



City of Hamilton
PUBLIC WORKS COMMITTEE
AGENDA

Meeting #: 21-002
Date: February 1, 2021
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. January 11, 2021	5
4. COMMUNICATIONS	
5. DELEGATION REQUESTS	
6. CONSENT ITEMS	
6.1. Intersection Control List (PW21001) (Wards 1, 8, 9 and 13)	17
7. PUBLIC HEARINGS / WRITTEN DELEGATIONS / VIRTUAL DELEGATIONS	

- 7.1. Timothy Taylor and Tiffany Bound-Koocher respecting a Petition to Lower the Speed Limit on Upper Gage Avenue between Stone Church Road East and Rymal Road East (Ward 6) (approved on January 11, 2021)
- 7.2. Peter Nielsen respecting the Trillium Open Space - Erosion Protection Plan (approved on January 11, 2021) 24

8. STAFF PRESENTATIONS

9. DISCUSSION ITEMS

- 9.1. Maintenance Standards for Municipal Highways Policy (PW18096(a)) (City Wide) (Outstanding Business List Item) 33

10. MOTIONS

- 10.1. Locke Street South Business Improvement Area (BIA) Lighting (Ward 1) 60
- 10.2. Inch Park Play Structure Improvements, 400 Queensdale Avenue East, Hamilton (Ward 7) 61
- 10.3. Ferguson Avenue North Beautification (Ward 2) 62
- 10.4. Montgomery Park Pedestrian Lighting Improvements (Ward 4) 64
- 10.5. Father Sean O'Sullivan Memorial Park Improvements, 1139 Greenhill Avenue, Hamilton (Ward 5) 65
- 10.6. Dover Park Improvements, 66 Dover Drive, Hamilton (Ward 5) 66
- 10.7. Red Hill Neighbourhood Park Improvements, 320 Albright Road, Hamilton (Ward 5) 67

11. NOTICES OF MOTION

12. GENERAL INFORMATION / OTHER BUSINESS

- 12.1. Amendments to the Outstanding Business List
- 12.1.a. Items Requiring a New Due Date:

12.1.a.a. Redevelopment / Reuse of the former King George School Site, at 77 Gage Avenue North

Item on OBL: V

Current Due Date: March 22, 2021

Proposed New Due Date: June 14, 2021

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

Item on OBL: AQ

Current Due Date: Q1 2021

Proposed New Due Date: June 14, 2021

12.1.a.c. Wastewater Treatment Plant Bypass and Combined Sewer Overflow Reporting

Item on OBL: AAM

Current Due Date: December 7, 2020

Proposed New Due Date: May 3, 2021

12.1.a.d. City of Hamilton's Cemeteries Business Plan

Item on OBL: AAO

Current Due Date: February 19, 2021

Proposed New Due Date: March 22, 2021

12.1.a.e. Municipal Class Environmental Assessment and Conceptual Design of Ancaster Elevated Water Reservoir

Item on OBL: AAP

Current Due Date: Q1 2021

Proposed New Due Date: June 14, 2021

12.1.a.f. Enhanced Inspections and Monitoring - Hamilton Water and Wastewater

Item on OBL: ABB

Current Due Date: Q2 2021

Proposed New Due Date: June 14, 2021

- 12.1.a.g. Correspondence from Jim MacLeod, Vice President, Ancaster Village Heritage Community requesting the creation of a Community Safety Zone (CSZ)

Item on OBL: ABH

Current Due Date: February 19, 2021

Proposed New Due Date: September 20, 2021

- 12.1.a.h. Stormwater Gap Evaluation

Item on OBL: ABM

Current Due Date: Q1 2021

Proposed New Due Date: March 22, 2021

13. PRIVATE AND CONFIDENTIAL

14. ADJOURNMENT



PUBLIC WORKS COMMITTEE MINUTES 21-001

1:30 p.m.

Monday, January 11, 2021

Council Chambers

Hamilton City Hall

71 Main Street West

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

Absent with Regrets: Councillor T. Whitehead – Personal

Also Present: Councillors J. Partridge and M. Wilson

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. Consent Items (Item 6)

(Danko/Nann)

(a) That Consent Items 6.1 and 6.2 be received, as presented:

- (i) **Hamilton Cycling Committee Minutes - November 4, 2020 (Item 6.1)**
- (ii) **Cycling Infrastructure 2021 (PED21021) (City Wide) (Item 6.2)**

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

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

YES - Ward 12 Councillor Lloyd Ferguson

2. Complete Liveable Better Streets Design Manual (PED21020/PW21002) (City Wide) (Item 8.1)

(Nann/Pearson)

- (a) That staff be directed to consult with the public on the following core components that will comprise the Complete Liveable Better (CLB) Streets Design Manual:
- (i) the eight Complete Streets Typologies described in Appendix "A" attached to Report PED21020/PW21002;
 - (ii) the CLB Street Design Decision Support and Audit Tool attached as Appendix "B" to Report PED21020/PW21002;
 - (iii) the Illustrative Applications of Complete Streets Design Strategies to Existing Streets attached as Appendix "D" to Report PED21020/PW21002;
 - (iv) the Typical Complete Streets Design Features attached as Appendix "E" to Report PED21020/PW21002;
- (b) That Appendix "C" attached to Report PED21020/PW21002 being the Background Review and Jurisdictional Scan be received;
- (c) That staff report back to the Public Works Committee on the results of the public consultation on the core components of the Complete Liveable Better Streets Design Manual, and with a recommended Complete Liveable Better Streets Design Manual that will guide planning and design decisions for development applications, roadway reconstruction projects, planning studies, and environmental assessments for road infrastructure;
- (d) That the final Complete Liveable Better Streets Design Manual include an implementation strategy that addresses project scoping, capital planning tools, and an analysis of any incremental cost to future capital and operating budgets; and,
- (e) That staff be directed to engage the Development Industry Liaison Group (DILG) and other relevant stakeholders to discuss potential updates to the City of Hamilton Comprehensive Development Guidelines and Financial Policies Manual 2017 to incorporate complete streets design elements into new development and redevelopment.

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

NOT PRESENT - Ward 2 Councillor Jason Farr
YES - Vice Chair - Ward 3 Councillor Nrinder Nann
YES - Ward 4 Councillor Sam Merulla

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

3. 2021 Volunteer Committee Budget - Keep Hamilton Clean and Green Committee (PW21003) (City Wide) (Item 9.1)

(Collins/Nann)

That the Keep Hamilton Clean and Green Committee's 2021 base budget submission attached as Appendix "A" to Report PW21003 in the amount of \$18,250, representing a zero-net levy impact from the previous year budget, be approved and referred to the 2021 operating budget process for consideration.

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

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

4. Delegated Authority to Transition Waste Management Recycling Programs to Individual Producer Responsibility (PW21004) (City Wide) (Item 9.2)

(Danko/Nann)

- (a) That the General Manager of Public Works, or their designate, be authorized and directed to negotiate with Producer Responsibility Organizations for the continued full funding of Tires and Batteries and for the future upload of Electrical and Electronic Equipment and Municipal, Hazardous and Special Waste programs to Individual Producer Responsibility; and,
- (b) That the General Manager of Public Works be authorized to execute contracts with Producer Responsibility Organizations that would upload the financial responsibility of any waste management recycling program to Individual Producer Responsibility in a form acceptable to the City Solicitor.

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

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

5. Construction of a Cul-de-sac on Anchor Road, Hamilton (Ward 6) (Item 10.1)

(Jackson/Collins)

WHEREAS, the North Hannon Neighbourhood Plan was amended in 2017 with the approval of Report PED17205;

WHEREAS, as the approved changes resulted in the elimination of any future extension of Anchor Road to the south;

WHEREAS, Pritchard Road abuts the south east limit of Anchor Road and development applications are proceeding;

WHEREAS, the future scope of any development will require the works within the existing Anchor Road Right of Way;

WHEREAS, the existing Anchor Road was constructed in the 1980's without a cul-de-sac,

WHEREAS, there will be operational benefits to having a proper cul-de-sac in place; and,

WHEREAS, there will be opportunities to enhance any natural trails in the vicinity with this project;

THEREFORE, BE IT RESOLVED:

- (a) That a proper cul-de-sac be constructed on Anchor Road, Hamilton, to be funded from the Ward 6 Special Capital Re-Investment Reserve Account (108056), to an upset limit of \$230,000; 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 9 to 0, as follows:

YES - Ward 2 Councillor Jason Farr

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

FOR INFORMATION:**(a) CHANGES TO THE AGENDA (Item 1)**

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

4. COMMUNICATIONS (Item 4)

- 4.1 Correspondence from Steve Budz respecting Item 6.2 - Cycling Infrastructure 2021(PED21021) (City Wide)

Recommendation: Be received and referred to the consideration of Item 6.2 – Cycling Infrastructure 2021 (PED21021) (City Wide).

11. NOTICES OF MOTION (Item 11)

- 11.1 Locke Street South Business Improvement Area (BIA) Lighting (Ward 1)

(Pearson/Pauls)

That the agenda for the January 11, 2021 Public Works Committee meeting be approved, as amended.

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

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

(b) DECLARATIONS OF INTEREST (Item 2)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF THE PREVIOUS MEETING (Item 3)**(i) December 7, 2020 (Item 3.1)****(Pearson/Nann)**

That the Minutes of the December 7, 2020 meeting of the Public Works Committee be approved, as presented.

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

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

(d) COMMUNICATIONS (Item 4)**(i) Correspondence from Steve Budz respecting Item 6.2 – Cycling Infrastructure 2021 (PED21021) (City Wide) (Added Item 4.1)****(Pearson/Ferguson)**

That the correspondence from Steve Budz respecting Item 6.2 – Cycling Infrastructure 2021 (PED21021) (City Wide) be received and referred to the consideration of Item 6.2.

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

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

(e) DELEGATION REQUESTS (Item 5)**(Danko/Nann)**

(a) That the following delegation requests be approved:

- (i) **Dr. Edward Berkelaar and Cloe Mitchell, Redeemer University, respecting Research on Chedoke Watershed Water Quality Monitoring (for today's meeting) (Item 5.1)**
- (ii) **Peter Nielsen respecting the Trillium Open Space - Erosion Protection Plan (for a future meeting) (Item 5.3)**

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

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

For further disposition respecting Item 5.1, refer to Item (f)(i).

- (iii) **Timothy Taylor and Tiffany Bound-Koocher respecting a Petition to Lower the Speed Limit on Upper Gage Avenue between Stone Church Road East and Rymal Road East (Ward 6) (for a future meeting) (Item 5.2)**

(Jackson/Collins)

That the delegation request, submitted by Timothy Taylor and Tiffany Bound-Koocher, respecting a Petition to Lower the Speed Limit on Upper Gage Avenue between Stone Church Road East and Rymal Road East (Ward 6), be approved for a future meeting.

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

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

NOT PRESENT - Ward 14 Councillor Terry Whitehead
 YES - Chair - Ward 13 Councillor Arlene VanderBeek
 YES - Ward 12 Councillor Lloyd Ferguson

**(f) PUBLIC HEARINGS / WRITTEN DELEGATIONS / VIRTUAL DELEGATIONS
 (Item 8)**

**(i) Dr. Edward Berkelaar and Cloe Mitchell, Redeemer University,
 respecting Research on Chedoke Watershed Water Quality
 Monitoring (Added Item 8.1)**

(Danko/Jackson)

That Dr. Edward Berkelaar and Cloe Mitchell, Redeemer University, be permitted to address the Committee for an additional 5 minutes in order to complete their presentation.

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

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

Dr. Edward Berkelaar and Cloe Mitchell, Redeemer University, addressed the Committee respecting Research on Chedoke Watershed Water Quality Monitoring, with the aid of a presentation.

(Danko/Nann)

That the delegation from Dr. Edward Berkelaar and Cloe Mitchell, Redeemer University, respecting Research on Chedoke Watershed Water Quality Monitoring, be received.

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

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

NOT PRESENT - Ward 12 Councillor Lloyd Ferguson

(g) STAFF PRESENTATIONS (Item 8)

(i) Complete Liveable Better Streets Design Manual (PED21020/PW21002) (City Wide) (Item 8.1)

Rachel Johnson, Project Manager - Sustainable Mobility, addressed Committee respecting Report PED21020/PW21002, Complete Liveable Better Streets Design Manual, with the aid of a presentation.

(Pearson/Danko)

That the presentation, respecting Report PED21020/PW21002, Complete Liveable Better Streets Design Manual, be received.

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

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

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

(h) NOTICES OF MOTION (Item 11)

Councillor Danko introduced the following Notice of Motion:

(i) Locke Street South Business Improvement Area (BIA) Lighting (Ward 1) (Added Item 11.1)

WHEREAS, residents of Kirkendall and the Locke Street South BIA patrons previously enjoyed enhanced seasonal lighting on the hydro poles along Locke Street;

WHEREAS, the outlets were removed when Alectra replaced all hydro poles along Locke Street South in 2018; and,

WHEREAS, improvements to the lighting on the street increases activity and vitality to the neighbourhood and promotes a healthy and engaged community;

THEREFORE, BE IT RESOLVED:

- (a) That \$5,000 be provided to the Locke Street Business Improvement Area to help support the addition of outlets to the hydro poles from the Ward 1 Area Rating Capital Reinvestment Discretionary Fund (3301909100); 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 12)

(i) Amendments to the Outstanding Business List (Item 12.1)

(Pearson/Collins)

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

- (a) Items Considered Complete and Needing to be Removed:
 - (i) Implementation and Resources Required re: Corporate Goals and Areas of Focus for Climate Mitigation & Adaptation
Addressed as Item 4 of General Issues Committee Report 20-018 (CMO19008(a) / HSC19037(a))
Item on OBL: AAW
 - (ii) Peter McAlister, Stelco Canada, respecting a Request to Amend By-law 06-026 and By-law R84-026
Addressed as Item 16 of Public Works Committee Report 20-012 (PED20220/PW20067/LS20037)
Item on OBL: ABK
- (b) Items Requiring a New Due Date:
 - (i) Minimum Maintenance Standards Changes
Item on OBL: AC
Current Due Date: January 11, 2021
Proposed New Due Date: February 1, 2021
 - (ii) Moving Hamilton Towards a Zero Plastic Waste Plan
Item on OBL: AY
Current Due Date: February 1, 2021
Proposed New Due Date: February 19, 2021

Result: Motion CARRIED by a vote of 9 to 0, as follows:
 YES - Ward 2 Councillor Jason Farr
 YES - Vice Chair - Ward 3 Councillor Nrinder Nann

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

(j) PRIVATE AND CONFIDENTIAL (Item 13)

Committee determined that discussion of Item 13.1 was not required in Closed Session, so the item was addressed in Open Session, as follows:

(i) Closed Session Minutes - December 7, 2020 (Item 13.1)**(Danko/Merulla)**

That the Closed Session Minutes of the December 7, 2020 meeting of the Public Works Committee be approved, as presented, and remain confidential.

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

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

(k) ADJOURNMENT (Item 14)**(Merulla/Pearson)**

That there being no further business, the Public Works Committee be adjourned at 3:20 p.m.

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

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

**Public Works Committee
Minutes 21-001**

**January 11, 2021
Page 12 of 12**

NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Chair - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 12 Councillor Lloyd Ferguson

Respectfully submitted,

Councillor A. VanderBeek
Chair, Public Works Committee

Alicia Davenport
Legislative Coordinator
Office of the City Clerk

Mike Field, Extension 4576
PW21001

INTERSECTION CONTROL LIST
Public Works Committee – February 1, 2021
PUBLIC WORKS DEPARTMENT
Transportation Operations & Maintenance Division
Transportation Operations Section

RECOMMENDATION

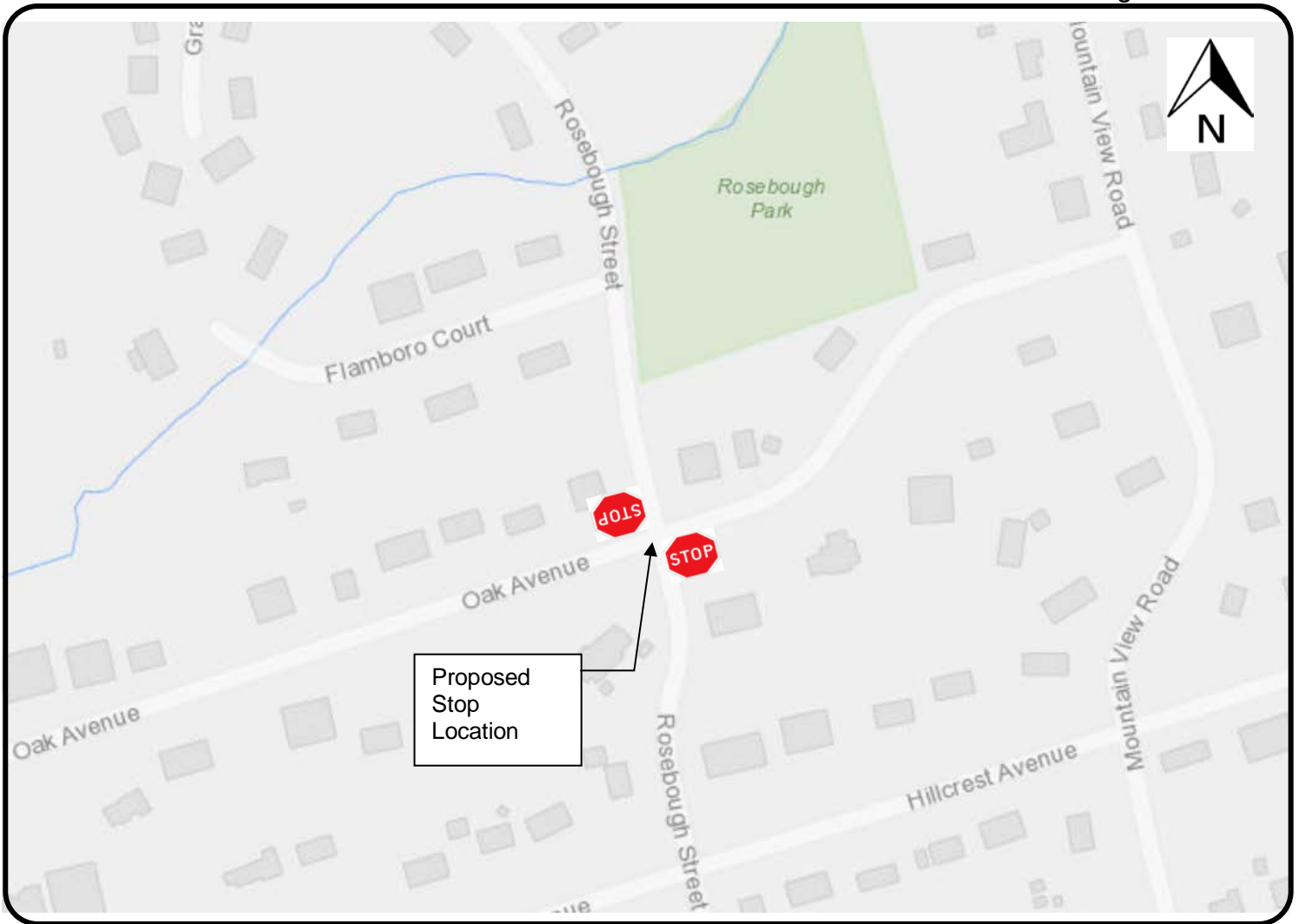
That the appropriate By-law be presented to Council to provide traffic control as follows:

Intersection		Stop Control Direction		Class	Comments / Petition	Ward	
		Existing	Requested				
Street 1	Street 2						
Section "C" Flamborough							
(a)	Rosebough Street	Oak Avenue	EB/WB	NB/SB	A	Sightline issues, converting to All-way	13
Section "E" Hamilton							
(b)	Davis Crescent	Kingsview Drive	NC	WB	A	Housekeeping, missing stop control	9
(c)	Prince George Avenue	Churchill Avenue	NC	NB	A	Housekeeping, missing stop control	8
(d)	Paisley Avenue North	Dalewood Crescent	EB/WB	NB/SB	B	Road reconstruction	1

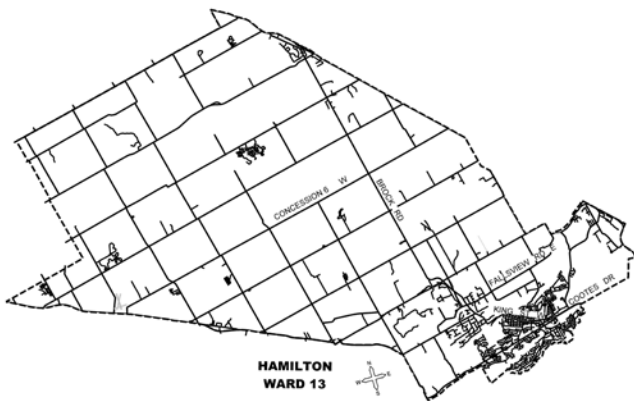
Legend

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

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



KEY MAP



LOCATION PLAN

PROPOSED STOP CONTROL:

Rosebough Street at Oak Avenue

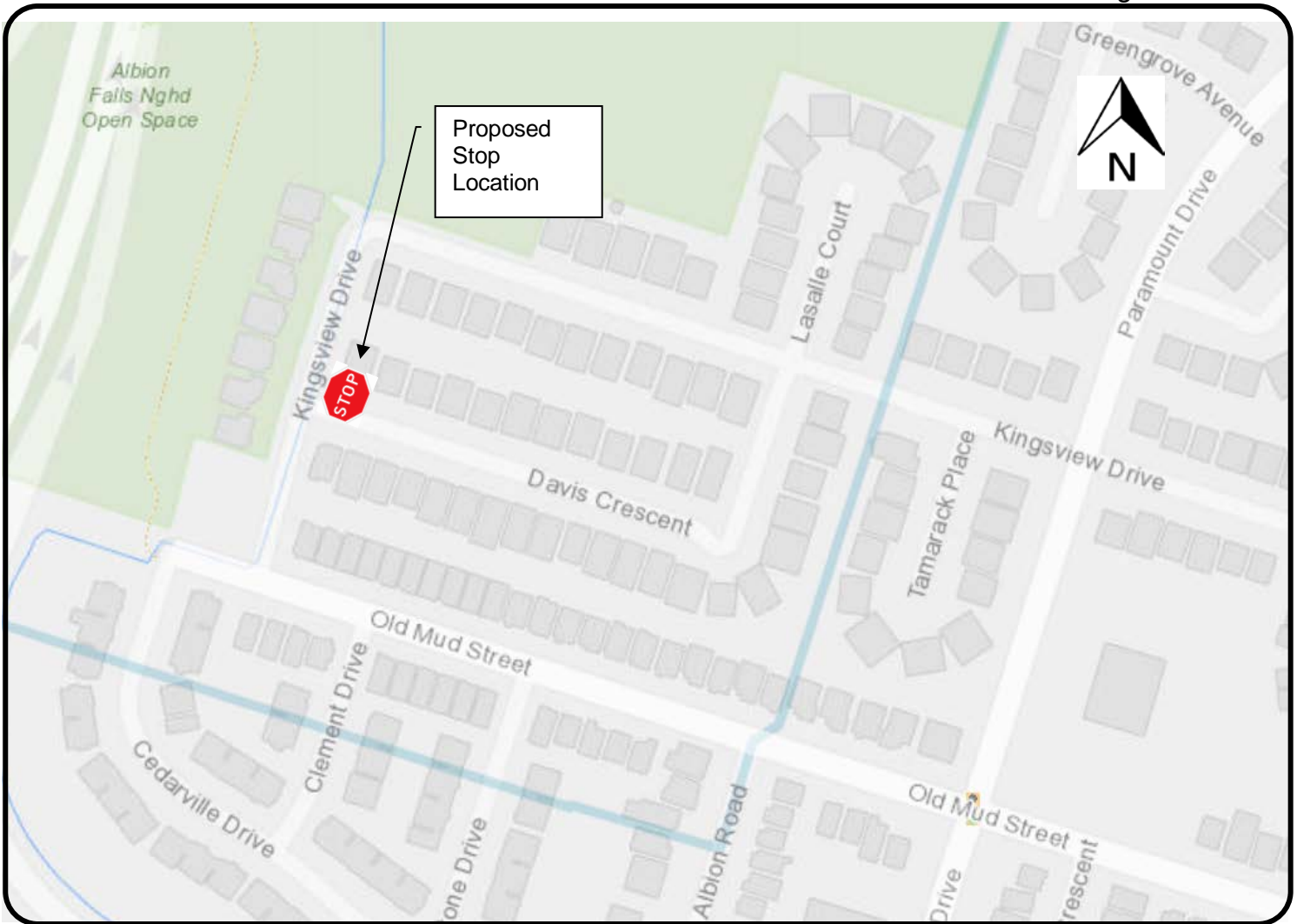
Transportation Operations and Maintenance Division
PUBLIC WORKS DEPARTMENT

LEGEND

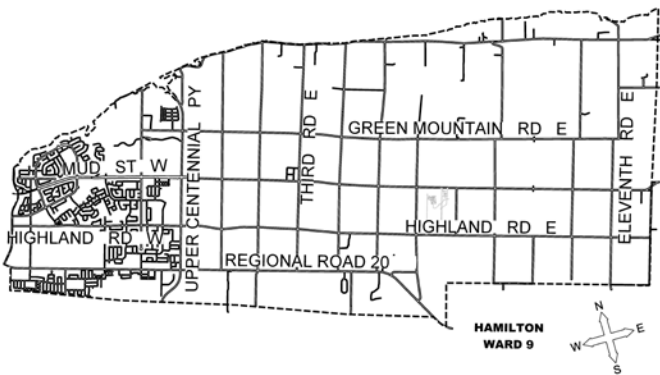
 PROPOSED STOP

SCALE
NOT TO SCALE

DATE
February 1, 2021



KEY MAP



LOCATION PLAN

PROPOSED STOP CONTROL:

Davis Crescent at Kingsview Drive

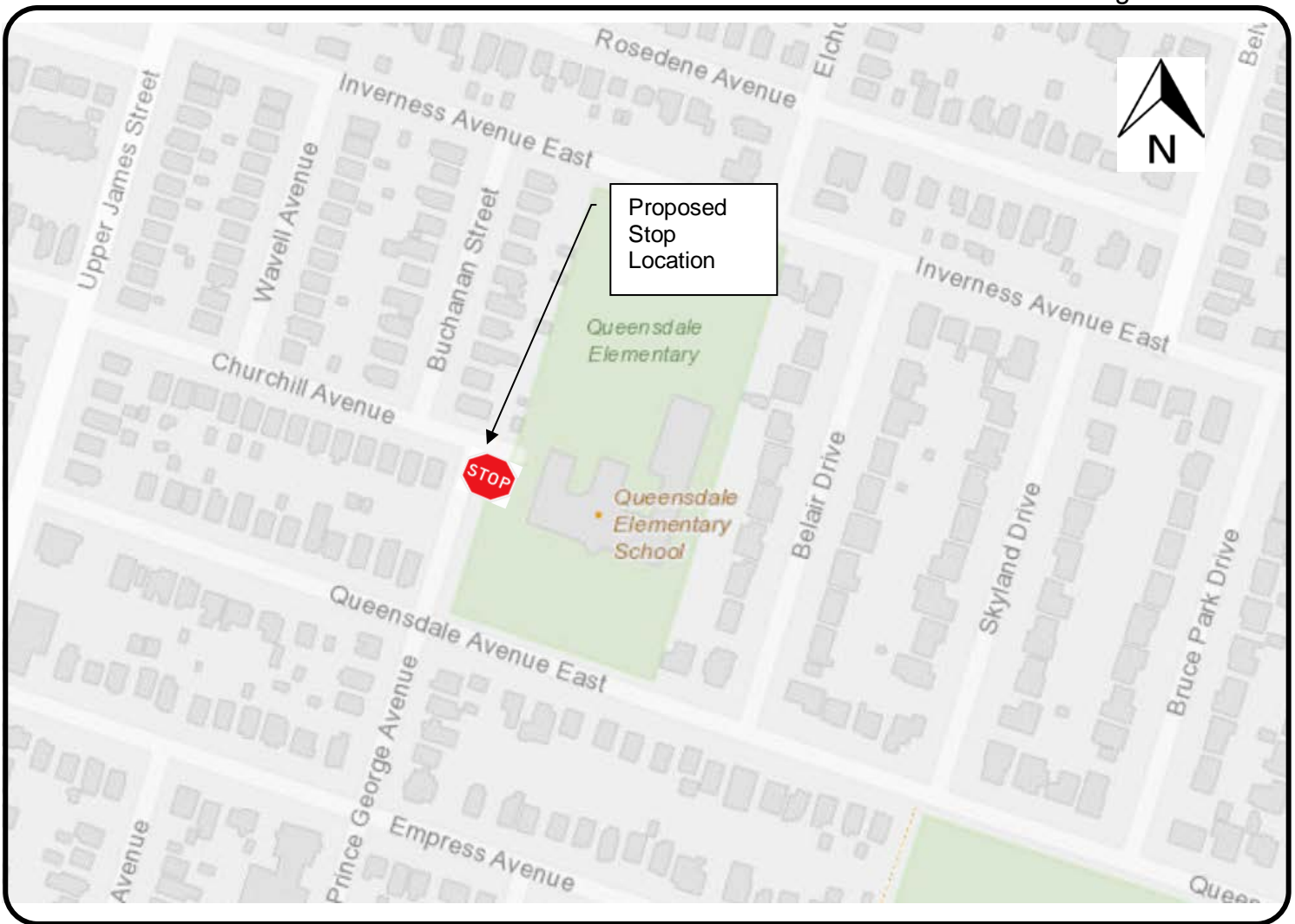
Transportation Operations and Maintenance Division
PUBLIC WORKS DEPARTMENT

LEGEND

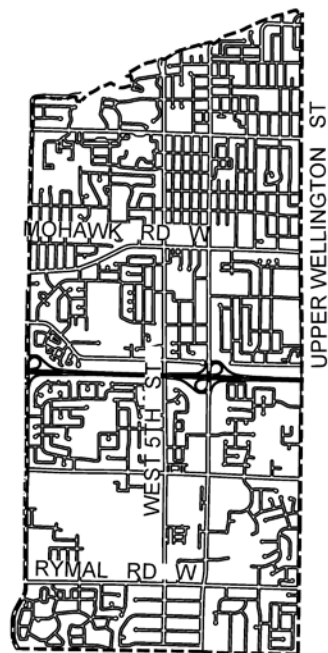
 **PROPOSED STOP**

SCALE
NOT TO SCALE

DATE
February 1, 2021



KEY MAP



HAMILTON
WARD 8



LOCATION PLAN

PROPOSED STOP CONTROL:

Prince George Avenue at Churchill Avenue

Transportation Operations and Maintenance Division
PUBLIC WORKS DEPARTMENT

LEGEND



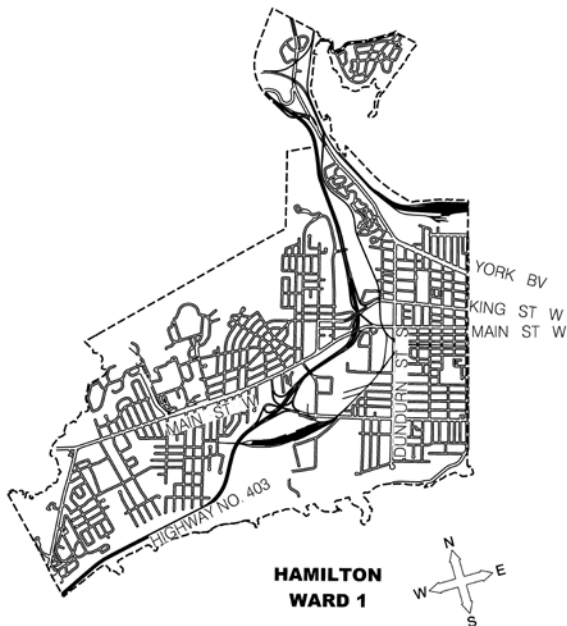
PROPOSED STOP

SCALE
NOT TO SCALE

DATE
February 1, 2021



KEY MAP



**HAMILTON
WARD 1**

LOCATION PLAN

PROPOSED STOP CONTROL:

Paisley Avenue North at Dalewood Crescent

Transportation Operations and Maintenance Division
PUBLIC WORKS DEPARTMENT

LEGEND



PROPOSED STOP

SCALE
NOT TO SCALE

DATE
February 1, 2021

Authority: Item 9, Public Works Committee
Report 07-016 (PW07153)
Date: February 1, 2021
Wards: 1, 8, 9, 13

Bill No.

CITY OF HAMILTON

BY-LAW NO. 21-

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

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

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

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

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

1. Schedule 5 (Stop Control) of By-law No. 01-215, as amended, is hereby further amended by adding to Section "C" (Flamborough) thereof the following item, namely;

Rosebough Street	Northbound/Southbound	Oak Avenue
------------------	-----------------------	------------

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

Davis Crescent	Westbound	Kingsview Drive
Prince George Avenue	Northbound	Churchill Avenue
Paisley Avenue North	Northbound/Southbound	Dalewood Crescent

2. Subject to the amendments made in this By-law, in all other respects, By-law No. 01-215, including all Schedules thereto, as amended, is hereby confirmed unchanged.

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

Page 2 of 2

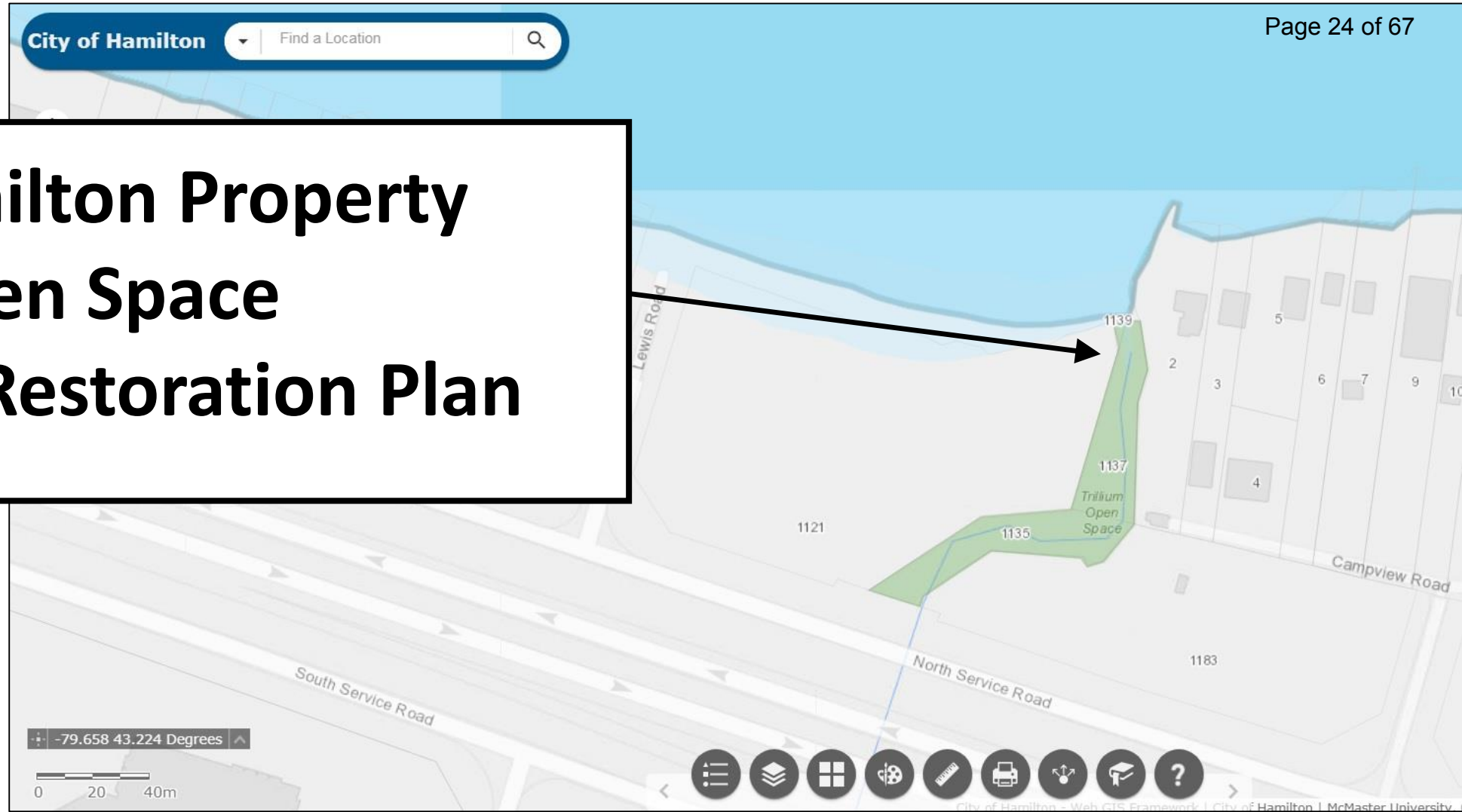
3. This By-law shall come into force and take effect on the date of its passing and enactment.

PASSED and ENACTED this 10th day of February, 2021.

F. Eisenberger
Mayor

A. Holland
City Clerk

City of Hamilton Property Trillium Open Space - Erosion Restoration Plan

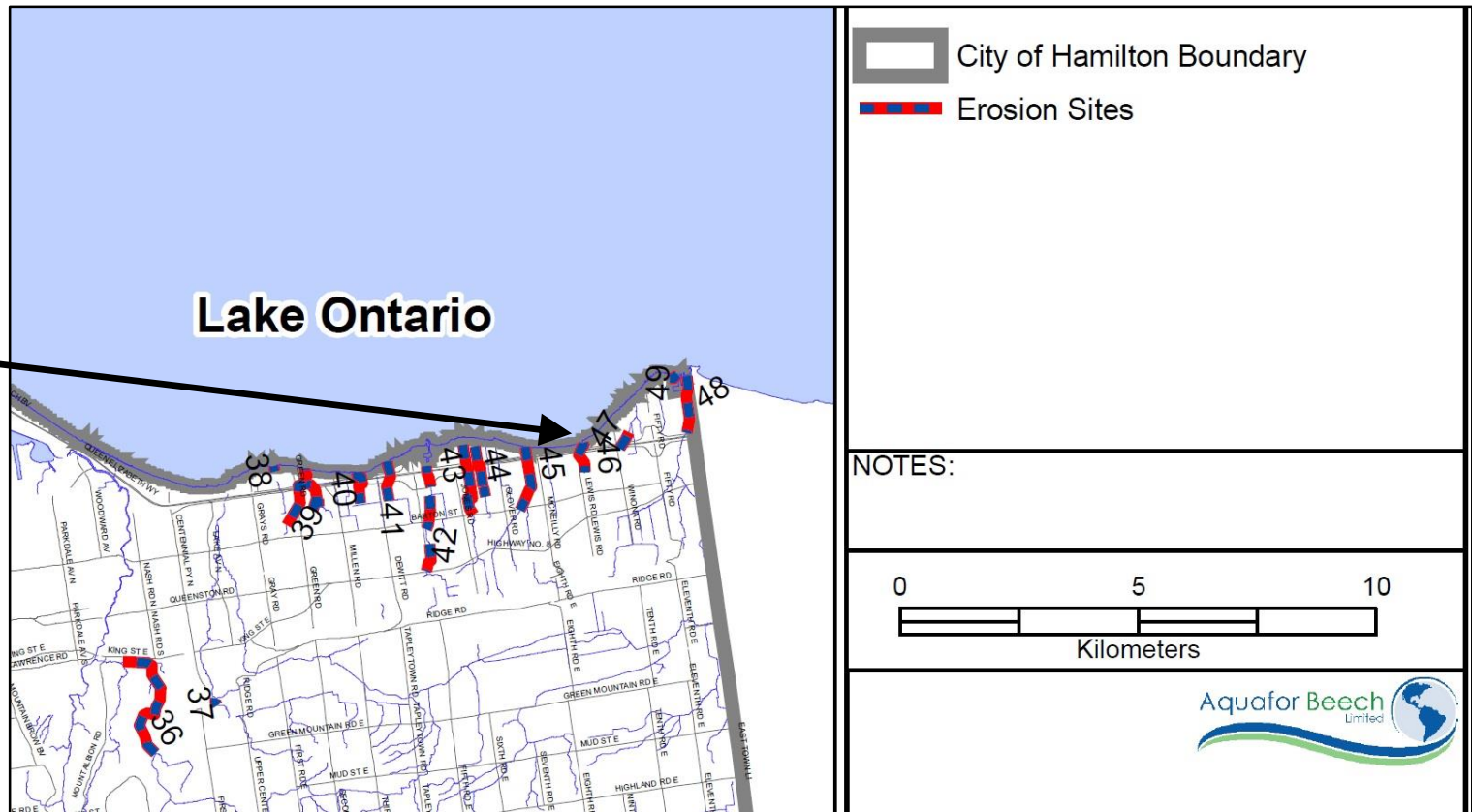


**Presentation to Public Works Committee
February 1, 2021**

Excerpt - City of Hamilton Stormwater Master Plan Class Environmental Assessment Report May 2007

- Chapter 8, Figure 8.17

Trillium Open Space
identified as
Erosion Site No. 47



Excerpt - City of Hamilton Stormwater Master Plan Class Environmental Assessment Report May 2007

- Chapter 10, page 143

Trillium Open Space Erosion Site No. 47

- Rated No. 2 for restoration
- Relative Priority
- Cost \$117,000

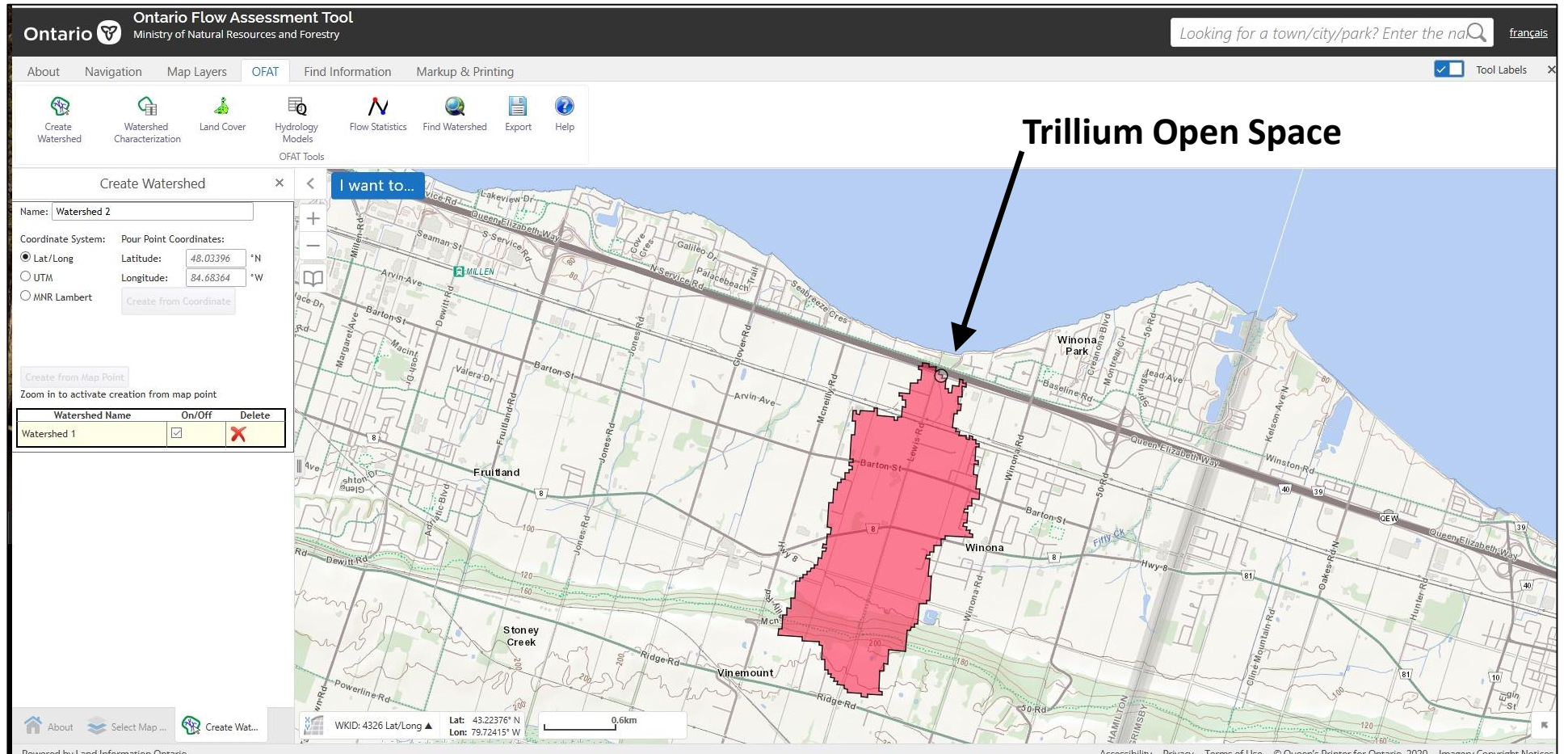
Table 10.5: Stream Restoration Costs

Site Number	Local Municipality	Watershed	Relative Priority	Capital Cost	Class EA Schedule
1	Flamborough	Grindstone	4	\$141,000	B
2	Flamborough	Grindstone	4	\$430,000	B
3	Flamborough	Grindstone	4	\$312,000	B
4	Flamborough	Grindstone	4	\$613,000	B
5	Flamborough	Grindstone	4	\$281,000	B
6	Flamborough	Borer's Creek	3	\$1,092,000	B
7	Ancaster	Sulphur Creek	3	\$212,000	B
8	Ancaster	Sulphur Creek	2	\$952,000	B
9	Ancaster	Sulphur Creek	3	\$624,000	B
10	Glanbrook	Twenty Mile Creek	2	\$100,000	B
11	Glanbrook	Twenty Mile Creek	2	\$100,000	B
12	Glanbrook	Twenty Mile Creek	3	\$100,000	B
13	Glanbrook	Twenty Mile Creek	2	\$100,000	B
14	Glanbrook	Twenty Mile Creek	2	\$352,000	B
15	Glanbrook	Twenty Mile Creek	1	\$899,000	B
16	Glanbrook	Twenty Mile Creek	2	\$301,000	B
17	Glanbrook	Twenty Mile Creek	3	\$260,000	B
18	Glanbrook	Twenty Mile Creek	3	\$236,000	B
19	Glanbrook	Twenty Mile Creek	1	\$429,000	B
20	Glanbrook	Welland River	2	\$335,000	B
21	Glanbrook	Welland River	2	\$245,000	B
22	Glanbrook	Welland River	1	\$386,000	B
23	Stoney Creek	Red Hill Creek	1	\$767,000	B
24	Glanbrook	Twenty Mile Creek	2	\$100,000	B
25	Glanbrook	Twenty Mile Creek	3	\$335,000	B
26	Glanbrook	Twenty Mile Creek	2	\$229,000	B
27	Stoney Creek	Red Hill Creek	2	\$309,000	B
28	Stoney Creek	Red Hill Creek	3	\$183,000	B
29	Glanbrook	Twenty Mile Creek	2	\$451,000	B
30	Glanbrook	Twenty Mile Creek	2	\$255,000	B
31	Glanbrook	Welland River	1	\$784,000	B
32	Glanbrook	Welland River	2	\$383,000	B
33	Glanbrook	Welland River	2	\$527,000	B
34	Glanbrook	Welland River	3	\$166,000	B
35	Glanbrook	Welland River	3	\$122,000	B
36	Stoney Creek	Red Hill Creek	3	\$887,000	B
37	Stoney Creek	Community of Stoney Creek Watercourses	4	\$100,000	B
38	Stoney Creek	Community of Stoney Creek Watercourses	4	\$100,000	B
39	Stoney Creek	Community of Stoney Creek Watercourses	2	\$685,000	B
40	Stoney Creek	Community of Stoney Creek Watercourses	3	\$240,000	B
41	Stoney Creek	Community of Stoney Creek Watercourses	3	\$262,000	B
42	Stoney Creek	Community of Stoney Creek Watercourses	2	\$540,000	B
43	Stoney Creek	Community of Stoney Creek Watercourses	1	\$488,000	B
44	Stoney Creek	Community of Stoney Creek Watercourses	2	\$338,000	B
45	Stoney Creek	Community of Stoney Creek Watercourses	1	\$423,000	B
46	Stoney Creek	Community of Stoney Creek Watercourses	4	\$215,000	B
47	Stoney Creek	Community of Stoney Creek Watercourses	2	\$117,000	B
48	Stoney Creek	Community of Stoney Creek Watercourses	3	\$100,000	B
49	Stoney Creek	Community of Stoney Creek Watercourses	2	\$370,000	B
50	Ancaster	Big Creek	2	\$1,301,000	B
51	Ancaster	Big Creek	3	\$450,000	B
52	Ancaster	Big Creek	2	\$1,433,000	B
53	Glanbrook	Twenty Mile Creek	1	\$397,000	B
				Total Cost	\$21,557,000

Note:
4 = Highest Priority, 1 = Lowest Priority

Trillium Open Space

- Major stormwater outlet
- >250 Ha contributing drainage basin
- Industrial parks/ Barton St./ Hwy 8



**Excerpt - City of Hamilton Report
Assessment of City Owned Assets
SNC-Lavalin - June 2019
- Appendix C, Page 14**



**Site 7 1137 / 35 North Services Rd Trillium + Site 8 Lewis
Road – Assessed Condition: Poor**

Site 7 and 8 cover 180 m of unprotected shoreline. This area shows ongoing erosion along the bluffs that characterize this site. These sections may be **dangerous for the un-informed general public**. It is recommended to put up a fence and signs warning pedestrians.

The elevation of the bluff toe varies from 76 to 77 m. The wave effects are likely undercutting and eroding the bluffs, currently approximately 3 to 4 m high. There is also a geotechnical **stability issue** considering the angle and material of the bluff. Run-off will also contribute for the upper land erosion, since **no drainage or protection is present**.

Due to the bluffs height, overtopping volumes are low, but the storm wave energy, which must be dissipated along the bluff height during high water levels is significant, and will likely continue eroding / undermining the crest.

Currently, there is no active land use on the property. It is a potential site for a green pilot project, either by cutting down the slope (which will require geotechnical input) or by encroachment on the lake shoreline at the base of the eroding cliffs. The site has potential to be designed as a beach environment, below the cliffs, for the public and a pilot of a green shoreline protection, including creation of fish and bird habitat.

Alternatively, the armouring of the bluff toe and a slight cut back on the slope could reduce erosion rates in the short term.

Site 7 1137 / 35 North Services Rd Trillium	
Conditions	Poor
Crest Elevation	81.1/ 75.9 (toe) m IGLD
Solution	Replacement
Options	D

**Site 7, 1137/35
(Trillium Open Space)**

- **Dangerous**
- **Stability issue**
- **No protection**
- **Replacement**

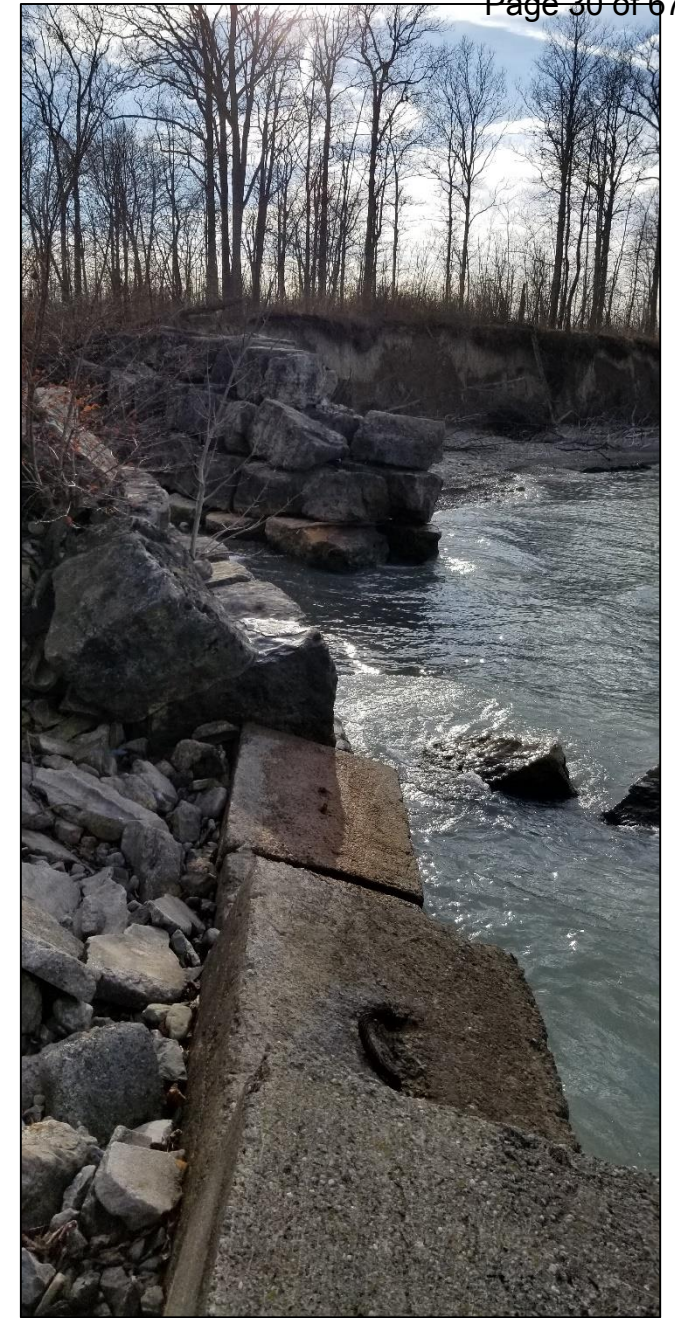
**Excerpt - City of Hamilton Report
SNC-Lavalin – June 2019
Site 7, 1137/35**



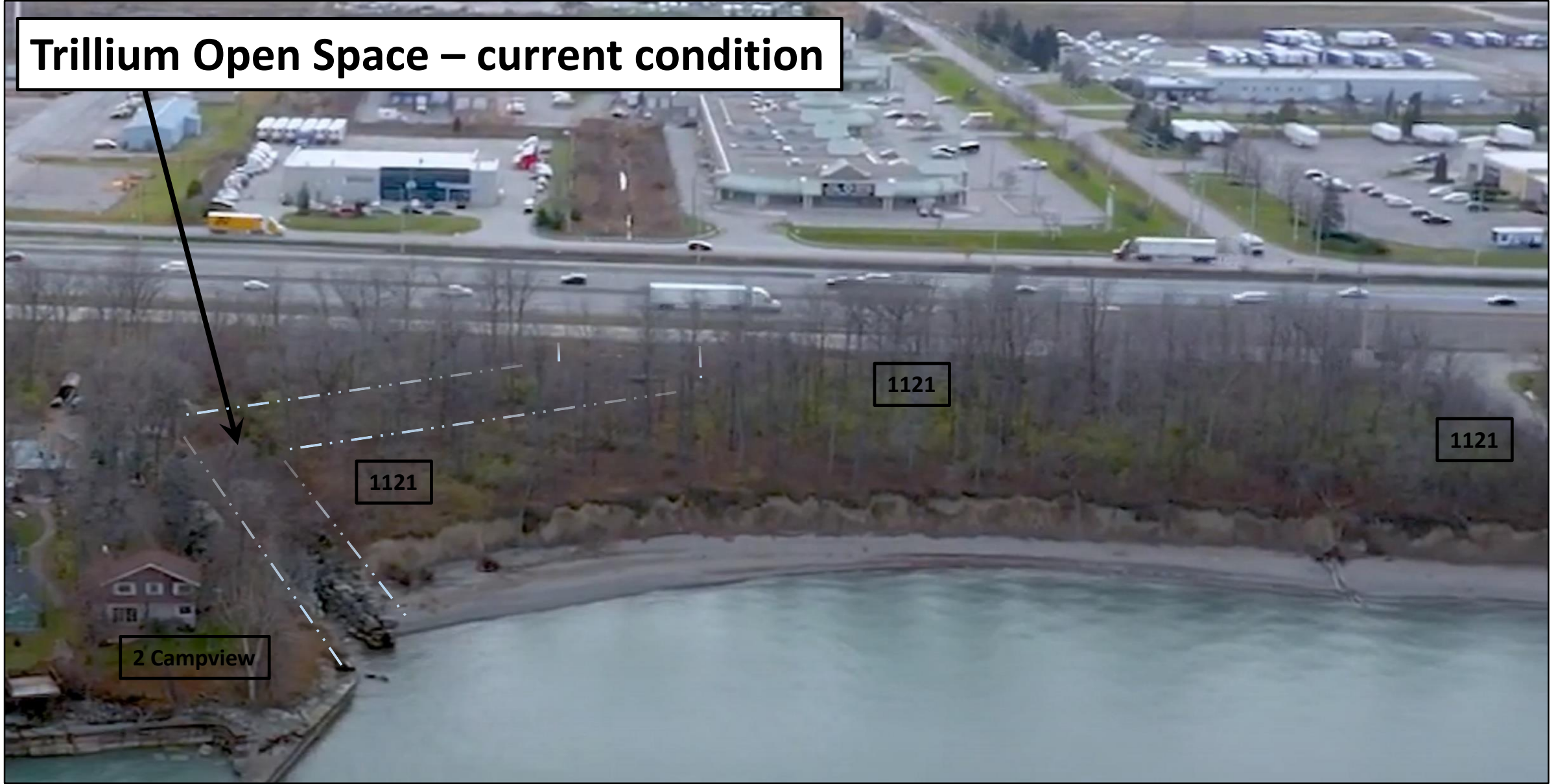
Figure 7-4 Site 7 North Services Rd. and ~~Lewis Rd.~~ Campview

Trillium Open Space - current condition

- Property damage
- Collapsed armour stones
- Erosion and undercutting



Trillium Open Space – current condition



Request of the Public Works Committee

- 1. That the City prepare and implement an EA and detailed design of an Erosion Restoration Plan for the Trillium Open Space in accordance with the 2007 Stormwater Master Plan, as soon as possible;**
- 2. That the City allow Robert & Valerie Nielsen to participate in the preparation and implementation of an integral Erosion Restoration Plan;**
- 3. That the City engage with the owner of No. 1121 North Service Road to enforce the installation of an Erosion Protection Plan required to prevent further catastrophic property damage.**

- End of presentation -



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

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	February 1, 2021
SUBJECT/REPORT NO:	Maintenance Standards for Municipal Highways Policy (PW18096(a)) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Mike Field (905) 546-2424 Ext. 4576 Bob Paul (905) 546-2424 Ext. 7641 Greg Witt (905) 546-2424 Ext. 4818
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATIONS

- (a) That Appendix "A" to Report PW18096(a) respecting Maintenance Standards for Municipal Highways Policy be approved; and
- (b) That the Outstanding Business List Item, Minimum Maintenance Standards Changes, be identified as completed and removed from the list.

EXECUTIVE SUMMARY

The Minimum Maintenance Standards for Municipal Highways (MMS), established by the Province under the Municipal Act, provide for a consistent level of service and maintenance of roads, sidewalks, lighting and related infrastructure in the right-of-way across Ontario.

The standards assist in minimizing the risk of accidents and injury and providing a level of safety for the public and citizens, while allowing municipalities an ability to manage costs and liability. The standards were developed to provide municipalities with a defence against liability from actions arising with regard to levels of care on roads and

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**SUBJECT: Maintenance Standards for Municipal Highways Policy (PW18096(a))
(City Wide) - Page 2 of 7**

bridges. Meeting or exceeding this level of service will reduce the overall cost of defence of claims arising from issues of road maintenance.

Through Report PW18096(a), it is recommended that Council affirm the City's approach to transportation infrastructure maintenance as it relates to the different classifications of municipal highways.

The principles and desired objectives for the level of maintenance are defined in the Maintenance Standards for Municipal Highway Policy, attached to Report PW18096(a) as Appendix "A". To ensure appropriate maintenance levels are achieved, staff will reference its Maintenance Guidelines for Levels of Service for Highways, which is attached to Report PW18096(a) as Appendix "B".

While the common law test of reasonableness continues to apply to the City's duty to provide a reasonably safe transportation system, the Road Authority uses the MMS as a framework and benchmark for providing service and the continual and ongoing development of the Transportation Quality Management System (TQMS) Operational Plan.

The TQMS is a framework that documents processes, procedures, and responsibilities to safely, effectively and efficiently maintain and operate the transportation system while meeting applicable legislative and regulatory requirements.

Alternatives for Consideration – N/A

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: Meeting the standard(s) prescribed by the MMS is intended to provide municipalities with a complete defence to a claim alleging failure to maintain the roadway or sidewalks. Therefore, where the City is able to meet or exceed the MMS within this policy, a complete defence based upon the MMS will be available to the City. Meeting or exceeding this level of service will reduce the overall cost of defence of claims arising from issues of road maintenance.

The purpose of this policy is to establish an approach which is reflective of an operational plan established pursuant to available staffing, equipment, and budget resources.

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**SUBJECT: Maintenance Standards for Municipal Highways Policy (PW18096(a))
(City Wide) - Page 3 of 7**

HISTORICAL BACKGROUND

The second 5-year review of the MMS was completed in 2018 by the Province and the current version of the MMS came into force on May 3, 2018.

In December 2018, Council approved “Minimum Maintenance Standards Changes” (PW18096) and recommendations including:

- (a) That staff be directed to develop, and report back to Council, an updated policy setting out maintenance standards of repair for highways under the jurisdiction of the City of Hamilton, with consideration of the standards contained in the *Municipal Act, 2001*, Ontario Regulation (O.Reg.) 239/02 – Minimum Maintenance Standards for Municipal Highways, and the existing Winter Control Level of Service (attached as Appendix “D” to Report PW18096(a)).

Since that time, staff have reviewed the amended MMS and current programs from an operational and resourcing perspective to ensure that all regulated activities within the Road Authority generally align with the MMS while addressing the City’s needs and expectations of divisions to operate within approved budget.

Through the development of the Transportation Quality Management System (TQMS) Operational Plan, documentation and data management practices are continually being improved to ensure that evidence is readily accessible to support that service standard levels are being met.

Establishing a Policy for maintenance standards reflective of provincial regulation and best practices will enable the City to capture the benefits of improved public safety, and a greater ability to defend claims against the municipality.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The provincial Minimum Maintenance Standards (MMS) O. Reg. 239/02 amended by 366/18 clarify the scope of the statutory defence available to the City under clause 44(3)(c) of the *Municipal Act, 2001*, as it relates to its roadway and sidewalk maintenance obligations. The Policy recommended in Report PW18096(a) aligns with the minimum standards outlined in the MMS. In some areas, the City has established higher levels of service, such as in the City’s Winter Control Level of Service where certain priority roads exist during inclement weather conditions.

Council has approved Winter Control Level of Service at the Public Works Committee on March 18, 2013 Report PW13022 – attached to Report PW18096(a) as Appendix “B”. The level of service exceeds the MMS and will continue.

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**SUBJECT: Maintenance Standards for Municipal Highways Policy (PW18096(a))
(City Wide) - Page 4 of 7**

Council approved Streetlighting Maintenance Program Service Levels at the Public Works Committee on February 5, 2007 and updated on October 15, 2020, Report PW07024 – attached to Report PW18096(a) as Appendix “B”. The level of service exceeds the MMS and will continue.

RELEVANT CONSULTATION

Corporate Services Department – Legal & Risk Management Services Division were consulted in the preparation of this report and have provided their feedback.

Public Works Department – Engineering Services Division provided feedback on the Policy and report.

Planning and Economic Development Department – Transportation Planning and Parking Division have provided their feedback on the Policy and report.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

The MMS identifies six basic categories of roads all of which are defined only by traffic volume and speed limit. In 2001, when levels of service standards were harmonized, the application of provincial standards in Hamilton’s large urban setting would have resulted in a fragmented operating plan that may not have met the broader socio-economic needs of the community for transit and emergency response groups such as police, fire and ambulance.

Therefore, the City of Hamilton decided to instead incorporate three priorities for the roadway network designed to meet the needs of the community from the perspective of driver safety and emergency service provisions. Over the years, Council has modified service levels and some remain higher than the standards in provincial regulations.

Recognizing that roads are a necessary part of municipal infrastructure relied upon by the public, the City has established service levels to inspect, maintain and repair that infrastructure to reduce the risk to users. In cases of serious collisions or personal injury, municipalities are often faced with liability claims. A significant number of claims are related to road and sidewalk maintenance (both summer and winter), road design, and signage. The MMS is designed to provide municipalities with a “due diligence” defense in the event of vehicular collisions, slips, trips and falls, or other incidents.

Operational Assessment

After completing a comprehensive review and gap analysis of the MMS, it has identified the City is consistent with the minimum level of service for all substantive maintenance activities except for the following areas:

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**SUBJECT: Maintenance Standards for Municipal Highways Policy (PW18096(a))
(City Wide) - Page 5 of 7**

Parking Signs – These signs are a sub-segment of regulatory and warning signs. On street parking is managed through the Transportation Planning and Parking Division (TPP) in the Planning & Economic Development Department. The signs are implemented in the field by the Transportation Operations & Maintenance Division (TOM) in Public Works.

There is currently no comprehensive inventory of on-street parking signs and a comprehensive plan for state of repair inspections is required. All other regulatory and warning signs are inventoried, inspected, serviced and repaired as per the guidelines out by the TOM division. Through analysis, this gap has been identified and the two divisions are working to clarify roles and responsibilities in order to determine how the levels of service will be met.

Winter Sidewalk Snow Removal - In November of 2020, Report PW19022(b) Sidewalk Snow Removal provided an overview of the existing practice and enhancement options to the level of service for winter sidewalk maintenance to be considered as part of the 2021 Operating Budget deliberations.

The Minimum Maintenance Standards (Ontario Regulation 239/02) was changed in May 2018 to contain specific sections dealing with sidewalk winter maintenance. Refer to Minimum Maintenance Standards Changes (Report PW18096).

Section 16.3 of the MMS provides a standard for snow removal on sidewalks. It states that snow accumulation on sidewalks shall be reduced to less than or equal to eight centimetres within 48 hours of the end of a snow event. The section further provides a standard of a minimum maintained width of one metre. The section does not require clearing to bare pavement; rather, simply reducing the depth to less than or equal to eight centimetres.

Sidewalks are deemed to be in a state of repair with respect to snow accumulation (a) where snow depth is less than or equal to eight centimetres; and (b) during ongoing snow accumulation, even where it exceeds eight cm, until 48 hours after the snow accumulation ends.

The current level of service is defined in By-law No. 03-296 which requires that every occupant or owner shall, within 24 hours of the cessation of a winter storm event, or within 24 hours of the cessation of a series of consecutive winter storm events, remove and clear all snow and ice from sidewalks abutting the highways in front of, or alongside, or at the rear of any occupied or unoccupied lot or vacant lot.

By-law No. 03-296 provides a higher level of service than is required through Section 16.3 of the MMS when complied with by the property owners.

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**SUBJECT: Maintenance Standards for Municipal Highways Policy (PW18096(a))
(City Wide) - Page 6 of 7**

The City does not deflect or transfer liability to property owners through the sidewalk clearing by-law. As the owner of the sidewalk the City carries a full liability exposure for sidewalk slip and falls. If it can be established that the City has not satisfied the MMS in relation to a particular slip and fall incident, the City will most likely be found liable in a court of law.

Policy

The standards outlined in the MMS are not mandatory; as such, the City does not have to explicitly follow them. If the City cannot meet the MMS as established, it may continue to rely upon the defences that were available before the MMS were introduced (i.e. the City met its duty of keeping highways in a reasonable state of repair, by establishing a reasonable program of inspection and maintenance of highways within its jurisdiction, based upon available municipal resources). In short, the City can set its own Maintenance Standards based on its needs and resources.

To meet its duty as described above, the City's program reflects the MMS and are supported by the guidelines outlined in Appendix "B" to Report PW18096(a). These levels of service are based upon highway and sidewalk classification, and priorities based upon expected levels of pedestrian and vehicular traffic.

Meeting the MMS is a complete defence, as prescribed by section 44 of the *Municipal Act*. However, in some cases, the City is not able to meet the MMS due to available municipal resources. For this reason, it is not recommended that the MMS be adopted in its entirety. Instead, it is recommended that the program outlined in Appendix "B" to Report PW18096(a) be accepted as "guidelines".

It is recommended that the Maintenance Standards for Municipal Highways Policy in Appendix "A" to Report PW18096(a) be approved. The purpose of the policy is to clarify that the City of Hamilton will reference the MMS as a guideline for delivering a level of service for maintenance operations. The policy will provide the Road Authority with clear direction from Council on the level of maintenance effort as it relates to the different classification of municipal highways.

Under circumstances where situations fall outside of the scope of guidelines, the Road Authority will respond as deemed appropriate with respect to budgetary constraint and reasonable best practice.

ALTERNATIVES FOR CONSIDERATION

N/A

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**SUBJECT: Maintenance Standards for Municipal Highways Policy (PW18096(a))
(City Wide) - Page 7 of 7**

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Built Environment and Infrastructure

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

Our People and Performance

Hamiltonians have a high level of trust and confidence in their City government.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW18096(a) - Maintenance Standards for Municipal Highways Policy

Appendix “B” to Report PW18096(a) - Maintenance Guidelines for Levels of Service for Highways

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Public Works Department Policy	 Hamilton	Content Updated: Feb 2021
Maintenance Standards for Municipal Highways		
Policy No: PW-TOM-Y-026		Version No: 1
Page 1 of 5		Approval: February 2021

Maintenance Standards for Municipal Highways Policy

POLICY STATEMENT	<p>Part III of the <i>Municipal Act, 2001 S.O. 2001, Chapter 25</i>, gives municipalities jurisdiction over highways and provides for the municipality to keep the highway or bridge in a state of repair that is reasonable in the circumstances, including the character and location of the highway or bridge, 2001, c. 25, s. 44(1).</p> <p>In addition, the Minister of Transportation may make regulations establishing minimum standards of repair for highways and bridges or any class of them, 2001, c. 25, s. 44(4).</p> <p>The Minister made Ontario Regulation 239/02, amended by Ontario Regulation 366/18, filed on May 3, 2018 which provides for Minimum Maintenance Standards for Municipal Highways and is the foundation for the highway maintenance program.</p> <p>The City of Hamilton is committed to providing a safe, accessible and efficient transportation system for the movement of people, goods and services across the City in keeping with applicable provincial legislation, accepted standards, and Council approved service levels. This Policy outlines the City’s approach to maintenance of its municipal highways.</p>
PURPOSE	<p>The purpose of this policy is to clarify that the City of Hamilton will reference the Minimum Maintenance Standards for Municipal Highways (O. Reg. 239/02 as amended) as a guideline for delivering a level of service for maintenance operations.</p> <p>This policy will provide the Road Authority with clear direction from Council on the level of maintenance effort as it relates to the different classification of municipal highways.</p> <p>The provisions and standards in this policy should be followed to manage the City’s liability and risk to keep its highway infrastructure, including sidewalks in a good state of repair.</p>
SCOPE	<p>This policy shall apply to all highways assumed and maintained as public highways by the City of Hamilton. Notwithstanding the foregoing, neither the City of Hamilton nor its officials or employees make any promise, assurance or guarantee that the services provided by the Road Authority will be in excess of the minimum standard, as required by regulation and detailed herein. Inherent within the standard is the expectation that drivers will act responsibly and will operate their vehicles, at all times, reasonably</p>

Public Works Department Policy		Content Updated: Feb 2021
Maintenance Standards for Municipal Highways		
Policy No: PW-TOM-Y-026		Version No: 1
Page 2 of 5		Approval: February 2021

with due regard for the prevailing weather and roadway conditions.

The Minimum Maintenance Standards in O. Reg. 239/02 (MMS) identifies road classifications, levels of maintenance and service frequencies for various highway components. The standards apply to a range of infrastructure elements including but not limited to:

- Pavement surface
- Street Light Luminaires
- Signs
- Traffic Control
- Winter maintenance
- Monitoring

In the MMS, municipally owned highways are classified based on their average daily traffic and posted speed limits. Based on the classification, the MMS defines minimum levels of inspection and repair.

Associated maintenance activities will be established to protect the quality, integrity and safety of the transportation infrastructure.

PRINCIPLES (if applicable)

The following principles apply to this Policy:

1. Operational activities of the Road Authority shall be directed to maintain the City of Hamilton’s public highways to the prescribed standards herein. Care shall be taken first to assure that the minimum standards are maintained and secondly that such services are efficiently and effectively rendered.
2. Neither the City nor its officials make any promises or assurance that public highways or any public highway in particular will be maintained in excess of the minimum standards herein defined now or in the future. The fact that the City may exceed those standards, when the resources available permit it to do so, does not change the minimum standards prescribed herein.
3. The Maintenance Standards Policy is based on the assumption that not all infrastructure need be maintained at the same level of service but depends on its role in the total transportation network and on other various services the City provides, be they emergency or non-emergency.
4. This policy uses the MMS as a guide to set out the level of

Public Works Department Policy		Content Updated: Feb 2021
Maintenance Standards for Municipal Highways		Version No: 1
Policy No: PW-TOM-Y-026		Approval: February 2021
Page 3 of 5		

	<p>service for maintenance of highways, with the exception of winter maintenance and streetlighting, which is a higher Council approved level of service.</p> <ol style="list-style-type: none"> 5. That where situations arise or applications be made which fall outside of the scope of standards, the Road Authority shall respond in a manner that is appropriate with respect to budgetary constraint and reasonable best practice. 6. This policy will promote environmental stewardship by managing lifecycle costs of asset ownership and making use of acceptable recycled materials. 7. The standards will assist in inform preparing budgets and decisions prioritizing resources.
<p>TERMS & CONDITIONS</p>	<p>The following terms and conditions apply to this Policy:</p> <p>(From the <i>Highway Traffic Act</i>, R.S.O. 1990, c. H.8) Highway – includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof</p> <p>Roadway – means the part of the highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder, and, where a highway includes two or more separate roadways, the term “roadway” refers to any one roadway separately and not to all of the roadways collectively</p> <p>(From the Minimum Maintenance Standards for Municipal Highways, O. Reg. 239/02 as amended)</p> <p>Classification of Highways – every highway or part of a highway under the jurisdiction of a municipality in Ontario is classified as a Class 1, Class 2, Class 3, Class 4, Class 5 or Class 6 highway, based on the speed limit applicable to it and the average daily traffic on it. O. Reg. 239/02, s. 1 (2); O. Reg. 366/18, s. 1 (3).</p> <p>(From the <i>Public Transportation and Highway Improvement Act</i>, R.S.O. 1990, c. P.50)</p> <p>Road Authority – means a body having jurisdiction and control of a highway.</p>

Public Works Department Policy		Content Updated: Feb 2021
Maintenance Standards for Municipal Highways		
Policy No: PW-TOM-Y-026		Version No: 1
Page 4 of 5		Approval: February 2021

	<p>Maintenance – includes repair.</p>
COMPLIANCE	<p>The City is required to maintain all highways and sidewalks within its jurisdiction in a reasonable state of repair.</p> <p>The City must keep records to prove that at the time an action arose the alleged default was covered by the standard and that the service provided by the municipality met or exceeded the standard.</p> <p>The policy recognizes that operational decisions during the winter season will need to be made based on local conditions in the field depending upon the extent and severity of a winter storm event, and as a result, there may need to be some reasonable deviations from this policy. Under such circumstances, the City will endeavour to recover winter maintenance operations in accordance with the level of service as soon as practicable.</p> <p>This policy is based on normal circumstances (e.g. winter weather conditions), reliability and availability of resources both human and physical. The City does not guarantee a level of service under abnormal, emergency, or extreme winter conditions nor in the event of a work stoppage.</p> <p>It is acknowledged that conditions may occur which temporarily prevent achieving levels assigned. In such cases, efforts will be made to keep roads open and in a reasonable state, consistent with available resources.</p>
RELATED	<p>The following documents are related to the Maintenance Standards for Municipal Highways Policy and employees must be aware and abide by these as well:</p> <ul style="list-style-type: none"> • City of Hamilton Maintenance Guidelines for Levels of Service for Highways • By-Law 03-296, the Snow Removal By-Law • Strategic Asset Management Policy • <i>Municipal Act 2001, S. O. 2001, c. 25</i> • Minimum Maintenance Standards for Municipal Highways (O. Reg. 239/02 as amended) • <i>Highway Traffic Act, R.S.O. 1990, c. H.8</i> • Standards for Bridges (O. Reg. 104/97) • Ontario Traffic Manual, Book 11
HISTORY	<p>The following stakeholders were consulted in the creation or revisions made to this Policy:</p>

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Policy No: PW-TOM-Y-026		Version No: 1
Page 5 of 5		Approval: February 2021

	<p>Public Works Department, Transportation Operations & Maintenance Division – Roadway Maintenance Section, Transportation Operations Section</p> <p>Public Works Department, Engineering Services Division – Asset Management Section</p> <p>Planning and Economic Development Department - Transportation Planning and Parking Division</p> <p>Corporate Services Department, Legal & Risk Management Services Division – Legal Services Section, Risk Management Section</p>
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City of Hamilton Maintenance Guidelines for Levels of Service for Highways				
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
Monitoring	Roadway Patrol	Consists of observing the highway, either by driving on or by electronically monitoring and may be performed by persons responsible for patrolling highways or performing highway maintenance activities.	Patrolling frequency: Class 1 - 3 times every 7 days Class 2 - 2 times every 7 days Class 3 - once every 7 days Class 4 - once every 14 days Class 5 - once every 30 days	
	Weather Monitoring	To monitor the current weather and forecast for next 24 hours	From October 1 to April 30, the standard is to monitor the weather, both current and forecast to occur in the next 24 hours, once every shift or 3 times per calendar day, whichever is more frequent. From May 1 to September 30, the standard is to monitor the weather, both current and forecast to occur in the next 24 hours, once per calendar day.	
	Sidewalk Winter Patrol	Patrol sidewalks that the municipality selects as representative of its sidewalks at intervals deemed necessary by the municipality	If weather monitoring indicates there is a substantial probability of snow accumulation on sidewalks in excess of 8 cm, ice formation on sidewalks or icy sidewalks, the standard is to patrol representative sidewalks at intervals deemed necessary by the municipality.	

City of Hamilton Maintenance Guidelines for Levels of Service for Highways				
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
	Sidewalk Surface Discontinuities and Encroachments, area adjacent to sidewalk	(a) Surface discontinuity means a vertical discontinuity creating a step formation at joints or cracks in the surface of the sidewalk. (b) Check for encroachments to determine if they are highly unusual or constitute a significant hazard to users.	The standard for the frequency of inspecting sidewalks to check for surface discontinuity and the area adjacent to sidewalks for encroachments is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. Treat encroachment within 28 days, if required.	

City of Hamilton Maintenance Guidelines for Levels of Service for Highways				
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
Winter Maintenance	Snow Accumulation - Roadways	Snow accumulation means the natural accumulation of any of the following that, alone or together, covers more than half a lane width of a roadway: Newly-fallen snow Wind-blown snow Slush	The standard* for addressing snow accumulation on roadways: Class 1/Priority 1 (Parkways/Arterials) - 2.5 cm depth - 4-hour response Class 1-5/Priority 1 (Escarpment Crossings) - 5 cm depth - 4-hour response Class 2/Priority 2A (Collectors Primary) - 8 cm depth - 8 hour response Class 2-3/Priority 2B (Collectors Secondary) - 8 cm depth - 8-hour response Class 4-6/Priority 3 (Rural Hard top) - 10 cm - 24-hour response Class 5/Priority 3 (Residential) - 8 cm - 24-hour response Class 6/Priority 3 (Rural Loose top) - 10 cm - 24-hour response.	PW13022 Winter Control Program Service Level Review http://www2.hamilton.ca/NR/rdonlyres/6F5643A3-C6D0-4AE9-942D-05DF5FE9F3DE/0/Mar18Item83_PW13022.pdf PW18096 https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=173914

	<p>Snow Accumulation - Bicycle Lanes</p>	<p>Refers to: a) a portion of a roadway that has been designated by pavement markings or signage for the preferential or exclusive use of cyclists, or b) a portion of a roadway that has been designated for the exclusive use of cyclists by signage and a physical or marked buffer Does not apply to other types of bicycle facilities.</p>	<p>Note - snow on bicycle lanes are generally cleared while the roadways are being cleared</p> <p>The standard for addressing snow accumulation on bicycle lanes: Class 1 - 2.5 cm depth – 8-hour response Class 2 - 5 cm - 12-hour response Class 3 - 8 cm - 24-hour response Class 4 - 8 cm - 24-hour response Class 5 - 10 cm - 24-hour response.</p>	<p>PW10096a Winter Control Program Maintenance Service Levels for Cycling Infrastructure - Pilot Program</p> <p>http://www2.hamilton.ca/NR/rdonlyres/1FB374FF-010F-496B-833B-0B21B7C927EE/0/Jun20EDRMS_n180033_v1_8_1 PW10096a.pdf</p>
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City of Hamilton Maintenance Guidelines for Levels of Service for Highways

Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
	Snow Accumulation - Segregated Bicycle Lanes	A portion of a roadway that has been designated for the exclusive use of cyclists by signage and a physical or marked buffer.	Within 24 hours of the cessation of any precipitation and/or accumulation of snow or ice (event), or within 24 hours of the cessation of a series of Consecutive events, remove and clear all snow and ice from sidewalks abutting the highways in front of, or alongside, or at the rear of any occupied or unoccupied lot, or vacant lot*	
	Snow Accumulation on Sidewalks	Snow removal from sidewalks	<p>To reduce the snow to a depth less than or equal to 8 cm within 48 hours; and to provide a minimum sidewalk width of 1 m.</p> <p>If the depth of snow accumulation on a sidewalk is less than or equal to 8 cm, the sidewalk is deemed to be in a state of repair</p> <p>If the depth of snow accumulation on a sidewalk exceeds 8 cm while the snow continues to accumulate, the sidewalk is deemed to be in a state of repair</p>	<p>The City of Hamilton's Snow and Ice By-law No. 03-296 requires property owners and/or occupants to clear snow and ice within 24 hours after the end of a snow event from: sidewalks adjacent to their property, roofs that overhang the City sidewalk</p> <p>http://www2.hamilton.ca/NR/rdonlyres/2BB4752B-D56A-4C2E-8DCC-5FD5093F9D2A/0/03296.pdf</p>

City of Hamilton Maintenance Guidelines for Levels of Service for Highways

Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
	Ice formation on roadways and icy roadways	Treating a roadway means applying material to the roadway, including but not limited to, salt, sand or any combination of salt and sand.	<p>The standard for the prevention of ice formation on roadways is doing the following in the 24-hour period preceding an alleged formation of ice on a roadway:</p> <p>Class 1 - 6-hour response Class 2 - 8-hour response Class 3 - 16-hour response Class 4 and 5 - 24-hour response</p> <p>If ice forms on a roadway, the roadway must be treated once the City becomes aware of that within the following times:</p> <p>Class 1 - 3 hours Class 2 - 4 hours Class 3 - 8 hours Class 4 - 12 hours Class 5 - 16 hours.</p>	<p>PW13022 Winter Control Program Service Level Review</p> <p>http://www2.hamilton.ca/NR/rdonlyres/6F5643A3-C6D0-4AE9-942D-05DF5FE9F3DE/0/Mar18Item83_PW13022.pdf</p> <p>PW18096 https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=173914</p>

City of Hamilton Maintenance Guidelines for Levels of Service for Highways

Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
Pavement Surface	Potholes	If a pothole exceeds both the surface area and depth set out in Level of Service column the standard is to repair the pothole within the time set out in the Level of Service Column, as appropriate, after becoming aware of the fact.	<p>Potholes on Paved Surface of Roadway (minimum depth of 8 cm): Class 1 - 600 cm² (surface area) 4 days Class 2 - 800 cm² - 4 days Class 3 - 1000 cm² - 7 days Class 4 - 1000 cm² - 14 days Class 5 - 1000 cm² - 30 days</p> <p>Potholes on Non-paved Surface of Roadway (minimum surface area of 1500 cm²): Class 3 - 8 cm (depth)- 7 days Class 4 - 10 cm- 14 days Class 5 - 12 cm - 30 days</p> <p>Potholes on Paved or Non-Paved Surface of Shoulder (minimum surface area of 1500 cm²): Class 1 - 8 cm - 7 days Class 2 - 8 cm - 7 days Class 3 - 8 cm - 14 days Class 4 - 10 cm - 30 days Class 5 - 12 cm - 60 days.</p>	

City of Hamilton Maintenance Guidelines for Levels of Service for Highways				
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
	Shoulder drop-offs	Shoulder drop-off means the vertical differential, where the paved surface of the roadway is higher than the surface of the shoulder, between the paved surface of the roadway and the paved or non-paved surface of the shoulder.	After becoming aware of the fact, address within: Class 1 - 4 days Class 2 - 4 days Class 3 - 7 days Class 4 - 14 days Class 5 - 30 days	

City of Hamilton Maintenance Guidelines for Levels of Service for Highways

Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
	Cracks	If a crack on the paved surface of a roadway is greater than 5 cm wide and 5 cm deep for a continuous distance of 3 m or more, the standard is to repair the crack within the time set out in Level of Service column.	After becoming aware of the fact, address within: Class 1 - 30 days Class 2 - 30 days Class 3 - 60 days Class 4 - 180 days Class 5 - 180 days	
	Debris	Debris means any material (except snow, slush or ice) or object on a roadway.	Deploy resources, as soon as practicable after becoming aware of the fact, to remove the debris.	
	Bridge Deck Spalls	Bridge deck spall means a cavity left by one or more fragments detaching from the paved surface of the roadway or shoulder of a bridge. Repair if a bridge deck spall exceeds both the surface area and depth set out in the Level of Service column.	Class 1 - 600 cm ² (surface area) - 8 cm (depth) - 4 days Class 2 - 800 cm ² - 8 cm - 4 days Class 3 - 1,000 cm ² - 8 cm - 7 days Class 4 - 1,000 cm ² - 8 cm - 7 days Class 5 - 1,000 cm ² - 8 cm - 7 days	

City of Hamilton Maintenance Guidelines for Levels of Service for Highways

Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
	Roadway Surface Discontinuities	Surface discontinuity means a vertical discontinuity creating a step formation at joints or cracks in the paved surface of the roadway, including bridge deck joints, expansion joints and approach slabs to a bridge. If a surface discontinuity on a roadway, other than a surface discontinuity on a bridge deck, exceeds the height set out in the Level of Service column, the minimum standard is to repair the surface discontinuity within the time set out in the Level of Service column after becoming aware of the fact.	Class 1 - 5 cm - 2 days Class 2 - 5 cm - 2 days Class 3 - 5 cm - 7 days Class 4 - 5 cm - 21 days Class 5 - 5 cm - 21 days	

City of Hamilton Maintenance Guidelines for Levels of Service for Highways				
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
Street Light Luminaires	Luminaires	The primary objective for streetlighting maintenance is to have all equipment in proper working order at all times.	<p>The standard* for maintaining streetlighting:</p> <p>A. Light-outs or cycling lights, public or staff complaint - Standard repairs to be completed within 7 calendar days</p> <p>B. Night inspection frequency - Night inspections to identify light-outs on Class 1 and 2 to be conducted 4 times per year (includes major arterials) - Night inspections to identify light-outs on Class 3-6 to be conducted 2 times per year (generally residential neighbourhoods).</p> <p>C. Light-outs or cycling lights identified via Patrol - Standard repairs identified through night patrol be repaired within 14 days of the end of the night patrol cycle.</p>	<p>Streetlighting Maintenance Program Service Levels, Asset Management and Service Provider Transition (PW07024)</p> <p>http://www2.hamilton.ca/NR/rdonlyres/308F11A2-30BA-4EB4-9C46-6A57AA208B0C/0/Fe b19PW07024.pdf</p> <p>http://www2.hamilton.ca/Hamilton.Portal/Inc/PortalPDFs/ClerkPDFs/Public-Works/2005/Jan04/PW05008.pdf</p>

City of Hamilton Maintenance Guidelines for Levels of Service for Highways

Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
Signs	Signs	To inspect signs of a type listed in MMS to check to see that they meet the retro-reflectivity requirements of the Ontario Traffic Manual.	Inspection is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. Repair or replace any of the following types of signs that are illegible, improperly oriented, obscured or missing: <ol style="list-style-type: none"> 1) Checkerboard 2) Curve sign with advisory speed tab 3) Do not enter 3.1) Load Restricted Bridge 3.2) Low Bridge 3.3) Low Bridge Ahead 4) One Way 5) School Zone Speed Limit 6) Stop 7) Stop Ahead 8) Stop Ahead, New 9) Traffic Signal Ahead, New 10) Two-Way Traffic Ahead 11) Wrong Way 12) Yield 13) Yield Ahead 14) Yield Ahead, New as soon as practicable after becoming aware of the fact. 	

City of Hamilton Maintenance Guidelines for Levels of Service for Highways

Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
	Regulatory & Warning Signs	To repair regulatory signs or warning signs to check to see that they meet the retro-reflectivity requirements of the Ontario Traffic Manual.	<p>The standard frequency of inspecting regulatory signs or warning signs is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection.</p> <p>If a regulatory sign or warning sign is illegible, improperly oriented, obscured or missing, the standard is to repair or replace the sign within the time set out below:</p> <p>Class 1 - 7 days Class 2 - 14 days Class 3 - 21 days Class 4 - 30 days Class 5 - 30 days</p>	
Traffic Control	Traffic Control Signal Systems	If a traffic control signal system is defective in any way described in MMS, s. 13 (2).	Deploy resources as soon as practicable after becoming aware of the defect in a traffic control signal system.	

City of Hamilton Maintenance Guidelines for Levels of Service for Highways				
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
	Traffic Control Signal System Sub-Systems	To inspect, test and maintain the following: 1) The display sub-system, consisting of traffic signal and pedestrian crossing heads, physical support structures and support cables. 2) The traffic control sub-system, including the traffic control signal cabinet and internal devices such as timer, detection devices and associated hardware, but excluding conflict monitors. 3) The external detection sub-system, consisting of detection sensors for all vehicles, including emergency and railway vehicles and pedestrian push- buttons.	Inspect and maintain (if necessary) once per year, not more than 16 months apart.	
	Conflict monitors	To test and maintain conflict monitors at each signalized intersection.	Inspect and maintain (if necessary) two times per year, not more than 7 month apart, and not less than 5 months apart.	

Additional Definitions / Notes:

Declaration of a Significant Weather Event	That the General Manager of Public Works or designate, be authorized and directed to declare the beginning and end of a significant weather event for the purposes of the Municipal Act, 2001, O.Reg. 239/02 – Minimum Maintenance Standards for Municipal Highways, on such terms as the General Manager of Public Works or designate considers appropriate;
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Notes:

*Council approved standard

Municipal Act, 2001, O.Reg. 239/02 – Minimum Maintenance Standards

Levels of Service correspond to O. Reg. 366/18, s. 15, unless otherwise stated

10.1

CITY OF HAMILTON

MOTION

Public Works Committee: February 1, 2021

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

SECONDED BY COUNCILLOR

Locke Street South Business Improvement Area (BIA) Lighting (Ward 1)

WHEREAS, residents of Kirkendall and the Locke Street South BIA patrons previously enjoyed enhanced seasonal lighting on the hydro poles along Locke Street;

WHEREAS, the outlets were removed when Alectra replaced all hydro poles along Locke Street South in 2018; and,

WHEREAS, improvements to the lighting on the street increases activity and vitality to the neighbourhood and promotes a healthy and engaged community;

THEREFORE, BE IT RESOLVED:

- (a) That \$5,000 be provided to the Locke Street Business Improvement Area to help support the addition of outlets to the hydro poles from the Ward 1 Area Rating Capital Reinvestment Discretionary Fund (3301909100); 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: February 1, 2021

MOVED BY COUNCILLOR E. PAULS.....

SECONDED BY COUNCILLOR

Inch Park Play Structure Improvements, 400 Queensdale Avenue East, Hamilton (Ward 7)

WHEREAS, the play structure and safety surfacing located within Inch Park at 400 Queensdale Avenue, Hamilton has reached end of life;

WHEREAS, this community amenity is a valuable recreation opportunity for children, youth and families within the Inch Park neighbourhood and beyond, especially during the Covid 19 pandemic;

WHEREAS, the Hamilton Challenger Baseball Association has a long running and successful inclusive baseball program located in Inch Park;

WHEREAS, the Hamilton Challenger Baseball Association has partnered with the City of Hamilton, to fundraise and support the implementation of a fully inclusive play structure; and,

WHEREAS, a collaboration of Parks capital funding, Ward 7 Capital Infrastructure Reserve and fundraised dollars will provide opportunities for fully inclusive play equipment, accessible rubber surfacing, and shade provision options;

THEREFORE; BE IT RESOLVED:

- (a) That \$150,000 of funding be allocated from the Ward 7 Capital Infrastructure Reserve #108057, to support the implementation of a new inclusive Inch Park play structure, rubber surfacing and shade opportunities, be approved; and,
- (b) That the General Manager of Public Works, or their designate, be authorized and directed to approve and execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

CITY OF HAMILTON

MOTION

Public Works Committee: February 1, 2021

MOVED BY COUNCILLOR J. FARR.....

SECONDED BY COUNCILLOR

Ferguson Avenue North Beautification (Ward 2)

WHEREAS, following the considerable damage that was caused by the occupation of approximately 80 tents at Hamilton’s largest encampment site during the summer of 2020, dozens of Ferguson Street residents participated in a walk-a-bout with the Ward Councillor in an effort to share their ideas on how we may restore and enhance their public realm;

WHEREAS, there is interest from Ward 2 residents for enhanced beautification on Ferguson Avenue North from Cannon Street East to Barton Street East;

WHEREAS, beautification in the form of planting beds and hanging baskets are appreciated by residents and visitors to the City of Hamilton;

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

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

THEREFORE, BE IT RESOLVED:

- (a) That staff be directed to install 5 perennial shrub beds on Ferguson Avenue North, from Cannon Street East to Barton Street East, at a cost of \$10,000 to be funded from Ward 2 Capital Infrastructure Reserve (#108052);
- (b) That hanging baskets be installed on existing light standards on Ferguson Avenue North, from Cannon Street East to Barton Street East, at a cost of \$8,000 to be funded from the Ward 2 Capital Infrastructure Reserve (#108052);
- (c) That \$19,050 and 0.16 FTE for the annual planting, irrigation and maintenance of perennial shrub beds and hanging baskets on Ferguson Avenue North, from Cannon Street East to Barton Street East, be included in the Environmental Services Division’s 2021 annual base operating budget; and,

Motion respecting Ferguson Avenue North Beautification (Ward 2)

Page 2 of 2

- (d) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents for the installation and annual maintenance of additional beautification to Ferguson Avenue North, with such terms and conditions in a form satisfactory to the City Solicitor.

10.4

CITY OF HAMILTON

MOTION

Public Works Committee: February 1, 2021

MOVED BY COUNCILLOR S. MERULLA.....

SECONDED BY COUNCILLOR

Montgomery Park Pedestrian Lighting Improvements (Ward 4)

WHEREAS, Montgomery Park is an active community park in Ward 4 with pathways that promote active transportation through the community;

WHEREAS, parks provide local opportunities for physical fitness and recreation, throughout the year;

WHEREAS, pedestrian pathway lighting exists in a portion of Montgomery Park, supporting commuters and park users, and is in need of lifecycle replacement; and,

WHEREAS, the northern pathway loop and southern pathway loop area of Montgomery Park pathway is not currently lit and park users would benefit with the addition of pedestrian pathway lighting;

THEREFORE, BE IT RESOLVED:

- (a) That \$194,577 be allocated from the Ward 4 Special Capital Re-Investment Reserve, to implement new pedestrian pathway lighting along the north and south pathway loops of Montgomery Park and that the existing pathway lights be replaced;
- (b) That \$4,500 for the annual cost of electricity and maintenance be added to the Parks and Cemeteries Section’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.

CITY OF HAMILTON

MOTION

Public Works Committee: February 1, 2021

MOVED BY COUNCILLOR C. COLLINS.....

SECONDED BY COUNCILLOR

Father Sean O’Sullivan Memorial Park Improvements, 1139 Greenhill Avenue, Hamilton (Ward 5)

WHEREAS, the play structure located at Father Sean O’Sullivan Memorial Park, 1139 Greenhill Avenue, Hamilton was originally installed in the early 1990s; and,

WHEREAS, the play structure has surpassed its useful life span and needs to be replaced;

THEREFORE, BE IT RESOLVED:

- (a) That a play structure and safety surfacing be installed at Father Sean O’Sullivan Memorial Park, 1139 Greenhill Avenue, Hamilton, at an estimated cost of \$120,000 to be funded from the Ward 5 – Capital Infrastructure Reserve #108055; and,
- (b) That the General Manager of Public Works, or their designate, be authorized and directed to approve and execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

10.6

CITY OF HAMILTON

MOTION

Public Works Committee: February 1, 2021

MOVED BY COUNCILLOR C. COLLINS.....

SECONDED BY COUNCILLOR

Dover Park Improvements, 66 Dover Drive, Hamilton (Ward 5)

WHEREAS, the Hamilton Wentworth District School Board ordered the removal of the City owned play structure at Sir Isaac Brock School, 130 Greenford Drive, Hamilton;

WHEREAS, the City owns Dover Park at 66 Dover Drive, Hamilton, which is adjacent to Sir Isaac Brock School; and,

WHEREAS, residents have requested the installation of a replacement play structure at Dover Park;

THEREFORE, BE IT RESOLVED:

- (a) That a play structure and safety surfacing be installed at Dover Park, 66 Dover Drive, Hamilton, at an estimated cost of \$100,000 to be funded from the Ward 5 Capital Infrastructure Reserve #108055; and,
- (b) That the General Manager of Public Works, or their designate, be authorized and directed to approve and execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

10.7

CITY OF HAMILTON

MOTION

Public Works Committee: February 1, 2021

MOVED BY COUNCILLOR C. COLLINS.....

SECONDED BY COUNCILLOR

Red Hill Neighbourhood Park Improvements, 320 Albright Road, Hamilton (Ward 5)

WHEREAS, the Hamilton Wentworth District School Board has sold the former Red Hill School at 300 Albright Road which is adjacent to the City’s Red Hill Neighbourhood Park;

WHEREAS, the Hamilton Wentworth District School Board has also indicated the pending closure of Elizabeth Bagshaw School at 350 Albright Road, which is also adjacent to the Red Hill Neighbourhood Park; and,

WHEREAS, the sale and pending sale of these properties has and will result in a loss of green space and recreation opportunities in the area;

THEREFORE, BE IT RESOLVED:

- (a) That a play structure and safety surfacing be installed at Red Hill Neighbourhood Park, 320 Albright Road, Hamilton, at an estimated cost of \$100,000 to be funded from the Ward 5 Capital Infrastructure Reserve #108055;
- (b) That \$8,900 and 0.03 FTE for the annual cost of maintenance and contribution to the Capital Reserve for replacement be included in the Parks and Cemeteries Section’s 2021 annual base operating budget; and,
- (c) That the General Manager of Public Works, or their designate, be authorized and directed to approve and execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.