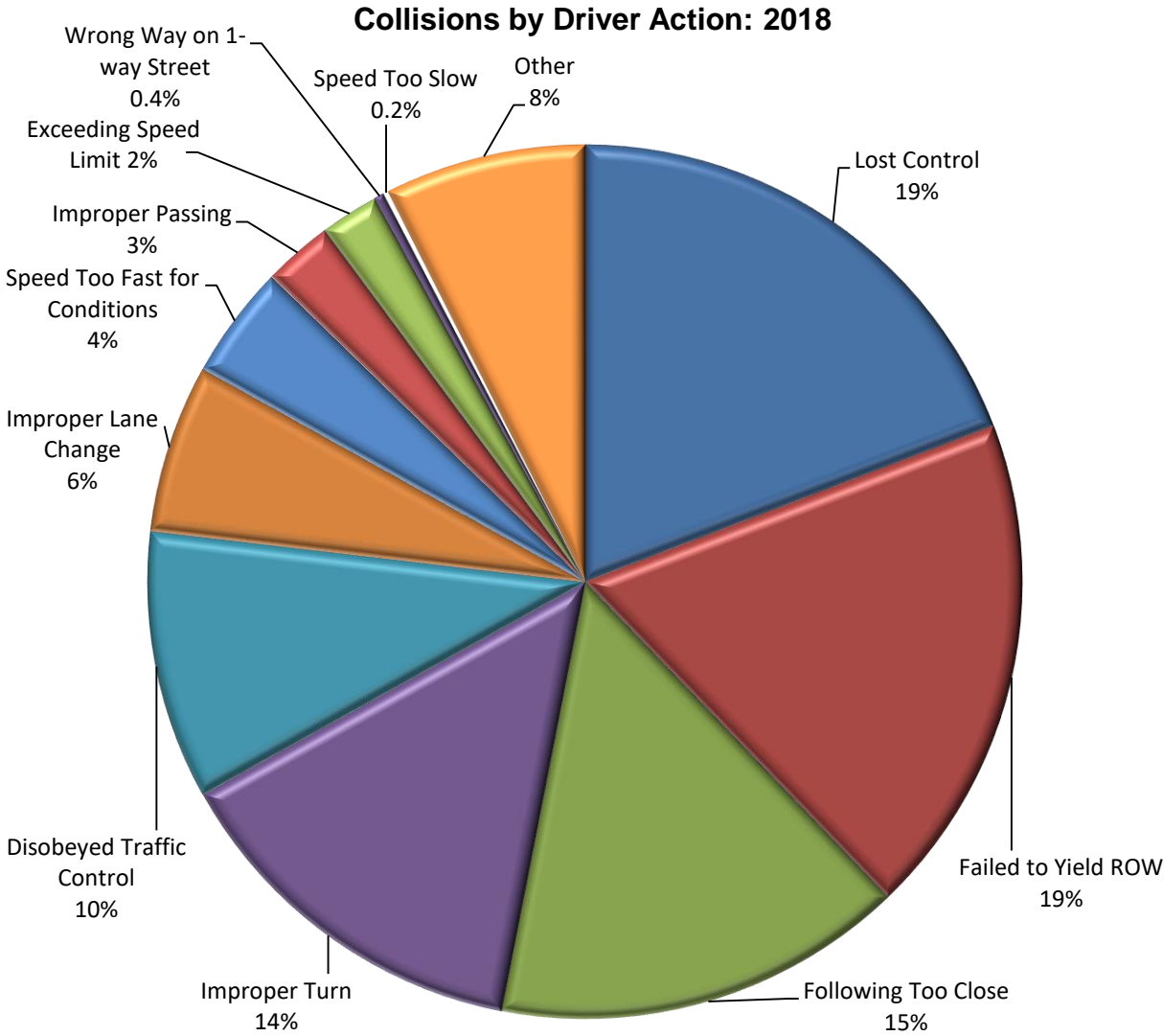
Impact Type	#
Single motor vehicle	1,157
Rear end	704
Turning movement	130
Other	81
Angle	596
Sideswipe	388
Approaching	334

34% of collisions in 2018 involved a single motor vehicle. Rear end collisions were the second most frequent at 21%.

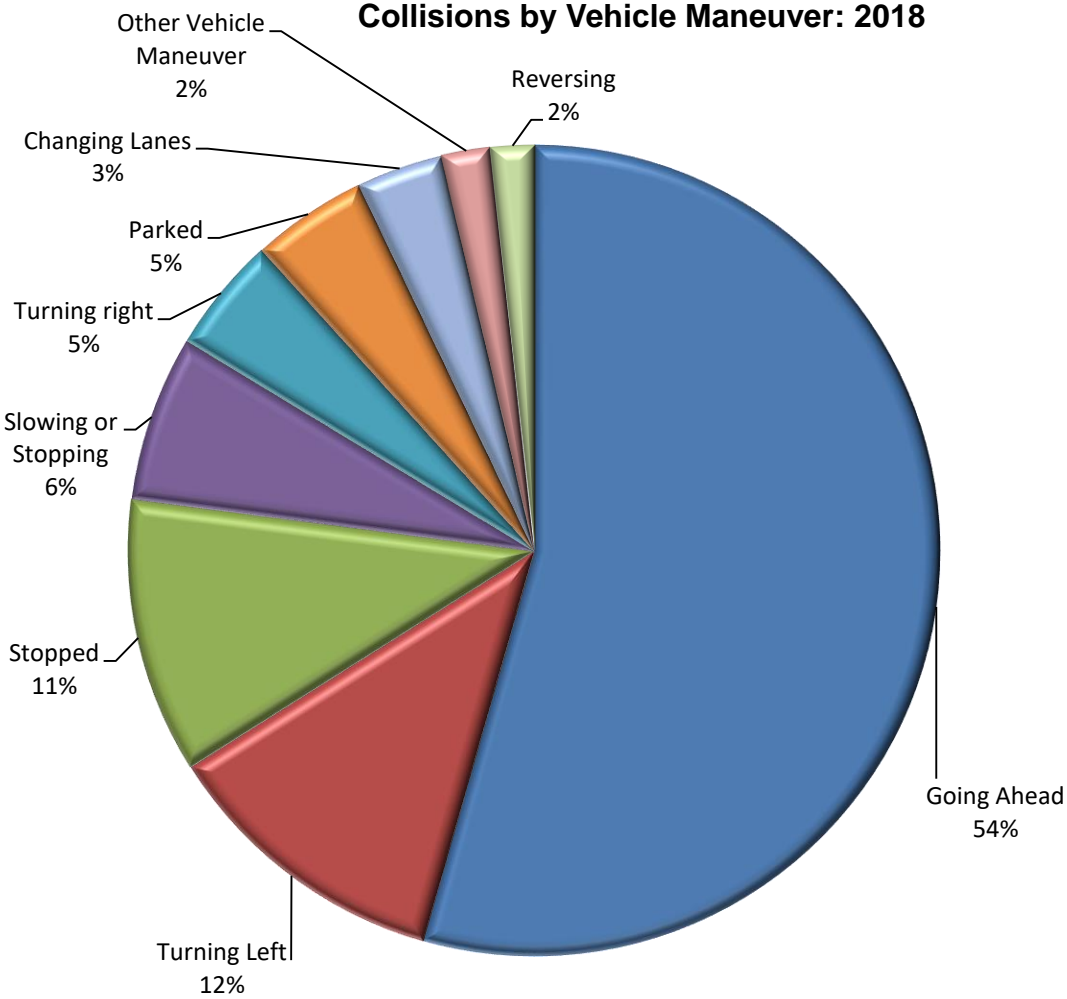
Driver Condition: 2018



83% of 2018 drivers involved in a collision were noted as operating their vehicle under "normal" condition, meaning they were not distracted, impaired by alcohol or drugs or any other condition.



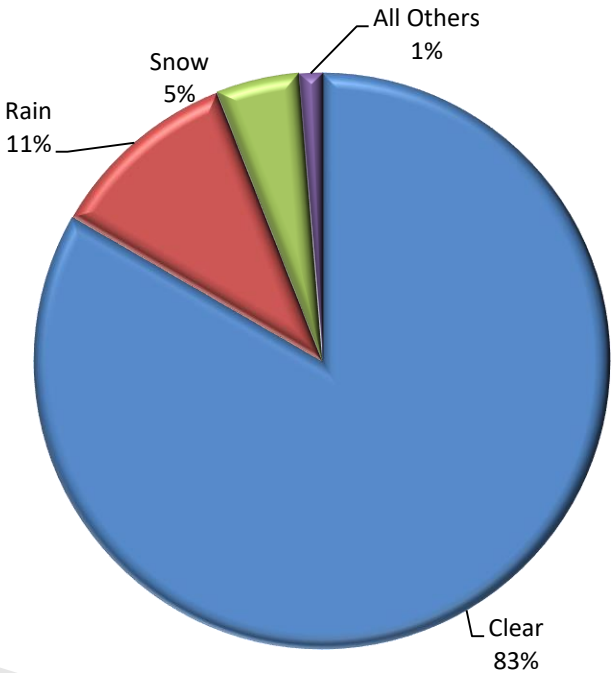
The leading cause of collisions were drivers losing control of their vehicles or failing to yield the right-of-way; each at 19%. Speed related collisions resulted in 6% of collisions citywide in 2018.



Statistics show that the most common vehicle maneuver (including bicycles) during a collision was “Going Ahead”, which occurred 54% of the time. “Turning Left” was the second leading maneuver at 12%.

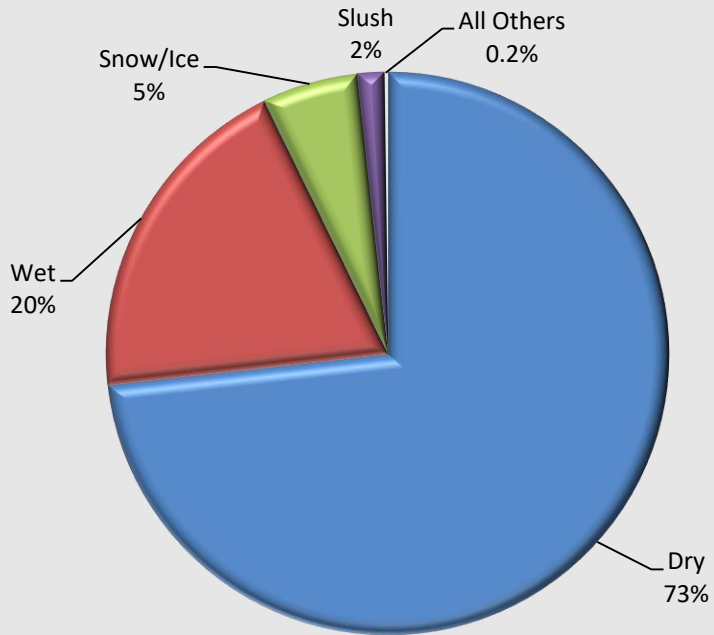
Vehicles that were stopped accounted for 11% and parked vehicles were involved in 5%. These values are similar to those from the 2014-2018 data. Other vehicle maneuvers include merging, pulling onto or away from the shoulder or U-turns.

Collisions by Weather Condition: 2018



83% of all collisions occurred during clear weather conditions. 11% occurred during rain and 5% during snow. The other weather conditions include fog, strong winds, freezing rain, drifting snow, etc.

Collisions by Road Condition: 2018



73% of all collisions occurred during dry road surface conditions. 20% occurred when the road surface was wet, 5% during snow/ice and 2% in slushy conditions. The other road surface conditions include mud, loose gravel, etc.

2018: Intersections with Highest # of Collisions

Rank	Intersection	# of Collisions	Ward
1	James Street and Main Street *	17	2
2	Main Street and Wellington Street *	12	2,3
3	Dundas Street and Main Street *	11	1
4	Main Street and Victoria Avenue *	11	3
5	Red Hill Valley Parkway and North Bound Red Hill Valley Parkway to King Ramp *	9	5
6	Centennial Parkway and Queenston Road *	9	5
7	Dundas Street and King Street *	9	1
8	John Street and King Street *	8	2
9	Charlton Avenue and James Street	8	2
10	John Street and Main Street *	8	2
11	Barton Street and Gage Avenue *	8	3
12	Barton Street and Ottawa Street *	8	3,4
13	Barton Street and Centennial Parkway	8	5
14	Mohawk Road and Upper Wentworth Street *	8	7

* Represents locations that were also identified in 2014-2018 trends review

Section 4

Fatal Collisions – 2018



Fatal Collisions

An evaluation was undertaken of fatal collisions in order to analyze the collision circumstances and to identify any potential patterns.

- 18% (2) of fatal collisions occurred on rural roadways and 82% (9) occurred on urban roadways
- 45% (5) occurred within an intersection and 55% (6) occurred at midblock locations
- 9% (1) of collisions occurred when it was raining and 91% (10) during clear weather
- 27% (3) occurred during wet road conditions and 73% (8) on dry roadways
- 9% (1) fatal collision was the result of a single motor vehicle, 9% (1) was caused by a head-on collision, 27% (3) were pedestrian/vehicle collisions, 45% (5) involved turning vehicles and 9% (1) was the result of a rear end collision
- 9% (1) occurred when a driver lost control of the vehicle, 9% (1) because a driver disobeyed the traffic control, 18% (2) when a driver failed to yield the right-of-way and 27% (3) from a driver exceeding the speed limit or driving too fast for the conditions

Based on the analysis, the majority of fatal collisions occurred during clear, dry conditions.

The chart on the following page provides a brief summary of the details taken from the motor vehicle accident report from the police officer that created the report for each fatal collision that occurred in Hamilton in 2018.

Fatal Collisions – 2018

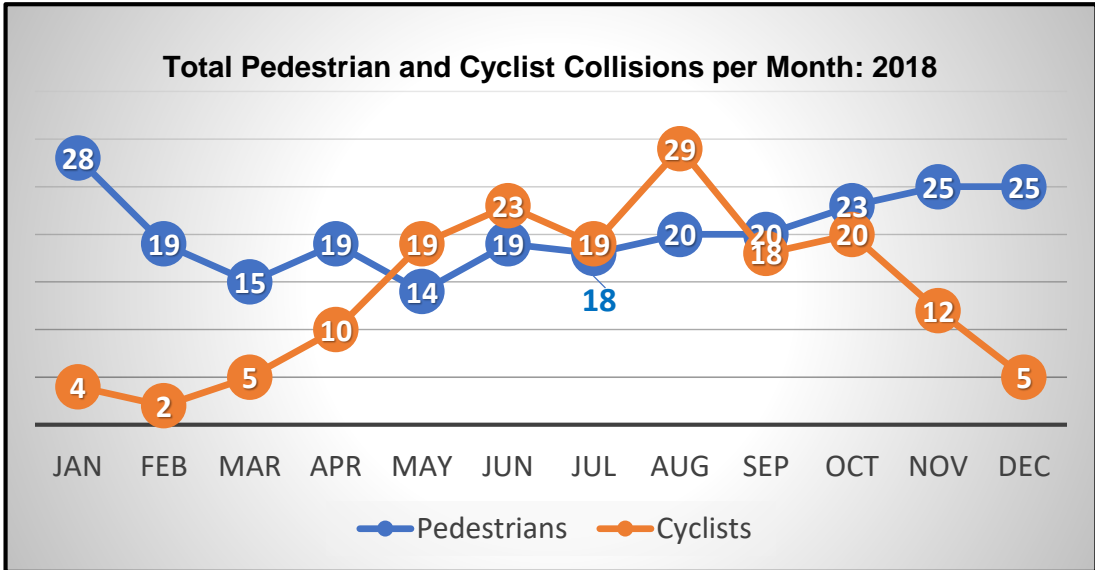
DATE	STREET 1	STREET 2	LOCATION	WEATHER	LIGHTING	ROAD 1 SURF COND	INITIAL IMPACT	DRV 1 ACT	DETAILS
02/06/2018	King	Sydenham	At intersection	Clear	Daylight	Wet	Ped/Vehicle	Failed to yield right of way	Pedestrian struck by truck turning left
02/27/2018	York	Valley	Non intersection	Clear	Daylight	Dry	SMV other	Lost control	Impaired driver
03/31/2018	Gage	Lawrence	Non intersection	Rain	Dark artificial	Wet	Head on	Speed too fast	Car driving at excessive speed hits car on curve
05/28/2018	Highway 5	Spring Creek	Non intersection	Clear	Dark	Dry	Rear end	Exceeding speed limit	Motorcycle rear-ends car
06/02/2018	Highway 403 EB Off Ramp	Wilson	Intersection related	Clear	Daylight	Dry	Left turn (oncoming)	Disobeyed traffic control	Driver fails to stop at stop sign
06/13/2018	Queenston	Beland	Near private drive	Clear	Daylight	Dry	Left turn (oncoming)	Other driver action	Impaired driver struck vehicle exiting from driveway
06/14/2018	Garth	Madonna	At intersection	Clear	Daylight	Dry	Left turn (opposite thru)	Exceeding speed limit	Truck turned in front of motorcycle
08/17/2018	King	Queen	At intersection	Clear	Daylight	Dry	Right turn (thru-right)	Driving Properly	Cyclist collided with right turning truck
10/09/2018	Trinity Church	Golf Club	At intersection	Clear	Dark	Wet	Left turn (thru-right)	Improper turn	Impaired cyclist crosses road in front of car
11/20/2018	Barton	Lottridge	Intersection related	Clear	Daylight	Dry	Ped/Vehicle	Failed to yield right of way	Driver turning left at traffic signal struck pedestrian crossing with right of way
11/29/2018	Upper Wentworth	East 24 th	At intersection	Clear	Dark artificial	Dry	Ped/Vehicle	Driving Properly	Inattentive driver struck pedestrian crossing at uncontrolled intersection

Section 5

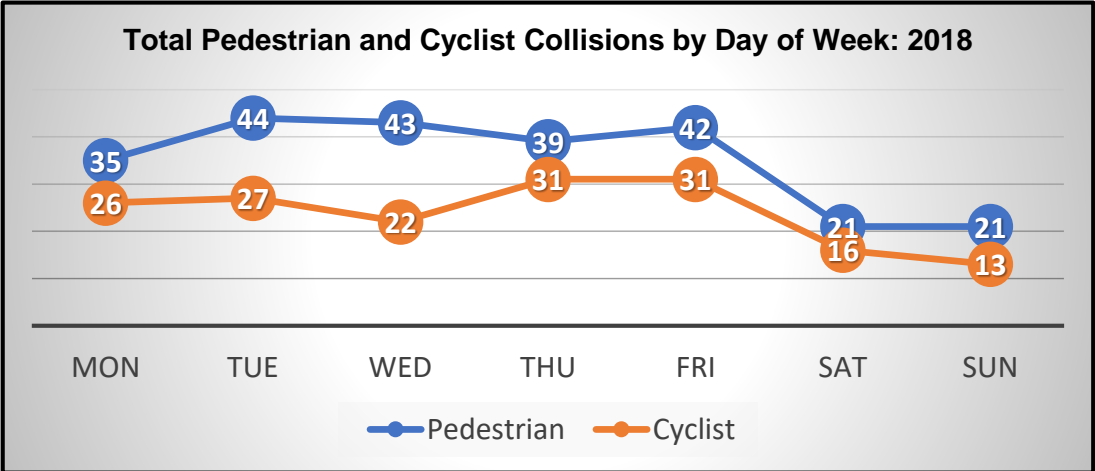
Pedestrian and Cyclist Collisions – 2018



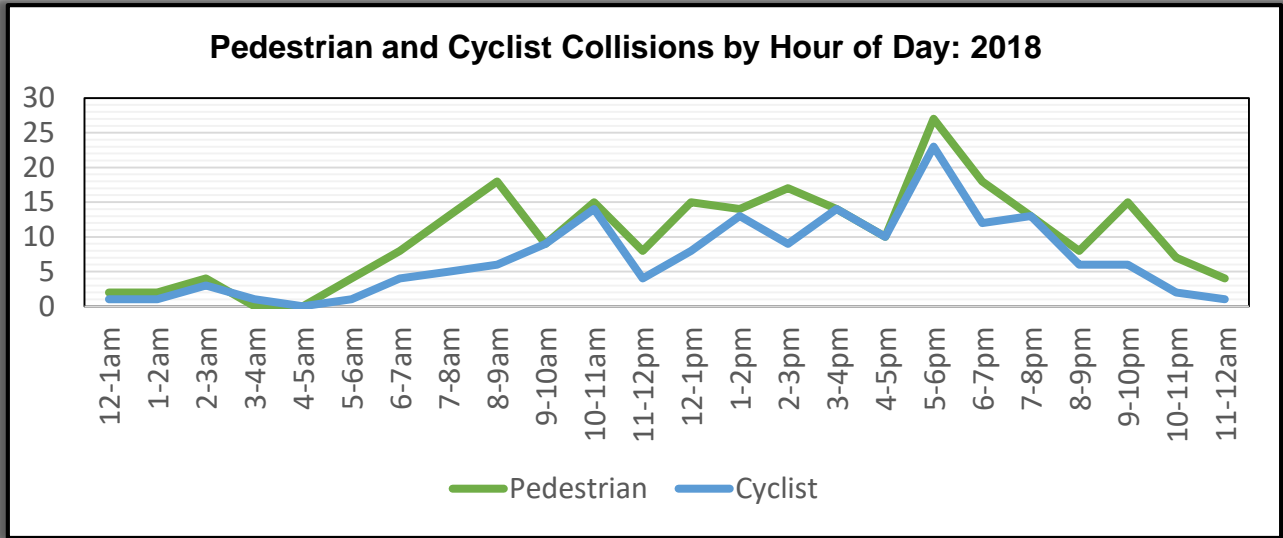
There were 245 collisions involving pedestrians and 166 cyclist collisions. May had the lowest number of pedestrian collisions. August had the highest number of cyclist collisions.



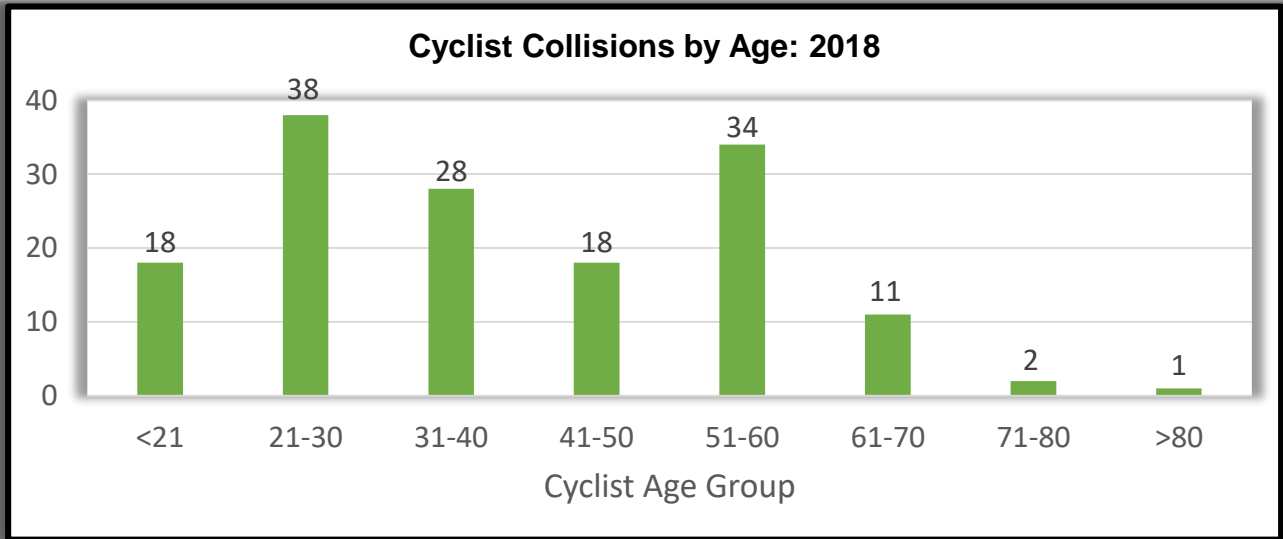
Tuesday had the highest number of pedestrian collisions and Thursday and Friday had the most cyclist collisions.



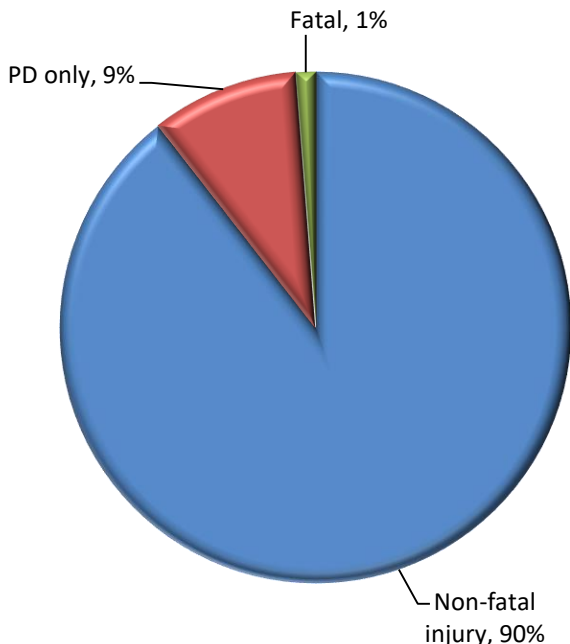
The time period of 5-6 p.m. had the highest number of pedestrian collisions with 27. The same hour had the highest number of cyclist collisions with 23.



The most common ages for cyclists involved in collisions were 30 and 54 years old.



Pedestrian Injury: 2018

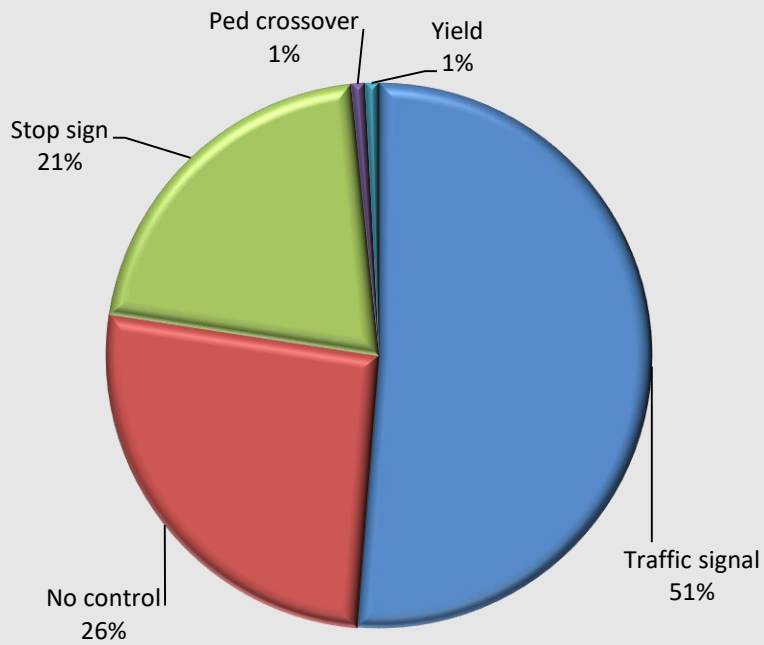


Injury Classification	#
Non-fatal injury	219
Property damage (PD) only	23
Fatal	3

90% of all pedestrian related collisions resulted in a non-fatal injury. There were 3 fatal pedestrian collisions.

Pedestrian Collisions by Traffic Control: 2018

Traffic Control Type	#
Traffic signal	124
No control	66
Stop sign	51
Pedestrian crossover	2
Yield	2

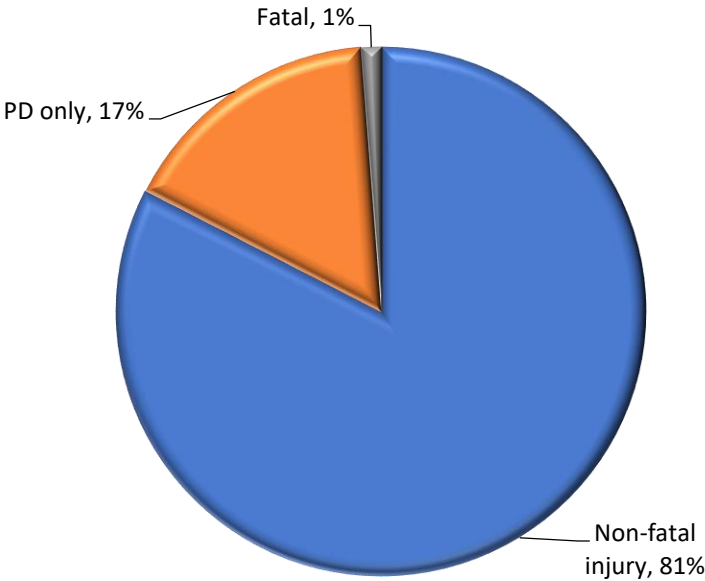


Nearly half of all pedestrian related collisions happened at locations controlled by traffic signals. 26% occurred where there was no form of traffic control.

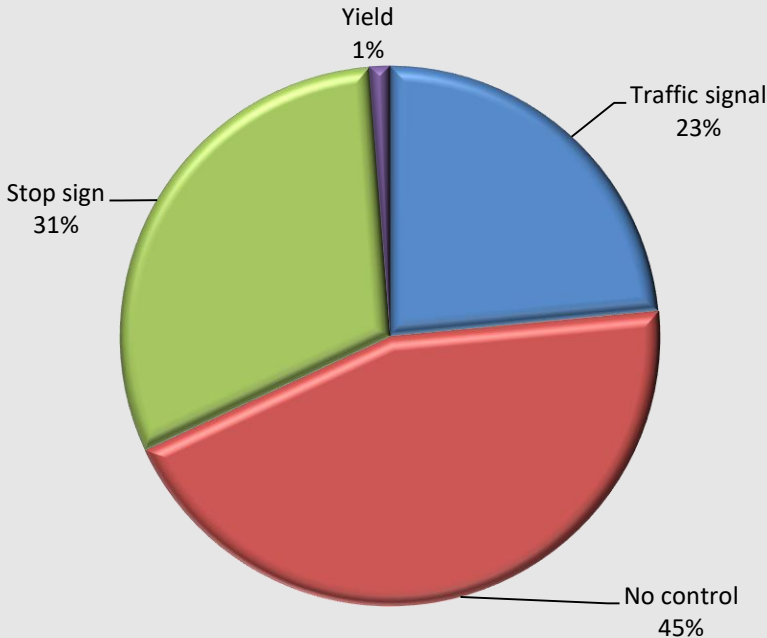
Cyclist Injury: 2018

Collision Classification	#
Non-fatal injury	135
Property damage (PD) only	29
Fatal	2

81% of collisions involving cyclists resulted in non-fatal injuries. There were two fatal cyclist collisions.



Cyclist Collisions by Traffic Control: 2018



Traffic Control Type	#
No control	74
Traffic signal	39
Stop sign	51
Yield	2

55% of cyclist collisions occurred at locations that were either controlled by a traffic signal or a Stop/Yield sign.

Intersections with the Highest # of Pedestrian Collisions: 2018			
Rank	Intersection	# of Collisions	Ward
1	Barton Street and Lottridge Street *	4	3
2	Main Street and Wellington Street *	3	2/3
3	Mohawk Road and Upper James Street	3	8
4	Mohawk Road and Rice Avenue	2	14
5	Golf Links Road and Legend Court	2	12
6	Stone Church Road and Upper Paradise Road	2	14
7	Barton Street and Wellington Street *	2	2/3
8	Millbank and Mohawk Road	2	8
9	Dundurn Street and King Street *	2	13
10	Dundurn Street and Main Street *	2	1
11	Barton Street and Centennial Parkway	2	5
12	Main Street and Queen Street *	2	1/2
13	John Street and King Street *	2	2
14	Kendale Court and Limeridge Road	2	8
15	Rymal Road and Upper Wentworth Street	2	7
16	Charlton Avenue and James Street	2	2
17	Barton Road and Grays Road	2	5/10
18	Mud Street and Winterberry Drive	2	9
19	Charlton Street and John Street	2	2
20	Hess Street and King Street	2	2
21	Nash Road and Queenston Road	2	5

Intersections with the Highest # of Cyclist Collisions: 2018			
Rank	Intersection	# of Collisions	Ward
1	John Street and King William Street	2	2
2	Cannon Street and Steven Street	2	3
3	Garfield Avenue and King Street	2	3
4	John Street and St. Josephs Drive	2	2
5	Cannon Street and East Avenue	2	3
6	Central Avenue and Rosewood Road	2	4
7	Bay Street and Duke Street	2	2
8	80 intersections had 1 collision	1	

* Locations that were also identified in 2014-2018 review

Section 6

Lincoln M. Alexander Parkway and Red Hill Valley Parkway
Five Year Collision Trends – 2014 to 2018



While the chart below shows an increase in collisions on the LINC since 2014, this is largely due to an 86% increase in the number of self-reported collisions. Self-reported collisions are of low severity and do not involve person injuries. Police reported collisions have decreased 29% and collisions resulting in injuries have decreased 27%.

Lincoln M. Alexander Parkway Collisions						
Collision Type	2014	2015	2016	2017	2018	TOTAL
Total Collisions	138	135	144	159	182	758
Self-Reported	73	64	86	98	136	457
Police Reported	65	71	58	61	46	301
Crossover	2	1	0	1	1	5
Property Damage Only	27	22	21	31	19	120
Injury	37	50	38	30	27	182
Fatal	1	0	0	1	0	2

Similarly, while the chart below shows an increase in collisions on the RHVP since 2014, largely due to an increase in self-reported collisions. Police reported collisions have increased 31% and injury collisions have increased 50% but both decreased from 2017 to 2018.

Red Hill Valley Parkway Collisions						
Collision Type	2014	2015	2016	2017	2018	TOTAL
Total Collisions	117	238	186	193	235	969
Self-Reported	46	101	84	91	142	464
Police Reported	71	137	102	102	93	505
Crossover	1	6	0	3	3	13
Property Damage Only	45	79	58	59	54	295
Injury	26	56	44	41	39	206
Fatal	0	2	0	2	0	4



2015 saw the highest number of collisions on the LINC with 71. November 2018 was the month with the most collisions with 11.

Lincoln M. Alexander Parkway Police Reported Collisions						
Month	2014	2015	2016	2017	2018	TOTAL
January	9	6*	9	2	4	30
February	9	10	5	5	3	32
March	1	4	4	4	4	17
April	3	6	2	3	1	15
May	4*	4	9	6	3	26
June	4	4	4	8	4	24
July	4	5	2	4	2	17
August	4	10	8	5*	2	29
September	10	5	6	2	1	24
October	8*	4	4	9	4	29
November	4	5	0	7	11	27
December	5	8	5	6	7	31
TOTAL	65	71	58	61	46	301

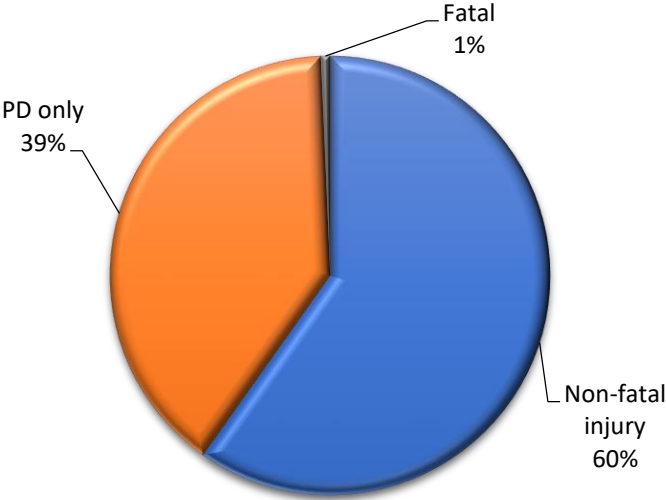
*Denotes when a full crossover occurred resulting in a head-on collision.

2015 had the highest number of collisions on the RHVP with 137. December 2015 was the month with the most collisions with 24 collisions.

Red Hill Valley Parkway Police Reported Collisions						
Month	2014	2015	2016	2017	2018	TOTAL
January	9	7*	14	9*	6	45
February	5	5	5	6	6	27
March	3	7*	5	5	4	24
April	1	7	7	6	8	29
May	5	12*	3	11	6	37
June	2	14	7	9	5	37
July	4	11	8	8*	7	38
August	1	7*	9	10	9	36
September	11	13	12	7	11	54
October	11*	19*	16	9	17	72
November	6	11	8	15*	12	52
December	13	24*	8	7	2	54
TOTAL	71	137	102	102	93	505

*Denotes when a full crossover occurred resulting in a head-on collision.

LINC Collision Severity: 2014-2018

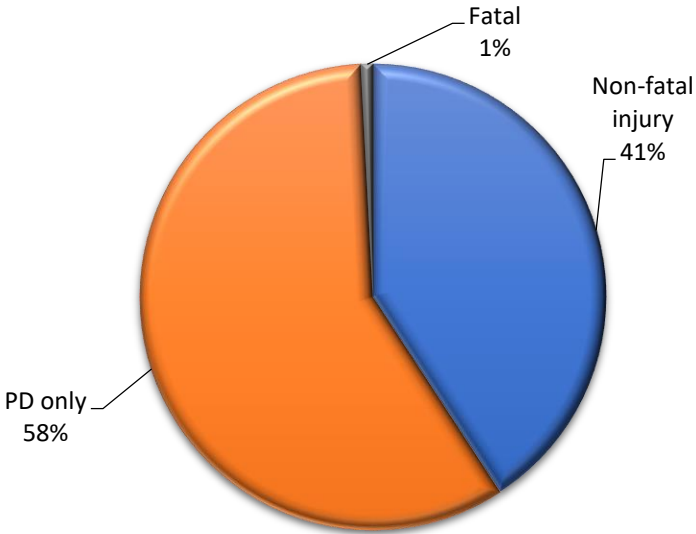


Collision Classification	#
Non-fatal injury	180
Property damage (PD) only	119
Fatal	2

60% of all collisions on the Lincoln M. Alexander Parkway resulted in non-fatal injuries compared to 41% on the Red Hill Valley Parkway. There have been a total of six fatal collisions on the two roadways combined since 2013.

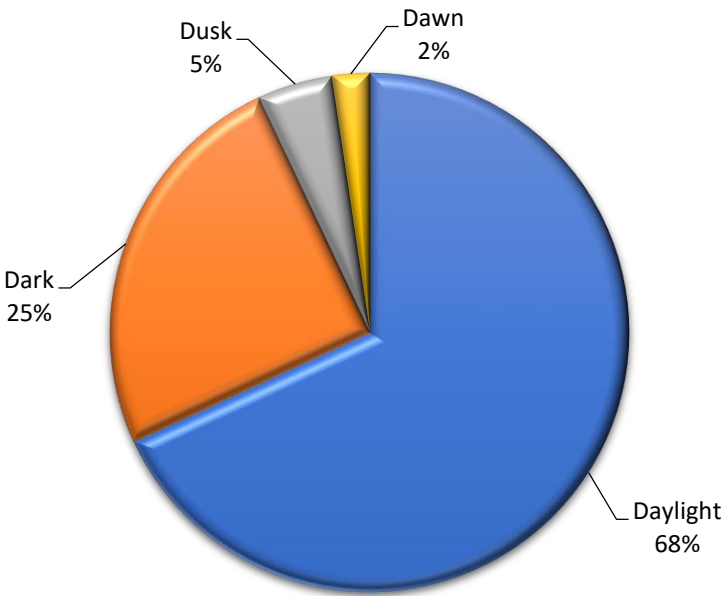
RHVP Collision Severity: 2014-2018

Collision Classification	#
Non-fatal injury	206
Property damage (PD) only	295
Fatal	4



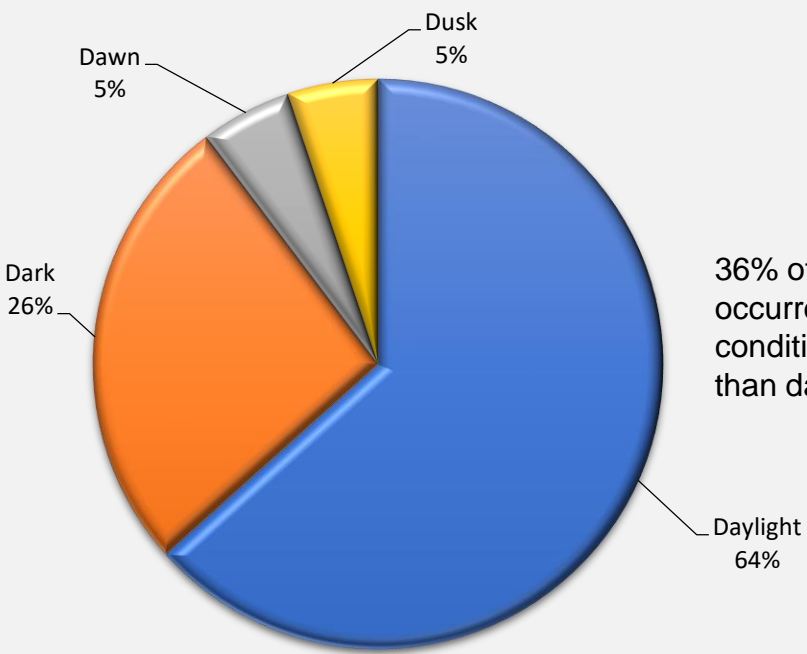
LINC Collisions by Lighting Condition: 2014-2018

32% of collisions on the LINC occurred during times when lighting conditions were classified as other than daylight.

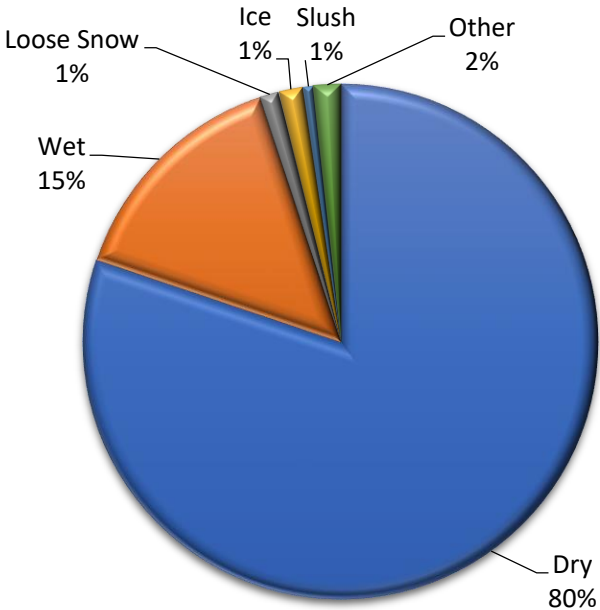


RHVP Collision by Lighting Condition: 2014-2018

36% of collisions on the RHVP occurred during times when lighting conditions were classified as other than daylight.

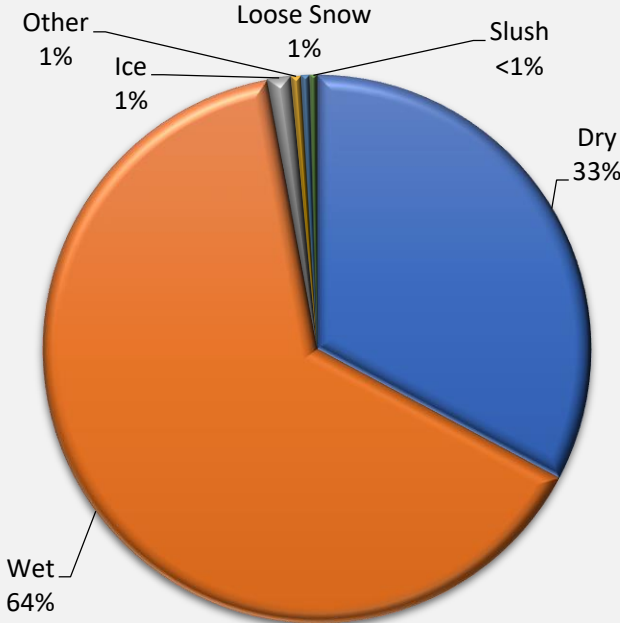


LINC Collisions by Road Surface Condition: 2014-2018



80% of collisions on the LINC occurred when the road surface was dry. 15% occurred when the road surface was wet, 1% during loose snow, ice or slushy conditions.

RHVP Collisions by Road Surface: 2014-2018

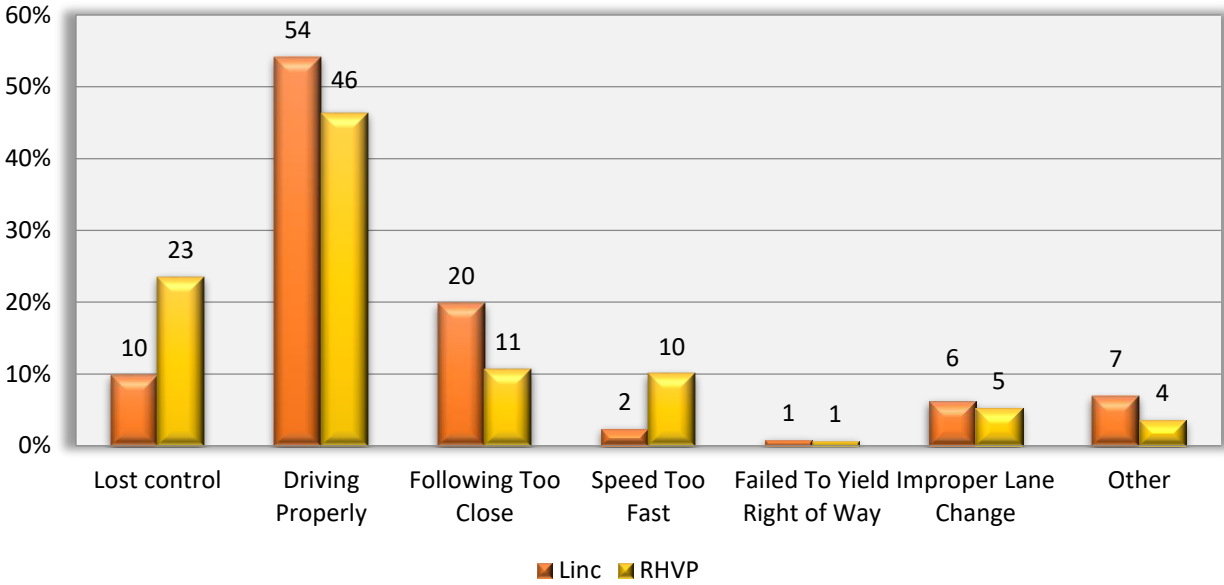


64% of collisions on the RHVP occurred when the road surface was wet. 33% of collisions occurred during dry road conditions and ice, loose snow, slush and others each accounted for 1% or less.

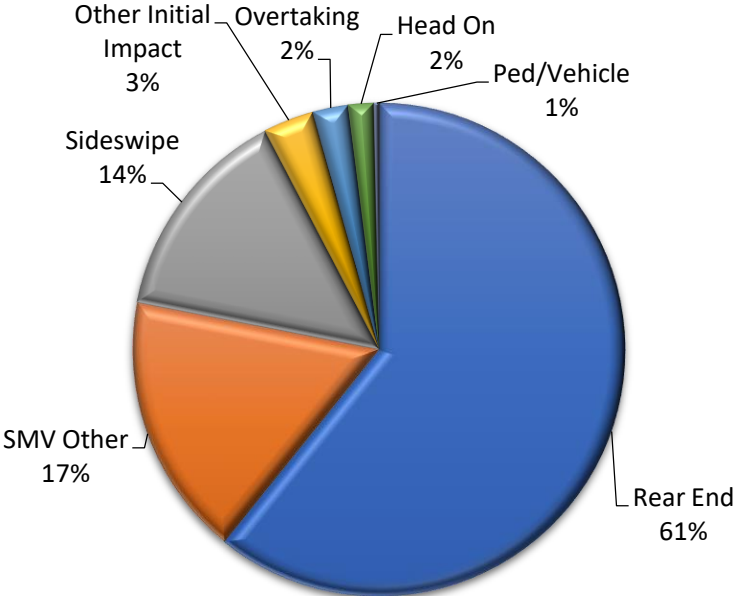
The most common driver action resulting in collisions on the LINC were drivers "Following Too Close." The RHVP driver action resulting in the most collisions was "Lost Control."

The values in "Driving Properly" typically represent the action of the driver that was not at fault in a collision.

LINC and RHVP Collisions by Driver Action: 2014-2018

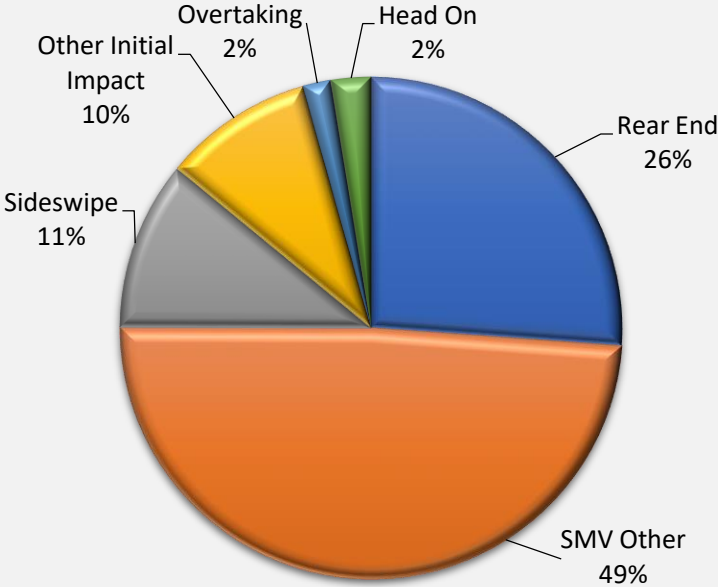


LINC Collisions by Impact Type: 2014-2018



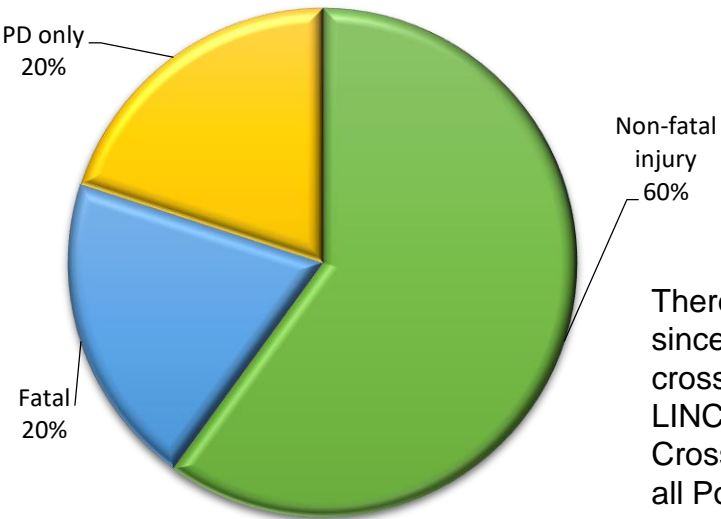
Rear end collisions were the most common occurrence on the LINC.

RHVP Collisions by Impact Type: 2014-2018



Single motor vehicle collisions accounted for 49% of all collisions on the RHVP.

LINC Injury Severity for Crossover Collisions: 2014-2018

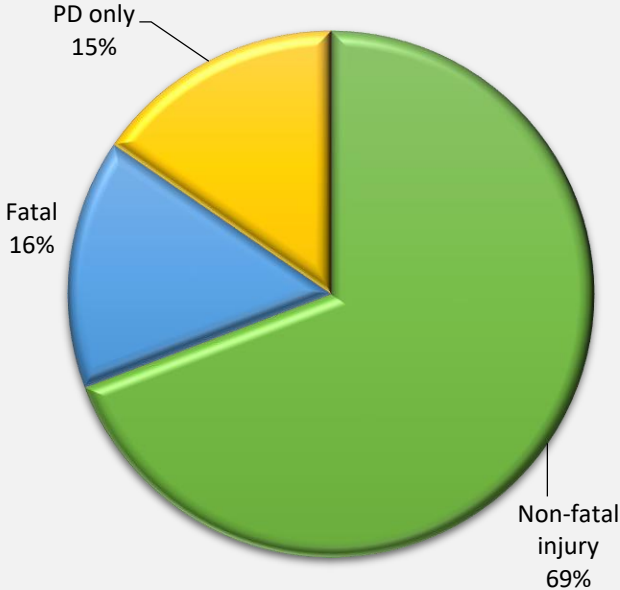


Classification	#
Property damage only	1
Non-fatal injury	3
Fatal	1

There have been a total of five collisions since 2014 where a vehicle has fully crossed over the centre median of the LINC and collided with another vehicle. Crossover collisions account for 1.6% of all Police Reported collisions that occur on the LINC.

RHVP Injury Severity for Crossover Collisions: 2014-2018

Classification	#
Property damage (PD) only	2
Non-fatal injury	9
Fatal	2



There have been a total of 13 collisions since 2014 where a vehicle has fully crossed over the centre median of the RHVP and collided with another vehicle. Crossover collisions account for 2.6% of all Police Reported collisions that occur on the RHVP.

Section 7

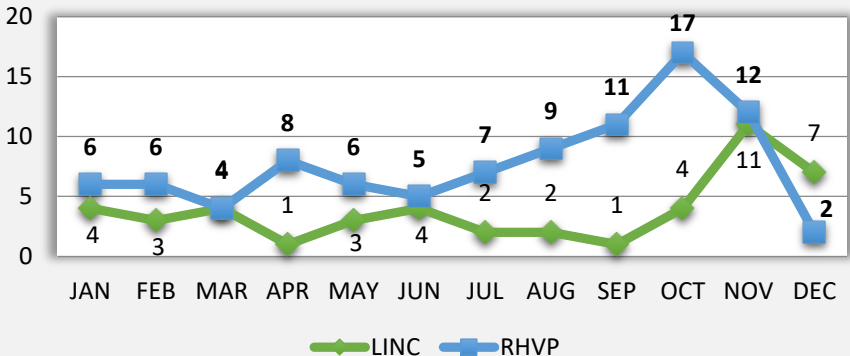
Lincoln M. Alexander Parkway and Red Hill Valley Parkway
Collision Statistics – 2018



A summary of 2018 collisions statistics on the LINC and RHVP is shown below.

2018 STATISTICS	LINC	RHVP
Number of total collisions	182	235
Number of police reported collisions	46	93
Number of fatal collisions	0	0
Number of collisions involving pedestrians	0	0
Number of crossover collisions	1	3
Day with highest number of total collisions	Friday	Monday/Tuesday
Month with highest number of total collisions	November	October
Hour with highest number of total collisions	5-6 p.m.	8-9 a.m.
Most common collision type	Rear End	Single Motor Vehicle
Most frequent driver action resulting in collision	Following Too Close	Lost Control

LINC and RHVP Collisions by Month: 2018



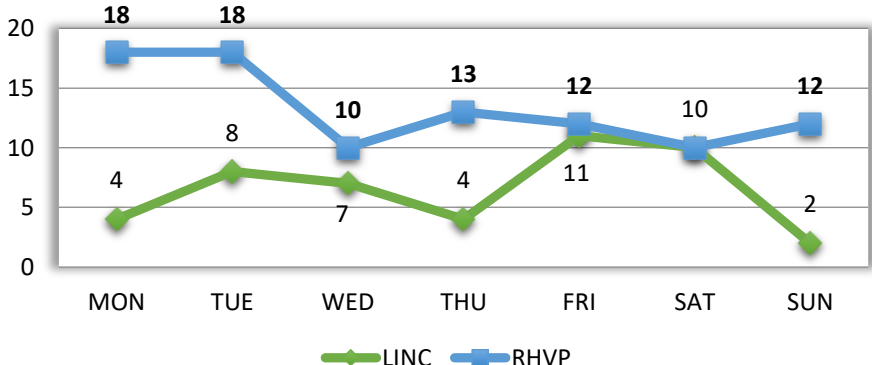
November had the highest number of collisions on the LINC.

October was the month that had the highest number of collisions on the RHVP.

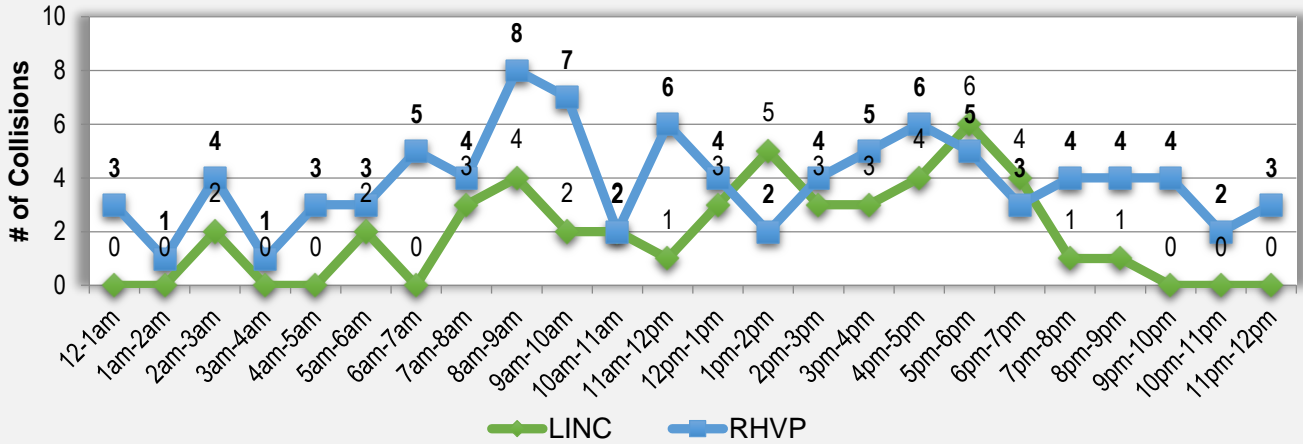
LINC and RHVP Collisions by Week Day: 2018

Tuesday had the highest combined collisions for both Parkways during the week.

Friday had the most collisions for the LINC and Monday and Tuesday were highest for the RHVP.

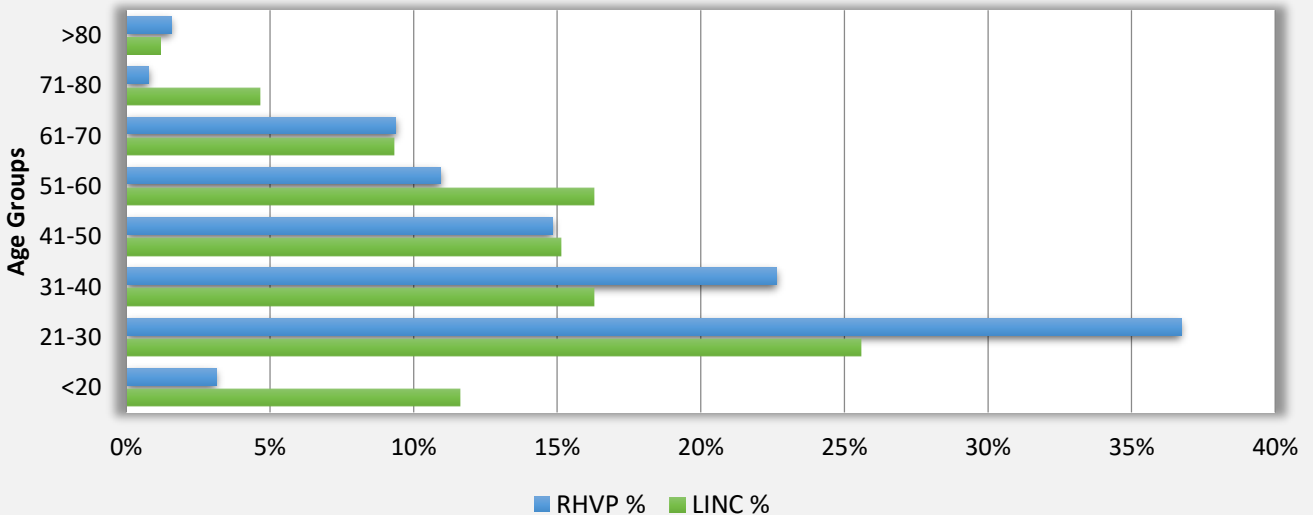


LINC and RHVP Collisions by Hour of Day: 2018



The 5-6 p.m. afternoon commute resulted in the highest number of collisions during that hour on the LINC in 2018. The 8-9 a.m. morning commute resulted in the highest number of collisions during that hour on the RHVP.

LINC and RHVP Collisions by Driver Age: 2018



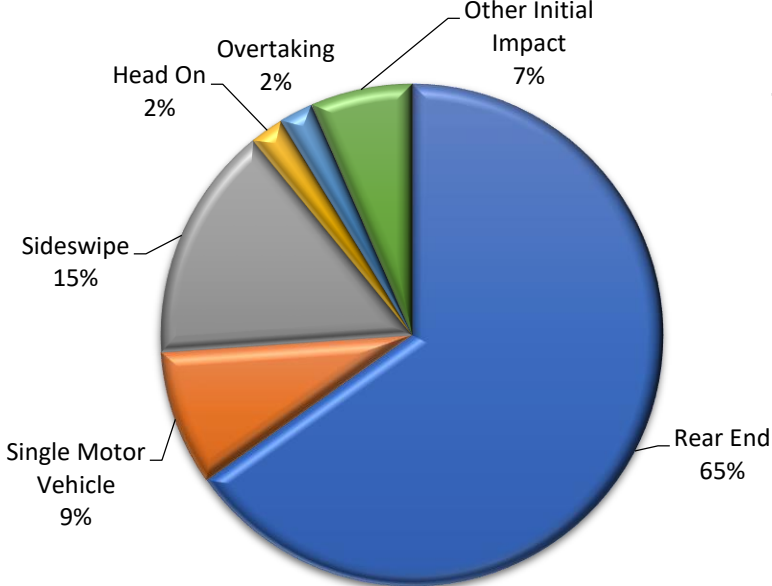
The most common ages for drivers involved in a collision on the LINC in 2018 were 20 and 24. The most common ages for drivers involved in a collision on the RHVP were 23 and 24. It should be noted that these were drivers involved in collisions, not necessarily the person at fault.



58% of collisions on the RHVP resulted in property damage and 42% resulted in non-fatal injuries. There were no fatal collisions in 2018.

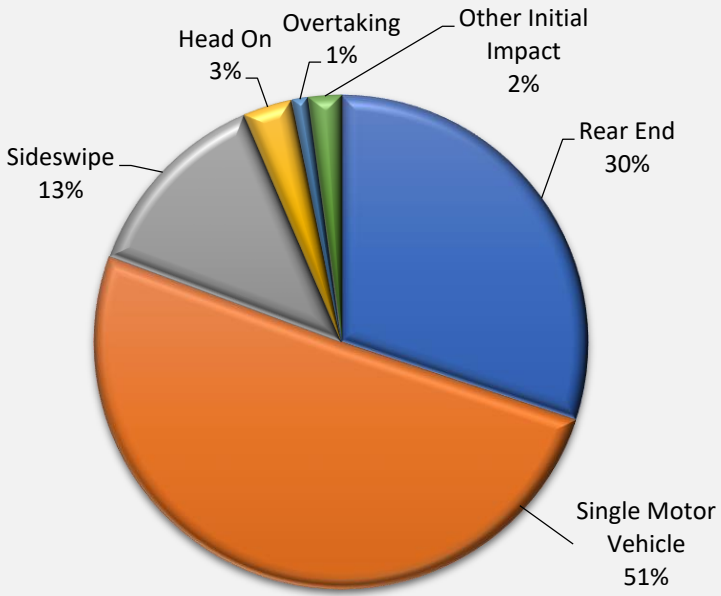
41% of collisions on the LINC resulted in property damage and 59% resulted in non-fatal injuries. There were no fatal collisions in 2018.

LINC Collisions by Initial Impact Type: 2018



The most common impact type on the LINC was a rear end collision which occurred 65% of the time. There was one crossover collision in 2018.

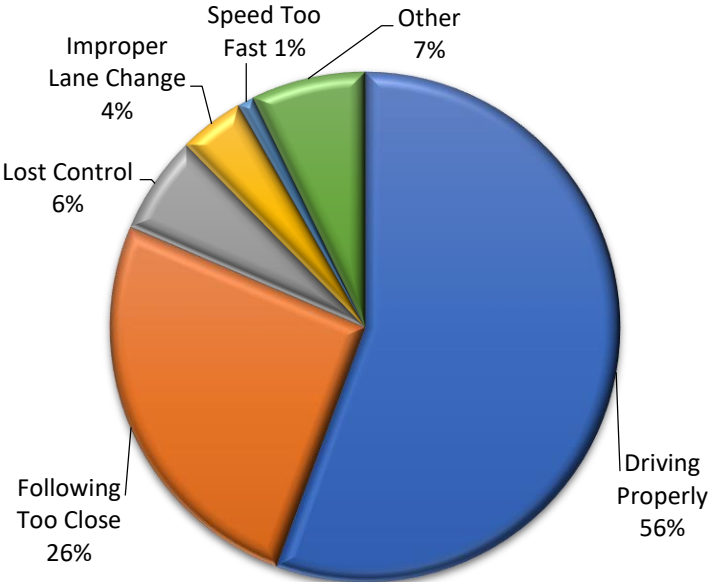
RHVP Collisions by Initial Impact Type: 2018



The most common impact type on the RHVP was single motor vehicle collisions which occurred 51% of the time. There were three crossover collisions in 2018.

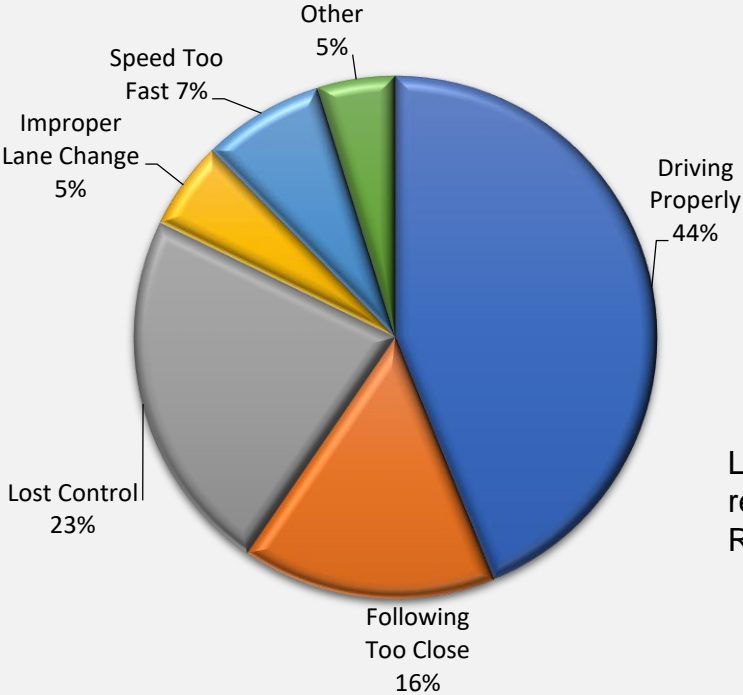
LINC Collisions by Driver Action: 2018

Following too close was the driver action that resulted in the most collisions on the LINC.

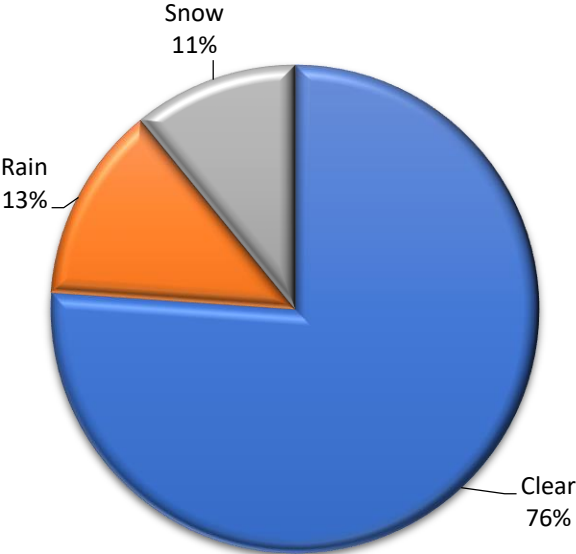


RHVP Collisions by Driver Action: 2018

Lost control was the driver action that resulted in the most collisions on the RHVP.

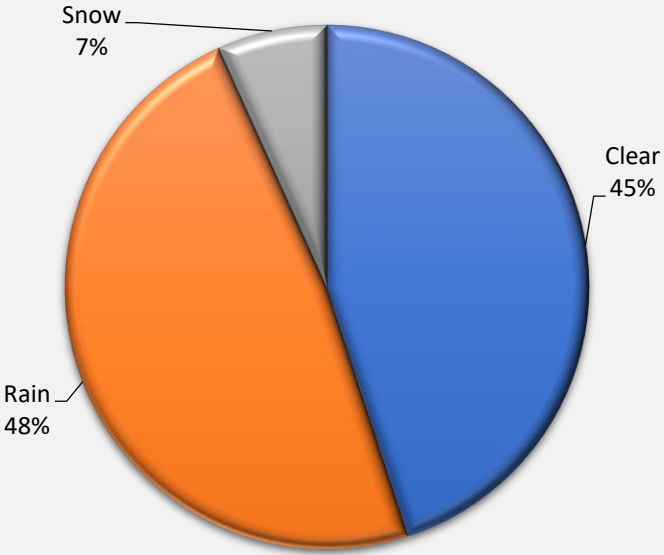


LINC Collisions by Weather Condition: 2018



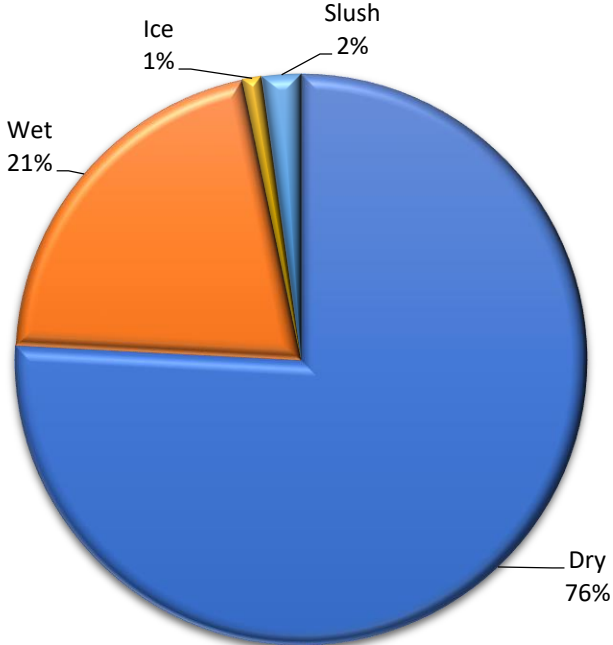
76% of all collisions on the LINC occurred when the weather was clear.

RHVP Collisions by Weather Condition: 2018



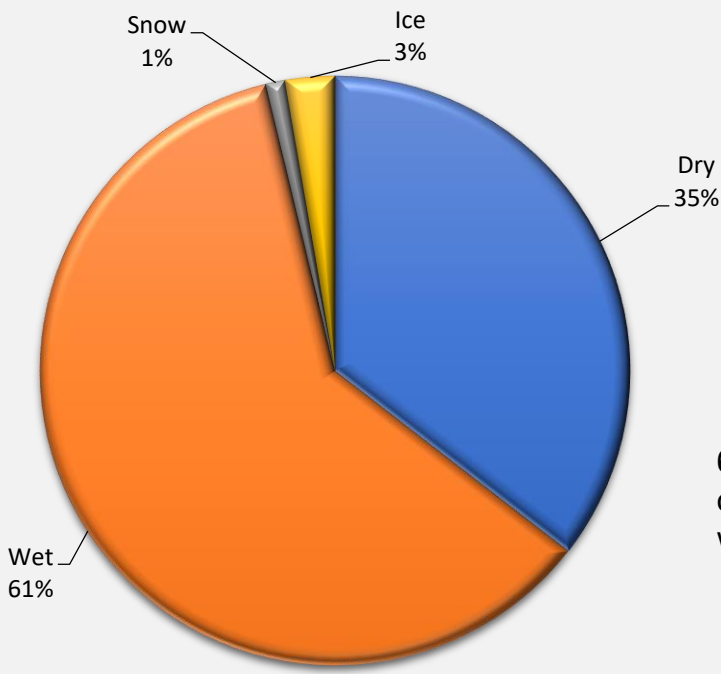
48% of the collisions on the RHVP occurred when it was raining.

LINC Collisions by Road Surface Condition: 2018



76% of all collisions on the LINC occurred when the road surface was dry.

RHVP Collisions by Road Surface Condition: 2018

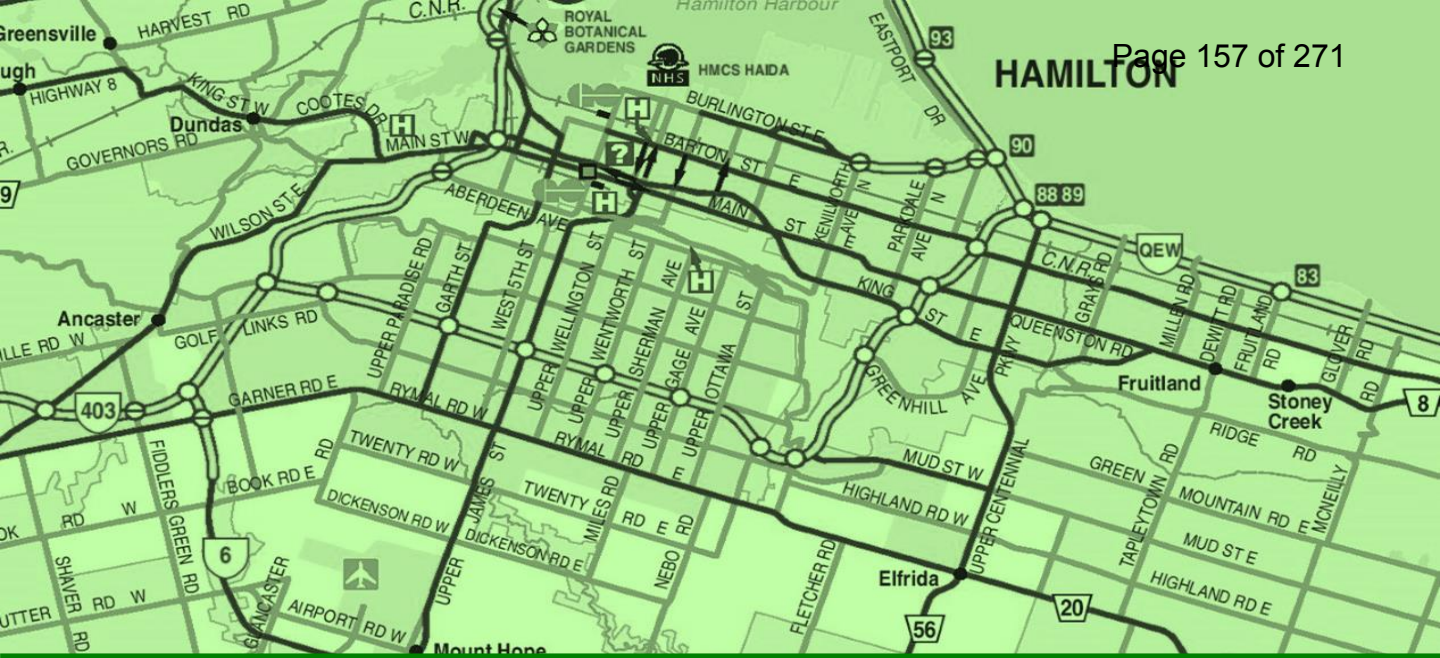


61% of collisions on the RHVP occurred when the road surface was wet.

Section 8

Network Screening





Network Screening

Network screening is the comprehensive process of evaluating safety conditions on the entire road network in the City of Hamilton. By using the same method at each location, the results can be compared and prioritized.

Twelve types of road groups are analyzed:

- Traffic signals (at intersections)
- Intersection pedestrian signals (IPS)
- Mid-block traffic signals
- All-way stop controlled intersections
- Two-way stop controlled intersections
- Yield controlled intersections
- Intersections with no control
- Urban roadway sections, between intersections (curbed cross-sections)
- Rural roadway sections, between intersections (uncurbed cross-sections)
- LINC and RHVP sections
- LINC and RHVP on-ramps
- LINC and RHVP off-ramps



Calculation of Risk and Over-representation

Traditionally, collision screening processes determined candidate locations by calculating collision rates considering collision frequency and traffic volume.

A major change that has been implemented in the network screening process for the City of Hamilton is the automated calculation of over-representation trends in the collision that occurred at each location when compared to its peer group. By comparing locations to other similar types within the group, a risk indicator can be calculated. All locations are then grouped and sorted by the indicator. In particular, where collision types were found to be over-represented, greater potential exists for the application of programs or techniques to reduce the number of collisions. This element forms one component of a test for candidate locations for the application of road safety audits.

To further enhance the likelihood of success in achieving collision reduction, the network risk indicator and collision type over-representation were supplemented with an evaluation of the frequency of collisions at each location. Each site was checked to determine if the number of collisions at the locations exceeded the upper 95% confidence limits for the expected number of collisions for sites in that group of locations. This additional test ensured that there was good "potential" at each site selected to implement successful countermeasures.



Network Screening Overrepresentation Ranking – 2014-2018 (TOP 15 LOCATIONS)

Rank	Group	Description	Network Risk Indicator	Total Collisions	Collisions per km	Overall average # of collisions for 5 years for Group	Fatal or Injury Collisions for 5 Years
1	Off-ramp	SCRCP* EB - SB ramp: Mud NB - EB off ramp – SCRCP	52.317	19	43.6	6.4	9
2	Two-way	Highland Road S and Third Rd	50.637	7	N/A	1.0	4
3	On-ramp	Mud: Mud SB - EB off ramp - RHVP	35.743	31	72.4	4.2	7
4	Rural Road	Weirs Ln: Hwy 8 - Governors	35.199	13	5.9	2.4	3
5	Urban Road	Upper James: Rymal - Stone Church	34.510	70	69.5	13.5	45
6	Two-way	Eleventh Road and Mud	34.016	16	N/A	1.0	10
7	Rural Road	Rymal: Upper Sherman - Upper Gage	33.567	42	49.8	2.4	34
8	Two-way	Beechwood and Lottridge	32.806	7	N/A	1.0	7
9	Urban Road	Queenston: Nash - Centennial Pkwy	32.500	59	72.3	13.5	31
10	Signal	North Service and QEW	32.023	25	N/A	10.2	20
11	Urban Road	James: St Josephs - King	30.380	49	50.6	13.5	13
12	Rural Road	Rymal: Swayze - Upper Centennial	30.001	19	46.8	2.4	10
13	On-ramp	Queenston to RHVP SB loop on ramp	29.779	7	21.2	4.2	3
14	Urban Road	King: Paradise - Newton	28.770	22	28.8	13.5	12
15	Urban Road	King: James - Catharine	28.298	18	53.4	13.5	9

* SCRCP - Stone Church Road Ramp

Network Screening Overrepresentation Ranking – 2014-2018 (LOCATIONS 16-30)

Rank	Group	Description	Network Risk Indicator	Total Collisions	Collisions per km	Overall average # of collisions for 5 years for Group	Fatal or Injury Collisions for 5 Years
16	Urban Road	Upper James: Rymal – Alderlea	27.822	35	64.2	13.5	26
17	Urban Road	King: Queen - James	25.969	62	73.8	13.5	23
18	Urban Road	John: King - Barton	25.817	20	22.6	13.5	9
19	Urban Road	Barton: Wentworth - Sherman	25.710	31	36.7	13.5	18
20	Urban Road	Queenston: Parkdale - Nash	25.692	86	53.1	13.5	52
21	Urban Road	Bay: King - Cannon	25.135	12	26.8	13.5	4
22	Urban Road	Rymal: West 5th - Upper James	24.741	15	42.4	13.5	10
23	Two-way	Cooper and HWY 97	24.442	11	N/A	1.0	3
24	Rural Road	Pritchard: Stone Church - Rymal	22.979	11	10.7	2.4	8
25	Urban Road	Barton: Wellington - Wentworth	22.927	46	53.6	13.5	17
26	Rural Road	Jerseyville: Martin - Wilson A	22.252	15	7.1	2.4	11
27	Urban Road	Barton: Nash - Centennial Pkwy	21.275	37	44.4	13.5	27
28	Urban Road	Upper Wentworth: Stone Church - LINC WB off ramp	21.252	21	27.3	13.5	16
29	Urban Road	John: St Josephs - King	21.215	43	45.9	13.5	9
30	Rural Road	Sulphur Springs: Mineral Springs - Lovers Lane	20.894	14	9.5	2.4	5

Section 9

Red Light Camera Program Statistics



Red Light Camera Program Statistics

The City of Hamilton has installed Red Light Cameras (RLCs) at 29 locations. The chart on the following page shows the location of the 24 RLCs installed before 2018. The City installed RLC at five locations in 2018:

- Twenty Road and Upper James Street
- Cannon Street and James Street
- Fennell Avenue and Upper James Street
- Wentworth Street and Wilson Street
- Stone Church Road and Upper Gage Avenue

RLC are generally installed at locations that have a history of right-angle collisions which typically result in more severe injury and fatal collisions. There has been a 53% reduction in right-angle collisions and 69% reduction in injury/fatal collisions at all RLC locations combined in the past three years.



Location	Date Installed	Right Angle Collisions			Injury/Fatal Collisions			Average Annual Violations
		3 Year Before	2016-2018	% Change	3 Year Before	2016-2018	% Change	2016-2018
Stone Church and Upper Wentworth	21-Jul-08	1	3	200%	0	1	100%	207
Mud and Paramount	21-Jul-08	3	2	-33%	2	1	-50%	141
Cannon and Hess	19-Aug-08	9	1	-89%	5	1	-80%	2,150
Burlington and Gage	19-Aug-08	8	2	-75%	7	2	-71%	231
Dundurn and King	17-Aug-09	13	3	-77%	7	1	-86%	2,211
Dundurn and Main	17-Aug-09	5	2	-60%	5	1	-80%	1,961
Bay and Main (EB)	12-Oct-10	4	6	50%	2	4	100%	731
Cannon and Kenilworth	12-Oct-10	8	10	25%	6	6	0%	522
Bay and Main (NB)	16-Oct-12	7	6	-14%	5	4	-20%	294
Main and Sanford	16-Oct-12	3	1	-67%	1	0	-100%	944
Brantdale and Upper James	16-Oct-12	1	0	-100%	1	0	-100%	892
Longwood and Main	12-Nov-13	4	1	-75%	1	1	0%	153
Mohawk and Upper Gage	12-Nov-13	3	0	-100%	2	0	-100%	203
Fennell and Upper Gage	28-Nov-14	7	1	-86%	5	1	-80%	154
Mohawk and Upper Wellington	05-Dec-14	6	3	-50%	5	1	-80%	593
King and Lawrence/RHVP	05-Dec-14	3	1	-67%	3	1	-67%	330
King and Macklin	07-Jan-15	6	1	-83%	5	0	-100%	1,983
Mohawk and Upper Wentworth	13-Feb-15	3	1	-67%	3	1	-67%	418
Main and Wellington	13-Feb-15	10	14	40%	5	7	40%	794
Dundas and Mill *	14-Jul-17	2	0	-100%	6	0	-100%	1,294
Charlton and John *	03-Aug-17	2	0	-100%	12	0	-100%	333
Mohawk and Upper Paradise *	03-Aug-17	3	0	-100%	6	0	-100%	326
Highway 8 and Green*	14-Aug-17	5	1	-80%	6	1	-83%	696
Hess and York *	30-Aug-17	10	0	-100%	10	0	-100%	644
ALL RLC LOCATIONS COMBINED		126	59	-53%	110	34	-69%	18,205

* collision statistics for 2018 only

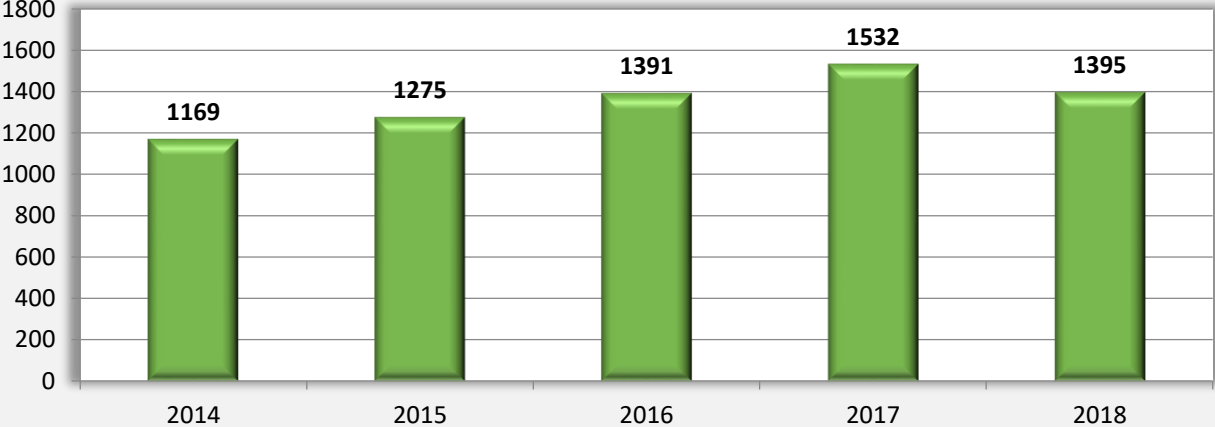
Section 10

Hamilton Fire Department Collision Statistics



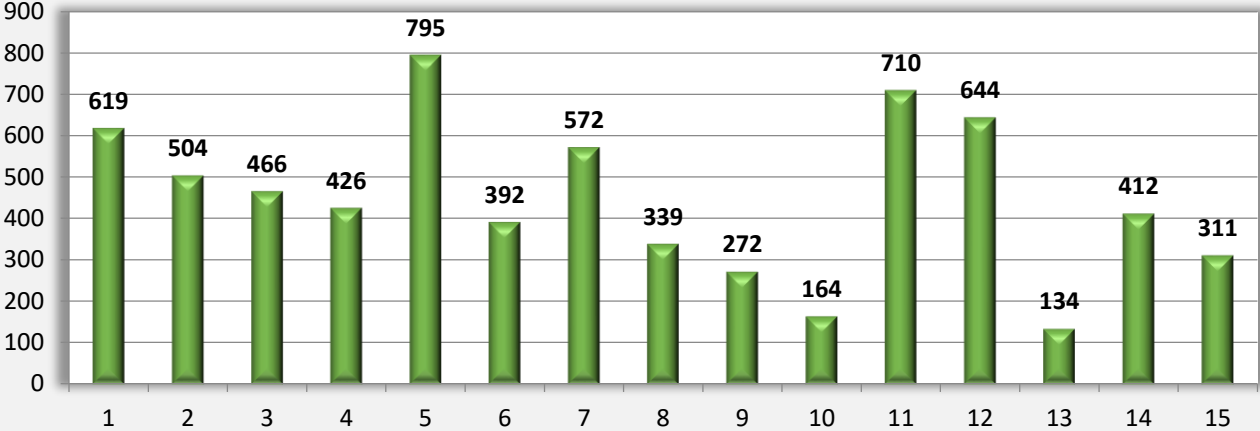
The Hamilton Fire Department (HFD) responded to increasingly more collisions each year between 2014 to 2017. This trend was broken in 2018 with a decrease of 137 collision dispatches over 2017, a decrease of approximately 9%.

HFD Collision Dispatches per Year



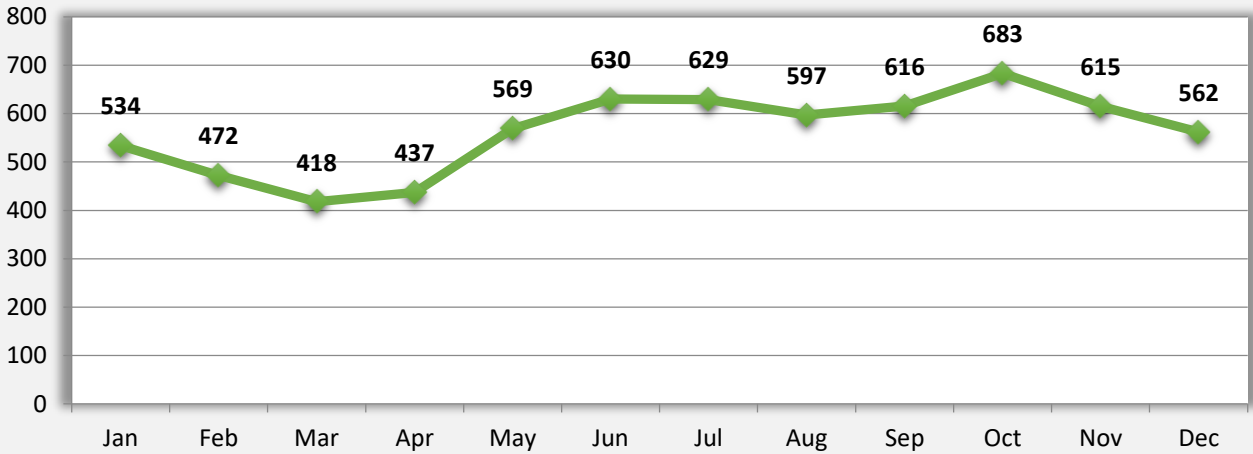
Ward 5 had the highest number of collision dispatches for the HFD with an average of 160 per year. Ward 13 has the fewest collision dispatches with an average of 27 per year.

HFD Collision Dispatches by Ward: Last Five Years



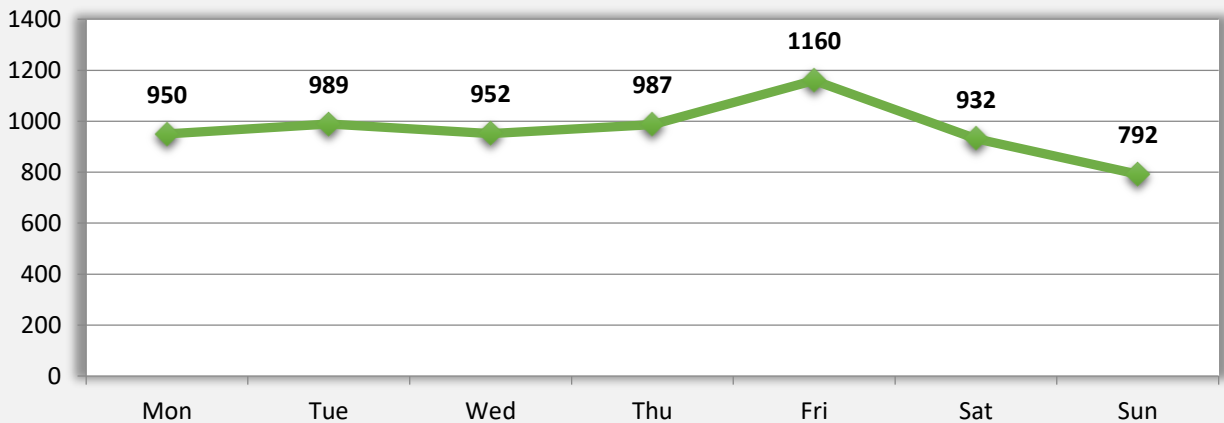
Over the last 5 years, October was the month with the highest number of HFD dispatches totaling 683.

HFD Collision Dispatches by Month: Last 5 Years

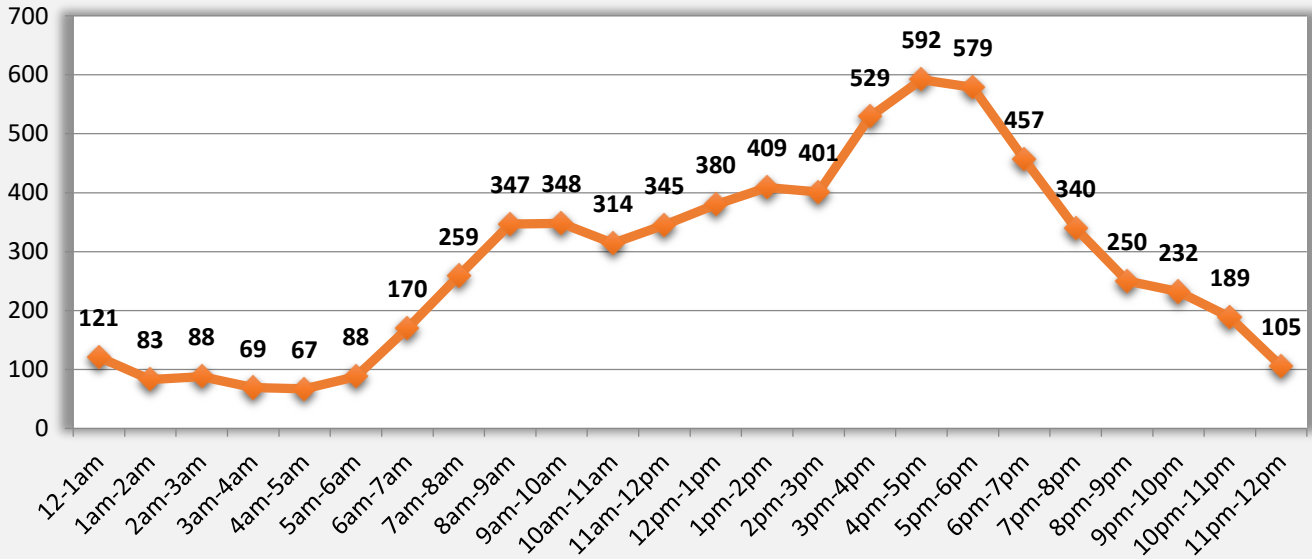


HFD was dispatched to collisions most frequently on Fridays. This coincides with Friday also being the day with the highest number of collisions.

HFD Collision Dispatches by Day of Week: Last 5 Years



HFD Collision Dispatches by Hour of Day: Last Five Years



The time period of 4-5 p.m. was the hour in which the HFD were dispatched to collisions most often in the past five years.



Section 11

Hamilton Police Service Collision Statistics



The Hamilton Police Service has developed a year-long Road Safety Education and Awareness Campaign. The goal is to raise understanding of driver and pedestrian safety rules and gain compliance on the use of safety equipment. The goal of these programs was to reduce motor vehicle collisions in Hamilton.

The 2018 Traffic Safety Program targeted seasonal issues. In the spring/summer months, the focus was on distracted driving, seat belts, aggressive driving and speeding. In the fall, emphasis was directed again at distracted driving and speeding. In addition, the Hamilton Police Service joined the provincial Seat Belt Campaign. During the holiday season, R.I.D.E. lanes were emphasized.

Hazardous Moving Violations:

Hazardous Moving Violations (red light infractions, stop sign infractions, speeding, careless driving offences, distracted driving, etc.), decreased 10.30% over 2017. In 2018, 31,358 were issued in comparison to 34,977 in 2017.

Non-Hazardous Violations:

Non-Hazardous Violations (seat belt violations, fail to surrender permits, validation tag offences, etc.), increased 4.90% over 2017. In 2018, 15,130 violations were issued, in comparison to 14,422 in 2017.



2018 Alcohol-Related Charges

In 2018, there were 706 alcohol and drug-related driving offences, which represent an increase of 4.90% over 2017. In 2017, there were 673 alcohol and drug-related driving offences.

There were 148 motor vehicle collisions that involved alcohol and or drug in 2018 as compared to 160 in 2017, a decrease of 7.50%.

Type of Charges	2017	2018	% Change
Impaired	279	282	+1.08%
Over 80 mg	322	314	-2.48%
Impaired C.B.H.	2	2	0.00%
Impaired by Drugs	16	52	+225%
Impaired Cause Death	0	1	+100%
Refuse Breath	43	37	-13.97%
Over 80 Cause Death	0	1	+100%
Over 80 Cause B.H.	3	2	-33.33%
Refuse Blood	1	9	+800%
Refuse A.S.D.	7	6	-14.29%
Blood Samples Taken	1	3	+200%
Alcohol-Related Driving Offences	673	706	+4.90%

Five-Year Trend: Alcohol Related Charges

Type of Charges	2014	2015	2016	2017	2018
Impaired	350	300	273	279	282
Over 80 mg	447	377	338	322	314
Impaired C.B.H.	2	5	2	2	2
Impaired by Drugs	18	24	22	16	52
Impaired Cause Death	1	1	1	0	1
Refuse Breath	60	50	36	43	37
Over 80 Cause Death	0	1	1	0	1
Over 80 Cause B.H.	0	3	0	3	2
Refuse Blood	0	1	0	0	9
Refuse A.S.D.	18	16	11	7	6
Blood Samples Taken	3	4	0	1	3
Alcohol-Related Driving Offences	896	778	684	673	706

2014-2018 R.I.D.E. Stats

R.I.D.E. is a year-long educational and enforcement program for the Hamilton Police Service. The Service also participates in the Provincial Policing Community's annual R.I.D.E. focus that starts in December.

R.I.D.E Program	2014	2015	2016	2017	2018
Stopped	240,344	245,760	224,503	182,228	136,896
Tested	391	337	219	156	138
Tested/Stopped	0.16%	0.14%	0.10%	0.09%	0.10%

R.I.D.E. Stats	2017 Yearly Total	2018 Yearly Total	Difference
Stopped	182,228	136,896	-45,332
Pass	107	116	9
Warn	29	14	-15
Fail	20	8	-12
Impaired	8	5	-3
Tested/Stopped	0.09%	0.10%	0.01%
Passed/Tested	69%	84%	15%
Warned/Tested	19%	10%	-9%
Failed/Tested	13%	6%	-7%
Impaired/Tested	5%	4%	-1%



In 2018, there was a 15% increase in the number of motorists who were tested and passed the R.I.D.E test resulting in less warnings, failures and impairments compared to 2017. R.I.D.E will again be a focus of the *2019 Traffic Management Plan*.

Section 13

Appendix



APPENDIX.

Motor Vehicle Collision History

Year	Police Reported Collisions	Fatal Collisions	Injury Collisions	Property Damage Collisions
2000	5,217	20	2,023	3,151
2001	5,171	20	2,031	3,107
2002	5,270	19	2,229	3,020
2003 (a)	4,041	21	1,784	2,238
2004	3,161	16	1,697	1,448
2005	3,149	19	1,690	1,440
2006	3,174	22	1,638	1,514
2007	3,356	21	1,743	1,592
2008	3,314	14	1,675	1,625
2009	3,335	14	1,666	1,655
2010	3,673	20	1,809	1,844
2011	3,755	17	1,835	1,903
2012	3,650	20	1,795	1,835
2013	3,521	14	1,742	1,765
2014	3,835	16	1,831	1,988
2015	3,864	14	1,931	1,919
2016	3,612	11	1,938	1,663
2017	3,580	16	1,682	1,882
2018	3,390	11	1,551	1,827

(a) Introduction of Collision Reporting Centres – refer to disclaimer on Page 2.



Personal Injuries and Fatalities

Year	Police Reported Collisions	Persons Injured	Personal Injuries/1,000 Population	# of Fatalities	Fatalities/100,000 Population	Fatalities/10,000 Registered Vehicle
2000	5,217	3,013	6.4	22	4.7	0.6
2001	5,171	3,107	5.2	21	4.4	0.6
2002	5,270	3,209	6.4	19	3.8	0.5
2003(a)	4,041	2,680	5.3	21	4.1	0.5
2004	3,161	2,507	5.0	16	3.2	0.4
2005	3,149	2,422	4.8	19	3.8	0.5
2006	3,174	2,427	4.8	25	4.9	0.7
2007	3,356	2,457	4.9	27	5.3	0.7
2008	3,314	2,347	4.6	14	2.8	0.4
2009	3,335	2,345	4.6	16	3.1	0.4
2010	3,673	2,533	5.0	21	4.1	0.5
2011	3,755	2,509	4.8	18	3.5	0.5
2012	3,650	2,462	4.7	22	4.2	0.5
2013	3,521	2,452	4.7	15	2.9	0.4
2014	3,835	2,644	5.1	18	3.5	0.4
2015	3,864	2,762	5.2	15	2.9	n/a
2016 (b)	3,612	2,664	4.9	14	2.6	0.3
2017 (b)	3,580	2,330	4.3	16	3.0	0.4
2018 (b)	3,391	2,141	4.0	11	2.0	0.2

(a) Introduction of Collision Reporting centres – refer to disclaimer on Page 2.

(b) Collision rates based on 2016 Statistics Canada Census.



Pedestrian and Cyclist Injuries and Fatalities

Year	Collisions Involving Pedestrians	Pedestrian Injuries/Fatalities	Pedestrian Fatalities Only	Collisions Involving Cyclists	Cyclist Injuries/Fatalities	Cyclist Fatalities Only
2000	282	271	8	159	145	1
2001	270	262	2	157	131	4
2002	262	253	2	170	146	2
2003(a)	264	237	6	142	120	0
2004	241	222	4	169	143	1
2005	268	245	5	151	131	0
2006	243	227	6	146	132	2
2007	293	288	8	156	137	0
2008	250	246	3	162	140	1
2009	221	209	2	139	121	2
2010	272	257	7	162	143	2
2011	267	274	8	149	127	0
2012	264	247	6	161	138	1
2013	234	220	5	168	131	1
2014	254	230	5	158	129	0
2015	263	238	7	165	132	1
2016	298	275	4	179	146	0
2017	247	227	4	174	135	0
2018	245	222	3	166	137	2



Alcohol Related Motor Vehicle Collisions

Year	Police Reported Collisions	Total Alcohol-Related Collisions	% of Total Collisions Involving Alcohol	% Impaired or Had Been Drinking (Drivers Under the Age of 21)	Total Fatal Collisions	Alcohol-Related Fatal Collisions (a)	% Fatal Collisions Involving Alcohol
2000	5,217	252	5.0	5.8	20	1	5.0
2001	5,171	266	5.1	7.8	20	1	5.0
2002	5,270	281	5.3	4.6	19	0	0.0
2003(b)	4,041	242	5.9	3.4	19	1	5.2
2004	3,161	208	6.6	1.5	16	2	12.5
2005	3,149	234	7.4	7.9	19	2	10.5
2006	3,174	231	7.3	4.8	22	2	9.0
2007	3,356	223	6.6	8.5	21	2	9.5
2008	3,314	235	7.0	9.4	14	2	14.2
2009	3,335	195	5.8	6.1	14	2	14.2
2010	3,673	181	4.9	7.7	20	2	10.0
2011	3,755	190	5.0	3.3	17	4	23.5
2012	3,650	155	4.2	2.0	20	0	0
2013	3,521	168	4.8	4.0	14	3	21.4
2014	3,835	169	4.4	1.2	16	2	12.5
2015	3,864	151	3.9	2.4	14	3	21.4
2016	3,612	152	4.2	1.6	11	2	18.2
2017	3,580	173	4.8	2.6	16	2	12.5
2018	3,390	140	4.1	1.8	11	2	18.2

(a) Includes drivers classified as impaired due to alcohol or classified as had been drinking
 (b) Introduction of Collision Reporting Centres – refer to disclaimer on Page 2.





Hamilton

2018 Annual Collision Report

Transportation Operations & Maintenance Division
Public Works Department
City of Hamilton





Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, October 2, 2019

5:45 p.m.

Room 192, 1st Floor

City Hall

71 Main Street West, Hamilton

Present: Vice-Chair: Sharon Gibbons
Members: Cora Muis, Yaejin Kim, Cathy Sutherland,
Roman Caruk, Christine Yachouh, William Oates, Jeff
Axisa, Kevin Vander Meulen, Jessica Merolli and Chris
Ritsma

**Absent with
Regrets:** Councillor Esther Pauls, Kevin Love (Chair), Ann McKay, Kate Berry,
Joachim Brouwer and Linda Meerveld

Also Present: Rachel Johnson, Program Coordinator, Sustainable Mobility
Daryl Bender, Project Manager, Active Transportation
Gavin Hermanson, Sustainable Mobility Student
Mike Sokol, Project Manager, Traffic Signals & Systems

1. INTRODUCTIONS/ CHANGES TO THE AGENDA

(Yachouh/Merolli)

That the Hamilton Cycling Club be permitted to present at today's meeting under Presentations respecting a proposal for a criterium race in downtown Hamilton.

CARRIED

(Caruk/Oates)

That the agenda for the October 2, 2019 meeting of Hamilton Cycling Committee be approved, as amended.

CARRIED

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. APPROVAL OF MINUTES OF PREVIOUS MEETINGS**(i) September 4, 2019 (Item 3.1)****(Oates/Ritsma)**

That the Minutes of the September 4, 2019 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED**4. DELEGATION REQUESTS**

None

5. CONSENT ITEMS

None

6. PRESENTATIONS**(i) Queen Street and York Boulevard (Item 6.1)**

City staff, Mike Sokol, from Traffic Operations and Maintenance, addressed the Committee respecting the intersection design of the cycling crossings along Queen Street South for the upcoming two-way traffic conversion.

The Committee recalled that a Citizen Committee Report was submitted to the April 1, 2019 Public Works Committee to request that impact-resistant steel safety bollards be installed between the bicycle and motor vehicle lanes on Herkimer Street and 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. The Citizen Committee Report was referred to City staff for a report back to the Public Works Committee in six months.

City staff, Rachel Johnson, Transportation Planning, addressed the Committee regarding the York Boulevard redesign plans, including the concrete separated two-way cycle track, enhanced cycling and pedestrian crossing and the connection to the Cannon Street cycle track.

The committee engaged in discussion about the presented designs and provided their feedback to staff on both designs.

(Caruk/Oates)

That the presentation on the cycling aspects of the Queen Street South conversion and York Boulevard reconstruction be received.

CARRIED

(ii) Hamilton Cycling Club (Item 6.2)

The Hamilton Cycling Club presented their idea for a criterium race in downtown Hamilton. They distributed a map of their proposed route and their proposed costs and expenses. The Hamilton Cycling Club may choose to submit a Festival and Event Approval Application (formerly known as the S.E.A.T. Application) for the event.

(Yachouh/Merolli)

That the presentation from the Hamilton Cycling Club be received.

CARRIED**7. DISCUSSION ITEMS****(i) Revisit URL, cyclehamilton.ca (Item 7.1)**

The City of Hamilton currently owns the domain, www.cyclehamilton.ca. The organization, Cycle Hamilton, has requested to take ownership of the domain name. Staff will direct Cycle Hamilton to work with the City's Information Technology (IT) division on this transfer. Committee members spoke in favour of releasing the domain name with conditions attached.

(Sutherland/Muis)

That ownership of the website domain www.cyclehamilton.ca be transferred from the City of Hamilton to Cycle Hamilton, conditional upon Cycle Hamilton's agreement that a link to the City of Hamilton's cycling web page will be maintained, that the annual renewal fee payable to the registrar will be assumed by Cycle Hamilton, and that the website domain will be transferred back to the City of Hamilton in the event that Cycle Hamilton ceases to exist.

CARRIED**(ii) Budget and Workplan for 2020 (Item 7.2)**

City staff, Rachel Johnson, Transportation Planning, spoke regarding the summary of the budgeting exercise conducted in September. The following budget was voted on and approved. The budget will be reviewed by staff and submitted to Public Works Committee.

Item	Proposed 2020 Budget
Social Media Campaign	\$500
Publicity Campaigns	\$3,000
Special Projects	\$2,000
Group Rides	\$1,000
Tourism Promotions- supporting Ontario By Bike	\$500
Supporting Community Events to Raise Awareness for Cycling	\$2,000

**Hamilton Cycling Committee
Minutes**

**October 2, 2019
Page 4 of 6**

Special Cycling Events	\$2,000
Conferences	\$1,000
Meeting Expenses	\$1,000
TOTAL	\$13,000
Funds from levy	\$10,000
Funds from reserve	\$3,000

(Vander Muelen/Oates)

That the 2020 Cycling Committee budget be approved as presented.

CARRIED

(iii) Updates from HCyC representatives on committees (Item 7.3)

Cycle Hamilton – The monthly Cycle Hamilton meeting occurred on September 30, 2019. City staff presented on the Queen St. and York Blvd. redesign and reconstruction plans. Cycle Hamilton distributed a survey to MP candidates in Hamilton, on their opinions on cycling.

(Merolli/Oates)

That the Cycle Hamilton update be received.

CARRIED

(iv) Outreach/Events/Education (Item 7.4)

Opening of Governors Road Bike Path – The new Governors Rd. bike path will be officially opened on Friday October 18, 2019. A ride from Creighton Rd. and Governors Rd. to the schools along Governors will occur. Staff will provide more details via email.

Cyclists on the Waterfront Trail at Van Wagners – Staff explained the ongoing conflict between cyclists and pedestrians along the Waterfront trail. The Committee was given information on the possibility of a bike lane on the South side of Beach Blvd. The Committee talked about the possibility of delineating space on the trail, as well as the possibility of signage on the busier and higher conflict areas.

Time Change Bike Light Handout – The Committee agreed to handout bike lights on Monday November 4, 2019, after the time change. The handout will be arranged by Committee members.

(Oates/Merolli)

That members of the Hamilton Cycling Committee use purchased bike lights for the handout event on Monday November 4, 2019.

CARRIED

(v) Building the Network (Item 7.5)

Staff provided updates about cycling projects that are planned to be completed in 2019 and those that are being deferred until 2020. Governors Rd. has been completed. Locke St. is being completed. Hunter St. and the Claremont multi-use path are planned to be completed in 2020.

(Oates/Sutherland)

That the updates on building the network be received.

CARRIED

(vi) Other Bicycle Infrastructure Projects (Item 7.6)

Planning – William Connell Park, Landscape Architecture staff are looking to see how the park will connect to new development in the area. Beddoe Dr., comments provided by the Committee at the last meeting will be considered by Landscape Architecture staff. The Waterdown Transportation Master Plan (TMP) was discussed, the study considers Active Transportation. A public information centre (PIC) is taking place on October 10, 2019, staff will send details.

Cycling Information Boards

(Oates/Caruk)

That consideration of Cycling Information Boards, be deferred to the November 6, 2019 Cycling Committee meeting due to missing Committee members.

CARRIED

Trans-Canada Trail Grant – The Trans-Canada Trail grants were discussed with the Committee however the deadline is in a few days.

(vii) Budget (Item 7.7)

Bike Share station ad space – Staff spoke about the possibility of the Committee using funds to install advertisements in the SoBi station ad spaces. Staff will identify possible station locations. More discussion will take place at the November 6, 2019 Cycling Committee meeting.

(viii) Communication (Item 7.8)

Chris Ritsma spoke about communication between Committee members, the idea of using Slack as an on-line communication tool between members was raised.

8. NOTICES OF MOTION

None

9. MOTIONS

(i) Funding of the Bike Buddy Project (Item 9.1)**(Merolli/Axisa)**

That the Committee sponsor the Bike Buddies Project in the amount of \$400, to be funded from the Hamilton Cycling Committee budget-special events (57285), approved as part of Item 5 of Public Works Committee Report 18-013 (PED18224) respecting 2019 Volunteer Committee Budget Submission – Hamilton Cycling Committee.

CARRIED**10. OTHER BUSINESS****(i) Lane Change App (Item 10.1)**

City Staff spoke about a new application (app) that was brought forward by the app developers. Staff will coordinate with other City divisions regarding the feasibility of its use.

11. ADJOURNMENT**(Merolli/Yachouh)**

That, there being no further business, the meeting be adjourned at 7:50 p.m.

CARRIED

Respectfully submitted,

Sharon Gibbons
Vice-Chair, Hamilton Cycling CommitteeRachel Johnson
Program Coordinator, Sustainable Mobility
Transportation Planning, Planning & Economic Development



CITIZEN COMMITTEE REPORT

To:	Chair and Members Public Works Committee
From:	Hamilton Cycling Committee – Chair
Date:	November 6, 2019
Re:	Website Domain Transfer (www.cyclehamilton.ca)

Recommendation:

That ownership of the website domain www.cyclehamilton.ca be transferred from the City of Hamilton to Cycle Hamilton, conditional upon Cycle Hamilton's agreement that a link to the City of Hamilton's cycling web page will be maintained, that the annual renewal fee payable to the registrar will be assumed by Cycle Hamilton, and that the website domain will be transferred back to the City of Hamilton in the event that Cycle Hamilton ceases to exist.

Background:

The City of Hamilton currently owns the domain, www.cyclehamilton.ca and is maintained by the IT Division. The non-for-profit organization, Cycle Hamilton, has requested to take ownership of the domain name. This request was brought forward to Staff and the Hamilton Cycling Committee members. Committee members spoke in favour of transferring the domain name with the following conditions:

- Cycle Hamilton's agrees that a link to the City of Hamilton's cycling web page will be maintained;
- That the annual renewal fee payable to the registrar will be assumed by Cycle Hamilton and;
- That the website domain will be transferred back to the City of Hamilton in the event that Cycle Hamilton ceases to exist.

Analysis/Rationale:

When the City obtained the domain www.cyclehamilton.ca the non-for-profit organization, Cycle Hamilton, did not exist. Cycle Hamilton has been active in Hamilton since 2015 and has asked Staff for the domain www.cyclehamilton.ca to be transferred to them.

SUBJECT: Website Domain Transfer - Page 2 of 2

The domain, www.cyclehamilton.ca, is currently not in use by the City and has a re-direct domain, which re-directs users to the City of Hamilton's cycling website www.hamilton.ca/streets-transportation/biking-cyclists (shortened link www.hamilton.ca/cycling).



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Environmental Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 2, 2019
SUBJECT/REPORT NO:	Friends of the Aviary Business Case Review and Extension of Agreement (PW17080(a)) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Sam Scarlett (905) 546-2424, Ext. 3919
SUBMITTED BY:	Craig Murdoch, B.Sc. Director, Environmental Services Division Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That \$25,000 be approved for immediate Ontario Building Code compliance and safety related repairs to the Aviary at 85 Oak Knoll Drive, Churchill Park to be funded from the Unallocated Capital Reserve (#108020);
- (b) That an increase to the Horticulture Section's base operating budget Dept ID #446036 by \$30,000 for the ongoing operating expenses relating to the care and maintenance of the Aviary and birds be approved and referred to the 2020 operating budget process for consideration;
- (c) That staff be authorized and directed to negotiate and enter into a lease agreement with the Royal Botanical Gardens for the continued use of the 85 Oak Knoll Drive building as an Aviary on such terms and conditions deemed appropriate by the General Manager, Planning and Economic Development Department, in consultation with the General Manager, Public Works Department, and in a form satisfactory to the City Solicitor;
- (d) That the General Manager, Planning and Economic Development Department or designate, acting on behalf of the City of Hamilton as Lessee, be authorized and directed to provide any consents, approvals and notices related to the lease

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SUBJECT: Friends of the Aviary Business Case Review and Extension of Agreement (PW17080(a)) (City Wide) - Page 2 of 9

agreement to be entered into with the Royal Botanical Gardens for the use of the 85 Oak Knoll Drive building;

- (e) That the City Solicitor be authorized and directed to complete the transaction related to the lease agreement to be entered into with the Royal Botanical Gardens for the use of the 85 Oak Knoll Drive building, including paying any necessary expenses, amending agreements and/or waiving terms and conditions, on such terms as the City Solicitor considers reasonable;
- (f) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, respecting the lease agreement with the Royal Botanical Gardens for the use of the 85 Oak Knoll Drive building, in a form satisfactory to the City Solicitor; and,
- (g) That the Outstanding Business List item, Friends of the Aviary Business Case Review and Extension of Agreement, be identified as completed and removed from the list.

EXECUTIVE SUMMARY

On February 13, 2019, Council approved Item 8.3 of Public Works Committee Report 19-002 that directed:

- (a) That staff be directed to meet with the Friends of the Aviary and the Royal Botanical Gardens (RBG) and formally outline options to review and establish sustainability;
- (b) That staff report back to the Public Works Committee on the feasibility of the Friends of the Aviary's proposal as well as the benefits to the City of Hamilton of being in the Aviary business; and,
- (c) That the agreement with the Friends of the Aviary be extended on a month to month basis until staff report back to the Public Works Committee with their findings.

Two meetings were held with representatives of the Royal Botanical Gardens (RBG), where staff were informed that the RBG is currently completing a strategic plan to be completed in the Spring 2020. The current Aviary will not be part of RBG's future at Churchill Park and is not part of RBG's current strategic planning process. It was agreed that the current use may remain on an interim basis, pending RBG's requirements. A revised lease will have to be entered into by the City of Hamilton (City) as the current agreement has expired and the RBG has requested that a new agreement be negotiated. Given the interim nature of its tenure, staff are limiting

SUBJECT: Friends of the Aviary Business Case Review and Extension of Agreement (PW17080(a)) (City Wide) - Page 3 of 9

required modifications of the Aviary building to Ontario Building Code Compliance and health and safety related issues only, as per Recommendation (a) of Report PW17080(a), which will allow the Aviary to continue to operate in the short term.

In August 2019, staff met with the Friends of the Aviary (FOA) representatives to review their Business Case to determine the feasibility of their operations and proposal. The FOA wish to enter into a new agreement with the City and implement an estimated \$1,471,500 in improvements to the current Aviary structure at 85 Oak Knoll Drive at the City's cost.

A review of the building at 85 Oak Knoll Drive was completed through the Public Works Department's Energy, Fleet & Facilities Management Division (Facilities) in July 2019, which identified work required to have the building meet Ontario Building Code and safety related repairs. This has been estimated at \$25,000.

The annual Horticulture budget for the Aviary is \$21,000 and the last 4-year average for the care and maintenance of the birds and building has been \$46,000. Therefore, the 2020 Horticulture operating budget Dept ID #446036 needs to be increased by \$30,000 for the ongoing operating expenses relating to the care and maintenance of the Aviary and birds.

Alternatives for Consideration – See Page 8

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: \$25,000 is required for immediate Ontario Building Code compliance and safety related repairs to the Aviary at 85 Oak Knoll Drive and to be funded through the Unallocated Capital Reserve (#108020).

The annual Horticulture operating budget Dept ID #446036 is currently \$21,000, however the average annual expenses for veterinary services, bird food, facility operations, and operating supplies is \$46,000. With the aging of the facility and increasing veterinary care, it is recommended that the annual budget be increased by \$30,000.

Staffing: Not applicable.

Legal: Not applicable.

HISTORICAL BACKGROUND

SUBJECT: Friends of the Aviary Business Case Review and Extension of Agreement (PW17080(a)) (City Wide) - Page 4 of 9

The City currently owns, and through an agreement with the FOA, oversees the care of 41 birds at an Aviary located at 85 Oak Knoll Drive in Churchill Park. The space used is a repurposed house owned by the RBG and leased to the City for one dollar per year.

The Aviary was moved to the converted house as a temporary location, when its first temporary location, an unused Fire Hall, was sold in 1996. Prior to being located in the Fire Hall, the Aviary had operated out of Dundurn Castle. In 1992, the City entered an agreement with the FOA volunteer group to establish that the FOA would be responsible for the care of the birds, with the City providing the funding for food, veterinary services, and building/ground maintenance. In 1995, when Dundurn Castle was being extensively renovated, the Aviary was moved.

The Aviary has operated as a closed Aviary for several years, meaning no new birds are accepted and no birds are bred as part of the volunteer program. The number of birds cared for has declined in recent years, from 65 birds in 2010 to the current number of 41, mainly due to old age.

In February 2019, the FOA presented to Council an update on relocation efforts, as required in Report PW17080, as well as a financial analysis and business case with their recommendations for the Aviary at 85 Oak Knoll Drive as detailed in Appendix “A” attached to Report PW17080(a). This FOA business case detailed their current barriers to success, and identified the following recommendations and plans:

- Increased fundraising goals to meet the needs of the Hamilton Aviary
- Admissions and membership fees to be collected from visitors
- Building a gift shop to provide additional income
- Creating a space where private parties and events can be held
- Education and public programming to promote the Aviary
- Corporate Sponsorships as a proposed income
- Funding grants to aid in financing
- Training and re-homing birds

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The City of Hamilton Procurement Policy By-Law, Policy #9 – Consulting and Professional Services will be followed.

RELEVANT CONSULTATION

The following staff were consulted:

- Public Work’s Department, Energy, Fleet & Facilities Management Division;

SUBJECT: Friends of the Aviary Business Case Review and Extension of Agreement (PW17080(a)) (City Wide) - Page 5 of 9

- Corporate Services Department, Legal and Risk Management Division Legal Services Section
- Corporate Services Department, Financial Planning, Administration & Policy Division, Finance & Administration Section;
- Planning and Economic Development Department, Tourism and Culture Division; and
- Planning and Economic Development Department, Economic Development Division, Real Estate Section
- V2PM Inc. Facility Risk Advisors

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

As per Council direction, each task was actioned with the following results:

- (a) That staff be directed to meet with the Friends of the Aviary and the Royal Botanical Gardens (RBG) and formally outline options to review and establish sustainability:

City staff met with members of the FOA and the RBG to discuss options and to review and establish sustainability. The FOA's proposal put forward at the February 4, 2019 Public Works Committee outlines their proposed course of action and barriers to success which have been considered in establishing Aviary sustainability.

During meetings with representatives of the-RBG, it was stated that an Aviary would not be part of the RBG's future and has not been identified in their ongoing strategic planning exercise which is estimated to be completed in Spring 2020. At the present time, the RBG has not decided what future use 85 Oak Knoll Drive will have but it was clear that the RBG has no intention of building a new facility at 85 Oak Knoll Drive for use as an Aviary nor do they wish to enter into a long-term arrangement with the City to continue with an Aviary at the site. The RBG committed to an interim lease agreement with the City for the continued tenure of the current facility.

- (b) That staff report back to the Public Works Committee on the feasibility of the Friends of the Aviary's proposal as well as the benefits to the City of Hamilton of being in the Aviary business.

City staff completed a thorough review of the FOA's proposal to establish feasibility and sustainability by engaging the Public Works Department's Energy, Fleet & Facilities Management Division, Corporate Services Department's Finance & Administration Section and Planning and Economic Development's Tourism and Culture Division. Additionally, a third-party assessment was completed by V2PM Inc.-Facility Risk Advisors, to identify the needs and costs associated with meeting the FOA proposal for capital upgrades to the facility. To accomplish this, a condition assessment and

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SUBJECT: Friends of the Aviary Business Case Review and Extension of Agreement (PW17080(a)) (City Wide) - Page 6 of 9

comprehensive review of the Aviary was required to determine short, medium and long-term sustainability. The condition assessment identified Ontario Building code items that need to be addressed which include but are not limited to; heat/smoke detectors, ensuring emergency exits are unobstructed, engage mould/asbestos/lead abatement vendor, fire rated building material installation, and electrical compliance.

Facilities' review determined costs for life cycle replacement/updating to meet the recommendations of the consultant report to bring the building up to code and an adequate level of life cycle replacement as well as medium/long term habitation by birds. The cost for this work is estimated to be \$602,500 and would require the birds to be relocated for approximately 12 months while the work is being completed. These items include but are not limited to; Ontario Building Code compliance items such as fire rated doors, hard landscaping including repairing asphalt, AODA compliance, fencing, painting, refinishing exterior walls, replacing windows and doors, replacing/refinishing floors, ceilings, and walls, as well as work to plumbing, HVAC, and fire safety systems.

Beyond the costs identified above, a second assessment was undertaken to determine costs associated with the FOA's proposal. The review determined costs for upgrades to the existing facility, as well as additional spaces as outlined in the FOA's proposal. The cost for this work is estimated to be \$1,471,500 (including the \$602,500 for lifecycle work) and would require the birds to be relocated for approximately 24 months while the work is being completed. These items include additional washrooms, additional exits, and construction of a gift shop, education area, party/events area, and training areas. Due to the temporary nature of the City's arrangement with the RBG, staff do not recommend this be completed. Changes of this magnitude, as requested by the FOA, are not feasible within the current footprint of the existing facility nor is it consistent with the medium-long term relationship expected with the RBG.

Facilities' review has determined that if the upgrades noted in the FOA business proposal are not completed, there will still be work required to bring the facility to Ontario Building Code compliance and continue to operate as is. The cost of these required works will be \$25,000.

The Aviary in its present form has a current annual operating cost to the City of \$46,000 for veterinary services, bird food, facility operations, and operating supplies which is applied against an annual Operating budget of \$21,000, resulting in an annual negative variance of \$25,000. The FOA's annual revenue, as noted in their Business Case, has averaged \$8,895 over the last 4 years and is not used to offset the City's costs. The FOA's revenue compared to the City's costs indicates financial unsustainability without annual contributions from the general levy.

If the FOA's requested service and facility upgrades noted above are implemented at a capital cost of \$1,471,500, the approximate annual operating cost to the City is

SUBJECT: Friends of the Aviary Business Case Review and Extension of Agreement (PW17080(a)) (City Wide) - Page 7 of 9

estimated to be \$100,000 for veterinary services, bird food, operating supplies, and additional support but does not include the cost of borrowing or servicing debt for the capital work. If the forecast revenue that is outlined in the FOA's proposal is achieved, the Aviary would be close to financially sustainable. The FOA have a projected potential revenue post facility upgrade of \$105,000, and although an increase in revenue would be anticipated after facility upgrades have been completed, staff consider this number to be optimistic and not achievable given previous visitor numbers and potential draw in an area that doesn't generate a lot of foot traffic. This potential revenue forecast from the FOA also includes grants and one-time sponsorships which are not guaranteed as well as the temporary nature of a lease with the RBG.

To determine the benefits to the City of being in the Aviary business, the Planning & Economic Development, Tourism and Culture Division was engaged to provide data on what these benefits would be. It was determined that there is not a significant financial or economic benefit to the City being in the Aviary business. The benefits to the City are limited to social benefits rather than financial. Traditional economic impact models used for events is based on visitor spending and money being brought into the community, not just recirculated within the City.

Examples of these non-financial benefits that the Hamilton Aviary provides the City are:

- Providing public awareness about exotic birds and their importance in ecosystems outside of Canada
- Supporting the City's animal welfare efforts
- Providing family education experiences
- Encouraging responsible exotic pet ownership
- Providing a quality volunteer experience

A municipal scan relating to other Aviaries is not possible because staff were not able to identify municipalities that own and operate programs of this type. Comparable options are privately owned and operated locations such as the Cambridge Butterfly Conservatory or the Niagara Bird Kingdom, which utilize either considerable additional programming and/or proximity to major tourist attractions to generate visitors.

As a result of the above, staff have determined that investing significant capital in an expanded Aviary at 85 Oak Knoll Drive that is self-sustaining is not feasible.

- (c) That the agreement with the FOA be extended on a month to month basis until staff report back to the Public Works Committee with their findings

As directed by Council, the FOA and City continue to operate under the conditions of the agreement that was last in use on a month to month basis. This will continue

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ongoing until medium to long term decisions relating to the accommodations of the birds are made.

The RBG and the City are presently operating on a month to month basis as outlined in the expired lease until such time that a new agreement can be negotiated. The RBG has requested that the terms and conditions of the expired lease agreement be updated. Staff will negotiate an agreement with the RBG for the continued interim use of the property for Aviary purposes at the City's expense.

ALTERNATIVES FOR CONSIDERATION

- (a) The current lease agreement with the RBG be terminated and the 41 birds currently housed at the Aviary, located at 85 Oak Knoll Drive in Churchill Park, be permanently re-homed as detailed in PW17080. The re-homing plan would be in consultation with a Veterinarian specialist and the Animal Control Section, Building & Licensing Division in the Planning and Economic Development Department. This would ensure the birds are homed in humane and ethical living conditions. This will eliminate the need for investing in the existing leased building, aside from Ontario Building Code related items, while the relocation of the birds is completed. Additionally, this alternative would mean savings in operating costs of approximately \$46,000 annually. This would result in terminated agreements with the RBG for the lease of the facility at Churchill Park and the operating agreement with the FOA;
- (b) Invest \$602,500 in the current Aviary, located at 85 Oak Knoll Drive in Churchill Park, to repair building items at end of life and bring the building into an acceptable state for an unknown duration of tenure. This alternative would also mean a continued annual operating impact of approximately \$45,845 to continue the current level of service. Given the RBG's position respecting the long-term use of the facility, staff do not recommend this option.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

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

Built Environment and Infrastructure

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

SUBJECT: Friends of the Aviary Business Case Review and Extension of Agreement (PW17080(a)) (City Wide) - Page 9 of 9

Culture and Diversity

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

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW17080(a) - Friends of the Aviary City of Hamilton Business Case

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January 21, 2019

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

Dear Councillors,

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

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

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

Sincerely,

Friends of the Aviary,
Board of Directors

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

ForTheLoveOfBirds.ca

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



Background

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

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

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

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

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

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Relocation Efforts

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

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

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



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

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

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

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

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

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

Operational Updates

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

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

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

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

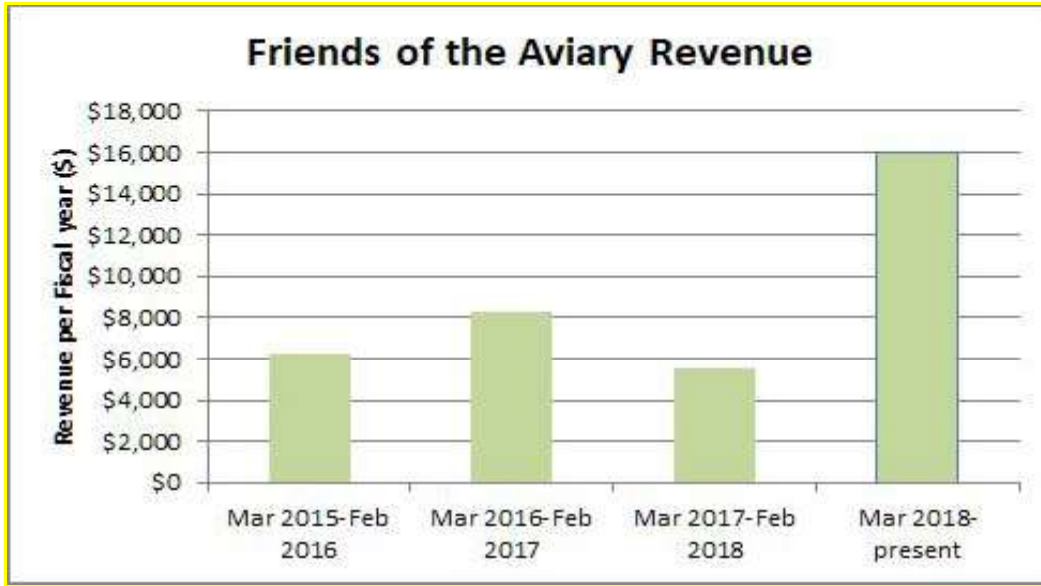
Financial Updates and Plans

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

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

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

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

Marketing, Fundraising and Events Committee accomplishments

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

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Proposed Course of Action

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

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

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

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

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

Current Barriers to our Proposed option

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

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Success solutions to overcome barriers

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

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

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Conclusion

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

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

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

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

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

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

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

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Hamilton

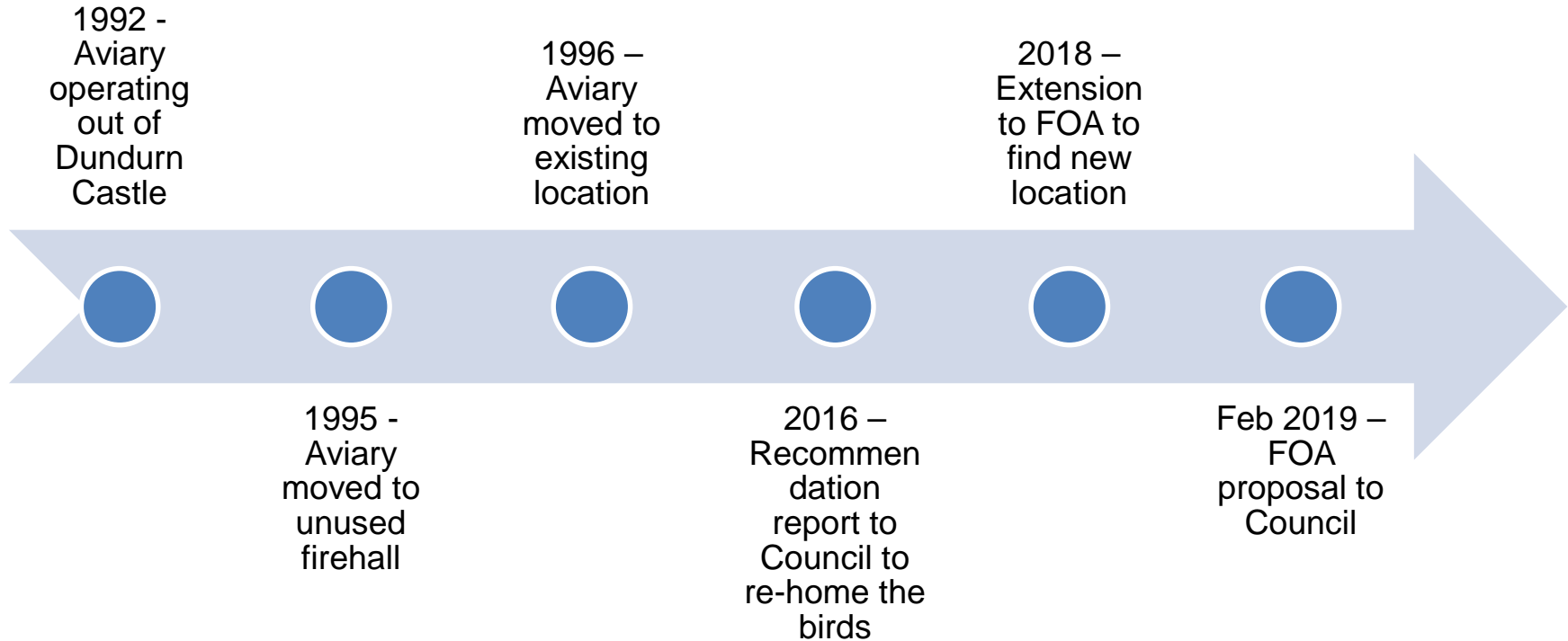
Friends of the Aviary Business Case Review and Extension of Agreement

Public Works Committee Meeting – December 2, 2019

Hamilton Aviary

- Housed at 85 Oak Knoll Drive in a property owned by the RGB and leased to the City of Hamilton.
- 2010: 65 Birds.
- 2019: 41 Birds (14 finches, 27 larger birds).
- Closed Aviary – Aviary is not accepting new birds or breeding birds at this facility.
- Friends of the Aviary (FOA) are a voluntary organization who care for the birds' day to day needs.
- City pays for food, veterinary services, cleaning supplies, building and ground maintenance.
- City owns the birds.

Historical Background



Council Direction – Feb 4th, 2019

- That staff be directed to meet with the Friends of the Aviary (FOA) and the Royal Botanical Gardens (RBG) and formally outline options to review and establish sustainability;
- That staff report back to the Public Works Committee on the feasibility of the FOA business case; and,
- That the agreement with the FOA be extended on a month to month basis until staff report back to the Public Works Committee with their findings.

Meeting with Royal Botanical Gardens & Friends of the Aviary

- RBG are currently undertaking a strategic planning process.
- RBG representatives stated that they have a future interest in the 85 Oak Knoll Drive site, but not as an Aviary.
- RBG representatives noted that there is no intention of building a new facility at 85 Oak Knoll Drive for Aviary use.
- RBG representatives do not wish to enter into a long term lease with the City, but have committed to an interim lease until they determine what they will be doing with this site and building.
- Met with Friends of the Aviary on August 8th to review Business Case potential revenue and current maintenance issues.

Facility Review – 85 Oak Knoll Drive

- V2PM Inc. Facility Risk Advisors were engaged to identify needs and costs associated with meeting the FOA proposal for capital upgrades.
- 3 levels of improvement:
 - 1) **\$25,000 for immediate safety related items (Recommendation A).**
 - 2) \$602,500 for lifecycle replacement of building envelope to meet code.
 - 3) \$1,471,500 for items requested by FOA to remove barriers of success (includes the above mentioned \$602,500).

Review of Friends of the Aviary Business Case

- FOA project potential revenues to be \$105,000:
 - Requires an \$1,471,500 investment in the facility.
 - Annual revenues range been \$6000 & \$16000.
 - If proposed revenue is achieved, the operation would pay for the day to day operating costs.
 - Potential future operating cost for a upgraded facility at 85 Oak Knoll Drive is \$100,000.

- Benefits to the City of being in the Aviary business are non-financial and include providing public awareness of exotic birds and their importance in ecosystems outside of Canada.

- A municipal scan of other Aviaries is not possible because staff were not able to identify municipalities that own and operate programs of this type.

- Comparable businesses are Cambridge Butterfly Conservatory and Niagara Bird Kingdom, which use considerable programming or proximity to major tourist attractions to generate visitors.

Extension of Agreements

- As directed by Council, the FOA and the City continue to operate under the conditions of the existing agreement.
- The RBG and the City are currently operating on a month to month basis, as outlined in the expired lease, until such time that a new lease agreement is negotiated (requested by RBG).

Recommendations

- (a) \$25,000 for Ontario Building Code compliance and safety work;**
- (b) \$30,000 increase to Horticulture Dept ID #446036 for ongoing operating;**
- (c) Negotiate and enter into a lease with the Royal Botanical Gardens;
- (d) Provide consents, approvals, and notices related to lease agreement with RBG;
- (e) City Solicitor be authorized to complete the transaction related to the lease agreement;
- (f) Mayor and City Clerk be authorized and directed to execute all necessary documents; and



Thank you



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Environmental Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 2, 2019
SUBJECT/REPORT NO:	City of Hamilton Aviary Donation Consideration (PW19108) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Sam Scarlett (905) 546-2424 Extension 3919
SUBMITTED BY:	Craig Murdoch, B.Sc. Director, Environmental Services Division Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the General Manager of Public Works, or their designate, be authorized and directed to request that the anonymous Donor provide a 12 month extension from the date of Council ratification in order for staff to complete a feasibility study, cost estimate and operational business plan prior to the potential acceptance of the \$1,000,000 donation to support the construction of a new City of Hamilton Aviary at Gage Park;
- (b) That the General Manager of Public Works, or their designate, be authorized and directed to request that the anonymous Donor provide a 36 month extension from the date of Council ratification to allow for the potential start of construction of a new City of Hamilton Aviary at Gage Park;
- (c) That \$110,000 be approved from Unallocated Capital Reserve Account #10802 for the completion of a feasibility study, cost estimate and operational business plan for a new City of Hamilton Aviary at Gage Park conditional upon the agreement of the anonymous Donor to both timeframe extensions; and,
- (d) That staff report back to the Public Works Committee with the results of the discussions with the Donor's representative.

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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: City of Hamilton Aviary Donation Consideration
(PW19108) (City Wide) - Page 2 of 5**

EXECUTIVE SUMMARY

On September 16, 2019, the City of Hamilton (City) received a written offer to donate \$1,000,000 to support the construction of a new City of Hamilton Aviary. Among the stipulations in the offer, attached as Appendix "A" to Report PW19108, was the requirement that the Donor remain anonymous. Since receipt of this offer, staff worked with the representative of the Donor to understand the details and any conditions associated with the offer. This process revealed that the following conditions accompany the offer:

- That the donation must go towards increasing flight area and thereby improving the quality of life of the birds;
- That the Donor would like to see the building of a new structure at Gage Park;
- That no part of the donation is to be used for human habitable area or for studies or engineering; and,

That a firm time line for the acceptance of this offer and start of construction of a new aviary must be provided to the Donor within 9 months (June 16, 2020).

An extension of time is required to complete a feasibility study, cost estimate and operational business plan for the construction and ongoing operations of the aviary. This will allow for the feasibility study to determine what additional funding, both capital and ongoing operating expenses, the City will have to commit for the project, over and above the proposed donation of \$1,000,000. Additionally, if Council were to approve the construction of a new aviary, it could take up to two years to receive all engineered drawings, site plan and construction approvals upon acceptance of the donation.

Alternatives for Consideration – Page 4

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: If Recommendation (c) of Report PW19108 is approved, \$110,000 for a feasibility study will be funded through the Unallocated Capital Reserve Account #108020.

Staffing: Not Applicable.

Legal: Not Applicable.

HISTORICAL BACKGROUND

The City currently owns and oversees the care of 41 birds at an Aviary located at 85 Oak Knoll Drive in Churchill Park. The space used is a repurposed house owned by the

**SUBJECT: City of Hamilton Aviary Donation Consideration
(PW19108) (City Wide) - Page 3 of 5**

Royal Botanical Gardens (RBG) and leased to the City. The Aviary was moved to the converted house as a temporary location, when its first temporary location, an unused Fire Hall, was sold in 1996. Prior to being in the Fire Hall, the Aviary had operated out of Dundurn Castle. In 1995, when Dundurn Castle was being extensively renovated, the Aviary was moved.

In 1992, the City entered into an agreement with the Friends of the Aviary (FOA) volunteer group to establish that the FOA would be responsible for the care of the birds, with the City providing the funding for food, veterinary services, and building/ground maintenance.

The Aviary has operated as a closed Aviary for several years, meaning no new birds are accepted and no birds are bred as part of their program, essentially the Aviary is on a path to eventual decommissioning. The number of birds cared for by the FOA has declined in recent years, from 65 birds in 2010 to the current number of 41. The decline in population is mostly due to old age.

On June 6th, 2019, a meeting was requested by a resident of the City and their representative to discuss a potential monetary donation related to the Aviary. At this meeting the Donor discussed their desire to donate \$1,000,000.

In September 2019, the Donor provided a written proposal of their offer to donate \$1,000,000 (attached as Appendix "A" to Report PW19108), to increase the flight area and improve the quality of life of the birds by building a new Aviary at Gage Park. In order to understand the full cost of a new aviary, staff will require sufficient time to allow for a feasibility study, cost estimate and operational business plan and report back to Council. The timelines contained within the offer are not sufficient to undertake these studies and report back to council; therefore, staff request the authority to seek an extension from the Donor to allow the necessary studies to be completed and to ensure that the time required to begin construction meets the wishes of the Donor.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

No policy implications or legislated requirements.

RELEVANT CONSULTATION

Public Works Department's Energy, Fleet & Facilities Management Division was consulted in the preparation of this report.

**SUBJECT: City of Hamilton Aviary Donation Consideration
(PW19108) (City Wide) - Page 4 of 5**

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

A stipulation made by the Donor, related to the \$1,000,000 donation, is that the City must adhere to a firm timeline for acceptance of this donation. Staff sought clarification on what the Donor's intent is relating to a firm timeline. Through correspondence on October 18th, 2019 with the Donor's representative, it was confirmed that 9 months is the desired timeline for acceptance of the donation and to initiate the project (shovels in ground) by the date June 16, 2020.

Staff recommend that a feasibility study and cost estimate be completed as well as a business plan for the ongoing operations and maintenance of the aviary to ensure that council is fully informed of the costs associated with this endeavour. The deadline stipulated in the offer to begin construction is not sufficient to undertake the necessary work. Approximately 12 months will be required to complete an appropriate feasibility study at an estimated cost of \$110,000. The detailed design and tendering of the project including securing of all relevant approvals is likely to take a further 24 months meaning the current timeline to begin construction is unachievable. This estimated timing is based on recent projects completed by the City.

The Gage Park Master Plan, completed in 2010, contained within it a proposal for a new Aviary which at the time was estimated to cost \$3.5 Million. It is reasonable to expect the budget for the facility will have escalated to approximately \$4.5 Million as a result of inflation. A feasibility study and Class D cost estimates would further inform a potential construction cost. There is currently no direction to initiate an Aviary within approved work plans or budgets.

ALTERNATIVES FOR CONSIDERATION

That staff be directed to decline the \$1,000,000 donation offered by the anonymous Donor for the construction of a new City of Hamilton Aviary structure at Gage Park.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

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

Built Environment and Infrastructure

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

**SUBJECT: City of Hamilton Aviary Donation Consideration
(PW19108) (City Wide) - Page 5 of 5**

Culture and Diversity

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

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report (PW19108) - Donor Letter

MILLAR, ALEXANDER
BARRISTERS & SOLICITORS

JOHN S. MILLAR, Q.C., A de C (1953-1992)
JOHN PAUL MILLAR, B.A., LL.B.
COLIN GEOFFREY MILLAR, B.A., LL.B.

TELEPHONE 905- 528-1186
FAX 905-529-7073
toll free phone no. - 1-888-472-5459
email-millaralexander@on.abn.com
Plaza Level, STANDARD LIFE CENTRE
120 KING STREET WEST
HAMILTON, ONTARIO
L8P 4V2

September 16, 2019

Hamilton City Hall
2nd floor - 71 Main Street West
Hamilton, Ontario
L8P 4Y5

ATTENTION: Councillor Chad Collins - Ward 5

Dear Sir:

Re: Aviary

You will recall in June of this year, an introductory meeting was held with City of Hamilton representatives regarding a client of ours, wishing to provide a substantial donation in the amount of One Million Dollars (\$1,000,000.00) to bring back the Aviary to the prominence it once held, while also making it a Hamilton attraction worth visiting.

The structure envisioned could be modelled after the open flying area bird house located at Niagara Falls Bird Kingdom. This structure contains waterfalls, mature trees and shrubs, pathways and seating areas for the public – where they are actually within the same cage enclosure as the birds inhabitants.

Our client would like the birds to have as much freedom to fly naturally as possible within the compound and not be imprisoned as in their present small wire cages.

Being aware some species do not get along, possibly a separate smaller adjoining unit could be constructed housing birds that cannot integrate peacefully.

We recently visited the new Tropical Greenhouse at Gage Park with our client and found it to be a wonderful addition to the citizens of Hamilton.

A suggestion is that the proposed Aviary could quite possibly be located as an attachment to the new structure's west side glass wall. This building with limited modification and a new adjoining addition could easily replace the undersized and inadequate building presently used in Westdale's Churchill Park.

It should be noted that the volunteers operating the present Aviary are doing a marvellous job given the limited capacity and building structure available to them. There is no intention to eliminate or require any change to the level of care currently provided by these devoted volunteers. Rather, the sole intention is to enhance the lives of the presently caged birds with much improved living accommodations placed within far more natural surroundings.

The proposed expansion could easily fit into the grass area currently existing in Gage Park without any significant loss of surrounding green.

This would be the most obvious desired location for such a facility, since the Gage Park Tropical Greenhouse is already in full operation and contains just about everything required, except the addition of birds. Such an Aviary when attached to the west side of the greenhouse, (which, incidentally has all tropical planting, waterfalls seating, etc., already established) could surely attract additional interest to Hamilton as a prized tourist area.

Our client's one stipulation is that there be a firm time line established for acceptance of this bequest from the various City departments involved to determine what format of building would be acceptable, where such a location will be permitted, or whether there is consensus the newly opened Tropical Gage Park Greenhouse could be easily altered to incorporate the proposed Aviary.

We would also inquire whether the City of Hamilton would agree to such modifications and/or addition to the existing new structure within the boundaries of our client's gift. A clear understanding of what the donation limitations are should any additional expenditures arise while creating the bird house or its future maintenance when in operation.

Our client is concerned that once the media finds out about such a donation, there is the strong possibility of being inundated with unwelcomed publicity. Therefore it would be appreciated if any information released takes place through our legal office.

We understand that when the refurbishing of the Aviary is accomplished and a small remembrance tablet displayed acknowledging the client's lifelong love for all wildlife-- at that time the media may have limited contact.

Should this Million Dollar donation not be accepted within a stipulated time period, then this offer will be withdrawn and re-directed to other charitable organizations interested in wildlife enhancement.

We look forward to your response.

MILLAR, ALEXANDER

Per:

JOHN PAUL MILLAR

JPM:ld



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Transportation Planning and Parking Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 2, 2019
SUBJECT/REPORT NO:	Hamilton Cycling Committee Budget 2020 (PED19194) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Rachel Johnson (905) 546-2424 Ext. 1473
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION(S)

- (a) That the Hamilton Cycling Committee 2020 base budget submission, in the amount of \$10,000, as described in Appendix "A" attached to Report PED19194 be approved and referred to the 2020 budget process for consideration;
- (b) That, in addition to the base funding, a one-time budget allocation for 2020 of \$3,000 to support community events and initiatives that meet the mandate of the committee, funded by the Hamilton Cycling Committee reserve, be approved and referred to the 2020 budget process for consideration.

EXECUTIVE SUMMARY

The Hamilton Cycling Committee (HCyC) has developed a request for funding for planned activities in 2020. With the endorsement of the HCyC members, this request for funding is submitted to the Public Works Committee as Appendix "A" attached to this Report. This Report presents this proposed budget to the Public Works Committee for consideration as part of the 2020 budget process.

The HCyC is proposing a 2020 budget of \$13,000. Their proposed budget would be financed with \$10,000 from the levy through the Public Works Standing Committee and \$3,000 from the HCyC reserve. As of October 2019, the HCyC has a reserve of \$13,051.68. Therefore, there is no request to increase from the levy in 2020.

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

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

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

**SUBJECT: Hamilton Cycling Committee Budget 2020 (PED19194) (City Wide) -
Page 2 of 4**

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Annually, citizen advisory committees are funded by the levy to fund activities that supports the committee’s mandate. Typically, the annual budget for advisory committees is \$10,000. For 2020, the HCyC has requested a budget of \$13,000. The proposed budget will finance community educational activities, plus the production of safety and promotional materials. The \$3,000 from the reserve will be used to support community events and initiatives that meet the mandate of the committee. As of October 2019, the HCyC has a reserve of \$13,051.68.

The following table highlights the proposed 2020 budget.

Item	Proposed 2020 Budget
Social Media Campaign	\$500
Publicity Campaign	\$3,000
Special Projects	\$2,000
Group Rides	\$1,000
Tourism Promotions - supporting Ontario By Bike	\$500
Supporting Community Events to Raise Awareness for Cycling	\$2,000
Special Cycling Events	\$2,000
Conferences	\$1,000
Meeting Expenses	\$1,000
TOTAL	\$13,000
Funds from Levy	\$10,000
Funds from Reserve	\$3,000

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

The HCyC advises the City of Hamilton on all matters related to cycling - monitoring the implementation of the Hamilton Cycling Master Plan, planning for bicycling facilities (e.g. bike parking), educating citizens on matters of traffic safety, and promoting cycling both for recreation and commuting. Cycling helps to maintain personal health; thus, it helps to foster a healthier community. In 2019, approximately 40,000 bike maps were distributed, approximately 12 kms of new cycling infrastructure was installed, and 5 kms

**SUBJECT: Hamilton Cycling Committee Budget 2020 (PED19194) (City Wide) -
Page 3 of 4**

of the Cannon Street cycle track were upgraded. The HCyC provides valuable input into these cycling projects.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION

In preparation of this Report, the HCyC, the City of Hamilton Corporate Services Financial Planning, Administration, and Policy Staff, and the City of Hamilton Office of the City Clerk were consulted. The report has been prepared in consistency with the legislative requirements to request funding for advisory committees.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

Feedback received by members of the HCyC ensures cycling projects are well vetted by the community, thereby, improving the quality of cycling facilities for both recreation and commuting purposes.

In April 2019, new HCyC members were appointed. The Committee hosted a number of successful special events, including a documentary screening of Afghan Cycles, which attracted over 50 individuals, and a community bike ride: Jane's Ride: A Trail of Two Cities, with 30 attendees.

The Committee promotes cycling safety through their very successful distribution of Share the Road car magnets and stickers, and the distribution of bicycle lights at special events, to stress the importance of improved visibility of cyclists.

Committee members, in conjunction with community groups, promote cycling in Hamilton during events like Bike Day, Supercrawl, and other City festivals. The HCyC also proposes to grow the profile of cycling in Hamilton by promoting and hosting more cycling events across the City.

Members also serve as volunteer staff for the HCyC booth at the Toronto International Bike Show promoting Hamilton as a cycling destination. They receive and share feedback from people that cycle on Hamilton facilities, including Hamilton residents attending the show. The Committee works with Tourism Hamilton to promote the City's recreational assets by distributing the City map "Bike Routes, Trails & Parks", pamphlets printed by the Hamilton Conservation Authority, and financially contributes to the Ontario cycling organization Ontario By Bike, to provide Hamilton specific information online.

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**SUBJECT: Hamilton Cycling Committee Budget 2020 (PED19194) (City Wide) -
Page 4 of 4**

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

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

Economic Prosperity and Growth

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

Healthy and Safe Communities

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

Clean and Green

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

Built Environment and Infrastructure

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

Culture and Diversity

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

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" - 2020 Volunteer Committee Budget Submission HCyC

RJ:cr

CITY OF HAMILTON

2020

ADVISORY COMMITTEES

BUDGET SUBMISSION

Hamilton Cycling Committee (HCyC)

PART A: General Information

ADVISORY COMMITTEE MEMBERS:

Jeff Axisa	Kevin Vander Muelen
Kate Berry	Joachim Brouwer
Roman Caruk	Sharon Gibbons
Yaejin Kim	Kevin Love
Ann McKay	Linda Meerveld
Jessica Merolli	Cora Muis
William Oates	Chris Ritsma
Christine Yachouh	

MANDATE:

The purpose of the Hamilton Cycling Committee (HCyC) is to advise the City Government on all matters related to cycling, to monitor implementation of the Hamilton Cycling Master Plan, to encourage and participate in planning for bicycling facilities, to encourage citizens to cycle instead of drive, to educate the public on the benefits and necessities of cycling, and to integrate the work of neighbouring municipal bicycle committees.

PART B: Strategic Planning

STRATEGIC OBJECTIVES:

- The Committee's goals are:
- Review progress in implementing the City of Hamilton Cycling Master Plan and to take action to influence progress if necessary;
 - Ensure community input on specific details associated with implementing the Master Plan;
 - Ensure that cycling needs are emphasized in all transportation related decisions;
 - Encourage legislation and policy changes that are supportive of cycling;
 - Promote cycling for transportation and recreation through relevant events;
 - Educate the public on the benefits, necessities and safety aspects of cycling;
 - Assist in establishing secure, adequate bicycle parking facilities;
 - Represent the cycling community at City of Hamilton sponsored functions/events;
 - Encourage the formation of, and liaise with other municipal cycling committees; and
 - Foster a mutual respect between cyclists and other road users.

ALIGNMENT WITH CORPORATE GOALS:

Please check off which Council approved Strategic Commitments your Advisory Committee supports			
1) Community Engagement & Participation	<input checked="" type="checkbox"/>	2) Economic Prosperity & Growth	<input checked="" type="checkbox"/>
3) Healthy & Safe Communities	<input checked="" type="checkbox"/>	4) Clean & Green	<input checked="" type="checkbox"/>
5) Built Environment & Infrastructure	<input checked="" type="checkbox"/>	6) Culture & Diversity	<input checked="" type="checkbox"/>
7) Our People & Performance	<input checked="" type="checkbox"/>		

PART C: Budget Request

INCIDENTAL COSTS:

Meeting expenses	\$1000
SUB TOTAL	\$1,000.00

SPECIAL EVENT/PROJECT COSTS:

Social Media Campaign	\$500
Publicity Campaign	\$3,000
Special Projects	\$2,000
Group Rides	\$1,000
Tourism Promotions- supporting Ontario By Bike	\$500
Supporting Community Events to Raise Awareness for Cycling	\$2,000
Special Cycling Events	\$2,000
Conferences	\$1,000
SUB TOTAL	\$12, 000.00

TOTAL COSTS	\$ 13,000.00
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Funding from Advisory Committee Reserve (only available to Advisory Committees with reserve balances)	\$3,000.00
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TOTAL 2020 BUDGET REQUEST (net of reserve funding)	\$10,000.00
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PREVIOUS YEAR (2019) APPROVED BUDGET (2019 Request \$10,000.00)	\$10,000.00
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CERTIFICATION:

Please note that this document is a request for a Budget from the City of Hamilton Operating budget. The submission of this document does not guarantee the requested budget amount. Please have a representative sign and date the document below.

Representative's Name: **Sharon Gibbons**

Signature:



Signature

Date:

October 2, 2019

Telephone # :



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT
Transportation Planning and Parking

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 2, 2019
SUBJECT/REPORT NO:	Delegation of Authority to Staff for Entering Data Exchange Agreement with Geotab Inc. (PED19228) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Omar Shams (905) 546-2424 Ext. 7474
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That Geotab Inc.'s request to share data with the City on the terms outlined in Appendix "A" to Report PED19228, including the rights, responsibilities, obligations and covenants under the Agreement, which has been reviewed and approved by the City Solicitor or their designate, be approved; and,
- (b) That the General Manager of Planning and Economic Development Department, or his delegate, be authorized and directed, on behalf of the City, to negotiate, enter into and execute, any required agreement(s) and ancillary documents required to enter into a data exchange agreement with Geotab Inc., in a form satisfactory to the City Solicitor.

EXECUTIVE SUMMARY

The City of Hamilton has initiated the review and update of the City-wide Truck Route Master Plan Study (the study). The study has implications for economic prosperity, environmental and community well-being, as well as, traffic management, short and long-term transportation planning, and infrastructure asset management. A data driven decision approach is valuable to the study and the development of related policies. Therefore, the City of Hamilton has the opportunity to collaborate with Geotab Inc. (Geotab) and utilize available telemetric truck data.

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

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

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

SUBJECT: Delegation of Authority to Staff for Entering Data Exchange Agreement with Geotab Inc. (PED19228) (City Wide) - Page 2 of 5

Geotab is a leading provider of telematics services and has a significant repository of aggregated, de-identified data pertaining to traffic patterns and truck movement. Geotab is exploring the possibility of developing a transportation application (App) utilizing Geotab Data and City of Hamilton traffic data. The key objective of the App will be to assist municipal staff to assess the effects of different policy decisions including truck route alteration or removal, corridor signal coordination, infrastructure planning, and asset management.

Some key metrics that will be measured include, but are not limited to, route choice, truck trip origin and destination, unnecessary circulation of roadways searching for loading zones, idling/dwelling patterns, multiple deliveries/stops, vehicular traffic delay, corridor average speeds, and many others. These metrics will be refined through discussions and a series of design thinking workshops conducted with City staff and Geotab project team to understand the best uses that add the most value to the City.

Alternatives for Consideration – Page 4

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: In consultation with the City of Hamilton Legal Services, approval of this Report is required to enter into any agreement with Geotab. Based on their review of the Agreement, no concerns were raised.

HISTORICAL BACKGROUND

In 2010, a City-wide Truck Route Study was approved by Council. This study amalgamated the truck routes system from the former municipalities and focused routes primarily to the arterial road network. A review and update of the study was initiated in 2019. The primary objectives of this review are to:

- (a) Develop a truck route network that can support the current and future needs of local and regional goods movement without adversely impacting the health of greater community and environment; and,
- (b) 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.

SUBJECT: Delegation of Authority to Staff for Entering Data Exchange Agreement with Geotab Inc. (PED19228) (City Wide) - Page 3 of 5

Obtaining rich and dynamic truck traffic data to incorporate into decision making and policy development process is valuable to the study process.

Geotab is a telematics service provider for trucking companies, which has a repository of aggregated, de-identified truck data. In collaboration with the City of Hamilton, they are exploring the development of an App, which would be in the beta testing phase. City staff can access the Geotab aggregated and de-identified data to incorporate into the study process.

The initiative will be conducted in five phases:

- (a) Understanding the Data: Geotab will analyse its aggregated data to uncover insights on vehicles that use the Geotab telematics devices that travel on Hamilton road network;
- (b) Analysis: Identify correlations between Hamilton traffic data and Geotab's aggregated data to establish confidence levels on the datasets provided by Geotab;
- (c) Application Prototyping: This will connect with and query a database containing Geotab aggregated data that only contains data related to the project;
- (d) Beta Testing: City staff will test the application for a period-of-time to be determined through the study; and,
- (e) Evaluation: Identify lessons learned and success of the testing to market potential benefit of such a solution including the reduction/deferral of capital investment and other community benefits etc.

The key objective of the App will be to assist the staff of, Planning and Economic Development Transportation Planning, and Public Works Transportation Operations and Maintenance (TOM), to assess the effects of different policy decisions including truck route alteration or removal, corridor signal coordination, and infrastructure planning.

The City of Hamilton's de-identified traffic data will be utilized for validation of aggregated data to establish confidence levels on the dataset provided. Upon successful completion of beta testing of the App, Geotab may work to articulate the potential benefits and business case to develop the App for commercial release.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The policies and regulations governing the confidentiality of information that will be shared and agreed to comply with the Federal (Personal Information Protection and

SUBJECT: Delegation of Authority to Staff for Entering Data Exchange Agreement with Geotab Inc. (PED19228) (City Wide) - Page 4 of 5

Electronic Documents Act), Provincial, and Municipal (Municipal Freedom of Information and Protection of Privacy and the Personal Health Information Protection Act) laws and regulations.

RELEVANT CONSULTATION

TOM has been consulted and are supportive of this initiative. In addition, the City of Hamilton Legal Services were engaged on the legal agreement aspects of this initiative.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

In the City of Hamilton, virtually everything in the supply chain process reaches to the end consumers by trucks. Trucking activity contributes to the economic prosperity of the City, and facilitates first and last mile movement of goods. However, this activity can also have negative impacts to the community through road safety, noise concerns, and air quality impacts. Staff recommends, in this Report, in order, to facilitate policies and the decision-making process in relation with the study are supported by as many cost-effective applicable data sources as possible.

The data will enrich the study and assist with optimizing the use of existing infrastructure, mitigate bottlenecks and minimize the adverse social, environmental and health impacts of trucking activity that support goods movement. Accordingly, there is value in supplementing available in-house traffic data with more dynamic truck traffic data to inform the decision making process.

ALTERNATIVES FOR CONSIDERATION

The Committee could choose not to enter into a data share agreement. This is not recommended as it would not provide the study with additional information that would inform the decision-making process and rely on historical data sets that may not capture some locations within the City.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Economic Prosperity and Growth

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

Healthy and Safe Communities

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

Clean and Green

SUBJECT: Delegation of Authority to Staff for Entering Data Exchange Agreement with Geotab Inc. (PED19228) (City Wide) - Page 5 of 5

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

Built Environment and Infrastructure

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

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PED19228 – Terms of Data Exchange Agreement

OS:cr

Terms of Data Exchange Agreement (City of Hamilton – Geotab Inc.)

Data Use Agreement

- 1) This Agreement establishes the terms and conditions under which City of Hamilton (Client) and Geotab can acquire and use data from the other party. Either party may be a provider of data to the other or a recipient of data from the other.
 - a) The confidentiality of data pertaining to individuals will be protected as follows:
 - b) The data recipient will not release the names of individuals, or information that could be linked to an individual, nor will the recipient present the results of data analysis (including maps) in any manner that would reveal the identity of individuals.
 - c) The data recipient will not release individual addresses, nor will the recipient present the results of data analysis (including maps) in any manner that would reveal individual addresses.
- 2) Both parties shall comply with all Federal (*Personal Information Protection and Electronic Documents Act*), Provincial and Municipal (*Municipal Freedom of Information and Protection of Privacy* and the *Personal Health Information Protection Act*) laws and regulations governing the confidentiality of the information that is the subject matter of this Agreement.
- 3) The data recipient will not release data to a third party without prior approval from the data provider.
- 4) Data transferred pursuant to the terms of this Agreement shall be utilized solely for the purposes set forth in this Agreement.
- 5) At Client's request, Geotab shall return all data and information and copies thereof to Client.
- 6) All performance data and test results relating to the Traffic App are the Confidential Material of Geotab; and Client will not publish or disclose them to any third party. Without limiting the foregoing, Client agrees that it and its employees who participate in the Project, will not disseminate, publish, or otherwise communicate any review, account, description, or other information concerning the Traffic App, except directly to Geotab unless Geotab expressly agrees in writing that Client or the individual employee may do so.
- 7) While it is the intention of both Geotab and Client to complete the Project, both parties recognize that there are technical obstacles and internal business considerations that may necessitate terminating the Project.

- 8) This Agreement will terminate when either Geotab or Client gives the other at least two (2) weeks advance written notice that the Agreement is terminated.

Confidentiality.

- 1) In connection with the Project, Geotab does not want to receive, and Client agrees not to disclose to Geotab, any information that is confidential or proprietary to Client or others, other than the de-identified Hamilton Data which Geotab acknowledges is proprietary to Client. Geotab agrees to use the Hamilton Data only for the Project.
- 2) Client will be provided or granted access to information and materials of Geotab, including information and materials of third suppliers, that are considered to be confidential or proprietary (collectively, "Confidential Materials"). Client agrees that it will not disclose or make available any Confidential Materials to any other person or entity or make use of any of Geotab's Confidential Materials for any purpose except: (a) as specifically authorized in writing by the Geotab; and (b) on a confidential and restricted basis, to its employees who have a reasonable need to know or have access to such information and materials in connection with, and only for use for, the Project.
- 3) Without limiting the foregoing, Client acknowledges that as a participant in the Project and in particular as a participant in the beta testing, Client will be given Geotab confidential trade secret information. Specifically, Client agrees that the characteristics, performance, and potential shipment date of the Traffic App, the Traffic App itself (including all software and any documentation) are all Confidential Materials and constitute trade secrets of Geotab.
- 4) In no event will Client use, directly or indirectly, the Geotab Confidential Materials to develop, manufacture, market, sell, or distribute any product or service competitive with the Traffic App.
- 5) Client acknowledges and agrees that Geotab's Confidential Materials constitute scientific, technical or commercial information supplied in confidence, the disclosure of which could reasonably be expected to prejudice significantly the competitive position of, and /or result in undue loss to, Geotab

Beta Testing

- 1) Geotab agrees that it will not use the names of Client's employees or agents participating in the testing, or reference Client in any promotions, press releases, public relations, advertisements, or other sales and marketing activities in connection with the Traffic App without Client's express written permission.
- 2) This Agreement, and participation in the beta test, does not obligate Geotab to release the Traffic App for commercial sale or make it otherwise available. At the conclusion of the Project, if Client has significantly contributed to the beta testing, if Geotab

proceeds to develop the Traffic App for commercial release, Client may receive the Traffic App as released for commercial licensing at a discounted licensing fee. Offer of the discounted licensing fee is solely at the discretion of Geotab and certain restrictions will apply. The Traffic App delivered under this option shall be subject to the Geotab's standard licensing agreement, a copy of which will be provided with the released Traffic App.

Ownership and Intellectual Property Rights

- 1) Geotab acknowledges that it does not have, and is not claiming, any ownership rights in the Hamilton Data as provided to it pursuant to the Agreement.
- 2) Client understands and agrees that all intellectual property, including without limitation all methodologies, algorithms, formulas, procedures, tools, software, aggregated data, work papers, concepts, ideas, inventions, know-how, patent, copyright, trademark, trade design, trade secret, and other intellectual property that Geotab creates or acquires, or has created or acquired, while engaged in the Project or otherwise ("Intellectual Property Rights"), are and shall be the exclusive property of Geotab or its third party licensors.
- 3) Without limiting the foregoing, Client understands and agrees that any feedback, input, suggestions, recommendations, troubleshooting information or other similar information that is provided, or which is made available, to Geotab (whether directly or indirectly) related to the Project may be used by Geotab for any purpose and shall become Geotab's exclusive property without any obligation or payment or attribution to Client or to anyone else.

General Terms

This Agreement shall be governed by and construed in accordance with the laws in effect in the Province of Ontario and the laws of Canada applicable therein, without giving effect to any choice-of-law rules that may require the application of the laws of another jurisdiction. Each of the parties hereby irrevocably and unconditionally consents to submit to the exclusive jurisdiction of the courts in the Province of Ontario, in any action or proceeding arising out of or relating to this Agreement. Each party waives, to the fullest extent permitted by law, any objection it may have to the designating of venue in the foregoing courts and any claim that an action or proceeding brought in such a court has been brought in an inconvenient forum. Each party knowingly, voluntarily, and intentionally waives its right to a trial by jury to the extent permitted by applicable law in any action or other legal proceeding, whether in contract, tort or otherwise, arising out of or relating to this Agreement.



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Environmental Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 2, 2019
SUBJECT/REPORT NO:	Bee City Designation for the City of Hamilton (PW19103) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Andrea McDonald (905) 546-2424 Ext. 2738
SUBMITTED BY:	Craig Murdoch Director, Environmental Services Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the Environmental Services Division, Parks and Cemeteries Section staff be authorized and directed to apply for Bee City Canada Designation in collaboration with community stakeholders;
- (b) That the resolution designating the City of Hamilton as a Bee City, attached as Appendix A to Report PW19103, be adopted;
- (c) That \$1,000 for the annual cost of Bee City Canada membership renewal be accommodated within the existing Environmental Services Division, Parks and Cemeteries Section's annual operating budget and be funded from Account #55748, Dept ID 444005;
- (d) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents for the Bee City Canada designation, with such terms and conditions in a form satisfactory to the City Solicitor; and,
- (e) That the Outstanding Business List item, Bee City Designation for the City of Hamilton, be identified as completed and removed from the list.

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

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

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

**SUBJECT: Bee City Designation for the City of Hamilton
(PW19103) (City Wide) - Page 2 of 4**

EXECUTIVE SUMMARY

At the April 29th, 2019 Public Works Committee, staff was directed to report back on actions and potential requirements to meeting the designation standards of a Bee City by Bee City Canada.

Bee City Canada is a program established to promote and inspire cities, schools, businesses, and other organizations to protect pollinators. To become a Bee City designated community, a municipality must create, maintain and/or improve pollinator habitat, educate their community/employees and celebrate pollinators.

In an effort to understand the work that the City is already doing to protect pollinators, staff across several Departments/Divisions/Sections were consulted regarding their programs. See Appendix "B" attached to Report PW19103 for a full listing of work program initiatives supporting pollinators. In review of the various work plans, it is evident that City of Hamilton staff is currently taking steps to provide opportunities within existing budgets and programs that contribute to pollinator health. In addition, staff are currently working with community partners through the Biodiversity Planning process that can support this initiative.

Collaborative work with community partners and ongoing City of Hamilton initiatives would meet the criteria for becoming a Bee City designated community.

Alternatives for Consideration – Not Applicable**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: The initial application is free but there is an annual renewal cost of \$1,000 that is required to maintain the designation and will be funded from Account #55748, Dept ID 444005

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Engaged community organizations, such as the Hamilton Naturalists' Club and Environment Hamilton have been working to support pollinator health for many years and have been collaborating with the City of Hamilton to provide pollinator patch areas. The Hamilton Naturalists' Club approached the City of Hamilton in the Spring of 2019 to seek Bee City Canada designation to recognize the shared commitment towards pollinator health.

**SUBJECT: Bee City Designation for the City of Hamilton
(PW19103) (City Wide) - Page 3 of 4**

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

None

RELEVANT CONSULTATION

Report recommendations are the result of consultations with the following Departments and Divisions:

- Healthy and Safe Communities, Neighbourhood Action Strategy
- Planning and Economic Development, Planning
- Public Works, Hamilton Water, Water Distribution & Wastewater Collection
- Public Works, Traffic Operations & Maintenance
- Public Works, Environmental Services: Parks & Cemeteries, Forestry & Horticulture, Landscape Architectural Services, Recycling & Waste Disposal
- Hamilton Naturalists' Club
- Environment Hamilton

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

Many other municipalities across Ontario have become Bee Designated, including Toronto, Waterloo, Guelph and Niagara Falls.

The application for achieving this designation highlights three key applicant requirements:

- Creating, maintaining and/or improving pollinator habitat.
- Educating the community, employees and/or customers about the importance of pollinators.
- Celebrating pollinators during National Pollinator Week or at other times.

In addition to the ongoing City of Hamilton programmed work that supports the Bee City requirements, community stakeholders such as the Hamilton Naturalists' Club, Environment Hamilton, Hamilton Conservation Authority and the Royal Botanical Gardens also support pollinator health through a myriad of programs and action plans. These community stakeholders are part of a collaborative Biodiversity Team that meet regularly with City of Hamilton staff, and are able to coordinate efforts related to this designation.

Staff will continue to work collaboratively with these community stakeholder members through Biodiversity Team meetings to coordinate ongoing works and other initiatives that support the Bee City designation mandate.

**SUBJECT: Bee City Designation for the City of Hamilton
(PW19103) (City Wide) - Page 4 of 4**

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

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

Healthy and Safe Communities

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

Clean and Green

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

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW19103 - Bee City Canada Resolution

Appendix “B” to Report PW19103 - City of Hamilton Work Program Initiatives
Supporting Pollinators



Draft Resolution for

City of Hamilton
of Ontario

for approval by
City Council

Bee City Canada Resolution

WHEREAS the goal of Bee City Canada designation is to promote healthy, sustainable habitats and communities for pollinators;

THAT bees and other pollinators around the globe have experienced dramatic declines due to land fragmentation, habitat loss, use of pesticides, industrialized agriculture, climate change and the spread of pests and diseases, with serious implications for the future health of flora and fauna; and

THAT cities/townships/First Nation communities and their residents have the opportunity to support bees and other pollinators on both public and private land; and

THAT supporting pollinators fosters environmental awareness and sustainability, and increases interactions and engagement among community stewards; and

THAT by becoming a Bee City, the City can highlight initiatives already in place and further engage local communities in an environment of creativity and innovation which will promote a healthier life for our community;

THAT staff be authorized to submit the Bee City Canada Application to designate the City of Hamilton as a Bee City; and

NOW, THEREFORE, BE IT RESOLVED:

THAT the City of Hamilton accepts the designation and commits to the standards of the Bee City Canada Program.

Read, approved and adopted this

_____ day of _____, 20_____.

City of Hamilton

Signature

Mayor Fred Eisenberger

City of Hamilton Work Program Initiatives Supporting Pollinators				
	Project Name	Pollinator Support Activity Description	Budget (if known)	Start Date
Healthy and Safe Communities				
Neighbourhood Action Strategy Division				
a)	Community Gardens	Support community gardens developing pollinator gardens in collaboration with the Pollinators Paradise Project.	\$0	Ongoing since approx. 2013
b)	McQuesten Urban Farm Native Plant Walk	Planting of native trees, shrubs and perennials along the 400 metre long eastern border of the McQuesten Urban Farm in collaboration with the Hamilton Naturalists Club. To date approx. 40 trees, 200 shrubs and 2000-3000 perennials have been planted.	\$25,000 (funded by the Hamilton Industrial Environmental Association)	Spring 2016
c)	Restoration of Rolston Community Forest in Captain Cornelius Park	Removal of invasive species around the edge of the forested area and planting of new native species and establishing new pollinator garden at adjacent community garden. Collaboration with Hamilton Naturalists Club, Neighbour 2 Neighbour and Westmount and Westview schools.	\$3,000	Fall 2018
Planning and Economic Development				
Planning Division				
a)	Natural Heritage System Official Plan policies	Policies have been included in the Official Plan that protect and enhance natural areas and the connections between them. Although pollinators are not specifically mentioned, protecting and enhancing habitat benefits biodiversity as a whole. Policies encourage naturalization using native species.	n/a	2012-2013

b)	Urban Forest Strategy	Strategy being prepared to guide efforts to protect and enhance trees and woodlands within the urban area. By increasing our tree cover, using native species where possible, and diversifying plantings, a healthy urban forest will provide habitat for pollinators.	\$150,000	2018-ongoing
Public Works				
Traffic Operations & Maintenance				
a)	Roadway Maintenance Naturalized Area	On Lincoln Alexander Expressway (Linc), by Dartnall Road to just before Stone Church Road, ramp identified as a naturalized area is not cut at all and kept in protected state		
b)	Roadway Maintenance Limited cut area for grass	On the Linc, cut only a metre of grass on shoulder of highway. Contractor picks litter but rest is maintained as a naturalized area.		
c)	Conservation Regulated	Many regulated areas of City of Hamilton properties, and staff ensure to practice containment requirements, naturalized area protection, species and follow maintenance scheduled dictated by them.		
Environmental Services				
Parks				
a)	Pollinator Patch	Parks staff work with partners to create pollinator gardens located in parks and open spaces (Stroud Park, Victoria Park, Cathedral Dog Park, York Blvd.)	Approx. 5k capital	2017
b)	Naturalized Areas	Edges in park areas that are allowed to naturalize and regenerate. Signage is included to educate the public.	0	Ongoing

c)	Cultural Practices	Pesticide ban on parklands, mulched grass clippings and leaves left on fields.	0	Ongoing
d)	Biodiversity Plan Committee	Working collaboratively on a Biodiversity Plan with stakeholder team	0	Ongoing
Cemeteries				
a)	Green Burial Mount Hamilton Cemetery	Proposed Green Burial Cemetery to incorporate natural practices and environmental principles, including meadow areas.	Budget not confirmed	TBD
b)	Species at Risk (SAR) protection	In specific areas, protect and support the growth of a species at risk.	Varies depending on grants/budget	Ongoing
Forestry				
a)	Tree Planting Program	The Forestry Section plants large caliper trees each year (6500 for 2019). 40% of these plantings are native trees. Additionally, 1500 diverse native 2-gallon stock are planted through partnered planting events.	\$1,345,000	Annually
b)	Private Tree Program	A proposal has been made to Ward 5 Councillor for a potential community free tree giveaway program for residents to receive a small tree to take home and plant on their property. The species selected for this would be native species with 1 of the 4 options being a flowering tree.	\$5,000	TBD
Horticulture				
a)	Annual Flower Planting	The Horticulture Section grows in its greenhouse roughly 235,000 annuals each year which are then planted throughout the City in traffic islands and floral beds.		Annually

b)	Hanging Basket Program	The Horticulture Section installs hanging floral baskets throughout the City which are often a mix of different annuals that are grown in the greenhouse and planted in house. New baskets are added regularly through community requests.		Annually
c)	Perennial Garden Program	The Horticulture Section maintains a number of perennial gardens throughout the City that includes a diverse list of perennial flowering plants and shrubs. These are a mix of native and non-native species.		Annually
d)	Insect Control Program	The new Gage Park Tropical House requires insect control for the specialized tropical plants that are housed there. To do this the Horticulture Section utilizes biological insect pests that will only target the unwanted insect and do not harm bees or other beneficial insects.	\$5,000	As needed
Landscape Architectural Services (LAS)				
a)	Pollinator initiative - Pipeline Trail	Local community gardening group that focuses on planting pollinator species along the Pipeline Trail. For each new City project along the trail, LAS identifies possible locations for future gardens into the design		Ongoing
b)	Native species planting - Gage Park Storm Pond	Storm pond / rain garden design selected plant species that were indigenous to the area in what was once an open lawn, fostering / attracting pollinator species.		2019

c)	Woodlot preservation / naturalization - William Connell	Storm pond design selected plant species that were indigenous to the area and preserved existing native plant material near the woodlot, fostering / attracting pollinator species.		2018
d)	Display gardens enhancements - Sam Lawrence Park Master Plan	High level master planning ideas and concepts currently promote the enhancement of the display gardens with more indigenous plant species. There are also efforts to enhance the wooded areas with indigenous pollinator species in future years.	Future capital projects (budget unknown)	2019 / Future years
Recycling and Waste Disposal				
a)	Various Landfill Locations	Areas are managed as naturalized meadows and pollinator gardens, including the addition of milkweed plants.		Ongoing
b)	Resource Recovery Centre (1579 Burlington Street)	Certified as a Wildlife Habitat, with various initiatives added annually to support wildlife, including pollinators.		Ongoing



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 2, 2019
SUBJECT/REPORT NO:	Mohawk Road Municipal Class Environmental Assessment (PW19106) (Ward 12)
WARD(S) AFFECTED:	Ward 12
PREPARED BY:	Megan Salvucci (905) 546-2424 Ext. 2732
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the General Manager, Public Works, be authorized and directed to file the Mohawk Road (McNiven Road to Highway 403) Schedule C Municipal Class Environmental Assessment Environmental Study Report (ESR) with the Municipal Clerk for a minimum thirty (30) day public review period; and
- (b) That upon completion of the minimum thirty (30) day public review period, the General Manager, Public Works, be authorized and directed to proceed with the implementation of the preferred alternative (attached as Appendix "C" to Report PW19106), to be funded through the proposed Capital Budget Process for 2022 with construction scheduled for 2024.

EXECUTIVE SUMMARY

The City of Hamilton has completed a study following the Municipal Class Environmental Assessment (MCEA) process for Schedule C projects, to address improvements needed for Mohawk Road from McNiven Road/ Lime Kiln Road to Highway 403. The study area can be viewed in Appendix "A" to Report PW19106. Identified through the Ancaster Transportation Master Plan (2011), a Schedule C Environmental Assessment was recommended for Mohawk Road to look at expanding

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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: Mohawk Road Municipal Class Environmental Assessment
(PW19106) (Ward 12) - Page 2 of 7**

the road from two lanes to three lanes, including a centre two-way left turn lane, and to identify opportunities for active transportation facilities.

Currently Mohawk Road from McNiven Road/ Lime Kiln Road to Highway 403, is one lane in each direction with gravel shoulders and a sidewalk on the southside from McNiven Road to approximately 40 metres west of Cayuga Avenue. Through the environmental assessment process, the preferred design for Mohawk Road was determined to be: one through-lane in each direction; a two-way centre left turn lane; a multi-use path on the north side between Lime Kiln Road and Filman Road; and a sidewalk on the south side between McNiven Road and Algonquin Avenue. This decision was made in coordination with staff recommendations and community input.

The Environmental Study Report is complete and ready to be filed on the public record for the minimum thirty (30) day public review period. Upon Council approval of this Class EA and subject to comments received during the review, staff will proceed with the detailed design and implementation of the preferred alternative.

Alternatives for Consideration – Not Applicable**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: The funding for proposed works along Mohawk Road, from McNiven Road/ Lime Kiln Road to Highway 403, has been scheduled within the proposed 2022 Capital Budget with construction scheduled for 2024.

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Completed in 2011, the Ancaster Transportation Master Plan (ATMP) identified the future requirements to address short, medium, and long-term transportation demands and challenges. The ATMP identified Mohawk Road, from McNiven Road/ Lime Kiln Road to Highway 403, as a road widening project that would look at the addition of a third traffic lane and the inclusion of active transportation facilities. These changes would require an Environmental Assessment to be completed following the Schedule C process.

The Mohawk Road Environmental Assessment (EA) was initiated in Fall 2018. Public Information Centres were held on September 24th, 2018 and April 11th, 2019.

**SUBJECT: Mohawk Road Municipal Class Environmental Assessment
(PW19106) (Ward 12) - Page 3 of 7**

Upon completion of the required studies and public engagement, the draft Environmental Study Report was completed in October 2019.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

These recommendations are consistent with the Urban Hamilton Official Plan, Hamilton Transportation Master Plan and all other corporate policies. This recommendation will not bind the Corporation or alter or contravene any established City Policy.

Legislated Requirements

The Municipal Class Environmental Assessment (EA) study follows the planning and design process of the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment, October 2000, as amended in 2007, 2011, and 2015. The City has completed this study in accordance with the planning process applicable to Schedule C projects under the Municipal Class EA. These projects are approved under the Environmental Assessment Act (EA Act), as long as they are planned, designed and constructed according to the requirements of the Municipal Class EA document. If the City does not follow the process outlined in the MEA Municipal Class EA document, the City would be in violation of the document and as a result would have contravened the EA Act. The Minister of the Environment, Conservation and Parks could revisit the approval of a project or take away the City's right to use the Municipal Class EA document.

Through following the legislated process, the study has fulfilled the Class EA requirements for Phases 3 and 4 to determine the preferred planning solution and design concepts and to document the results in the final report. This study will therefore fulfil all legal requirements of the planning process pertaining to Schedule C.

Following Council approval, the City will be providing the Environmental Study Report to the public for a minimum thirty (30) day review for the public to provide any final comments that they may have with respect to this planning process. This will also be the opportunity for a Part II Order (appeal) for the public and agencies.

RELEVANT CONSULTATION**Members of Council**

The study area is located within Ward 12. Project details have been discussed with the Ward Councillor through various communications and participation at the Public Information Centres.

**SUBJECT: Mohawk Road Municipal Class Environmental Assessment
(PW19106) (Ward 12) - Page 4 of 7**

Indigenous Communities

The following Indigenous communities were engaged during the Environmental Assessment process: the Mississaugas of the Credit First Nation, the Haudenosaunee Confederacy Council, the Six Nations, the Huron-Wendat, and the Métis.

Public and Stakeholders

The Municipal Class EA process requires public and stakeholder consultation, according to the requirements of a Schedule C project. Consultation plans were developed and followed.

Public Consultation was carried out in the form of a Notice of Study Commencement and a Public Information Centre, which was issued on September 14, 2018 and September 21, 2018 in the Ancaster News for the first Public Consultation Centre (PIC). A mail out was sent to pertinent agencies, City Staff and 76 landowners within the study area. The first PIC was held on Monday, September 24, 2018, from 6:00 p.m. to 8:00 p.m. at the Old Town Hall, 310 Wilson St E, Ancaster. The PIC followed a drop-in format which allowed attendees to review the display information, present their comments and discuss them directly with City of Hamilton and their consultants. A total of twenty-two (22) individuals signed in at the PIC over the course of the evening and nine (9) comments were received in response to the PIC.

Notification for PIC #2 was issued March 28, 2019 and April 4, 2019 in the Ancaster News. A mail out was sent to pertinent agencies, City staff and 76 landowners within the study area. The second PIC was held on Thursday, April 11, 2019, from 6:00 p.m. to 8:00 p.m. at the Old Town Hall, 310 Wilson St E, Ancaster. The PIC followed a drop-in format which allowed attendees to review the display information, present their comments and discuss them directly with City of Hamilton and their consultants. A total of eighteen (18) individuals signed in at the PIC over the course of the evening and eight (8) comments were received in response to the PIC.

The pertinent project information was made available throughout the study on the project website: <https://www.hamilton.ca/MohawkRdEA>

Throughout the public consultation process, feedback from the public has been generally supportive of the recommendations.

Following PIC #2, resident concerns were brought forward regarding the lack of sidewalk on the south side of Mohawk between Cayuga Avenue and Algonquin Avenue. Staff reassessed options available to incorporate a south sidewalk into the preferred design. Once the feasibility was determined, letters were sent to the 13 property owners

**SUBJECT: Mohawk Road Municipal Class Environmental Assessment
(PW19106) (Ward 12) - Page 5 of 7**

on the south side of Mohawk Road between Cayuga Avenue and Algonquin Avenue to notify them of the change in design.

Comments from concerned land owners have been dealt with and are contained within the Environmental Study Report.

Internal

The following groups were consulted in the preparation of this report and the associated study: Asset Management; Healthy Built Environments; Growth Management; Design; Transportation Operations; Roadway Maintenance; Waste Collection; Forestry and Horticulture; Hamilton Street Rail (HSR); Hamilton Water; and Transportation Planning.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

Evaluation of Alternatives and Identification of Preferred Design

Nine alternatives were identified and evaluated as part of this study and further details for the options are in Appendix "B" to Report PW19106 of the Staff Report and Section 3.2 in the Environmental Study Report. The alternatives were assessed against the evaluation criteria as appropriate. The following evaluation criteria were considered:

- future traffic operations;
- motorist safety;
- pedestrian safety;
- cyclist safety;
- pedestrian and cyclist security and comfort;
- potential conflict for cyclists at driveways;
- compliance with transportation planning policy;
- stormwater management;
- tree impacts;
- property impacts;
- cultural heritage impacts;
- accessibility;
- active transportation connectivity;
- utility relocation; operations and maintenance;
- and construction staging and constructability

The selection of the recommended alternative involved identifying and making trade-offs among the advantages and disadvantages of the alternatives. Certain criteria had more weight, such as the safety of road users and impacts to trees, as they were identified as critical factors by the project team and the public. The alternative that had the best

**SUBJECT: Mohawk Road Municipal Class Environmental Assessment
(PW19106) (Ward 12) - Page 6 of 7**

overall balance of advantages and disadvantages was recommended as the preferred alternative.

Public and stakeholder input was collected throughout the process and contributed to the determination of the preferred alternative.

Recommended Design Option

Based on the evaluation of alternative design concepts and feedback from the public and stakeholders, a modified Option 4A, Three-Lane Section with Boulevard Multi-Use Path North Side Only, was selected as the preferred design. To address comments received from the public, a sidewalk is also being recommended along the southside of Mohawk Road from McNiven Road to Algonquin Avenue. Cross-sections of this design can be viewed in Appendix "C" to Report PW19106.

A copy of the Environmental Study Report is available upon request.

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**Community Engagement and Participation**

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community. The study included public consultation through two public information centres and communications between the project team and residents throughout the study process.

Healthy and Safe Communities

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life. A key focus for this study was to improve active transportation amenities along Mohawk Road.

Clean and Green

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces. The preferred design emphasized retaining existing mature trees and includes a landscape plan for the corridor.

Built Environment and Infrastructure

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City. The preferred design improves the existing infrastructure and supports growth in Ancaster.

**SUBJECT: Mohawk Road Municipal Class Environmental Assessment
(PW19106) (Ward 12) - Page 7 of 7**

Our People and Performance

Hamiltonians have a high level of trust and confidence in their City government. Through the public engagement process, community concerns were heard and solutions were incorporated into the final project recommendations.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW19106: Study Area Map

Appendix "B" to Report PW19106: Evaluation of Alternative Solutions

Appendix "C" to Report PW19106: Cross Sections of Recommended Design Option

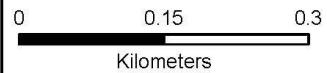


MOHAWK RD - McNIVEN TO HWY 403
ENVIRONMENTAL ASSESSMENT STUDY

Legend

 SUBJECT LOCATION

October 2019



Evaluation of Alternative Solutions

Do Nothing

Description:

- Some movements at the intersections of Mohawk Road with McNiven Rd/Lime Kiln Rd, Cayuga Ave, and Filman Rd operate at an unacceptable level (LOS F during peak times).
- Queues at the Filman Road intersection are expected to extend west and reach the 403 highway off amp posing a high risk to safety.
- Does not improve pedestrian or cyclist safety or comfort.
- Does not conform to the Ancaster Transportation Master Plan (2011) recommendations (three lanes with a two-way centre left-turn lane, bicycle lanes and sidewalks).
- No improvement to network connectivity (for active transportation).
- No impact to trees.

Option 0: Three Lane Cross Section with Two-Way Left Turn Only

Description:

- Improves traffic operations within the study area.
- Vehicles are able to use the two-way left-turn lane to manoeuvre around waste collection trucks.
- Does not improve pedestrian or cyclist safety or comfort.
- Does not conform to the Ancaster Transportation Master Plan (2011) recommendations (three lanes with a two-way centre left-turn lane, bicycle lanes and sidewalks).
- No impact to trees.
- This alternative solution does not fully address the problems and opportunities of the project and therefore is not recommended.

Option 1: Three Lane Cross Section with Bicycle Lanes and Sidewalks on Both Sides
--

Description:

- | |
|--|
| <ul style="list-style-type: none"> • Improves traffic operations within the study area. • Vehicles area able to use the two-way left-turn lane to manoeuvre around waste collection trucks. • Provides dedicated facilities for pedestrians and cyclists on both sides of the road that separate them from vehicles. • Dedicated cycling facilities are provided. No physical separation between vehicles and cyclists. • Some potential for conflicts between cyclists and vehicles turning at intersections. • Moderate level of comfort for cyclists. Dedicated space provided however, no physical separation is provided adjacent to vehicles that may be travelling at high speeds (from the Highway 403 ramp). High level of comfort for pedestrians. • 45 trees impacted. • Provides a continuous pedestrian route connecting with the sidewalk on the south side of Mohawk Road west of McNiven Road/ Lime Kiln Road. • Requires major aerial utility relocation on southside. |
|--|

Option 2: Three Lane Cross Section with Cycle Tracks and Sidewalks on Both Sides

Description:

- | |
|---|
| <ul style="list-style-type: none"> • Improves traffic operations within the study area. • Vehicles area able to use the two-way left-turn lane to manoeuvre around waste collection trucks. • Provides dedicated facilities for pedestrians and cyclists on both sides of the road that separate them from vehicles. • Dedicated cycling facilities are provided that are physically separated from vehicles. • Some potential conflicts between cyclists and vehicles turning at intersections given the set back of the cycle track from the travel lanes and high speeds of bicycles on cycle tracks. • High level of comfort for cyclists. Cyclists are physically separated from vehicles. Hitgh level of comfort for pedestrians. • 45 trees impacted. • Provides a continuous pedestrian route connecting with the sidewalk on the south side of Mohawk Road west of McNiven Road/ Lime Kiln Road. • Requires major aerial utility relocation on southside. |
|---|

Option 3A: Three Lane Cross Section with Multi-Use Trail on South Side Only
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Description:

- | |
|--|
| <ul style="list-style-type: none"> • Improves traffic operations within the study area. • Vehicles area able to use the two-way left-turn lane to manoeuvre around waste collection trucks. • Provides shared space for pedestrians and cyclists on one side of the road only. • Provides cycling facilities for cyclists that separate them from vehicles. However, the space is shared with pedestrians in east and westbound directions. • High potential for conflicts between cyclists and vehicles turning at intersections as cyclists may be crossing from side streets and in both directions. • High level of comfort for pedestrians and cyclists. Sufficient space is provided for cyclists and pedestrians to share space that is physically separated from vehicles. • 37 trees impacted. • Provides a continuous pedestrian route connecting with the sidewalk on the south side of Mohawk Road west of McNiven Road/ Lime Kiln Road. • Requires major aerial utility relocation on southside. |
|--|

Option 3B: Three Lane Cross Section with Multi-Use Trail on South Side and Sidewalk on North Side
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Description:

- | |
|--|
| <ul style="list-style-type: none"> • Improves traffic operations within the study area. • Vehicles area able to use the two-way left-turn lane to manoeuvre around waste collection trucks. • Provides shared facilities for pedestrians and cyclists on both sides of the road that separate them from vehicles. • Provides cycling facilities for cyclists that separate them from vehicles. However, the space is shared with pedestrians on the south side. • High potential for conflicts between cyclists and vehicles turning at intersections as cyclists may be crossing from side streets and in both directions. • High level of comfort for both pedestrians and cyclists. Sufficient space is provided for cyclists and pedestrians that is physically separated from vehicles. • 45 trees impacted. • Provides continuous pedestrian route connecting with the sidewalk on the south side of Mohawk Road west of McNiven Road/ Lime Kiln Road. • Requires major aerial utility relocation on southside. |
|--|

Option 4A: Three Lane Cross Section with Multi-Use Trail on North Side Only
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Description:

- | |
|--|
| <ul style="list-style-type: none"> • Improves traffic operations within the study area. |
|--|

- Vehicles area able to use the two-way left-turn lane to manoeuvre around waste collection trucks.
- Provides shared space for pedestrians and cyclists on one side of the road only.
- Provides cycling facilities for cyclists that separate them from vehicles. However, the space is shared with pedestrians in east and westbound directions.
- High potential for conflicts between cyclists and vehicles turning at intersections as cyclists may be crossing from side streets and in both directions.
- High level of comfort for pedestrians and cyclists. Sufficient space is provided for cyclists and pedestrians to share space that is physically separated from vehicles.
- 32 trees impacted.
- Does not provide a continuous pedestrian route connecting with the sidewalk on the south side of Mohawk Road west of McNiven Road/ Lime Kiln Road.
- Requires minor aerial utility relocation on southside.
- This alternative solution is preferred.

Option 4B: Three Lane Cross Section with Multi-Use Trail on North Side and Sidewalk on South Side

Description:

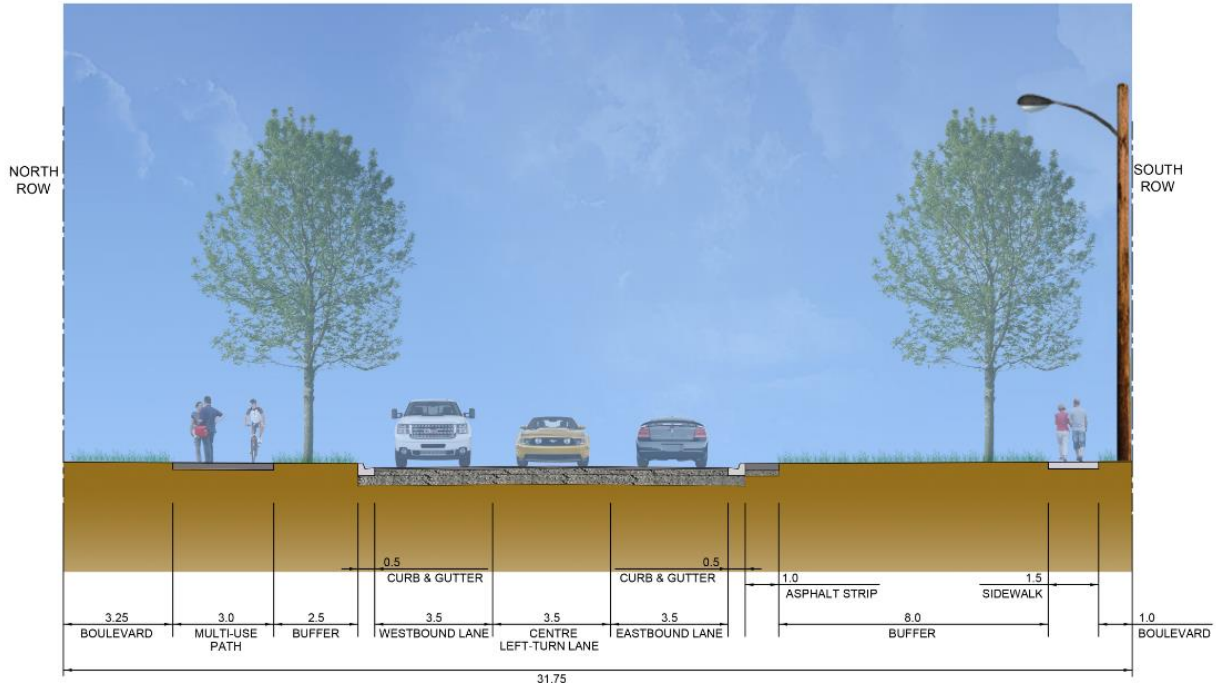
- Improves traffic operations within the study area.
- Vehicles area able to use the two-way left-turn lane to manoeuvre around waste collection trucks.
- Provides shared facilities for pedestrians and cyclists on both sides of the road that separate them from vehicles.
- Provides cycling facilities for cyclists that separate them from vehicles. However, the space is shared with pedestrians on the north side.
- High potential for conflicts between cyclists and vehicles turning at intersections as cyclists may be crossing from side streets and in both directions.
- High level of comfort for both pedestrians and cyclists. Sufficient space is provided for cyclists and pedestrians that is physically separated from vehicles.
- 47 trees impacted.
- Provides continuous pedestrian route connecting with the sidewalk on the south side of Mohawk Road west of McNiven Road/ Lime Kiln Road.
- Requires major aerial utility relocation on southside.

Option 5: Three Lane Cross Section with Sidewalks on Both Sides**Description:**

- Improves traffic operations within the study area.
- Vehicles are able to use the two-way left-turn lane to manoeuvre around waste collection trucks.
- Provides dedicated space for pedestrians on both sides of the road.
- Does not conform to the Ancaster Transportation Master Plan (2011) recommendations (three lanes with a two-way centre left-turn lane, bicycle lanes and sidewalks).
- Improves pedestrian safety and comfort but does not improve cyclist safety or comfort.
- 23 trees impacted.
- Provides continuous pedestrian route connecting with the sidewalk on the south side of Mohawk Road west of McNiven Road/ Lime Kiln Road.
- Does not connect to an existing bicycle lane network.
- Requires minor aerial utility relocation on southside.
- This alternative solution does not fully address the problems and opportunities of the project and therefore is not recommended.

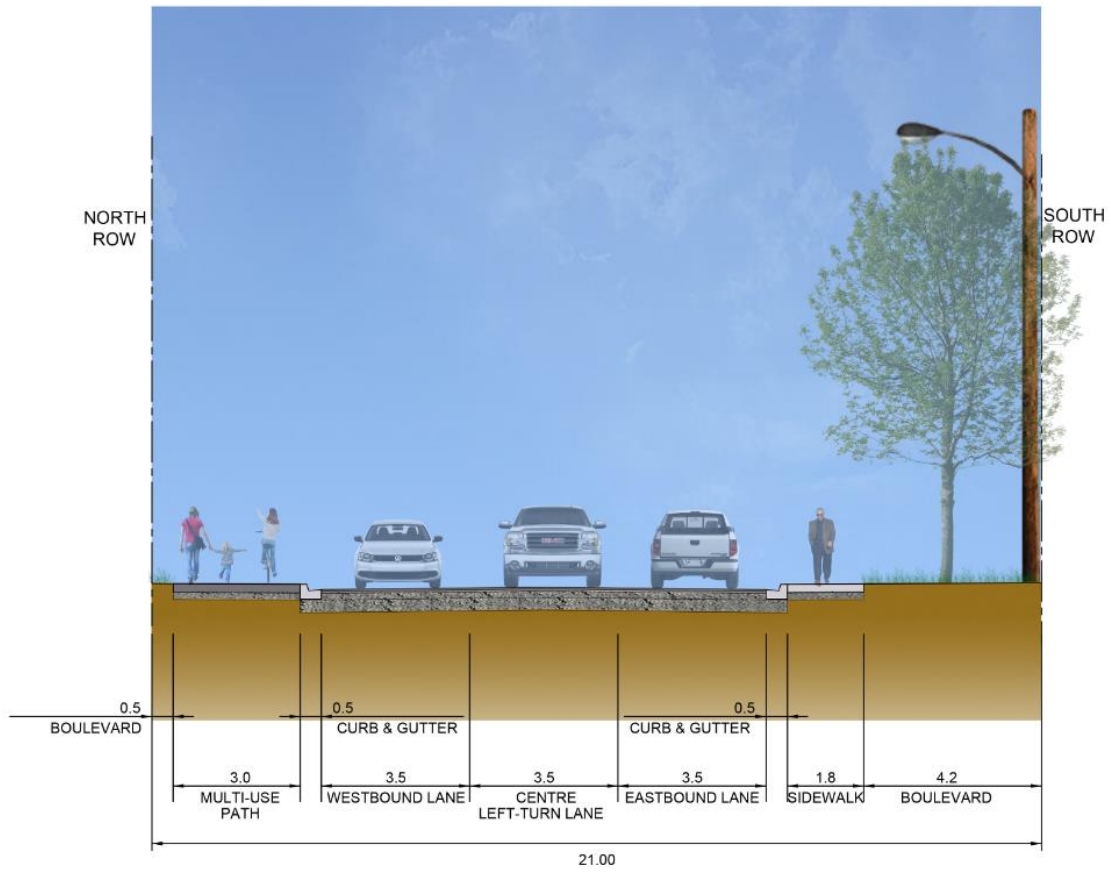
Cross Sections of Recommended Design Option

Lime Kiln Road/ McNiven Road to Cayuga Avenue: Multi-use Path on North Side and Sidewalk on South Side Adjacent to Property Line



PROPOSED CROSS SECTION
 STA 0+300

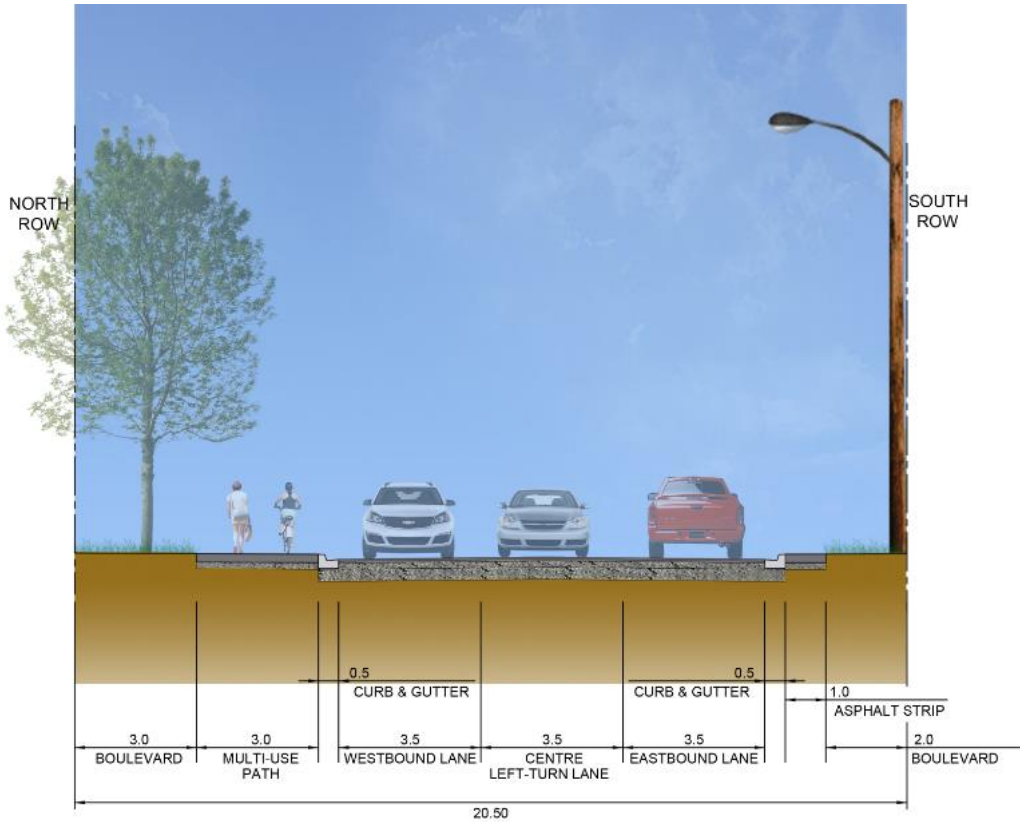
Cayuga Avenue to Algonquin Avenue: Multi-use Path on North Side and Sidewalk on South Side Adjacent to Curb



PROPOSED CROSS SECTION

STA 0+520

Algonquin Avenue to Filman Road: Multi-use Path North Side Only (No Sidewalk)



PROPOSED CROSS SECTION

STA 0+800

11.1

CITY OF HAMILTON

MOTION

Public Works Committee: December 2, 2019

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

SECONDED BY COUNCILLOR

Ward 1 Multi-Modal Connections Review

WHEREAS, Action 14 of the 2018 Council Approved Transportation Master Plan (TMP) is to integrate cycling infrastructure needs into the 10 Year Capital Budget for all road reconstruction, rehabilitation and new roads as guided by the updated Cycling Master Plan, with an emphasis on achieving physical separation;

WHEREAS, Action 15 of the TMP states that as part of the implementation of the cycling network, an evaluation of alternatives will be undertaken in order to select routes which maximize safety for cyclists and promote continuity of the network across the City;

WHEREAS, a number of local and collector streets within Ward 1 offer the potential to improve connections for cyclists, provide improved connections to transit and, with minor modifications, improve safety for all road users;

WHEREAS, the concept of neighborhood greenways involves use of small scale measures such as traffic calming and signage to improve conditions for pedestrians and cyclists on residential streets with lower traffic volumes and potential for lower speeds;

WHEREAS, the changes to the arterial road network associated with Light Rail Transit will present opportunities for, and a demand for, improved multi-modal connections;

WHEREAS, initial candidates for multi-modal improvements or neighborhood greenway interventions include Pearl Street, Kent Street, Breadalbane Street, Leland Street, Emerson Street, Longwood Road South, and various intersections along King Street/Main Street;

WHEREAS, advance planning and design work is required to assess the current list of candidate opportunities for multi-modal connections in Ward 1 and subsequent consideration in the capital budgeting process;

Motion respecting Ward 1 Multi-Modal Connections Review
Page 2 of 2

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to undertake a review of opportunities for improved multi-modal connections in Ward 1 and report back to Public Works Committee with an implementation plan and costs for the resultant package of measures identified;
- (b) That the estimated cost of \$125,000 to retain a consultant to undertake a feasibility assessment and develop concept designs for short-listed opportunities be funded from the Ward 1 Reserve Fund (108051); and,
- (c) 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: December 2, 2019

MOVED BY COUNCILLOR T. WHITEHEAD.....

SECONDED BY COUNCILLOR

Transit Shelter Installation at Upper Paradise Road at Wingfield Place (Ward 14)

WHEREAS, the City of Hamilton’s Transit Division’s strategic direction is to make transit your first choice, by providing customer-focused service that is safe and reliable;

WHEREAS, the City of Hamilton’s transit stops act as gateways to residents in accessing transit services and transit shelters provide weather protection for transit customers;

WHEREAS, the Transit Division has received requests from residents through the Ward 14 Councillor office in 2018, and 2019, to install a transit shelter at the subject location; and,

WHEREAS, the Ward 14 Councillor has confirmed support for the installation of a transit shelter at the subject location to meet the transit needs of Ward 14 residents;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to install a transit shelter and transit shelter pad at the bus stop on the northeast corner of Upper Paradise Road and Wingfield Place, to be funded from the Ward 14 Area Rating Reserve Fund (108064) at a cost of approximately \$15,000, with the installation to take place during the transit shelter installation schedule in 2020; 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.

11.3

CITY OF HAMILTON

MOTION

Public Works Committee: December 2, 2019

MOVED BY COUNCILLOR S. MERULLA.....

SECONDED BY COUNCILLOR

Rosedale Elementary School Play Structure Improvements (Ward 4)

WHEREAS, since approximately 1998, the City of Hamilton has inspected and maintained a playground structure on property owned by the Hamilton Wentworth District School Board (HWDSB) at 25 Erindale Avenue, Hamilton (Rosedale Elementary School), which is used by both elementary school students and members of the public;

WHEREAS, the structure has reached end of life and the HWDSB has requested City assistance in disposing of the present structure and constructing a replacement structure; and,

WHEREAS, a formal agreement for the operation and maintenance of the proposed structure will be required for the public amenity on non-City owned lands;

THEREFORE, BE IT RESOLVED:

- (a) That the disposal of the existing play structure, and the design and installation of a new play structure, at 25 Erindale Avenue, Hamilton (Rosedale Elementary School), to be funded from the Ward 4 Area Rating Reserve Fund (108054) to an upset limit of \$200,000, be approved; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents for the replacement and ongoing maintenance of the Play Structure located at 25 Erindale Avenue, with such terms and conditions in a form satisfactory to the City Solicitor.

11.4

CITY OF HAMILTON

MOTION

Public Works Committee: December 2, 2019

MOVED BY COUNCILLOR N. NANN.....

SECONDED BY COUNCILLOR

Installation of Speed Cushions on Fairleigh Avenue, Emerald Street North, Rosslyn Avenue, Grosvenor Avenue South and William Street, Hamilton (Ward 3)

WHEREAS, a request respecting the installation of speed cushions on Fairleigh Avenue, Emerald Street North, Rosslyn Avenue, Grosvenor Avenue South and William Street was received;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to install speed cushions at the following locations, to be funded from the Ward 3 Area Rating Reserve Fund (108053):
 - (i) At four locations on Fairleigh Avenue, Hamilton, at a cost not to exceed \$20,000;
 - (ii) At two locations on Emerald Street North, Hamilton, at a cost not to exceed \$10,000;
 - (iii) At two locations on Rosslyn Avenue, Hamilton, at a cost not to exceed \$10,000;
 - (iv) At two locations on Grosvenor Avenue South, Hamilton, at a cost not to exceed \$10,000; and,
 - (v) At one location on William Street, Hamilton, at a cost not to exceed \$5,000;
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents to install speed cushions on Fairleigh Avenue, Emerald Street North, Rosslyn Avenue, Grosvenor Avenue South and William Street, with such terms and conditions in a form satisfactory to the City Solicitor.

11.5

CITY OF HAMILTON

MOTION

Public Works Committee: December 2, 2019

MOVED BY COUNCILLOR N. NANN.....

SECONDED BY COUNCILLOR

Traffic Calming and Safety Measures through Installation of Bump-Outs on Barton Street East at Barnesdale Avenue North and Lottridge Street, Hamilton (Ward 3)

WHEREAS, a request respecting the conversion of the existing temporary bump-outs on Barton Street East at Barnesdale Avenue North and Lottridge Street to permanent traffic calming bump-outs was received; and,

WHEREAS, the intersection of Barton Street East and Lottridge Street has been identified by the Transportation, Operations and Maintenance Division as an intersection of concern through the Vision Zero Collision Counter Measure program,

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to design and construct permanent traffic calming bump-outs on Barton Street East at Barnesdale Avenue North and Lottridge Street;
- (b) That the design of the bump-outs on Barton Street East at Barnesdale Avenue North and Lottridge Street be completed in 2020 and incorporate landscaping features through consultation with Landscape Architectural Services, to be funded from the Vision Zero Action Plan Budget 2019, Engineering Priorities, Account Number 55973, Department ID 461011; and,
- (c) That funding for construction of the bump-outs on Barton Street East at Barnesdale Avenue North and Lottridge Street be submitted as part of the 2021 Capital Traffic Calming budget for consideration and approval by Council.

11.6

CITY OF HAMILTON

MOTION

Public Works Committee: December 2, 2019

MOVED BY COUNCILLOR N. NANN.....

SECONDED BY COUNCILLOR

Conversion of Sanford Avenue from Delaware Avenue to Barton Street East from One-Way to Two-Way Traffic (Ward 3)

WHEREAS, a request respecting the conversion of Sanford Avenue from Delaware Avenue to Barton Street East, from one-way to two-way traffic was received; and,

WHEREAS, Sanford Avenue was identified in the Council approved Transportation Master Plan for two-way traffic consideration and ranked number five for conversion;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to convert Sanford Avenue between Delaware Avenue and Barton Street East from one-way to two-way traffic operations in conjunction with the scheduled reconstruction of Sanford Avenue between Main Street East and Cannon Street East in 2026, while incorporating the concepts of Vision Zero, Complete Streets and Safe Speed, Safe Streets design principles;
- (b) That staff be authorized and directed to retain a consultant to complete a detailed design, including consideration for cycling facilities, through public consultation in 2020, to be funded from the Vision Zero Action Plan, Engineering Priorities Account Number 55973, Department ID 461011; and,
- (c) That Engineering Services be authorized and directed to prepare the funding model to complete the conversion and reconstruction of Sanford Avenue as part of the 2026 Capital Budget.

CITY OF HAMILTON

MOTION

Public Works Committee: December 2, 2019

MOVED BY COUNCILLOR N. NANN.....

SECONDED BY COUNCILLOR

Installation of Intersection Pedestrian Signals (IPS) in Ward 3

WHEREAS, a request respecting the need to address the safety of pedestrian crossings to the Barton Branch of the Hamilton Public Library, Cathedral High School and at Sherman Avenue South and Dunsmure Road was received;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to design and install Intersection Pedestrian Signals (IPS) in the following locations, to be funded from the Ward 3 Area Rating Reserve Fund (108053), to an upset limit of \$400,000:
 - (i) Barton Street East at the Barton Branch of the Hamilton Public Library;
 - (ii) Midblock on Wentworth Street North near King William Street at Cathedral High School (to be synched with traffic lights); and,
 - (iii) Sherman Avenue South and Dunsmure Road;
- (b) That the design of the Intersection Pedestrian Signals (IPS) be completed in 2020 and implemented by 2021; and,
- (c) 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.