



City of Hamilton
PUBLIC WORKS COMMITTEE

Meeting #: 20-001
Date: January 13, 2020
Time: 1:30 p.m.
Location: Council Chambers, Hamilton City Hall
71 Main Street West

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

	Pages
1. CEREMONIAL ACTIVITIES	
2. APPROVAL OF AGENDA	
(Added Items, if applicable, will be noted with *)	
3. DECLARATIONS OF INTEREST	
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 Considered Complete and Needing to be Removed:

13.1.a.a Red Hill Valley Project Integrated Environmental Monitoring Program

Addressed as Item 3 of Public Works Committee Report 19-017 (PW18087(a))
Item on OBL: Z

13.1.a.b Summary of Consolidated Cycling Infrastructure

Addressed as Item 7.2 on today's agenda - Report PED20021
Item on OBL: AAS

13.1.b Items Requiring a New Due Date:

13.1.b.a Waste Management System Development – Public Engagement Strategy Results and Preliminary Waste Management System Alternatives

Item on OBL: I
Current Due Date: February 2020
Proposed New Due Date: April 6, 2020

13.1.b.b PRESTO Operating Agreement

Item on OBL: N
Current Due Date: November 18, 2019
Proposed New Due Date: February 3, 2020

13.1.b.c Review of Cycle Hamilton Recommendations Respecting the Cannon Street Resurfacing Project

Item on OBL: AAD
Current Due Date: February 2020
Proposed New Due Date: July 2020

13.1.b.d Waste Audits and Recycling in City of Hamilton
Public Locations

Item on OBL: AAF

Current Due Date: January 13, 2020

Proposed New Due Date: February 21, 2020

14. PRIVATE AND CONFIDENTIAL

- 14.1 Standardization of Enterprise Asset Management Systems - Phase 3 (PW19035(b)/FCS19040(b)) (City Wide) (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 19-017

9:30 a.m.

Monday, December 2, 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: Councillor M. Wilson

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. Appointment of Committee Chair and Vice-Chair for 2020 (Item 1)

(Collins/Nann)

- (a) That Councillor Danko be appointed as Chair of the Public Works Committee for 2020; and,

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

(Collins/Nann)

- (b) That Councillor Merulla be appointed as Vice-Chair of the Public Works Committee for 2020.

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

2. Feasibility of Determining Out of Town Truck Traffic Using the Red Hill Valley Parkway and the Lincoln M. Alexander Parkway (PW16084(c)) (City Wide) (Item 7.1)

(Pearson/VanderBeek)

That Report PW16084(c), respecting the Feasibility of Determining Out of Town Truck Traffic Using the Red Hill Valley Parkway and the Lincoln M. Alexander Parkway, be received.

CARRIED

3. Red Hill Valley Project Integrated Environmental Monitoring Program Final Summary Update (PW18087(a)) (City Wide) (Outstanding Business List Item) (Item 7.2)

(Danko/Pauls)

That Report PW18087(a), respecting the Red Hill Valley Project Integrated Environmental Monitoring Program Final Summary Update, be received.

CARRIED

4. Intersection Control List (PW19001(f)) (Wards 2 and 9) (Item 7.3)

(Pearson/Collins)

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
Section "F" Stoney Creek						
(b)	Mud Street	Second Road	NB/SB	All	C	Converting to all-way stop – Clr approved

Intersection		Stop Control Direction		Class	Comments / Petition	Ward
Street 1	Street 2	Existing	Requested			
	East	East				
(c)	Mud Street East	Eleventh Road East	NB/SB	All	C	Converting to all-way stop – Clr approved

LegendNo Control Existing (New Subdivision) - **NC**Intersection Class: **A** - Local/Local **B** - Local/Collector **C** - Collector/Collector**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
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 10 Councillor Maria Pearson

5. City of Hamilton Annual Collision Report - 2018 (PW19104) (City Wide) (Item 7.4)**(Danko/Pauls)**

That Report PW19104, respecting the City of Hamilton Annual Collision Report - 2018, be received.

CARRIED**6. Citizen Committee Report from the Hamilton Cycling Committee respecting a Website Domain Transfer (www.cyclehamilton.ca) (Item 7.6)****(Danko/Nann)**(a) That ownership of the website domain www.cyclehamilton.ca be transferred from the City of Hamilton to Cycle Hamilton, conditional upon the following:

- (i) Cycle Hamilton's agreement that a link to the City of Hamilton's cycling web page will be maintained;
- (ii) That the annual renewal fee payable to the registrar will be assumed by Cycle Hamilton; and,

- (iii) That the website domain will be transferred back to the City of Hamilton in the event that Cycle Hamilton ceases to exist.

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

7. Friends of the Aviary Business Case Review and Extension of Agreement (PW17080(a)) (City Wide) (Item 9.1)

(Collins/Merulla)

- (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 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; and,

- (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;

Result: Motion 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
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 NOT PRESENT - 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

**8. City of Hamilton Aviary Donation Consideration (PW19108) (City Wide)
(Item 10.1)**

(Pearson/Pauls)

- (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 #108020 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.

Result: Motion 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
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 NOT PRESENT - 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

9. Hamilton Cycling Committee Budget 2020 (PED19194) (City Wide) (Item 10.2)

(Farr/Nann)

- (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; and,
- (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.

Result: Motion 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
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 NOT PRESENT - 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

10. Delegation of Authority to Staff for Entering Data Exchange Agreement with Geotab Inc. (PED19228) (City Wide) (Item 10.3)

(Pearson/Pauls)

- (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.

Result: Motion 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
 YES - Ward 5 Councillor Chad Collins
 NOT PRESENT - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 NOT PRESENT - 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

11. Bee City Designation for the City of Hamilton (PW19103) (City Wide) (Item 10.4)

(Farr/Nann)

- (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; and,
- (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;

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

**12. Mohawk Road Municipal Class Environmental Assessment (PW19106)
 (Ward 12) (Item 10.5)**

(Pauls/Pearson)

- (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.

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

13. Ward 1 Multi-Modal Connections Review (Item 11.1)

(Danko/Nann)

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 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.

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

**14. Transit Shelter Installation at Upper Paradise Road at Wingfield Place
 (Ward 14) (Item 11.2)**

(Pearson/Merulla)

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.

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

15. Rosedale Elementary School Play Structure Improvements (Ward 4) (Item 11.3)

(Merulla/Collins)

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.

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

16. Installation of Speed Cushions on Fairleigh Avenue, Emerald Street North, Rosslyn Avenue, Grosvenor Avenue South and William Street, Hamilton (Ward 3) (Item 11.4)

(Nann/Merulla)

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.

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

YES - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinde Nann
 YES - Ward 4 Councillor Sam Merulla
 NOT PRESENT - 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

17. Traffic Calming and Safety Measures through Installation of Bump-Outs on Barton Street East at Barnesdale Avenue North and Lottridge Street, Hamilton (Ward 3) (Item 11.5)

(Nann/Merulla)

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.

Result: Motion CARRIED by a vote of 8 to 1, 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
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 NO - 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

18. Conversion of Sanford Avenue from Delaware Avenue to Barton Street East from One-Way to Two-Way Traffic (Ward 3) (Item 11.6)**(Nann/Merulla)**

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.

Result: Motion CARRIED by a vote of 8 to 1, 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
 YES - Ward 7 Councillor Esther Pauls
 YES - Ward 8 Councillor John-Paul Danko
 NO - 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

19. Installation of Intersection Pedestrian Signals (IPS) in Ward 3 (Item 11.7)**(Nann/Merulla)**

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.

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
 NOT PRESENT - 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

20. DARTS Master Operating Agreement Renewal (CONFIDENTIAL PW19110/LS19047) (City Wide) (Item 14.1)**(Whitehead/Merulla)**

- (a) That the directions to staff respecting the DARTS Master Operating Agreement Renewal, be approved; and,

- (b) That Report (PW19110/LS19047), excluding Appendix "A", respecting the DARTS Master Operating Agreement Renewal, remain confidential.

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

NOT PRESENT - 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
 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

FOR INFORMATION:

(a) CHANGES TO THE AGENDA (Item 2)

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

5. COMMUNICATIONS (Item 5)

- 5.1 Correspondence respecting Item 9.1 - Friends of the Aviary Business Case Review and Extension of Agreement (PW17080(a))

5.1(c) Marlena Sokolowska
 5.1(d) Sara Shwadchuck
 5.1(e) Stephanie Brown and Tom Priestly, Friends of the Aviary
 5.1(f) Tom Priestly, Friends of the Aviary

Recommendation: Be received and referred to the consideration of Item 9.1.

12. NOTICES OF MOTION (Item 12)

- 12.1 Feasibility of Implementation of a Digital Automated Information System on the Lincoln Alexander Parkway and Red Hill Valley Parkway (City Wide)

(Pauls/Pearson)

That the agenda for the December 2, 2019 Public Works Committee meeting be approved, as amended.

Result: Motion 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
 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
 NOT PRESENT - Ward 14 Councillor Terry Whitehead
 NOT PRESENT - 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 18, 2019 (Item 4.1)****(Danko/Farr)**

That the Minutes of the November 18, 2019 meeting of the Public Works Committee be approved, as presented.

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

(d) COMMUNICATIONS (Item 5)**(Pearson/VanderBeek)**

That Communication Items 5.1(a) to 5.1(f), listed as follows, be received and referred to the consideration of Item 9.1:

(i) Correspondence respecting Item 9.1 - Friends of the Aviary Business Case Review and Extension of Agreement (PW17080(a)) (Item 5.1)

- (1) Maureen Shragie (Item 5.2(a))
- (2) Patricia Powell (Item 5.2(b))

- (3) Marlena Sokolowska (Added Item 5.2(c))
- (4) Sara Shwadchuck (Added Item 5.2(d))
- (5) Stephanie Brown and Tom Priestly, Friends of the Aviary (Added Item 5.2(e))
- (6) Tom Priestly, Friends of the Aviary (Added Item 5.2(f))

CARRIED

For further disposition of this matter, refer to Items 7 and (g)(i).

(e) CONSENT ITEMS (Item 7)

- (i) Hamilton Cycling Committee Minutes - October 2, 2019 (Item 7.5)**

(Danko/Pauls)

That the Minutes of the October 2, 2019 meeting of the Hamilton Cycling Committee, be received.

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

- (i) Tom Ker respecting Various Road Infrastructure Concerns and the Storm Sewer Remediation Project (approved on November 4, 2019) (Item 8.1)**

Tom Ker addressed the Committee respecting Various Road Infrastructure Concerns and the Storm Sewer Remediation Project.

(Danko/Pauls)

That the delegation by Tom Ker, respecting Various Road Infrastructure Concerns and the Storm Sewer Remediation Project, be received.

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

- (i) Friends of the Aviary Business Case Review and Extension of Agreement (PW17080(a)) (City Wide) (Item 9.1)**

Sam Scarlett, Manager, Forestry and Horticulture, addressed Committee respecting Report PW17080(a), Friends of the Aviary Business Case Review and Extension of Agreement, with the aid of a presentation.

(Pearson/Pauls)

That the presentation, respecting Report PW17080(a), Friends of the Aviary Business Case Review and Extension of Agreement, 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 7.

(h) NOTICES OF MOTION (Item 12)

The following Notice of Motion was introduced:

(i) Feasibility of Implementation of a Digital Automated Information System on the Lincoln Alexander Parkway and Red Hill Valley Parkway (City Wide) (Added Item 12.1)

- (a) That Transportation, Operations and Maintenance staff be directed to undertake a feasibility study for the implementation of a digital automated information system that provides incident and travel time information to road users on the Lincoln Alexander Parkway and Red Hill Valley Parkway and report back to the Public Works Committee in September 2020 with a proposal for funding and implementation; and,
- (b) That staff be directed to consult with the Ministry of Transportation Ontario on co-ordinating incident management messaging as part of a digital automated information system.

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

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

(Pearson/VanderBeek)

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

- (a) Items Requiring a New Due Date:
 - (i) Additional Report on Vision Zero
Item on OBL: AP
Current Due Date: December 2, 2019
Proposed New Due Date: January 13, 2020
 - (b) Items Considered Complete and Needing to be Removed:
 - (i) 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
 - (ii) 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

- (iii) 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
- (iv) Friends of the Aviary Business Case Review and Extension of Agreement
Addressed as Item 9.1 on today's agenda (PW17080(a))
Item on OBL: AM
- (v) Bee City Designation for the City of Hamilton
Addressed as Item 10.4 on today's agenda (PW19103)
Item on OBL: AW

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
NOT PRESENT - 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

(j) PRIVATE AND CONFIDENTIAL (Item 14)

Committee determined that discussion of Item 14.1 was not required in Closed Session, so the item was addressed in Open Session, as follows:

(i) DARTS Master Operating Agreement Renewal (CONFIDENTIAL PW19110/LS19047) (City Wide) (Item 14.1)

For further disposition of this matter, refer to Item 20.

(k) ADJOURNMENT (Item 15)

(Pearson/VanderBeek)

That there being no further business, the Public Works Committee be adjourned at 10:52 a.m.

CARRIED

Respectfully submitted,

Councillor L. Ferguson
Chair, Public Works Committee

Alicia Davenport
Legislative Coordinator
Office of the City Clerk

6.1

Form: Request to Speak to Committee of Council
Submitted on Thursday, December 5, 2019 - 8:10 am

==Committee Requested==
Committee: Public Works

==Requestor Information==

Name of Individual: Jay Krause

Name of Organization: Cycle Hamilton

Contact Number: [REDACTED]

Email Address: chair@cyclehamont.ca

Mailing Address: [REDACTED]
[REDACTED]

Reason(s) for delegation request: Review of 2019 cycling infrastructure projects.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

6.2

Form: Request to Speak to Committee of Council

Submitted on Thursday, December 12, 2019 - 11:36 am

==Committee Requested==

Committee: Public Works

==Requestor Information==

Name of Individual: Jim Perdikoulis

Name of Organization: Corktown Pub and Fare Inc.

Contact Number: [REDACTED]

Email Address: thecorktown@gmail.com

Mailing Address: 175 Young Street, Hamilton Ont, L8N1V7

Reason(s) for delegation request: Pub complies with zoning bylaw to be granted a patio as of right. However, Encroachment is being denied because councillor declares it isn't in the public interest.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No



Hamilton

MINUTES WASTE MANAGEMENT ADVISORY COMMITTEE

Thursday September 26, 2019

1:30 p.m.

Room 264, 2nd Floor

City Hall

71 Main Street West, Hamilton

Present:

Chair:	Councillor Maria Pearson
Vice-Chair:	Councillor John-Paul Danko
Secretary:	Hayley Court-Znottka
Members:	Councillor Nrinder Nann
	Kevin Hunt
	Lynda Lukasik

Also Present:

Craig Murdoch, Director of Environmental Services
 Angela Storey, Manager of Business Programs
 Rob Conley, Senior Project Manager, Landfills
 Ryan Kent, Senior Project Manager, Waste Planning
 Jacquie Colangelo, Project Manager, Community Outreach
 Adriana Byrne, Senior Project Manager, Parks & Cemeteries

Regrets:

Catherine McCausland, Manager of Recycling & Waste Disposal
 Joel McCormick, Manager of Waste Collections

1. CHANGES TO THE AGENDA

- (i) Item 4.2, Lisa Maychak and Jeanne Mayo, Age Friendly Hamilton, respecting Hamilton's Age Friendly Plan, has been added to the agenda as a Delegation Request.
- (ii) Item 9.2, 2019 Fall Community Compost Giveaways has been added to the agenda.

**Waste Management Advisory Committee
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Page 2 of 6****(Nann/Danko)**

That the agenda for the September 26, 2019 Waste Management Advisory Committee meeting be approved, as amended.

CARRIED**2. DECLARATIONS OF INTEREST**

There were no declarations of interest.

3. APPROVAL OF MINUTES OF PREVIOUS MEETING**3.1 June 11, 2019****(Danko/Nann)**

That the Minutes of the June 11, 2019 meeting of the Waste Management Advisory Committee be approved, as presented.

CARRIED**4. DELEGATION REQUESTS****(Nann/Danko)**

That the following delegation requests be approved:

4.1 Greg Drnovsek, Btt Natural Inc., respecting Organic/Food Waste Treatment Product for Eliminating Odours at the Central Composting Facility (for a future meeting)

4.2 Lisa Maychak and Jeanne Mayo, Age Friendly Hamilton, respecting Hamilton's Current Age Friendly Plan and to Consult with Advisory Committee Members for the Development of Hamilton's Second Age Friendly Plan (for a future meeting)

CARRIED**5. PUBLIC HEARINGS / DELEGATIONS**

5.1 Anthony LeBlanc addressed the Committee respecting Treating Non-Recyclable Plastics through Reverse Construction of Materials and Reclaiming Usable Waste.

(Nann/Danko)

That the delegation by Anthony LeBlanc, respecting Treating Non-Recyclable Plastics through Reverse Construction of Materials and Reclaiming Usable Waste, be received.

CARRIED

6. CONSENT ITEMS**(i) 2012 Solid Waste Management Master Plan Status of Objectives
(Item 6.1)**

Staff reviewed the status of the 2012 Solid Waste Management Master Plan Recommendations and provided updates on two items; the number of Gold Boxes that have been awarded has increased to 19,350 and 12,170 pieces of educational material has been distributed to Multi-Residential properties.

7. PRESENTATIONS**8. DISCUSSION ITEMS****(i) Pet Waste Receptacles in City Parks (Item 8.1)**

Parks & Cemeteries staff attended to provide an update on the ongoing pet waste receptacles pilot program. While the pilot is approximately 90% complete, staff are assessing the data to consider if the program is meeting the intent. There has been a positive uptake and a steady increase in the use of the receptacles and materials that are collected; however, staff have encountered issues related to the servicing of the units.

After engaging in conversations regarding expanding the program, staff discovered that waste from City parks is no longer guaranteed to be processed by bio-digestion, but in a manner that is not recognized as diversion. Since this discovery, service has been paused while staff investigates options to continue the pilot.

Committee Members inquired if the waste removal could be done in-house, but staff advised disposal of collected waste would still be an issue.

(ii) 2020 Waste System Contract Planning (Item 8.2)**(a) Material Recycling Facility Request for Proposals**

The recommendation report for the Operations and Maintenance of the Material Recycling Facility Request for Proposals will be included on the agenda for the Public Works Committee on September 30, 2019.

(b) Waste Collections Request for Proposals

The current Waste Collections contract will expire on March 30, 2021. The Request for Proposals (RFP) / new Contract will focus on technology and efficiencies, while maintaining the current level of service to residents.

Following the announcement from the Province regarding the transition of the Blue Box Program, the RFP contract length will be structured so that the blue box/cart collection services are 5 years plus three 1-year extensions and all other waste streams will be 7 years with one 1-year extension.

Staff are currently finalizing the RFP / Contract documents and anticipate that it will be released later this year.

(iii) Waste-Free Ontario Act Updates (Item 8.3)

(a) Blue Box Transition

The Minister of the Environment, Conservation and Parks issued the Blue Box program wind-up letter to Stewardship Ontario on August 15, 2019. The wind-up letter directs that a transition plan must be approved by December 31, 2020 and include a transition period between January 1, 2023 and December 31, 2025. The transition plan must be developed in consultation with stakeholders and include designated wastes included in the Blue Box program. Staff advised that the wind-up letter did not include details on when municipalities will be selected to transition or if Producers will take over any existing contracts as part of the transition. Staff will continue to provide updates to the Waste Management Advisory Committee and Council.

(iv) Operations Update (Item 8.4)

(a) Status of Curbside Enforcement of Yard Waste and Recycling

Staff provided an update on the curbside enforcement of leaf and yard waste in the green bin to Members. Since the update to the Solid Waste Management By-law earlier this year, which removed leaf and yard waste from the green bin program, data shows the steady decrease in properties tagged for improperly sorted materials. Inbound truck audits at the Central Composting Facility shows that 92% of material is source separated organics.

An update was provided on Multi-Residential blue cart enforcement. A letter was mailed to multi-residential property owners in March 2019 advising of an increase in enforcement at

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the curb to assist with reducing contamination and offering and additional education support to Superintendents and tenants. Statistics show that since April, the number of blue carts being tagged for contamination has reduced.

Staff advised the upcoming enforcement of black plastic in Styrofoam in the blue box/cart. Beginning on October 21, 2019, these items will no longer be accepted in the blue box/cart and residents will receive an "Oops" sticker and the contaminated material will be left at the curb.

Staff have prepared a postcard to be mailed to residents that includes reminders that leaf and yard waste is no longer accepted in the green bin, that black plastic and Styrofoam are to go in the garbage and that waste needs to be at the curb by 7am.

(v) Solid Waste Management Master Plan Review and Next Steps (Item 8.5)

Staff is currently working with a consultant to verify that the budget aligns with the Scope of Work provided and will prepare a report for Public Works Committee in Q2 2020.

(vi) Upcoming Staff Report re: Comprehensive Waste By-Law Update (Item 8.6)

Staff are preparing a report for the December 2, 2019 Public Works Committee that will seek Council's approval to update the Waste By-law. Proposed updates include moving the lists of acceptable items and acceptable containers to appendices, giving the General Manager of Public Works the authority to revise content in appendices, and removing inconsistencies, duplications and conflicts with other policies from the By-law. Staff are working with Legal Services to draft the revised by-law.

(vii) Upcoming Staff Report re: Moving Hamilton Towards a Zero Plastic Waste Plan (Item 8.7)

Staff are preparing a report for the December 2, 2019 Public Works Committee that will include recommendations on a strategy for eliminating single-use plastics. The strategy will focus on City-owned facilities and operations and will include providing support and resources for businesses and special events.

The report will include recommended items to ban and acceptable alternative products. The results from testing that was completed at the CCF to determine the processing capability of alternative products will

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also be included. Staff provided a brief review of the testing, showing that many items that are labelled as compostable did not breakdown within the City's process.

(Nann/Hunt)

That the above-noted Discussion Items from Staff, be received.

CARRIED

9. GENERAL INFORMATION / OTHER BUSINESS**(i) Waste Reduction Week, October 21-27, 2019 (Item 9.1)**

During this year's Waste Reduction Week, staff will be participating in several events within the community and providing educational presentations for local grade 5 students at the CCF. Waste reduction tips will also be posted daily on the Clean & Green Hamilton Facebook page.

(ii) 2019 Fall Community Compost Giveaways, October 5, 2019 (Item 9.2)

The 2019 Fall Community Compost Giveaways are scheduled for Saturday October 5, 2019 at the Brampton Street Public Works Yard and the Rymal Road Public Works Yard. Both events will run from 7am to 11am, or while supplies last.

10. ADJOURNMENT

(Nann/Danko)

That, there being no further business, the meeting be adjourned at 2:23 p.m.

CARRIED

7.1(b)



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, November 6, 2019

5:45 p.m.

Room 192, 1st Floor

City Hall

71 Main Street West, Hamilton

Present: Chair: Chris Ritsma
Vice-Chair: Sharon Gibbons
Members: Kate Berry, Cathy Sutherland, Ann McKay, Christine Yachouh, William Oates, Jeff Axisa, Kevin Vander Meulen and Jessica Merolli

Absent with Regrets: Councillor Esther Pauls, Roman Caruk, Joachim Brouwer, Yaejin Kim and Cora Muis

Also Present: Rachel Johnson, Project Manager, Sustainable Mobility
Gavin Hermanson, Sustainable Mobility Student

1. CEREMONIAL ACTIVITIES

None

2. APPROVAL OF AGENDA

(Merolli/Ritsma)

That the agenda of the November 6, 2019 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

3. DECLARATIONS OF INTEREST

None

4. APPROVAL OF MINUTES OF PREVIOUS MEETING**(i) October 2, 2019 (Item 4.1)****(Merolli/Oates)**

That the minutes of the October 2, 2019 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED**5. COMMUNICATIONS****(i) Citizen Resignations from the Hamilton Cycling Committee (Items 5.1 and 5.2)****(Oates/Ritsma)**

(a) That the resignation of Kevin Love from the Hamilton Cycling Committee, be received;

(b) That the resignation of Linda Meerveld from the Hamilton Cycling Committee, be received; and,

(c) That the Interview Sub-Committee to the Public Works Committee be requested to fill the two citizen appointee vacancies with residents from wards that are not currently represented on the Hamilton Cycling Committee.

CARRIED**(ii) Election of Hamilton Cycling Committee Chair (Item 5.3)****(Yachouh/Oates)**

(a) That Chris Ritsma be appointed as Chair of the Hamilton Cycling for 2019 and 2020.

CARRIED**6. DELEGATION REQUESTS****(i) Jay Krause, Cycle Hamilton, respecting a review of 2019 cycling projects and to request information (for today's meeting) (Item 6.1)****(Sutherland/Merolli)**

That the delegation request, submitted by Jay Krause, Cycle Hamilton, respecting a review of 2019 cycling projects and to request information be approved for today's meeting.

CARRIED**7. CONSENT ITEMS**

None

8. PUBLIC HEARINGS/DELEGATIONS

- (i) **Jay Krause, Cycle Hamilton, respecting a review of 2019 cycling projects (Added Item 8.1)**

Jay Krause, Cycle Hamilton, addressed the Committee respecting a review of 2019 cycling projects, with the aid of a presentation. Cycle Hamilton requested that the Committee ask staff for an updated version of the 2019 cycling project list.

(Berry/McKay)

That the delegation by Jay Krause, Cycle Hamilton, respecting a review of 2019 cycling projects, be received.

CARRIED

(Merolli/Berry)

That staff provide a detailed update at the December Hamilton Cycling Committee meeting about 2019 cycling projects.

CARRIED

(Merolli/Yachouh)

That, for future meetings, staff include the Building the Network cycling infrastructure project updates document in the meeting minutes.

CARRIED

9. STAFF PRESENTATIONS

- (i) **Minimum Grid Cycling Network (Item 9.1)**

City staff, Rachel Johnson and CityLAB students addressed the Committee respecting a project they are working on about creating a minimum grid for cycling infrastructure. There is a workshop regarding the project on Tuesday, November 19th from 4:30 to 6:30 PM, at CityLAB, 58 Jackson St. W.

(Merolli/Axisa)

That the presentation, respecting a Minimum Grid Cycling Network, be received.

CARRIED

10. DISCUSSION ITEMS

- (i) **Cycling Information Board – Parks & Cemeteries (Item 10.1)**

The City of Hamilton Parks & Cemeteries section is creating 20 newly updated cycling and trails information boards in parks.

(ii) McMaster Study – Built Environment Influences on Bicycling Behaviors and Route Choice (Item 10.2)

A McMaster master's student is looking to conduct interviews as part of their research. They are looking for people who cycle in Hamilton who are interested in doing a 90-minute interview.

(iii) Updates from Local Organizations (Item 10.3)

Cycle Hamilton - Cycle Hamilton held their monthly meeting at Grupetto. Cycle Hamilton has a newly designed website. The Cycle Hamilton November social is at the Grain and Grit brewery on November 25, 2019 from 6:00-9:00 pm.

Share the Road Cycling Coalition – An update from Share the Road was presented.

Green Communities Canada - Kate Berry updated the Committee on the Green Communities Canada webinar with 8-80 cities on school road closures.

(McKay/Oates)

That the updates from Cycling Hamilton, Share the Road Cycling Coalition and Green Communities Canada be received.

CARRIED**(iv) Outreach, Events and Education (Item 10.4)**

Opening of Governors Road Bike Path – The Governors Road Bike Path was officially opened on Friday October 18, 2019. The event was attended by approximately 50 people.

Time Change Light Distribution - Members of the Committee handed out bike lights to cyclists on Monday November 4, 2019 in the early evening. Over 100 sets of lights were given out this year.

(v) Mid-meeting Group (Item 10.5)

Six members of the Committee met on October 24, 2019.

The Waterfront Trail at Van Wagners was discussed. The group discussed adding slow down signs or lines to delineate space in conflict areas.

The group discussed the York Boulevard design including the interest in having greater separation between motor vehicles and cyclists, either three-foot-wide curbing or higher curbing. They discussed that concrete could be used along the entire cycle track and that the gap between Queen and Hess is unacceptable. Additional discussion included that turning radiuses be reduced to meet National Association of City

Transportation Officials (NACTO) standards, that paint be used in conflict zones and intersections, that the bus loading zones be altered to reduce conflicts, and that the crossings to the North side of York Blvd. be reviewed.

The group would like the Committee to be given ample time to be consulted on the projects.

(vi) Sam Lawrence Park Survey (Item 10.6)

The City is planning for future park upgrades to Sam Lawrence Park. There is an opportunity to provide feedback on Design Concept Alternatives.

(vii) 2019 Cycling Committee Budget (Item 10.7)

(i) Bike Share Station Advertising Space (Item 10.7(a))

(Yachouh/Sutherland)

That the Committee not to proceed with developing material for Bike Share station ads.

CARRIED

(ii) Project 529 (Item 10.7(b))

(Ritsma/Oates)

That consideration of Item 10.7(b), respecting Project 529, be deferred to a future meeting.

CARRIED

(iii) Bicycle Cage Parking at City Hall (Item 10.7(c))

One Committee member wanted the bicycle cage parking pass.

(Berry/Axisa)

That the Committee spend \$50 on a secure bicycle parking pass for the City Hall bicycle parking cage for one Committee member, to be funded from the Hamilton Cycling Committee budget-meeting expenses (57548), approved as part of Item 5 of Public Works Committee Report 18-013 (PED18224) respecting 2019 Volunteer Committee Budget Submission – Hamilton Cycling Committee.

CARRIED

(iv) Documentary Screening – Motherload (Item 10.7(d))

A documentary screening of the film Motherload for Bike Month 2020 was proposed. The cost to screen is \$260 USD.

(Berry/Axisa)

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That the Committee spend \$260 (USD) on the screening of the film, Motherload, for an event to be held in 2020, 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

(v) Dinner for December 2019 meeting (Item 10.7(e))

(Sutherland/Berry)

That the Committee spend \$500 on dinner for the December 4, 2019 meeting, to be funded from the Hamilton Cycling Committee budget-meeting expenses (57548), approved as part of Item 5 of Public Works Committee Report 18-013 (PED18224) respecting 2019 Volunteer Committee Budget Submission – Hamilton Cycling Committee.

CARRIED

(viii) 2020 Cycling Committee Budget (Item 10.8)

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
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

(ix) Bike Buddies (Item 10.9)

City staff, Rachel Johnson, Transportation Planning, spoke in regards to the launch of a new bike buddies project in Hamilton. The project received funding from the Hamilton Cycling Committee.

(x) Cycling Improvements at Queen Street South and Herkimer Street – Update on Citizen Committee Report (Item 10.10)

City staff are bringing forward a report in response to the Citizen Committee Report submitted by the Hamilton Cycling Committee in April 2019. The City staff report will go to Public Works Committee on November 18, 2019.

(xi) Website Domain Transfer – Citizen Committee Report (Item 10.11)

(Yachouh/Axisa)

That City Staff proceed with sending the Citizen Committee Report regarding the www.cyclehamilton.ca domain transfer to Cycle Hamilton.

CARRIED

11. MOTIONS

None

12. NOTICES OF MOTION

(i) Purchase of National Association of City Transportation Officials (NACTO) Design Guides (Added Item 12.1)

(Ritmsa/Oates)

That the Committee discusses purchasing National Association of City Transportation Officials (NACTO) design guides at the December 4, 2019 meeting.

CARRIED

13. GENERAL INFORMATION / OTHER BUSINESS

14. PRIVATE AND CONFIDENTIAL

15. ADJOURNMENT

(Yachouh/Sutherland)

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

CARRIED

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Rachel Johnson
Project Manager, Sustainable Mobility
Transportation Planning, Planning & Economic Development



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	January 13, 2020
SUBJECT/REPORT NO:	Cycling Infrastructure 2020 (PED20021) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Daryl Bender (905) 546-2424 Ext. 2066
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

COUNCIL DIRECTION

At the November 29, 2019 General Issues Committee Budget meeting a motion was passed that staff be directed to summarize the consolidated cycling infrastructure and report back to the Public Works Committee with that information.

INFORMATION

The City of Hamilton has a Cycling Master Plan that is part of the Transportation Master Plan, approved by Council in 2018, which identifies a program of cycling infrastructure to implement.

The cycling projects planned to be installed in 2020 include some projects that were planned for installation in 2019, which have been delayed due to refining detail designs and opportunities to coordinate with other projects. Accordingly, these projects have been deferred to 2020 for installation. Some projects are a part of larger roadway projects (e.g. resurfacing and reconstruction) and others are “stand-alone” projects with approved Ontario Municipal Commuter Cycling (OMCC) Provincial funding that was awarded to the City in 2018. The OMCC projects must be completed by December 2020 in order to receive the Provincial funds. The funds provided by the Province total \$3.7 M and require matching funds of \$927 K from the City; totalling \$4.6 M in cycling investment in Hamilton.

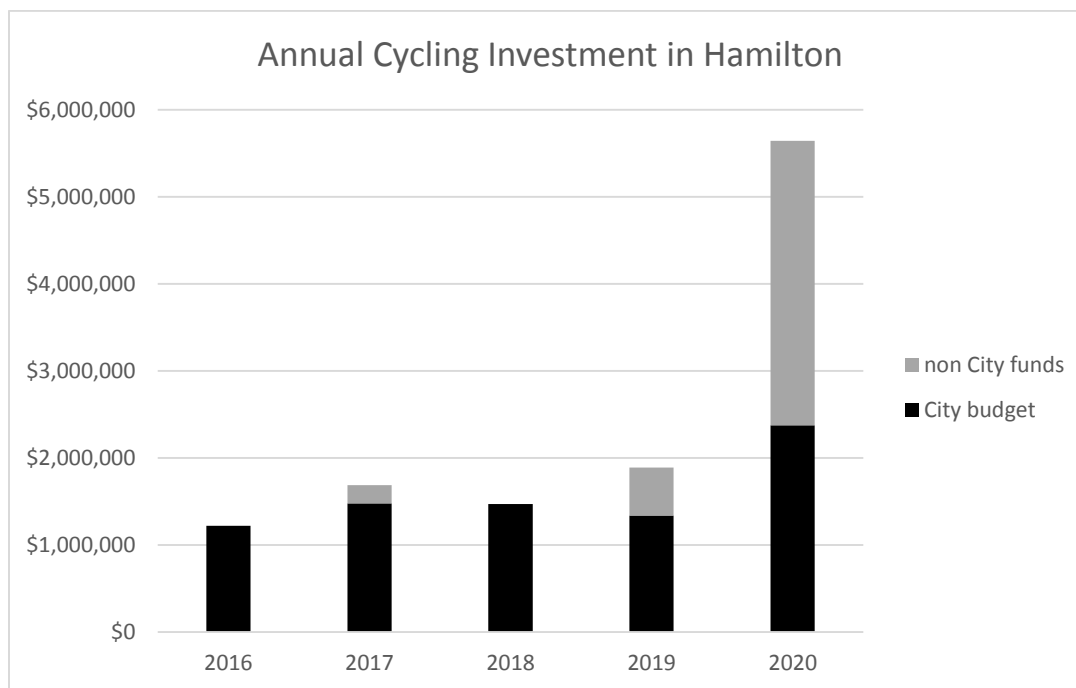
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SUBJECT: Cycling Infrastructure 2020 (PED20021) (City Wide)- Page 2 of 5

The 2020 Capital Budget was discussed by the Hamilton Cycling Committee at their December 4, 2019 meeting and City staff informed the committee members that a report describing the allocation of funds for cycling initiatives was being prepared. The following graph shows cycling investment in Hamilton in the past four years, plus the planned investment for 2020 based on approved capital projects.

Graph 1: Annual Cycling Investment in Hamilton 2016 - 2019

All values include construction costs, but not all design costs, and includes both multi-use trail projects and on-street infrastructure. For multi-use trails, 50% of the cost is assumed as a cycling cost (the other 50% recognized as a pedestrian facility cost). Investment in traffic calming is also recognized as supportive of cycling, but has not been included in these costs.

The 2020 Capital Budget includes \$2.4 M for cycling investment including implementation costs and studies. The total estimated installation cost of all 2020 projects is \$5.6 M, which includes \$4.46 M for route infrastructure and \$1.18 M for Bike Share enhancements. The planned cycling infrastructure includes \$4.2 M sourced from OMCC funds, \$1.7 M from the 2020 Capital Budget and \$345 K allocated in previous budgets. The City has also applied for the Investing in Canada's Infrastructure Program (ICIP) funding, and one component of the submission is for \$10 M for active transportation spread over the period from 2020 to 2026. Subject to ICIP grant approval, the City has allocated \$240 K (net) in the 2020 budget as matching funds for additional cycling infrastructure. An itemized list of all planned 2020 projects is included in Table 1 (excluding ICIP projects).

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SUBJECT: Cycling Infrastructure 2020 (PED20021) (City Wide)- Page 3 of 5

As these projects continue to proceed through the implementation process, consultation with the affected Ward Councillors will occur to communicate impacts and to facilitate community engagement.

Table 1: Planned Cycling Investment in Hamilton in 2020

Ward	Project	Limits of Project	Description	Cost Estimate
City of Hamilton Funding Exclusively				
1	Sterling Street	Existing bicycle lanes	Street resurfacing	\$45,000
1 & 2	York Blvd/ Cannon Street	Dundurn Street to Hess Street to James Street	Street resurfacing and modified bicycle lanes (including barrier separation)	\$200,000
1 & 2	Queen Street	at Hunter Street	Cycling connection	\$50,000
1 & 2	Queen Street	at Napier Street	Cycling connection	\$75,000
2 & 3	Bay Street South, Delaware Avenue, and Maplewood Avenue	Various segments	Enhancement of the existing bicycle lanes with additional buffer design	\$30,000
3	Cannon Street East	Sherman Avenue to Lottridge Street	Conventional bicycle lanes	\$40,000
3	Victoria Avenue North	Burlington Street to Ferrie Street East	Conventional bicycle lanes as part of two-way conversion	\$25,000
4	Melvin Avenue	Walter Avenue North to Woodward Avenue	Conventional bicycle lanes as part of street rehabilitation	\$20,000
4	Pipeline Trail	Brampton Street to Glow Avenue	Multi-use trail	\$304,000
5	Beach Boulevard	Eastport Drive to Woodward Avenue	Conventional bicycle lane	\$50,000
7 & 8	Mountain Brow Path	Beside Mountain Park Avenue	Multi-use trail rehabilitation	\$325,000
11	East Mountain Trail Loop	at Upper Red Hill Parkway	Multi-use trail	\$75,000
11	Heritage Green Sports Park	East-West connection	Multi-use trail	\$70,000

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SUBJECT: Cycling Infrastructure 2020 (PED20021) (City Wide)- Page 4 of 5

Ward	Project	Limits of Project	Description	Cost Estimate
11	Terryberry Road/ Dalglish Trail	Rymal Road to Regional Road 56	Conventional bicycle lanes north of Bellagio Avenue & multi-use path south of Bellagio Avenue	\$40,000
13	Highway 8	Park Avenue (Greenville) to the base of the escarpment	Paved shoulders in various segments	\$100,000
City and Provincial OMCC Funded Projects				
1, 2, 3, 4	Sobi	Network enhancement		\$1,180,000
2	Hunter Street	MacNab Street South to Catharine Street South	Cycle track (including barrier separation)	\$400,000
2	Charlton Avenue/ John Street	James Street to Ferguson Ave & one block of John Street to St Joseph's Drive	Bicycle lanes with some painted buffer	\$40,000
2, 3, 8, 14	Keddy Access Trail (Claremont Access)/West 5 th Street	Hunter Street East to Mohawk College	Multi-use trail and bicycle path	\$2,400,000
4 & 5	King Street East/ Lawrence Road	at Red Hill Valley Parkway interchange	Bicycle lanes (including some barrier separation)	\$250,000
5	Barton Street	Red Hill Valley Parkway to Centennial Parkway	Bicycle path	\$150,000
8 & 14	Limeridge Road West	Garth Street/ Bonaventure Drive to West 5th Street	Bicycle lanes with a painted buffer	\$50,000
13	Creighton Road/ Hatt Street	MacNab Street to Governor's Road	Conventional bicycle lanes	\$30,000
12	Stonehenge Drive	Full length	Conventional bicycle lanes	\$40,000
12	Kitty Murray Lane	Full length	Conventional bicycle lanes	\$40,000

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SUBJECT: Cycling Infrastructure 2020 (PED20021) (City Wide)- Page 5 of 5

Ward	Project	Limits of Project	Description	Cost Estimate
City-wide	Bicycle racks	Bicycle parking and racks on the HSR fleet	Various locations	\$15,000
Bicycle Boulevards, Upgrades of Existing Facilities, & Studies				
1	Neighbourhood Greenways and Multi-modal Connections Feasibility Study		Bicycle Boulevard	\$125,000
City-wide	Bicycle Boulevards Program		Bicycle Boulevard installation and testing	\$130,000
City-wide	Upgrades to existing cycling infrastructure		Various as required	\$130,000
City-wide	Bike Share Expansion Planning		Bike Share design	\$50,000
1, 2, 3, 4	Bike Share and Micro-mobility City-wide Business Plan		Bikeshare and shared e-scooter systems	\$150,000

APPENDICES AND SCHEDULES ATTACHED

N/A

DB:cr

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INFORMATION REPORT

TO:	Chair and Members Public Works Committee
DATE:	January 13, 2020
SUBJECT:	Hunter Street Bicycle Lanes at Downtown GO Centre (PED20020) (Ward 2)
WARD(S) AFFECTED:	Ward 2
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

COUNCIL DIRECTION

The City of Hamilton has a Cycling Master Plan that is part of the Transportation Master Plan, approved by Council in 2018, which identifies Hunter Street bicycle lanes as a high priority project. Council also approved a list of planned cycling projects in February 2018 that qualify for Provincial funding, and this project is included.

INFORMATION

The missing segment of bicycle lanes on Hunter Street by the Downtown GO Centre between MacNab and Catharine Streets is near the tendering stage for construction. Bicycle lanes exist easterly and westerly of this missing four-block segment. This segment of bicycle lanes was delayed for installation due to the complexity of traffic operations. The project is proceeding as planned and is expected to be completed in early summer 2020. It is financed 80% by Ontario Municipal Commuter Cycling (OMCC) funds awarded to the City in 2018. This Provincial funding arrangement requires that the project be completed by the end of 2020.

1.0 Project Overview

The design includes a continuation of the two-way cycle track along the south side of Hunter Street between MacNab Street and Catharine Street. The design is similar to the existing facilities on Cannon Street, Hunter Street, and Bay Street. It will be separated from adjacent auto traffic by a standard concrete curb, approximately 15 cm

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**SUBJECT: Hunter Street Bicycle Lanes at Downtown GO Centre (PED20020)
(Ward 2) - Page 2 of 4**

(6 inches) high, along the full length of each of the four blocks of the project (with short gaps for drainage). Figure 1 below is a diagram of the planned project.

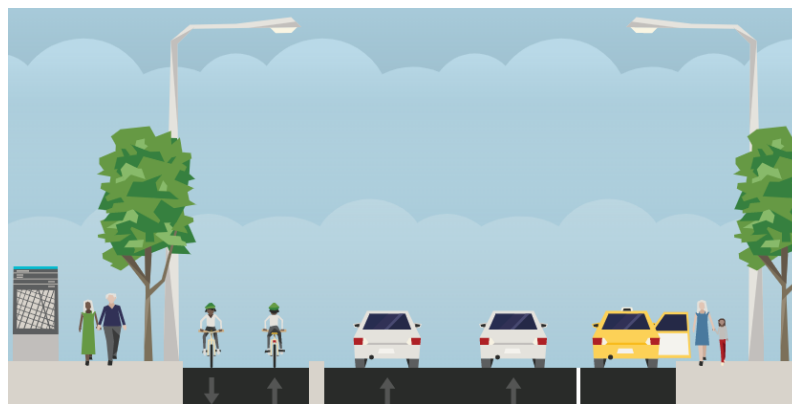
Existing bicycle ridership on Hunter Street is modest (approximately 50 trips per day) as the route is discontinuous. With the completion of the route, ridership is expected to increase.

The project will also include the installation of a new traffic signal at the Hunter Street and Hughson Street intersection to facilitate pedestrian crossings of Hunter Street at the front entrance of the Hamilton GO Centre. The north curbs at this same intersection will be shifted north to maintain two lanes for westbound auto traffic. The design maintains two lanes for through traffic for the full length of the project. The auxiliary left turn lane for auto traffic from Hunter Street onto James Street will be removed. The assessment of traffic impacts is expected to be minor since the only opposing traffic movement will be lower volume bicycles.

Existing on-street parking and loading areas along the south curb of this four-block segment of Hunter Street will be removed to create space for the cycle-track. Existing on-street parking on the north side of the street between James Street and John Street will be modified to prioritize pick-up and drop-off activity at the GO Centre. The net changes to parking supply include:

- the loss of 33 metered stalls along the street;
- the loss of 13 short-term parking stalls along the south curb in front of the GO Centre;
- one wheelchair loading zone will be recreated along the north curb;
- three of the existing four taxi stalls will be shifted to the north curb; and,
- seven of the existing ten loading-only stalls will be shifted to the north curb.

Figure 1: Hunter Street design – with Bicycle Lanes on the south side of the street



**SUBJECT: Hunter Street Bicycle Lanes at Downtown GO Centre (PED20020)
(Ward 2) - Page 3 of 4**

2.0 Consultation

The project has included consultation with Metrolinx (January to March 2018) and the standard list of City Sections, all initially contacted in February 2018, including Fire, EMS, Police, Public Works (Waste Collection, Road Operations, etc.), and Planning and Economic Development staff. This consultation has thoroughly reviewed the plan for a raised concrete curb separating the cycle-track from the adjacent auto traffic. The Hamilton Cycling Committee (HCyC) was also given updates on the design of this facility.

Consultation has also included businesses along this segment of Hunter Street, taxi services, and the general public. In total, six engagement events were held with over 500 persons engaged, as well as an on-line survey that had 254 responses with 89 comments. The following table summarizes this consultation.

DATE	OUTREACH	ENGAGEMENTS
June 1, 2018	100 in1 Day pop-up engagement at Hamilton GO Centre (10:00 a.m. – 1:00 p.m.)	50 event attendees
November 11, 2018	Online Survey Opens	N/A
November 13, 2018	Hamilton GO Centre Engagement Event (6:00 – 9:00 a.m. & 4:00 p.m. – 7:00 p.m.)	300+ business cards handed out
January 4, 2019	Canvassed businesses along Hunter Street delivering project letter	20 businesses engaged
March, 2019	Canvassed businesses along Hunter Street notifying businesses of second engagement event and delivering project letter	20 businesses engaged
March 20, 2019	Canvassed businesses along Hunter Street notifying businesses of second engagement event taking place that day and delivering project update letter with parking map	20 businesses engaged

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**SUBJECT: Hunter Street Bicycle Lanes at Downtown GO Centre (PED20020)
(Ward 2) - Page 4 of 4**

DATE	OUTREACH	ENGAGEMENTS
March 20, 2019	Hamilton GO Centre Engagement Event (11:30 a.m. – 2:00 p.m.)	20 businesses engaged 75 event attendees
April 1, 2019	Online Survey Closes	254 responses

Prior to construction, staff will engage the HCyC, and Cycle Hamilton to gain input on the construction management plan and accommodation of cyclists during construction given the existing cycling infrastructure at both ends of this project.

APPENDICES AND SCHEDULES ATTACHED

N/A

DB:cr



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	January 13, 2020
SUBJECT/REPORT NO:	Joint Jurisdiction Highway Routine Maintenance and Repair Agreements (PW07089(a)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Lorraine Hagar (905) 546-2424 Ext. 2159
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATIONS

- (a) That the General Manager of Public Works or his designate be authorized and directed to negotiate/renegotiate, enter into, and execute separate Joint Jurisdiction Highway Routine Maintenance and Repair Agreements, and all amendments and ancillary documents, with bordering municipalities (as attached to Report PW07089(a) as Appendices “A” and “B”) for the purpose of the repair and routine maintenance of shared highways, in accordance with the principles contained in this report PW07089(a), all in a form satisfactory to the City Solicitor;
- (b) That the authorization and direction hereby granted to the General Manager of Public Works supersedes and replaces any previous authorization and direction granted by Council with respect to the negotiation and execution of Joint Jurisdiction Highway Routine Maintenance and Repair Agreements with bordering municipalities; and
- (c) That the following By-laws are hereby repealed:
- (i) Flamborough By-law No. 91-114-A, By-law No. 91-29-R, By-law No. 94-05-A, By-law No. 92-17-A;
 - (ii) Ancaster By-law No. 89-64, By-law 1829, By-law No. 84-78, By-law No. 90-79;
 - (iii) Glanbrook By-law No. 528-95, By-law No. 429-90; and
 - (iv) Stoney Creek By-law No. 3860-93.

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SUBJECT: Joint Jurisdiction Highway Routine Maintenance and Repair Agreements (PW07089(a)) – (City Wide) – Page 2 of 7

EXECUTIVE SUMMARY

The *Municipal Act, 2001, S.O. 2001, c.25, s.29* establishes that local municipalities have joint jurisdiction over the highways that form the boundary line between them (commonly referred to as “boundary roads”) and that adjoining municipalities may enter into agreements regarding the maintenance and repair of these shared highways. By entering into such an agreement, the assigned municipality agrees to keep the highway in good repair and is liable for any damages that arise from the failure to keep the highway in repair.

These Joint Jurisdiction Highway Routine Maintenance and Repair Agreements (commonly referred to as “Boundary Road Agreements”) are advantageous to both parties, as they set out and formalize the operational framework addressing maintenance and repair services and standards, the apportionment of work between the jurisdictions, cost sharing, and legal liability.

The majority of the City’s Boundary Road Agreements are currently expired; therefore, staff is seeking Council authority to update and renew the Boundary Road Agreements with bordering municipal counterparts through Report PW07089(a).

Alternatives for Consideration – See Page 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: There is not expected to be a financial impact relative to the recommendations in this report. A discussion of the costs associated with boundary agreements is included in the analysis section of this report.

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Prior to amalgamation, there were 18 Boundary Road Agreements in place between the various lower tier municipalities and their adjoining jurisdictions, established under the authority of the former Municipal Act. By 2005, however, all of these pre-amalgamation agreements had expired. From 2005 to early 2007, the City of Hamilton led efforts to negotiate new Boundary Road Agreements with the eight relevant adjoining jurisdictions, specifically:

1. County of Brant;
2. City of Burlington;
3. Region of Halton;

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SUBJECT: Joint Jurisdiction Highway Routine Maintenance and Repair Agreements (PW07089(a)) – (City Wide) – Page 3 of 7

4. Haldimand County;
5. Town of Milton;
6. Township of North Dumfries;
7. Township of Puslinch; and
8. Township of West Lincoln

During this time, staff undertook a comprehensive Boundary Road Agreement review and entered into discussions with their counterparts in the bordering municipalities to clarify road inventory, re-allocate road segment responsibility (either for operational simplicity or to establish a more equitable split between the parties), and mitigate any further concerns.

Staff presented a report to Council on June 18, 2007 (PW07089) that recommended, in addition to other items, that the City be authorized to enter into new Joint Jurisdiction Highway Routine Maintenance and Repair Agreements with the eight relevant bordering municipalities. This report was approved by Council and the recommendations included therein were enacted by By-law No. 07-199. Staff then set out to enter into formal negotiations and execute new agreements with the applicable bordering municipalities.

Staff successfully negotiated and executed agreements with six of the eight relevant local bodies under the previous authority. Negotiations stalled with the two remaining municipalities (Brant and Haldimand counties) and formal agreements were never reached. However, Roadway Maintenance staff continued to maintain the joint jurisdiction highways shared with these two municipalities based on previous agreement provisions and current Minimum Maintenance Standards (MMS).

Currently, the majority of the Boundary Road Agreements that were executed under the authority granted in 2007 have expired. Staff have engaged their counterparts in the eight relevant bordering municipalities with the aim to negotiate and execute new agreements with all adjoining jurisdictions. Public Works and Legal staff have prepared draft agreements based on provisions made in earlier agreements and practical insight gained throughout the term of the previous agreements.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Boundary Road Agreements comply with the following:

- City of Hamilton Winter Control Service Level Standards TOE01113
- Minimum Maintenance Standards for Municipal Highways Regulation, O. Reg. 366/18
- *Municipal Act, 2001*
- Ontario Structure Inspection Manual (OSIM)

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**SUBJECT: Joint Jurisdiction Highway Routine Maintenance and Repair
Agreements (PW07089(a)) – (City Wide) – Page 4 of 7**

RELEVANT CONSULTATION

The following groups have been consulted with respect to the development of Boundary Road Agreements:

- City of Hamilton Corporate Services: Legal & Risk Management Services, Finance & Administration, and the Office of the City Clerk
- Joint Jurisdiction Local Bodies: County of Brant, City of Burlington, Haldimand County, Region of Halton, Town of Milton, Township of North Dumfries, Township of Puslinch, and Township of West Lincoln

ANALYSIS AND RATIONALE FOR RECOMMENDATIONS

The Boundary Road Agreements, as assessed based on previous road segment allocations and using updated geospatial data, address approximately 164 total road lane kilometres (as attached to Report PW107089(a) as Appendices “A” and “B”). These lane kilometres are subject to change based on negotiations with bordering municipalities. The basic premise of these agreements is that the adjoining jurisdictions negotiate and formalize which segments of the shared highway each party is responsible for, such that each jurisdiction will conduct all maintenance and repair work associated with their assigned segment(s), all year long, and in every respect.

Staff have endeavoured to mitigate potential issues that may arise during negotiations by using the framework and road segment allocations of previous agreements in the proposed agreements, and by further examining such issues as service levels, connecting roads, and financial considerations.

(a) Service Levels:

The majority of the City of Hamilton’s Winter Control Level of Services exceeds Ministry standards and have historically been higher than those delivered by adjoining jurisdictions. In previous discussions with bordering municipalities, this service variation presented a practical problem regarding the shared maintenance of higher class roads. Accordingly, the workload allocations in the proposed agreements remain consistent with the last round of negotiations, as all higher class road segments potentially affected by service level variations are allocated under the City of Hamilton’s responsibility. As such, the City will experience no drop in delivery of service, and motorists will experience no fluctuations in driving conditions created by the proposed Boundary Road Agreement structure. Non-winter routine maintenance and repair of the shared highways, as well as the maintenance and repair of structures along these roadways, will follow the City’s Roadway Maintenance program, as prescribed by the standards set out in the *Minimum Maintenance Standards for Municipal Highways Regulation, O.Reg. 366/18*.

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SUBJECT: Joint Jurisdiction Highway Routine Maintenance and Repair Agreements (PW07089(a)) – (City Wide) – Page 5 of 7

(b) Connecting Roads:

During the 2007 Boundary Road Agreement discussions, the scope of applicable agreements was expanded to include provisions for the maintenance and repair of “Connecting Roads”. Connecting Roads are those roadways that cross the boundary line, but which are not “shared” in terms of joint jurisdiction, and which for the purpose of operational efficiency are maintained by staff from the bordering municipality into the owning municipality’s jurisdiction. A long-standing practice is for Road Operators to continue to maintain the portion of the highway belonging to the bordering municipality leading up to a turn-around point, with reciprocal arrangements. This practice was identified as a matter to be addressed and formalized within the scope of the applicable Boundary Road Agreements in 2007 and will continue to be incorporated into new agreements.

(b) Financial Considerations:

The intention of Boundary Road Agreements is for there to be equal sharing of the cost of routine maintenance and repair of the joint jurisdiction highway workload. However, variances in workload occur due to operational efficiencies and resource accessibilities. When variances in workload exist, the agreements are structured such that the jurisdiction undertaking the greater share of the workload invoices the other party on an annual basis for each kilometre in excess of 50% of the total workload plus applicable administrative costs. Each variance kilometre is to be charged at an agreed upon Annual Municipal Performance Measurement Program (MPMP) rate and annual increases to this rate are to be applied based on the 12-month rolling Statistics Canada Consumer Price Index for Ontario.

The actual financial impact to the City as a result of these agreements is yet to be determined and will be substantiated through negotiations with bordering municipal counterparts. The cost invoiced by the party taking on more than 50% of the workload depends on the agreed upon workload allocation (i.e. road segment apportionment) and MPMP rates. The City will endeavour to accurately reflect the cost of maintaining shared highways by invoicing based on road surface type. Thus, both “hardtop” and “loosetop” figures from the City of Hamilton’s MPMP will be presented in proposed agreements for each variance road kilometre that the City maintains. Historically, one figure (“hardtop”) has been used in these calculations; however, highways having a “loosetop” surface, such as gravel, necessitate a higher cost to maintain. This change of including two costs per lane kilometre may result in further negotiations in order to even out the costs of maintaining boundary roads. Staff will endeavour to equalize payments and workload as much as is practicable.

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SUBJECT: Joint Jurisdiction Highway Routine Maintenance and Repair Agreements (PW07089(a)) – (City Wide) – Page 6 of 7

To demonstrate possible net financial impact, if the workload allocations of previous agreements were maintained, and by using the two costing figures from current MPMP rates, the City could potentially receive an estimated net annual amount of \$49,700 in the first year of the executed agreements. However, if bordering municipalities are not in agreement of the two figure costing method and the single “hardtop” figure was used, the City may incur an estimated net cost of \$23,400. Through negotiation, including the possible re-assignment of roadway segments, the actual figure may be somewhere in between these two estimates, or an amount closer to a net zero dollar impact.

Any net cost to the City resulting from Joint Jurisdiction Highway Routine Maintenance and Repair Agreements will be funded from the Roadway Maintenance Operating Budget. Staff is seeking Council’s approval to negotiate agreements where the City’s net payment to bordering municipalities will have an upset limit of \$30,000 annually. These outgoing payments do not reflect a new cost to the City, but are accounted for within existing budgets. Any net incoming payments for the City resulting from Joint Jurisdiction Highway Routine Maintenance and Repair Agreements will be credited against the Roadway Maintenance Operating Budget as a cost recovery.

Capital improvement or road construction work falls outside of the scope of the Boundary Road Agreements and requires the prior approval from both municipalities. The cost sharing of such projects will be subsequently determined on a project-by-project basis.

The Boundary Road Agreements are cyclical in nature, as the terms of such agreements normally extend for five to ten years. Staff is recommending that authority be granted to renegotiate and enter into these agreements on a recurring basis, as a regular business activity within the Transportation Operations & Maintenance Division of the Public Works Department.

ALTERNATIVES FOR CONSIDERATION

The alternative is to not enter into new Boundary Road Agreements. This course of action is not recommended, however, as it presents potential operational, financial, and legal concerns including:

- Liability for both parties for all segments of the shared joint jurisdiction highways;
- Uneven workload responsibilities between the parties with no financial recompense;
- Inefficiencies due to duplication of maintenance on road segments by both parties;

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SUBJECT: Joint Jurisdiction Highway Routine Maintenance and Repair Agreements (PW07089(a)) – (City Wide) – Page 7 of 7

- Negligence due to road segments receiving no maintenance from either party; and
- Service level variances for residents of the same jurisdiction.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Healthy and Safe Communities

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

Built Environment and Infrastructure

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

Our People and Performance

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

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW07089(a) – Boundary & Connecting Roads Summary Table

Appendix “B” to Report PW07089(a) – City-Wide Boundary & Connecting Roads Map

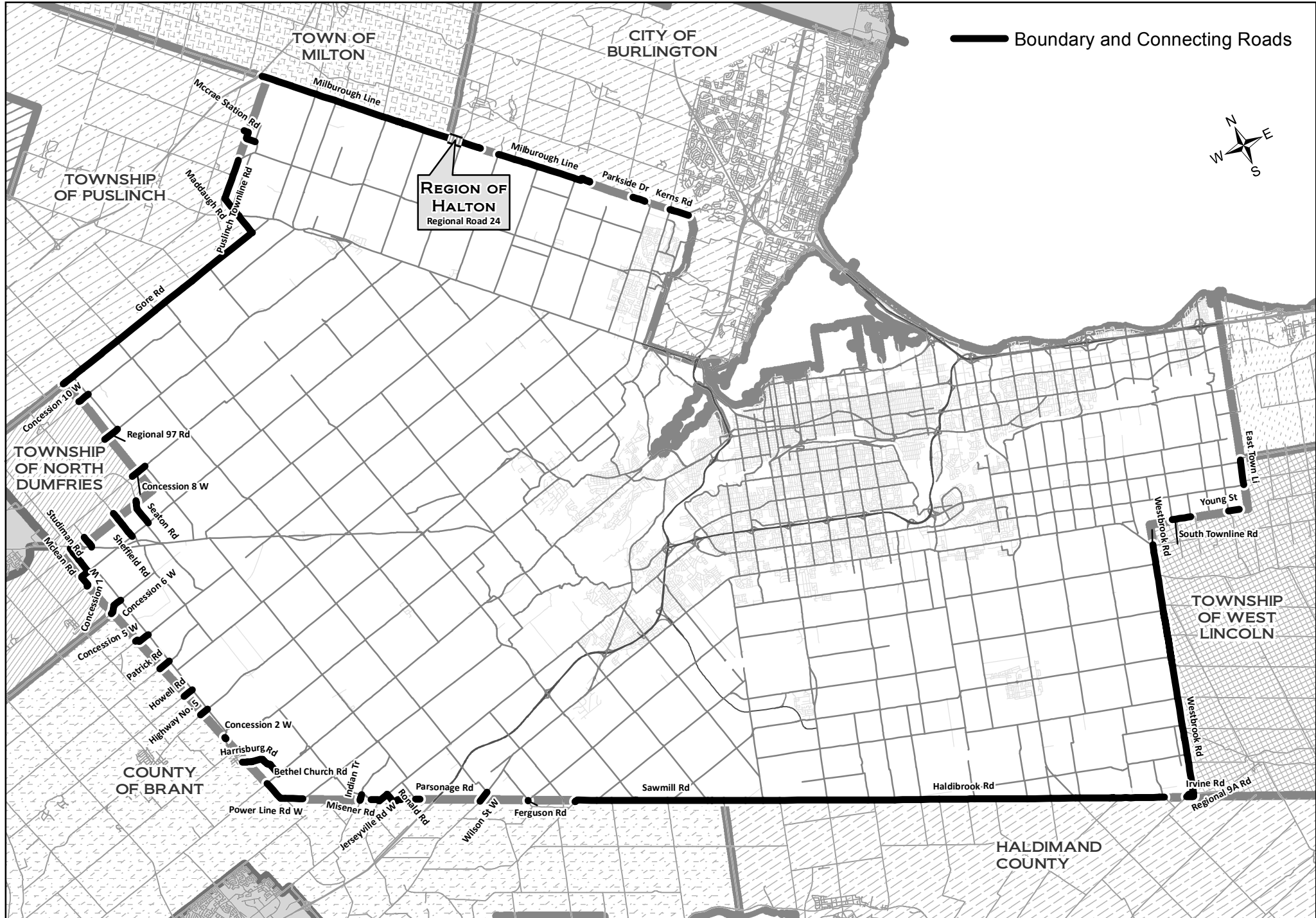
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Boundary & Connecting Roads Summary Table

Jurisdiction	Total Shared Lane Kilometres
County of Brant	18.07
City of Burlington	13.37
County of Haldimand	35.27
Region of Halton	1.22
Town of Milton	16.95
Township of North Dumfries	10.61
Township of Puslinch	29.21
Township of West Lincoln	28.40
TOTAL	153.10





CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
 Transit Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	January 13, 2020
SUBJECT/REPORT NO:	Transit Passenger Shelter Advertising Agreement (PW15071(c)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Tanya Detmar (905) 546-2424 Ext. 1855
SUBMITTED BY:	Debbie Dalle Vedove Director, Transit Public Works Department
SIGNATURE:	

RECOMMENDATION

That the General Manager of Public Works, or their designate, be authorized and directed to negotiate a one-year contract extension (new expiration date of December 31, 2020) with a single source, Outfront Media, for the Hamilton Street Railway (HSR) Transit Passenger Shelter Advertising Agreement and to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

EXECUTIVE SUMMARY

The purpose of this report is to obtain Council Approval to negotiate with a single source, Outfront Media, for a contract extension for advertising rights on transit shelters including the provision of cleaning and maintenance services. The current contract between the City of Hamilton and Outfront Media for advertising rights on transit shelters will expire on December 31, 2019.

Alternatives for Consideration – See Page 3

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The 2010 Transit Shelter Amending Agreement provides 25% of net revenue to be paid monthly. The revenue generated for the City during the term(s) of

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SUBJECT: Transit Passenger Shelter Advertising Agreement (PW15071(c)) (City Wide) – Page 2 of 4

this contract is shown below. Staff expects a similar revenue approach will be maintained during the one-year extension.

2011	\$183,359
2012	\$186,726
2013	\$159,633
2014	\$186,116
2015	\$171,993
2016	\$176,268
2017	\$202,106
2018	\$218,111
2019	\$116,337 (to date)

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

In 2010, the original Transit Shelter Advertising Agreement (2001) was amended to address concerns from the proponent regarding revenue generation and rising maintenance costs. The amended agreement reduced the City's annual revenue and transferred costs for specific glass vandalism to the City. Cleaning and maintenance would continue to be the responsibility of the proponent. The Agreement was extended in 2015 and 2016 due to significant staff vacancies (at the time) which precluded the ability to issue a new RFP.

In 2017 an RFP for transit shelter advertising was released to the industry. Four bidders picked up the RFP document however no proposals were submitted. This was due to changes in the shelter advertising business wherein advertising vendors were becoming increasingly unwilling to undertake the responsibility of cleaning and maintenance of transit shelters. The City was advised to remove cleaning and maintenance obligations from future shelter advertising RFP solicitations. Given that the feedback from the industry would require a re-draft of the RFP and change operational responsibilities for the City, Council approved a contract extension to December 31, 2019.

Over the course of the past year, HSR staff has been exploring options related to advertising and maintenance of shelter assets. HSR staff consulted with Revenue Generation staff who worked to identify potential strategies for alternative advertising revenue streams. Additionally, HSR staff has considered transferring shelter cleanings from the Shelter Advertising Contract to a non-media related vendor and has been working with Procurement to explore potential social procurement opportunities. While early engagement has occurred, due to the uniqueness of the advertising strategy and complexity of the procurement model, as well as the large operational demand to clean the shelter inventory, there has not been adequate time to allow staff to work through

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SUBJECT: Transit Passenger Shelter Advertising Agreement (PW15071(c)) (City Wide) – Page 3 of 4

scenarios that would capitalize on the benefits of a new advertising and maintenance delivery model.

Despite the great progress that has been achieved to date, the contract deadline is rapidly approaching such that a one-year contract extension is required. A one-year extension will ensure the shelter inventory remains in a state of good repair as well as maintain current levels of revenue generation while providing the necessary time for on-going discussions.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Procurement Policy - Section 4.11-1(c) where a City Contract has expired or will shortly expire, and unforeseeable circumstances have caused a delay in issuing a new RFT or RFP so that a contract extension is required.

RELEVANT CONSULTATION

The following City Departments/Divisions have been consulted on the Transit Passenger Shelter Agreement extension and agree with the recommendation:

- Corporate Services Department: Procurement
- Corporate Services Department: Revenue Generation

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Outfront Media has conducted business with the City in a mutually co-operative and professional manner since 2002. They have honoured their contractual obligations in terms of providing the City with annual revenue and maintenance and cleaning of transit shelters.

A one-year extension will ensure the shelter inventory remains in a state of good repair as well as maintain current levels of revenue generation while providing the necessary time to prepare a Request for Proposal in 2020.

A one-year extension will also allow the City the continued opportunity to explore cleaning and maintenance options that will ensure the most cost-effective and responsible delivery of these services while maintaining existing revenues.

ALTERNATIVES FOR CONSIDERATION

The alternative to the recommendation in this report is for the City assume day to day cleaning and maintenance responsibilities related to approximately 700 transit shelters.

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SUBJECT: Transit Passenger Shelter Advertising Agreement (PW15071(c)) (City Wide) – Page 4 of 4

This would result in loss of revenue from the expiration date of the existing contract until the effective date that a new Transit Shelter Advertising Agreement can be procured and awarded.

It would also result in new costs to the City for maintenance (i.e. – broken glass) and the bi-weekly cleaning of transit shelters. These costs are currently borne by the Advertising vendor under the existing Agreement. Estimated annual maintenance and cleaning costs could exceed \$600,000 and require 2 additional FTE.

The lag time to hire, train and equip maintenance staff could result in unsafe and unsanitary conditions at shelters due to the potential exposure to broken glass and lack of regular cleaning.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**Community Engagement and Participation**

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Economic Prosperity and Growth

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

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APPENDICES AND SCHEDULES ATTACHED

None

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CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	January 13, 2020
SUBJECT/REPORT NO:	City of Hamilton Vision Zero Action Plan 2019 - 2025 Update (PW19015(a)) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	David Ferguson (905) 546-2424 Ext. 2433 Mike Field (905) 546-2424 Ext. 4576
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATIONS

- (a) That the Hamilton Police Services Board be requested to review the feasibility of implementing a dedicated City-wide Traffic Enforcement Unit;
- (b) That the Hamilton Police Services Board, Hamilton-Wentworth District School Board and Hamilton-Wentworth Catholic District School Board be requested to review the feasibility of implementing school bus enforcement cameras;
- (c) That the City of Hamilton Strategic Road Safety Committee Terms of Reference, attached as Appendix "C" to Report PW19015(a), be approved; and,
- (d) That the Vision Zero Action Plan 2019 – 2025 Update, be identified as complete and removed from the Public Works Committee Outstanding Business List.

EXECUTIVE SUMMARY

Vision Zero is a road safety philosophy based on a fundamental principle; fatalities and serious injuries on our roads are preventable, no loss of life is acceptable, and roadway authorities should strive to reduce traffic-related deaths and injuries to zero.

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**SUBJECT: City of Hamilton Vision Zero Action Plan 2019 – 2025 Update
(PW19015(a)) (City Wide) – Page 2 of 8**

The transportation system should be designed to anticipate errors, so the consequences do not result in injuries or fatalities. These changes can be completed through physical roadway design and through a safe speed, safe system approach.

In 2019, City Council approved the Vision Zero Action Plan 2019-2025, during which time staff were directed to report back in six months to provide an update. The plan addresses safety for the most vulnerable users of our transportation system: pedestrians, school children, older adults and cyclists.

The City of Hamilton has made significant progress on improving roadway safety, between 2017 and 2018, the number of injury collisions have been reduced by 20% as identified in Report PW19104 - City of Hamilton Annual Collision Report (2018).

Report PW19015(a) provides an update on actions taken to date in working towards meeting the goals of the Vision Zero Action Plan.

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: There are no costs associated with the recommendations but a summary of costs and spending commitments for road safety and Vision Zero Initiatives are outlined under the Analysis and Rationale for Recommendations Section on Page 7.

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

At the February 4, 2019 Public Works Committee and subsequent City Council meeting, Council approved the Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019 – 2025 Report PW19015.

As part of this report, the following motion was approved:

- (a) Comprehensive report on Vision Zero efforts, including an outline of vehicle traffic safety improvements to date, pedestrian safety initiatives, cycling initiatives, and seniors initiatives;
- (b) A summary of estimation of cost of all 2019 traffic safety initiatives that may have been financed through the capital budget, operating budget, Ward area rating budget, or other available funding sources;

**SUBJECT: City of Hamilton Vision Zero Action Plan 2019 – 2025 Update
(PW19015(a)) (City Wide) – Page 3 of 8**

- (c) Details of neighbourhood outreach programs that have been conducted;
- (d) An analysis of evaluation, which are incorporated as part of the Vision Zero Plan; and
- (e) Identification of additional improvements that could be made, including Capital, operating and funding implications.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION

The following City of Hamilton Departments/Divisions have been consulted in the development of this report:

- City Clerks;
- Corporate Services, Finance & Administration;
- Corporate Services, Risk Management;
- Hamilton Police Services; and
- Transportation Planning

The following external party was consulted for this report:

- Members of the Hamilton Strategic Road Safety Committee

ANALYSIS AND RATIONALE FOR RECOMMENDATIONS

The Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019 – 2025 report is a detailed comprehensive plan to work towards zero serious injury and fatalities on Hamilton roadways. The report outlines a number of priority action items under the 5 E's (Evaluation, Engineering, Enforcement, Engagement and Education).

As requested by Council, the following update to the Vision Zero Action Plan is provided, it should be noted due to the limited timeframe requested for response, many of the actions are ongoing and therefore cannot be fully reported in the context of initiative completion.

**SUBJECT: City of Hamilton Vision Zero Action Plan 2019 – 2025 Update
(PW19015(a)) (City Wide) – Page 4 of 8**

Evaluation

Annual Collision Report – The data from this report (PW19104) concludes that injury collisions have declined by 20% from 2017 to 2018. Early review of 2019 collision statistics are showing an expected further reduction in injury collisions for the year.

Traffic Safety Module – Works to implement the software are ongoing, with a focus on facilitating cross communication between digital operating programs. It is expected these works will be completed in 2020 providing staff with a fully integrated system that will enhance data analysis capabilities to identify high risk safety improvement areas.

Evaluation of Fatal Collisions – Beginning in 2019, staff began reviewing each fatal collision location within a week of the collision. In 2018, 11 fatal collisions occurred in the City of Hamilton which was a 32% reduction from 2017 (16 fatal collisions). Statistics to the end of May 2019 have shown a further reduction in fatal collisions to date compared to the same time period in 2018. Further details can be found in Report PW19104, page 41.

Engineering

Neighbourhood Speed Limit Reductions – Council has approved the implementation of speed limit reductions on local roadway within designated neighbourhoods to 40 km/h and 30 km/h in school zones. Installations have begun and the first 45 neighbourhoods across the City of Hamilton will be completed by spring 2020.

Collision Counter Measure Program – Staff have established a formal and regularly occurring road safety audit program to examine high collision and injury locations as identified in the 2017 and 2018 Annual Collision Reports. A total of eight locations have been completed to date and staff will be proceeding with implementing modifications as required. A full list of locations being reviewed is attached to Report 19015(a) as Appendix “A”.

Traffic Calming – As of September 2019, staff have completed the installation of speed cushions at 88 locations throughout the City of Hamilton, which is attached to Report PW19015(a) as Appendix “B”.

Two-way Street Conversion Review – Staff are currently completing a review of one-way to two-way conversions to determine the impact of converting roadways from a safety and collision perspective. This evaluation is expected to be completed in early 2020.

**SUBJECT: City of Hamilton Vision Zero Action Plan 2019 – 2025 Update
(PW19015(a)) (City Wide) – Page 5 of 8**

Cycling and Pedestrian Networks – In 2019, 11 roadways have been identified for the implementation of cycling infrastructure and have been completed or are ongoing. These locations are as follows:

- Locke Street – George Street to Hunter Street;
- Cannon Street – James Street to Sherman Avenue;
- Cannon Street – Sherman Avenue to Tim Hortons Field;
- Britannia Avenue – Cannon Street to Woodward Avenue;
- Rymal Road – Upper Paradise Road to West 5th Street;
- Limeridge Road – Bonaventure Drive to Hawkridge Avenue;
- Echovalley Drive – Stockbridge Gardens to Mud Street;
- Creighton Road/Market Street – Governor’s Road to Hatt Street;
- Governor’s Road – Davidson Boulevard to Creighton Road;
- Avonsyde Parkway – Parkside Drive to Dundas Street; and
- Parkside Drive – Hollybush Drive to Main Street

Providing dedicated cycling infrastructure and the creation of a cohesive cycling network helps achieve the goals of Vision Zero. Transportation Operations staff, in cooperation with Transportation Planning, will further evaluate the cycling network through design and collision analysis as identified in the Annual Collision Report.

Road Safety Audits - The City of Hamilton will be partnering with McMaster University to undertake collision analytics at nine intersections with a focus on pedestrian and cyclist safety. This project is expected to continue through 2019 and completed by the summer of 2020.

The City of Hamilton has partnered with Mohawk College to undertake road safety audits on rural roadways. This project is expected to begin in November of 2019 and completed by early 2020.

Complete Streets Guide

Transportation Planning in collaboration with Transportation Operations & Maintenance are undertaking the development of a Complete Streets Guide. As part of this guide, a safe system approach will be integrated into the design guidelines for different roadway classifications and cross sections. This will ensure that future roadway construction projects address the needs of all users and balance mobility needs within a Complete-Livable-Better (CLB) Streets approach as defined in the Transportation Master Plan.

**SUBJECT: City of Hamilton Vision Zero Action Plan 2019 – 2025 Update
(PW19015(a)) (City Wide) – Page 6 of 8**

Enforcement

Traffic Enforcement Unit – The Hamilton Strategic Road Safety Committee recommend the Hamilton Police Services Board be requested to review the feasibility of establishing a Traffic Enforcement Unit.

Motor Vehicle Collision Reporting – Hamilton Police Services and Public Works staff have met to discuss various issues related to motor vehicle collision reporting. Discussions will continue to identify opportunities for enhancements to this service.

Automated Speed Enforcement (ASE) – The City of Hamilton is a member of the ASE working group and has been collaborating in partnership with other municipalities throughout Ontario to develop the ASE program. A separate report that assesses the potential implementation options of ASE for Council consideration has been developed (PW20002).

School Bus Enforcement Cameras – A number of municipalities have begun to explore school bus enforcement cameras and are considering implementing programs. Staff will be monitoring these pilot programs and discussing with staff from other municipalities to determine the feasibility of implementing a similar program in the City of Hamilton. As discussed at the Hamilton Strategic Road Safety Committee, it is recommended that this item be referred to the Hamilton Police Services Board and School Boards for consideration and that they be requested to review the feasibility of operating a program in Hamilton. The system would be implemented on school buses that are under contract to the school boards. Enforcement resourcing from Hamilton Police Services will need to be assessed.

Engagement

Membership of the Hamilton Strategic Road Safety Committee – Meetings are held on a quarterly basis and now have representation from Hamilton Police Services, Hamilton Public Health, Ministry of Transportation of Ontario, City of Hamilton Public Works Department, the Hamilton Public and Catholic School Boards, Hamilton Fire Department, Hamilton Street Railway, Chair of Seniors Advisory Committee and the Chair from the Hamilton Cycling Committee. Additional members continue to be reviewed.

City of Hamilton Strategic Road Safety Committee Terms of Reference - An update to the terms of reference has been completed and is attached to Report PW19015(a) as Appendix “C”.

Implementation of Open Data Approach and Interactive Vision Zero Website – Staff are currently working on the launch of the website and various application connectivity issues in hopes that this material will be made available in 2020.

**SUBJECT: City of Hamilton Vision Zero Action Plan 2019 – 2025 Update
(PW19015(a)) (City Wide) – Page 7 of 8**

Develop a Neighbourhood Vision Zero Tool Kit and Partnership with Environment Hamilton – Keith, Kirkendall North and Butler neighbourhoods have been assigned to Environment Hamilton to conduct comprehensive neighbourhood safety reviews. Consultation began in October and will proceed into 2020. In addition, staff are working to develop a new traffic calming policy and neighborhood review tool kit.

Societal Impacts - Hamilton Public Health is currently working on collision data related to pedestrian and cyclist collisions with a viewpoint on societal impacts. It is expected this work will continue through 2019 and completed in 2020.

Education

The City of Hamilton has developed a series of traffic safety campaigns focused on ensuring motorists, pedestrians and cyclists understand the importance of road safety which is attached to Report PW19015(a) as Appendix “D”. Emphasizing a variety of aspects of Vision Zero under the key safety umbrellas of safe speeds, safe roads, safe vehicles and safe drivers. These campaigns were targeted to specific audiences with pointed key messages for each. The campaigns included:

- Speeding (March 2019);
- Distracted Driving (April 2019);
- Pedestrian Crossovers (May 2019);
- Cycling Safety (June 2019);
- “Slow Down, Move Over” (July 2019);
- Back to School Safety (August/September 2019);
- Roundabouts (October 2019);
- Red Light Cameras (November 2019); and
- Winter Driving (December 2019).

The City of Hamilton, the Ministry of Transportation Ontario and other municipal partners, are working together to explore potential partnership with digital mapping providers to assist in raising awareness of road safety priorities.

Cost Summary

The following is a summary of costs and spending commitments for road safety and Vision Zero Initiatives:

**SUBJECT: City of Hamilton Vision Zero Action Plan 2019 – 2025 Update
(PW19015(a)) (City Wide) – Page 8 of 8**

Activity	Fund	2019 Budget	2019 Cost/Commitment
Neighbourhood Speed Reductions	Capital	\$400,000	\$125,100
Traffic Calming	Capital	\$373,300	\$269,500
Pedestrian Crossovers	Capital	\$1,000,000	\$417,100
Safety Initiatives	Operating	\$1,850,000	\$1,412,700
Speed Cushions	Area Rating		\$210,300
	Total:	\$3,623,300	\$2,434,700

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

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Clean and Green

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Built Environment and Infrastructure

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Our People and Performance

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APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW19015(a) – Collision Counter Measure Program

Appendix “B” to Report PW19015(a) – 2019 Traffic Calming Locations

Appendix “C” to Report PW19015(a) – Road Safety Committee Terms of Reference

Appendix “D” to Report PW19015(a) – Public Education Campaigns

Collision Counter Measure Program

Overall Rank	Rank	Group	Description
450	150	Signal	Fennell Avenue at Upper James Street
74	14	Urban Road	King Street between Paradise Road and Newton Avenue
172	37	Urban Road	James Mountain Road between James Street and Claremont Drive
45	6	Two-way	Eleventh Road East and Mud Street East
837	270	Signal	Main Street West and Queen Street South
92	20	Urban Road	Queenston Road between Parkdale Avenue South and Nash Road
176	39	All-way stop	Stinson Street and Victoria Avenue South
854	414	Signal	Stone Church Road West and Upper James Street
124	27	Urban Road	Barton Street East between Nash Road and Centennial Parkway
277	79	Signal	King Street East and Victoria Avenue South
43	4	Rural Road	Weirs Lane between Highway 8 and Governor's Road
133	30	Rural Road	Sulphur Springs Road between Mineral Springs Road and Lovers Lane
42	3	On-ramp	Mud Street West between Mud Street West Southbound and Eastbound off-ramp – Red Hill Valley Parkway (RHVP)
404	132	Signal	Charlton Avenue East and John Street South
458	155	Signal	Main Street East and Wellington Street South
502	170	Signal	King Street East and Wellington Street South
18	2	Two-way	Highland Road East and Third Road South
795	265	Signal	Hwy 8 South and Millen Road
91	19	Urban Road	Barton Street East between Wentworth Street North and Sherman Avenue North
400	129	Signal	Mohawk Road East and Upper Gage Avenue
47	7	Rural Road	Rymal Road East between Upper Sherman Avenue and Upper Gage Avenue
136	31	Urban Road	King Street East between Catharine Street North and Wellington Street North
666	229	Signal	Rymal Road West and Upper James Street
88	17	Urban Road	King Street West between Queen Street North and James Street North
179	41	Urban Road	Barton Street East between Ottawa Street North and Kenilworth Avenue North

288	83	Signal	Barton Street East and Wellington Street North
44	5	Urban Road	Upper James Street between Rymal Road East and Stone Church Road East
146	32	Urban Road	Dundurn Street South between Aberdeen Avenue and King Street West
52	8	Two-way	Beechwood Avenue and Lottridge Street
847	273	Signal	Main Street East and Walnut Street South
95	21	Urban Road	Bay Street North between King Street West and Cannon Street West
54	10	Signal	North Service Road and Queen Elizabeth Way
990	307	Signal	Queenston Road and RHVP NB to Queenston Road
125	28	Urban Road	Upper Wentworth Street between Stone Church Road East and Lincoln M. Alexander Parkway (LINC) WB off-ramp
70	13	On-ramp	Queenston Road to RHVP SB loop on-ramp
963	301	Two-way	Cannon Street East and Cathcart Street
98	22	Urban Road	Rymal Road West between West 5th and Upper James Street
305	91	Signal	John Street South and King Street East Branch
342	107	Two-way	Cannon Street East and Mary Street North
388	124	Signal	Cannon Street East and Wellington Street North
401	130	Signal	Kenilworth Avenue and Main Street East
440	145	Signal	Dundurn Street and King Street
491	166	Signal	Dundurn Street and Main Street
518	178	Signal	James Street and Main Street
521	180	Signal	John Street and Main Street
658	225	Signal	James Street and King Street North Leg
320	96	Signal	Centennial Parkway and Queenston Road
53	9	Urban Road	Queenston Road between Nash Road and Centennial Parkway
126	29	Urban Road	John Street between St. Josephs and King Street
416	137	Signal	Barton Street and Lottridge Street
66	11	Urban Road	James Street between St. Josephs and King Street
166	36	Urban Road	King Street between Sherman Avenue and Gage Avenue
208	52	All-way stop	Bold Street and Caroline Street
1331	412	Two-way	Cannon Street and Tisdale Street
184	42	Urban Road	Cannon Street between Sherman Avenue and Gage Avenue
487	164	Signal	Main Street and Victoria Avenue
81	16	Urban	Upper James Street between Rymal Road and

		Road	Alderlea Avenue
175	38	Urban Road	Main Street between James Street and Wellington Street
451	151	Signal	King Street and Macklin Street
78	15	Urban Road	King Street between James Street and Catharine Street
178	40	Rural Road	Old Ancaster Road between Turnbull Road and Lions Club Road
251	67	Signal	Barton Street and Ottawa Street
726	413	Signal	Mohawk Street and Upper James Street
152	33	Urban Road	Wilson Street between James Street and Wellington Street
444	147	Signal	Hunter Street and John Street
68	12	Rural Road	Rymal Road between Swayze Road and Upper Centennial
153	34	Urban Road	Fennell Avenue between Upper Ottawa and Upper Kenilworth
101	23	Two-way	Cooper Road and Highway 97
1096	332	Two-way	Cannon Street and East Avenue
112	24	Rural Road	Pritchard Road between Stone Church Road and Rymal Road
157	35	Two-way	Book Road and Trinity Road
1276	363	No Control	RHVP and RHVP NB To King Street
113	25	Urban Road	Barton Street between Wellington Street and Wentworth Street
14	1	Off-ramp	SCRP EB - SB ramp: Mud NB - EB off-ramp - SCRП
768	258	Signal	Cannon Avenue and John Street
89	18	Urban Road	John Street between King Street and Barton Street
207	51	Two-way	Campbellville Road and Centre Road
574	411	Two-way	Ashley Street and Cannon Street
118	26	Rural Road	Jerseyville Road between Martin Road and Wilson Street
187	43	Urban Road	King Street between Dundurn Street and Queen Street
188	44	Urban Road	Upper Gage between Mohawk Road and LINC WB off-ramp
189	45	Rural Road	Sulphur Springs Road between Governors Road and Mineral Springs Road
194	46	Rural Road	Binbrook Road between Woodburn Road and Westbrook Road
199	47	Urban Road	Queenston Road between Centennial Parkway and Donn Avenue
202	48	Urban Road	Upper James Street between Claremont Access and Fennell Avenue

204	49	Rural Road	Regional Road 97 between Valens Road and Lennon Road
205	50	Urban Road	Concession Street between Upper Wentworth and Upper Sherman
210	53	Urban Road	Fennell Avenue between Upper James Street and Upper Wellington
218	54	Urban Road	Upper James between LINC WB off-ramp and Stone Church Road
220	55	Urban Road	Fennell Avenue between Upper Wentworth and Upper Sherman

Speed Cushion Locations		
Speed hump is in front of House #	Intersecting Street	Ward
Mapleside Drive in front of #16		1
Mapleside Drive in front of #25/26		1
Fairmount Avenue in front of #25/26		1
Fairmount Avenue between #58 and #60		1
Glenside Avenue in front of #26/27		1
New Street in front of #61/70		1
New Street in front of #39/42		1
Strathcona Avenue in front of #20/27		1
Strathcona Avenue in front of #42/45		1
Glen Road in front of #174/175		1
Glen Road in front of #127/128		1
Macklin Street in front of #60/81	160 m north of Macklin Street	1
Macklin Street in front of #70/81	55 m north of Macklin Street	1
Barclay Street in front of #142/143		1
Barclay Street in front of #111/112		1
Bond Street South in front of #63/63		1
Bond Street South in front of #38/39		1
Homewood Avenue in front of #19/22		1
Homewood Avenue in front of #79/84		1
Herkimer Street in front of #324/325		1
Herkimer Street in front of #363/364		1
Inchbury Street		1
Oxford Street		1
Robinson Street in front of #161/164		2
Robinson Street in front of #191		2
City Hall - lower parking lot	Under east pedestrian walkway	2
City Hall - lower parking lot	Under west pedestrian walkway	2
Guise Street in front of #54		2
Guise Street	25m west of Hughson Street	2
Young Street in front of #170/175		2
Young Street in front of #185		2
Ferguson Avenue South in front of #174		2

Appendix "B" to Report PW19015(a)

Page 2 of 3

Ferguson Avenue South in front of #199		2
Forest Avenue @ Aurora Street (west side of intersection)		2
Clinton Street	17 m east of CP 25048	3
Cumberland Street in front of #75		3
Cumberland Street at #371		3
Cumberland Street	15 m east of the east curb of Cedar Street	3
Birge Street	15 m east of the east curb of St. Matthews Street	3
Birge Street	30 m east of the east curb of Oak Avenue	3
Huxley Avenue South in front of #29		4
Scotia Avenue in front of #16		4
Adeline Avenue in front of #346		4
Mahony Avenue in front of #36		4
Goggin Avenue in front of #19		4
Goggin Avenue in front of #39		4
Guelph Street in front of #338		4
Graham Ave in front of #34		4
Erin Avenue in front of #106		4
278 Wexford Avenue South		4
28 Shelby Avenue		4
Walmer Road in front of #450		4
Walmer Road in front of #536		4
Vansitmart Avenue in front of #327		4
Talbot Road in front of #438		4
Talbot Road in front of #380		4
Palmer Road	approximately 25 m north of Muir	6
Oakcrest Drive		6
#72/#76 Queensdale Avenue East		8
#112/#103 Queensdale Avenue East		8
Queensdale Avenue East (20 m west of Bruce Park Drive)		8
Brigadoon Drive in front of #431/427		8
Brigadoon Drive	20 m east of Fiona Cres (east leg)	8
Brigadoon Drive in front of #250/253		8

Guildwood in front of #166		8
Guildwood in front of #91/92		8
Baseline Drive in front of #1289		10
Baseline Drive in front of #1304/1306		10
Glover Road in front of #487		10
#122/126 Bradley Avenue		11
Pumpkin Pass between #24 and 28		11
Pumpkin Pass between #91 and 95		11
Bradley Avenue between #196 and 200		11
Kaufman Drive between #58 and 62		11
Great Oak Trail between #32 and 36		11
Viking Drive between #46 and 50		11
Tanglewood Drive between #48 and 52		11
Tanglewood Drive between #113 and 117		11
Bradley Avenue between #130 and 134		11
Bradley Avenue between #98 and 102		11
Bonaventure Drive in front of #229		14
Bonaventure Drive in front of #193		14
Redfern Avenue in front of #112/108		14
Darlington Drive in front of #26/25		14
Darlington Drive in front of #21/22		14
West 31st in front of #86/85		14
West 31st in front of #110/115		14
Mill Street North, Waterdown between #61/62	between Church Street & Dundas Street	15



Photo Credit: IBI Group

CITY OF HAMILTON STRATEGIC ROAD SAFETY COMMITTEE TERMS OF REFERENCE

CITY OF HAMILTON

STRATEGIC ROAD SAFETY COMMITTEE

Program Charter and Terms of Reference

Introduction

This Committee program charter and terms of reference is informed by the Hamilton Vision Zero Action Plan which guides Vision Zero and Road Safety to 2025 and beyond. The Hamilton Road Strategic Safety Committee will act as a taskforce to lead the implementation of Vision Zero.

Vision Zero is about recognizing that traffic deaths and injuries are preventable, and improving the safety of roadways through education, enforcement, engineering, evaluation and engagement. Fundamentally, Vision Zero uses a data-driven approach to road safety with the goal of reducing traffic related serious injuries and fatalities towards the only acceptable goal: zero.

Through progressive growth and development, Hamilton is playing a role as a key urban centre within the Greater Toronto and Hamilton Area. As the City of Hamilton grows, ensuring the safety and well-being of all road users is a top priority. The City officially adopted Vision Zero in 2019 to guide their approach to road safety. The City of Hamilton has made great strides in traffic safety over the past five years and the Vision Zero Action Plan will take the City to the next level of traffic safety with a focus on analytic collision data analysis and public engagement.

The Hamilton Vision Zero program promotes a safe system through safe roads, safe vehicles, safe speeds and safe road users. It is noted within the Action Plan and as a key pillar of the Hamilton Vision Zero program that striving towards a holistic safe system will take a collaborative approach that includes a cross-disciplinary team.

Strategic Road Safety Committee: Vision, Mission Statement

The vision of the Strategic Road Safety Committee is to strive for a road system where there are no unnecessary injuries or loss of life.

The mission of the Strategic Road Safety Committee will be to advance the City of Hamilton towards this vision by implementing a diverse toolset of road safety initiatives.

Vision Zero Core Principles ¹

Vision Zero is based on the following principles:

No loss of life is acceptable: traffic fatalities and serious injuries are preventable.

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

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

Working together will contribute to a safer road network.



Vision Zero Principles Continued...

The Committee will operate with the understanding that:

Vision Zero is engaging: Vision Zero is an engaging and open program, which embraces the community and supports local prosperity by striving towards a safe, reliable road network

Vision Zero is holistic: Although Vision Zero is fundamentally rooted in engineering solutions, it also needs to be looked at from a holistic perspective

Vision Zero is data-driven: Vision Zero is rooted in a data-driven approach. The committee will prioritize data collection, evaluation and monitoring of initiatives

Vision Zero should support sustainability: Vision Zero encourages active modes of transportation by addressing road safety for vulnerable road users of all ages and abilities, reducing Hamilton’s contribution to climate change and encouraging a healthy lifestyle

Vision Zero is a public health issue: Traffic crashes are a preventable epidemic that must be addressed with the same data-driven rigor used by public health officials to address any other epidemic

Vision Zero is a public safety issue: Traffic violence impacts the safety of the general public every day, with the same negative outcomes we see from crime, natural disasters and other public safety issues

Vision Zero is a quality of life issue: Safe streets create a walkable, bikeable environment that is welcoming and safe for people of all ages and abilities

Vision Zero is an equity issue: Traffic violence disproportionately impacts disadvantaged and vulnerable populations ²

Mandate

The Strategic Road Safety Committee’s mandate is to guide the implementation of the City’s Vision Zero Action Plan toward a safe, balanced, and integrated transportation network that offers a choice of travel modes for all road users and eliminates collisions that result in injury or death.

Committee Objective/Goals

Through the Committee’s work plan, members will provide direction to the City and its partners to guide implementation of the Vision Zero Action Plan, including reviewing and informing projects and programs, overseeing that Action Plan commitments are met, and tracking performance measure reporting.

The Committee will share information and solicit feedback to inform implementation of the Vision Zero Action Plan. This committee is designed to guide and implement the City of Hamilton’s Vision Zero Action Plan.

This committee will be, at its core, a collaborative approach to road safety and acknowledges the multi-disciplinary nature of a safe system approach.

This committee will promote, evaluate, and educate the public on Vision Zero through its work plan.



Work Plan

The Committee work plan will follow the 5 E's of Vision Zero, based on the Vision Zero Action Plan:

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

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

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

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

Engagement: Enhanced community engagement to create a safe roads culture

All of these elements need to be implemented in a coordinated and strategic manner to achieve improvements to road safety and to strive towards the goal of zero fatalities and severe injuries on the City of Hamilton's roads. However, the Committee itself will focus on Evaluation, Education, and Engagement as their main pillars for implementation

The action plan will need to be carefully crafted in order to meet the Committee's mandate and objectives, and will be updated each calendar year

The Committee shall prepare and present an annual report of Committee activities and work plan for the coming year to the Public Works Committee



Membership

The Committee shall be comprised of technical members consisting of City departments and external agencies that have an interest in road safety

Members who miss more than 3 meetings during their term, without Committee approval, may be subject to replacement on the Committee and may not be eligible for re-appointment.

The Chair is responsible for the proper conduct of the Committee, providing leadership, and advancing the agenda of the Committee

It is expected that the Committee will always include one voting representative from the following areas:

- a) Transportation Operations & Maintenance
- b) Transportation Planning
- c) HSR (Transit)
- d) Public Health
- e) Hamilton Police Services
- f) Hamilton Wentworth District School Board
- g) Hamilton Wentworth Catholic District School Board
- h) Hamilton Fire Department
- i) Parking Enforcement and School Safety

Other key stakeholders/advisors (non-voting members) may include:

- a) Additional City Departments (Parks and Recreation, Communications, etc.)
- b) Identified Organizations and companies with a focus on roadway safety
- c) Seniors Advisory Committee
- d) Hamilton Cycling Committee
- e) Advisory Committee for Persons with Disabilities
- f) Educational Institutions

Working Groups

The working group has the authority to establish committees as required to address specific purposes of the working group.

Working Group(s) shall report their activities and progress to the committee.

Working Group leads may be chosen, such as:

Evaluation

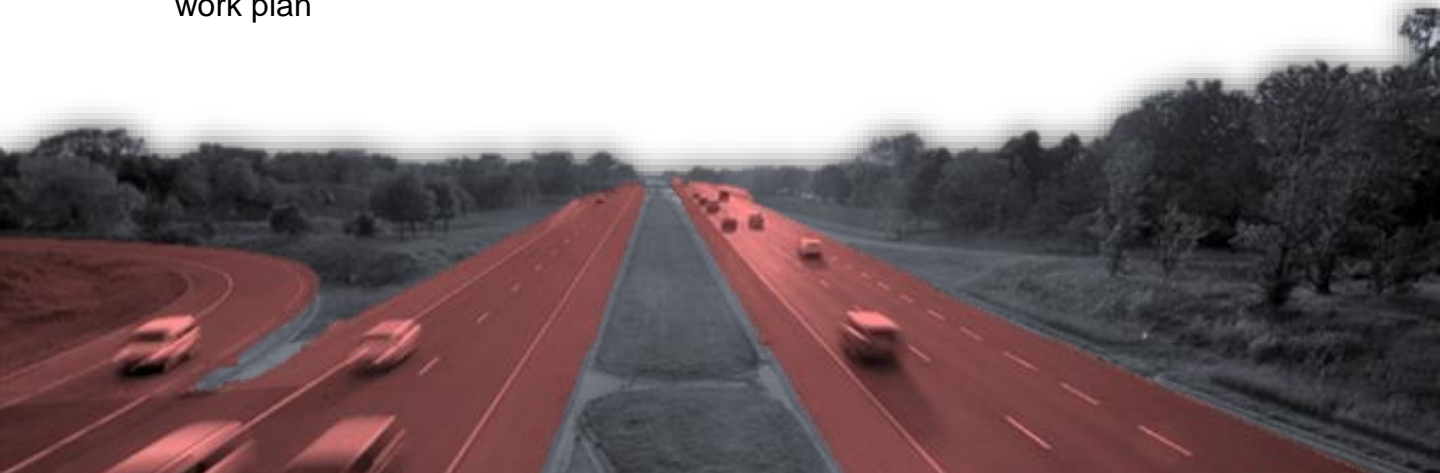
- Oversee implementation of evaluation initiatives within the Action Plan
- Ensure Vision Zero initiatives are appropriately evaluated and reported on

Engagement

- Oversee implementation of engagement initiatives within the Action Plan
- Coordinate the development and subsequent updates of the working group's communication plan

Education

- Provide input on the development and implementation of the City's annual education plan
- Each working group lead will work with the committee to establish a designated work plan



Procedures and Frequency of Meetings/Quorum

- The Strategic Road Safety Committee shall meet on a quarterly basis within a calendar year; additional meetings may be held as required
- Working groups may meet as necessary
- Quorum shall be a half of the voting membership rounded up to the nearest whole number. During the absence of quorum, no decisions may be approved. Non-voting members are not counted in determining the number required for quorum or in determining whether or not quorum is present.
- The Committee members actively listen to colleagues, participate in dialogue and support consensus recommendations of the committee upon conclusion of discussion
- Each member shall have a singular vote on issues warranting a Committee motion
- Committee members will be bound by Appendix "I" of the City of Hamilton Procedural By-law.

Amendments

- Any of these rules of procedure may be amended. However, any amendment proposal affecting these rules would require the prior approval of the Committee


Vision Zero Communications Summary & Analytics


Speeding is Speeding		
Date: March 2019		
Advertising Spend: Approx. \$50,000		
<p>Summary: The "Speeding is speeding" safety campaign reminded Hamilton motorists to pay close attention to the speedometer and adjust speeds based on road conditions and surroundings. Controlling vehicle speeds decreases the likelihood of collisions and reduces the severity of impact when they occur.</p>		
Website: www.hamilton.ca/safespeeds		
Website Visits: 9,486 pageviews		
Social Media Metrics:	Organic impressions: 27,013	Paid impressions: 100,134
<p>Advertising Summary: To target motorists in their vehicles, this campaign was heavily focused on radio, bus advertising and billboards (digital and static). It also included traditional print ads in the Hamilton Spectator, Hamilton Community Newspapers, and in City Parent. Additionally, a heavy focus on digital ads pointing people to the dedicated website.</p>		




Distracted Driving		
Date: April 2019		
Advertising Spend: Approx. \$50,000		
<p>Summary: Every 30 minutes someone is injured in a distracted driving collision, recently surpassing drinking and driving as the number one cause of motor vehicle collisions in Ontario. The "Don't Get Distracted" safety campaign advised motorists to drive attentively and refrain from any activity that may impact their response time such as texting, eating, smoking or grooming.</p>		
Website: www.hamilton.ca/distracteddriving		
Website Visits: 12,208 pageviews		
Social Media Metrics:	Organic impressions: 17,312	Paid impressions: 94,445
<p>Advertising Summary: This campaign also targeted motorists in their vehicles using radio and digital billboard advertising. As well, there was a significant online digital component, given a large portion of the target audience would be people who are "addicted" to using their phones and other devices. The campaign also included traditional print ads in the Hamilton Spectator and Hamilton Community News, as well as the McMaster Campus newspaper (the Silhouette).</p>		




Pedestrian Crossovers		 <p>The graphic features a blue background with the text 'PEDESTRIAN CROSSOVERS' at the top. Below it is a white square containing a black silhouette of a pedestrian. A button labeled 'Click to Learn More' is positioned below the square. At the bottom, there are three logos: the Hamilton logo, the Hamilton Police logo, and a red circular logo with 'VISION ZERO' and 'No Deaths'.</p>
Date: May 2019		
Advertising Spend: Approx. \$10,000		
Summary: The pedestrian crossover safety campaign informed motorists, cyclists and pedestrians of the differences between pedestrian crossovers and crosswalks. By law, drivers and cyclists must stop and yield to pedestrians at crossovers and wait for them to completely reach the other side before driving.		
Website: www.hamilton.ca/pedestrian-crossovers		
Website Visits: 3,751 pageviews		
Social Media Metrics:		Organic impressions: 22,251
		Paid impressions: 53,823
Advertising Summary: This smaller campaign was a follow up to larger pedestrian crossover campaigns from 2017 and 2018 and included mostly digital, radio and print ads. The goal of this campaign was to reach a wide audience of motorists, cyclists and pedestrians. Two YouTube videos explaining how to properly use a pedestrian crossover were promoted on social media.		

Cycling Safety		 <p>The graphic shows a person riding a white bicycle. The text 'We're all going somewhere.' is at the top, followed by 'SHARE THE ROAD' in large, bold letters. At the bottom, there are three logos: the Hamilton logo, the Hamilton Police logo, and a red circular logo with 'VISION ZERO' and 'No Deaths'.</p>
Date: May 2019		
Advertising Spend: Approx. \$13,000		
Summary: The Cycling Safety campaign was launched in June to coincide with Bike Safety Month and reminded motorists and cyclists of their responsibilities on the road. It also outlined the various cycling features around Hamilton that make the city more cycle-friendly, including bicycle detection at traffic lights and painted sharrows.		
Website: www.hamilton.ca/cyclingsafety		
Website Visits: 7,399 pageviews		
Social Media Metrics:		Not applicable.
Advertising Summary: The campaign targeted both motorists and cyclists with a message of sharing the road. A print ad in the special cycling edition of VIEW along with radio, online and other print publications rounded out this campaign.		

Slow Down, Move Over		
Date: July 2019		
Advertising Spend: Approx. \$20,000		
<p>Summary: The "Slow down, Move over" safety campaign educated drivers about roadside emergency vehicle protocol. The law requires drivers to slow down and pass parked emergency vehicles with caution. When travelling on a multi-lane road, drivers are required to move around and leave one lane between their vehicle and the stopped emergency vehicle. Drivers who fail to do so risk facing fines as high as \$2,000.</p>		
		
Website: www.hamiltonpolice.on.ca/move-over-campaign		
Website Visits: Not available. (Hosted by Hamilton Police)		
Social Media Metrics:	Organic impressions: 20,290	Paid impressions: Not applicable.
Advertising Summary: With a focus on motorists in their vehicles, this campaign included a heavy focus on radio advertising. Online ads rounded out this campaign.		

Back to School		
Date: August/September 2019		
Advertising Spend: Approx. \$16,000		
<p>Summary: The "Back to School" safety campaign provided safety tips to motorists, pedestrians and cyclists travelling through neighbourhoods and school zones. The campaign also reminded residents about school bus protocol, speed limits in school zones, and how to safely use a crosswalk.</p>		
Website: www.hamilton.ca/backtoschool		
Website Visits: 4,693 pageviews		
Social Media Metrics:	Organic impressions: 6,411	Paid impressions: Not applicable.
Advertising Summary: With a wide target audience, this campaign included traditional print advertising, digital ads and radio advertising as well.		



Roundabouts		 <p>ROUNDABOUT SAFETY YIELD to pedestrians, cyclists and any traffic already driving through the roundabout</p> <p>#visionzerohamont</p> <p>VISION ZERO Safe Drivers Safe Roads</p> <p>HAMILTON POLICE</p> <p>Hamilton</p>
Date: October 2019		
Advertising Spend: Approx. \$20,000		
<p>Summary: The "Roundabout Safety" campaign focused on educating drivers about the rules of the roundabout. Newer neighbourhood developments are choosing roundabouts over traditional intersections because they offer fewer points of conflict and their slower speeds decrease the risk of serious car crashes or injury.</p>		
Website: www.hamilton.ca/roundabouts		
Website Visits: 19,564 pageviews		
Social Media Metrics:		Paid impressions: 35,160
Organic impressions: 16,602		
<p>Advertising Summary: The goal of this campaign was to educate motorists, cyclists and pedestrians on how to use a roundabout. A YouTube video and infographic were used to help illustrate the right way to use roundabouts. Traditional print, radio and online ads were used to reach a large target market.</p>		

Red Light Cameras		 <p>RED LIGHT CAMERAS Use your head, STOP at the RED</p> <p>#visionzerohamont</p> <p>VISION ZERO Safe Drivers Safe Roads</p> <p>HAMILTON POLICE</p> <p>Hamilton</p>
Date: November 2019		
Advertising Spend: Approx. \$20,000		
<p>Summary: The "Use your head: Stop at the Red" campaign aimed at educating drivers about the importance of obeying red lights. The campaign focused on the emotional and economic tolls on victims of collisions and warned drivers of the legal risks associated with running a red light. The City currently has 29 red light cameras across Hamilton and help change driver behavior and make streets safer.</p>		
Website: www.hamilton.ca/redlightcameras		
Website Visits: Not yet available.		
Social Media Metrics:		
Not yet available.		
<p>Advertising Summary: Similar to other Vision Zero campaigns, this campaign was targeted to motorists. Radio ads and online digital ads were used, in addition to traditional print ads in the Hamilton Spectator, and Hamilton Community News.</p>		



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	January 13, 2020
SUBJECT/REPORT NO:	Automated Speed Enforcement (PW20002) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	David Ferguson (905) 546-2424 Ext. 2433 Mike Field (905) 546-2424 Ext. 4576
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATION

That staff report back in Q4 2020 on the implications and feasibility of Automated Speed Enforcement following the Ontario Ministry of Transportation review and report.

EXECUTIVE SUMMARY

As outlined in the 2017 and 2018 Annual Collision Reports, collisions that occurred because of driver behaviour related to speeding and aggressive driving (lost control, following too close, exceeding speed limit, improper passing), accounted for approximately 50% of all collisions. The introduction of Automated Speed Enforcement (ASE) will be a tool for municipalities to address driver behaviour.

Council has implemented various traffic safety measures and plans, most significantly the initial Hamilton Strategic Road Safety Program in 2014 and the approval of the Vision Zero Action Plan 2019-2025 in February 2019. These programs and policies have been the genesis of several safety initiatives both implemented and pending assessment, of which ASE has been identified as a possible measure. Funding for the traffic safety measures and plans in 2019 relied on a substantial portion of the Red-Light Camera (RLC) Reserve. Sustainability of the RLC reserve and programs supported requires an ongoing evaluative approach.

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: Automated Speed Enforcement (PW20002) (City Wide) – Page 2 of 7

Staff have identified ASE as a net cost program which includes several unknowns that raises financial risks of levy impact and other practical concerns. Instead of immediately implementing an ASE program in Hamilton, staff recommend a period to allow assessment of other ASE implementations to consider the impact of any possible changes the Ontario Ministry of Transportation requires or recommend at the completion of their 180-day review period. An evaluative approach is supported by Council's approved traffic safety policies, keeping in mind the goal is to improve safety of the public and that a range of alternatives exist for Council efforts to further improve safety on City streets.

Staff will report back in Q4 of 2020 with recommendations which would allow for Council to make an informed decision and provide further clarity on levy impact pertaining to the implementation of an ASE program in the City of Hamilton.

Alternatives for Consideration – See Page 5**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

N/A

HISTORICAL BACKGROUND

On May 30, 2017, the Province of Ontario passed the Safer School Zones Act, to facilitate the municipal adoption of Automated Speed Enforcement (ASE) technology on roads with speed limits under 80 km/h in school and community safety zones. As a result, a provincial Automated Speed Enforcement Steering Committee was established of which the membership consisted of various municipalities throughout Ontario.

In February 2019, the Public Works Committee and City Council approved the Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019-2025 through Report PW19015, which identified the evaluation of the use of ASE technology.

The Ontario Traffic Council, Automated Speed Enforcement Steering Committee, has been working with the Ministry of Transportation for over the past three years to establish the protocols, procedures and Provincial Legislation to operate ASE cameras in the Province of Ontario, specifically for use by municipalities. A request for proposal closed on June 13, 2019 and based on the review of an established evaluation team, the contract has been awarded to Redflex Traffic Systems (Canada) Limited.

On December 2, 2019 the Province of Ontario released regulation O.Reg. 389/19 Automated Speed Enforcement. This regulation outlines the rules and requirements for the implementation of Automated Speed Enforcement. The regulation is attached to Report PW20002 as Appendix "A".

SUBJECT: Automated Speed Enforcement (PW20002) (City Wide) – Page 3 of 7

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

City of Hamilton Vision Zero Action Plan 2019-2025

Hamilton Strategic Road Safety Program

In addition, in December 2019, the Ministry of Transportation released the regulations under which municipalities might implement ASE under the Highway Traffic Act and other provincial legislation, being O.Reg. 389/19, as well as the Ministry's Guidelines for the ASE Program.

RELEVANT CONSULTATION

The following key stakeholders have been consulted with respect to the development and content of this report:

- Provincial Automated Speed Enforcement Steering Committee;
- Hamilton Strategic Road Safety Committee;
- Road Safety Committee of Ontario (ROSCO);
- Ontario Ministry of Transportation;
- Ontario Traffic Council;
- Divisional Finance;
- Legal Services;
- City Clerks; and
- Provincial Offences Administration

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The Ontario Traffic Council, Automated Speed Enforcement Steering Committee, has been working with the Ministry of Transportation for over the past three years to establish the protocols, procedures and Provincial Legislation to operate Automated Speed Enforcement Cameras in the Province of Ontario, specifically for use by municipalities. Regulation O.Reg. 389/19 Automated Speed Enforcement defines the rules of engagement of which municipalities are to follow.

The ASE program in Ontario has been setup and established in the same manner as the Red-Light Camera program and as such, the City of Toronto has agreed to process ASE infractions through the Joint Processing Centre.

Review of the Provincial Regulation and Guidelines by City staff has identified there are several potential financial risks associated with implementing an ASE program in the City of Hamilton. The Automated Speed Enforcement Steering Committee has identified that ASE was intended to strictly be a safety tool and evaluation of data from various municipalities and identified that ASE would not be a revenue generated program.

SUBJECT: Automated Speed Enforcement (PW20002) (City Wide) – Page 4 of 7

The following is a list of concerns identified by staff,

- Staffing increase needed for implementation;
- Physical spacing requirements;
- Current court processing limitations;
- Suggested guidelines for additional signage and ongoing warning letter distribution for each new location; and
- 180-day provincial review of the ASE program and financial impact on agreements.

The evaluative approach to assessing ASE is necessary to follow through on the Hamilton Vision Zero Action Plan 2019-2025 which provides a variety of options that Hamilton could implement for public safety and which staff might recommend as priorities after full evaluation of ASE.

There are multiple financial, staffing and legal implications from implementing ASE and vary based on the extent that Hamilton would implement ASE.

O.Reg. 389/19 Automated Speed Enforcement permits deployment in identified school zones and community safety zones. The City does not have community safety zones defined in the Traffic By-law. Staff are working on establishing community safety zone selection and identification criteria and a future recommendation will be brought forward to Public Works Committee for consideration in Q3 of 2020.

The City has approximately 150 school zones where ASE can be applied. Implementation in school zones may affect signage and flashing beacons already in place. If this initiative resulted in 200 locations in the city where evaluation allows for use of mobile ASE equipment, the number of ASE devices required for regular enforcement and the number of charges generated could be significant. Staff likely would suggest mobile devices remain at a location for a four-week period. The actual number of charges that would be generated by an ASE device will vary based on driver behaviour on the roads where they would be located but the intent is to consider high traffic areas as one criteria. A letter from the Ontario Traffic Council, dated December 10, 2019, to the Province which outlines the ASE program concerns is attached to Report PW20002 as Appendix “B”.

Implications will be better assessed with information on Council’s expectation for ASE implementation and coverage. Further Ministry review of ASE may lead to additional measures to control impacts on the Provincial costs involved in judicial and other supports for Provincial Offences courts. Most of the costs of the courts in Hamilton are borne by the City, but the appointment of judicial staff and judicial control of court schedules rely on the Provincial appointments.

SUBJECT: Automated Speed Enforcement (PW20002) (City Wide) – Page 5 of 7

With education campaigns, new signage, and initial warning notices required to implement ASE at each new location, it is difficult to assess driver behaviours in the short or long term. This factor alone makes it difficult to assess the number of speeding charges ASE would generate annually. Staff have taken a cautious approach to itemizing potential implications if the City were to implement ASE immediately, but the uncertainty involved is a significant concern for financial risks and because of the expected levy impact. The delay recommended by staff to collect and analyse information will assist in refined evaluation.

Discussions in December with the ASE sub-committee indicate further refinements may be sought on agreements and Ministry Guidelines which may delay or alter plans for early adoption and possibly necessitate updated reports as developments occur if they present barriers to direction to implement ASE. The cost of ASE and Hamilton's reliance on the RLC reserve for major traffic safety efforts could be affected by unknowns that should be settled with the recommended waiting period. Staff have made initial determinations that ASE will involve net costs regardless of the possibility of generating new fine-payment revenue, and the unknowns pose risk to the City's reserve funding and its use for ongoing and future safety initiatives.

The Ministry's Guidelines for the ASE Program participants included information that the Ministry plans to review the operation of ASE after 180 days to see if the program is operating as intended, and determine whether further legislative, regulatory or policy changes are required. Staff expect Ministry's follow-up on its review will take additional time, so are anticipating a report early in Q4 2020. Staff believe it is advisable to wait for the outcome of that review in case changes affect ASE in material ways. The Ontario Ministry of Transportation's own review and assessment will be helpful context regardless of whether it results in changes to ASE. The City will also have access to data from the implementation by various early adopter municipalities. Staff believe this information will be necessary for properly informing Council on evaluation of ASE in Hamilton. With ASE requiring various expenditures and consideration of other financial, legal and staffing implications, staff are recommending waiting for these developments to properly evaluate ASE for Hamilton and allowing Council an informed decision.

ALTERNATIVES FOR CONSIDERATION

Full ASE Implementation – 2 mobile camera systems

A minimal approach to application of ASE, using 2 mobile ASE camera systems, could possibly generate upwards of 25,000 charges annually based on high traffic placement near schools and new community safety zones. The number could be significantly higher or lower depending on driver behaviours and ASE application.

Using 25,000 charges for calculations, staff estimates are:

SUBJECT: Automated Speed Enforcement (PW20002) (City Wide) – Page 6 of 7

Operating Costs

ASE Equipment Contract	\$ 400,000
ASE Infraction Processing (City of Toronto)	\$ 500,000
Vehicle License Information (MTO)	\$ 30,000
POA administration	\$ 1,250,000
Communications (OTC working group)	\$ 20,000
Education, Awareness and Signage	\$ 150,000
Contingency	<u>\$ 100,000</u>
Total estimated operating cost (without HST)	\$ 2,450,000
Estimated Recovery Costs of Violations (25,000 @ \$70/ticket)	\$ 1,750,000
Net Cost	\$ 700,000

Other Implications from the charge volume estimate:

- i) Judicial Resources and capacity of POA court schedule: In the first half of 2020 staff expect Hamilton's POA judicial resources (as appointed by the province) to decrease. The reduction is reflected in a reduced court schedule, which will limit the ability of the court to process additional charges. If the Province anticipates court demand and appoints new judiciary in early 2020 they would not likely be available until late 2020. Without the addition of judiciary and a growing, rather than shrinking court schedule, the volume of additional charges is likely to have an affect POA fine revenues. This impact would be on the full range of fine revenue received by the City, not just newly added charges. In 2018 POA Administration received and processed 80,000 charges in our court operation. There may be significant barriers in judicial resource and court schedules for adding 25,000, regardless of the City supplying its own additional resources.
- ii) City Staffing Implications: ASE processing would be done partly through contract with Toronto. Charges issued would be filed with the City's staff in POA Court Administration staff, and with the help of the Prosecution Offices the charges will be processed for trials, early resolution meetings and fine collections. Estimated staffing impacts are the addition of:
 - Five Court Administration Clerks (5,000 charges/clerk);
 - One Court Reporter;
 - Three Prosecutors;
 - One Prosecution Administration Clerk; and
 - One Roadway Safety Technologist

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SUBJECT: Automated Speed Enforcement (PW20002) (City Wide) – Page 7 of 7

These, or potentially greater staffing implications, will affect available space or capital costs in the City's Courthouse, and higher levels of charges may need consideration of expanded court space for courtrooms if a court schedule expansion were likely to be approved. Staffing and work space costs have not been included as part of the cost estimation.

Costs and implications outlined above would potentially affect City POA revenues and the reserve used for traffic safety, though the fiscal impact may develop over a period of time. Because of the above, ASE deployment is not a recommended alternative for Hamilton.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**Healthy and Safe Communities**

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

Built Environment and Infrastructure

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

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW20002 – O.Reg. 389/19 Automated Speed Enforcement

Appendix "B" to Report PW20002 – December 10, 2019 Ontario Traffic Council Letter to the Province of Ontario



Français

ONTARIO REGULATION 398/19

made under the

HIGHWAY TRAFFIC ACT

Made: November 28, 2019

Filed: November 29, 2019

Published on e-Laws: December 2, 2019

Printed in The Ontario Gazette: December 14, 2019

AUTOMATED SPEED ENFORCEMENT

Definitions

1. (1) For the purposes of Part XIV.1 of the Act,

“photograph” includes any form of image that is recorded and stored electronically and that can be displayed as an image, and includes a copy, reproduction or enlargement of all or part of the image or photograph.

(2) In this Regulation,

“posted speed limit” means the maximum rate of speed prescribed under section 128 of the Act for a highway or portion of a highway.

Automated speed enforcement system

2. (1) For the purposes of Part XIV.1 of the Act, a system is an automated speed enforcement system if it consists of a combination of a camera and speed -measuring equipment that can be used to take a photograph of a motor vehicle and determine and record the rate of speed at which the motor vehicle is travelling at the time the photograph is taken.

(2) An automated speed enforcement system may be permanently or temporarily located on or adjacent to any highway.

Information or data on photograph

3. (1) A photograph taken by an automated speed enforcement system may show or have superimposed upon it any information or data, including:

1. The time and date when the photograph was taken.
2. A description of the location where the photograph was taken, including the names of streets and the direction of travel.
3. The rate of speed at which a motor vehicle shown in the photograph was travelling when the photograph was taken.
4. A mark, line or other indicator to identify the motor vehicle shown in the photograph that was determined to have been speeding .

5. Subject to subsection (2), an indication of the lane in which the motor vehicle was travelling.

6. The posted speed limit on the highway at the time when and the place where the photograph was taken.

(2) For the purposes of paragraph 5 of subsection (1), the lane furthest to the right side of a highway may be identified as lane 1, and each lane to the left of lane 1 may be identified as lane 2, lane 3 and so on.

Photographs as evidence

4. (1) Subject to subsection (2), a photograph obtained through the use of an automated speed enforcement system shall be received in evidence in a proceeding under the *Provincial Offences Act* in respect of an alleged offence under section 128 of the Act.

(2) The photograph must comply with the requirements of this Regulation.

(3) A photograph that purports to be certified by a provincial offences officer as having been obtained through the use of an automated speed enforcement system shall be received in evidence as proof, in the absence of evidence to the contrary, that the photograph was obtained through the use of an automated speed enforcement system.

(4) A provincial offences officer shall not certify a photograph as having been obtained through the use of an automated speed enforcement system unless the automated speed enforcement system was tested and established to be accurate within the 12 months immediately preceding the date of offence.

(5) A photograph of a motor vehicle obtained through the use of an automated speed enforcement system is proof, in the absence of evidence to the contrary, that,

(a) the automated speed enforcement system was located on or adjacent to a highway and was working properly at the time that the photograph was taken;

(b) the information or data that is shown or superimposed on the front or the back of the photograph, including any information or data authorized under section 3, is true; and

(c) the motor vehicle was being operated at a rate of speed in excess of the posted speed limit contrary to section 128 of the Act.

(6) In order to be received in evidence, an enlargement of a photograph must clearly show the number plate of the vehicle that is the subject of the photograph and as much of the rest of the photograph as is necessary to show that the enlargement is of part of that photograph.

(7) An enlargement or reproduction of a photograph or part of a photograph taken by an automated speed enforcement system is not required to show or have superimposed on it any information, if the enlargement or reproduction is tendered in evidence together with the photograph of which it is an enlargement or reproduction.

(8) No person who has entered a plea of not guilty at trial shall be convicted of an offence on the basis of a photograph obtained through the use of an automated speed enforcement system unless the photograph is tendered in evidence at trial.

Statements of officer

5. (1) The certified statements of a provincial offences officer in a certificate of offence are admissible in evidence as proof, in the absence of evidence to the contrary, of the facts stated in the certificate.

(2) A provincial offences officer who prepares a certificate of offence shall, in the certificate,

- (a) state that the system used to take the photograph was an automated speed enforcement system under subsection 2(1) when the photograph was taken; and
- (b) set out the manufacturer's name and the model number of the automated speed enforcement system used to take the photograph.

(3) The provincial offences officer who used the evidence obtained through the use of an automated speed enforcement system to identify the owner of the motor vehicle involved in the alleged offence, and who issued the certificate of offence and offence notice, shall not be required to give oral evidence at trial unless a summons requiring the officer to attend is issued at trial under section 39 of the *Provincial Offences Act*.

(4) A provincial offences officer who certifies that a photograph was obtained through the use of an automated speed enforcement system shall not be required to give oral evidence at trial unless a summons requiring the officer to attend is issued at trial under section 39 of the *Provincial Offences Act*.

(5) No summons shall be issued to a provincial offences officer referred to in subsection (3) or (4) unless a justice is satisfied that the defendant will not be able to have a fair trial if the officer is not required to give oral evidence.

Evidence of ownership

6. Evidence of ownership of the motor vehicle involved in the alleged offence may be contained in the certificate of offence or it may be set out in a separate document.

Offence notice

7. (1) An offence notice issued in a proceeding based on evidence obtained through the use of an automated speed enforcement system may be served by sending the offence notice by regular prepaid mail or by courier to the person charged at the address that appears on the Ministry's records on the date of the alleged offence within 23 days after the occurrence of the alleged offence.

(2) If the person is charged as the owner of the motor vehicle, the offence notice shall be sent to the address of the holder of the plate portion of the permit for the motor vehicle.

(3) If the provincial offences officer who issued the certificate of offence also mails or couriers the offence notice or causes it to be mailed or couriered, that officer shall certify, on the certificate of offence, the fact that the offence notice was mailed or couriered and the date it was mailed or couriered, and that certified statement shall be received in evidence and is proof of service in the absence of evidence to the contrary.

(4) Where the provincial offences officer who issued the certificate of offence believes that the person charged resides or, in the case of a corporation, has its principal place of business outside Ontario, the address outside Ontario at which the officer believes the person resides or has its principal place of business shall be used, and proof of ownership of the motor vehicle and of the owner's address shall be provided in accordance with section 210.1 of the Act.

(5) Service of an offence notice mailed or couriered in accordance with this Regulation shall be deemed to be effected on the seventh day following the day on which it was mailed or couriered.

Municipal speed camera signs

8. (1) Where an automated speed enforcement system is in use on a part of a highway designated as a school zone under clause 128 (5) (a) of the Act, or designated as a community safety zone under subsection 214.1 (1) of the Act, a sign and, if applicable, an additional sign shall be displayed in accordance with this section.

(2) A sign that meets the following requirements shall be displayed at or immediately before the location at which the automated speed enforcement system is in use:

1. The sign faces approaching traffic and is displayed on the right side of the highway.
2. The sign is not less than 60 centimetres in width and 75 centimetres in height.
3. The sign bears the markings and has the dimensions as illustrated in the following Figure:



(3) In an area designated in the Schedule to the *French Language Services Act*, an additional sign that meets the following requirements shall be displayed at or immediately before the location at which the automated speed enforcement system is in use:

1. The sign faces approaching traffic and is displayed on the right of the sign prescribed in subsection (2).
2. The sign is not less than 60 centimetres in width and 75 centimetres in height.
3. The sign bears the markings and has the dimensions as illustrated in the following Figure:



(4) The sign prescribed in subsection (2) and the additional sign prescribed in subsection (3) shall not be displayed when an automated speed enforcement system is not in use.

(5) Sections 44, 46, 47 and 52 of Regulation 615 of the Revised Regulations of Ontario, 1990 (Signs), made under the Act, apply, with necessary modifications, with respect to the sign prescribed in subsection (2) and the additional sign prescribed in subsection (3).

Commencement

9. This Regulation comes into force on the latest of,

- (a) December 1, 2019;
- (b) the day that section 5 of the *Safer School Zones Act, 2017* comes into force; and
- (c) the day this Regulation is filed.

Français



Ontario Traffic Council
www.otc.org

Ontario Traffic Council

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Tel: 647-346-4050
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December 10, 2019

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Honourable Caroline Mulroney
Minister of Transportation and
Minister of Francophone Affairs
77 Wellesley Street West
Ferguson Block, 3rd Floor
Toronto, ON M7A 1Z8

Dear Minister Mulroney,

The Ontario Traffic Council, after reviewing the ASE Regulation, Guidelines and MTO Agreement, would like to be in a position to publicly support the Government's framework for municipally - run Automated Speed Enforcement programs. Prior to doing this we are seeking some clarification and proposing changes so that every municipality in Ontario has unimpeded consideration to implement ASE as a road user safety tool.

As I communicated this week to Rob Elliott, your Policy Advisor, as the program stands now with the Regulation, Guidelines and MTO Agreement, it is inefficient and cost prohibitive and therefore will not be an enforcement tool that all municipalities, regardless of size, will be able to use to curb the issue of speeding, injuries and deaths in school and community safety zones.

Specifically, there are elements within the ASE guidelines that cause legal and other interpretative concerns. While we have been assured by staff that the Guidelines are advisory only, the language in the Guidelines does not reflect this intent. This must be clarified and reflected in the language in order to move forward. Of particular concern is the apparent requirement to engage in an infinite cycle of warning letters as the ASE system moves from site-to- site including returning to original or initial sites. Such letters are cost prohibitive and there is no road safety research or evidence to substantiate infinite use.

On behalf of the participating municipalities as well as municipalities considering using the program, it is requested that the MTO Agreement be amended to add: "A set of guidelines have been provided by the MTO to support municipalities in developing responsible and safety-oriented ASE programs in their communities. These supportive guidelines are suggestions for the purpose of ASE program development, promoting transparency and public trust." In addition, this same wording is requested to replace the introductory statement in the Guideline. These two changes will serve to eliminate the cost prohibitive aspects of the program and will clarify the intent to have the Guidelines as advisory and not compulsory.



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Without laying blame, there has recently been a disconnect between the Government, MTO staff and the OTC in creating a consistent, sustainable, accessible, transparent ASE program. In order to resolve this issue, the OTC requests a meeting with your staff, the Assistant Deputy Minister, Road User Safety and the Parliamentary Assistant to the Minister of Transportation to discuss a framework for a collaborative relationship going forward to ensure municipal voices are heard and respected by all levels of policy makers. Key stakeholders need to return to working together towards a common goal of protecting Ontario's vulnerable road users encouraged and supported by program evaluations, including the ASE program review, that are fair and transparent.

In order to support and facilitate the Governments' commitment to a 180-day review of the program, the changes requested herein, which do not involve the Regulation, require immediate implementation.

Sincerely,

A handwritten signature in black ink, appearing to read "Geoff Wilkinson".

Geoff Wilkinson
Executive Director



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division
 and
CORPORATE SERVICES DEPARTMENT
Legal and Risk Management Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	January 13, 2020
SUBJECT/REPORT NO:	Telecommunications Industry Investments in the City (PW20003/LS20001) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Gord McGuire (905) 546-2424 Ext. 2439 Michael Kyne (905) 546-2424 Ext. 4716
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works Department
SIGNATURE:	
SUBMITTED BY:	Nicole Auty City Solicitor Legal Services and Risk Management
SIGNATURE:	

RECOMMENDATION(S)

- (a) That the General Manager of Public Works or designate be authorized to execute, on behalf of the City, an agreement with Bell Canada ("Bell") to facilitate Bell's expansion of its fibre optic network throughout the City of Hamilton (the "Project"), in a form acceptable to the City Solicitor;
- (b) That, in accordance with the City's Budgeted Complement Control Policy, the addition of temporary FTEs to the complement of the Engineering Services Division, for up to 60 months, all at Bell's cost, be approved to facilitate the completion of the Bell's Project such that there is no impact on the tax levy;

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**SUBJECT: Telecommunications Industry Investments in the City
(PW20003/LS20001) (City Wide) - Page 2 of 6**

- (c) That, where appropriate, the General Manager of Public Works or designate be authorized to execute, on behalf of the City, similar agreements based on this Bell agreement with other providers of telecommunication services to facilitate the expansion of fibre optic networks throughout the City of Hamilton, each such agreement being in a form acceptable to the City Solicitor; and
- (d) That, for all such agreements with the providers of telecommunications services, the addition of temporary FTEs to the complement of the Engineering Services Division, for up to 60 months, in accordance with the City's Budgeted Complement Control Policy, all at cost to the appropriate telecommunications services provider, be approved such that there is no impact on the tax levy.

EXECUTIVE SUMMARY

Bell Canada ("Bell") has proposed, and City staff are supportive of, an initiative whereby Bell would implement a significant expansion of its fibre optic telecommunications network throughout the City of Hamilton over approximately the next five years (the "Project"). While this infrastructure will be owned and operated by Bell for its commercial purposes, this Project is consistent with the City's objective of increasing and improving connectivity throughout the City of Hamilton. However, the scope and magnitude of the Project is such that City staff would not be able to adequately respond with existing resources. For context, under this Project, Bell proposes installing a significant amount of fibre optic infrastructure per year—a marked increase from its historical 10 km per year.

As a result, this agreement will require Bell to fund additional staff to be hired by the City for the purposes of issuing permits, conducting field inspections as well as any other tasks required for the normal facilitation of this work. This extraordinary approach is required because of the large volume of work proposed to be completed over a relatively short time—currently anticipated to be approximately five years.

In order that the City may respond promptly to similar proposals made by other telecommunication companies, this report also proposes that authority be delegated to the General Manager of Public Works to enter into similar agreements on the same terms with those other telecommunication companies.

Accordingly, the recommendations in this report seek authorization for the General Manager of Public Works to:

- a. execute an agreement with Bell, and, if required, other telecommunication companies making similar proposals, to retain the staff necessary to adequately respond to Bell's Project and similar proposals at cost to the appropriate telecommunication company; and

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**SUBJECT: Telecommunications Industry Investments in the City
(PW20003/LS20001) (City Wide) - Page 3 of 6**

- b. approve temporary increases in complement for up to 60 months to support this Project and similar projects notwithstanding the 24-month limit in the City's Budgeted Complement Control Policy.

Alternatives for Consideration – See Page 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: It's intended that Bell will bear all costs associated with this Project. As such, the City should bear minimal costs of implementation.

Staffing: Initially, the City will hire four new staff, at Bell's cost, to respond exclusively to the Project. Once the Project is activated, Bell and City staff will jointly review the suitability of this complement on a quarterly basis, and may add or decrease complement, again at Bell's cost, proportional to work volumes.

Legal: Legal Services has been consulted with respect to this initiative and will be involved in the negotiation and drafting of the agreement with Bell.

HISTORICAL BACKGROUND

As part of the work of the Mayor's Intelligent Community Task Force (MICTF), the City of Hamilton identified the importance of effective community-wide digital infrastructure. Generally, digital infrastructure includes a variety of types of connectivity to service the community, including, but not limited to access to high speed internet, broadband, fibre, cable, DSL, LTE, 5G, and Low Power Wide Area Networks.

The City also recognizes that insufficient digital infrastructure increasingly poses a barrier to economic investment, community satisfaction and digital inclusion.

Working in partnership with the Hamilton Chamber of Commerce's Digital Infrastructure Task Force, the City identified gaps in digital infrastructure across the community. Subsequently, the City worked with the telecommunications industry to increase investment in the digital infrastructure in the broader community.

Following the work of the Task Force, the telecommunications industry has identified a willingness to address gaps in digital infrastructure in Hamilton. As such, the City, primarily through the Digital Office and Public Works Engineering Services, took an active role in working with the sector to improve processes and relationships.

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**SUBJECT: Telecommunications Industry Investments in the City
(PW20003/LS20001) (City Wide) - Page 4 of 6**

- **Current Status**

After close to a year of discussion, Bell is preparing to move forward to full implementation of an investment that Public Works acknowledges will be the largest digital infrastructure investment in the City's history.

This represents a significant opportunity for the City from an economic development perspective, as well as for the community which is looking forward to enhanced internet connectivity and speeds.

The primary terms of the proposed agreement with Bell include:

- a. Bell's commitment to significantly expand its fibre optic telecommunications network within the City of Hamilton at a rate significantly larger than its current rate of installation; and
- b. the City's commitment to initially hire four new staff who will be exclusively dedicated to the reviews, approvals and inspections necessary to adequately support Bell's Project which complement can be adjusted periodically to respond to work volumes, all at Bell's cost.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The City's Budgeted Complement Control Policy.

RELEVANT CONSULTATION

- Mayor's Intelligent Community Task Force
- City Manager
- Financial Services Division
- Economic Development Division
- Legal Services Division
- Human Resources Division

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

As part of the City's discussions with the telecommunications industry where City staff sought input on how to better enable investment in the City, feedback was provided regarding processes implemented in other Ontario municipalities.

Examples included continuing to encourage openness to new technologies, omnibus approvals, an on-line portal for monitoring/updates and the use of dedicated teams. Public Works has worked actively over the past several years to proactively implement continuous improvements to its delivery model including the permitting process and has enabled new technologies and delivered an on-line portal for the industry.

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**SUBJECT: Telecommunications Industry Investments in the City
(PW20003/LS20001) (City Wide) - Page 5 of 6**

As the City focused on building positive relationships with the industry, Bell acknowledged the effort and approached the City to make significant investments in upgrading its existing infrastructure throughout the City.

The orders of magnitude increase in the volume of work contemplated in this Project significantly outweighs the City's current capacity to service the effort. The model currently used to deploy this infrastructure requires Engineering Services staff to issue permits, complete inspections and provide approvals and related services. The costs associated with the deployment of private sector digital infrastructure are currently recovered by the City through the permitting process.

The orders of magnitude increase in works volumes contemplated for this Project requires the City to increase its capacity. As indicated, Bell proposes installing significant volumes of fibre optic infrastructure per year—a marked increase from its historical 10 km per year.

The model that has been successfully deployed in other municipalities with major, targeted, time limited investments features a dedicated team that exclusively supports, and is directly assigned to, the initiative and is funded through recoveries from the telecommunications providers.

Staff supports this model. As such, Bell would work with the City to deploy a dedicated project funded team to support the Project. This model would be available to all other service providers contemplating similar significant investments to facilitate success. This is an opportunity for the City to enable better service for residents and businesses through significant private sector investment without the cost being borne by the taxpayer. The City will continue to work with any other members of the telecommunications industry who wish to upgrade their infrastructure for the benefit of the entire community.

The development of the City's Digital Transformation and Smart City Strategy and the work of the Mayor's Intelligent Community Task Force identified that digital infrastructure is a critical component of a community's infrastructure today and in the future.

This particular infrastructure is increasingly viewed as the next fundamental utility, with the expectation that businesses and residents will make decisions about where to invest and locate based on availability. This initiative represents an important opportunity for Hamilton to increase and improve its digital infrastructure without adversely impacting the levy.

By virtue of prior Council approvals, and a 2016 Municipal Access Agreement between the City and Bell, City staff currently have broad authority to review, inspect and approve the normal infrastructure investments made by Bell and other

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**SUBJECT: Telecommunications Industry Investments in the City
(PW20003/LS20001) (City Wide) - Page 6 of 6**

telecommunications providers. However, given the scope, length and magnitude of this Project—including the retention of additional and dedicated City staff for extended periods at Bell's cost—staff are seeking specific authority to execute the agreements, and hire the staff, necessary to adequately respond to this initiative and similar initiatives from other telecommunication companies.

- **Next Steps**

On receipt of Council approval, City staff intend to:

- a) negotiate, execute and implement the agreement with Bell outlined in this report; and
- b) respond to similar opportunities presented by other providers of telecommunication services based on the same model underlying this agreement with Bell and report back to Committee/Council as appropriate.

ALTERNATIVES FOR CONSIDERATION

Bell's initiative represents an innovative and unique opportunity for the City to facilitate the installation of significant amounts of telecommunications infrastructure at minimal additional cost to the City. The anticipated volume and speed of installation is such that the City could not adequately support this initiative with existing resources. Accordingly, staff do not believe that there exists a viable alternative if this Project is to be successful.

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.

APPENDICES AND SCHEDULES ATTACHED

None

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CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	January 13, 2020
SUBJECT/REPORT NO:	Birch Avenue Municipal Class Environmental Assessment (PW20004) (Ward 3)
WARD(S) AFFECTED:	Ward 3
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 Birch Avenue (Barton Street to Burlington Street) Schedule B Municipal Class Environmental Assessment Project File Report (PFR) 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 "B" to Report PW20004), to be funded through the proposed Investing in Canada Infrastructure Program: Public Transit Stream Process for 2022 with construction scheduled for 2022.

EXECUTIVE SUMMARY

The City of Hamilton has completed a study following the Municipal Class Environmental Assessment (MCEA) process for Schedule B projects, to address drainage improvements needed for Birch Avenue from Barton Street to Burlington Street. The study area can be viewed in Appendix "A" to Report PW20004.

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**SUBJECT: Birch Avenue Municipal Class Environmental Assessment
(PW20004) (Ward 3) - Page 2 of 7**

This project was initiated to support the development of Hamilton Transit's Bus Maintenance and Storage Facility (80 Brant Street).

Currently Birch Avenue is a one-way road with south-bound traffic and inconsistent pedestrian-only facilities; it travels underneath three rail bridges and has existing stormwater management challenges. As part of the corridor improvements, an environmental assessment was required to develop a preferred solution that addresses drainage issues that occur when the storm system reaches capacity. Through the environmental assessment process, the preferred stormwater solution was determined to be: Option 5 – Diversion of sewer flows from the south to Sherman Storm Relief Sewer at Princess Street and the installation of a single stormwater pumping station on the north-west side of Birch Avenue by Bridge 330 (75 metres south of Brant Street). The single stormwater pumping station will capture drainage needs for both bridges along the corridor that require improved drainage. The Birch Avenue EA also considered active transportation facilities, bridge clearance, and potential pumping station locations to support the stormwater assessment portion of the project.

The Project File 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 Municipal Class EA and subject to comments received during the review, staff will proceed with the functional design, detailed design and implementation of the preferred alternative.

Alternatives for Consideration – Not Applicable**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: The funding for proposed works along Birch Avenue, from Barton Street to Burlington Street, has been scheduled within the proposed Investing in Canada Infrastructure Program: Public Transit Stream Process for 2022 with construction scheduled for 2022.

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Through the Investing in Canada Infrastructure Program (previously the Public Transit Infrastructure Fund), funding was identified for studies pertaining to the reconstruction of Birch Avenue (Burlington St. to Princess St.) in 2017. The reconstruction was identified as work required to support the development of Hamilton Transit's Bus Maintenance and Storage Facility.

**SUBJECT: Birch Avenue Municipal Class Environmental Assessment
(PW20004) (Ward 3) - Page 3 of 7**

The Birch Avenue Environmental Assessment (EA) was initiated in Spring 2019. A Public Information Centre was held on November 11th, 2019.

Upon completion of the required studies and public engagement, the draft Project File Report was completed in December 2019.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

These recommendations are consistent with the Urban Hamilton Official Plan, Stormwater Management Master 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 B 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 1 and 2 to determine the preferred planning solution and to document the results in the final report. This study will therefore fulfil all legal requirements of the planning process pertaining to Schedule B.

Following Council approval, the City will be providing the Project File 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 3. Project details have been provided, throughout the project, to the Ward Councillor during various communications and representation at the Public Information Centre.

**SUBJECT: Birch Avenue Municipal Class Environmental Assessment
(PW20004) (Ward 3) - 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 B 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 (PIC), which was issued on November 1, 2019 and November 8, 2019 in the Hamilton Spectator for the PIC. A mailout was sent to pertinent agencies, City Staff and 27 landowners within the study area. The PIC was held on Monday, November 11, 2019, from 6:00 p.m. to 8:00 p.m. at the Norman Pinky Lewis Recreation Centre, 192 Wentworth St. N., Hamilton. The PIC followed a drop-in format which provides attendees an opportunity to review displayed information, present any comments and discuss them directly with City of Hamilton and their consultants. No written comments were received by the public at or subsequent to the PIC.

The pertinent project information was made available throughout the study on the project website: <https://www.hamilton.ca/BirchEA>

Throughout the public consultation process, no negative comments have been received.

- Internal

The following groups were consulted in the preparation of this report and the associated study: Engineering Services; Hamilton Water; Hamilton Transit; Transportation Operations; Transportation Planning; Environmental Services, Planning; and Energy, Fleet and Facilities Management.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

- Evaluation of Alternatives and Identification of Preferred Solution

The evaluation of alternatives was done as part of a multi-phase assessment to fully capture the corridor's existing and future needs. While drainage is the trigger for this EA, there are a number of inter-related topics that were also explored as they influence the development and selection of a preferred alternative.

Prior to the evaluation of alternative solutions to stormwater management needs, the following topics were assessed and recommendations were identified:

- Active Transportation: As part of the overall corridor improvements, active transportation facility opportunities were assessed and evaluated against four

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criteria categories. The resulting recommendation is for the installation of a multi-use path along the west side of Birch Avenue (Option 2). Further details on the options assessed are in Appendix “C” to Report PW20004 of the Staff Report and Section 5 in the Project File Report.

- Roadway Clearance: The three bridges along Birch Avenue were previously identified as requiring works. Bridge 330 (75 metres south of Burlington Street) and Bridge 332 (95 metres north of Princess Street) will require replacement. Bridge 331 (125 metres south of Brant Street) has been identified for removal as it is not in use. Options to ensure the bridges being replaced along Birch Avenue continue to comply with clearance standards were also assessed. The options were assessed against five criteria categories resulting in a recommendation to raise the bridges and lower the road in a combination approach (Option 4). Further details on the options assessed are in Appendix “D” to Report PW20004 of the Staff Report and Section 5 in the Project File Report.
- Location of Potential Stormwater Pumping Stations: As the roadway clearance project section recommended lowering the road, stormwater pumping stations became a likely option to address drainage. In preparation for the alternative solutions, analysis was done on optimal locations for potential stormwater pumping stations. Candidate sites for a pumping station were assessed against three criteria categories resulting in the identification of two potential locations: the southwest corner of Birch Avenue and Burlington Street (for the north) and the Public Works facility parking lot (for the south location). Further details on the options assessed are in Appendix “E” to Report PW20004 of the Staff Report and Section 7 in the Project File Report.

Based on the results from the earlier assessments, five stormwater alternatives were identified and evaluated as part of this study and further details are in Appendix “B” to Report PW20004 of the Staff Report and Section 7 in the Project File Report. The alternatives were assessed against the evaluation criteria as appropriate. The following evaluation criteria were considered:

- Drainage Remedial Measures: number of pumping stations required; outlet to harbour; hydraulic modelling results; constructability
- Economic: capital cost – stormwater, capital cost – pumping; annual operating cost – pumping
- Natural Environment: surface water and aquatic habitat; regulated areas; vegetation and vegetation communities; wildlife and habitat; species at risk; noise; air quality
- Social and Cultural: cultural heritage impact; archaeological impact; construction; property impacts

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The selection of the recommended alternative involved identifying and making trade-offs among the advantages and disadvantages of the alternatives. The alternative that had the best overall balance of advantages and disadvantages was recommended as the preferred alternative.

- **Recommended Design Solution**

Based on the evaluation of alternative solutions, Option 5 - Diversion to Sherman Storm Relief Sewer at Princess Street (including a single stormwater pumping station) was selected as the preferred solution. The single stormwater pumping station is recommended to be installed on north-west side of Birch Avenue by Bridge 330 (75 metres south of Brant Street). This alternative solution had benefits over the other alternatives, particularly in the drainage remedial measures, economic, and social and cultural criteria categories.

A copy of the Project File 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 a public information centre 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. This project supported improvements to active transportation amenities along Birch Avenue.

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 introduces new infrastructure to support both transportation and stormwater management needs along the corridor.

Our People and Performance

Hamiltonians have a high level of trust and confidence in their City government. Through the public and stakeholder engagement process, community concerns were heard and solutions were incorporated into the final project recommendations.

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APPENDICES AND SCHEDULES ATTACHED

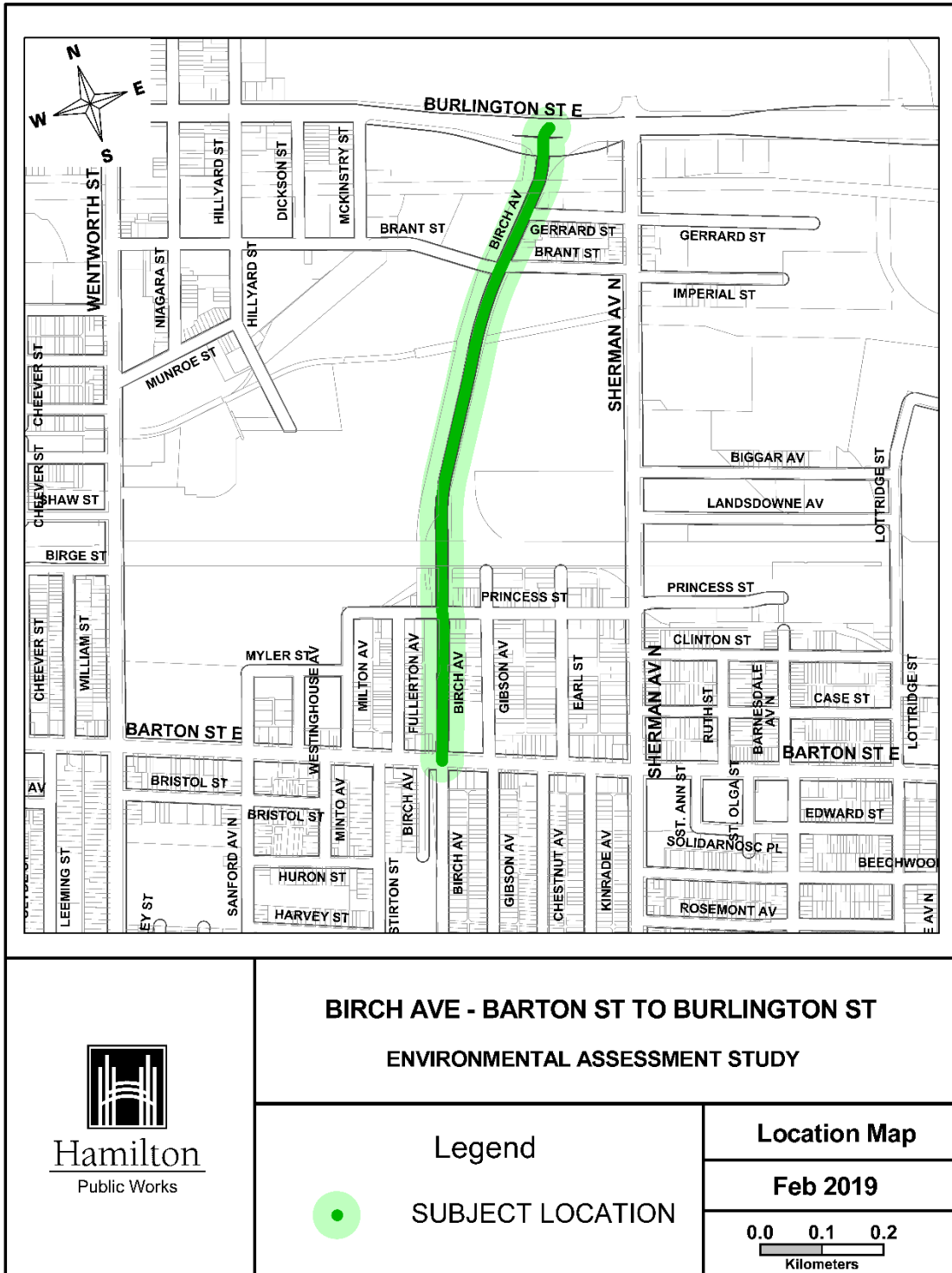
Appendix "A" to Report PW20004: Study Area Map

Appendix "B" to Report PW20004: Evaluation of Alternative Solutions

Appendix "C" to Report PW20004: Active Transportation Assessment

Appendix "D" to Report PW20004: Road Clearance Assessment

Appendix "E" to Report PW20004: Pumping Station Location Assessment



Evaluation of Alternative Solutions

Option 1: Do Nothing
<p>Description:</p> <ul style="list-style-type: none"> • Does not address drainage issues. • Removed from consideration.
Option 2: Maintain Existing Storm Relief System
<p>Description:</p> <ul style="list-style-type: none"> • Requires two pumping stations (one north, one south). • Can use existing outlet to the Harbour. • Has high pumping rates (280 litres per second and 780 litres per second). • No secondary benefits in terms of drainage remedial measures. • No capital cost to change stormwater system (uses existing infrastructure). • Cost to construct two pumping stations is higher than constructing one larger station. • Higher annual operating costs than having one larger pumping station. • No impacts to surface water or aquatic habitat. • Not within a regulation area. • No impacts to significant wildlife/vegetation. • No species at risk identified in the area. • No impacts to cultural heritage resources. • No impacts to archaeological sites. • No impacts during construction. • Property will be required for two pumping stations. Would impact either the dog park or parking at the Public Works Facility. • Viable but not selected.
Option 3: Low Impact Development Measures
<p>Description:</p> <ul style="list-style-type: none"> • Construction of a storm relief line/ infiltration chambers within the hydro corridor. • As Hydro One requires a 15-metre buffer zone around hydro corridors, this option is not feasible and is removed from consideration.

Option 4: Increase Capacity Along Existing Alignment**Description:**

- Requires two pumping stations (one north, one south).
- Can use existing outlet to the Harbour.
- Provides 5-year level of service to Birch Avenue.
- Reduces pumping at underpasses.
- Capital costs associated with constructing an upgraded 2.4 m by 1.8 metre relief sewer (~810 metres).
- Cost to construct two pumping stations is higher than constructing one larger station.
- Higher annual operating costs than having one larger pumping station.
- No impacts to surface water or aquatic habitat.
- Not within a regulation area.
- Possible impacts to trees located on the east side of Birch Avenue to provide for the wider sewers.
- No species at risk identified in the area.
- No impacts to cultural heritage resources.
- No impacts to archaeological sites.
- Lane closures and/or road closures likely along Birch Avenue in order to allow for construction of the upgrade sewer.
- Property will be required for two pumping stations. Would impact either the dog park or parking at the Public Works Facility.
- Viable but not selected.

Option 5: Diversion to New Sherman Relief Sewer at Princess Street - Preferred Solution**Description:**

- Requires one pumping station (north).
- Requires new outlet to the harbour.
- Benefits study area but does not provide 5-year level of service due to additional flows from upstream areas.
- Reduces pumping at underpasses.
- Provides relief to upstream areas.
- Force main to pumping station can be turned into gravity sewer.
- Capital costs associated with constructing the 1.8 x by 1.8 metre Princess Street diversion (~ 1 km).
- Cost to construct one larger pumping station is less than constructing two smaller pumping stations.
- Lower operating costs than that required for two pumping stations.
- No impacts to surface water or aquatic habitat.
- Additional outlet would be within the Hamilton Conservation Authority regulated areas.
- No impacts to significant wildlife/vegetation.
- No species at risk identified in the area.
- No impacts to cultural heritage resources. Mitigation may be required to the building located at 241 Gibson.
- No impacts to archaeological sites.
- Lane closures and/or road closures likely along Princess Street in order to allow for construction of the diversion.
- Property only required for one pumping station to the north. Removes impact associated with south station (e.g. dog park).
- This option has been identified as the preferred solution.

Active Transportation Assessment

Option 1: Bike Lanes (Conventional or Buffered)
<p>Description:</p> <ul style="list-style-type: none"> • Appropriate based on OTM Book 18. • Has minimal separation from heavy vehicles which may be unattractive to less experienced cyclists. • Would require a transition at/near Princess to connect with the planned multi-use path. Would add time to a trip. • Least expensive option. • Feasible primarily within the existing ROW. • Viable but not recommended.
Option 2: Multi-Use Path - Recommended
<p>Description:</p> <ul style="list-style-type: none"> • Appropriate based on OTM Book 18. • Is separated from traffic. • Separated facilities can form part of an all ages and abilities cycling network. • Can provide a seamless, continuous connection to the path planned south of Barton Street. • Would detour around some obstacles (e.g. hydro towers) but the user would not need to transition on or off the pathway. • Meets goal of providing pedestrian facilities on the west side. • More costly than bike lanes; comparable to cycle track. • Would require an easement to run within the hydro corridor and for the centre pier of Bridge 332 to shift slightly. • Potential property impacts north of Brant. • This is the recommended option.
Option 3: Cycle Track
<p>Description:</p> <ul style="list-style-type: none"> • Appropriate based on OTM Book 18. • Is separated from traffic. • Separated facilities can form part of an all ages and abilities cycling network. • Would require a vertical transition at/near Princess Street to connect to the planned multi-use path. Would add time to a trip. • Necessary to detour around the hydro tower south of Bridge 331. • More costly than bike lanes; comparable to cycle track. • Would require an easement at some locations (e.g. hydro towers) to fit. • Potential property impacts north of Birch. • Viable but not recommended.

Road Clearance Assessment

Option 1: Do Nothing
Description: <ul style="list-style-type: none">• This option would see both Bridge 330 and 332 replaced with structures that have the substandard clearance.• Does not address clearance issue.• Removed from consideration.
Option 2: Raise the Bridge
Description: <ul style="list-style-type: none">• The two bridges would be raised 0.6 to 0.7 metres to increase roadway vertical clearance.• This would have a significant impact on rail operations.• Removed from consideration.

Option 3: Lower the Road**Description:**

- Lower the existing roadway between 0.6 to 0.7 m to increase vertical clearance.
- Does not preclude two-way conversion.
- Allows for active transportation facilities to be installed for cyclists and pedestrians.
- Grades on the south approach of Bridge 330 would be over 6%, which is steep.
- Construction area impacts are comparable to Option 4. Limited to previously disturbed lands.
- Would require more frequent pumping due to lower roadway.
- The option is the least preferred feasible option assessment as the underpass elevations are below recorded highs in the lake, the exposed sewer depth is high, and requires a backwater flow preventer.
- No impacts to surface water or aquatic habitat.
- Not within a regulation area.
- No impacts to significant wildlife/vegetation.
- No species at risk identified in the area.
- No impacts to cultural heritage resources.
- No impacts to archaeology sites.
- Direct impacts to area businesses (both bridges) and adjacent residential areas (Bridge 332) during construction (e.g. noise, dust). Comparable to Option 4.
- Consistent with the Official Plan and Transportation Master Plan.
- No property impacts expected; will require easements during construction.
- Lower capital costs; replacement of two bridges already budgeted for.
- Higher operating costs.
- Viable but not recommended.

Option 4: Raise the Bridge and Lower the Road - Recommended**Description:**

- Raise the bridge by 0.3 m and lower the existing roadway by 0.4/0.5 m to increase clearance.
- Does not preclude two-way conversion.
- Allows for active transportation facilities to be installed for cyclists and pedestrians.
- Roadway grades are comparable for both options.
- Construction area impacts are comparable to Option 3. Limited to previously disturbed lands.
- Frequent pumping is lower than Option 3.
- The option is the preferred option from the assessment as the underpass elevations are still above lake levels, exposed sewer depth is lesser, and does not require backwater flow preventer.
- No impacts to surface water or aquatic habitat.
- Not within a regulation area.
- No impacts to significant wildlife/vegetation.
- No species at risk identified in the area.
- Minimal impacts to CN Rail cultural heritage landscape due to track raising.
- No impacts to archaeology sites.
- Direct impacts to area businesses (both bridges) and adjacent residential areas (Bridge 332) during construction (e.g. noise, dust). Comparable to Option 3.
- Consistent with the Official Plan and Transportation Master Plan.
- No property impacts expected; will require easements during construction.
- Higher capital costs; replacement of two bridges already budgeted for.
- Lower operating costs.
- This is the recommended option.

Option 5: Shallower Bridge Deck**Description:**

- Replace the existing bridge deck with a thinner option. This could free up vertical clearance without having to jack the bridge up or lower the roadway.
- Does not address clearance issue.
- Removed from consideration.

Pumping Station Location Assessment

<p>North Site 1: Southwest Corner of Birch Avenue and Burlington Street – Recommended North Location</p>
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<p>Description:</p>

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| <ul style="list-style-type: none"> • The pumping station would be located to the northwest of Bridge 330. The site would be approximately 15 m by 20 m in size. A driveway would be required from Birch Avenue for maintenance staff to access the pumping station. • The pumping station would be setback from the road and would require property acquisition from the adjacent parcel. The land is currently manicured lawn and fauna and is approximately 80 metres from the business that occupies the land. The site is outside of the hydro corridor. • Would require purchasing property at 680 Burlington Street East. • Maintenance costs would be comparable to the other locations. • No impacts to surface water or aquatic habitat. • Located outside of regulated areas, but is in close proximity to lands regulated by the Hamilton Conservation Authority. • Potential impact to the tree canopy, however this may be mitigated during detailed design. • Minimal impact to manicured laws. • No impacts to significant wildlife/vegetation communities. • No species at risk identified in the area. • Minimal impact of noise and air quality on nearby sensitive receptors; site is setback from nearby businesses. • Minimal impact to cultural heritage resources. Would require driveway to travel across the former Hamilton Electric Radial corridor. • No impacts to archaeological sites. • Construction may require temporary lane closures at/near the intersection. • Property would be required from 680 Burlington Street East. The polygon of land required is vacant and a significant distance from the rest of the business's operations. • Recommended north location. |
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North Site 2: Southeast Corner of Birch Avenue and Burlington Street**Description:**

- The pumping station would be located in close proximity to Bridge 330. The site would be approximately 15 m by 20 m in size. A driveway would be required from Birch Avenue for maintenance staff to access the pumping station.
- The site is on City-owned land and contains impacted materials. The site would be outside of the hydro corridor.
- Impacted materials at the site is a significant risk to constructing a pumping station.
- Removed from consideration.



South Site 1: South End of Hydro Corridor**Description:**

- The pumping station would be located to the north-west of Bridge 332, within the hydro corridor. The site would be approximately 12 m by 15 m in size. The site may have minor impacts to the adjacent dog park.
- The site would require an easement from Hydro One to allow the driveway to be built to access the station by maintenance staff and to construct the building. Hydro One's policy does not allow permanent structures to be built within their corridors.
- Hydro One does not permit the construction of permanent structures within their corridors.
- Removed from consideration.



South Site 2: Birch Avenue Dog Park**Description:**

- The pumping station would be located in the south-east corner of the Birch Avenue dog park. The site would be approximately 12 m by 15 m in size.
- The site would have direct impacts on the park. It would require an easement for a driveway to be built from Birch Avenue across the hydro corridor to allow maintenance staff to access the station and mitigate further impacts to the park.
- No land purchase is required. Remediation of the lands may be required.
- Maintenance costs would be comparable to the other locations.
- No impacts to surface water or aquatic habitat.
- Not within a regulated area.
- Moderate impact to tree canopy due to construction of the station and access road.
- Access road would have minimal impacts on CUM1-1 vegetation community.
- No impacts to significant wildlife/vegetation.
- No species at risk identified in the area.
- Moderate impact of noise and air quality on nearby sensitive receptors; site is in a park and close to a residential area.
- Minimal impact to cultural heritage resources. Would require driveway to travel across the former Hamilton Electric Radial corridor.
- No impacts to archaeological sites.
- Construction may require closing all or part of the dog park for a period of time.
- Would require reallocating space in the City-owned Dog Park. Given the limited amount of park space in the study area, this would have a significant impact on the local community.
- Viable location but not recommended.



South Site 3: Public Works Facility Parking Lot – Recommended South Location**Description:**

- The pumping station would be located on the parking lot adjacent to the Public Works facility. The site would be approximately 12 m by 15 m in size.
- The land is owned by the City and is used for parking by staff and visitors to the dog park. The site is outside of the hydro corridor.
- No land purchase is required.
- Maintenance costs would be comparable to the other locations.
- No impacts to surface water or aquatic habitat.
- Not within a regulated area.
- No impacts to significant wildlife/vegetation communities.
- No species at risk identified in the area.
- Moderate impact of noise and air quality on nearby sensitive receptors; site is near park and close to a City facility.
- No impacts to cultural heritage resources.
- No impacts to archaeological sites.
- Construction may require closing all of part of the parking lot and may impact access into the Public Works Facility.
- City-owned property; minimal impacts are anticipated. Additional parking may be required elsewhere at the Public Works Facility to offset the loss.
- Recommended south location.



11.1

CITY OF HAMILTON

MOTION

Public Works Committee: January 13, 2020

MOVED BY COUNCILLOR T. WHITEHEAD.....

SECONDED BY COUNCILLOR

Feasibility of Implementation of a Digital Automated Information System on the Lincoln Alexander Parkway and Red Hill Valley Parkway (City Wide)

- (a) That Transportation, Operations and Maintenance staff be directed to undertake a feasibility study for the implementation of a digital automated information system that provides incident and travel time information to road users on the Lincoln Alexander Parkway and Red Hill Valley Parkway and report back to the Public Works Committee in September 2020 with a proposal for funding and implementation; and,
- (b) That staff be directed to consult with the Ministry of Transportation Ontario on co-ordinating incident management messaging as part of a digital automated information system.