



PUBLIC WORKS COMMITTEE REPORT 20-001

AS AMENDED BY COUNCIL ON JANUARY 22, 2020

1:30 p.m.

Monday, January 13, 2020

Council Chambers

Hamilton City Hall

71 Main Street West

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

Also Present: Councillors B. Clark and M. Wilson

THE PUBLIC WORKS COMMITTEE PRESENTS REPORT 20-001 AND RESPECTFULLY RECOMMENDS:

1. Cycling Infrastructure 2020 (PED20021) (City Wide) (Item 7.2)

That Report PED20021, respecting Cycling Infrastructure 2020, be received.

**2. Joint Jurisdiction Highway Routine Maintenance and Repair Agreements
(PW07089(a)) (City Wide) (Item 10.1)**

- (a) That the General Manager of Public Works, or their 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 Public Works Committee Report 20-001 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,

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- (c) That the following By-laws are hereby repealed: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.

3. Transit Passenger Shelter Advertising Agreement (PW15071(c)) (City Wide) (Item 10.2)

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 Agreement and to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

4. Automated Speed Enforcement (PW20002) (City Wide) (Item 10.4)

- (a) That automated speed enforcement technology be authorized for use for a one-year limited use pilot in designated school zones and community safety zones, utilizing two mobile automated speed enforcement units, to assess the technology and impacts on the City and Provincial Offences Court system;
- (b) That the General Manager of Public Works, or their designate, be authorized and directed to enter into the appropriate agreements with the Ministry of Transportation, City of Toronto and Redflex Traffic Systems (Canada) Limited to operate and provide services for the use of automated speed enforcement for the purposes of the pilot;
- (c) That Legal staff be directed to prepare all necessary By-Law(s) to authorize and implement the use of automated speed enforcement for the purposes of the pilot, in the form satisfactory to the City Solicitor;
- (d) That the cost of implementing and operating the automated speed enforcement pilot be funded from the Red Light Camera Reserve #112203;
- (e) That staff be directed to monitor the piloting of automated speed enforcement to determine the impacts on Transportation Operations and Maintenance and the Provincial Offences Court system and report these findings back to the Public Works Committee in Q1 of 2021; and,

- (f) That the Mayor submit a letter to the Minister of Transportation Ontario, on behalf of City Council, seeking amendments to the Automated Speed Enforcement Guidelines and MTO Agreement for Automated Speed Enforcement with municipalities to reduce or remove the 90 day requirement related to signage used for the purpose of advising the public of the implementation of the system, at or in advance of every location where cameras are deployed or intended to be deployed.

**5. Telecommunications Industry Investments in the City (PW20003/LS20001)
(City Wide) (Item 10.5)**

- (a) That the General Manager of Public Works, or their 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;
- (c) That, where appropriate, the General Manager of Public Works, or their 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.

**6. Birch Avenue Municipal Class Environmental Assessment (PW20004)
(Ward 3) (Item 10.6)**

- (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 "C" to Public Works Committee Report 20-001), to be funded through the proposed Investing in Canada Infrastructure Program: Public Transit Stream Process for 2022 with construction scheduled for 2022.

7. Feasibility of Implementation of a Digital Automated Information System on the Lincoln Alexander Parkway and Red Hill Valley Parkway (City Wide) (Item 11.1)

~~**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 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.

8. Standardization of Enterprise Asset Management Systems - Phase 3 (CONFIDENTIAL PW19035(b)/FCS19040(b)) (City Wide) REVISED (Item 14.1)

- (a) That the single source procurement, pursuant to Procurement Policy #11 – Non-Competitive Procurements and Procurement Policy #14 – Standardization – to the recommended vendor, as identified in Revised Report PW19035(b)/FCS19040(b), to consolidate the existing 11 Enterprise Asset Management Systems into a single Enterprise Asset Management System, as outlined in Appendix "C" to Revised Report (PW19035(b)/FCS19040(b)), for the Public Works Department, be approved;
- (b) That the total capital cost, as outlined in Appendix "D" to Revised Report PW19035(b)/FCS19040(b), be increased from \$7,000,000 to \$12,700,000 under the existing Capital Project ID# 4031957944, cash flowed over the

next 4-years and to be split-funded 50% from Rate Capital and 50% from Tax Capital as follows:

- (i) 2020, \$3,000,000 (funded from \$1,000,000 WIP's and \$2,000,000 2020 Approved Capital Project 4031957944, Tax Supported Funding = contribution, Rate Capital Funding = contribution);
 - (ii) 2021, \$3,600,000;
 - (iii) 2022, \$3,100,000;
 - (iv) 2023, \$3,000,000;
- (c) That the General Manager, Public Works, or their designate be directed to provide semi-annual status updates to the Public Works Committee on benefits progress post implementation;
- (d) That the single source procurement, pursuant to Procurement Policy #11 - Non-Competitive Procurement to the recommended vendor, as identified in Revised Report PW19035(b)/FCS19040(b), for Project Management services, to be funded from Capital Project ID #4031957944, be approved;
- (e) That the General Manager, Public Works, or their designate be authorized and directed to execute on behalf of the City all agreements and ancillary documents required to standardize enterprise processes and consolidate the existing 11 Enterprise Asset Management Systems into a single Enterprise Asset Management System for the Public Works Department, with contents acceptable to the General Manager of Finance and Corporate Services and in a form satisfactory to the City Solicitor; and,
- (f) That the contents and appendices of Revised Report PW19035(b)/FCS19040(b), respecting the Standardization of Enterprise Asset Management Systems - Phase 3, remain confidential **~~and not be released as a public document except as necessary to implement Council's directions at the discretion of the City Solicitor.~~**

9. Hunter Street Bicycle Lanes at Downtown GO Centre (PED20020) (Ward 2)

WHEREAS, the construction of a cycle track on Hunter Street between MacNab and Catharine will complete a missing gap in the downtown cycling grid network and also provides broader network connection to the future Claremont cycle track (Keddy Trail);

WHEREAS, the 2018 Council Approved Transportation Master Plan identifies the Hunter Street two-way cycle track as priority number one out of 202 on the urban cycling project priority list;

WHEREAS, the development of design options took into account the entire Hunter Street corridor and included considerations such as on-street

parking and loading provision, number of driveway conflicts, location of HSR stops, and safety and mobility for all users;

WHEREAS, the current design consisting of a bi-directional cycle track on the south side of Hunter Street results in a reduction in parking spaces and does not include provisions for pick-up and drop-off spaces on the south side of the street, which has been identified as a concern for persons with mobility challenges; and,

WHEREAS, the funding for the implementation of the Hunter Street cycle track missing gap was included in the capital budget and has 80% matching funding from the Ontario Municipal Commuter Cycling fund;

THEREFORE, BE IT RESOLVED:

- (a) That staff be directed to identify and implement accessible drop off areas on Haymarket Street at the rear of the Hunter GO station with no net loss of parking;*
- (b) That staff be directed to investigate the feasibility of modifying the current design to incorporate 1-2 short-term pick-up and drop-off spaces on the south side of Hunter Street to accommodate those with mobility challenges;*
- (c) That staff be directed to work with the HSR, DARTS, accessible transportation providers and Metrolinx to develop a service level agreement and space allocation for a possible accessible drop off area to be established within the Hunter GO Station; and,*
- (d) That staff continue to monitor and evaluate the design and operations to consider additional options for parking and passenger loading in the vicinity of the Hunter GO Station including, but not limited to Hughson Street, City Hall upper level, MacNab Street and John Street to complement the supply of public and private parking lots in the area.*

FOR INFORMATION:

(a) CHANGES TO THE AGENDA (Item 2)

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

12. NOTICES OF MOTION (Item 12)

- 12.1 Installation of Intersection Pedestrian Signal at the Intersection of Mohawk Road East and Moxley Drive, Hamilton (Ward 6)

14. PRIVATE AND CONFIDENTIAL (Item 14)

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

The agenda for the January 13, 2020 Public Works Committee meeting was approved, as amended.

(b) DECLARATIONS OF INTEREST (Item 3)

Councillor L. Ferguson declared an interest to Item 7.3, respecting Hunter Street Bicycle Lanes at Downtown GO Centre (PED20020), as he owns taxi plates.

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

(i) December 2, 2019 (Item 4.1)

The Minutes of the December 2, 2019 meeting of the Public Works Committee were approved, as presented.

(d) DELEGATION REQUESTS (Item 6)

The following delegation requests were approved:

- (i) Jay Krause, Cycle Hamilton, respecting a Review of 2019 Cycling Infrastructure Projects (for today's meeting) (Item 6.1)
- (ii) Jim Perdikoulis, Corktown Pub and Fare Inc., respecting a Patio Encroachment Application at 175 Young Street, Hamilton (Ward 2) (for a future meeting) (Item 6.2)

(e) CONSENT ITEMS (Item 7)

(i) Various Advisory Committee Minutes (Item 7.1)

(a) The minutes of the following Advisory Committees, were received:

- (i) Waste Management Advisory Committee - September 26, 2019 (Item 7.1(a))
- (ii) Hamilton Cycling Committee - November 6, 2019 (Item 7.1(b))

**(ii) Hunter Street Bicycle Lanes at Downtown GO Centre (PED20020)
(Ward 2) (Item 7.3)**

The following Motion was DEFEATED:

That Report PED20020, respecting Hunter Street Bicycle Lanes at Downtown GO Centre, be received.

Item (e)(ii) was lifted from the Information Section and added as Item 9 to Public Works Report 20-001.

For further disposition of this matter, refer to Item 9.

(f) PUBLIC HEARINGS / DELEGATIONS (Item 8)

(i) Jay Krause, Cycle Hamilton, respecting a Review of 2019 Cycling Infrastructure Projects (Added Item 8.1)

Jay Krause, Cycle Hamilton, addressed the Committee respecting a Review of 2019 Cycling Infrastructure Projects, with the aid of a presentation.

The delegation by Jay Krause, Cycle Hamilton, respecting a Review of 2019 Cycling Infrastructure Projects, was received.

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

(g) DISCUSSION ITEMS (Item 10)

(i) City of Hamilton Vision Zero Action Plan 2019 - 2025 Update (PW19015(a)) (City Wide) (Item 10.3)

Report PW19015(a), respecting a City of Hamilton Vision Zero Action Plan 2019 - 2025 Update, was DEFERRED to the February 3, 2020 Public Works Committee meeting, after the Hamilton Police Services Board budget has been presented.

(ii) Automated Speed Enforcement (PW20002) (City Wide) (Item 10.4)

The recommendation in Report PW20002, respecting Automated Speed Enforcement, was deleted in its entirety and replaced with the following:

~~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.~~

- (a) *That automated speed enforcement technology be authorized for use for a one-year limited use pilot in designated school zones utilizing two mobile automated speed enforcement units, to assess the technology and impacts on the City and Provincial Offences Court system;*
- (b) *That the General Manager of Public Works, or their designate, be authorized and directed to enter into the appropriate agreements with the Ministry of Transportation, City of Toronto and Redflex Traffic Systems (Canada) Limited to operate and provide services for the use of automated speed enforcement for the purposes of the pilot;*
- (c) *That Legal staff be directed to prepare all necessary By-Law(s) to authorize and implement the use of automated speed enforcement for the purposes of the pilot, in the form satisfactory to the City Solicitor;*
- (d) *That the cost of implementing and operating the automated speed enforcement pilot be funded from the Red Light Camera Reserve #112203;*
- (e) *That staff be directed to monitor the piloting of automated speed enforcement to determine the impacts on Transportation Operations and Maintenance and the Provincial Offences Court system and report these findings back to the Public Works Committee in Q1 of 2021; and,*
- (f) *That the Mayor submit a letter to the Minister of Transportation Ontario, on behalf of City Council, seeking amendments to the Automated Speed Enforcement Guidelines and MTO Agreement for Automated Speed Enforcement with municipalities to reduce or remove the 90 day requirement related to signage used for the purpose of advising the public of the implementation of the system, at or in advance of every location where cameras are deployed or intended to be deployed.*

Recommendation (a) of the amendment was amended, as follows:

- (a) That automated speed enforcement technology be authorized for use for a one-year limited use pilot in designated school zones **and community safety zones**, utilizing two mobile automated speed enforcement units, to assess the technology and impacts on the City and Provincial Offences Court system;

For further disposition on this matter, refer to Item 4.

(h) NOTICES OF MOTION (Item 12)

Councillor Jackson introduced the following Notice of Motion:

(i) Installation of Intersection Pedestrian Signal at the Intersection of Mohawk Road East and Moxley Drive, Hamilton (Ward 6) (Added Item 12.1)

WHEREAS, residents in the area of Mohawk Road and Moxley Drive are concerned about pedestrian safety when crossing at this busy intersection; and,

WHEREAS, community leaders are requesting the installation of a traffic control device at this intersection to assist pedestrians in safely crossing the roadway;

THEREFORE, BE IT RESOLVED:

- (a) That Public Works staff be authorized and directed to install and activate an Intersection Pedestrian Signal at the intersection of Mohawk Road East and Moxley Drive, Hamilton, in 2021;
- (b) That funding for the installation, to an upset limit of \$175,000, come from the Road Maintenance Program (Project ID 4031611606); and,
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Councillor Collins introduced the following Notice of Motion:

(ii) Removal of Norway Maple Tree at 11 Star Avenue, Hamilton (Ward 5) (Added Item 12.2)

WHEREAS, a recent survey of a tree at 11 Star Avenue, Hamilton, confirms the 60 cm Norway Maple is located on both public and private property;

WHEREAS, the same tree at 11 Star Avenue, Hamilton, has historically been maintained by City Forestry staff; and,

WHEREAS, the Norway Maple tree at 11 Star Avenue, Hamilton, has died;

THEREFORE, BE IT RESOLVED:

That Forestry staff be directed to remove the Norway Maple tree at 11 Star Avenue, Hamilton.

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

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

The following amendments to the Public Works Committee's Outstanding Business List, were approved:

(a) Items Considered Complete and Needing to be Removed:

- (i) 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
- (ii) Summary of Consolidated Cycling Infrastructure**
Addressed as Item 7.2 on today's agenda - Report PED20021
Item on OBL: AAS

(b) Items Requiring a New Due Date:

- (i) 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
- (ii) PRESTO Operating Agreement**
Item on OBL: N
Current Due Date: November 18, 2019
Proposed New Due Date: February 3, 2020
- (iii) 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
- (iv) 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

(j) PRIVATE AND CONFIDENTIAL (Item 14)

The Committee moved into Closed Session for Item 14.1, 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.

(i) Standardization of Enterprise Asset Management Systems - Phase 3 (PW19035(b)/FCS19040(b)) (City Wide) REVISED (Item 14.1)

Recommendation (c) in Revised Report PW19035(b)/FCS19040(b), respecting Standardization of Enterprise Asset Management Systems - Phase 3, was amended to read as follows:

- (c) That the General Manager, Public Works, or their designate be directed to provide ~~yearly~~ **semi-annual** status updates to the Public Works Committee on benefits progress post implementation;

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

(k) ADJOURNMENT (Item 15)

There being no further business, the Public Works Committee was adjourned at 6:05 p.m.

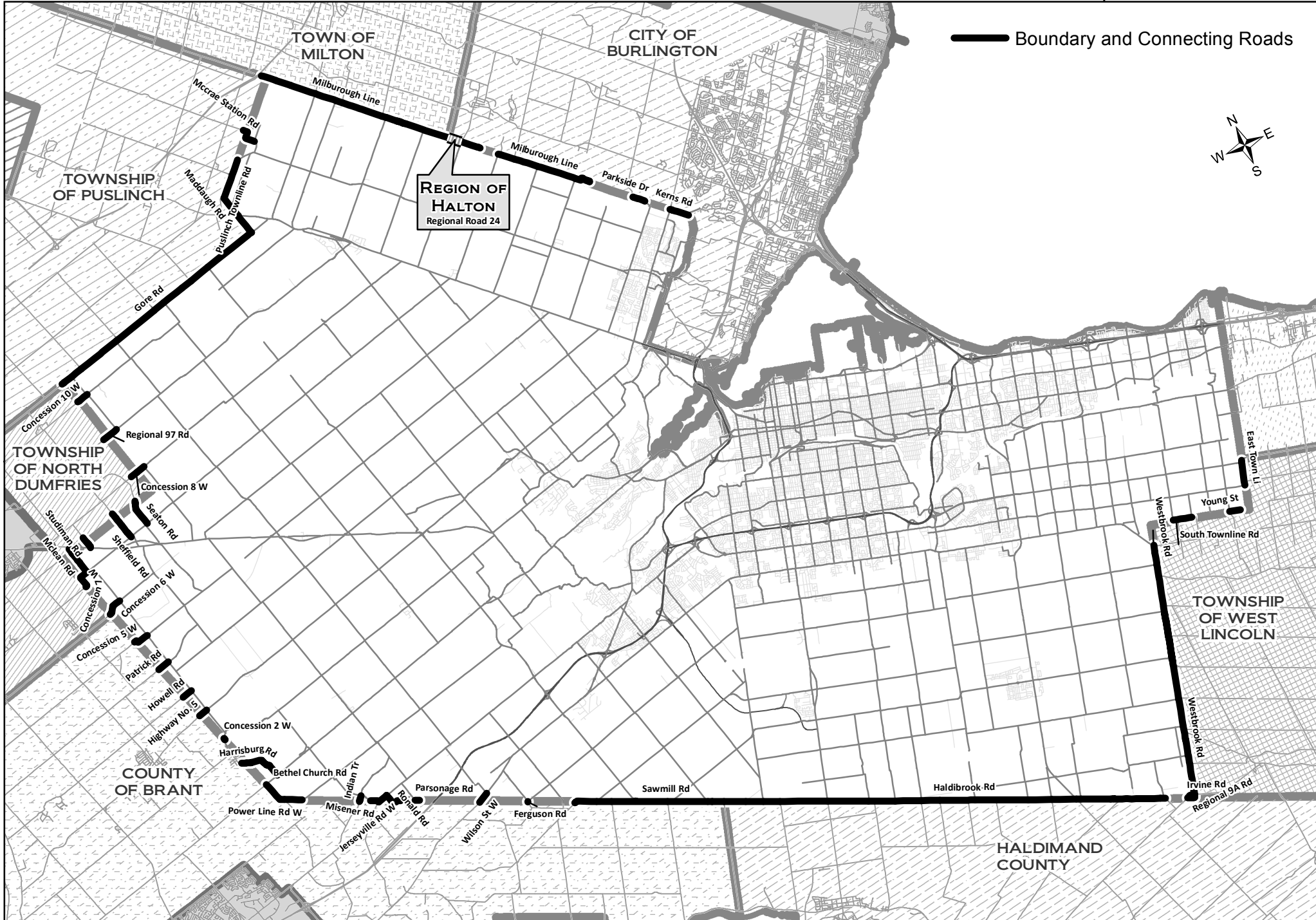
Respectfully submitted,

Councillor J.P. Danko
Chair, Public Works Committee

Alicia Davenport
Legislative Coordinator
Office of the City Clerk

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



Evaluation of Alternative Solutions

Option 1: Do Nothing
Description: <ul style="list-style-type: none">• Does not address drainage issues.• Removed from consideration.
Option 2: Maintain Existing Storm Relief System
Description: <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
Description: <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.