



City of Hamilton

PUBLIC WORKS COMMITTEE REVISED

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

	Pages
1. APPROVAL OF AGENDA	
(Added Items, if applicable, will be noted with *)	
2. DECLARATIONS OF INTEREST	
3. APPROVAL OF MINUTES OF PREVIOUS MEETING	
3.1 August 12, 2020	5
4. COMMUNICATIONS	
4.1 Correspondence from Danielle Hudson, resigning from the Keep Hamilton Clean and Green Committee	26
Recommendation: Be received and that the Interview Sub-Committee to the Public Works Committee be reconvened to review original applicants for the 2018-2022 term to the Keep Hamilton Clean and Green Committee to replace the member.	

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) | 27 |
| *5.1.a | Added Petition | 29 |
| *5.2 | Graham McNally respecting Support for Traffic Calming on Aberdeen Avenue (for a future meeting) | 30 |
| *5.3 | Ned Nolan respecting Support for Traffic Calming on Aberdeen Avenue (for a future meeting) | 42 |
| *5.4 | Leah Fuller respecting Support for Traffic Calming on Aberdeen Avenue (for a future meeting) | 46 |

6. CONSENT ITEMS

- | | | |
|-----|---|----|
| 6.1 | Integration of an All Ages and Abilities Assessment into Existing and Future Cycling Infrastructure in Hamilton (PED20025) (City Wide) (Outstanding Business List Item) | 49 |
| 6.2 | Cycling Accommodation During Construction Detours (PED20147/PW20056) (City Wide) (Outstanding Business List Item) | 54 |
| 6.3 | Waste Management Advisory Committee Minutes - February 3, 2020 | 68 |

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) | 73 |
| | Recommendation: Be received and referred to the consideration of Item 6.2. | |

8. STAFF PRESENTATIONS**9. DISCUSSION ITEMS****10. MOTIONS**

- | | | |
|------|-----------------------------------|----|
| 10.1 | Complete Streets Report (Ward 14) | 75 |
|------|-----------------------------------|----|

- 10.2 Traffic Island Beautification at Upper Gage Avenue and the Lincoln M. Alexander Parkway (Ward 6) 76

11. NOTICES OF MOTION

- *11.1 Repair of Valley Inn Road Bridge #457 (Ward 1) 77

12. GENERAL INFORMATION / OTHER BUSINESS

- 12.1 Amendments to the Outstanding Business List

- 12.1.a Items Considered Complete and Needing to be Removed:

- 12.1.a.a Integration of an All Ages and Abilities Assessment into Existing and Future Cycling Infrastructure in Hamilton

Addressed as Item 6.1 on today's agenda - Report PED20025

Item on OBL: AAJ

- 12.1.a.b Review of Cycle Hamilton Recommendations Respecting the Cannon Street Resurfacing Project

Addressed as Item 6.2 on today's agenda - Report PED20147/PW20056

Item on OBL: AAD

- 12.1.b Items Requiring a New Due Date:

- 12.1.b.a Certificate of Recognition (COR™) Program

Item on OBL: AQ

Current Due Date: October 5, 2020

Proposed New Due Date: Q1 2021

- 12.1.b.b Operations and Maintenance of the Central Composting Facility

Item on OBL: AV

Current Due Date: October 19, 2020

Proposed New Due Date: December 7, 2020

12.1.b.c Airport Employment Growth District (AEGD)
Servicing Update

Item on OBL: AAI

Current Due Date: September 11, 2020

Proposed New Due Date: October 19, 2020

13. PRIVATE AND CONFIDENTIAL

13.1 Service Provider Update (LS20024/PW20057) (City Wide)

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 municipality or local board; the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and, a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

14. ADJOURNMENT

3.1



**PUBLIC WORKS COMMITTEE
MINUTES 20-006**

9:30 a.m.

Wednesday, August 12, 2020

Council Chambers

Hamilton City Hall

71 Main Street West

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

Absent with Regrets: Councillor J. Farr – Personal

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. Consent Items (Item 5)

(Pearson/Pauls)

(a) That Consent Items 5.1 to 5.3 be received, as presented:

(i) Annual Wastewater Treatment Bypass Report - 2019 (PW20025) (City Wide) (Item 5.1)

That Report PW20025, respecting the Annual Wastewater Treatment Bypass Report - 2019, be received.

(ii) Connected & Autonomous Vehicles Test Bed (PW19097(a)) (City Wide) (Item 5.2)

That Report PW19097(a), respecting the Connected & Autonomous Vehicles Test Bed, be received.

(iii) 2019 Corporate Security Annual Report (PW20053) (City Wide) (Item 5.3)

That Report PW20053, respecting 2019 Corporate Security Annual Report, be received.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

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

2. Clean Harbour Outreach Program (PW16054(a)) (City Wide) (Item 7.1)

(Pearson/Ferguson)

That Report PW16054(a), respecting the Clean Harbour Outreach Program, be received.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

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

3. Cosmetic Pesticide Ban (PW20051) (City Wide) (Item 8.1)

(Pearson/Pauls)

That the City of Hamilton continue the practice of not using pesticides in the 69 Municipally owned cemeteries operated by the Cemetery Section of Environmental Services, Public Works Department.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

NOT PRESENT - Ward 2 Councillor Jason Farr
 YES - Ward 3 Councillor Nrinder Nann
 YES - Vice Chair - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls

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

4. Standardization of Hamilton Water Equipment, Parts, Supplies and Services (PW20054) (City Wide) (Item 8.2)

(Pearson/Whitehead)

- (a) That the standardization of the products, services, manufacturers and distributors identified in Appendices "A", "B" and "C" to Report PW20054 pursuant to Procurement Policy #14 - Standardization and as the single source of supply for the listed equipment, parts, supplies and services for the Hamilton Water Division be approved;
- (b) That the General Manager of Public Works, or their designate, be authorized to negotiate, enter into and execute any required Contract and any ancillary documents required to give effect thereto with those suppliers identified in Appendices "A", "B" and "C" to Report PW20054 with content acceptable to the General Manager of Public Works, and in a form satisfactory to the City Solicitor; and,
- (c) That the General Manager of Public Works, or their designate, be authorized to amend any Contracts executed and any ancillary documents as required in the event that a service provider, manufacturer, or distributor identified in Appendices "A", "B" or "C" to Report PW20054 undergoes a name change in a form satisfactory to the City Solicitor.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

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

5. Water Treatment Plant Clearwell Improvement (PW20026) (City Wide) (Item 8.3)

(Merulla/Whitehead)

- (a) That the single source procurement, pursuant to Procurement Policy #11 – Non-competitive Procurements, for construction services for the

clearwell improvements at the Woodward Water Treatment Plant at the upset limit of \$1,300,000 be awarded to Bennet Mechanical Installations (2001) Ltd. and funded from Project ID No. 5141166110;

- (b) That the General Manager of Public Works, or their designate, be authorized and directed to negotiate, enter into and execute a Contract and any ancillary documents required to give effect thereto with Bennet Mechanical Installations (2001) Ltd. in a form satisfactory to the City Solicitor;
- (c) That the single source procurement, pursuant to Procurement Policy #11 – Non-competitive Procurements, for consultancy services including project management, contract administration during construction, site inspection and commissioning / warranty services for the clearwell improvements at the Woodward Water Treatment Plant at the upset limit of \$300,000 be awarded to AECOM Canada Ltd. and funded from Project ID No. 5141166110; and,
- (d) That the General Manager of Public Works, or their designate, be authorized and directed to negotiate, enter into and execute a Contract and any ancillary documents required to give effect thereto with AECOM Canada Ltd. in a form satisfactory to the City Solicitor.

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

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

**6. Transport Canada Rail Safety Improvement Program Grant (PW19077(a))
(City Wide) (Item 8.4)**

(Pearson/Nann)

That the General Manager of Public Works, or their designate, be authorized and directed to negotiate/renegotiate, enter into, and execute an agreement with Transport Canada, and all amendments and ancillary documents, for the purpose of formalizing the City's ability to receive the Transport Canada Rail Safety Improvement Program grant in accordance with the principles contained in this report, all in a form satisfactory to the City Solicitor.

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

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

7. DARTS 2019 Variance Funding (PW20052) (City Wide) (Item 8.5)

(Pearson/Whitehead)

That the General Manager of Public Works, or their designate, be authorized and directed to pay DARTS an additional \$795,992 from account 12607-006100 for 56,781 additional trips provided for the year 2019, over and above those funds approved within the 2019 Transit Division budget.

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

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

8. Replacement of Play Structure at Parkdale Park, 1770 Main Street East, Hamilton (Ward 4) (Item 9.1)

(Merulla/Danko)

WHEREAS, the play structure located within Parkdale Park at 1770 Main Street East, Hamilton has reached end of life; and,

WHEREAS, this community amenity is a valuable recreation opportunity for children, youth and families within the McQuesten West, Glenview and Normanhurst neighbourhoods;

THEREFORE, BE IT RESOLVED:

- (a) That the removal of the existing play structure, and the design and installation of a new play structure at 1770 Main Street East (Parkdale Park), Hamilton, at an approximate cost of \$160,000 be funded from the Ward 4 Area Rating Reserve Account (108054), be approved; and,
- (b) That the General Manager of Public Works, or their designate, be authorized and directed to approve and execute any and all required agreements and ancillary documents, in a form satisfactory to the City Solicitor.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

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

9. Replacement of Multi-Use Courts at 390 Melvin Avenue, Hamilton (McQuesten Farm/St. Helen's Walkway) (Ward 4) (Item 9.2)

(Merulla/Danko)

WHEREAS, the two Multi-Use courts located as part of the McQuesten Farm/ St.Helen's walkway at 390 Melvin Avenue have reached end of life and need to be replaced;

WHEREAS, the community would benefit from having one of the two Multi-Use courts relocated to the adjacent Hillcrest Park at 8 Heath Street; and,

WHEREAS, these community amenities are valuable recreation opportunities for children, youth and families within the McQuesten West and McQuesten East neighbourhoods;

THEREFORE; BE IT RESOLVED:

- (a) That a total of 2 multi-use courts be replaced in the McQuesten neighbourhood at 390 Melvin Avenue (McQuesten Farm/St. Helen's Walkway), and 8 Heath Street (Hillcrest Park), with an approximate cost of \$230,000 and that \$198,465.81 be funded from the Ward 4 Area Rating Reserve Account (108054), and \$31,534.19 be funded from Ward 4 Capital Reinvestment Account (3301909400) with any unspent funds to be returned to the reserve; and,

- (b) That the General Manager of Public Works, or their designate, be authorized and directed to approve and execute any and all required agreements and ancillary documents, in a form satisfactory to the City Solicitor.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

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

10. Low Wall Rebuild at J.C. Beemer Park, 50 Victoria Avenue North, Hamilton (Ward 3) (Item 9.3)

(Nann/Pauls)

WHEREAS, J.C. Beemer Park is an active neighbourhood park in Ward 3, with recreational amenities supporting the community;

WHEREAS, former Tweedsmuir Public School is recognized in the park by three low bricked walls that act as a gateway and seating to J.C. Beemer Park located at 50 Victoria Avenue North;

WHEREAS, the walls have deteriorated and are at their end of life; and,

WHEREAS, the Environmental Services and Tourism and Culture Divisions are not currently funded to complete the estimated \$10,500 wall rebuild;

THEREFORE, BE IT RESOLVED:

- (a) That Environmental Services staff be authorized and directed to initiate a full rebuild of the three low walls, to an upset limit of \$10,500, to be funded from the Ward 3 Capital Reinvestment Account (3301909300); and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

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

YES - Vice Chair - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Chair - Ward 8 Councillor John-Paul Danko
 YES - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 10 Councillor Maria Pearson

11. Fiddlers Green Road Sidewalk Extension (Ward 12) (Item 9.4)

(Ferguson/Merulla)

WHEREAS, there is a missing section of sidewalk on Fiddlers Green Road, between the Highway 403 bridge and Enmore Avenue; and,

WHEREAS, residents have requested the installation of a sidewalk extension on Fiddlers Green Road, from the Highway 403 bridge to Enmore Avenue, Ancaster to enable walkability and enhance roadway safety;

THEREFORE, BE IT RESOLVED:

- (a) That Public Works staff be authorized and directed to install a sidewalk extension on Fiddlers Green Road, from the Highway 403 bridge to Enmore Avenue, Ancaster, in 2020, at a cost of \$80,000 to be funded from the Ward 12 Area Rating Reserve Account (108030); and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

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

12. Creation of a Speed Cushion Reserve Account and Installation of Speed Cushions on Ravenscliffe Avenue, Hamilton (Ward 2) (Item 9.5)**(Pearson/Jackson)**

WHEREAS, Ward 2 residents along Ravenscliffe Avenue have requested the installation of speed cushions and have identified safety concerns related to vehicle speeds; and,

WHEREAS, the Ward 2 office would like to establish a speed cushion reserve account to install speed cushions at 3 additional locations, as required;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to install one set of speed cushions on Ravenscliffe Avenue, in 2020, at a total cost not to exceed \$6,000, to be funded from the Ward 2 Area Rating Reserve Fund (108052);
- (b) *That staff be authorized and directed to install three sets of speed cushions at locations to be determined, in 2020, at a total cost not to exceed \$18,000, to be funded from the Ward 2 Area Rating Reserve Fund (108052); and,***
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: Main Motion, As Amended, CARRIED by a vote of 10 to 0, as follows:

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

13. Complete Streets Report (Ward 8) (Item 9.6)**(Danko/Merulla)**

WHEREAS, Vision Zero and Complete Streets principles are used in the City of Hamilton to provide a safer environment for all road users;

WHEREAS, the Ward 8 office has requested a review of designated neighbourhoods with a focus on Traffic Calming Initiatives at problem locations

and to provide a guideline for safety enhancements given the road width, classification, surrounding land use, proximity to schools/playgrounds, access roads from arterials, on-street parking and other considerations; and,

WHEREAS, staff do not have the internal resources to provide a comprehensive report of all designated neighbourhoods in Ward 8;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to retain a consultant to undertake a review of designated Ward 8 neighbourhoods with the intent of providing a Complete Streets report identifying areas of concerns and recommendations to provide a safer environment for all road users based on Vision Zero and Complete Streets principles, to be funded from the Ward 8 Area Rating Reserve Fund (108058) to an upset limit of \$149,999, as per the Purchasing Policy for Roster Assignments; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

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

14. Investment in Recreational Facilities (Ward 8) (Item 9.7)

(Danko/Merulla)

WHEREAS, the majority of City of Hamilton owned facilities and park assets (buildings) in Ward 8 are maintained by the City of Hamilton's Facilities Operations & Maintenance Section of the Energy, Fleet & Facilities Management Division, Public Works;

WHEREAS, many of the current recreational facilities in Ward 8 are in need of repair and upgrades; and,

WHEREAS, building repairs and improvements related to mechanical replacements, painting, improved lighting, landscaping, minor roof repairs,

exterior restoration and overall general maintenance be undertaken at Recreational Facilities including pools, arenas and in parks, throughout Ward 8;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to complete the upgrades and repairs to the facilities listed below at the estimated cost of \$100,000, to be funded from the Ward 8 Area Rating Reserve Fund (108058):
- (i) Mountain Arena;
 - (ii) Westmount Recreation Centre;
 - (iii) Walker Pool;
 - (iv) Bruce Park Field House;
 - (v) Gourley Park Field House; and,
 - (vi) Buchanan Field House;
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

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

15. Sir Allan MacNab Tennis Court Improvements (Ward 14) (Added Item 9.8)

(Whitehead/Merulla)

WHEREAS, two existing Tennis courts located on Hamilton Wentworth District School Board (HWDSB) lands at 145 Magnolia Drive (Sir Allan MacNab High School) provide active recreational use for the Fessenden Neighbourhood community residents and beyond;

WHEREAS, the two tennis courts were constructed and are maintained by the City of Hamilton on HWDSB lands; and,

WHEREAS, the tennis court surfacing is in need of crack repair and coating resurfacing to improve the play quality of the courts;

THEREFORE, BE IT RESOLVED:

- (a) That the existing tennis courts located at 145 Magnolia Drive, Hamilton, be improved with crack repair and coating resurfacing, at a cost of \$40,000, to be funded from the Ward 14 Area Rating Reserve Fund (108064); and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

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

FOR INFORMATION:

(a) CEREMONIAL ACTIVITIES

The Committee Chair recognized that during a virtual awards ceremony on July 21, 2020, the Municipal Waste Association announced that the City of Hamilton's waste management group received three awards for their 2019 Promotion and Education programs.

Awards were won in the following categories:

1. In the category for "Best Waste Collection Calendar", the City received a bronze award for the 2019 Recycling and Waste Collection Calendar;
2. In the category for "Best Marketing Campaign", the City received a bronze award for the 2019 education program to remove yard waste from the green bin; and,
3. In the category for "Other Promotion and Education Material", the City received a bronze award for the 2019 Cigarette Litter Prevention Program pocket ashtray campaign.

The team working in Community Outreach, including Angela Storey, Jacquie Colangelo, Maegan MacDonald and Ruthie McComb, was congratulated for creating the programs and preparing the award submissions as well as staff from Recycling and Waste Disposal and Waste Collections for supporting all Promotion and Education programs last year.

(b) CHANGES TO THE AGENDA (Item 1)

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

4. COMMUNICATIONS (Item 4)

- 4.2 Delegation Request from Bill Fitzgerald, Hamilton Oshawa Port Authority, respecting the Permanent Closure and Sale of Portion of Ship Street, Niagara Street, and Hillyard Street, Hamilton (for a future meeting)

10. NOTICES OF MOTION (Item 10)

- 10.1 Sir Allan MacNab Tennis Court Improvements (Ward 14)

(VanderBeek/Ferguson)

That the agenda for the August 12, 2020 Public Works Committee meeting be approved, as amended.

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

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

(c) DECLARATIONS OF INTEREST (Item 2)

There were no declarations of interest.

(d) APPROVAL OF MINUTES OF THE PREVIOUS MEETING (Item 3)**(i) July 8, 2020 (Item 3.1)****(Pearson/Jackson)**

That the Minutes of the July 8, 2020 meeting of the Public Works Committee be approved, as presented.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

NOT PRESENT - Ward 2 Councillor Jason Farr

YES - Ward 3 Councillor Nrinder Nann
 YES - Vice Chair - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Chair - Ward 8 Councillor John-Paul Danko
 YES - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 10 Councillor Maria Pearson

(e) COMMUNICATIONS (Item 4)**(i) Correspondence from David Kebick respecting Noise Pollution in the Parkview West Community (Ward 4) (Item 4.1)****(Merulla/Nann)**

That the correspondence from David Kebick respecting Noise Pollution in the Parkview West Community (Ward 4), be received and referred to the General Manager of Public Works for appropriate action.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

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

(ii) Delegation Request from Bill Fitzgerald, Hamilton Oshawa Port Authority, respecting the Permanent Closure and Sale of Portion of Ship Street, Niagara Street, and Hillyard Street, Hamilton (for a future meeting) (Added Item 4.2)**(Nann/Pearson)**

That the delegation request, submitted by Bill Fitzgerald, Hamilton Oshawa Port Authority, respecting the Permanent Closure and Sale of Portion of Ship Street, Niagara Street, and Hillyard Street, Hamilton, be approved for a future meeting.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

NOT PRESENT - Ward 2 Councillor Jason Farr

YES - Ward 3 Councillor Nrinder Nann
 YES - Vice Chair - Ward 4 Councillor Sam Merulla
 YES - Ward 5 Councillor Chad Collins
 YES - Ward 6 Councillor Tom Jackson
 YES - Ward 7 Councillor Esther Pauls
 YES - Chair - Ward 8 Councillor John-Paul Danko
 YES - Ward 14 Councillor Terry Whitehead
 YES - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 10 Councillor Maria Pearson

(f) STAFF PRESENTATIONS (Item 7)**(i) Clean Harbour Outreach Program (PW16054(a)) (City Wide) (Item 7.1)**

Deborah Goudreau, Manager, Customer Service & Community Outreach, addressed Committee respecting Report PW16054(a), Clean Harbour Outreach Program, with the aid of a presentation.

(Pearson/Nann)

That the presentation, respecting Report PW16054(a), Clean Harbour Outreach Program, be received.

Result: Motion CARRIED by a vote of 10 to 0, as follows:

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

For further disposition of this matter, refer to Item 2.

(g) MOTIONS (Item 9)**(i) Creation of a Speed Cushion Reserve Account and Installation of Speed Cushions on Ravenscliffe Avenue, Hamilton (Ward 2) (Item 9.5)****(Pearson/Merulla)**

That the Motion, respecting the Creation of a Speed Cushion Reserve Account and Installation of Speed Cushions on Ravenscliffe Avenue,

Hamilton (Ward 2), be **amended** by deleting and replacing recommendation (b), as follows:

- (a) That staff be authorized and directed to install one set of speed cushions on Ravenscliffe Avenue, in 2020, at a total cost not to exceed \$6,000, to be funded from the Ward 2 Area Rating Reserve Fund (108052);
- ~~(b) That a reserve account be established to construct 3 additional sets of speed cushions as required, at a total cost not to exceed \$18,000, to be funded from the Ward 2 Area Rating Reserve Fund (108052); and,~~
- (b) That staff be authorized and directed to install three sets of speed cushions at locations to be determined, in 2020, at a total cost not to exceed \$18,000, to be funded from the Ward 2 Area Rating Reserve Fund (108052); and,**
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

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

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

For further disposition of this matter, refer to Item 12.

(ii) Complete Streets Report (Ward 8) (Item 9.6)

Councillor Danko relinquished the Chair to Councillor Merulla.

For further disposition of this matter, refer to Item 13.

(iii) Investment in Recreational Facilities (Ward 8) (Item 9.7)

Councillor Danko relinquished the Chair to Councillor Merulla.

For further disposition of this matter, refer to Item 14.

(h) NOTICES OF MOTION (Item 10)**(i) Sir Allan MacNab Tennis Court Improvements (Ward 14) (Added Item 10.1)****(Whitehead/Merulla)**

That the Rules of Order be waived to allow for the introduction of a Motion respecting Sir Allan MacNab Tennis Court Improvements (Ward 14).

Result: Motion CARRIED by a 2/3's majority by a vote of 10 to 0, as follows:

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

For further disposition of this matter, refer to Item 15.

Councillor Whitehead introduced the following Notice of Motion:

(ii) Complete Streets Report (Ward 14) (Added Item 10.2)

WHEREAS, Vision Zero and Complete Streets principles are used in the City of Hamilton to provide a safer environment for all road users;

WHEREAS, the Ward 14 office has requested a review of designated neighbourhoods with a focus on Traffic Calming Initiatives at problem locations and to provide a guideline for safety enhancements given the road width, classification, surrounding land use, proximity to schools/playgrounds, access roads from arterials, on-street parking and other considerations; and,

WHEREAS, staff do not have the internal resources to provide a comprehensive report of all designated neighbourhoods in Ward 14;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to retain a consultant to undertake a review of designated Ward 14 neighbourhoods with the intent of providing a Complete Streets report identifying areas of concerns and recommendations to provide a safer environment for all

road users based on Vision Zero and Complete Streets principles, to be funded from the Ward 14 Area Rating Reserve Fund (108064) to an upset limit of \$149,999, as per the Purchasing Policy for Roster Assignments; and,

- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

(i) GENERAL INFORMATION / OTHER BUSINESS (Item 11)

(i) Amendments to the Outstanding Business List (Item 11.1)

(Nann/Pauls)

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

- (a) Items Requiring a New Due Date:
 - (i) To Create a Hamilton General Hospital Safety Zone
Item on OBL: U
Current Due Date: August 12, 2020
Proposed New Due Date: November 2, 2020
 - (ii) Redevelopment / Reuse of the former King George School Site, at 77 Gage Avenue North
Item on OBL: V
Current Due Date: September 11, 2020
Proposed New Due Date: November 16, 2020
 - (iii) Minimum Maintenance Standards Changes
Item on OBL: AC
Current Due Date: October 5, 2020
Proposed New Due Date: October 19, 2020
 - (iv) Moving Hamilton Towards a Zero Plastic Waste Plan
Item on OBL: AY
Current Due Date: September 11, 2020
Proposed New Due Date: October 19, 2020
 - (v) Mountain Climber Phase Three Expansion
Item on OBL: AAB
Current Due Date: September 21, 2020
Proposed New Due Date: September 20, 2021
 - (vi) Sustainable Mobility Program Annual Update
Item on OBL: AAC
Current Due Date: August 12, 2020

Proposed New Due Date: October 5, 2020

- (vii) Review of Cycle Hamilton Recommendations Respecting the Cannon Street Resurfacing Project
Item on OBL: AAD
Current Due Date: August 12, 2020
Proposed New Due Date: September 11, 2020
- (viii) Road Safety Review and Appropriate Measures at the York Road and Newman Road Intersection
Item on OBL: AAE
Current Due Date: September 11, 2020
Proposed New Due Date: October 5, 2020
- (ix) Integration of an All Ages and Abilities Assessment into Existing and Future Cycling Infrastructure in Hamilton
Item on OBL: AAJ
Current Due Date: August 12, 2020
Proposed New Due Date: September 11, 2020
- (x) City of Hamilton's Cemeteries Business Plan
Item on OBL: AAO
Current Due Date: October 19, 2020
Proposed New Due Date: Q1 2021
- (xi) Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir
Item on OBL: AAP
Current Due Date: September 21, 2020
Proposed New Due Date: December 7, 2020
- (xii) Feasibility of Implementation of a Digital Automated Information System on the Lincoln Alexander Parkway and Red Hill Valley Parkway
Item on OBL: AAU
Current Due Date: September 21, 2020
Proposed New Due Date: January 11, 2021
- (xiii) Implementation and Resources Required re: Corporate Goals and Areas of Focus for Climate Mitigation & Adaptation
Item on OBL: AAW
Current Due Date: September 21, 2020
Proposed New Due Date: December 7, 2020
- (xiv) Management of the Aviary at 85 Oak Knoll Drive
Item on OBL: AAY
Current Due Date: August 12, 2020

Proposed New Due Date: Q2 2021

- (xv) Feasibility of Accelerated Lead Water Service Line Replacement Options
Item on OBL: ABA
Current Due Date: August 12, 2020
Proposed New Due Date: October 5, 2020

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

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

(j) ADJOURNMENT (Item 13)

(Pearson/Whitehead)

That there being no further business, the Public Works Committee be adjourned at 12:10 p.m.

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

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

Respectfully submitted,

Councillor J.P. Danko
Chair, Public Works Committee

**Public Works Committee
Minutes 20-006**

**August 12, 2020
Page 21 of 21**

Alicia Davenport
Legislative Coordinator
Office of the City Clerk



Hamilton

CITIZEN COMMITTEE MEMBER RESIGNATION FORM

I, Danielle Hudson, would like to submit my resignation, effective September 1st, 2020, from the Keep Hamilton Clean & Green Committee, for the following reason(s):

- My circumstances have changed and I know longer have the time to effectively participate on the Committee.
- Personal reasons.
- Other (please explain briefly):
I've moved and am no longer a resident of the City of Hamilton

Additional Comments (optional)

Danielle Hudson

 Signature

August 27th, 2020

 Date

5.1

Form: Request to Speak to Committee of Council

Submitted on Monday, August 17, 2020 - 7:17 am

==Committee Requested==

Committee: Public Works Committee

==Requestor Information==

Name of Individual: Alex Beer

Name of Organization:

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address:

[REDACTED]

Reason(s) for delegation request: Presentation of petition regarding planned narrowing of Aberdeen Avenue from Dundurn to Queen Street from four to two lanes.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Councillor John-Paul Danko
Chair, Public Works Committee
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8P 4Y5

Sent via email to clerk@hamilton.ca

August 14, 2020

Dear Councillor Danko and members of the Public Works Committee,

I am writing to you as a representative of a large number of residents of Hamilton, most of whom are located in the Kirkendall South neighbourhood, who are strongly opposed to City Council's decision to reduce the number of lanes on Aberdeen Avenue (between Dundurn and Queen streets) from four lanes to two.

We are requesting that the Public Works Committee and Hamilton City Council reconsider this decision due to a number of concerns including:

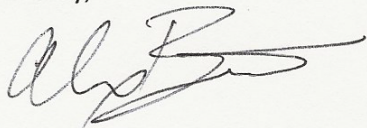
- Aberdeen is an important arterial road linking a Mountain access to a major 400 series highway and is a key city transportation route for motorists travelling through the city, as well as those working at and visiting such Mohawk College, Hillfield Strathallan College, and St. Joseph's Healthcare's West 5th Campus.
- No traffic study has been conducted to support the lane reduction decision and to determine its ramifications.
- No meaningful public consultation has taken place.
- Neighbourhood residents are extremely concerned that the lane reduction will cause considerable traffic congestion on Aberdeen, resulting in motorists cutting through nearby quiet, residential streets.

While we understand, based on correspondence from the Mayor's office and Public Works Department, that the lane reduction and other related safety measures along Aberdeen will be evaluated and reconsidered after one year, this is more than enough time for a child to suffer serious injuries - or worse - from frustrated motorists speeding through adjacent residential streets.

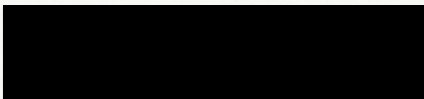
I also respectfully request delegate status at your next Public Works Committee meeting, during which I would like to speak to this issue and present a petition (which will be dropped off to the City Clerk's office in advance) with well over 100 signatures opposing the lane reduction.

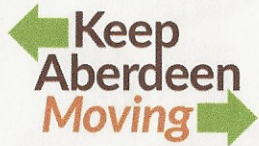
Thank you in advance for your reconsideration of this important matter.

Yours truly,

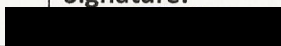


Alex Beer





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).

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.

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



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	September 11, 2020
SUBJECT/REPORT NO:	Integration of an All Ages and Abilities Assessment into Existing and Future Cycling Infrastructure in Hamilton (PED20025) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Rachel Johnson (905) 546-2424 Ext. 1473
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

COUNCIL DIRECTION

At the September 16, 2019 Public Works Committee meeting the following was approved, "That staff be directed to review and report back to the Public Works Committee on the integration of an All Ages & Abilities (AAA) assessment into existing and future cycling infrastructure in the City of Hamilton".

INFORMATION

The National Association of City Transportation Officials (NACTO) describes All Ages & Abilities (AAA) bicycle facilities as Safe, Comfortable and Equitable. AAA bicycle planning and design is a concept that recognizes that to achieve growth in bicycling and the benefits that ensue, bikeway design needs to meet the needs of a broader set of potential bicyclists, including those who may face barriers to cycling, as opposed to just confident cyclists. Such users include children, seniors, women, people riding bike-share, people of colour, low income riders, people with disabilities, and people riding with cargo. It considers contextual factors such as vehicular speeds and volumes, operational issues and, observed sources of bicycling stress.

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SUBJECT: Integration of an All Ages and Abilities Assessment into Existing and Future Cycling Infrastructure in Hamilton (PED20025) (City Wide) - Page 2 of 5

This Information Report will highlight several ways the City of Hamilton applies an AAA lens in policy, design, and implementation of cycling infrastructure.

1. City Vision, Transportation Master Plan and Cycling Master Plan

At the strategic level, the City of Hamilton’s vision, “To be the best place to raise a child and age successfully” strongly bridges building cycling infrastructure that makes cycling safe, convenient, comfortable and fun for AAA, including families with children, seniors, and new riders.

The Transportation Master Plan (TMP) and Cycling Master Plan (CMP) are policy documents used when designing and implementing new cycling and pedestrian infrastructure in Hamilton. One of the key strategic policies with the TMP is to foster and support the development of Complete-Liveable-Better Streets for road users of all ages, abilities, and incomes. The TMP also highlights the importance of equity and the connection between Public Health and transportation infrastructure. All ages and abilities infrastructure is also embedded within the *Accessibility for Ontarians with Disabilities Act*, which is included within all road designs within the City. The CMP also highlights the importance of using AAA guidelines to allow for equitable access to all infrastructure.

2. Ontario Traffic Manual (Book 18) and NACTO Guidelines

Hamilton is a contributor to the development of the Ontario Traffic Manual (OTM) Book 18 Guidelines for Bicycle Facilities bicycle facility selection tool, which is used by all Ontario municipalities. OTM Book 18 is currently being reviewed for updates and will consider the AAA approach as part of the process. Hamilton is also a member of the National Association of City Transportation Officials (NACTO). NACTO develops many guidelines for Transportation Officials to use. One key guideline is called “Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities” (https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf). This guide is publicly available and utilized by City staff when determining the appropriate bicycle facility. The NACTO guideline recognizes that there will be cases where a bicycle facility may fall short of the AAA criteria and should not use this to preclude the implementation of a bicycle facility.

3. Complete, Liveable, Better Streets Design

Currently, City staff is leading the development of a Complete, Liveable, Better Streets Design Manual (CLB) to provide principles and best practices for implementing Complete Streets in Hamilton. The manual will include a focus on active and sustainable modes of transportation and will be a significant enhancement for cycling

SUBJECT: Integration of an All Ages and Abilities Assessment into Existing and Future Cycling Infrastructure in Hamilton (PED20025) (City Wide) - Page 3 of 5

infrastructure and street design in Hamilton. The manual is being developed with an AAA lens to facilitate the implementation of the City's CLB and Vision Zero policies.

4. Vision Zero

City Council's commitment to Vision Zero in February 2019 provided staff with the direction to further establish a comprehensive program that expanded across the corporation. Vision Zero takes a Safe Systems approach to prevention. The goal of safe systems is to ensure that these mistakes do not lead to a crash, or, if a crash does occur, it is sufficiently controlled to not cause a death or a life-changing injury.

Vision Zero describes the end-product of a safe road transport system. The system must rely on a balance between travel speeds and the inherent safety of infrastructure and vehicles. The Safe Systems approach places the highest priority on Safe Roads, the design of the roadway. Safe roads are designed to reduce the risk of crashes occurring, and the severity of injuries, if a crash does occur. Safety features are incorporated into the road design from the outset and includes key elements such as segregating road users by enhancing safer routes for vulnerable users.

The 2020 Vision Zero Work Plan outlined an extensive and engaging implementation plan that covers various partnerships across the Corporation as the organization continues to build on the momentum of reducing collisions involving injuries and fatalities. To accomplish this, there are several key action items identified in the Evaluation, Engineering, Enforcement, Engagement and Education focus areas.

There is a need to focus on areas of the most vulnerable road users and raise awareness to these collision patterns, along with addressing and implementing measures at identified high collision locations. When investigating locations for cycling infrastructure enhancements, staff take into account, collision patterns to determine the required enhancement of the infrastructure. New cycling infrastructure is also recognized as achieving Vision Zero objectives and should be approached with an AAA lens.

5. Bicycle Boulevards

Bicycle Boulevards are a shared roadway that prioritizes cyclists over motor vehicles through design. Bicycle boulevards are located on streets with low motor traffic volumes and low motor vehicle speeds. Signage, pavement markings, traffic calming, intersection treatments, and speed reduction all help to prioritize bicycles and pedestrians.

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SUBJECT: Integration of an All Ages and Abilities Assessment into Existing and Future Cycling Infrastructure in Hamilton (PED20025) (City Wide) - Page 4 of 5

Bicycle boulevards provide cycling infrastructure that may encourage inexperienced or cautious groups of people to try cycling on streets that have fewer vehicles that operate at lower speed. This creates safer streets for all, with fewer opportunities for collisions and fewer severe collisions. The reduction in conflicts and calming of traffic makes bicycle boulevards an attractive component of cycling infrastructure. Bicycle boulevards are a part of AAA cycling infrastructure and complements higher order cycling infrastructure such as protected bike lanes on arterial roads. Bicycle boulevards can be a cost-effective means to increase the local cycling network as the bike ability of roads can be improved with various interventions and treatments.

Implementation of bicycle boulevard projects funded through the Ward 1 Area Rating Reserve Fund is currently in progress. These will enhance local and collector streets that have the potential to improve connections for cyclists and improve safety for all road users.

6. Infrastructure Enhancements

In recent years, with a push for more AAA cycling infrastructure, a capital project has been assigned to enhance existing cycling infrastructure with improved protection measures for cycle tracks and at intersections at strategic locations, which has been incorporated into the City's Ten-year Capital Budget. In some locations, this will mean removing existing rubber curbing and replacing it with drainage friendly parking curbing and other similar measures. Proposed streets to receive enhancements include: Bay Street, Hunter Street, John Street, and Cannon Street. The AAA philosophy was also applied to the recently approved COVID-19 Recovery Phase Mobility Plan (PED20100/PW20034) to assist with promoting active modes of transportation. This includes the introduction of intersection upgrades and protection measures at strategic locations that include along Herkimer Avenue, Charlton Street, Maplewood Avenue, York Boulevard, King Street West, Lawrence Road, and Stone Church Road.

7. Level of Traffic Stress

Transportation Planning staff has been working to develop an objective and data-driven approach for evaluating Hamilton's transportation network by assessing the road design, traffic volumes, speed and cycling infrastructure types to individual cyclist's perception of comfort while completing their trip. Level of Traffic Stress (LTS) is a range of qualitative numerical scores measuring the level of stress imposed by vehicular traffic over cyclists across the transportation network. LTS ranges from one to four are assigned to corridors and intersections representing a spectrum from lowest stress facilities (comfortable for AAA) to highest stress facilities (uncomfortable for most cyclists). Subsequently, LTS scores are visualized through an interactive map to illustrate the low-stress network connections throughout a given community and the

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SUBJECT: Integration of an All Ages and Abilities Assessment into Existing and Future Cycling Infrastructure in Hamilton (PED20025) (City Wide) - Page 5 of 5

entire transportation network. This will be useful in Hamilton when planning for new and enhancing existing cycling infrastructure.

Overall, Hamilton has and continues to invest in active transportation infrastructure, and has been improving the safety for all road users, including automobile and goods movement vehicle drivers, through actions associated with Vision Zero and Complete Street policies. The policies and initiatives above demonstrate the City of Hamilton's commitment to understanding and applying an AAA lens into existing and future cycling infrastructure. This includes enhanced cycling infrastructure with increased separation and protection from cars and trucks. Collectively, these investments and policies are contributing to the advancement of streets that are safer and inviting for cyclists of all ages and abilities.

As this Report addresses the integration of an All Ages & Abilities (AAA) assessment into future cycling infrastructure in the City of Hamilton, it is appropriate to be identified as complete and removed from the Public Works Committee Outstanding Business List.



APPENDICES AND SCHEDULES ATTACHED

N/A

RJ:cr



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	September 11, 2020
SUBJECT/REPORT NO:	Cycling Accommodation During Construction Detours (PED20147/PW20056) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Daryl Bender (905) 546-2424 Ext. 2066 Peter Topalovic (905) 546-2424 Ext. 5129
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

At the July 10, 2019 Public Works Committee, a member of Cycle Hamilton made a presentation to the Public Works Committee. The presentation identified five suggestions to improve road resurfacing and construction projects along cycling routes, how they are planned, and implemented. These suggestions were to:

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,

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**SUBJECT: Cycling Accommodation During Construction Detours
(PED20147/PW20056) (City Wide) - Page 2 of 6**

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.

INFORMATION

Staff has reviewed the recommendations made by Cycle Hamilton and compared these to current City practices and industry standards. The purpose of this Information Report is to advise Council of the results of that review and to identify a number of potential areas for enhancing current practices.

While not specifically related to Cannon Street alone, the suggestions from Cycle Hamilton were prompted as a result of the resurfacing and cycle track enhancement project that occurred on Cannon Street in the Summer 2019. Originally, the Cannon Street project was initiated as a fast-tracked resurfacing project, which would typically not involve any design work and be implemented in a short period of time. However, the resurfacing project was subsequently identified as an opportunity to enhance the existing cycling infrastructure, which in turn required a longer construction period and modified traffic management plan.

Prior to construction commencing, the cycling community expressed concerns about the closure of the cycle track for an extended period. One of the challenges with the Cannon Street corridor is that there are very few alternative routes. As a result, the impacts of closures of the cycle track were more severe than for a typical project.

While successful in terms of the cycle track enhancements that were achieved, the project served to highlight some areas for improvement in terms of construction detours, as well as how the cycling community is involved and informed.

As a starting point for all construction projects, the City routinely relies on provincially accepted guidelines to prepare traffic management plans. Specifically, the standard resource for safety accommodations through roadway construction zones is “Book 7 – Temporary Conditions” published by the Ontario Traffic Council (<https://www.library.mto.gov.on.ca/SydneyPLUS/Sydney/Portal/default.aspx?component=AAAAIY&record=34657287-fb36-43a2-84d7-7dc2c5e0d3a6>).

Ontario Traffic Manual (OTM) Book 7 includes a section on Cyclist Safety Considerations, and suggests the following as best practice:

**SUBJECT: Cycling Accommodation During Construction Detours
(PED20147/PW20056) (City Wide) - Page 3 of 6**

- Provide early notice of projects that could cause significant inconvenience to cyclists (e.g. long detours), making use of cyclist organizations or user groups where available;
- Provide notification signs for all road users in advance of temporary conditions, consistent with general practice. Include distance tabs as appropriate; and,
- Ensure that signs do not intrude into the travel path of cyclists or pedestrians; if intrusion is unavoidable, maximize sign visibility.

It is noted that OTM Book 7 is currently being updated and is planned to include enhanced information to augment the existing guidance on cycling accommodations. Hamilton has staff representatives on the committee that is overseeing these updates.

In addition to Book 7 guidelines, the City has established guidelines entitled “Temporary Conditions, Bike Lanes Cycle Track”. These guidelines provide direction for the accommodation of cyclists through roadway construction zones and is attached as Appendix “A” to this Report. Pending work that is on-going to update the OTM Book 7 guidelines, and on-going reviews of best practices in other jurisdictions, it is the intent of staff to update and augment these guidelines, in consultation with members of the Hamilton Cycling Committee, as well as, the Hamilton and District Heavy Construction (HAND) Association.

In the interim, the five suggestions identified by Cycle Hamilton at the Public Works Committee meeting on July 10, 2019, are constructive ideas, and appropriate for assessing current and evolving practices with respect to how the City approaches construction projects.

Suggestion 1: Keep the Hamilton Cycling Committee informed well in advance of planned roadway construction projects

Current Practice:

The City’s “Hamilton Cycling Committee”, with membership of citizen volunteers, is provided with a list of planned projects at their regular meetings, and staff are present at these meetings to provide updates and answer any questions. Staff representatives on the committee attempt to bring projects to the committee that are in the early design stage. However, due to the project design cycle, there is a lag between when the project design is discussed at Committee and when construction commences.

Enhanced Practice:

In addition to discussing projects at the early design stage with the Committee, projects nearing the construction phase will be highlighted for information. This should not be limited to new cycling projects, but also major road construction projects that may

**SUBJECT: Cycling Accommodation During Construction Detours
(PED20147/PW20056) (City Wide) - Page 4 of 6**

involve the closure of an existing cycling facility. Specifically highlighting the construction stage at the Cycling Committee will help to flag potential impacts of closures and opportunities to mitigate these impact closures.

It is noted that the July 2019 Cycle Hamilton presentation was discussed at the City's "Hamilton Cycling Committee" meeting on August 7, 2019; providing additional feedback for this Report. Share the Road Ontario, a non-for-profit cycling advocacy organization, was also consulted for input on this Report.

Suggestion 2: Provide a summary of this information to the broader public as well

Current Practice:

The Cycling Master Plan (2018), provides the direction for planned cycling infrastructure, which is used to inform roadway construction projects when they are scoped to determine and refine design details. The Cycling Master Plan was developed as part of the City-wide Transportation Master Plan and included extensive consultation with the broader public. However, as a longer range and static document, it only serves to identify the approximate timing of projects. More refined project listings are provided in the annual update on cycling projects to Council, but this is limited to new cycling projects only.

The Transportation Planning section also maintains and regularly updates a dedicated web page www.hamilton.ca/newlanes which includes a list of active cycling projects at both the planning stage and projects "in the works".

For City-wide construction projects, including all types of projects, the City provides a mapping tool that is available to the broader public.

<https://spatialsolutions.maps.arcgis.com/apps/webappviewer/index.html?id=16e783d5df3c489fbe3e620adbd241f1>.

Enhanced Practice:

If promoted adequately, the dedicated cycling project webpage, maintained by Transportation Planning, is an appropriate platform for informing the broader public about upcoming cycling construction projects. This site is being enhanced to include information on the various project progress stages including feasibility, design, and upcoming consultation activities. This process has been piloted and will become the practice moving forward. When the website is updated with a new project, the community will be notified through the Cycling Committee, as noted in action point one above; as well as, through social media, and the Smart Commute Hamilton and Sustainable Mobility newsletter.

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**SUBJECT: Cycling Accommodation During Construction Detours
(PED20147/PW20056) (City Wide) - Page 5 of 6**

Suggestion 3: Provide cycling accommodations alongside or through construction zones when possible

Current Practice:

OTM Book 7 – “Temporary Conditions” published by the Ontario Traffic Council is utilized to inform decisions on cycling accommodations.

The City typically posts signs and construction notice information in construction zones as a routine practice.

Enhanced Practice:

Section 2.6.3.1 of OTM Book 7 provides fairly specific guidance on directing cyclists through the work zones including guidance on surfaces, widths and signage. A potential area for enhancement is in the application and enforcement of these guidelines. Some jurisdictions have had success with in-field training with staff and contractors, using well executed projects as examples.

Suggestion 4: If cyclists cannot be accommodated through a construction zone, identify and sign an alternate route

Current Practice:

Maintaining the existing cycling infrastructure is most convenient and always preferred when feasible and safe. However, given the scope of works, corridor capacity constraints, health and safety requirements, and project timing, this isn't always feasible.

Enhanced Practice:

As the City continues to increase the connectivity of cycling infrastructure, and usage increases, expectations to enhance cycling accommodation during construction projects is also increasing and justified.

The creation of temporary (or permanent) cycling facilities on a parallel corridor to accommodate construction, is typically beyond the scope of any construction project; not just because of financial constraints but also the time required to accomplish such a major addition to the cycling network depending on the complexity of the parallel corridor and adjacent street network. However, some cities have piloted approaches that create a rapid deployment route on a parallel facility by temporarily reducing vehicular lanes. This involves low cost infrastructure, such as traffic barrels, to achieve reasonable and safe detours using a variety of tools as part of the construction budget

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**SUBJECT: Cycling Accommodation During Construction Detours
(PED20147/PW20056) (City Wide) - Page 6 of 6**

(e.g. bike boxes to help with turns, temporary protected facilities, temporary traffic signals at intersections, etc.).

Even with temporary measures, substantial efforts and resources are needed to develop detour routes. Best practices include the following:

- Clear wayfinding for detour routes;
- Creating readily accessible communications for detour routes;
- Providing advanced notice to the community that a detour is necessary so that people can plan their temporary routes in advance; and,
- Outlining a process that determines whether a detour can be accommodated, and, if not, documents why it is not possible.

Organizations such as Cycle Hamilton, and the Cycling Committee, are also key in regard to getting the word out on cycling detours.

Suggestion 5: Ensure construction projects are sufficiently funded to embed cycling accommodations within any project

Current Practice:

Projects are typically sufficiently funded to provide any special accommodations required for all road users, including cyclists, based on OTM Book 7 guidelines. This includes, information to the public, signage to alert traffic through a construction zone, and special accommodations for cyclists.

Enhanced Practice:

City staff continue to improve the quality and quantity of the cycling network for cyclists of all ages and abilities in the City. It is recognized that accommodation for cyclists and other roadway users is a critical part of construction projects. Bicycle traffic is to be considered in all roadway construction projects, but special accommodations for cyclists are primarily required where an existing cycling facility (either bicycle lanes or signed routes) is affected by roadway construction. Over time, this will need to be budgeted for and tracked as part of project budgets.

As this Report addresses the Review of Cycle Hamilton Recommendations Respecting the Cannon Street Resurfacing Project, it is appropriate to be identified as complete and can be removed from the Public Works Outstanding Business Item List.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” - Temporary Conditions Bike Lanes Cycle Track



Public Works Department

Engineering Services
Geomatics & Corridor Management

Temporary Conditions Bike Lanes/Cycle Track

Bike Lanes

Current industry standard guidelines exist detailing best practice when requiring the temporary occupancy of bike lanes (*OTM Book 7, 2.6.3 Cyclist Safety Considerations, 2.6.3.1 Directing Cyclists through the Work Zone, 2.6.3.2 Cyclist Detours around the Work Zone, 2.6.3.3 Diversion of Cyclists onto Sidewalks*); and (*OTM Book 18, Cycling Facilities, 5.10 Temporary Conditions*). Therefore, requests for the temporary use of bike lanes should be referred to these documents. Permit fee may apply.

Cycle Track (one-way streets)

Due the contraflow operation of Cycle Track adjacent to one-way street such as Cannon Street and Hunter Street, standard guidelines cannot be followed as cyclists travelling in the opposite direction of flow cannot merge with traffic. In response to this unique situation, the following guidelines were created,

Normal Operations (< 10 min)

OK for obstructions of this duration (as per any bike lane anywhere - signed NPA)

Short Duration (10 min to 1 day)

Signage (City designed sandwich board) required at each end of block (both directions) to notify cyclists, set up by resident or utility staff creating blockage – no permit fee.

Long Duration (> 1 day)

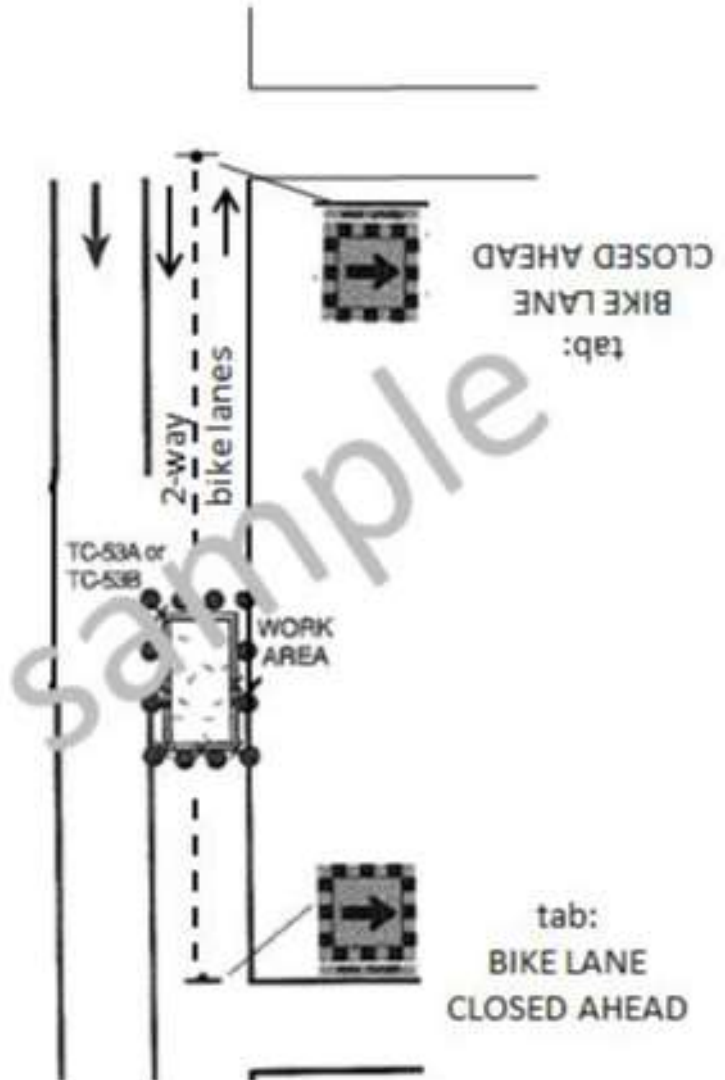
Signage (City designed sandwich board) required at each end of block (both directions) to notify cyclists, set up by resident or utility staff creating blockage – permit fee may apply.

Enforcement

Occupancies not following the above mentioned criteria, or those without a required permit, are subject to the following City of Hamilton Bylaws, *Traffic: Bylaw 01-215 "BICYCLE LANES"*, and *Parking: Bylaw 01-218 "BICYCLE LANE PARKING PROHIBITION"*.

Typical Layout

Sample layout for works in two-way bike lanes:



Note

Cyclists should be directed through the work zone where practicable.

2.6.1 Cyclist Safety Considerations

Specific traffic control and/or accommodation for cyclists may be necessary through a temporary work zone. Under the HTA, cyclists have the same right to safe passage as motor vehicles (except where bicycles are legally prohibited), and should only be required to dismount and travel as pedestrians where absolutely necessary. Cyclists are also obliged to operate as vehicles, and generally do not require special signage unless [a] dedicated cycling facilities are affected or [b] specific actions are prescribed (e.g., follow bicycle detour, dismount and walk, caution due to rough surfaces).

However, the potential for cyclists to respond differently than motor vehicle operators to certain conditions should be anticipated and considered. For example, cyclists may not readily tolerate delays or restrictions that drivers accept. Unexpected conditions may be more problematic for cyclists than motor vehicle users. As a best practice:

- provide early notice of projects that could cause significant inconvenience to cyclists (e.g., long detours), making use of cyclist organizations or user groups where available.
- provide notification signs for all road users in advance of temporary conditions, consistent with general practice. Include distance tabs as appropriate.
- ensure that signs do not intrude into the travel path of cyclists or pedestrians; if intrusion is unavoidable, maximize sign visibility.

Cyclists should be directed through the work zone where practicable. However, if an acceptable width of a shared lane, bike lane, or paved shoulder cannot be provided, or acceptable surface conditions cannot be maintained, detour cyclists around the work zone or divert cyclists to a pathway or sidewalk.

2.6.1.1 Directing Cyclists through the Work Zone

When a cyclist is directed through the work zone, consideration must be given to the surface conditions. Safe cycling requires a higher standard of travel surface than motor vehicle operation.

- provide a smooth, hard travel surface at all times. Asphalt is ideal, but a compacted granular surface is acceptable for temporary use if well

Safe cycling requires a higher standard of travel surface than for a motor vehicle.

Note

maintained. avoid loose gravel, compacted aggregate, sand, mud, and standing water. sweep surfaces regularly, especially the outer 2.0 m of the curb lane.

- ensure that temporary surfaces (e.g., steel plates, timber decking) are skid-resistant with smooth joints at right angles to the travel path.
- minimize vertical discontinuities. Where cycling volumes are high and discontinuities are unavoidable (e.g., at road cuts, raised ironworks, steel plates that are not recessed into the pavement), consider mitigating them with asphalt ramps. use reflective paint and place devices (such as barriers, barrels or cones) to direct cyclists away from unramped grade changes.
- Where appropriate, use signs to notify cyclists of any variance from a smooth asphalt condition.

Roads with bike lanes or paved shoulders

Where cyclists approach a work zone in a bike lane or designated paved shoulder, it is preferable to maintain those facilities within the work zone, especially if cyclist volumes are high. if required, the alignment of bike lanes or paved shoulders may be diverted within the right of way.

- provide a minimum bike lane width or paved shoulder of 1.2 m (1.5 m preferred).
- if motor vehicles are diverted into a bike lane or paved shoulder, notify cyclists that the bike lane or facility ends and shared lane operation begins with the appropriate orange and black signs. apply with distance tabs in advance of lane closure, where appropriate.

Roads with shared lanes

Where cyclists approach the work zone in a shared curb lane, take care to preserve an acceptable shared lane width through the work zone.

- notify cyclists of any reduction in shared lane width in the work zone and reaffirm the shared lane condition. no other treatment is generally needed if the shared lane width in a work zone is at least 3.5 m and operating speeds are 60 km/h or less.
- Consider shared lanes wider than 3.75 m where the concentration of heavy vehicles (trucks or buses) is significant or operating speeds exceed 60 km/h.
- Where the shared lane is the only travelled lane in that direction and its width is less than noted above, consider prohibiting motor vehicles from

passing cyclists and posting a reduced speed limit. Where the shared lane is one of two or more travelled lanes in that direction and its width is less than noted above, consider either posting a sign to instruct motorists to change lanes to pass cyclists, or providing a detour for cyclists.

- Cyclists may need additional lateral clearance when the cycling surface is rough. If so, consider providing a separate bike lane rather than a shared lane through the work zone.

Traffic control by using traffic control persons (TCPs) or temporary signals

in work zones where an alternating one-way traffic flow is controlled by TCPs or temporary signals, lower speeds of cyclists should be considered to enable them to safely clear the work zone.

- TCPs should communicate to each other about the presence of cyclists in the work zone.
- The timing of temporary signals should take into account the time required for cyclists to travel through the work zone. Cyclists operating speed, used to calculate clearance time, should consider the surface treatment, the available lines of sight, and the existence of potential refuge areas for cyclists in the work zone.

2.6.1.2 Cyclist Detours around the Work Zone

detours do not require special signage for cyclists unless it is a bicycle specific detour. Bicycle specific detours should be considered if work zone or motor vehicle detour conditions cannot be made acceptable for cycling, or if a potential detour route for cyclists exists that is safer or more convenient than the detour route for motor vehicles.

- provide advance notice of the detour.
- provide guidance along the detour route.

2.6.1.3 Diversion of Cyclists onto Sidewalks

in situations where it is appropriate to divert cyclists onto sidewalks:

- in most circumstances, require cyclists who are diverted onto a sidewalk to dismount and travel through the work zone as pedestrians, walking beside their bicycles.

Note

Where alternating one-way traffic flow is controlled by TCPs or temporary signals, lower speeds of cyclists should be considered.

Note

- in some circumstances, consider allowing cyclists to ride on the sidewalk. Contributing factors may include the reduction in cyclist delay compared to dismounting and walking, and the ability to preserve sidewalk safety in view of the sidewalk width and volume of pedestrians and cyclists. note that sidewalk railings adjacent to hazards (e.g., on bridges) may require modification to achieve a minimum height of 1.5 m.

Care must be taken to ensure that lighting used to illuminate the work site is not aimed at drivers.

5.10 Temporary Conditions

When a roadway with a bicycle facility requires the development of a work zone for construction, maintenance or other temporary activities, every effort should be made to minimize disruption to the bicycle facility. This means that closing the bike facility and requiring cyclists to dismount should be avoided wherever possible. Cyclists should be encouraged to use general traffic lanes, and motorists should be advised to share the road if a bike facility cannot be maintained or relocated.

If a work zone in or adjacent to the cycling facility is required, temporary condition signs should be used to guide cyclists through or around the work zone. The application of these signs requires the development of a Traffic Control Plan for the work zone. Practitioners should refer to *OTM Book 7 – Temporary Conditions* for the fundamental principles of developing a temporary work zone.

All signs used for temporary conditions for bicycles should be sized appropriately for interpretation by both motorists and cyclists, and should conform to the TAC *Bikeway Traffic Control Guidelines for Canada – 2nd Edition* (January 2012). Where motorists and cyclists share the same detour route, separate detour signage for bicycles is not required. However, where a roadway with a narrow lane width is used on a bikeway detour or through a work zone, Share the Road signs Wc-19 (OTM), Shared Use Lane Single File signs WC-20 (TAC) or Motor Vehicle Passing Prohibited signs RB-33 (TAC) may be used. Refer to **Section 4.1.1.2** for the application of these signs and their supplementary tabs. Even when there is no formal cycling facility on roadways with significant cycling volumes, motorists and cyclists should be provided with positive guidance to share the road and be extra courteous.

Bicycle Lane Closed Sign

The Bicycle Lane Closed sign TC-68 (TAC) must be used to warn cyclists that the reserved bicycle lane is temporarily closed. Where a separate bicycle detour is provided, this sign should be accompanied by the appropriate Bicycle Lane Detour Markers as described below.

Figure 5.48 – Bicycle Lane Closed Sign



Tc-43 (OTM)
(450 mm x 450 mm)

Bicycle Lane Detour Markers

Bicycle Lane Detour Markers TC-70 (TAC) guide cyclists along a separate alternate route where work zone activities require the closure of a bicycle lane. These markers should be placed in advance of and at intersections to indicate to cyclists the direction of the detour route. A marker may be placed between intersections to confirm the detour route to the cyclist. A Bicycle Detour Ends Marker TC-71 (TAC) may be installed to indicate the conclusion of the detour.

Figure 5.49 – Bicycle Lane Detour Markers



Tc-41 (OTM)
 (450 mm x 450 mm)

Tc-41AR (OTM)
 (450 mm x 450 mm)



Tc-41R (OTM)
 (450 mm x 450 mm)



Tc-42 (OTM)
 (450 mm x 450 mm)

Figure 5.50 – Grooved Pavement Sign



Tc-19 (OTM)
 (600 mm x 600 mm)

Figure 5.51 – Distance Advisory Tab Signs



Tc-11tA (OTM)
 (300 mm x 600 mm)



TC-3tA (OTM)
 (300 mm x 600 mm)

Grooved Pavement Sign

The Grooved Pavement sign Tc-19 (OTM) may be used to provide warning to road users, including motocyclists and cyclists, where the pavement has been milled or grooved. This sign may be accompanied by Distance Advisory Tab signs Tc-11tA or TC-3tA (IOTM) to indicate the distance or length of the expected condition.



Hamilton

MINUTES WASTE MANAGEMENT ADVISORY COMMITTEE

Monday February 3, 2020

9:30 a.m.

Room 264, 2nd Floor

City Hall

71 Main Street West, Hamilton

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

Also Present: Craig Murdoch, Director of Environmental Services
 Angela Storey, Manager of Business Programs
 Catherine McCausland, Manager of Recycling & Waste Disposal
 Rob Conley, Senior Project Manager, Landfills
 Ryan Kent, Senior Project Manager, Waste Planning
 Raffaella Morello, Senior Project Manager, Waste Planning
 Glenn Watt, Project Manager, Waste Collections
 Mike Stelmach, Project Manager, Contract Operations

1. APPOINTMENT OF COMMITTEE CHAIR AND VICE-CHAIR FOR 2020

(Lukasik/Nann)

- (a) That Councillor Pearson be appointed as Chair of the Waste Management Advisory Committee for 2020; and,
- (b) That Councillor Danko be appointed as Vice-Chair of the Waste Management Advisory Committee for 2020.

CARRIED

2. CHANGES TO THE AGENDA

**Waste Management Advisory Committee
Minutes****February 3, 2020
Page 2 of 5**

There were no changes to the agenda.

3. DECLARATIONS OF INTEREST

There were no declarations of interest.

4. APPROVAL OF MINUTES OF PREVIOUS MEETING**4.1 November 28, 2019****(Danko/Pearson)**

That the Minutes of the November 28, 2019 meeting of the Waste Management Advisory Committee be approved, as presented.

CARRIED**5. DELEGATION REQUESTS****6. CONSENT ITEMS****(i) 2012 Solid Waste Management Master Plan Status of Objectives
(Item 6.1)**

Staff reviewed the status of the 2012 Solid Waste Management Master Plan Recommendations.

7. PRESENTATIONS**8. DISCUSSION ITEMS****(i) 2020 Waste System Contract Planning (Item 8.1)****(a) Material Recycling Facility Request for Proposals**

The Award of Request for Proposals C11-12-19, Operations and Maintenance of the Material Recycling Facility report is included as a Discussion Item on the February 5, 2020 General Issues Committee agenda. The appendices of the report will be discussed in-camera.

(b) Waste Collections Request for Proposals

The Waste Collections Request for Proposals was released on December 23, 2019 and will close on February 14, 2020. RFP C11-55-19 will maintain the current level of service, with the exception of the removal of Leaf and Yard Waste collection during the winter.

Staff will prepare a Recommendation Report for Public Works Committee in Q2 2020.

(c) Central Composting Facility Request for Proposals

The current contract for the operations and maintenance of the Central Composting Facility will expire on December 31, 2020. Staff are currently developing the Request for Proposals (RFP) and are anticipating it to be released in Q1 2020.

An in-house bid team has been established to submit a bid to the RFP.

(ii) Waste-Free Ontario Act Updates (Item 8.2)

(a) Blue Box Transition

Staff are currently participating in stakeholder meetings held by the Ministry of Environment, Conservation and Parks regarding the Blue Box Transition. At these meetings stakeholders are reviewing the materials to be designated, the definition of residential sources, collection service level standards and material capture targets.

The Association of Municipalities of Ontario has requested that municipalities provide a Council resolution by June 30, 2020 which outlines the preferred transition year and if the municipality will continue to provide services or not. Staff are currently preparing a report for Public Works Committee to recommend a preferred transition year for the City of Hamilton.

(iii) Operations Update (Item 8.3)

(a) Promotion and Education

A copy of the 2020 / 2021 Recycling & Waste Guide was provided to Committee Members for review. The new guides will be mailed to residents in March.

As part of the Solid Waste Management Master Plan Review, a public consultation period has been ongoing since January 6, 2020 and will close on February 7, 2020.

(b) Blue Box and Green Bin Enforcement Update

Staff reviewed the data of the number of properties reported to have leaf and yard waste in the green bin since the implementation

of the ban in April 2019. As of the first week of January, 97.34% of material in the green bin was source separated organics and only 0.49% of material was leaf and yard waste and 0% was grass. Visual audits of material coming into the Central Composting Facility will continue.

Staff provided data on the decline in the number of properties that were reported as having black plastic / Styrofoam in the blue box / cart since these materials were removed from the blue box program in the fall of 2019. Staff will arrange visual audits of materials coming into the Material Recycling Facility.

(iv) Solid Waste Management Master Plan Review Update (Item 8.4)

(a) Single-Use Plastics Strategy

Staff reviewed the various categories that are being investigated for a Single-use Plastics Strategy for the City of Hamilton. These categories include:

- Bans in City facilities / work locations / public spaces
- Incentives for customers to bring reusable containers to City food booths
- Infrastructure accessibility at City facilities and public spaces
- Procurement support for City wide contracts
- Promotion and education campaigns for residents and businesses
- Alignment with the Corporate Climate Change Goals
- Continued study of alternatives to plastics products; staff are currently conducting a second test of alternative products at the CCF and provided visuals of these tests
- Legislation and Municipal updates; staff reviewed current federal and provincial legislation that will have an impact on the City's strategy

(b) Update on Solid Waste Management Master Plan Review

The public consultation period for the Solid Waste Management Master Plan (SWMMP) Review is currently being undertaken. Public consultation includes an online survey that is currently available for residents to complete and four Focus Group sessions that will involve single-family and multi-residential residents, as well as local businesses.

The results of the public consultation will be presented during the next Waste Management Advisory Committee (WMAC) meeting.

The draft SWMMP will be presented during the June WMAC meeting, with the final plan to be reported to Council in Q3 2020.

(v) Upcoming Council Reports (Item 8.5)

(a) Waste Audits and Recycling in City of Hamilton Public Space Locations

Waste audits were completed in 2019 to assess materials and contamination rates in public space recycling containers in parks, along streets and at transit stops in the downtown area. The audit showed high contamination ranging from 36% to 56% in the containers.

Staff have prepared an Information Report for the Public Works Committee on February 21, 2020 that supports continuing to offer recycling containers at staffed City parks, with street side litter containers in existing BIA locations, and at Transit stops with multi-sort litter containers. It is not recommended to expand the recycling programs until all impacts of the Blue Box Transition are known.

(vi) Automotive Materials Stewardship Amending Agreement (Item 8.6)

The current Municipal Automotive Materials Services Agreement expires on March 31, 2020. Through Report PW15060, the General Manager of Public Works, in consultation with the Waste Management Advisory Committee, is authorized to approve amendments to the Agreement. The amending agreement will allow the AMS to continue to provide payments to municipalities for the collection of automotive materials such as antifreeze, oil containers, oil filters, etc.

(Hunt/Danko)

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

CARRIED

9. GENERAL INFORMATION / OTHER BUSINESS

10. ADJOURNMENT

(Danko/Hunt)

That, there being no further business, the meeting be adjourned at 10:28 a.m.

CARRIED

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

CITY OF HAMILTON

MOTION

Public Works Committee: September 11, 2020

MOVED BY COUNCILLOR T. WHITEHEAD.....

SECONDED BY COUNCILLOR

Complete Streets Report (Ward 14)

WHEREAS, Vision Zero and Complete Streets principles are used in the City of Hamilton to provide a safer environment for all road users;

WHEREAS, the Ward 14 office has requested a review of designated neighbourhoods with a focus on Traffic Calming Initiatives at problem locations and to provide a guideline for safety enhancements given the road width, classification, surrounding land use, proximity to schools/playgrounds, access roads from arterials, on-street parking and other considerations; and,

WHEREAS, staff do not have the internal resources to provide a comprehensive report of all designated neighbourhoods in Ward 14;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to retain a consultant to undertake a review of designated Ward 14 neighbourhoods with the intent of providing a Complete Streets report identifying areas of concerns and recommendations to provide a safer environment for all road users based on Vision Zero and Complete Streets principles, to be funded from the Ward 14 Area Rating Reserve Fund (108064) to an upset limit of \$149,999, as per the Purchasing Policy for Roster Assignments; and,
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

10.2

CITY OF HAMILTON

MOTION

Public Works Committee: September 11, 2020

MOVED BY COUNCILLOR T. JACKSON.....

SECONDED BY COUNCILLOR

Traffic Island Beautification at Upper Gage Avenue and the Lincoln M. Alexander Parkway (Ward 6)

WHEREAS, there is interest from Ward 6 residents to convert two traffic islands to allow for the installation of irrigation and annual plant material to beautify the roadway;

WHEREAS, floral beautification of traffic islands and medians is appreciated by residents and visitors to the City of Hamilton;

WHEREAS, floral beautification increases the public profile of the City of Hamilton; and,

WHEREAS, there is currently no funding for the proposed enhancement;

THEREFORE, BE IT RESOLVED:

- (a) That staff be authorized and directed to convert two existing traffic islands to floral traffic islands for beautification at Upper Gage Avenue and the Lincoln M. Alexander Parkway, at a cost of \$86,000, to be funded from the Ward 6 Capital Reinvestment Discretionary Account (3301909600);
- (b) That \$10,397 for the annual planting, irrigation and maintenance as well as 0.16 FTE for the two locations, be included in the Public Works Department's 2021 annual base operating budget; and,
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

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)

Page 2 of 2

- (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.