



City of Hamilton PUBLIC WORKS COMMITTEE ADDENDUM

Meeting #: 20-007
Date: September 11, 2020
Time: 1:30 p.m.
Location: 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

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

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5. DELEGATION REQUESTS	
5.1 Alex Beer respecting a Petition Against the Lane Reductions on Aberdeen Avenue from Dundurn Street South to Queen Street South (for a future meeting)	
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*5.2 Graham McNally respecting Support for Traffic Calming on Aberdeen Avenue (for a future meeting)	4
*5.3 Ned Nolan respecting Support for Traffic Calming on Aberdeen Avenue (for a future meeting)	16
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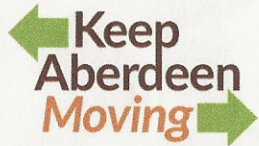
7. PUBLIC HEARINGS / WRITTEN DELEGATIONS / VIRTUAL DELEGATIONS

- *7.1 Written Delegation from the Hamilton Cycling Committee, respecting Item 6.2 - Cycling Accommodation During Construction Detours (PED20147/PW20056) 23

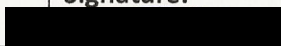
Recommendation: Be received and referred to the consideration of Item 6.2.

11. NOTICES OF MOTION

- *11.1 Repair of Valley Inn Road Bridge #457 (Ward 1) 25



We, the undersigned, ask that the City of Hamilton not reduce the number of lanes along Aberdeen Avenue, between Queen Street South and Dundurn Street South, from four to two. We are concerned this lane reduction will result in increased traffic flow and speeding through the Kirkendall South neighbourhood, resulting in increased danger to residents - especially children - in this area. Thank you.

Name: (Print please)	Address:	Email:	Signature: 	Date: DD/MM/20
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The petition contains 710 signatures.

A copy of the petition is available for viewing in the Office of the City Clerk.

1

Added Item 5.2

Request to Speak to Committee of Council

Submitted on Wednesday, September 9, 2020 - 10:38 am

==Committee Requested==

Committee: Public Works Committee

==Requestor Information==

Name of Individual: Graham McNally

Name of Organization:

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address: [REDACTED]

Reason(s) for delegation request: Support for traffic calming on Aberdeen - Lean Aberdeen.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Pilon, Janet

Subject: Support for Lean Aberdeen

From: Graham

Sent: Tuesday, August 25, 2020 11:29 PM

To: VanderBeek, Arlene <Arlene.VanderBeek@hamilton.ca>; Clark, Brad <Brad.Clark@hamilton.ca>; Johnson, Brenda <Brenda.Johnson@hamilton.ca>; Collins, Chad <Chad.Collins@hamilton.ca>; clerk@hamilton.ca; Pauls, Esther <Esther.Pauls@hamilton.ca>; Eisenberger, Fred <Fred.Eisenberger@hamilton.ca>; Farr, Jason <Jason.Farr@hamilton.ca>; Danko, John-Paul <John-Paul.Danko@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>; Ferguson, Lloyd <Lloyd.Ferguson@hamilton.ca>; Pearson, Maria <Maria.Pearson@hamilton.ca>; Wilson, Maureen <Maureen.Wilson@hamilton.ca>; Office of the Mayor <mayor@hamilton.ca>; Nann, Nrinder <Nrinder.Nann@hamilton.ca>; Merulla, Sam <Sam.Merulla@hamilton.ca>; Whitehead, Terry <Terry.Whitehead@hamilton.ca>; Jackson, Tom <Tom.Jackson@hamilton.ca>

Subject: Support for Lean Aberdeen

Dear Mr Mayor and Council,

I'm writing to express my support for Lean Aberdeen - the pilot road diet project for Aberdeen Avenue that was supported by the ward-wide participatory budgeting, was duly studied and scoped, and then supported and voted for by Council.

The design of roads dictates how people drive on them. Think of a two lane country road with trees just beyond the soft shoulder ditch. Now contrast that with the 401 - 3 lanes each way, concrete barriers protecting you from oncoming traffic and wide hard shoulders. On the country road, 90 km/h feels fast. On the 401, 120 km/h feels pedestrian.

In the context of Aberdeen, the (for the most part) empty, four lane road with narrow sidewalks and houses set well back from the street invites speeding and careless driving - there simply are no cues from the design of the road that suggest any reason for caution.

The road diet - which, by the way, the expert reports say will have little effect on the flow of traffic - is about working to build and design the kind of street that encourages connections between neighbourhood, active transportation, and puts quality of neighbourhood life above travel times. The kind of street that I think most people would say they want in their neighbourhood.

Graham McNally.

Lean Aberdeen

Five Years of Community Engagement

The **DESIGN** of a road
directly **AFFECTS** how
people **DRIVE** on it.



#LeanAberdeen

December 2, 2015



2015

Idea submitted to full Ward 1 Participatory Budget process.
COMMUNITY FUNDED.

2016

Council directs staff to complete a full review of Aberdeen.
COUNCIL PASSED AND RATIFIED.

2017

Council directs staff to provide interim safety measures.
COUNCIL PASSED AND RATIFIED.

2018

Pedestrian crossing (at Cottage), per Road Diet design, installed.
COUNCIL PASSED AND RATIFIED.

2019

Implementation of complete Road Diet delayed until after two-way conversion of Queen St is complete.
COUNCIL PASSED AND RATIFIED.

2020

Implementation of Road Diet.
PENDING.

Proposed Changes

What We Know

- Affects only 825m of road - Dundurn to Queen.
 - Minimal effect on peak level travel time (+/- 1 min).
 - Improves safety of the road at all other times.
 - Improves pedestrian experience by creating a buffer between sidewalk and street.
 - Is a compromise from what was originally proposed.
-

Lean Aberdeen is

- A Democratic process
 - A Transparent Process
 - Council Supported
 - Broadly supported by the neighbourhood
 - Designed by experts
 - Reviewed by all impacted services
 - ie, Waste, EMS, Fire, Public Works
-

WHY ARE WE HERE?

(Re)Decision ?

**Decision based on years of a Democratic, Transparent,
Public process with significant resident engagement,**

or

**Impulsive decision making based on a petition of
dubious quality.**

What We Don't Know

- Accuracy of information provided to residents to assist in making an informed decision.
 - Method that the petition used to reach Ward 1 residents.
 - Number of signatures from outside of Ward 1.
 - Number of residents who declined to sign.
 - Number of duplicates from one address.
-

Stay The Course

Follow through on the process started in 2015.

Do not support reconsideration.

Added Item 5.3

Request to Speak to Committee of Council

Submitted on Wednesday, September 9, 2020 - 8:23 pm

==Committee Requested==

Committee: Public Works Committee

==Requestor Information==

Name of Individual: Ned Nolan

Name of Organization:

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address: [REDACTED]

Reason(s) for delegation request: I wish to speak at the September 11, 2020 PWC meeting or at a later PWC committee meeting as appropriate, in response to the petition being presented by Alex Beer and the Keep Aberdeen Moving group.

Five years ago, at the very front-end of your Aberdeen traffic calming file, I stood before Council on behalf of the Kirkendall Neighbourhood Association and asked that the City make Aberdeen Avenue safer.

Today, I'm merely asking that you stay the course.

The proposed changes to parking on Aberdeen are a wonderful baby step in the right direction - a buffer of parked cars to improve the pedestrian experience and modestly slow down traffic. (The modeled estimate predicts only about a 60

second slower total travel time for drivers from one end of the street to the other).

This proposal has been carefully studied and recommended by your expert staff and traffic engineers. The modeling clearly shows that Aberdeen can handle the change. As you know, many arterial and minor arterial roads throughout Hamilton carry a greater volume of traffic than Aberdeen using only 2 lanes. Kenilworth is a great example of the same type of traffic calming conversion – and a complete success.

I am a parent of young children and we live on a side street off Aberdeen. We cross Aberdeen on foot every day to get to and from school. It is a very scary place to be, especially with young children!

The issue whether the proposed changes to Aberdeen will generate dangerous cut-through traffic on side streets has been considered by your expert staff and they have concluded that this is unlikely to be a problem. In any event, this issue will be monitored by the City and, if a problem is identified, appropriate measures can be taken to curtail such unwanted driver behaviour.

Of course, the two-way conversion of Queen (allowing drivers to descend all the way to King St.) will also discourage any temptation to cut through Kirkendall side streets to get to the highway.

A number of vocal opponents of the plan from both within and outside our neighbourhood, have cited the same fears that are dragged out every time the City looks at calming runaway traffic. We know from experience that these fears never prove to be substantiated. In this case, the “Keep Aberdeen Moving”

group has gathered signatures by stoking unfounded fears with misleading and often downright false statements.

Please recognize that our community still demands (and deserves) a safer, calmer Aberdeen for everyone – children, residents, pedestrians, cyclists – and yes drivers, both local and non-local.

The Neighbourhood Association continues to advocate for this, as do my neighbours.

This is a modest, careful, studied pilot project which was born out of a robust democratic process in Ward 1. I urge you to continue to support it as you have already wisely done.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

September 9, 2020

Dear Mayor and Councillors,

Re: Aberdeen Avenue Traffic Calming Measures

Five years ago, at the very front-end of your Aberdeen traffic calming file, I stood before Council on behalf of the *Kirkendall Neighbourhood Association* and asked that the City make Aberdeen Avenue safer.

Today, I'm merely asking that you stay the course.

The proposed changes to parking on Aberdeen are a wonderful baby step in the right direction - a buffer of parked cars to improve the pedestrian experience and modestly slow down traffic. (The modeled estimate predicts only about a 60 second slower total travel time for drivers from one end of the street to the other).

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I am a parent of young children and we live on a side street off Aberdeen. We cross Aberdeen on foot every day to get to and from school. It is a very scary place to be, especially with young children!

The issue whether the proposed changes to Aberdeen will generate dangerous cut-through traffic on side streets has been considered by your expert staff and they have concluded that this is unlikely to be a problem. In any event, this issue will be monitored by the City and, if a problem is identified, appropriate measures can be taken to curtail such unwanted driver behaviour.

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Please recognize that our community still demands (and deserves) a safer, calmer Aberdeen for everyone – children, residents, pedestrians, cyclists – and yes drivers, both local and non-local.

The Neighbourhood Association continues to advocate for this, as do my neighbours.

This is a modest, careful, studied pilot project which was born out of a robust democratic process in Ward 1. I urge you to continue to support it as you have already wisely done.

Sincerely,



Ned Nolan and family, Ward 1

Added Item 5.4

Request to Speak to Committee of Council

Submitted on Thursday, September 10, 2020 - 9:28 am

==Committee Requested==

Committee: Public Works Committee

==Requestor Information==

Name of Individual: Leah Fuller

Name of Organization:

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address: [REDACTED]

Reason(s) for delegation request: I would like to submit my delegation request at the Sept 11 2020 Public Works Committee, or at a later PWC, in response to Alex Beer & the Keep Aberdeen Moving Group. I am requesting that council stay committed to vision zero and continue to work to implement the pilot project to slow down Aberdeen Ave.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Dear Honourable Mayor and Members of Council,

My name is Leah Fuller, and I have lived in Kirkendall for over well over a decade and spent my childhood growing up in Durand. I was the President of the Kirkendall Neighborhood Association, I am a small business owner, and currently a student at McMaster University.

It is no secret to anyone who currently, and consistently uses Aberdeen that it is a road which is in dire need of traffic calming and additional safety measures. People say that slowing down the cars will put pedestrians at risk. Read that again. Slowing down cars, will put pedestrians at risk. That simply is not true. Slowing down cars, makes its safer for everyone, including fellow drivers.

It's great that so many people are passionate about transportation in the City of Hamilton, but emphasis needs to be placed on the varying modes of transportation, without hieratically ranking them. Each bus, car, pedestrian, bicycle, transport tuck, e bikes and motorized scooter is vital to our city and the people who live, work, and play in it. This street needs to be looked at as checking the most transportation boxes, safely. Can people safely drive down it? Can people walk without lunging to the grass in the midst of a speeding car coming up the shoulder? Is it a safe street to cycle on, ride an e-bike, or motorized scooter? If you need to think about these, you may want to take a walk, or cycle down Aberdeen yourself – don't take anyone else's word for it.

I remember a few years ago hearing someone call it "this little mini highway in the city" – with an attempted positive ring. I can't speak for you, Members of Council, but as someone living near this "little mini highway" I would much rather jog, walk my dog, or cycle on a safe street, not one that is, "a little mini highway". We have two of those already, the Red Hill & the Linc and despite rarely using them I support them.

Some members of council may not fully understand the weight that this decision carries for the people living in close proximity to Aberdeen. I would like to direct your attention to the following;

Lawrence Road in the east end

Governor's Road in Dundas

Mohawk/Rousseau Street in Ancaster

Wilson Street in Ancaster

These streets are also considered arterial roads (some major and minor) and have been adapted for traffic calming measures. As people who live in Kirkendall we are simply requesting that you respect our streets, and our neighbourhoods the way you do yours. As you represent the people, being a public servant this isn't a big ask.

You are very fortunate to have many reports from traffic engineers and professionals. Look at them, read them, understand them. Do not base your decisions on an inflammatory group's boredom project. There will always be people who push back against change, and as

representatives you should be thinking of what your legacy for this city will be; positive with progress, or fearful & avoidant. I remember Councillor Vanderbeek once said "I don't like to err, but when I do, I like to err on the side of progress". I urge you all to do your homework and support slowing down Aberdeen. You have a choice Members of Council, to make a positive difference in the city, please don't let us down.

Sincerely,
Leah Fuller

Added Item 7.1

To the Chair and Members of the Public Works Committee,

Last year, the Public Works Committee received a presentation from Cycle Hamilton regarding Cycling Accommodation During Detours where they outlined 5 key recommendations:

1. Keep the Hamilton Cycling Committee informed well in advance of planned roadway construction projects;
2. Provide a summary of this information to the broader public as well;
3. Provide cycling accommodations alongside or through construction zones when possible;
4. If cyclists cannot be accommodated through a construction zone, identify and sign an alternate route; and,
5. Ensure construction projects are sufficiently funded to embed cycling accommodations within any project.

Staff were directed to review the recommendations contained in the Cycle Hamilton presentation and report back on how the City may accommodate the recommendations contained within the presentation. At the Hamilton Cycling Committee Meeting on September 2, 2020, we discussed the report and a number of concerns were raised with the Information Report submitted by City Staff:

- **Provide cycling accommodations alongside or through construction zones when possible** - The enhanced practice for Suggestion 3 does not commit to any enhancements at all. We are unsatisfied with this response and request that a clear commitment to the application and enforcement of Section 2.6.3.1 of OTM Book 7 in addition to the clear communication of timeline and engagement strategy for the update of the City's guidelines entitled "Temporary Conditions, Bike Lanes Cycle Track" be reported back to our Committee for feedback.
- **Resourcing for safe cycling accommodations** - Staff outlined that construction budgets include funding for cycling accommodations, however, they also stated that there are insufficient resources for temporary bike lanes to accommodate cyclists in construction zones. These two points contradict each other. It appears that the amount of funds allocated to cycling accommodations are insufficient if they do not allow for safe cycling accommodations in the form of temporary infrastructure, which is what recommendations 4 and 5 imply. The Hamilton Cycling Committee would like the Public Works Committee to consider increased resources to enable staff to implement recommendations 4 and 5.

In addition to the concerns raised above, some of the enhanced practices involve the Hamilton Cycling Committee, however, none of these enhancements were determined in consultation with the Committee. Prior to implementing these enhancements, it is requested that:

- **Formal implementation updates for enhancements are provided to the Hamilton Cycling Committee with a timeline and opportunities to engage.**
- **City Staff consult with Committee Members to determine the most-effective strategies to achieve these enhancements.** For example, Cycling Committee Members are not provided with access to messages/tools to communicate construction projects to the cycling community. The

City should develop communications tools and messages that we may share. The same messages and tools should be shared on the City's accounts for our members to share. This may require additional resources, but would result in a much stronger communications strategy. If additional resources are required, The Hamilton Cycling Committee would like Public Works Committee to consider increased resources to enable staff to implement recommendation 1.

The 5 recommendations made to the Public Works Committee by Cycle Hamilton all enable safe cycling in the City of Hamilton and are in alignment with Council's priorities: climate change, multi-modal transportation and trust & confidence in city government. During a time when the threats of climate change are impacting our local communities and residents are clearly showing interest in active transportation as a safe way to travel during the COVID-19 pandemic, we would like to reinforce that investments in cycling are investments in the health and wellbeing of the Hamilton community.

Sincerely,
The Hamilton Cycling Committee

Jeff Axisa
Kate Berry
Joachim Brouwer
Roman Caruk
Sharon Gibbons (Vice-Chair)
Jane Jamnik
Yaejin Kim
Ann McKay
Jessica Merolli
Cora Muis
William Oates
Chris Ritsma (Chair)
Gary Rogerson
Cathy Sutherland
Kevin Vander Meulen
Christine Yachouh

Added Item 11.1 CITY OF HAMILTON

NOTICE OF MOTION

Public Works Committee: September 11, 2020

MOVED BY MAYOR F. EISENBERGER.....

Repair of Valley Inn Road Bridge #457 (Ward 1)

WHEREAS, the Patrick J. McNally Charitable Foundation (the “McNally Foundation”) has offered to donate funds up to a maximum amount of One Million Dollars (the “Donation”) to the City to be used to pay for repairs to the Valley Inn Road Bridge #457 (the “Project”);

WHEREAS, the McNally Foundation has expressed the hope that the Project shall be completed as soon as possible following the completion of normal tendering processes;

WHEREAS, the Valley Inn Road Bridge #457 is jointly owned by the City of Hamilton and the City of Burlington; and,

WHEREAS, Council wishes to authorize the Project on the conditions outlined below;

THEREFORE, BE IT RESOLVED:

- (a) That the Mayor, on behalf of the City, be requested to formally thank the McNally Foundation for its Donation of up to a maximum amount of One Million Dollars to the City to be used to pay for repairs to the Valley Inn Road Bridge #457;
- (b) That the acceptance of the McNally Foundation Donation be approved to fund the repairs of the Valley Inn Road Bridge #457 on the following conditions:
 - (i) the McNally Foundation shall reimburse the City for its costs for the actual repairs to the bridge when the Project has been completed, and that pending the receipt of the Donation the City Treasurer shall use such interim funding sources as he may identify;
 - (ii) tendering of the Project shall occur in accordance with the City’s Procurement Policy, procedures and requirements;
 - (iii) the General Manager of Public Works, or their designate, be authorized to award any tenders for the Project provided the cost of the Project, including the net amount of all applicable taxes, does not exceed the maximum Donation amount;

Notice of Motion respecting the Repair of Valley Inn Road Bridge #457 (Ward 1)

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- (iv) the City of Burlington consents to, and authorizes, completion of those components of the Project to be completed on Burlington's lands, property and assets; and,
 - (v) the City of Hamilton obtains all necessary permissions, permits and approvals on conditions acceptable to the General Manager of Public Works, or their designate, on a timely basis;
- (c) That the General Manager of Public Works, or their designate, be authorized and directed to negotiate, enter into and execute, on behalf of the City, all agreements, permissions, consents and ancillary documents required to give effect thereto, including the acceptance of the McNally Foundation Donation of up to a maximum amount of One Million Dollars to the City to be used to pay for repairs to the Valley Inn Road Bridge #457, each in a form satisfactory to the City Solicitor.