



## City of Hamilton

### CITY COUNCIL ADDENDUM

20-013

Wednesday, June 3, 2020, 9:30 A.M.

Due to the COVID-19 and the Closure of City Hall

All electronic meetings can be viewed at:

City's Website: <https://www.hamilton.ca/council-committee/council-committee-meetings/meetings-and-agendas>

City's YouTube Channel: <https://www.youtube.com/user/InsideCityofHamilton> or Cable 14

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#### 4. COMMUNICATIONS

- \*4.4 Correspondence from Hamilton Bike Share Inc., who are in a position, both financially and operationally, to assume bike share operations in Hamilton for the next nine months and requesting that the City of Hamilton grants them permission to operate the

system, starting as soon as possible after June 1, 2020.

\*4.4.a Interim Operations Cost Summary

Recommendation: Be received and referred to the consideration of Item 7.1, Reconsideration of Sub-Section (a)(i) of Item 6.4 of the May 27 & 28, 2020 Council Minutes (20-012) respecting the Interim Continuation of the SoBi Bike Share Program.

- \*4.5 Correspondence from the Patrick J McNally Charitable Foundation respecting their commitment of \$100,000 to support Hamilton's remarkably successful bike share program and provide some context for our commitment.

Recommendation: Be received and referred to the consideration of Item 7.1, Reconsideration of Sub-Section (a)(i) of Item 6.4 of the May 27 & 28, 2020 Council Minutes (20-012) respecting the Interim Continuation of the SoBi Bike Share Program.

- \*4.6 Correspondence from Ian Borsuk, Climate Campaign Coordinator, Environment Hamilton raising concerns about the impacts the pandemic is having on the HSR, and to urge Council to take action to ensure that our public transit system survives the crisis.

Recommendation: Be received.

- \*4.7 Correspondence in support of the SoBi Bike Share Program in Hamilton:

- \*4.7.a Rachel Braithwaite, Executive Director, Representing the Board of Management for the Barton Village BIA

- \*4.7.b Valentin Brown

Recommendation: Be received and referred to the consideration of Item 7.1, Reconsideration of Sub-Section (a)(i) of Item 6.4 of the May 27 & 28, 2020 Council Minutes (20-012) respecting the Interim Continuation of the SoBi Bike Share Program.

- \*4.8 Correspondence respecting Police Violence and Anti-Black Racism:

- \*4.8.a Abedar Kamgari

- \*4.8.b Alex Jacobs-Blum

- \*4.8.c Alex Ramsay

- \*4.8.d Ashley Watson

- \*4.8.e Charlit Floriano

- \*4.8.f Elliot Classen

- \*4.8.g Luther Griggs

- \*4.8.h Mariel Rutherford

- \*4.8.i Sarah Duncan

\*4.8.j Scarlett Robinson

\*4.8.k Vince Soliveri

\*4.8.l Danica Evering

Recommendation: Be received and referred to the Hamilton Police Services Board.

\*4.9 Correspondence from Neighbour 2 Neighbour requesting that Hamilton City Council join the call to request emergency funding from the federal and provincial governments to support the ongoing operation of public transit in our city.

Recommendation: Be received.

## **5. COMMITTEE OF THE WHOLE**

### **5.1 CONSENT ITEMS**

\*5.1.e Bike Share Storage Plan (PED20109b) (Wards 1, 2, 3, 4, 5 and 13)

### **5.2 PUBLIC HEARINGS / WRITTEN DELEGATIONS**

\*5.2.a Written delegation from Mary Love respecting the Enbridge Proposal.

Recommendation: Be received and referred to the consideration of Item 5.4 (f) Enbridge Gas Inc. City of Hamilton Natural Gas Expansion Projects for submission to the Ontario Energy Board and the Ministry of Energy Natural Gas Expansion Program (PED20099) (Wards 11 and 12)

## **7. NOTICES OF MOTIONS**

\*7.1 Reconsideration of Sub-Section (a)(i) of Item 6.4 of the May 27 & 28, 2020 Council Minutes (20-012) respecting the Interim Continuation of the SoBi Bike Share Program

\*7.2 Amendment to the Composition of the Mayor's Task Force on Economic Recovery

## **9. PRIVATE AND CONFIDENTIAL**

\*9.4 Hamilton's Bikeshare Program—Legal Update (LS20016) (Wards 1, 2, 3, 4, 13)

Pursuant to Section 8.1, Sub-sections (e), (f) and (k) of the City's Procedural By-law 18-270, as amended, and Section 239(2), Sub-sections (e), (f) and (k) of the Ontario Municipal Act, 2001, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the City; 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 City of a local board.



Hamilton Bike Share Inc  
126 Catharine Street North, Garden Level  
Hamilton, Ontario L8R 1J4  
289-768-2453 | info@sobihamilton.ca

City of Hamilton - Mayor and Council  
71 Main Street West  
Hamilton, Ontario L8P 4Y5

May 31, 2020

Dear Mayor and Councillors,

We are writing to you today as our organization, Hamilton Bike Share Inc. (HBSI), is in a position, both financially and operationally, to assume bike share operations in Hamilton for the next nine months. We are requesting that the City of Hamilton grants us permission to operate the system, starting as soon as possible after June 1, 2020.

Our desire on this front is motivated by two simple things:

- We wish to see continuity of bike share operations in Hamilton past June 1, 2020, so that Hamiltonians can continue to have access to a safe, reliable mode of transportation that allows for physical distance during the COVID-19 global pandemic.
- We wish to continue our Everyone Rides Initiative programming, which to date has helped 500+ Hamiltonians access the bike share, who otherwise would have been unable to do so. Without bike share operations in place in the short term, our 2019-2022 Ontario Trillium Foundation funding of \$706,700 is at risk.

Our qualifications to run this system are a matter of public record. By design, HBSI was the sub-contracted nonprofit operator to Social Bicycles (later JUMP) for Hamilton's system. From 2014 to 2019, our team established and ran bike share operations, and was responsible for maintaining Service Level Agreement standards of service. Granted the opportunity to operate again, we would continue to maintain the current Service Level Agreement standards as outlined in the original contract, which include ongoing system maintenance, and installation of any controllers that would be acquired with OMCC funding.

The only reason why we are no longer the operator is that JUMP (at this point owned by Uber), chose to directly operate the system as of May 21, 2019. It was within their purview to take over operations as the direct contract-holder with the City of Hamilton. Over several months in early 2019, we negotiated an Asset Purchase Agreement with JUMP for the transfer of operations, and we retained and continue to deliver our Everyone Rides Initiative programming.

Now that Uber has declared their intent to cease operations before the end of their contract period, HBSI is in a unique position to re-assume operations, just a year after we had to give



Hamilton Bike Share Inc  
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them up:

- We retain our Executive Director who managed the system from 2014-2019.
- HBSI will have the necessary staff with direct experience ready to maintain operations.
- We have funding available to operate the system at this point for up to nine months.

Our funding enables us to operate the system at a rate of \$44,500 per month, from a blend of fundraising, sponsorship, estimated user revenue, and our own contribution. We have also confirmed a \$100,000 donation to the City of Hamilton toward interim operations that was facilitated by the office of Councillor Farr and with the support of the Mayor's office (see additional funding details in the Appendix). Collectively these funds will go towards operations, as will ongoing contributions that continue to flow in to support bike share.

We also want to be clear - our desire to operate the system in the short term is not intended to infringe on any future actions the City of Hamilton may take to secure a new operator. When such opportunities are available for review, we will make the appropriate submissions at that time, if we feel we are in a position to do so. Right now, we just want to ensure the system continues to operate for the people of Hamilton who rely on the system as an essential mode of transportation, including our Everyone Rides Initiative members, and ensure that our Ontario Trillium Foundation grant is not lost.

Hamilton Bike Share's mission is to "to enhance the quality of urban life by improving equitable access to bicycles in Hamilton." Our desire to assume operations is in fulfillment of that mission, and in fulfillment of our duty as a nonprofit organization to create public value in our community.

Please give HBSI the opportunity to provide continuity of operations for Hamilton's bike share system. We aren't asking the City of Hamilton for anything except permission.

Sincerely,

Janet MacLeod

Chair, Board of Directors

Chelsea Cox

Executive Director



Hamilton Bike Share Inc  
126 Catharine Street North, Garden Level  
Hamilton, Ontario L8R 1J4  
289-768-2453 | info@sobihamilton.ca

## Appendix

### **Funding**

HBSI will utilize the following funding sources with an operations budget of \$44,500 per month, from June 2020 - February 2021. Ongoing contributions that may be secured in the future would also be invested in bike share operations.

<b>Amount</b>	<b>Source</b>
\$100,000	Patrick J McNally Charitable Foundation, facilitated by Councillor Farr
\$60,000	HBSI Fundraiser Campaign
\$100,000	Confirmed Funders/Sponsors - partnering businesses
\$140,000	User Fee Revenue, including October 2020 payment for Everyone Rides Initiative equity passes funded by HBSI's Ontario Trillium Foundation GROW grant

Total: \$400,000

## 4.4 (a)

### Hamilton Bike Share - Interim Operations Cost Summary

June 1, 2020

Presented by Executive Director Chelsea Cox on behalf of Hamilton Bike Share Inc.

As noted in our letter to the Mayor and Council dated May 31, 2020, Hamilton Bike Share Inc. (HBSI), is in a position, both financially and operationally, to assume bike share operations in Hamilton for the next nine months. We are requesting that the City of Hamilton grants us permission to operate the system, starting as soon as possible.

#### Operational Expenses

The summary budget reflects expenses associated with operations of the City's bike share system, including the necessary costs to fulfill the minimum requirements of the contractual Service Level Agreement with the City of Hamilton. The figures stated are based on our experience in past operational years and have been updated to reflect current costs.

Summary Expenses - Monthly Interim Operations		
Item	Per Month	Notes
<b>Expenses</b>		
Existing Facility & Utilities	\$3,950	Based on 2020-21 lease
Labour	\$28,800	Includes all personnel costs related to ops roles including field staff, maintenance staff, ops management, and customer support.
Rebalancing - Field Service	\$2,000	Includes fuel, maintenance, insurance to fulfill Service Level Agreement bike availability requirements.
Fleet Maintenance & Bike Parts	\$1,200	
Insurance	\$500	
Devices & Software	\$500	HBSI already owns devices but would need to buy phone plans to support field tasks.
Admin - Bookkeeping, Reporting & Other	\$7,500	Costs include audited financial statements, payroll processing, and other organizational administrative needs
<b>Total Expenses</b>	<b>\$44,450</b>	
<b>Monthly Total</b>	<b>\$44,450</b>	

<b>Total Costs for 9 Months</b> June 2020 - February 2021	
Months	9
<b>Total Operations Costs</b>	<b>\$400,050</b>



## Hamilton Bike Share - Interim Operations Cost Summary

June 1, 2020

Presented by Executive Director Chelsea Cox on behalf of Hamilton Bike Share Inc.

Together with City staff, HBSI will determine whether bike connectivity fees are owed to the software provider as of July 1, 2020. Should they be incurred, HBSI is able to pay for the ongoing costs using reserve funding our organization already has on hand. Our target would then be to recover these costs through additional sponsorships and the growing pot of fundraising money generated by the community, businesses, and partners (our ability to assume those costs *would not be conditional* on this additional fundraising). See additional details below:

Should bike connectivity fees be incurred:		Notes
Number of connected bikes	750	
Connectivity fee per bike based on XR	\$11	\$8 USD/bike/month. XR=1.39
Monthly Bike Connectivity	\$8,400	
Full term connectivity fees	\$75,600	Term: July 1, 2020-February 2021

### Financial Position & Revenues

HBSI is in the financial position to immediately execute operations. We are an incorporated, not-for-profit organization and all supporting documentation is readily available.

We are more than happy to fully cooperate with the City of Hamilton to provide audited financial statements and bank statements for Council's consideration in-camera, or to allow City staff to verify this evidence of our financial standing to report to Council. This includes additional evidence to support user fee revenue and OTF equity pass funds.

Amount	Source
\$100,000	Patrick J McNally Charitable Foundation, facilitated by Councillor Farr
\$60,000	HBSI Fundraiser Campaign* - GoFundMe
\$100,000	Confirmed Funders/Sponsors - partnering businesses & anonymous donors. Funds received and HBSI has on hand.
\$140,000	User Fee Revenue, including October 2020 payment for Everyone Rides Initiative equity passes funded by HBSI's Ontario Trillium Foundation GROW grant

\*at time of submission this campaign is at \$66,000 and growing. All funds associated with this campaign, including those above \$60,000, will go directly towards bike share operations.

**Total: \$400,000**

**Patrick J McNally Charitable Foundation**

81 Concession 8 E  
Freelton, ON, L8B 1N9

BN / Registration # 84179 9984 RR0001

June 2, 2020

Dear Mayor Eisenberger and Members of Hamilton City Council,

On behalf of the Patrick J McNally Foundation, I am writing regarding our commitment of \$100,000 to support Hamilton's remarkably successful bike share program and provide some context for our commitment.

First, we would like to recognize the incredible support our community has demonstrated for SoBi Hamilton. At the time of writing, residents and supporters of SoBi have donated more than \$65,000 in support of this vital program and to see it's continued existence. The Patrick J McNally Foundation thanks the community for so clearly demonstrating their support for SoBi.

The Patrick J McNally Foundation's mandate is to help provide and nurture opportunities for members of our community to explore and enjoy nature. SoBi Hamilton fulfills this mandate because it:

1. Enhances access to bicycles and cycling in our community
2. Provides opportunities for recreation to a broad spectrum of our community members
3. Helps to protect the environment by, as a form of public transit, contributing to modal shift away from single occupancy vehicles for trips in the City

In the current economic situation created by Covid-19, we are also mindful of the economic challenges faced by many members of our community. SoBi Hamilton provides an affordable way for residents to get to work, pick up groceries, run errands, and visit family. This is especially important as the capacity of busses is reduced to allow for appropriate physical distancing. It is our hope that the system will someday be available in all our City's communities.

For all these reasons and more, we believe strongly that a robust bike share system is a critical part of the economic and environmental future of Hamilton.

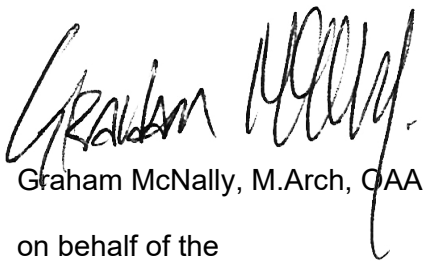
Our pledge, however, does come with some recommendations for City Council's careful consideration. Our study of successful bike share programs across Canada and around the world clearly demonstrate that they demand a true partnership between local government, business, members and the community in order to succeed and be sustainable over the long haul. While municipal finances are challenging under present circumstances, inevitably there will be a need for some ongoing subsidy from the City in

the same way that it subsidizes other critical transportation and transit infrastructure. Our pledge together with crowd source funding buys some time, but it will likely not create the sustainable business model that we need.

We would also welcome the opportunity to work in partnership with the city to examine all possible options to create a bike share system that can overtime expand geographically to serve more of our neighbourhoods while limiting the need for ongoing municipal subsidies. These options should include in our considered opinion, a broad range of operating models.

Please know that we have no business interest in being part of operating bike share in Hamilton, now or in the future. This is a philanthropic donation with the long-term hope and goal of preserving and enhancing an important community asset.

Respectfully,

A handwritten signature in black ink, appearing to read "Graham McNally". The signature is fluid and cursive, with a long, sweeping tail on the final letter.

Graham McNally, M.Arch, OAA

on behalf of the

Patrick J McNally Charitable Foundation



Dear Mayor Eisenberger and Hamilton City Council,

As you are all quite aware, the COVID-19 crisis has had a major impact on nearly every aspect of life in the City of Hamilton and beyond. I am writing to you today to raise concerns about the impacts the pandemic is having on the HSR, and to urge Council to take action to ensure that our public transit system survives the crisis.

The issue of providing adequate transit to move our essential workers while at the same time maintaining best practices for public health is proving to be a major and costly undertaking for public transit systems across the country, including here in Hamilton. That is why Environment Hamilton has joined with over seventy other organisations across the country (including local organisations: The Hamilton Chamber of Commerce, The Hamilton District Labour Council, Hamilton Transit Riders Union, ATU 107, Disability Justice Network of Ontario) to demand that the federal government commit to providing emergency funding for all public transit agencies, as well as ongoing operational support. A copy of the letter outlining our request for federal support was shared with you on May 12th, 2020. Our call for transit funding was further bolstered by countless Canadians from across the country who participated in a national day of action on May 28th, calling on Prime Minister Justin Trudeau to support federal emergency funding for public transit systems.

Environment Hamilton recognizes and appreciates the on-going efforts of the City of Hamilton, through Mayor Eisenberger's role with other GTHA mayors, to call on the federal and provincial government to support municipalities. We believe more needs to be done! We urge Hamilton City Council to call on the federal government to provide emergency operational support for the HSR. Our public transit system is essential and the municipality needs support from higher levels of government to ensure that the system survives and ultimately thrives post-pandemic.

The recent Trudeau Government offer to advance the federal gas tax transfer is simply not adequate! We are urging Hamilton City Council to demand that the federal government provide operational support for our public transit system.

- Ian Borsuk, Climate Campaign Coordinator, Environment Hamilton  
[iborsuk@environmenthamilton.org](mailto:iborsuk@environmenthamilton.org)



448 Barton St. East,  
Unit 2, Hamilton, ON  
L8L 2Y3

June 1, 2020

Re: SoBi

To Hamilton's Mayor and City Council,

We are writing today to share our unqualified support for the SoBi Bike Share Program in Hamilton. We have seen tremendous benefits to our businesses and our community from this program.

There is a great deal of evidence that bikes have numerous economic benefits to a community, in addition to making them healthier, more accessible, and more navigable. An oft-cited study out of Portland State University found that cyclists visit businesses more regularly than drivers, with those arriving by bike spending 24% more monthly than those arriving by car.<sup>1</sup> Compared to car travel and public transit, cycling provides increased visibility for Main Street businesses, and cyclists are much more likely to spontaneously stop at a business than drivers or public transit riders. Bikes are essential component of slower, safer streets, a need that we are acutely aware of due to the area's heavy industrial traffic.

We have many SoBi hubs in Barton Village, and workers and residents have consistently and vocally shown their support for the program. Many employees and volunteers from the quickly expanding Westinghouse HQ and neighbourhood hub 541 Eatery & Exchange rely on SoBi as their mode of transit to and from work. Our community users cite the health and environmental benefits of cycling, the lack of accessible parking options nearby, the prevalence of bike theft, the financial and spatial requirements of owning a bike, the ability to make one-way trips, and above all the simple and welcome convenience of a solid public cycling infrastructure that makes the city more liveable as the reasons they use SoBi.

We are grateful that the community has stepped up to ensure that this program can continue, as it has such a positive impact — not only to the many community members who depend upon it but also to the local economy.

We thank you for your time and your leadership through this unprecedented time.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rachel Braithwaite", with a long horizontal line extending to the right.

Rachel Braithwaite  
Executive Director  
Representing the Board of Management for the Barton Village BIA

## 4.4 (c)

<sup>1</sup><https://www.theglobeandmail.com/report-on-business/small-business/sb-managing/small-businesses-are-changing-their-tune-on-bike-lanes/article30365164/>

### **Additional Support:**

Travelling by company bike or personal bike saves businesses money, reduces employee absence from work, promotes healthy living among employees and increases productivity. Fortunately, more and more businesses have discovered this, and aside from the important environmental aspects involved, are now striving to get their employees to take to their bikes and are promoting the activity of cycling.

<https://www.bikecitizens.net/businesses-benefit-from-cycling/>

For Birchard, those bike lanes offer a tempting preview for potential customers. Passersby aren't speeding by at 40 miles per hour; they're traveling at a pace where they can be enticed by the sight and scent of fresh pierogies on the plates of patrons in the sidewalk café. "For me," Birchard said, "bikes mean business."

<http://momentummag.com/how-bicycles-bring-business/>

**Pilon, Janet**

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**Subject:** Social Benefit of Hamilton Bike Share

**From:** Valentin Brown

**Sent:** Monday, June 1, 2020 6:19 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Social Benefit of Hamilton Bike Share

Dear Hamilton City Council,

I am writing to you to share my lived experience around cycling in hopes that it might be useful to you in your efforts to ensure that Hamilton's Bike Share continues to run. Since acquiring access to a subsidized ERI pass, I have started riding again, and so I've discovered the importance of cycling in my personal journey towards interdependence.

In a way, riding a bike is one symbol of my autonomy--when I was a little kid, I taught myself to ride a bike because my parents couldn't be bothered to help me. I got tired of waiting for them to show up for me and figured it out on my own. Learning to ride a bike gave the little child that I was a way to feel confident and joyful in an environment that was soul crushing in so many ways.

When my family moved to Hamilton in 2004, I stopped riding. And yet, just a few weeks ago, I started to go on bike rides with my roommate, almost a year after I was finally able to flee my family home and the abuse that occurred there. It's powerful that, after a hard won year of trying to find safe housing, I was able to find a wonderful roommate who helped me get a SoBi pass so that I could ride again--to pursue an activity that is a symbol of the same innate courage I had as a child that gave me the strength to leave my family so many years later.

It is my goal to continue to practice cycling, so that I can become confident enough to share the road with the cars, without my roommate's assistance. In addition to my trauma therapy, and in absence of being able to swim because the rec centres are closed, cycling is one way that I can build on my experience of autonomy and work towards a life worth living.

One part of a life worth living, for me, is being able to process the developmental trauma that I experienced to the point that its symptoms no longer radically hinder my ability to work, which would mean that I would no longer need to be on ODSP. I hope that my story shows how the social benefit of programs like the Hamilton Bike Share outweighs the lack of a monetary profit. The Hamilton Bike Share is one way our city can invest its people as individuals.

Sincerely,

**Valentin Brown**

(pronouns: he/him)

## 4.8 (a)

**From:** Abedar Kamgari <

**Sent:** June 1, 2020 9:30 AM

**To:** Paparella, Stephanie <Stephanie.Paparella@hamilton.ca>; Ariyo, John <john.ariyo@hamilton.ca>; Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Office of the Mayor <mayor@hamilton.ca>

**Subject:** Police Violence and Anti-Black Racism

Dear Mayor Fred Eisenberger, Councillor Maureen Wilson, General Issues Committee, and Committee Against Racism,

I am writing to you today to express my concerns about anti-Black racism and violence, especially at the hands of police. I am a Hamilton resident living in ward 1.

We need greater transparency and communication after the loss of Regis Korchinski-Paquet, a Black woman in emotional distress. This is only the most recent example of a Black person dying in an encounter with police, something that has been happening in the GTHA for decades. The police have a long history of race-based violence. For example, data reveals that Toronto's Black residents are 20x times more likely to be killed by police officers than white residents, and that 70% of individuals who die in encounters with police struggle with mental health issues, substance abuse or both. In Hamilton, we regularly have members of violent and explicitly racist white supremacist groups congregating outside of city hall. Racism in ALL Canadian cities is prevalent and real and I am concerned and disheartened that my tax dollars are being used to fund a service that continues to victimize members of the Black community.

I believe the police force of Hamilton is overfunded and not taking the necessary precautions to provide safety to Black and Indigenous people in our community. Despite advocacy efforts, the Hamilton Police Force is not equipped with body cameras -- a request that has been voted against 4 times. We need to see measures implemented now that will lead to better outcomes in the future before any more Black lives are harmed in a police encounter.

I would like to see the Police Services held accountable in tangible ways:

- First, I would like to see the Hamilton police budget reduced, with those tax dollars reallocated into social services, health care, mental health programs, jobs and affordable housing. Strengthening municipal social supports will reduce crime by addressing issues that lead it at their source.



## 4.8 (a)

- Second, I would like to see the all Police Services immediately implement a harm reduction strategy, with a transparent and public training plan for all police officers and personnel.
- Third, I would urgently like to see the mandatory use of body cameras for all officers at all times.
- Lastly, I would like to see the Police's adoption of the 84 recommendations in the 2014 report by Frank Iacobucci, aimed at reducing fatal encounters with people in emotional distress.

Thank you for your time and attention.

Best wishes,

Abedar Kamgari

## 4.8 (b)

**From:** Alex Jacobs-Blum  
**Sent:** June 2, 2020 11:34 AM  
**To:** Paparella, Stephanie <Stephanie.Paparella@hamilton.ca>  
**Subject:** Police Violence and Anti-Black Racism

Dear General Issues Committee,

I am writing to you today to express my concerns about anti-Black racism and violence, especially at the hands of police. I am a Hamilton resident living in ward 3.

We need greater transparency and communication after the loss of Regis Korchinski-Paquet, a Black woman in emotional distress who died instead of receiving medical help. Regis is only the most recent instance of a Black person dying in an encounter with police, something that has been happening in the GTHA for decades. The police in Canada have a long history of race-based violence. For example, data reveals that Toronto's Black residents are 20 times more likely to be killed by police officers than white residents, despite having a much smaller population in the city overall. In addition, 70% of individuals who die in encounters with police struggle with mental health or substance use issues, or both. In Hamilton, we regularly have members of violent and explicitly racist white supremacist groups congregating outside of city hall. Racism in ALL Canadian cities is prevalent and real and I am concerned and disheartened that my tax dollars are being used to fund a service that continues to criminalize members of the Black community.

I believe the police force of Hamilton is overfunded and contrary to their mission, causing more fear, violence and harm to our communities. We need to see reforms implemented now to lead to better outcomes in the future before any more Black people are harmed in a police encounter.

I would like to see the Police Services held accountable in tangible ways:

- First, I would like to see the Hamilton police budget reduced by at least 20% over the next 2 years, with those tax dollars reallocated into social services, health care, mental health programs, supervised injection sites, jobs and affordable housing. These are the vital services we will need more of to bounce back from the pandemic. Strengthening municipal social supports will reduce crime by addressing the issues that lead to it at their source.
- Second, I would like to see the all Police Services immediately implement a harm reduction strategy, with a transparent and ongoing training plan for all police officers and personnel made public.
- Third, I would urgently like to see the mandatory use of body cameras for all officers at all times. Despite advocacy efforts, the Hamilton Police Force has voted against implementing body cameras 4 times.
- Lastly, I would like to see the Police's adoption of the 84 recommendations in the 2014 report by Frank Iacobucci, aimed at reducing fatal encounters with people in emotional distress.

Thank you for your time and attention.

Alex Jacobs-Blum

**From:** Alex Ramsay

**Sent:** June 1, 2020 6:54 PM

**To:** Paparella, Stephanie <Stephanie.Paparella@hamilton.ca>; Ariyo, John <john.ariyo@hamilton.ca>; Office of the Mayor <mayor@hamilton.ca>; Wilson, Maureen <Maureen.Wilson@hamilton.ca>

**Subject:** Police Violence and Anti-Black Racism

Dear Mayor Fred Eisenberger, Councillor Wilson, General Issues Committee, and Committee Against Racism,

I am writing to you today to express my concerns about anti-Black racism and violence in Hamilton, especially at the hands of police. I am a Hamilton resident living in ward 1.

We need greater transparency and communication after the loss of Regis Korchinski-Paquet, a Black woman in emotional distress who died at the hands of police instead of receiving medical help. Regis is only the most recent instance of a Black person dying in an encounter with police, something that has been happening in the GTHA for decades. The police in Canada have a long history of race-based violence. For example, data reveals that Toronto's Black residents are 20 times more likely to be killed by police officers than white residents, despite having a much smaller population in the city overall. In addition, 70% of individuals who die in encounters with police struggle with mental health or substance use issues, or both. In Hamilton, we regularly have members of violent and explicitly racist white supremacist groups congregating outside of city hall. Racism in ALL Canadian cities is prevalent and real and I am concerned and disheartened that my tax dollars are being used to fund a service that continues to criminalize members of the Black community.

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Thank you for your time and attention,  
Alex Ramsay

## 4.8 (d)

**From:** Ashley Watson <

**Sent:** June 2, 2020 8:58 AM

**To:** Paparella, Stephanie <Stephanie.Paparella@hamilton.ca>; Ariyo, John <john.ariyo@hamilton.ca>; Office of the Mayor <mayor@hamilton.ca>; Office of Ward 3 City Councillor Nrinder Nann <ward3@hamilton.ca>; Stevenson, Kirsten <Kirsten.Stevenson@hamilton.ca>

**Subject:** Police Violence and Anti-Black Racism

Dear Mayor Fred Eisenberger, Councillor Nann, General Issues Committee, and Committee Against Racism,

I am writing to you today to express my concerns about anti-Black racism and violence, especially at the hands of police. I am a Hamilton resident living in ward three. As a resident of ward 3 I have witnessed first hand police violence and harassment.

We need greater transparency and communication after the loss of Regis Korchinski-Paquet, a Black woman in emotional distress who died instead of receiving medical help. Regis is only the most recent instance of a Black person dying in an encounter with police, something that has been happening in the GTHA for decades. The police in Canada have a long history of race-based violence. For example, data reveals that Toronto's Black residents are 20 times more likely to be killed by police officers than white residents, despite having a much smaller population in the city overall. In addition, 70% of individuals who die in encounters with police struggle with mental health or substance use issues, or both. In Hamilton, we regularly have members of violent and explicitly racist white supremacist groups congregating outside of city hall inflicting violence and driving buses into crowds with little police intervention during these actions. Racism in ALL Canadian cities is prevalent and real and I am concerned and disheartened that my tax dollars are being used to fund a service that continues to criminalize members of the Black community.

I believe the police force of Hamilton is overfunded and contrary to their mission, causing more fear, violence and harm to our communities. We need to see reforms implemented NOW to lead to better outcomes in the future before any more Black, Indigenous, and people of colour are harmed in a police encounter.

I would like to see the Police Services held accountable in tangible ways:

- First, I would like to see the Hamilton police budget reduced by at least 25% over the next 2 years, with those tax dollars reallocated into social services, health care, mental health programs, supervised injection sites, jobs and affordable housing. These are the vital services we will need more of to bounce back from the pandemic. Strengthening municipal social supports will reduce crime by addressing the issues that lead to it at their source.
- Second, I would like to see the all Police Services immediately implement a harm reduction strategy, with a transparent and ongoing training plan for all police officers and personnel made public.

## 4.8 (d)

- Third, I would urgently like to see the mandatory use of body cameras for all officers at all times. Despite advocacy efforts, the Hamilton Police Force has voted against implementing body cameras 4 times.
- Lastly, I would like to see the Police's adoption of the 84 recommendations in the 2014 report by Frank Iacobucci, aimed at reducing fatal encounters with people in emotional distress.

I will continue to follow up with you about the actions you will be taking to hold yourselves and Polices Services accountable for their actions while using taxpayer dollars to better support the Black community.

Thank you for your time and attention.

Ashley Watson - Ward 3 Resident

**From:** Charlit Floriano

**Sent:** June 2, 2020 10:28 AM

**To:** Office of the Mayor <mayor@hamilton.ca>; Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Paparella, Stephanie <Stephanie.Paparella@hamilton.ca>; Ariyo, John <john.ariyo@hamilton.ca>

**Subject:** Police Violence and Anti-Black Racism

Dear Mayor Fred Eisenberger, Councillor Maureen Wilson, General Issues Committee, and Committee Against Racism,

I am writing to you today to express my concerns about anti-Black racism and violence, especially at the hands of police. I am a Hamilton resident living in ward 1.

We need greater transparency and communication after the loss of Regis Korchinski-Paquet, a Black woman in emotional distress who died instead of receiving medical help. Regis is only the most recent instance of a Black person dying in an encounter with police, something that has been happening in the GTHA for decades. The police in Canada have a long history of race-based violence. For example, data reveals that Toronto's Black residents are 20 times more likely to be killed by police officers than white residents, despite having a much smaller population in the city overall. In addition, 70% of individuals who die in encounters with police struggle with mental health or substance use issues, or both. In Hamilton, we regularly have members of violent and explicitly racist white supremacist groups congregating outside of city hall. Racism in ALL Canadian cities is prevalent and real and I am concerned and disheartened that my tax dollars are being used to fund a service that continues to criminalize members of the Black community.

I believe the police force of Hamilton is overfunded and contrary to their mission, causing more fear, violence and harm to our communities. We need to see reforms implemented now to lead to better outcomes in the future before any more Black people are harmed in a police encounter.

I would like to see the Police Services held accountable in tangible ways:

- First, I would like to see the Hamilton police budget reduced by at least 20% over the next 2 years, with those tax dollars reallocated into social services, health care, mental health programs, supervised injection sites, jobs and affordable housing. These are the vital services we will need more of to bounce back from the pandemic. Strengthening municipal social supports will reduce crime by addressing the issues that lead to it at their source.
- Second, I would like to see the all Police Services immediately implement a harm reduction strategy, with a transparent and ongoing training plan for all police officers and personnel made public.
- Third, I would urgently like to see the mandatory use of body cameras for all officers at all times. Despite advocacy efforts, the Hamilton Police Force has voted against implementing body cameras 4 times.
- Lastly, I would like to see the Police's adoption of the 84 recommendations in the 2014 report by Frank Lacobucci, aimed at reducing fatal encounters with people in emotional distress.

Thank you for your time and attention.

Charlit Floriano



**From:** Elliot Classen <

**Sent:** June 1, 2020 7:07 PM

**To:** VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Paparella, Stephanie <Stephanie.Paparella@hamilton.ca>; Office of the Mayor <mayor@hamilton.ca>; Stevenson, Kirsten <Kirsten.Stevenson@hamilton.ca>; Ariyo, John <john.ariyo@hamilton.ca>

**Subject:** Police Violence and Anti-Black Racism

Dear Mayor Fred Eisenberger, Councillor Arlene Vanderbeek, General Issues Committee, and Committee Against Racism,

I am writing to you today to express my concerns about anti-Black racism and violence, especially at the hands of police. I am a Hamilton resident living in ward 13.

We need greater transparency and communication after the loss of Regis Korchinski-Paquet, a Black woman in emotional distress who died instead of receiving medical help. Regis is only the most recent instance of a Black person dying in an encounter with police, something that has been happening in the GTHA for decades. The police in Canada have a long history of race-based violence. For example, data reveals that Toronto's Black residents are 20 times more likely to be killed by police officers than white residents, despite having a much smaller population in the city overall. In addition, 70% of individuals who die in encounters with police struggle with mental health or substance use issues, or both. In Hamilton, we regularly have members of violent and explicitly racist white supremacist groups congregating outside of city hall. Racism in ALL Canadian cities is prevalent and real and I am concerned and disheartened that my tax dollars are being used to fund a service that continues to criminalize members of the Black community.

I believe the police force of Hamilton is overfunded and contrary to their mission, causing more fear, violence and harm to our communities. We need to see reforms implemented now to lead to better outcomes in the future before any more Black people are harmed in a police encounter.

I would like to see the Police Services held accountable in tangible ways:

\* First, I would like to see the Hamilton police budget reduced by at least 20% over the next 2 years, with those tax dollars reallocated into social services, health care, mental health programs, supervised injection sites, jobs and affordable housing. These are the vital services we will need more of to bounce back from the pandemic. Strengthening municipal social supports will reduce crime by addressing the issues that lead to it at their source.

\* Second, I would like to see the all Police Services immediately implement a harm reduction strategy, with a transparent and ongoing training plan for all police officers and personnel made public.

\* Third, I would urgently like to see the mandatory use of body cameras for all officers at all times. Despite advocacy efforts, the Hamilton Police Force has voted against implementing body cameras 4 times.

\* Lastly, I would like to see the Police's adoption of the 84 recommendations in the 2014 report by Frank Iacobucci, aimed at reducing fatal encounters with people in emotional distress.

Thank you for your time and attention.

Elliot Classen

## 4.8 (g)

**From:** Luther Griggs <  
**Sent:** June 1, 2020 12:02 AM  
**To:** Andrea Horwath, MPP <ahorwath-co@ndp.on.ca>; Matthew.Green@parl.gc.ca;  
Office of the Mayor <mayor@hamilton.ca>; Paparella, Stephanie  
<Stephanie.Paparella@hamilton.ca>  
**Subject:** Concern Over Policing in Hamilton

Thank you for taking the time to read this,

My name is Luther Griggs. I am contacting you in light of the recent death of Regis Korchinski-Paquet. Regis's death has been widely publicized, and could have easily happened in Hamilton, ON. I believe the police force of Hamilton is overfunded and not taking the necessary precautions to provide safety to black folks, and people of colour in our community. For example, the Hamilton Police Force is not equipped with body cameras - a request which has been voted against 4 times.

From what I can understand, given the unclear information provided on the City of Hamilton website, the Hamilton police force's budget increased by 19 million dollars in 2020. Yet they have sighted "cost concerns" when deflecting the implementation of body cameras.

I can not speak for Hamilton, but data has been collected on police encounters in Toronto revealing that black people in the city of Toronto are 20x times more likely to be killed by police officers than white residents while 70% of individuals who die in encounters with police struggle with mental health issues or substance abuse or both. Hamilton is a 40 minute drive away, racism in ALL Canadian cities is prevalent and real and I am concerned and disheartened that my tax dollars are being used to fund a service that continues to victimize members of this community.

I would like to see a re-evaluation of the budget currently allocated to Hamilton Police Services. I would like to see this large portion of my tax dollars reallocated into social services, mental health programs, health care, education, jobs, and city infrastructure.

I would like to see any budget that is allocated to Hamilton Police Services made transparent and with a focus on harm reduction, including the mandatory use of body cameras for all officers. Lastly, I would like to see budget used to invest in the adoption of the 84 recommendations in the 2014 report by Frank Iacobucci, aimed at reducing fatal encounters with people in emotional distress.

Thanks again.  
Luther Griggs

## 4.8 (h)

**From:** Mariel Rutherford >

**Sent:** May 31, 2020 11:35 PM

**To:** Andrea Horwath, MPP <ahorwath-co@ndp.on.ca>; Matthew.Green@parl.gc.ca;  
Office of the Mayor <mayor@hamilton.ca>; Paparella, Stephanie  
<Stephanie.Paparella@hamilton.ca>

**Subject:** Concern over policing in Hamilton

Thank you for taking the time to read this,

My name is Mariel, I am contacting you in light of the recent death of Regis Korchinski-Paquet - Regis's death has been widely publicized, this tragedy is one which could have easily happened in Hamilton, ON - I believe the police force of Hamilton is overfunded and not taking the necessary precautions to provide safety to black folks, and people of colour in our community. For example, the Hamilton Police Force is not equipped with body cameras - a request which has been voted against 4 times.

From what I can understand, and I'm noticing it's extremely difficult to see clear numbers, the Hamilton police force's budget increased by 19 million dollars in 2020 - information provided on the city website - yet they have sighted "cost concerns" when deflecting the implementation of body cameras.

I can't speak for Hamilton but the data that has been collected on police encounters in Toronto reveals that black people in the city of Toronto are 20x times more likely to be killed by police officers than white residents while 70% of individuals who die in encounters with police struggle with mental health issues or substance abuse or both. Hamilton is a 40 minute drive away, racism in ALL Canadian cities is prevalent and real and I am concerned and disheartened that my tax dollars are being used to fund a service that continues to victimize members of this community.

I would like to see a re-evaluation of the budget currently allocated to Hamilton Police Services. I would like to see this large portion of my tax dollars reallocated into social services, mental health programs, health care, education, jobs, and city infrastructure.

I would like to see any budget that is allocated to Hamilton Police Services made transparent and with a focus on harm reduction including the mandatory use of body cameras for all officers. Lastly, I would like to see budget used to invest in the adoption of the 84 recommendations in the 2014 report by Frank Iacobucci, aimed at reducing fatal encounters with people in emotional distress.

Thanks for reading!

Mariel

**From:** SARAH DUNCAN

**Sent:** June 1, 2020 6:20 PM

**To:** Office of the Mayor <mayor@hamilton.ca>; Ariyo, John <john.ariyo@hamilton.ca>; Paparella, Stephanie <Stephanie.Paparella@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>

**Subject:** Police Violence and Anti-Black Racism

Dear Mayor Fred Eisenberger, Councillor John-Paul Danko, General Issues Committee, and Committee Against Racism,

I am writing to you today to express my concerns about anti-Black racism and violence, especially at the hands of police. I am a Hamiltonian living in ward 8.

Although it has always been painfully clear to non-white Canadians, our country is not free of racism. Despite the temptation to compare ourselves to America, we need to realise that this comparison allows many privileged Canadians to remain ignorantly complicit in this violence. I am calling on you, people in positions of authority and power to do something.

We need greater transparency and communication after the loss of Regis Korchinski-Paquet, a Black woman in emotional distress who died instead of receiving medical help. Regis is only the most recent instance of a Black person dying in an encounter with police, something that has been happening in the GTHA for decades. The police in Canada have a long history of race-based violence. For example, data reveals that Toronto's Black residents are 20 times more likely to be killed by police officers than white residents, despite having a much smaller population in the city overall. In addition, 70% of individuals who die in encounters with police struggle with mental health or substance use issues, or both.

In Hamilton, we regularly have members of violent and explicitly racist white supremacist groups congregating outside of city hall. Racism in ALL Canadian cities is prevalent and real and I am concerned and disheartened that my tax dollars are being used to fund a service that continues to criminalize members of the Black community.

I believe the police force of Hamilton is overfunded and contrary to their mission, causing more fear, violence and harm to our communities. We need to see reforms implemented now to lead to better outcomes in the future before any more Black people are harmed in a police encounter.

I would like to see the Police Services held accountable in tangible ways:

- First, I would like to see the Hamilton police budget reduced by at least 20% over the next 2 years, with those tax dollars reallocated into social services, health care, mental health programs, supervised injection sites, jobs and affordable housing. These are the vital services we will need more of to bounce back from the pandemic. Strengthening municipal social supports will reduce crime by addressing the issues that lead to it at their source.

## 4.8 (i)

- Second, I would like to see the all Police Services immediately implement a harm reduction strategy, with a transparent and ongoing training plan for all police officers and personnel made public.
- Third, I would urgently like to see the mandatory use of body cameras for all officers at all times. Despite advocacy efforts, the Hamilton Police Force has voted against implementing body cameras 4 times.
- Lastly, I would like to see the Police's adoption of the 84 recommendations in the 2014 report by Frank Iacobucci, aimed at reducing fatal encounters with people in emotional distress.

Thank you for your time and attention.

Sarah Duncan  
Ward 8

**From:** Scarlett Robinson  
**Sent:** June 1, 2020 10:18 AM  
**To:** Paparella, Stephanie <Stephanie.Paparella@hamilton.ca>  
**Subject:** Hamilton Police Funding

Hello,

My name is Scarlett Robinson, I recently moved to Hamilton with my partner, who has lived in Hamilton for over a decade. I am writing to you as I am concerned over the budget allocation towards the Hamilton Police Service and Board-- which has increased significantly over the past few years.

In light of recent events in Toronto, regarding the death of Regis Kachinski-Paquet, and the history of violence against black people in Hamilton at the hands of police officers, I believe the city should review the positive impact-per-dollar of Hamilton's tax income. In 2019, shootings had increased significantly, which led to the increase of police patrols, I believe this is a misguided decision, studies have shown that increasing police budgets have less of a positive impact on violence and crime than community organizations and services (<https://journals.sagepub.com/doi/pdf/10.1177/0003122417736289>), and adversely over-policing leads to more violence (<https://www.nature.com/articles/s41562-017-0211-5>). Given these facts, I would like to see my tax dollars go towards more positive programs, such as mental health programs, city infrastructure, and jobs programs.

Additionally, I would like to see Hamilton Police's budget made completely transparent, and with a focus on harm reduction. Additionally, I would like to see the budget used to invest in the adoption of the 84 recommendations in the 2014 report by Frank Iabucci, aimed at reducing fatal encounters with people in emotional distress.

Thank you, to the chair, council, and committee, for your time in hearing my concerns.

Scarlett R.

## 4.8 (k)

**From:** Vince Soliveri

**Sent:** June 2, 2020 1:21 PM

**To:** Office of the Mayor <mayor@hamilton.ca>; Ariyo, John <john.ariyo@hamilton.ca>; Paparella, Stephanie <Stephanie.Paparella@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>

**Subject:** Police Violence and Anti-Black Racism

Dear Mayor Fred Eisenberger, Councillor Jason Farr, General Issues Committee, and Committee Against Racism,

I am writing to you today to express my concerns about anti-Black racism and violence, especially at the hands of police. I am a Hamilton resident living in ward 2.

We need greater transparency and communication after the loss of Regis Korchinski-Paquet, a Black woman in emotional distress who was killed instead of receiving medical help. Regis is only the most recent instance of a Black person dying in an encounter with police, something that has been happening in Canada for decades. Just last month, D'Andre Campbell was shot by the Peel police. Before that, countless others. The police in Canada have a long history of race-based violence. This is because our police system was designed for the purpose of containing and criminalizing Black and Indigenous peoples. Data reveals that Toronto's Black residents are 20 times more likely to be killed by police officers than white residents, despite having a much smaller population in the city overall. In addition, 70% of individuals who die in encounters with police struggle with mental health or substance use issues, or both. Racism in ALL Canadian cities is prevalent and real and I am concerned and disheartened that my tax dollars are being used to fund a service that continues to criminalize members of the Black community.

It is time to learn from the cyclical police violence unfolding throughout North America and commit ourselves to change before any more Black people are harmed in a police encounter. We need to start divesting from the systematically violent police services and establish a long-term plan for community-led health and safety initiatives. The police force of Hamilton is overfunded and contrary to their mission, causing more violence and harm in our communities.

To start, I would like to see the Hamilton police budget reduced by at least 20% over the next 2 years and their operating budget made public. I would like to see those tax dollars permanently reallocated into social services, education, mental health programs, supervised injection sites, jobs and affordable housing. These are the vital services we will need to bounce back from the pandemic and keep our communities safe. Strengthening municipal social supports will reduce crime by addressing the issues that lead to it at their source.

Thank you for your time and attention.

Vince Soliveri



**Pilon, Janet**

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**Subject:** Police Violence and Anti-Black Racism

**From:** Danica Evering

**Sent:** June 2, 2020 4:38 PM

**To:** Office of the Mayor <[mayor@hamilton.ca](mailto:mayor@hamilton.ca)>; Merulla, Sam <[Sam.Merulla@hamilton.ca](mailto:Sam.Merulla@hamilton.ca)>; Ariyo, John <[john.ariyo@hamilton.ca](mailto:john.ariyo@hamilton.ca)>; Paparella, Stephanie <[Stephanie.Paparella@hamilton.ca](mailto:Stephanie.Paparella@hamilton.ca)>; Stevenson, Kirsten <[Kirsten.Stevenson@hamilton.ca](mailto:Kirsten.Stevenson@hamilton.ca)>

**Subject:** Police Violence and Anti-Black Racism

Dear Mayor Fred Eisenberger, Councillor Sam Merulla, General Issues Committee, and Committee Against Racism,

I am writing to you today to express my concerns about anti-Black racism and violence, especially at the hands of police. I am a Hamilton resident living in Ward 4.

We need greater transparency and communication from police services in every city after the loss of Regis Korchinski-Paquet, a Black woman in emotional distress who was killed instead of receiving medical help. Regis is only the most recent instance of a Black person dying in an encounter with police, something that has been happening in Canada for decades. Just last month, D'Andre Campbell was shot by the Peel police. Before that, countless others.

In municipalities all across Canada, the police have a long history of race-based violence. This is because our police system was designed for the purpose of containing and criminalizing Black and Indigenous peoples. Data reveals that Toronto's Black residents are 20 times more likely to be killed by police officers than white residents, despite having a much smaller population in the city overall. In addition, 70% of individuals who die in encounters with police struggle with mental health or substance use issues, or both. Racism in ALL Canadian cities is prevalent and real and I am concerned and disheartened that my tax dollars are being used to fund a service that continues to criminalize members of the Black community.

It is time to learn from the cyclical police violence unfolding throughout North America and commit ourselves to change before any more Black people are harmed in a police encounter. We need to start divesting from the systematically violent police services, and establish a long-term plan for community-led health and safety initiatives. The police force of Hamilton is overfunded and contrary to their mission, causing more violence and harm in our communities.

To start, I would like to see the Hamilton police budget reduced by at least 20% over the next 2 years and their operating budget made public. I would like to see those tax dollars permanently reallocated into social services, education, mental health programs, supervised injection sites, jobs, and affordable housing. These are the vital services we will need to bounce back from the pandemic and keep our communities safe. Strengthening municipal social supports will reduce crime by addressing the issues that lead to it at their source.

Thank you for your time and attention.

Regards,

Danica Evering

95 Newlands Ave.

Hamilton ON

905-741-0561

Tuesday, June 2, 2020

Mayor Eisenberger and City Councillors,

We are writing today to request that Hamilton City Council join the call to request emergency funding from the federal and provincial governments to support the ongoing operation of public transit in our city.

As an organization serving many low-income and vulnerable residents on Hamilton Mountain, including recent immigrants, refugees and disabled persons, Neighbour to Neighbour knows the important role access to quality, affordable transit services plays. Many of the people we serve can only access our programs and services through using transit. This includes not only access to our food bank and counselling services but also vital programs that contribute to individual and community well-being such as educational programming, volunteering, and community meals at the Community Food Centre. We hear from participants their stories highlighting difficulties faced prior to this pandemic, and have heard positive feedback in regard to the City's response; having no-cost transit these past months. We know that many people continue to rely on transit for essential travel and have seen in the foodbank that numbers of users is continuing to rise as people slowly move out of isolation and need to access supports. We are concerned that any cuts to transit will have an impact on those most vulnerable in our community.

As the City of Hamilton and the Province of Ontario take steps to reopen facilities, it is important that we think of these most vulnerable residents in developing a transit plan for the upcoming months. For what it is worth, we ask that City Council support calls for emergency transit funding to ensure that access to reliable service remains a priority.

Sincerely,

Denise Arkell,  
Executive Director  
Neighbour to Neighbour Centre

Krista D'Aoust  
Director, Community Food & Family Services



# INFORMATION REPORT

<b>TO:</b>	Mayor and Members Committee of the Whole
<b>COMMITTEE DATE:</b>	June 3, 2020
<b>SUBJECT/REPORT NO:</b>	Bike Share Storage (PED20109(b)) (Wards 1, 2, 3, 4, 5 and 13)
<b>WARD(S) AFFECTED:</b>	Wards 1, 2, 3, 4, 5 and 13
<b>PREPARED BY:</b>	Brian Hollingworth (905) 546-2424 Ext. 2953
<b>SUBMITTED BY:</b>	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
<b>SIGNATURE:</b>	

## COUNCIL DIRECTION

On May 27, 2020, Council received Information Report PED20109(a) respecting Public Bike Share Transit Contract Update. At the May 27, 2020 meeting, Council also passed the following motion:

- (a) That staff be directed to pursue space currently owned by the City, or if that's not possible, pursue private sector space (rental/donated) for the storage of the bikes;
- (b) That staff be directed to report back to Planning Committee with a plan, in terms of how the City will be storing the bikes.

The purpose of this Information Report is to respond to the motion.

## INFORMATION

On May 15, 2020, the City of Hamilton received a letter from Uber indicating that it intends to terminate the SoBi Hamilton bike share system operations effective June 1, 2020. The City of Hamilton owns the bicycles and stations. There is an operating agreement with Uber (most recently renewed on February 28, 2020) through

which Uber operates the system at no cost to the City. This contract is not due to expire until February 19, 2021.

On May 20, 2020, Council received Information Report PED20109 providing information regarding the status of the operations contract for the SoBi Hamilton public bike share system, and the notice from Social Bicycles LLC/Uber Inc. (“Uber”) of their intent to unilaterally cease bike share operations as of June 1, 2020.

On May 27, 2020, Council received Information Report PED20109(a) respecting Public Bike Share Transit Contract Update. At the May 27, 2020 meeting, staff were directed to investigate storage options, and develop a plan for storing the bikes, in response to the pending shut down.

### **ANALYSIS OF OPTIONS FOR STORAGE SPACE**

The bike share system in Hamilton is comprised of 900 bikes and 1,350 bike share racks, comprising 130 hubs, as well as supporting operations and maintenance infrastructure. This Information Report addresses options for the storage of the bikes only, as directed by Council. Racks/stations are able to be re-purposed for general bike parking and can remain in the field for the time being. Some racks/stations may eventually need to be re-located to more appropriate locations if they are to be re-purposed as general bike parking.

With respect to the storage of the bikes, a secure facility that also provides for weather protection is required in order to prevent them from being vandalized and to protect them from degrading due to lack of routine maintenance (lubrication, battery charging, etc.).

It is estimated that approximately 15,000 square feet of space is required to store the 900 bikes.

Upon receiving notice of the contract termination, staff commenced an investigation of storage options. The following is a short list of options that are feasible, in order of preference:

#### **King George School**

King George School is located at 77 Gage Avenue North across from Tim Horton’s Field. It closed in 2012 and is owned by the City of Hamilton. The site has been proposed for redevelopment including a community hub. However, it is available until such time as plans for this hub are confirmed.

Staff visited the site on May 31, 2020 and confirmed that the basement could be used for bike storage. The basement is approximately 9,600 square feet comprised of multiple rooms, with additional storage available in upper levels.

Facilities has indicated a market rate of between \$5 - \$9 per square foot for similar storage space, but for the purposes of temporary bike storage, can apply a nominal fee of \$1,000 per month for the space.

The site is available immediately and is the preferred storage site.

### **10 Hillyard Street**

This is a large existing building on the lands slated for the future Hamilton Street Railway (HSR) Maintenance and Storage Facility (MSF). It is owned by the City and was last used by a film studio. The building offers up to 55,000 square feet leasable space so it is feasible that minor re-arrangements could be made to create space for bike storage.

The main disadvantage of this space is that the building is slated for demolition once funding for the MSF is confirmed from senior levels of government.

### **Vincent Massey School and Eastmount School**

These former schools are in the process of demolition. They offer enough square footage in terms of storage space but are not located within the bike share service area and would require additional transportation costs. They are also in a lower state of repair compared to the above sites, and as such, are not recommended.

### **Private Storage**

Various companies offer bulk storage. One private company has been found which can provide 8,000 square feet of space. At the time of this report a quote has not been received from this operator.

### **Preliminary Operational Plan for Storage**

Of the potential storage sites investigated, the preferred alternative is King George School. It is expected that this site will be available until a new operator for the system can be secured through a Request for Proposal (RFP), or otherwise directed by Council.

The moving of bikes and associated infrastructure into storage will be a significant effort, and, as such, a phased approach is recommended as follows:

**Phase 1:**

Starting May 30, 2020, bikes that were being moved as part of regular maintenance and fleet balancing work were taken to the regular maintenance facility on Catharine Street North. This facility has an upper limit capacity for approximately 200 bikes.

**Phase 2:**

Upon system shutdown, SoBi will cease operations and, therefore, SoBi staff will not be available to assist with the shutdown or moving of bikes. As such, City staff will need to manage the logistics and labour for bike removals and storage, and it is expected that this process will take two to three days to complete. It is assumed that the current vehicles used to move the bikes will not be available, and, therefore, existing City-owned vehicles or specially-leased vehicles will be required. It may also be necessary for the City to contract with Mobility Cloud to ensure connectivity to the bikes so that they can be unlocked and moved by staff.

During this period, bikes in the field will be “locked” in place at the stations to avoid risk of theft or damage.

**Phase 3:**

Phase 1 and 2 described above are for the storage of the bikes only. They do not represent a full demobilization of the bike share program, nor the potential remobilizing of the fleet. This would require some ongoing maintenance, such as lubrication and rust protection, as well as, removal of batteries and controllers to ensure their condition. Given this stage will require some specialized maintenance and preservation tasks, additional costs would be required, should there be direction to fully demobilize the program.

**APPENDICES AND SCHEDULES ATTACHED**

N/A

BH:cr

**Pilon, Janet**

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**Subject:** Written delegation for Wednesday June 3 meeting: re. Enbridge proposal

**From:** Mary Love

**Sent:** Monday, June 1, 2020 7:04 PM

**To:** [clerk@hamilton.ca](mailto:clerk@hamilton.ca)

**Subject:** Written delegation for Wednesday June 3 meeting: re. Enbridge proposal

Dear City Councillors,

I am in disbelief that your staff would even contemplate accepting Enbridge's proposal for several more pipelines in rural and urban Hamilton, let alone recommending them! I just can't understand that. Whatever has influenced your staff to say this, I sincerely hope that you will remember that you as Hamilton City Council declared a Climate Emergency last year. Declaring that should by any logic automatically preclude you from allowing any more pipelines in your jurisdiction!

Just because we are now in the pandemic emergency does not mean that the existential emergency of climate change has magically disappeared. Why would your staff be recommending that people who need fuel use Enbridge gas, when geothermal is cheaper, cleaner, and more sustainable? It's innovative, whereas fossil fuel is literally dinosaur fuel.

Enbridge offers "Natural gas," but this is a totally misleading name for it. It is anything but; the only thing natural about Enbridge's product is that bringing more of it on-stream in our area will mean that we naturally spend less of our focus on conservation of energy, as in working towards retrofitting all homes in our area, and that we will be more dependent on dirty fuel that fuels climate change and dooms our grand children. For reasons I cannot grasp, Enbridge CEO's behave as if they either do not have children or grandchildren, nieces and nephews, or do not care about them as much as they do about keeping their dying business afloat so they can continue to profit off it. Please behave more responsibly! Please remember those young people you love! It is they who will suffer and die far too early from things we can predict and some that may come out of the blue, as did COVID-19.

Much of Enbridge's gas is fracked gas, called the "crack cocaine" of fossil fuels; I urge you to study what that ugly word fracking actually entails, which is basically blowing up rocks to look for the last vestiges of oil, and using and thereby polluting a huge amount of water to do it. Some companies in the U.S. (where, of course, Enbridge has many pipelines) have actually blown the tops off mountains looking for more fossil fuel sources. An Indigenous man from Houston, Texas who is in the wonderful documentary film *The Condor and The Eagle*, likened this desperate search for more fossil fuels, now that they are no longer abundant or can be cheaply produced, to an alcoholic draining every last drop out of his bottle.

Please send your staff back to the drawing board to develop an innovative, community-based plan to bring good, sustainable service to outlying communities. Those homeowners have children they care about to, and I know they would choose clean geothermal fuel if it is offered to them.

I leave you with the quotation below from the great prophetic poet William Blake.

You can't imagine how sincerely I mean this message!

Mary Love  
Hamilton Mountain

A fool sees not the same tree that a wise man sees.

William Blake (1757-1827)



# CITY OF HAMILTON

## NOTICE OF MOTION

Council: June 3, 2020

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

**Reconsideration of Sub-Section (a)(i) of Item 6.4 of the May 27 & 28, 2020 Council Minutes (20-012) respecting the Interim Continuation of the SoBi Bike Share Program**

That Sub-Section (a)(i) of Item 6.4 of the May 27 & 28, 2020 Council Minutes (20-012), respecting the Interim Continuation of the SoBi Bike Share Program, which was defeated by Council on May 27 & 28, 2020 and reads as follows, be reconsidered:

### **6.4 Interim Continuation of the SoBi Bike Share Program**

- (a) That if Uber does not agree to honour its contractual agreement with the City to operate the SoBi Bike Share program until February 2021 without interruption of services and at no cost to the City:
  - (i) That Council approve the single source procurement, pursuant to Procurement Policy #11 – Non-competitive Procurements, for the interim operation of the SoBi Bike Share program effective June 1, 2020 and that the General Manager, Planning and Economic Development Department be authorized to negotiate, enter into and execute an Agreement and any ancillary documents required to give effect thereto with Hamilton Bike Share Inc., each in a form satisfactory to the City Solicitor.

# CITY OF HAMILTON

## NOTICE OF MOTION

Council: June 3, 2020

**MOVED BY COUNCILLOR NANN .....**

**Amendment to the Composition of the Mayor’s Task Force on Economic Recovery**

WHEREAS the Social Planning Research Council of Hamilton will provide invaluable research and advice which will illuminate the Task Force deliberations and contribute to its success; and

WHEREAS the Social Planning Research Council is a recognized leader in promoting greater social and economic equity through research and community development;

THEREFORE, BE IT RESOLVED:

That Section 3.3 of the Terms of Reference of the Mayor’s Task Force on Economic Recovery be amended to include the following:

- One (1) representative of the Social Planning and Research Council of Hamilton