



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

**Meeting #:** 20-002  
**Date:** February 3, 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

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	<b>Pages</b>
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<b>2. APPROVAL OF AGENDA</b>	
(Added Items, if applicable, will be noted with *)	
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**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 Review of the Service Delivery Model for Accessible Transit

Addressed as Item 20 of Public Works Committee Report 19-017 (PW19110/LS19047)  
Item on OBL: AK

## 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: April 6, 2020

Proposed New Due Date: April 20, 2020

## 13.1.b.b To Create a Hamilton General Hospital Safety Zone

Item on OBL: U

Current Due Date: February 21, 2020

Proposed New Due Date: April 20, 2020

## 13.1.b.c Operations and Maintenance of the Central Composting Facility

Item on OBL: AV

Current Due Date: March 23, 2020

Proposed New Due Date: May 22, 2020

## 13.1.b.d Road Safety Review and Appropriate Measures at the York Road and Newman Road Intersection

Item on OBL: AAE

Current Due Date: February 21, 2020

Proposed New Due Date: April 20, 2020

## 13.1.b.e Theft and Vandalism Prevention in City-Owned Public Spaces

Item on OBL: AAH

Current Due Date: December 9, 2019

Proposed New Due Date: March 25, 2020

**14. PRIVATE AND CONFIDENTIAL**

- 14.1 Closed Session Minutes - January 13, 2020 (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 20-001

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 FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

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

**(Whitehead/Pearson)**

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

**CARRIED**

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

**(Ferguson/Pearson)**

(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 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.

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

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

**(Jackson/Ferguson)**

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.

**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 - Vice Chair - Ward 4 Councillor Sam Merulla  
 YES - Ward 5 Councillor Chad Collins  
 YES - Ward 6 Councillor Tom Jackson  
 YES - Ward 7 Councillor Esther Pauls  
 YES - Chair - Ward 8 Councillor John-Paul Danko  
 NOT PRESENT - Ward 14 Councillor Terry Whitehead  
 YES - Ward 13 Councillor Arlene VanderBeek  
 YES - Ward 12 Councillor Lloyd Ferguson

YES - Ward 10 Councillor Maria Pearson

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

**(Merulla/Collins)**

- (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.**

**Result: Main Motion, as Amended, CARRIED by a vote of 9 to 1, as follows:**

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

YES - Ward 14 Councillor Terry Whitehead  
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeek  
 NO - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 10 Councillor Maria Pearson

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

**(Farr/Nann)**

- (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.

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



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

- (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.

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

**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)****(Whitehead/Jackson)**

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.

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

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

**(Nann/Pearson)**

- (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.

**Result: Main Motion, As Amended, CARRIED by a vote of 7 to 1, as follows:**

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

#### 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**

**(Nann/Pearson)**

That the agenda for the January 13, 2020 Public Works Committee meeting be approved, as amended.

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

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

**(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)****(Nann/Ferguson)**

That the Minutes of the December 2, 2019 meeting of the Public Works Committee be approved, as presented.

**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 - Vice Chair - Ward 4 Councillor Sam Merulla  
 NOT PRESENT - Ward 5 Councillor Chad Collins  
 YES - Ward 6 Councillor Tom Jackson  
 NOT PRESENT - Ward 7 Councillor Esther Pauls  
 YES - Chair - Ward 8 Councillor John-Paul Danko  
 YES - Ward 14 Councillor Terry Whitehead  
 NOT PRESENT - Ward 13 Councillor Arlene VanderBeeck  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 10 Councillor Maria Pearson

**(d) DELEGATION REQUESTS (Item 6)****(Whitehead/Nann)**

That the following delegation requests be 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)

**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 - Vice Chair - 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 - Chair - Ward 8 Councillor John-Paul Danko  
 YES - Ward 14 Councillor Terry Whitehead  
 YES - Ward 13 Councillor Arlene VanderBeek  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 10 Councillor Maria Pearson

**(e) CONSENT ITEMS (Item 7)****(i) Various Advisory Committee Minutes (Item 7.1)****(Farr/Pauls)**

(a) That the minutes of the following Advisory Committees, be received:

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

**CARRIED**

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

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

**Result: Motion DEFEATED by a vote of 6 to 4, as follows:**

YES - Ward 2 Councillor Jason Farr  
 YES - Ward 3 Councillor Nrinder Nann  
 NO - Vice Chair - Ward 4 Councillor Sam Merulla  
 NO - Ward 5 Councillor Chad Collins  
 NO - Ward 6 Councillor Tom Jackson  
 NO - Ward 7 Councillor Esther Pauls  
 YES - Chair - Ward 8 Councillor John-Paul Danko  
 NO - Ward 14 Councillor Terry Whitehead  
 NO - Ward 13 Councillor Arlene VanderBeek  
 CONFLICT - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 10 Councillor Maria Pearson

**(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.

**(Ferguson/Pearson)**

That the delegation by Jay Krause, Cycle Hamilton, respecting a Review of 2019 Cycling Infrastructure Projects, be received.

**CARRIED**

A copy of the handout and presentation is available on the City's website at [www.hamilton.ca](http://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)**

**(Ferguson/Whitehead)**

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

**Result: Motion CARRIED by a vote of 10 to 1, as follows:**

YES - Ward 2 Councillor Jason Farr  
 NO - Ward 3 Councillor Nrinder Nann  
 YES - Vice Chair - Ward 4 Councillor Sam Merulla  
 YES - Ward 5 Councillor Chad Collins  
 YES - Ward 6 Councillor Tom Jackson  
 YES - Ward 7 Councillor Esther Pauls  
 YES - Chair - Ward 8 Councillor John-Paul Danko

YES - Ward 14 Councillor Terry Whitehead  
 YES - Ward 13 Councillor Arlene VanderBeek  
 YES - Ward 12 Councillor Lloyd Ferguson  
 YES - Ward 10 Councillor Maria Pearson

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

**(Merulla/Collins)**

That the recommendation in Report PW20002, respecting Automated Speed Enforcement, be 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.***

**(Jackson/Whitehead)**

That recommendation (a) of the amendment be 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;

**Result: The Amendment, to the Amendment, CARRIED by a vote of 10 to 0, as follows:**

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

**Result: Amendment, as Amended CARRIED by a vote of 9 to 1, as follows:**

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

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)**  
**(Pearson/Collins)**

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

**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 - Vice Chair - Ward 4 Councillor Sam Merulla  
 YES - Ward 5 Councillor Chad Collins  
 YES - Ward 6 Councillor Tom Jackson

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

**(j) PRIVATE AND CONFIDENTIAL (Item 14)****(Jackson/Ferguson)**

That Committee move 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.

**Result: Motion CARRIED by a vote of 6 to 0, as follows:**

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

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

That recommendation (c) in Revised Report PW19035(b)/FCS19040(b), respecting Standardization of Enterprise Asset Management Systems - Phase 3, be 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;

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

NOT PRESENT - Ward 2 Councillor Jason Farr  
 YES - Ward 3 Councillor Nrinder Nann

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

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

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

**(Collins/Jackson)**

That there being no further business, the Public Works Committee be adjourned at 6:05 p.m.

**CARRIED**

Respectfully submitted,

Councillor J.P. Danko  
Chair, Public Works Committee

Alicia Davenport  
Legislative Coordinator  
Office of the City Clerk



**Let's Remember Adam**

**STOP FOR THE SCHOOL BUS**

January 31, 2020

Chairman Danko and Public Works Committee Members  
 City of Hamilton  
 City Hall  
 71 Main Street West  
 Hamilton, ON L8P 4Y5

RE: 10.1 - *City of Hamilton Vision Zero Action Plan 2019 - 2025 Update*

Dear Chair Danko and Public Works Committee Members,

It's been almost exactly a year since I reached out to your Council asking for stop-arm camera enforcement to be implemented in Hamilton. While there have been positive steps taken to highlight student safety on our roads, more action is needed. On Monday, February 3, your committee is considering item 10.1 - *City of Hamilton Vision Zero Action Plan 2019 - 2025 Update* that highlights the need for "School Bus Enforcement Cameras" (see page 59 of 85). I hope you will take the lead in ensuring a school bus stop arm camera program is implemented in Hamilton by September 2020.

Last year, letters from the public were sent into Council asking for a program to be put in place. Numerous councillors spoke to these letters of support. Today you have the chance to act on those requests from your constituents by moving ahead with a plan to put stop-arm cameras on all school buses.

For over 30 years, school buses have been using their flashing lights and stop arms to warn drivers to stop within 20 meters of the school bus. This is governed by the Highway Traffic Act under subsection 175 (11) or (12). However, vehicles pass stopped school buses on a daily basis with no concern for our children's safety. In fact, a pilot project conducted in Mississauga in 2016 showed an average of 2.5 incidents per day where drivers failed to adhere to the law. This is a troubling statistic that needs to change and your council can help by being a Vision Zero leader. **To be clear, it is the responsibility of the city to enforce the Highway Traffic Act, not School Boards, and therefore it is up to the municipal government to lead on implementation.**

You may recall that on February 11 2000, my youngest brother Adam was tragically killed on his way home from school. A driver failed to stop for a stopped school bus, with its red overhead lights flashing and stop arm deployed, while Adam was crossing the street after exiting the school bus. Adam was five years old.

For the past 17 years, my family has been championing the "Let's Remember Adam - STOP FOR THE SCHOOL BUS" initiative to ensure that no family has to endure a senseless loss like

**This Has to Stop.  
 We Need to Stop.**



PO Box 342  
 Mattawa, Ontario  
 POH1V0



  
 info@letsrememberadam.org

## Let's Remember Adam

**STOP FOR THE SCHOOL BUS**



ours. Our mission is to ensure all children travel to and from school safely every day. We spread Adam's message of school bus and student safety through educational campaigns that raise awareness of stop arm road safety rules and their enforcement. Unfortunately, stop-arm violations continue to occur on an all too frequent basis as we have seen in media reports where violators were caught on dashboard cameras in Hamilton. This has to stop.

Our efforts have led to widespread support from municipalities across Ontario, many of which are now taking steps to implement their own stop-arm camera programs.

I am pleased to report that my hometown of Mattawa passed a motion in December to partner with BusPatrol Canada to outfit all 15 school buses in the town at no cost to taxpayers. The collaborative effort led by the Town of Mattawa saw town politicians and staff, the school bus consortium, and the OPP come together to support a cost-effective and feasible plan, so we know it can be done. Peel Regional Council also recently passed a motion which directed Regional and City staff to create a working group in conjunction with police and the school bus consortium to develop an implementation plan for stop-arm cameras by early April for a September 2020 deployment.

These are important milestones for my family and I as a tribute to Adam's legacy, as well as the first step towards our larger goal; to ensure ALL students are safe while entering, travelling on, and exiting a school bus.

My appeal to you today is to respectfully request that the City of Hamilton immediately take steps to implement solutions like stop-arm camera technology to change driver behaviour and make the journey to and from school safer for all children who ride the school bus in Hamilton. Just as Peel Regional Council did, I ask that Committee and Council direct city staff, in conjunction with Hamilton Police Service and the appropriate school bus consortium, to develop an implementation plan that will see stop-arm cameras deployed on all school buses by September 2020. Let's remember Adam together and act now. We cannot wait until it's too late.

Sincerely,

**Pierre Ranger**

PO Box 342

Mattawa, Ontario

P0H1V0

info@letsrememberadam.org

**This Has to Stop.  
We Need to Stop.**



PO Box 342  
Mattawa, Ontario  
P0H1V0



info@letsrememberadam.org

Mike Field, Extension 4576  
PW20001

**INTERSECTION CONTROL LIST**  
Public Works Committee – February 3, 2020  
**PUBLIC WORKS DEPARTMENT**  
Transportation Operations & Maintenance Division  
Traffic Operations Section

**RECOMMENDATION**

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

Intersection		Stop Control Direction		Class	Comments / Petition	Ward	
Street 1	Street 2	Existing	Requested				
<b>Section "E" Hamilton</b>							
(a)	McElroy Road East	Howard Avenue	All	NB/SB	A	Removing all-way stop - Clr approved	8
(b)	McElroy Road East	Clarendon Avenue	All	NB/SB	A	Removing all-way stop - Clr approved	8
(c)	Dana Drive	South Bend Road	EB/WB	NB/SB	A	Flipping stop control – Clr Approved	8
<b>Section "F" Stoney Creek</b>							
(c)	Highland Road East	Second Road East	NB/SB	All	C	Converting to all-way stop – Clr approved	9
(d)	Highland Road East	Third Road East	NB/SB	All	C	Converting to all-way stop – Clr approved	9

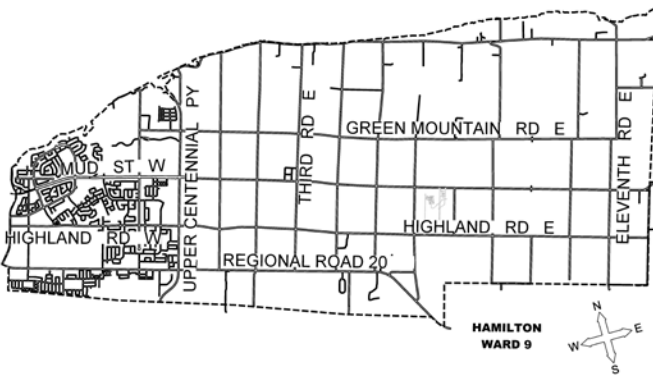
**Legend**

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

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



**KEY MAP**



**LOCATION PLAN**

*PROPOSED STOP CONTROL:*

**Highland Road East at Second Road East  
Highland Road East at Third Road East**

Transportation Operations and Maintenance  
PUBLIC WORKS DEPARTMENT

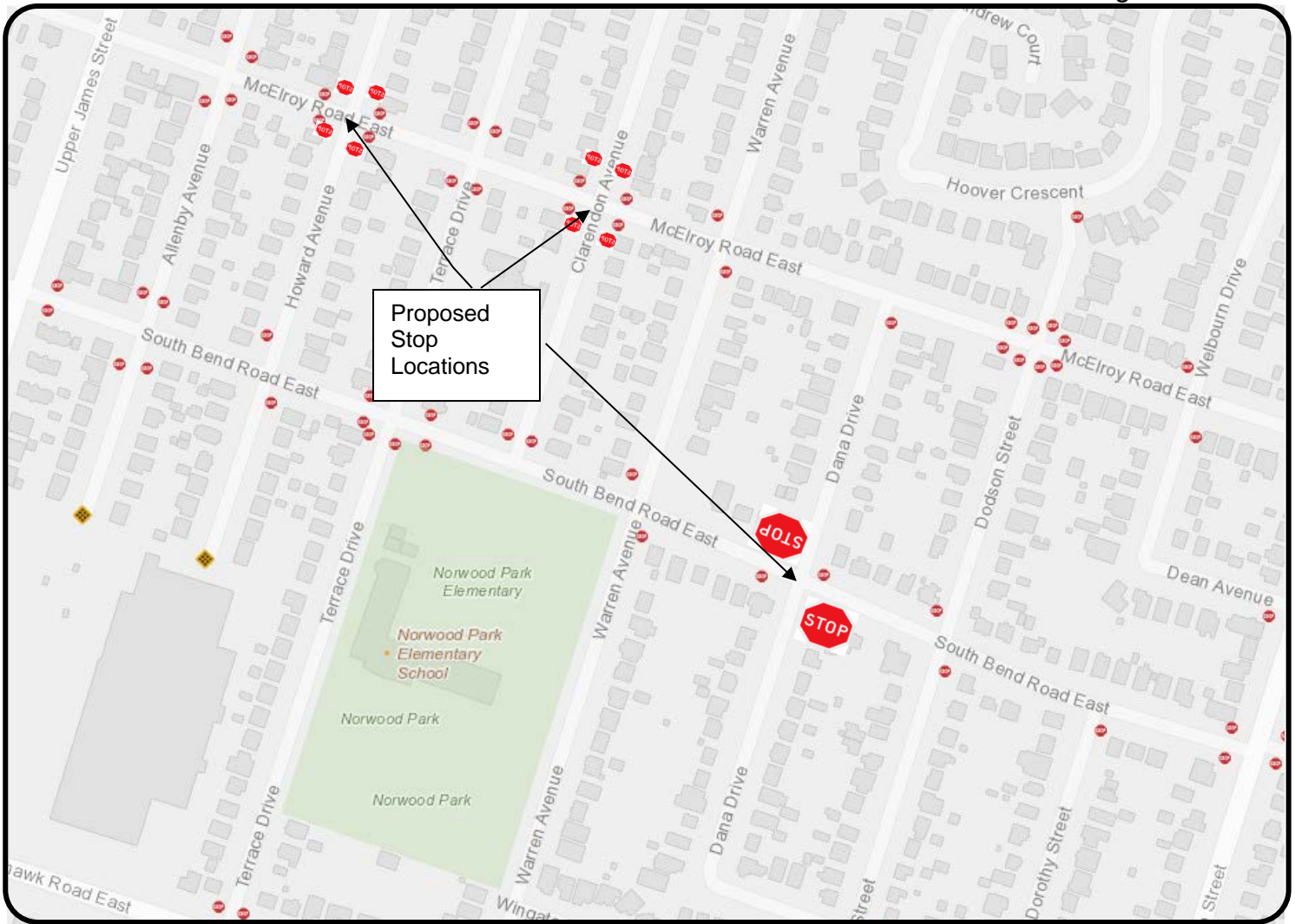
**LEGEND**

- EXISTING STOP
- PROPOSED STOP

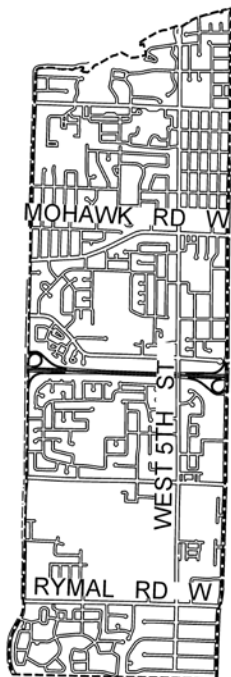
SCALE  
**NOT TO SCALE**

DATE  
**February 3, 2020**





**KEY MAP**



**HAMILTON  
WARD 8**



**LOCATION PLAN**

*PROPOSED STOP CONTROL:*

**McElroy Road East at Howard Avenue  
McElroy Road East at Clarendon Avenue  
South Bend Road East at Dana Drive**

Transportation Operations and Maintenance  
PUBLIC WORKS DEPARTMENT

**LEGEND**

- EXISTING STOP
- PROPOSED STOP

SCALE  
**NOT TO SCALE**

DATE  
**February 3, 2020**

**Authority:** Name of Committee:  
 Report:  
 Date:  
 Ward: 8, 9

**Bill No.**

**CITY OF HAMILTON**

**BY-LAW NO. 20-**

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

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

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

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

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

1. Schedule 5 (Stop Control) of By-law No. 01-215, as amended, is hereby further amended by removing from Section "E" (Hamilton) thereof the following items, namely;

McElroy	Eastbound and Westbound	Howard
McElroy	Eastbound and Westbound	Clarendon

And by adding to Section "E" (Hamilton) thereof the following items, namely;

McElroy Road East	Northbound/Southbound	Howard Avenue
McElroy Road East	Northbound/Southbound	Clarendon Avenue
Dana Drive	Northbound/Southbound	South Bend Road East

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

Page 2 of 2

And by adding to Section “F” (Stoney Creek) thereof the following items, namely;

Highland Road East	Eastbound/Westbound	Second Road East
Highland Road East	Eastbound/Westbound	Third Road East

2. Subject to the amendments made in this By-law, in all other respects, By-law No. 01-215, including all Schedules thereto, as amended, is hereby confirmed unchanged.
3. This By-law shall come into force and take effect on the date of its passing and enactment.

**PASSED** this 12<sup>th</sup> day of February, 2020.

---

F. Eisenberger  
Mayor

---

A. Holland  
City Clerk



## INFORMATION REPORT

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	February 3, 2020
<b>SUBJECT/REPORT NO:</b>	Tapleystown Yard (119 Tapleystown Road, Stoney Creek) Assessment Reports (PW20008) (Ward 9)
<b>WARD(S) AFFECTED:</b>	Ward 9
<b>PREPARED BY:</b>	Delfina Duarte (905) 546-2424 Ext. 6627
<b>SUBMITTED BY:</b>	Rom D'Angelo, C.E.T.; CFM Director, Energy, Fleet and Facilities Management Public Works Department
<b>SIGNATURE:</b>	

### COUNCIL DIRECTION

Recently, Council has expressed heightened interest in consultant reports that involve health and safety related matters. The purpose of this Information Report is to inform Council of two consulting reports undertaken to determine the condition of the Tapleystown Public Works Yard and resulting actions taken by staff that include demolishing the maintenance building in response to health and safety concerns identified in the reports.

### INFORMATION

As part of the Non-Public Facing Yards Review work and in anticipation of a new winter operations contract, that is soon to be awarded, Facilities Management staff undertook to engage the services of Kalos Engineering Inc. (KE) and WSP Canada Inc. (WSP) to perform a general condition assessment and designated substances review of the buildings at the Tapleystown Yard located at 119 Tapleystown Road, Stoney Creek.

Tapleystown Yard consists of three (3) structures; a maintenance building, a salt dome and a sand storage shed. Of the 3 structures the maintenance building has been deemed non-core to the City of Hamilton facility stock for many years. Both the salt dome & the sand storage shed are still required for winter control operations and the condition of both these structures are in fair condition and any future maintenance

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**SUBJECT: Tapleystown Yard (119 Tapleystown Road, Stoney Creek) Assessment Reports (PW20008) (Ward 9) - Page 2 of 3**

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issues identified for these 2 structures will be addressed through the normal capital planning process.

In recent years the yard has primarily been used by Integrated Maintenance & Operations Services Inc. (IMOS), a third-party vendor that services the area under contract. During the contract season IMOS uses the yard at no cost for both office space and to conduct equipment repairs per the provisions of Contract C11-01-12. In the off season they have been using the yard for truck maintenance and repairs under a lease that is currently on over-hold. Currently, IMOS brings in portable washrooms as this functionality is no longer available at the yard.

The maintenance building was constructed circa 1959 and is 175'x 65' in size (11,375 sq.ft.). This facility is beyond its life cycle and it has been flagged in previous reports as having a facility condition index (FCI) of 41% (>30% is deemed critical-refer to Table 1 below).

Table 1:

Facility Condition Index			
0-5%	5-10%	10-30%	>30%
Good	Fair	Poor	Critical

However, the yard is strategically located close to the Lincoln M. Alexander & Red Hill Valley Parkways and is of operational importance for the Transportation Operations & Maintenance Division of Public Works. Therefore, disposition of the yard is not considered feasible.

Staff wanted to better understand the condition of the facility and specifically the maintenance building before the new winter maintenance contract is awarded as it would otherwise re-commit the use of the yard for a term of between 5 and 8 years.

KE was responsible for performing a complete structural review of all of the buildings/structures at the Tapleystown Yard. However, the subject of this report is limited to the maintenance building. Maintenance issues identified for the other structures will be addressed through the normal capital planning process.

Highlights of the KE report pertaining to the maintenance building include the following:

- Nearing the end of life expectancy;
- Replacing the building is better value than repairing the structure to meet code;
- Mechanical and life safety upgrades required immediately; and
- Significant envelope improvements required.

**SUBJECT: Tapleystown Yard (119 Tapleystown Road, Stoney Creek) Assessment Reports (PW20008) (Ward 9) - Page 3 of 3**

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Additionally, the septic system was decommissioned several years ago due to extensive repairs that would have been required.

In order to comply with the Ontario Building Code there are several mechanical issues that also need to be rectified immediately.

WSP conducted a Designated Substance & Hazardous Materials Survey on the maintenance building and found numerous hazardous containing substances such as asbestos and lead paint on both the inside and outside of the maintenance building.

A rough estimate of the work required is conservatively in the range of \$2.35 Million. The WSP report adds additional cost to any contemplated work due to the abatement requirements. Additionally, it would make sense to complete other repairs to the salt dome and the sand storage facility firstly as they are critical to the winter operations.

The yard requires some general regrading and resurfacing to avoid mud puddles. It would be beneficial to complete all of these at the same time. Those additional costs are not included in the estimate of \$2.35 Million.

By contrast, staff also investigated the cost of demolishing the maintenance building which is estimated at \$350,000 - \$400,000.

As a result of the information in the KE and WSP reports, staff has safety concerns with allowing the prolonged use of the maintenance building over the 5-year term of the new upcoming contract, which can be extended up to 8 years.

**NEXT STEPS**

With the information provided in both the KE and WSP reports and the estimates provided by the City's Strategic Planning, Capital & Compliance team, Facilities Management Staff met with both the Transportation Operations & Maintenance Division and Corporate Real Estate to discuss options. The result of these meetings was to arrive at a consensus by all stakeholders to demolish the maintenance building at the end of the current contract term (April 2020), leaving the concrete pad in place so as to allow the new successful bidder for the winter operations contract to bring in their own trailers and washroom facilities (porta-potty) as may be required for their successful completion of the work required under the new winter operations contract.

The demolition of the maintenance building will be fully funded from existing approved Facilities Capital WIPs and Capital ID #3541955001 – Yard Capital Renewal Program.

**APPENDICES AND SCHEDULES ATTACHED**

None



**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
**Engineering Services Division**

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	February 3, 2020
<b>SUBJECT/REPORT NO:</b>	Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 1479 Baseline Road, Stoney Creek (PW20007) (Ward 10)
<b>WARD(S) AFFECTED:</b>	Ward 10
<b>PREPARED BY:</b>	Gary Kirchknopf (905) 546-2424 Ext. 7217 Cetina Farruggia (905) 546-2424 Ext. 5803
<b>SUBMITTED BY:</b>	Gord McGuire Director, Engineering Services Public Works
<b>SIGNATURE:</b>	

### RECOMMENDATION(S)

That the application of the Hamilton Region Conservation Authority to permanently close and purchase a portion of road allowance abutting 1479 Baseline Road, Stoney Creek ("Subject Lands"), as shown on Appendix "A", attached to Report PW20007, be approved, subject to the following conditions:

- (a) That the City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close and sell the highway, for enactment by Council;
- (b) The Real Estate Section of the Planning and Economic Development Department be authorized and directed to enter into any requisite easement agreements necessary to affect the orderly disposition of the Subject Lands and to proceed to sell the Subject Lands to the Hamilton Region Conservation Authority, as described in Report PW20007, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;
- (c) The City Solicitor be authorized to complete the transfer of the Subject Lands to the Hamilton Region Conservation Authority pursuant to an Agreement of Purchase and Sale or Offer to Purchase as negotiated by the Real Estate Section of the Planning and Economic Development Department;

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**SUBJECT: Proposed Permanent Closure and Sale of a Portion of Road Allowance  
Abutting 1479 Baseline Road, Stoney Creek  
(PW20007) (Ward 10) - Page 2 of 4**

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- (d) That the City Solicitor be authorized and directed to register a certified copy of the by-law(s) permanently closing and selling the highway in the proper land registry office;
- (e) That the Public Works Department publish any required notice of the City's intention to pass the by-laws and/or permanently sell the closed highway pursuant to the City of Hamilton Sale of Land Policy By-law 14-204;
- (f) That the applicant enter into any ancillary agreements required by the City and any Public Utility;
- (g) That the applicant be fully responsible for the deposit of a reference plan in the proper land registry office, and that said plan be prepared by an Ontario Land Surveyor to the satisfaction of the Manager, Geomatics and Corridor Management Section, and that the applicant also deposit a reproducible copy of said plan with the Manager, Geomatics and Corridor Management Section.

### **EXECUTIVE SUMMARY**

The Hamilton Region Conservation Authority has made an application to permanently close and purchase a portion of the road allowance that runs through 1479 Baseline Road, Stoney Creek. The applicant proposes this closure in order to continue to maintain existing conservation area infrastructure located within the Subject Lands. There were no objections received from any internal City department, division, or public utilities. There were 2 in favour responses received from abutting land owners and 1 objection. The objector has lands that abut the Subject Lands and is currently occupying portions of the Subject Lands unauthorized. The option to acquire the lands was provided to the owner. Staff did not receive an application from the opposing owner by the assigned timeline. As such, staff are in support of the closure and sale of the Subject Lands to the Hamilton Region Conservation Authority.

### **Alternatives for Consideration – See Page 4**

### **FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

**Financial:** The applicant has paid the Council approved user fee of \$4,634.00. The Subject Lands will be sold to the Hamilton Region Conservation Authority, as determined by the Real Estate Section of the Planning and Economic Development Department, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204.

**Staffing:** An agreement to purchase the Subject Lands will be negotiated by the Real Estate Section of the Planning and Economic Development Department.

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**SUBJECT: Proposed Permanent Closure and Sale of a Portion of Road Allowance  
Abutting 1479 Baseline Road, Stoney Creek  
(PW20007) (Ward 10) - Page 3 of 4**

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**Legal:** The City Solicitor will prepare all necessary by-laws to permanently close and sell the Subject Lands and will register such by-laws in the Land Registry Office once Council has approved the by-law. The by-law does not take effect until the certified copy of the by-law is registered in the proper land registry office. The City Solicitor will complete the transfer of the Subject Lands to the Hamilton Region Conservation Authority, pursuant to an agreement negotiated by the Real Estate Section of the Planning and Economic Development Department.

## **HISTORICAL BACKGROUND**

The Subject Lands represent a portion of the untravelled road allowance between the Geographic Township of Saltfleet and the Geographic Township of North Grimsby designated as Part 1 on Plan 62R-5036. The road allowance was historically occupied by the Hamilton Region Conservation Authority and was closed by the Town of Stoney Creek By-Law 1455-83 on April 12, 1983. This by-law was never registered to title. On January 23, 2019 an application was received from the Hamilton Region Conservation Authority to initiate the City of Hamilton's current road closure process to officially close and purchase the Subject Lands and clean up title to the lands historically occupied by the Hamilton Region Conservation Authority. There were no objections received from any City department, division, or public utilities. There were 2 in favour responses received from abutting land owners, and 1 objection received from an abutting land owner. The objecting land owner was given the ability to make an application to apply for the portion of the lands they currently occupy unauthorized. No application was received by staff prior to the timeline provided. As such, staff are in support of the closure and sale of the Subject Lands to the Hamilton Region Conservation Authority.

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

A by-law must be passed to permanently close the lands in accordance with the *Municipal Act, 2001*.

## **RELEVANT CONSULTATION**

The following public utilities, City departments and divisions were provided with a copy of the application and were invited to provide comments:

- Planning and Economic Development Department: Development Engineering, Building, Economic Development, Real Estate, and Planning
- Public Works Department: Engineering Services, Hamilton Water, Operations, Environmental Services, and Transportation
- Hamilton Emergency Services
- Corporate Services Department: Budgets and Finance

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**SUBJECT: Proposed Permanent Closure and Sale of a Portion of Road Allowance  
Abutting 1479 Baseline Road, Stoney Creek  
(PW20007) (Ward 10) - Page 4 of 4**

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- Mayor and Ward Councillor
- Bell, Horizon Utilities/Alectra Utilities, Hydro One, and Union Gas

There were no objections received from any public utilities, City departments and divisions.

Union Gas has advised that they will require easement protection.

Notice of the proposal was sent to all abutting property owners of the Subject Lands, as shown on Appendix “B”, attached to Report PW20007 for comment. In this instance, there were 11 notices mailed, and the results are as follows:

In favour: 2

Opposed: 1

No comment: 0

The opposed owner was given the option to express their interest in purchasing a portion of the Subject Lands that they currently occupy unauthorized. Staff did not receive an application by the prescribed timeline provided. As such, staff are proceeding to recommend the closure and sale of the Subject Lands to the Hamilton Region Conservation Authority.

### **ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)**

As there were no objections received from any City department, division, or public utility and only one objection received from an abutting land owner whose objection has been addressed by staff, staff are supportive of the closure and sale of the Subject Lands to the Hamilton Region Conservation Authority.

### **ALTERNATIVES FOR CONSIDERATION**

The City could deny this application and the lands would remain unopened road allowance.

### **ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

#### **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 PW20007 - Aerial Drawing

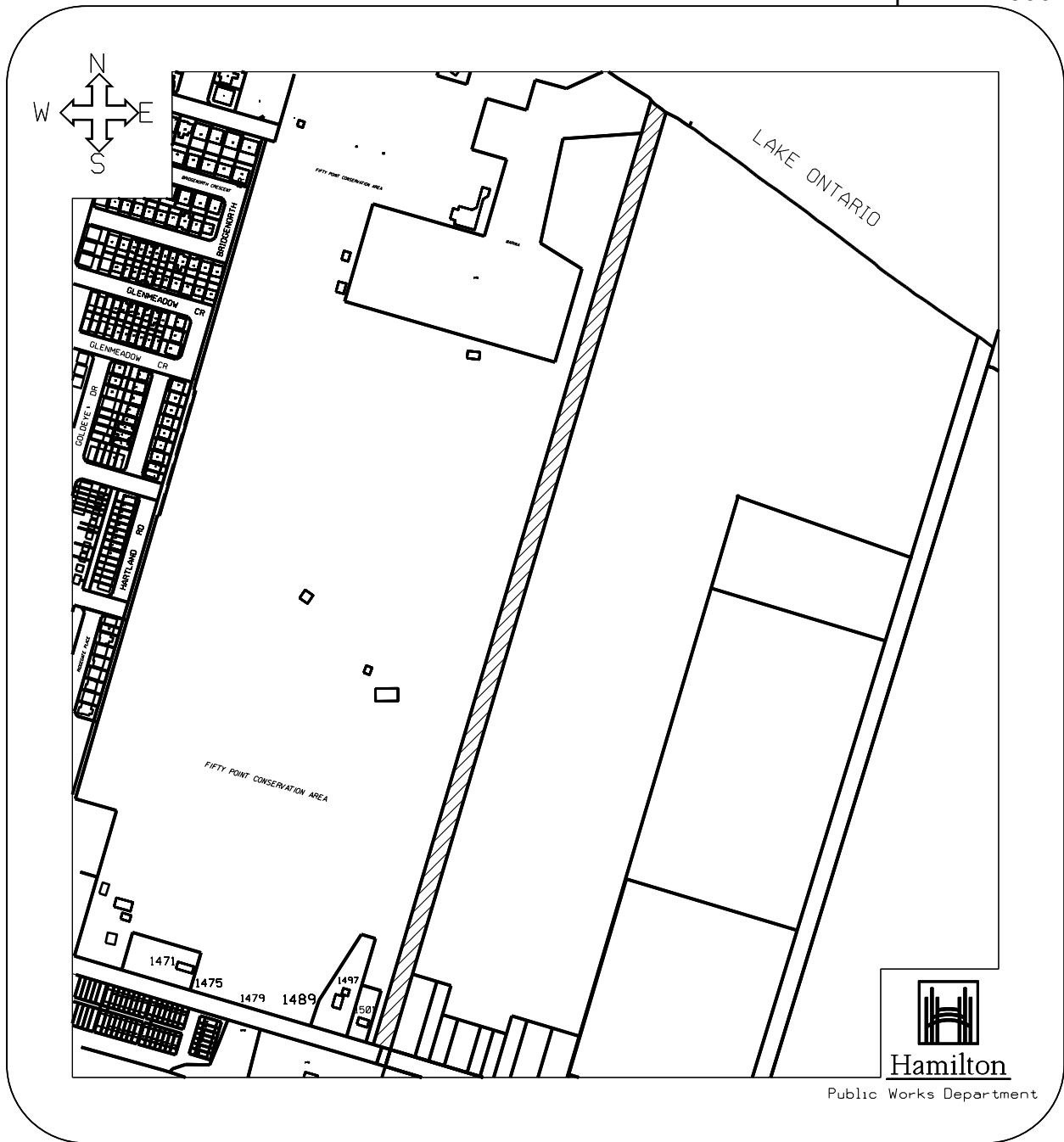
Appendix “B” to Report PW20007 - Location Plan

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LOCATION PLAN

PROPOSED CLOSURE OF  
 PORTION OF ROAD ALLOWANCE  
 BETWEEN THE TOWNSHIPS  
 OF SALTFLEET  
 AND NORTH GRIMSBY

CITY OF HAMILTON  
 PUBLIC WORKS DEPARTMENT

LEGEND

  
 SUBJECT LANDS

DATE: Not to Scale

REFERENCE FILE NO :




Hamilton

PROPOSED CLOSURE OF PORTION OF ROAD ALLOWANCE  
BETWEEN THE TOWNSHIPS OF SALT FLEET AND NORTH GRIMSBY

Geomatics & Corridor Management Section  
Public Works Department

LEGEND

 Lands to be Closed

NTS  
25/01/2019



**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
 Transit Division

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	February 3, 2020
<b>SUBJECT/REPORT NO:</b>	PRESTO Adoption (PW17033d) (City Wide) <b>(Outstanding Business List Item)</b>
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Nancy Purser (905) 546-2424 Ext. 1876
<b>SUBMITTED BY:</b>	Debbie Dalle Vedove Director, Transit Public Works Department
<b>SIGNATURE:</b>	

### RECOMMENDATION

- (a) That Appendix "A" attached to Report PW17033(d), respecting the Strategy For Legacy Paper Media Removal, be approved; and,
- (b) That Item N, respecting PRESTO Operating Agreement, be identified as completed and be removed from the Public Works Committee Outstanding Business List.

### EXECUTIVE SUMMARY

The PRESTO fare card system in Hamilton was approved and implemented with the intent of replacing legacy paper tickets and paper monthly pass products.

As part of the operating agreement with Metrolinx approved by Council, the City is required to pay a 9% commission on 80% of its Transit revenues one year after the installation of new equipment, regardless of what media is used to earn the revenue, except for cash which represents the remaining 20% of revenues. The deployment schedule provided by PRESTO targets a full installation as of the end of September 2020.

Customers are adopting PRESTO without extensive marketing, advertising or promotional campaigns. To move the remaining customers to PRESTO to achieve the adoption rate prescribed in the agreement by September 2021, a strategy for legacy

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**SUBJECT: PRESTO Adoption (PW17033d) (City Wide) – Page 2 of 5**

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paper media removal has been developed. The strategy provides notice periods for each stage as well as a focused education and marketing plan that highlights the benefits of using the smart card to allow for smooth transition to PRESTO.

**Alternatives for Consideration – see page 4****FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: Once the strategy has been fully implemented there will be a budget reduction for the purchase of paper media (\$113,000), and the payment of commissions to vendors (\$365,500).

Staffing: N/A

Legal: N/A

**HISTORICAL BACKGROUND**

At its January 24, 2018 meeting, Council approved the new PRESTO operating agreement with Metrolinx (PW17033a).

The following is a status update of functionality improvements completed:

In early 2018, Metrolinx completed the rollout of PRESTO devices to over 400 Shoppers Drug Mart locations; 30 locations are in Hamilton along with 9 Fortinos locations. This agreement provides the much-needed locations for our customers to purchase and reload their cards.

As of June 2018, PRESTO released functionality to allow the roll out of PRESTO for the U-pass programs at Universities and Colleges. McMaster and Redeemer have been operational since September 2018 and Mohawk since May 2019.

Since the summer of 2018, self-service devices have been available at all GO Transit terminals, including Hamilton GO Centre, McMaster University and West Harbour.

In January 2019 PRESTO launched an App which allows the card holder to perform most of the functions available on the Web and in addition if the customer has a near field communication (NFC) enabled Android phone they can immediately load the funds and transit passes just purchased.

Limited Use Media (LUM) was introduced on the TTC in April 2019 as an alternative to paying a cash fare and focused at the subway stations.

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**SUBJECT: PRESTO Adoption (PW17033d) (City Wide) – Page 3 of 5**

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A second App has been developed for use on our Specialized system, which will allow for sub-contracted taxis to accept PRESTO as payment. TTC tested the solution in September 2019, and it is expected to be available to all Transit Agencies in early 2020.

As of October 28, 2019, customers are no longer required to load a minimum of \$10 when the transaction is in person at Customer Service locations or Shoppers Drug Mart/Fortinos. This will reduce the financial burden for some of our customers, making it even easier to switch to PRESTO.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

N/A

**RELEVANT CONSULTATION**

N/A

**ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)**

The following Transit Agencies in the GTHA have already removed their paper media: Brampton, Mississauga, Oakville, York, Burlington, and GO. The TTC has stopped selling tickets and tokens as of December 1, 2019.

The operating agreement with PRESTO requires that each transit agency achieves 80% adoption one year after the new equipment is installed on the buses. Based on the current schedule provided by PRESTO, the new devices will be installed by the end of September 2020. This equipment will allow for added functionality and has been future proofed to allow for all foreseeable fare payment options such as Account Based Ticketing, Mobile Payments, Mobile Ticketing and QR code tickets. PRESTO will begin to make this additional functionality available after the equipment is in place and has stabilized.

PRESTO adoption in Hamilton has reached 53% as of September 2019. The following customers do purchase and utilize the PRESTO card to access the HSR.

- All Seniors – single rides, monthly pass, annual pass, Golden Age
- All qualified applicants of the Affordable Transit Pass program
- McMaster Full Time Undergraduate and Graduate students - U-pass program
- Redeemer University College Full Time students - U-pass program
- Mohawk College Full Time students - U-Pass program
- Adult ticket and pass customers use PRESTO for 56% and 36% of the rides taken.
- Student ticket and pass customers use PRESTO for 35% and 27% of the rides taken.

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## **SUBJECT: PRESTO Adoption (PW17033d) (City Wide) – Page 4 of 5**

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Due to the expanded availability of PRESTO load locations across Hamilton, the improved customer experience via the App, removal of the requirement for a minimum load and the scheduled device refresh, it is realistic to move forward with the removal of paper media from circulation as shown in Appendix A.

There are approximately 2,500 Adult paper passes and 700 Student paper passes purchased each month. The strategy removes these from circulation as of June 1, 2020. The education and marketing campaign will begin in February 2020, giving customers four months' notice of this change. The move to PRESTO will provide our customers with the security of purchase if the card is lost; as well as make it easier to purchase their pass as they will be able to set up automatic renewals.

Many of our customers have moved from paper tickets to PRESTO. The strategy will remove legacy paper tickets and day passes from the third-party network as of September 1, 2020 to coincide with the fare increase set to occur with year five of the 10 Year Local Transit Strategy. Matching the removal with the fare increase will eliminate the need to develop and purchase tickets for 2020/2021. This change may be disruptive to the third-party vendors who sell HSR paper product. The education and marketing campaign to address both the vendors and customers will begin in March 2020 and will provide six months' notice. Tickets will continue to be accepted in the farebox for the remainder of 2020. For social agencies that utilize paper tickets to support their clients; a special purpose ticket will be created and available, at the Customer Service Office at 36 Hunter Street East. These tickets will remain available until PRESTO has released new functionality that meets the needs of social agencies.

### **ALTERNATIVES FOR CONSIDERATION**

Council could direct staff to remove all legacy paper media at the same time. This option would reduce the effectiveness of the communications to impacted customers as staff would not have as much time to focus on individual groups.

Council could delay the removal of legacy paper media to a future date. This option could impact our ability to achieve the prescribed adoption rate of 80% by August 2021, potentially leading to a payment to PRESTO of approximately \$1million for no services rendered. In addition, transit utilizes an in-house developed software program to manage the paper media inventory, sales to vendors, including commission payment and returns, as well as sales to the public at our Customer Service Centre. It was anticipated that this system would be retired soon after PRESTO was launched in Hamilton. The software program is now 8 years past its retirement date and is not stable. Replacement of the software would be necessary should paper media continue; it is estimated that an investment of approximately \$500,000 would be required. Paper media for tickets and passes would need to be designed and purchased for the extended period.

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**SUBJECT: PRESTO Adoption (PW17033d) (City Wide) – Page 5 of 5**

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**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.

**Clean and Green**

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.

**Built Environment and Infrastructure**

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

**APPENDICES AND SCHEDULES ATTACHED**

Appendix A – Strategy for Legacy Paper Media Removal

Appendix B – Glossary of PRESTO New Product Offerings

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**Appendix A to Report PW17033(d)**  
**Page 1 of 1**

**Strategy for Legacy Paper Media Removal**

<b>Product</b>	<b>Notice</b>	<b>Action</b>	<b>Marketing</b>
Paper Monthly Passes	Provided February 2020 - 4 months	June 2020 no paper passes	Provide literature with each pass sold advising of removal of paper pass and the benefits of PRESTO. Work with various program owners to implement the best solution for their client.
Paper Tickets and Day passes	Provided March 2020 - 6 months	September 1, 2020 no paper tickets or day passes at vendors  Will continue to accept until December 31, 2020	Promote the benefits of Presto to ticket users via web and social media, in person at high boarding locations. Day pass functionality will not be available on PRESTO.
Vendors	Provided February 2020 – 10 months	Remove all HSR paper media product from all vendor locations as of September 1, 2020	This change may be disruptive to the vendors business. Provide a 10 month notice period to allow for the adjustment.
Special Paper Ticket	Provided March 2020 - 6 months	September 1, 2020 introduce special purpose ticket available at Customer Service Office for Social Agencies  Tickets will remain until new functionality is available.	Advise agencies of the availability so they can continue to support clients. Work with agencies to determine the future functionality that will best suit their needs.

**Appendix B to Report PW17033(d)**  
**Page 1 of 1**

**Glossary of PRESTO New Product Offerings**

New Product	Description
Limited Use Media	Disposable card with a smart chip that allows for a predetermined value such as one or two rides to be loaded
Account Based Ticketing	Information about a customers account is stored in the system back-end not on the card
Mobile Payments	Allow payment from e-wallet, credit card and debit card
Mobile Ticketing	Customer can purchase a ticket on their smartphone and activate at the time of boarding
Bar Code/QR Code	This functionality is used in the travel industry, such as boarding passes
PRESTO App	Allow customers to manage their account, load value or passes and pick up the load with a near field communication(NFC) enabled Android phone.
Paratransit App	Allow customers to tap on a device in all vehicles utilized by DARTS service



Hamilton

# PRESTO Adoption

February 3, 2020

- Provincially led GTHA transit smart card fare system – 10 Transit Agencies plus Ottawa
- Contractual obligation to qualify for Gas Tax Funding - ~\$11M annually
- 2006 - original 10 year agreement
- 2011 – operational in Hamilton
- 2016 – one year contract extension
- 2018 – finalized 10 year agreement renewal 2017-2027

# PRESTO Agreement

- Status Outstanding items from previous contract
  - Third party vendor network – Loblaws
  - U-pass solution
  - Self service devices – GO Centers
  - Limited Use Media (LUM) – available on TTC
  - Specialized transit solution - App

# PRESTO Agreement

- Requirements under new agreement
  - PRESTO cost will increase:
    - 2017 - 2% commission ~ \$422,000
    - 2027 - 9% commission ~ \$4,098,000
  - New device installation completed by September 2020
  - Achieve 80% adoption by September 2021

# Customer Benefits - Value

- Cardholder Purchase Price \$6
  - Cost of card recovered after 8 rides
  - 5 year warranty – no expiry
  - Value Card
  - Register card – protect value loaded
- Card Balance (e-purse) will allow for seamless travel through the GTHA
- Replicates Council's Fare Policies
- Customers pay the lowest fare when utilizing PRESTO
  - Ticket price calculated at tap-on with 2 hour transfer written to the card
  - Weekly Loyalty program – ride free after the 11<sup>th</sup> paid ride Monday to Sunday
  - PRESTO transfer valid on Burlington Transit
  - Co-fare between HSR and GO Transit automatically deducted when paying with card balance



# Customer Channels

- Web access
  - Auto load / Auto renew
- Customer Service Locations
  - 36 Hunter Street East
  - City Hall
  - Stoney Creek Municipal Centre
  - Dundas Municipal Centre
  - Ancaster Municipal Centre
  - Shoppers Drug Mart (30)
  - Fortinos (9)
- PRESTO app for Android phones

## Customer – Adoption

- 53% Adoption Rate
- Customer Groups include:
  - All Seniors – single rides, monthly pass, annual pass, Golden Age
  - All qualified applicants of the Affordable Transit Pass program
  - McMaster Full Time Undergraduate and Graduate students - U-pass program
  - Redeemer University College Full Time students - U-pass program
  - Mohawk College Full Time students - U-Pass program
  - Adult ticket and pass customers use PRESTO for 56% and 36% of the rides taken.
  - Student ticket and pass customers use PRESTO for 35% and 27% of the rides taken.

# Customer Experience

- Recent improvements
  - Removal of minimum \$10 load requirement – in person transactions

# Customer Experience

- Future functionality for improved experience
  - Stored value
  - Open payment / Mobile payment
  - Mobile ticketing
  - Bar code / QR code capability
  - Account based ticketing

# Customer Experience

- Strategy for Legacy Paper Media Removal
  - Notice periods
  - Education and marketing materials

# Strategy for Legacy Paper Media Removal

- Remove all paper passes and tickets from vendors effective September 1, 2020
  - Provide 10 months notice
- Approximately 100 vendor locations impacted

# Strategy for Legacy Paper Media Removal

- Remove paper passes effective June 1, 2020
  - Provide 4 months notice
- Remove paper tickets and day passes effective September 1, 2020
  - Provide 6 months notice
  - Continue to accept tickets and day passes until December 31, 2020
- Introduce special purpose ticket effective September 1, 2020
  - Provide 6 months notice
  - Removed once functionality is available from PRESTO



QUESTIONS?





**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
**Transportation Operations and Maintenance Division**

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

### 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**

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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  
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- (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.

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## 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  
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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 5<sup>th</sup> 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.

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### 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**

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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  
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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**

#### **Community Engagement and Participation**

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

#### **Healthy and Safe Communities**

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

#### **Clean and Green**

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.

#### **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 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**

<b>Overall Rank</b>	<b>Rank</b>	<b>Group</b>	<b>Description</b>
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

<b>Speed Cushion Locations</b>		
<b>Speed hump is in front of House #</b>	<b>Intersecting Street</b>	<b>Ward</b>
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 <sup>1</sup>

#### 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 <sup>2</sup>

## 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

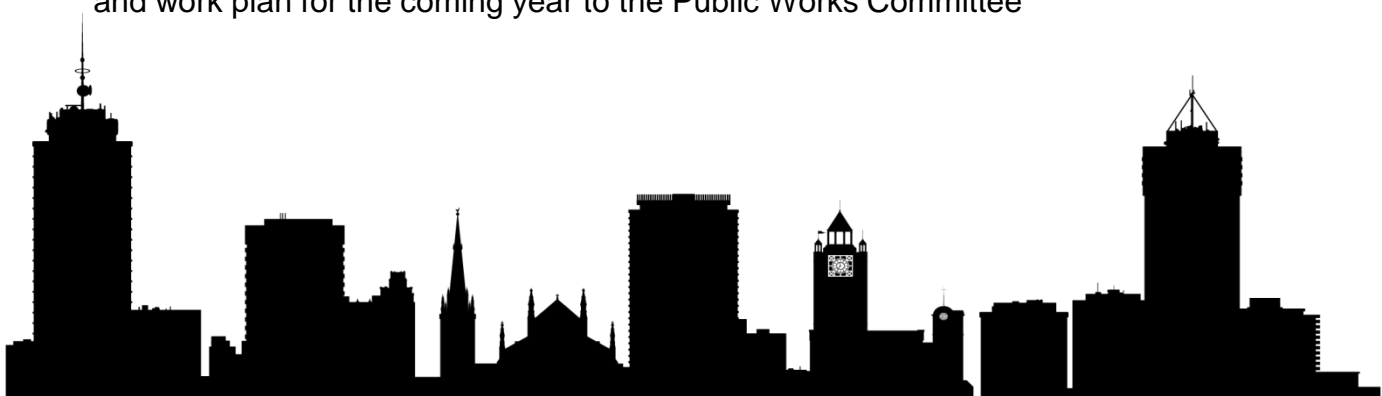
**Education:** Targeted and collaborative campaigns to address safety for all road users

**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**

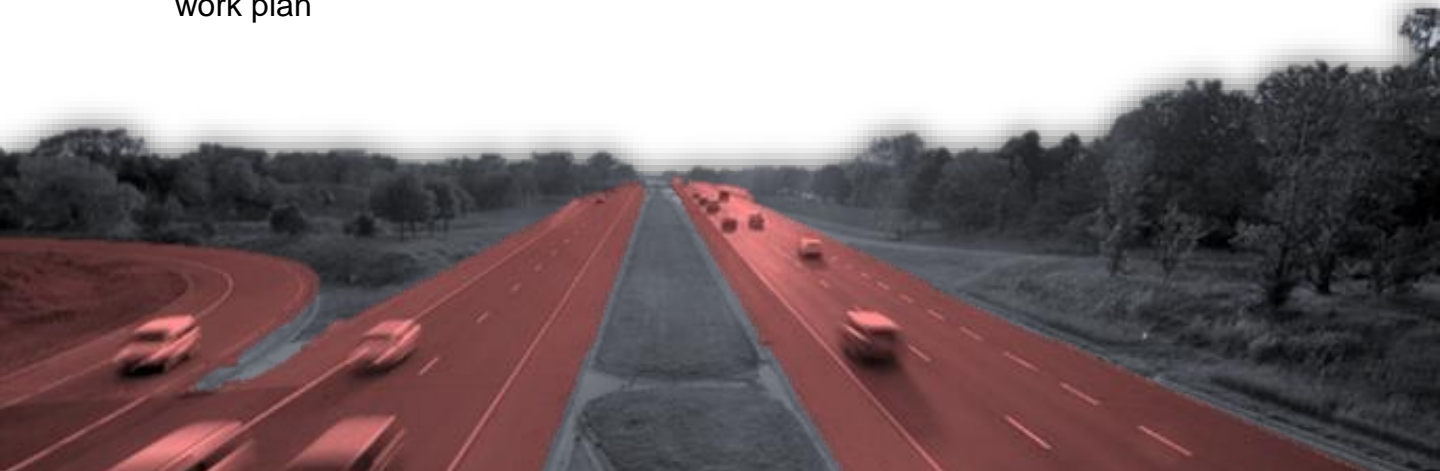
- Oversee implementation of evaluation initiatives within the Action Plan
- Ensure Vision Zero initiatives are appropriately evaluated and reported on

### **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

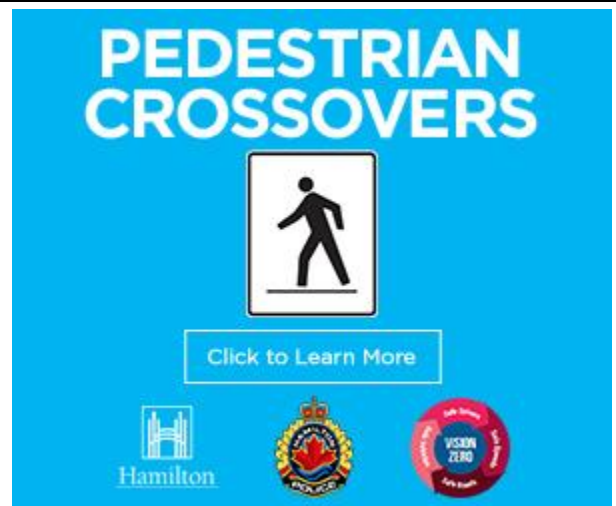
<b>Speeding is Speeding</b>		
<b>Date:</b> March 2019		
<b>Advertising Spend:</b> Approx. \$50,000		
<p><b>Summary:</b> The "Speeding is speeding" safety campaign reminded Hamilton motorists to pay close attention to the speedometer and adjust speeds based on road conditions and surroundings. Controlling vehicle speeds decreases the likelihood of collisions and reduces the severity of impact when they occur.</p>		
<b>Website:</b> <a href="http://www.hamilton.ca/safespeeds">www.hamilton.ca/safespeeds</a>		
<b>Website Visits:</b> 9,486 pageviews		
<b>Social Media Metrics:</b>	Organic impressions: 27,013	Paid impressions: 100,134
<p><b>Advertising Summary:</b> 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>		



<b>Distracted Driving</b>		
<b>Date:</b> April 2019		
<b>Advertising Spend:</b> Approx. \$50,000		
<p><b>Summary:</b> 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>		
<b>Website:</b> <a href="http://www.hamilton.ca/distracteddriving">www.hamilton.ca/distracteddriving</a>		
<b>Website Visits:</b> 12,208 pageviews		
<b>Social Media Metrics:</b>	Organic impressions: 17,312	Paid impressions: 94,445
<p><b>Advertising Summary:</b> 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>		




<b>Pedestrian Crossovers</b>		
<b>Date:</b> May 2019		
<b>Advertising Spend:</b> Approx. \$10,000		
<b>Summary:</b> 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.		
<b>Website:</b> <a href="http://www.hamilton.ca/pedestrian-crossovers">www.hamilton.ca/pedestrian-crossovers</a>		
<b>Website Visits:</b> 3,751 pageviews		
<b>Social Media Metrics:</b>	Organic impressions: 22,251	Paid impressions: 53,823
<b>Advertising Summary:</b> 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.		




<b>Cycling Safety</b>		
<b>Date:</b> May 2019		
<b>Advertising Spend:</b> Approx. \$13,000		
<b>Summary:</b> 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.		
<b>Website:</b> <a href="http://www.hamilton.ca/cyclingsafety">www.hamilton.ca/cyclingsafety</a>		
<b>Website Visits:</b> 7,399 pageviews		
<b>Social Media Metrics:</b>	Not applicable.	
<b>Advertising Summary:</b> 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.		



<b>Slow Down, Move Over</b>		
<b>Date:</b> July 2019		
<b>Advertising Spend:</b> Approx. \$20,000		
<p><b>Summary:</b> 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>		
		
<b>Website:</b> <a href="http://www.hamiltonpolice.on.ca/move-over-campaign">www.hamiltonpolice.on.ca/move-over-campaign</a>		
<b>Website Visits:</b> Not available. (Hosted by Hamilton Police)		
<b>Social Media Metrics:</b>	Organic impressions: 20,290	Paid impressions: Not applicable.
<b>Advertising Summary:</b> With a focus on motorists in their vehicles, this campaign included a heavy focus on radio advertising. Online ads rounded out this campaign.		

<b>Back to School</b>		
<b>Date:</b> August/September 2019		
<b>Advertising Spend:</b> Approx. \$16,000		
<p><b>Summary:</b> 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>		
		
<b>Website:</b> <a href="http://www.hamilton.ca/backtoschool">www.hamilton.ca/backtoschool</a>		
<b>Website Visits:</b> 4,693 pageviews		
<b>Social Media Metrics:</b>	Organic impressions: 6,411	Paid impressions: Not applicable.
<b>Advertising Summary:</b> With a wide target audience, this campaign included traditional print advertising, digital ads and radio advertising as well.		

<b>Roundabouts</b>		 <p><b>ROUNDABOUT SAFETY</b> 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>
<b>Date:</b> October 2019		
<b>Advertising Spend:</b> Approx. \$20,000		
<p><b>Summary:</b> 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>		
<b>Website:</b> <a href="http://www.hamilton.ca/roundabouts">www.hamilton.ca/roundabouts</a>		
<b>Website Visits:</b> 19,564 pageviews		
<b>Social Media Metrics:</b>		Paid impressions: 35,160
Organic impressions: 16,602		
<p><b>Advertising Summary:</b> 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>		

<b>Red Light Cameras</b>		 <p><b>RED LIGHT CAMERAS</b> 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>
<b>Date:</b> November 2019		
<b>Advertising Spend:</b> Approx. \$20,000		
<p><b>Summary:</b> 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>		
<b>Website:</b> <a href="http://www.hamilton.ca/redlightcameras">www.hamilton.ca/redlightcameras</a>		
<b>Website Visits:</b> Not yet available.		
<b>Social Media Metrics:</b>		
Not yet available.		
<p><b>Advertising Summary:</b> 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>		

# REVISED Item 11.1

## CITY OF HAMILTON

### MOTION

Public Works Committee: February 3, 2020

**MOVED BY COUNCILLOR T. JACKSON.....**

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

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

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 2020;
- (b) That funding for the installation, to an upset limit of \$200,000, 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.

# 11.2

# CITY OF HAMILTON

## MOTION

Public Works Committee: February 3, 2020

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

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

**Removal of Norway Maple Tree at 11 Star Avenue, Hamilton (Ward 5)**

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.

# 11.3

# CITY OF HAMILTON

## MOTION

Public Works Committee: February 3, 2020

**MOVED BY COUNCILLOR J.P. DANKO.....**

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

**Ridgemount Elementary School Play Structure Replacement (Ward 8)**

WHEREAS, since approximately 1994, the City of Hamilton (City) has inspected and maintained a playground structure on property owned by the Hamilton Wentworth District School Board (HWDSB) at 65 Hester Street, Hamilton (Ridgemount Elementary School), which was used by both elementary school students and members of the public; and,

WHEREAS, the structure was removed in recent years due to a school building expansion and the HWDSB has since requested the City’s assistance in constructing a replacement structure;

THEREFORE, BE IT RESOLVED:

- (a) That the design and installation of a new play structure at 65 Hester Street, Hamilton (Ridgemount Elementary School) be funded from the Ward 8 Area Rating Reserve Fund (108058) to an upset limit of \$150,000, be approved;
- (b) That a formal agreement for the operation and maintenance of the proposed structure as a public amenity on non-City owned lands be executed between the City and the HWDSB; and,
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents for the installation and ongoing maintenance of the Play Structure located at 65 Hester Street, Hamilton, with such terms and conditions in a form satisfactory to the City Solicitor.

# 11.4

# CITY OF HAMILTON

## MOTION

Public Works Committee: February 3, 2020

**MOVED BY COUNCILLOR J.P. DANKO.....**

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

**Sidewalk Repairs and Rolled Curb Replacements (Ward 8)**

- (a) That \$68,000 be allocated to sidewalk repairs and rolled curb replacements in Ward 8, and that the capital works be funded by utilizing the Ward 8 – 2020 Area Rating Reserve Fund (108058); 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.



# Added Item 12.1

## CITY OF HAMILTON

### NOTICE OF MOTION

Public Works Committee: February 3, 2020

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

**Installation of Elevator Cameras in 181 Jackson Street West and 95 Hess Street South, Hamilton (Ward 2)**

- (a) That the installation of two elevator cameras in 181 Jackson Street West and two elevator cameras in 95 Hess Street South be funded from the Ward 2 Area Rating Special Capital Reinvestment Reserve No. 108052 to an upset limit of \$7,890; 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.