



City of Hamilton
PUBLIC WORKS COMMITTEE
AGENDA

Meeting #: 22-006
Date: April 22, 2022
Time: 1:30 p.m.
Location: Due to the COVID-19 and the Closure of City Hall (CC)

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

Carrie McIntosh, Legislative Coordinator (905) 546-2424 ext. 2729

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13. GENERAL INFORMATION / OTHER BUSINESS

- 13.1. Amendments to the Outstanding Business List

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

- a. Public Bike Share Program Phased Procurement Process

Addressed as Item 20, GIC Budget Report 22-002
(PED20109 (d))
Item on OBL: ABL

- b. Items Requiring a New Due Date:

14. PRIVATE AND CONFIDENTIAL

15. ADJOURNMENT



**PUBLIC WORKS COMMITTEE
MINUTES 22-005**

1:30 p.m.

Monday, April 4, 2022

Council Chambers

Hamilton City Hall

71 Main Street West

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

Absent with Regrets: Councillor S. Merulla – City Business
Councillor T. Whitehead – Personal

Also Present: Councillors B. Clark and M. Wilson

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. Ministry of Transportation Provincial Highway Projects Update (PW20063(a)) (City Wide) (Item 7.1)

(Pearson/VanderBeek)

That Report PW2220063(a) respecting the Ministry of Transportation Provincial Highway Projects Update, be received.

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

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

**2. 2020 Bridge Ontario Structure Inspection Manual Summary Reports
(PW22020) (City Wide) (Item 7.2)**

(VanderBeek/Danko)

That Report PW22020, respecting 2020 Bridge Ontario Structure Inspection Manual Summary Reports, be received.

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

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

**3. Addressing Traffic Speed and Volume on Harbour Front Drive (PW22017)
(Ward 2) (Item 10.1)**

(Farr/Jackson)

That the following roadway safety improvements be approved and implemented along Harbour Front Drive at a total cost of \$40,000.00 funded from the Ward 2 Area Rating Reserve, Dept. ID 108052:

- (i) One speed cushion on Harbour Front Drive located approximately 80 metres north of Bay Street, a yellow centreline for the entirety of Harbour Front Drive, and cyclist wayfinding signage completed in 2022 at an estimated total cost of \$10,000; and
- (ii) A Type D Pedestrian Crossover (PXO) and raised crosswalk, on Harbour Front Drive at the marina access roadway with appropriate pedestrian connection to the Bayfront Park west parking lot, designed in 2022 and constructed in 2023 at an estimated cost of \$30,000.

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

YES - Ward 2 Councillor Jason Farr
 YES - Chair - Ward 3 Councillor Nrinder Nann
 NOT PRESENT - Ward 4 Councillor Sam Merulla
 YES - Vice Chair - Ward 5 Councillor Russ Powers
 YES - Ward 6 Councillor Tom Jackson

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

**4. Red Light Camera Program - New Sites for 2022 (PW22018) (City Wide)
(Item 10.2)**

(Pearson/Powers)

That the following locations be approved for the installation of red-light cameras in 2022:

- (a) Paramount Drive and Winterberry Drive – Eastbound (Ward 9);
- (b) Highway 8 and Gray Road – Eastbound (Ward 10);
- (c) Barton Street and Fruitland Road – Eastbound (Ward 10);
- (d) Upper James Street and Airport Road East – Southbound (Ward 11);
- (e) Garner Road East and Southcote Road – Westbound (Ward 12);
- (f) Wilson Street West and Highway 52/Trinity Road South – Northbound (Ward 12);
- (g) Cootes Drive and Dundas Street/East Street North – Westbound (Ward 13);
- (h) Stone Church Road West and Upper Paradise Road – Southbound (Ward 14);
- (i) Garth Street and Fennell Avenue West/Scenic Drive – Northbound (Wards 8/14); and,
- (j) Highway 5 East and Hamilton Street North – Westbound (Ward 15).

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

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

5. Truck Route Sub-Committee Report 22-001, March 28, 2022 (Item 10.3)**(i) Truck Route Master Plan Update (PED19073(c)) (City Wide) (Item 8.1)****(Jackson/Pearson)**

- (a) That “Alternative Five - Ring Road Concept with Positive Guidance Concept” attached as Appendix "A" to Truck Route Sub-Committee Report 22-001 be adopted as the Recommended Truck Route Network;
- (b) That the Draft October 29, 2021 City of Hamilton Truck Route Master Plan (TRMP) Update, attached as Appendix "A" to Truck Route Sub-Committee Report 22-001 from November 29, 2021, be amended to reflect the Ring Road Concept with Positive Guidance Concept Recommended Truck Route Network;
- (c) That the General Manager of the Planning and Economic Development Department be authorized to file the City of Hamilton Truck Route Master Plan (TRMP) Update as amended with the Municipal Clerk for a minimum thirty-day public review period to formally complete the Class Environmental Assessment (EA) process;
- (d) That the Transportation Operations and Maintenance (TOM) Division develop a truck route signing implementation strategy and that the estimated cost of \$350 K for signage modifications and installations be funded from the Unallocated Capital Levy Reserve Account #108020;
- (e) That the Transportation Operations and Maintenance (TOM) Division prepare an amendment to the City of Hamilton Traffic By-law 01-215 for consideration by Council to incorporate the Recommendations within the Truck Route Master Plan (TRMP) Update;
- (f) That, where truck routes have been identified along various roads within the Recommended Truck Route Network (TRN) - Future Conditions, as presented in Appendix “A” attached to Truck Route Sub-Committee Report 22-001, that these roadways are planned and designed with the appropriate roadway and pavement structure to support truck movement and reflect a Complete-Livable-Better Streets and Vision Zero approach;

- (g) That Hamilton Police Services (HPS) be requested to review and develop an enhanced commercial vehicle enforcement strategy in collaboration with Transportation Planning (TP) and Transportation Operation and Maintenance (TOM);
 - (h) That staff be directed to develop a framework and associated criteria that can be used to evaluate changes to the approved Truck Route Network in order to inform future revisions to the truck route network; and
 - (i) That the criteria be presented to the Truck Route Sub-Committee by Q3 2022 with the results of the evaluation being completed no later than 2024.
- (ii) Initiation of Municipal Class Environmental Assessment for a new arterial roadway in Glanbrook connecting the Airport Employment Growth District to the Red Hill Business Park (Added Item 11.1)**

WHEREAS, effective goods movement supports local, regional and international markets and contributes to Hamilton's economic prosperity and growth;

WHEREAS, a new arterial roadway connecting Highway 6 South between the Airport Employment Growth District (AEGD) and the Red Hill Business Park and the broader Provincial highway system, which would improve the efficiency of moving goods while mitigating impacts of truck traffic on existing rural roadways in Glanbrook;

WHEREAS, the 2018 City-wide Transportation Master Plan identifies a conceptual link within the strategic road network map to connect the Hamilton International Airport and employment growth district to the Provincial Highway Network;

WHEREAS, a new arterial roadway would provide efficient connectivity between employment lands, intermodal hubs and the highway system and fills a gap in the goods movement network in the Glanbrook area;

WHEREAS, a new arterial roadway would assist in minimizing the impact of heavy-freight vehicles on the quality of life of residents within rural communities;

WHEREAS, growth in employment lands could be supported by improved inter-connectivity through a combination of new transportation corridors, road capacity enhancements and/or urbanization of rural cross-sections;

THEREFORE, BE IT RESOLVED:

That staff be directed to develop a Terms of Reference for a Municipal Class Environmental Assessment for an arterial roadway link between the Airport Employment Growth District (AEGD) and the Red Hill Business Park and that funding to complete the study be considered as part of the 2023 Capital Budget.

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

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

6. Installation of Speed Cushions as a Traffic Calming Measure on Princeton Drive (Ward 6) (Item 11.1)

(Jackson/Pauls)

WHEREAS, residents are requesting the installation of speed cushions on Princeton Drive in Ward 6 to address roadway safety concerns as a result of speeding and cut-through traffic; and

WHEREAS, a petition was submitted by residents requesting the installation of speed cushions as a traffic calming measure.

THEREFORE, BE IT RESOLVED:

- (a) That Transportation and Operations Maintenance staff be authorized and directed to install 3 speed cushions as a traffic calming measure on Princeton Drive as part of the 2022 Traffic Calming Program's spring application, as follows;
- (i) between Sherwood Rise to Margate Avenue;
 - (ii) between Margate Avenue to Valecrest Avenue; and
 - (iii) between Valecrest Avenue to Donlea Drive.

- (b) That all costs associated with the installation of traffic calming measures at these locations be funded from Project ID 4031911606, to be completed under contract # C15-12-22 at an upset limit, including contingency, not to exceed \$21,000; 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: Motion CARRIED by a vote of 8 to 0, as follows:

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

7. Main Street East and King Street East (Delta) In-Service Road Safety Review, Hamilton (Ward 3) (Added Item 11.2)

(Nann/Jackson)

WHEREAS, the City of Hamilton Vision Zero Action Plan 2019-2025 identifies that no loss of life is acceptable, and that traffic fatalities and injuries are preventable;

WHEREAS, ensuring the safety of vulnerable road users is a priority;

WHEREAS, on March 19, 2022 four people lost their lives, including three pedestrians, in a motor vehicle collision on King Street East near the delta intersection;

WHEREAS, Ward 3 residents have expressed safety concerns as pedestrians for this intersection; and

WHEREAS, the Transportation Operations & Maintenance Division is facilitating an in-service road safety review of the Main Street East and King Street East (delta) intersection to identify possible safety enhancements.

THEREFORE, BE IT RESOLVED:

- (a) That upon the conclusion of the Main Street East and King Street East in-service road safety review that the Transportation Operations & Maintenance Division report back to the Public Works Committee with the review's findings inclusive of costs and a proposed implementation plan; and
- (b) That the Main Street East and King Street East in-service road safety review findings be shared with the City's LRT office for consideration and to identify if any of the proposed safety enhancements could be incorporated into the redesign of the intersection.

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

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

8. Main Street West at Dundurn Street South and King Street West at Dundurn Street South Intersection Road Safety Plan, Hamilton (Ward 1) (Added Item 11.3)

(Danko/Nann)

WHEREAS, the City of Hamilton Vision Zero Action Plan 2019-2025 identifies that no loss of life is acceptable, and that traffic fatalities and injuries are preventable;

WHEREAS, ensuring the safety of vulnerable road users is a priority;

WHEREAS, on March 30, 2022 a teenaged pedestrian was struck and critically injured in a collision at the intersection of Main Street West and Dundurn Street South;

WHEREAS, the intersections of Main Street West at Dundurn Street South and King Street West at Dundurn Street South are identified as intersections with a high frequency of collisions in the 2020 Annual Collision Report; and

WHEREAS, the Transportation Operations & Maintenance Division has conducted roadway safety video analytic examinations of the Main Street West at Dundurn Street South and King Street West at Dundurn Street South intersections in 2021 and is facilitating an in-service road safety review of both intersections jointly to identify possible safety enhancements.

THEREFORE, BE IT RESOLVED:

- (a) That upon the conclusion of the Main Street West at Dundurn Street South and King Street West at Dundurn Street South intersection road safety review that the Transportation Operations & Maintenance Division report back to the Public Works Committee with the review's findings inclusive of costs and a proposed implementation plan; and
- (b) That the Main Street West at Dundurn Street South and King Street West at Dundurn Street South intersection road safety review findings be shared with the City's LRT office for consideration and to identify if any of the proposed safety enhancements could be incorporated into the design of the LRT corridor, if applicable.

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

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

9. Transit Maintenance & Storage Facility - Policy 11 Contract Extension and Phase 2 Award (Contract Administration Services) (PW19006(a)) (City Wide) (Item 14.2)

(Powers/Farr)

- (a) That Report PW19006(a), respecting Transit Maintenance & Storage Facility - Policy 11 Contract Extension and Phase 2 Award (Contract Administration Services), be received.

- (b) That Report PW19006(a), respecting Transit Maintenance & Storage Facility - Policy 11 Contract Extension and Phase 2 Award (Contract Administration Services), remain confidential.

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

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

FOR INFORMATION:

(a) APPROVAL OF AGENDA (Item 2)

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

7. CONSENT ITEMS

- 7.3 Waste Management Advisory Committee Minutes - December 16, 2021

12. NOTICES OF MOTION

- 12.1 Main Street East and King Street East (Delta) In-Service Road Safety Review, Hamilton (Ward 3)
- 12.2 Main Street West at Dundurn Street South and King Street West at Dundurn Street South Intersection Road Safety Plan, Hamilton (Ward 1)
- 12.3 Replacement of Deficient Sidewalk, Curbs and Driveway Approaches (Ward 1)

(Pearson/Powers)

That the agenda for the March 21, 2022 Public Works Committee meeting be approved, as amended.

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

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

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)

(i) March 21, 2022 (Item 4.1)

(Powers/VanderBeek)

That the Minutes of the March 21, 2022 meeting of the Public Works Committee be approved, as presented.

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

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

(d) CONSENT ITEMS

(i) Waste Management Advisory Committee Minutes - December 16, 2021 (Item 7.3)

(Ferguson/Pearson)

That the Waste Management Advisory Committee Minutes of December 16, 2021, be received.

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

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

(e) NOTICES OF MOTIONS (Item 12)**(i) Main Street East and King Street East (Delta) In-Service Road Safety Review, Hamilton (Ward 3) (Item 12.2)**

Councillor Nann relinquished the Chair to Councillor Powers in order to introduce the following motion:

(Nann/Jackson)

That the Rules of Order be waived to allow for the introduction of a motion respecting Main Street East and King Street East (Delta) In-Service Road Safety Review, Hamilton (Ward 3).

Result: Motion CARRIED by a 2/3 majority vote of 8 to 0, as follows:

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

For further disposition of this matter, refer to Item 7.

Councillor Nann assumed the Chair.

(ii) Main Street West at Dundurn Street South and King Street West at Dundurn Street South Intersection Road Safety Plan, Hamilton (Ward 1) (Item 12.2)

(Danko/Nann)

That the Rules of Order be waived to allow for the introduction of a Motion respecting Main Street West at Dundurn Street South and King Street West at Dundurn Street South Intersection Road Safety Plan, Hamilton (Ward 1).

Result: Motion CARRIED by a 2/3 majority vote of 8 to 0, as follows:

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

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

(iii) Replacement of Deficient Sidewalk, Curbs and Driveway Approaches (Ward 1) (Item 12.3)

Councillor VanderBeek introduced the following Notice of Motion:

WHEREAS, the Transportation Operations & Maintenance Division, reviewed Sanders Boulevard, Pearl Street South, Kent Street, Breadalbane and several other streets in Ward 1 and determined that there are areas requiring sidewalk (1845 sq. m), curb (56 m) and/or driveway apron (152 m) repairs;

WHEREAS, the City of Hamilton is committed to creating safe neighbourhoods and vibrant communities.

THEREFORE, BE IT RESOLVED:

- (a) That removal and replacement of sidewalk, curb, driveway approaches at deficient areas on streets such as, but not limited to Sanders Boulevard, Pearl Street S, Kent Street, Breadalbane Street be approved to be completed under contract C15-31-19;
- (b) That concrete and asphalt repairs to be funded from the Ward 1 Capital Re-Investment Reserve Fund (#108051) at an upset limit, including contingency, not to exceed \$240,000, be approved; and
- (c) That the Mayor and City Clerk 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.

(f) GENERAL INFORMATION / OTHER BUSINESS (Item 13)

(i) Amendments to the Outstanding Business List (Item 13.1)

(Pearson/VanderBeek)

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

- (a) Items Considered Complete and Needing to be Removed (Item 13.1 (a)):
 - (i) Addressing Traffic Speed and Volume on Harbour Front Drive
Addressed as Item 10.1 on today's agenda - Report Pw20063(a)
Item on OBL: ACF
 - (ii) Truck Route Master Plan Update
Addressed as Item 10.3 on today's agenda - Truck Route Sub-Committee Report 22-001, March 28, 2022
Item on OBL: ACI
- (b) Items Requiring a New Due Date (Item 13.1 (b)):
 - (ii) Ward 1 Multi-Modal Connections Review
Item on OBL: ABD
Current Due Date: March 21, 2022
Proposed New Due Date: May 16, 2022

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

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

(g) PRIVATE AND CONFIDENTIAL (Item 14)

Committee determined that discussion of items 14.1 and 14.2 was not required in Closed Session, so the items were addressed in Open Session, as follows:

(i) Closed Session Minutes – March 21, 2022 (Item 14.1)

(Pearson/Danko)

- (a) That the Closed Session Minutes of the March 21, 2022 Public Works Committee meeting, be approved; and
- (b) That the Closed Session Minutes of the March 21, 2022 Public Works Committee meeting, remain confidential.

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

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

(h) ADJOURNMENT (Item 15)

(Powers/VanderBeek)

That there being no further business, the meeting adjourned at 3:20 p.m.

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

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

Respectfully submitted,

Councillor N. Nann, Chair,
Public Works Committee

Carrie McIntosh
Legislative Coordinator
Office of the City Clerk

6.1

Request to Speak to Committee of Council

Thursday, April 7, 2022 - 3:43 p.m.

==Committee Requested==

Committee: Public Works Committee

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Individual: James Kemp

Name of Organization: Advisory Committee for Persons with Disabilities

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address:
[REDACTED]

Reason(s) for delegation request: To consult respecting accessibility issues related to Accessible Transportation Services and the Eligibility Review Audit.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, December 1, 2021

5:45 p.m.

Virtual Meeting

Present: Chair: Chris Ritsma
Vice-Chair: William Oates
Members: Jeff Axisa, Kate Berry, Roman Caruk, Sharon Gibbons,
Jane Jamnik, Jessica Merolli, Cora Muis, Gary Rogerson,
Kevin Vander Meulen, Christine Yachouh,

Absent with

Regrets: Joachim Brouwer, Yaejin Kim, Ann McKay, Cathy Sutherland, Councillor
Esther Pauls, Councillor Terry Whitehead.

Also Present: Danny Pimentel, Active Transportation Technologist, Sustainable
Mobility
Peter Topalovic, Program Manager, Sustainable Mobility
Daryl Bender, Project Manager, Sustainable Mobility

1. APPROVAL OF AGENDA

(Caruk/Oates)

That the agenda of the December 1, 2021 meeting of the Hamilton Cycling
Committee be approved, as presented.

CARRIED

2. DECLARATIONS OF INTEREST

C. Ritsma declared a conflict of interest for Item 7.3.1, Hamilton Bike Share Inc. -
Everyone Rides Initiative, and will be abstaining from voting.

3. APPROVAL OF MINUTES OF PREVIOUS MEETING**(i) November 3, 2021 (Item 3.1)****(Jamnik/Gibbons)**

That the minutes of the November 3, 2021 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED**4. CONSENT ITEMS****(i) All Advisory Committee Meeting Minutes - Sep 27, 2021 (Item 5.1)****(Yachouh/Caruk)**

That the All Advisory Committee Meeting minutes of September 27, 2021 be received, as presented.

CARRIED**5. PUBLIC HEARINGS / DELEGATIONS****(i) Gender in Cycling Research Final Report (Item 6.1)**

Delegation has withdrawn.

6. DISCUSSION ITEMS**(Merolli/Axisa)**

That the discussion items be received and approved as follows:

(i) Terms of Reference Review (Item 7.1)

Committee members reviewed the Terms of Reference (TOR) and the mandate of the committee. Members noted that the committee mandate is not part of the TOR. Other items noted were, minimum age of members, adding scooters/e-scooters, term limits, appointment process, date/time of, and membership composition.

(Kate/Roman)

That the existing TOR remain and be further reviewed at a later date.

CARRIED

(ii) Member Attendance (Item 7.2)

Time commitment and attendance requirements were reviewed by committee members, in order to assess the potential removal of a member(s). Staff will provide additional information to the committee on the process for removing a committee member(s).

(iii) 2021 Budget (Item 7.3)

The committee discussed the remaining 2021 budget and allocated expenses to the following items:

- Hamilton Bike Share Inc. - Everyone Rides Initiative (Item 7.3.1)
- Velo Canada Membership (Item 7.3.2)

(Yachouh/Muis)

That up to \$1,000 from “Supporting Community Events to Raise Awareness for Cycling” within the 2021 Cycling Committee budget, be allocated to the Hamilton Bike Share Inc. - Everyone Rides Initiative request.

CARRIED**(Merolli/Rogerson)**

That up to \$200 from “Special Projects” within the 2021 Cycling Committee budget, be allocated to a yearly membership with Velo Canada.

CARRIED**(Oates/Berry)**

That remaining funds from the 2021 Cycling Committee budget be allocated into the reserve, to the upmost allowable amount.

CARRIED**(iv) Planning and Project Update (Item 7.4)**

Staff provided committee members with a digital update on the status of 2021 cycling infrastructure projects. Members asked questions related to York Blvd implementation, other completed projects and maintenance of bicycle lanes.

(v) Citizen Committee Report - Barton and Fifty EA (Item 7.5)**(Jamnik/Caruk)**

WHEREAS Barton Street East, between Fruitland Road and Fifty Road, and Fifty Road, between South Service Road and Highway 8, are on the cycling master plan;

WHEREAS Barton Street East in this area has multiple schools;

WHEREAS Fifty Road makes cycling connections to Niagara and Grimsby cycling lanes;

WHEREAS bi-directional cycling lanes are not best practice due to safety concerns; and,

WHEREAS the Cycling Advisory Committee has heard complaints regarding multi-use cycling paths.

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

(a) That Barton Street East cycling lanes be separated and protected and make connections to the local schools in the area;

(b) That Barton Street East cycling lanes be in the direction of expected automobile traffic;

(c) That Fifty Road cycling lanes cross the QEW bridge and connect to Winona; and,

(d) That Fifty Road cycling lanes be extended to the South Service Road to connect to cycling lanes east of the City of Hamilton.

(Merolli/Jamnik)

That the Citizen Committee Report respecting the Barton and Fifty Environmental Assessment be endorsed, subject to updates to the dates.

CARRIED

7. NOTICE OF MOTION**(i) Upper Wellington Environmental Assessment Network Connectivity Motion (Item 8.1)**

WHEREAS the City is currently doing an Environmental Assessment along Upper Wellington between Limeridge Road and Stone Church Road;

WHEREAS Hamilton's cycling master plan includes cycling infrastructure over the Lincoln Alexander Parkway along Upper Wellington Street;

WHEREAS it is important that cycling infrastructure connect to existing infrastructure in order to develop increased ridership;

WHEREAS a cycling lane over the Lincoln Alexander Parkway would connect the planned cycling infrastructure south of the Parkway to that north of the Parkway;

WHEREAS a connection over the overpass is a key component of a minimum grid of cycling infrastructure on the Hamilton mountain;

WHEREAS there is currently no north-south crossing over the Parkway closer than West 5th to the west and Upper Sherman to the east;

WHEREAS it is possible to reduce the number of car lanes on the bridge along Upper Wellington;

WHEREAS it is possible to consider having only two lanes, along with a center turning lane, all along Upper Wellington from Lime Ridge Road to Stone Church Road to match Upper Wellington to the south of Stone Church Road;

WHEREAS having four traffic lanes and with no cycle lane does not fit the goal of balancing infrastructure on the overpass; it instead prioritizes automobile transportation with respect to north-south connections on the Hamilton mountain;

WHEREAS a multi-use pathway slows down commuter cycling traffic;

WHEREAS a multi-use pathway causes unease for both cyclists and pedestrians; and,

WHEREAS pedestrians with ear-buds do not hear the bells of cyclists

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

- (a) The road improvements on Upper Wellington Street from Limeridge Road to Stone Church Road include cycling infrastructure over the Lincoln Alexander Parkway; and,
- (b) That the cycling infrastructure be clearly separated (e.g. separated facility) from the pedestrian traffic along Upper Wellington.

(Vander Muellen/Rogerson)

That the motion be deferred to a future meeting.

CARRIED**(ii) Bike Lane Asphalt (Item 8.3)**

WHEREAS road works, emergencies, development, construction, utilities and other events require removal of asphalt and/or concrete in bicycle lanes;

WHEREAS asphalt is typically patched quickly then properly repaired at a later date;

WHEREAS work requiring removal of asphalt and/or concrete can take months or years;

WHEREAS bicycles require a smoother surface, both for safety and quality of ride; and,

WHEREAS there are various examples of uncomfortable and unsafe patchwork on key pieces of cycling infrastructure.

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

That all asphalt and concrete repairs impacting a bicycle lane, bicycle trail, bicycle route, or other bicycle infrastructure be repaired and/or patched immediately after road work is complete to the same pre-repair quality or better, regardless of whether the entire project is complete or in progress.

(Ritsma/Muis)

That the motion be deferred to a future meeting.

CARRIED

8. GENERAL INFORMATION / OTHER BUSINESS

(i) Appointment of Chair and Vice-Chair

Committee members were asked to consider a chair or vice-chair role in 2022. Both positions will be selected/voted on at next committee meeting in January.

(ii) Truck Route Master Plan Update

Members inquired about an update or status of the Truck Route Master Plan. Staff indicated that it has been sent back to staff for further study and consultation.

(iii) Dundas Rides Event

Dundas Rides is hosting a bicycle ride in Friday December 10, 2021 beginning at Dundas Driving Park. Registration is required to participate.

(iv) Hamilton Bike Share Inc (HBSI)

C. Ritsma noted that a motion will be coming forward at a future meeting with recommendations on funding of HBSI.

9. ADJOURNMENT**(Merolli/Oates)**

That, there being no further business, the meeting adjourned at 7:23 p.m.

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Danny Pimentel
Active Transportation Technologist, Sustainable Mobility
Transportation Planning, Planning & Economic Development



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, January 5, 2022

5:45 p.m.

Virtual Meeting

Present: Chair: Chris Ritsma
Vice-Chair: William Oates
Members: Jeff Axisa, Kate Berry, Roman Caruk, Jane Jamnik, Ann McKay, Jessica Merolli, Cora Muis, Gary Rogerson, Cathy Sutherland, Kevin Vander Meulen, Christine Yachouh, Councillor Esther Pauls

Absent with Regrets: Joachim Brouwer, Sharon Gibbons, Yaejin Kim, Councillor Terry Whitehead.

Also Present: Danny Pimentel, Active Transportation Technologist, Sustainable Mobility
Peter Topalovic, Program Manager, Sustainable Mobility
Daryl Bender, Project Manager, Sustainable Mobility
Mike Field, Acting Director, Transportation Operations and Maintenance

1. CEREMONIAL ACTIVITIES

C. Ritsma recited a land acknowledgement.

2. APPROVAL OF AGENDA

(Muis/Caruk)

That the agenda of the January 5, 2022 meeting of the Hamilton Cycling Committee be amended to include "Planning and Project Updates" under discussion items as Item 7.4.

CARRIED

3. DECLARATIONS OF INTEREST

None

4. APPROVAL OF MINUTES OF PREVIOUS MEETING**(i) December 1, 2021 (Item 4.1)****(Oates/Caruk)**

That the minutes of the December 1, 2021 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

5. COMMUNICATIONS**(i) HCyc Member Resignation (Item 5.1)**

Two committee members have submitted their resignation. A motion will be brought forward to the January 10, 2022 Public Works Committee meeting, which will include a change in quorum requirements going forward. Staff will follow up with committee members on process of filling vacancies mid-term.

(Oates/Muis)

That the communication item be received.

CARRIED

6. DISCUSSION ITEMS**(i) Appointment of Chair and Vice-Chair (Item 7.1)****(Jamnik/Pauls)**

That C. Ritsma be acclaimed as Chair of the Hamilton Cycling Committee for 2022.

CARRIED

(Pauls/Vander Meulen)

That W. Oates be acclaimed as Vice-Chair of the Hamilton Cycling Committee for 2022.

CARRIED

(ii) 2022 HCyc Meeting Dates (Item 7.2)

The committee was provided a copy of 2022 meeting dates/times. Members discussed and questioned how meetings during the Municipal

election would occur. Staff will follow up with members on how the 2022 Municipal election will impact future committee meetings.

(iii) 2022 HCyc Workplan (Item 7.3)

Consideration of COVID (i.e. restrictions) and budget should be kept in mind when planning future projects/initiatives and should be flexible/adaptable. A working group will be formed to develop and complete the workplan.

(iv) Planning and Project Update (Item 7.4)

Staff provided the following updates to questions asked by committee members:

- Sydenham Rd: project voted in by Council as part of federal funding; not a Sustainable Mobility project. Final design is being worked on; preliminary concept includes physically separated facilities along with asphalt improvements downbound.
- Ogilvie St: The City's Roadway Safety group is currently reviewing Old Ancaster Rd and Ogilvie St. Cycling infrastructure is not currently planned for either street.
- Hatt St: Barriers were not installed in front of Shawn and Ed brewery as concerns were raised at the time of installation. City staff have met with the brewery to explore potential solutions in maintaining their operations, while maintaining the barriers. An update will be provided to the committee when a final solution has been determined.
- School Streets: City staff are completing the grant agreement and is planned for two schools to start as a pilot. Schools are still being finalized and will be shared with the committee once determined.
- York Blvd: Contractor portion of project is complete with some outstanding internal works to be completed; pavement markings, flexposts and signage. Precast curbs are used as a buffer and additional visibility of the larger barriers that follow. The intersection of York/Dundurn is part of the LRT project and will be reviewed for extensive improvements at that time. Additional pavement markings are planned for the intersection.

- Strachan St: multi-use path complete and will include cycling accommodations across intersections and may not have been implemented yet due to weather. The concrete multi-use path west of James St will see additional shared use signage.
- Bike Share: report is planned to be part of the January 10, 2022 Public Works committee meeting. The Public Works committee meeting agenda will be updated to include the report and update.
- Pipeline Trail: section closer to Brampton St/ Glow Park is being completed now.
- Barton St: staff will follow up with the committee on project limits and scope. Barton St is not identified within the Cycling Master Plan and as a result there are no plans for cycling infrastructure as part of the project.

(Oates/McKay)

That the discussion items be received

CARRIED

7. NOTICE OF MOTION

(i) Upper Wellington Environmental Assessment Network Connectivity Motion (Item 9.1)

WHEREAS the City is currently doing an Environmental Assessment along Upper Wellington between Limeridge Road and Stone Church Road;

WHEREAS Hamilton's cycling master plan includes cycling infrastructure over the Lincoln Alexander Parkway along Upper Wellington Street;

WHEREAS it is important that cycling infrastructure connect to existing infrastructure in order to develop increased ridership;

WHEREAS a cycling lane over the Lincoln Alexander Parkway would connect the planned cycling infrastructure south of the Parkway to that north of the Parkway;

WHEREAS a connection over the overpass is a key component of a minimum grid of cycling infrastructure on the Hamilton mountain;

WHEREAS there is currently no north-south crossing over the Parkway closer than West 5th to the west and Upper Sherman to the east;

WHEREAS it is possible to reduce the number of car lanes on the bridge along Upper Wellington;

WHEREAS it is possible to consider having only two lanes, along with a center turning lane, all along Upper Wellington from Lime Ridge Road to Stone Church Road to match Upper Wellington to the south of Stone Church Road;

WHEREAS having four traffic lanes and with no cycle lane does not fit the goal of balancing infrastructure on the overpass; it instead prioritizes automobile transportation with respect to north-south connections on the Hamilton mountain;

WHEREAS a multi-use pathway slows down commuter cycling traffic;

WHEREAS a multi-use pathway causes unease for both cyclists and pedestrians; and,

WHEREAS pedestrians with ear-buds do not hear the bells of cyclists

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

- (a) The road improvements on Upper Wellington Street from Limeridge Road to Stone Church Road include cycling infrastructure over the Lincoln Alexander Parkway; and,
- (b) That the cycling infrastructure be clearly separated (e.g. separated facility) from the pedestrian traffic along Upper Wellington.

CARRIED

(ii) Bike Lane Asphalt (Item 9.2)

WHEREAS road works, emergencies, development, construction, utilities and other events require removal of asphalt and/or concrete in bicycle lanes;

WHEREAS asphalt is typically patched quickly then properly repaired at a later date;

WHEREAS work requiring removal of asphalt and/or concrete can take months or years;

WHEREAS bicycles require a smoother surface, both for safety and quality of ride; and,

WHEREAS there are various examples of uncomfortable and unsafe patchwork on key pieces of cycling infrastructure.

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

That all asphalt and concrete repairs impacting a bicycle lane, bicycle trail, bicycle route, or other bicycle infrastructure be repaired and/or patched immediately after road work is complete to the same pre-repair quality or better, regardless of whether the entire project is complete or in progress.

CARRIED

8. GENERAL INFORMATION / OTHER BUSINESS

(i) Dundas Rides - Yule Tide Bike Ride (Item 8.1)

Approximately 50 people attended including many families and was enjoyed by all participants.

9. ADJOURNMENT

(Oates/Caruk)

That, there being no further business, the meeting adjourned at 6:58 p.m.

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Danny Pimentel
Active Transportation Technologist, Sustainable Mobility
Transportation Planning, Planning & Economic Development



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, February 2, 2022

5:45 p.m.

Virtual Meeting

Present: Chair: Chris Ritsma
Vice-Chair: William Oates
Members: Roman Caruk, Sharon Gibbons, Ann McKay, Jessica Merolli, Cora Muis, Gary Rogerson, Cathy Sutherland, Kevin Vander Meulen, Christine Yachouh, Councillor Esther Pauls

Absent with

Regrets: Jeff Axisa, Kate Berry, Jane Jamnik, Councillor Terry Whitehead.

Also Present: Danny Pimentel, Project Manager, Active Transportation
Peter Topalovic, Program Manager, Sustainable Mobility
Mike Field, Acting Director, Transportation Operations and Maintenance

1. CEREMONIAL ACTIVITIES

C. Ritsma recited a land acknowledgement.

2. APPROVAL OF AGENDA

(Oates/Sutherland)

That the agenda of the February 2, 2022 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

3. DECLARATIONS OF INTEREST

C. Ritsma is on the Executive Board of Directors for Bike Share Inc. and declared a conflict of interest for Item 8.2 (City of Hamilton Bikeshare Report) and will be abstaining from voting.

4. APPROVAL OF MINUTES OF PREVIOUS MEETING**(i) HCyc Meeting Minutes - January 5, 2022 (Item 4.1)****(McKay/Rogerson)**

That the minutes of the January 5, 2022 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED**5. COMMUNICATIONS****(Oates/Caruk)**

That the communication items be received:

(i) HCyc Membership Update (Item 5.1)

City staff informed committee members that Clerks is in the process of recruiting and filling recent vacancies. Members asked how quorum is impacted while members are being recruited. Staff will follow up with the committee when that information is available.

(ii) School Street Project Update (Item 5.2)

The committee was provided a written update on the School Streets Project. Members asked about timelines and what the closure/project is going to look like. Staff advised that each school may look different from one another and are still coordinating those details with the school and/or councillor. Committee members also offered to assist with schools within their wards that are taking part in the program.

CARRIED**6. DISCUSSION ITEMS****(i) Planning and Project Update (Item 8.1)**

Staff provided members with an update on current and planned projects. Members asked questions related to:

- Kitty Murray Lane: staff will follow-up on the planned infrastructure for this project; temporary bicycle lanes are noted.
- Dundas Street multi-use path: staff will follow-up on potential opportunities for consultation and/or engagement on this project.

- North Waterdown Drive, Hamilton: staff will follow-up and advise on status of design and if it can be shared/viewed by committee to better understand the connections to Parkside Drive and Avonsyde Boulevard.
- Active Transportation Fund: staff will be submitting an application to this Federal grant opportunity. Staff will seek feedback from committee members on potential projects that could be included.
- York Blvd, Hamilton: with future construction works planned on York Blvd because of LRT, any future road works (i.e. repaving, patch work) has been put on hold until a plan is determined.

(ii) City of Hamilton Bikeshare Report (Item 8.2)

A portion of the City of Hamilton “Public Bike Share Program Phased Procurement Process Sustainable Operations Model and Funding (PED20109(d))” report was read. Overall financial commitment was outlined and discussed as well as the potential for future expansion in other parts of the City.

(Merolli/Muis)

Suspend the rules of procedure in regard to a notice of motion.

CARRIED

(Oates/Muis)

That the Hamilton Cycling Committee support Report PED20109(d)) respecting the Public Bike Share Program Phased Procurement Process Sustainable Operations Model and Funding.

The above motion was amended to read as follows:

(Vander Meulen/Merolli)

That the Hamilton Cycling Committee support the concept of a partnership between the City of Hamilton and the bikeshare operator.

CARRIED

(iii) Claremont Art Project (Item 8.3)

Placemaking, Public Art and Projects is seeking a Hamilton Cycling Committee member to take part in an advisory committee for the Keddy Access Trail Street Art Project.

(Rogerson/Oates)

That J. Merolli be appointed to the Keddy Access Trail Street Art Project Advisory Committee as a representative of the Hamilton Cycling Advisory Committee.

CARRIED

(iv) 2022 HCyc Workplan (Item 7.4)

Committee members reviewed and discussed their 2022 workplan and noted that it is forecasted to include year 1 of each new committee term. The workplan is a working document and will be updated as projects progress and expenses incur. Members were advised that any expenses will still require committee members approval.

(v) Cycle Hamilton - Movie Night Funding Request (Item 8.5)

Committee members reviewed and discussed the funding request proposal from Cycle Hamilton. Committee members identified an informal limit of \$500 for previous and future requests to ensure its fairness for other organizations, while also understanding the challenges with spending the budget in years past. Members also identified that Cycle Hamilton received funding in 2021 for a research project which has not been completed.

(McKay/Muis)

That up to \$1,125 from "Special Projects" within the 2022 Cycling Committee budget, be allocated to Cycle Hamilton - Movie Night request and that the Hamilton Cycling Committee being identified as a co-sponsor.

CARRIED

(Merolli/Rogerson)

That the discussion items be received

CARRIED

7. NOTICE OF MOTION

(Vander Meulen/Oates)

That the motion be deferred to a future meeting:

(i) Upper Wellington Environmental Assessment Network Connectivity Motion (Item 9.1)

WHEREAS the City is currently doing an Environmental Assessment along Upper Wellington between Limeridge Road and Stone Church Road;

WHEREAS Hamilton's cycling master plan includes cycling infrastructure over the Lincoln Alexander Parkway along Upper Wellington Street;

WHEREAS it is important that cycling infrastructure connect to existing infrastructure in order to develop increased ridership;

WHEREAS a cycling lane over the Lincoln Alexander Parkway would connect the planned cycling infrastructure south of the Parkway to that north of the Parkway;

WHEREAS a connection over the overpass is a key component of a minimum grid of cycling infrastructure on the Hamilton mountain;

WHEREAS there is currently no north-south crossing over the Parkway closer than West 5th to the west and Upper Sherman to the east;

WHEREAS it is possible to reduce the number of car lanes on the bridge along Upper Wellington;

WHEREAS it is possible to consider having only two lanes, along with a center turning lane, all along Upper Wellington from Lime Ridge Road to Stone Church Road to match Upper Wellington to the south of Stone Church Road;

WHEREAS having four traffic lanes and with no cycle lane does not fit the goal of balancing infrastructure on the overpass; it instead prioritizes automobile transportation with respect to north-south connections on the Hamilton mountain;

WHEREAS a multi-use pathway slows down commuter cycling traffic;

WHEREAS a multi-use pathway causes unease for both cyclists and pedestrians; and,

WHEREAS pedestrians with ear-buds do not hear the bells of cyclists

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

- (a) The road improvements on Upper Wellington Street from Limeridge Road to Stone Church Road include cycling infrastructure over the Lincoln Alexander Parkway; and,
- (b) That the cycling infrastructure be clearly separated (e.g. separated facility) from the pedestrian traffic along Upper Wellington.

CARRIED

(ii) Bike Lane Asphalt (Item 9.2)**(Ritsma/Merolli)**

That the motion be deferred to a future meeting:

WHEREAS road works, emergencies, development, construction, utilities and other events require removal of asphalt and/or concrete in bicycle lanes;

WHEREAS asphalt is typically patched quickly then properly repaired at a later date;

WHEREAS work requiring removal of asphalt and/or concrete can take months or years;

WHEREAS bicycles require a smoother surface, both for safety and quality of ride; and,

WHEREAS there are various examples of uncomfortable and unsafe patchwork on key pieces of cycling infrastructure.

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

That all asphalt and concrete repairs impacting a bicycle lane, bicycle trail, bicycle route, or other bicycle infrastructure be repaired and/or patched immediately after road work is complete to the same pre-repair quality or better, regardless of whether the entire project is complete or in progress.

CARRIED**8. GENERAL INFORMATION / OTHER BUSINESS**

- (i)** Staff shared that D.Bender has retired and D. Pimentel is the new Project Manager, Active Transportation.
- (ii)** Staff will provide the committee with an update on Bike Month plans/events.

9. ADJOURNMENT

(Merolli/Oates)

That, there being no further business, the meeting adjourned at 7:38 p.m.

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Danny Pimentel
Project Manager, Active Transportation
Planning & Economic Development



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, March 2, 2022

5:45 p.m.

Virtual Meeting

Present: Chair: Chris Ritsma
Vice-Chair: William Oates
Members: Jeff Axisa, Kate Berry, Roman Caruk, Sharon Gibbons,
Ann McKay, Jessica Merolli, Kevin Vander Meulen, Gary Rogerson

Absent with

Regrets: Jane Jamnik, Cora Muis, Cathy Sutherland, Christine Yachouh
Councillor Esther Pauls, Councillor Terry Whitehead,

Also Present: Danny Pimentel, Project Manager, Active Transportation
Peter Topalovic, Program Manager, Sustainable Mobility
Mike Field, Acting Director, Transportation Operations and Maintenance

1. CEREMONIAL ACTIVITIES (Item 1)

C. Ritsma recited a land acknowledgement.

2. APPROVAL OF AGENDA (Item 2)

There were no changes to the agenda.

(Caruk/Oates)

That the agenda of the March 2, 2022 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

3. DECLARATIONS OF INTEREST (Item 3)

None

4. APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)

- (i) **Hamilton Cycling Committee Meeting Minutes - February 2, 2022
(Item 4.1)**

(Oates/McKay)

That the minutes of the February 2, 2022 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

5. COMMUNICATIONS (Item 5)

- (i) **Bike Month Update (Item 5.1)**

The committee was provided a written update on Bike Month for the City of Hamilton. City staff will be partnering with Cycle Toronto in promoting Bike Month via a Regional website and branding for 2022. As in years past, other Hamilton groups/organizations have been involved with events during Bike Month.

(Berry/Caruk)

That the Communication respecting the Bike Month Update, be received.

CARRIED

6. DELEGATION REQUESTS (Item 6)

- (i) **Velo Canada Bikes - Brian Pincott (Item 6.1)**

The committee recently became a member of Velo Canada Bikes and invited Brian Pincott (Executive Director) to provide an overview of the organization. Velo Canada Bikes was founded in 2012 and is a national non-profit organization working to build a bicycle friendly Canada. Committee members asked B. Pincott about the Active Transportation Fund and data collection study completed across Canada.

(Oates/Caruk)

That the Delegation from Brian Pincott, Executive Director, Velo Bikes Canada, be received

CARRIED

7. STAFF PRESENTATIONS (Item 7)**(i) Active Transportation Fund Overview (Item 7.1)**

Staff provided an overview of the Active Transportation Fund available through Infrastructure Canada. Committee asked questions around quantity of applications, timing of approval and percentage of the projects that are cycling focused.

(Oates/Caruk)

That the staff presentation respecting the Active Transportation Fund Overview be received.

CARRIED**8. DISCUSSION ITEMS (Item 8)****(Berry/Oates)**

That the following discussion items be received:

(i) Multi-Use Path Projects (Item 8.1)

Staff provided an overview of 5 multi-use path projects that have been assigned to a consultant for preliminary design. Committee members asked questions related to improving intersection crossings for cyclists at Baldwin/York and West/Baldwin, along with the potential of a small traffic circle at Baldwin/West. Members also asked about future plans for West 5th St south of Governor's Blvd.

(ii) Hamilton Cycling Committee Email Account (Item 8.2)

Committee members were advised of a new Gmail account that is intended for all members of the committee to access. Members discussed purchasing a subscription to Google Meet to conduct virtual meetings as well as share information.

(Ritsma/McKay)

That \$150 from "Training, Conferences and Memberships" within the 2022 Cycling Committee budget, be allocated to a Google Meet yearly subscription.

CARRIED**(iii) Hamilton Cycling Committee Terms of Reference (Item 8.3)**

Committee members reviewed the existing Terms of Reference and identified the membership section as an area for improvement. Committee members were asked to provide any comments to staff.

(iv) Hamilton Cycling Committee Workplan (Item 8.4)

Committee members discussed the workplan and the potential of incorporating Velo Canada Bikes national data collection study, events related to Bike Month (i.e. bike ride) and attending the Ontario Bike Summit in April.

(Oates/Berry)

That up to \$500 from “Training, Conferences and Memberships” within the 2022 Cycling Committee budget, be allocated to purchase two virtual Ontario Bike Summit tickets

CARRIED

(v) Planning and Project Update (Item 8.5)

Staff provided members with an update on current and planned projects. Staff highlighted upcoming public engagement opportunities and members asked questions related to:

- Sydenham Rd: a final design has yet to be determined. A focus group meeting is being planned to discuss design options.
- Kitty Murray Ln: is planned for review at the end of 2022. Any infrastructure proposed on Kitty Murray Ln will not be temporary.
- King St @ 403 - removed from list as a result of future LRT works and engagement with the Ministry of Transportation (MTO).
- Upper Wellington EA: a second public information center is being planned for early/mid April. The project team is aware of the Cycling Committee’s comments and have incorporated cycling infrastructure into the project.

CARRIED

9. NOTICE OF MOTION (Item 9)

(Vander Meulen/Oates)

That the motion be deferred to a future meeting:

(i) Upper Wellington Environmental Assessment Network Connectivity Motion (Item 10.1)

WHEREAS the City is currently doing an Environmental Assessment along Upper Wellington between Limeridge Road and Stone Church Road;

WHEREAS Hamilton's cycling master plan includes cycling infrastructure over the Lincoln Alexander Parkway along Upper Wellington Street;

WHEREAS it is important that cycling infrastructure connect to existing infrastructure in order to develop increased ridership;

WHEREAS a cycling lane over the Lincoln Alexander Parkway would connect the planned cycling infrastructure south of the Parkway to that north of the Parkway;

WHEREAS a connection over the overpass is a key component of a minimum grid of cycling infrastructure on the Hamilton mountain;

WHEREAS there is currently no north-south crossing over the Parkway closer than West 5th to the west and Upper Sherman to the east;

WHEREAS it is possible to reduce the number of car lanes on the bridge along Upper Wellington;

WHEREAS it is possible to consider having only two lanes, along with a center turning lane, all along Upper Wellington from Lime Ridge Road to Stone Church Road to match Upper Wellington to the south of Stone Church Road;

WHEREAS having four traffic lanes and with no cycle lane does not fit the goal of balancing infrastructure on the overpass; it instead prioritizes automobile transportation with respect to north-south connections on the Hamilton mountain;

WHEREAS a multi-use pathway slows down commuter cycling traffic;

WHEREAS a multi-use pathway causes unease for both cyclists and pedestrians; and,

WHEREAS pedestrians with ear-buds do not hear the bells of cyclists

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

- (a) The road improvements on Upper Wellington Street from Limeridge Road to Stone Church Road include cycling infrastructure over the Lincoln Alexander Parkway; and,
- (b) That the cycling infrastructure be clearly separated (e.g. separated facility) from the pedestrian traffic along Upper Wellington.

CARRIED

(ii) Bike Lane Asphalt (Item 10.2)**(Ritsma/Berry)**

That the motion be deferred to a future meeting:

WHEREAS road works, emergencies, development, construction, utilities and other events require removal of asphalt and/or concrete in bicycle lanes;

WHEREAS asphalt is typically patched quickly then properly repaired at a later date;

WHEREAS work requiring removal of asphalt and/or concrete can take months or years;

WHEREAS bicycles require a smoother surface, both for safety and quality of ride; and,

WHEREAS there are various examples of uncomfortable and unsafe patchwork on key pieces of cycling infrastructure.

THEREFORE, BE IT RESOLVED AND RECOMMENDED:

That all asphalt and concrete repairs impacting a bicycle lane, bicycle trail, bicycle route, or other bicycle infrastructure be repaired and/or patched immediately after road work is complete to the same pre-repair quality or better, regardless of whether the entire project is complete or in progress.

CARRIED**9. GENERAL INFORMATION / OTHER BUSINESS (Item 11)**

- (i)** Keddy Trail Closure: between Hunter St & James Mountain Rd/West 5th on Wednesday March 9 from 9:00 a.m. to 4:00 p.m. Advance notification signs will be installed at key points and cyclists are encouraged to utilize the free HSR Mountain Climber.
- (ii)** Free public webinar for “Piloting School Streets” is being held on March 10, 2022 from 1:00 - 2:00 p.m. A future workshop on will be held on “How to Run a School Street Project”.

(Oates/Berry)

That up to \$100 from “Training, Conferences and Memberships” within the 2022 Cycling Committee budget, be allocated to purchase one workshop ticket.

CARRIED

10. ADJOURNMENT

(Berry/Oates)

That, there being no further business, the meeting adjourned at 7:47 p.m.

CARRIED


Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Danny Pimentel
Project Manager, Active Transportation
Planning & Economic Development



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 22, 2022
SUBJECT/REPORT NO:	Clean and Green Hamilton Strategy 2021 Year End Update (PW22023) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Whitney Slattery (905) 546-2424 Ext. 5089
SUBMITTED BY:	Cynthia Graham Acting Director, Environmental Services Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

Staff were directed to provide a progress update on the Clean and Green Strategy on an annual basis to the Public Works Committee.

INFORMATION

Report PW22023 summarizes the 2021 Clean and Green Hamilton Strategy's accomplishments. The Clean and Green Hamilton Strategy contains five pillars including litter, illegal dumping, graffiti, beautification and environmental stewardship. Information included in Report PW22023 highlights the 2021 City of Hamilton (City) staff accomplishments within each pillar, and activities undertaken by local citizens, organizations and community groups whose work supports the goals of the Hamilton Clean and Green Strategy. Despite another year with pandemic restrictions, volunteer participation increased by 93% over 2020.

Pillar #1 – Litter

Litter Remediation Programs

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The City coordinates and supports several volunteer initiatives, which include litter remediation programs, such as Team Up to Clean Up and Adopt-a-Park, as well as other community-led litter pick-up activities. Litter remediation program supplies are funded by the Keep Hamilton Clean and Green Committee.

All volunteer and litter remediation programs were impacted by the COVID-19 pandemic closures and associated physical distancing protocols throughout 2020 and 2021. Provincial guidelines changed rapidly and frequently throughout 2021, creating many challenges to overcome. Through the process of ongoing evaluation, staff worked diligently to provide flexible, modified programming to residents that were in alignment with provincial mandates. During lockdowns, City staff were supporting micro cleanups limited to those residing in the same household. With the intermittent closures of our Municipal Service Centers, staff continued to provide those supplies through porch delivery services.

The activity results from the City's litter remediation program in 2021 are not indicative of annual results that predate COVID-19; however, they demonstrate the dedication of community groups and individuals who actively participated in safe cleanup efforts during the pandemic. There were several citizens who were involved with ongoing cleanups throughout the year. In one example, a local youth partnered with the Royal Botanical Gardens Young Environmental Science Alliance to host an eco-walk, resulting in the collection of approximately 8.5 bags of garbage and 2.5 bags of recycling. This resident also organized a pumpkin recycling drive after Halloween and collected 7,257 kilos of pumpkins to donate to a local farmer. In another example, a citizen spent their vacation organizing and executing multi-week cleanups. This resident engaged 12 families and 30 individuals, collectively gathering approximately 40 bags of garbage throughout 12 of our City parks.

Community groups that typically organize large scale litter cleanups chose to either temporarily cancel or modify community cleanup events during 2021. Groups that proceeded with modified cleanups with support from the City include:

- Beautiful Alleys – a volunteer led group that engages community members to maintain and beautify alleyways, organized many modified events throughout the year, including a cleanup of the Emerald/Birge Alley where 1.5 tonnes of debris was collected.
- The Escarpment Project – due to COVID-19 restrictions, their annual cleanup in April was cancelled, however they supported families with supplies for individual cleanups limited to those residing in the same household.

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The 2021 results of litter remediation activities are summarized in Table 1.

Program Branch	Volunteers	Bags Collected (Garbage and Recycling)	Volunteer Hours	Value of Volunteer Hours ¹
Team Up to Clean Up (including community-led initiatives)	3,673	4,136	7,249	\$169,844
Adopt-A-Park	138	414	828	\$19,400
Total	3,811	4,550	8,077	\$189,244

Despite the continued challenges respecting lockdowns and social distancing limitations, 2021 saw a 93% increase over 2020 in volunteer participation. Table 2 provides a comparative analysis of the economic value of volunteer efforts, specifically contrasting 2020 and 2021.

	2019	2020	2021	Difference 2020 vs. 2021
Volunteer Hours ²	56,749	4,185	8,077	+ 3,892
Economic Value of Volunteer Hours ¹	\$1,372,759	\$98,055	\$189,244	+ \$91,189

Ontario Day of Action on Litter

The Provincial Day of Action on Litter is observed on the second Tuesday of May each year in Ontario and was held on May 11, 2021. The City promoted this event through social media to encourage residents to prevent and reduce waste at home and in their community. Individuals took part in small local cleanups to help keep the environment clean and healthy.

¹ Value based on hourly staff rate for a Labourer (Waste) position

² Combined total of volunteer hours between Team Up to Clean Up and Adopt-A-Park

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Waste Reduction Week in Canada 2021

Waste Reduction Week in Canada was held between October 18 – 24, 2021. This event focused on the principles of circular economy, resource efficiency and waste reduction. In support of Waste Reduction Week, the City's Waste Management Division's Outreach Team hosted two free webinars titled Reduce Your Weekly Waste and Put Waste in the Right Place. The sessions focused on residential waste and provided an opportunity for residents to learn more about the City's waste programs and answer any questions they had.

Pillar #2 – Illegal Dumping

Municipal & Waste By-law Enforcement

Waste/Parks Municipal Law Enforcement Officers (MLEO) responded to 1,844 issues relating to illegal dumping on public property between January 1st and December 31st, 2021. In addition to the illegal dumping service matters, the Waste/Parks MLEOs responded to 4,706 requests for service, conducted 4,616 visits to parks or other City properties, and issued 1,344 warnings or orders related to the Solid Waste Management By-law 20-221. Fees for services were applied to the tax roll for 53 non-compliant properties. A comparison of the By-law related activities between 2019, 2020 and 2021 is outlined in Table 3. There was a decrease in actions in 2021 as the result of MLEO redeployment to assist with Provincial Regulations/Orders and Municipal By-laws related to COVID-19 and previous enforcement success. The Enforcement Team has made great progress in educating residents to change behaviours and enforcing contraventions of By-law 20-221, as a result there is a constant decrease in non-compliance.

	2019	2020	2021
Solid Waste Management By-law service issues	6,053	5,564	4,706
By-law visits to parks and City properties	6,884	5,008	4,616
Illegal dumping on public property investigations	2,744	2,549	1,844
Warnings/orders related to By-law 20-221	2,706	2,222	1,344

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Pillar #3 – Graffiti

Graffiti Program

Two student MLEO positions were hired in 2021, which were involved with the proactive management of the Graffiti Program, supporting the graffiti Victim Assistance Program, and researching a new location for an additional Graffiti wall like the one in Woodland Park. The Municipal Law Enforcement Section actioned approximately 1,347 files pertaining to Graffiti in 2021, with the graffiti Victim Assistance issuing one gift certificate to a property owner for the purchase of supplies to remove the graffiti.

Pillar #4 – Beautification

Adopt-a-Park

Due to COVID-19 impacts, Adopt-a-Park activities were limited due to social and physical distancing protocols. In 2021, approximately 138 Adopt-a-Park volunteers provided park maintenance in 46 municipal parks across Hamilton. Their accomplishments included collecting litter in adopted parks, removing bulk items, picking up yard waste, and tree planting. This Program continues to engage park users and community groups to assist with park maintenance while taking pride and ownership of their community. Please refer to Tables 1 and 2.

Hamilton Trillium Awards Program

The Trillium Awards Program promotes and encourages community pride by recognizing residents' excellence in landscape design, maintenance, and property beautification efforts that make a positive contribution to the City. The Trillium Awards Program is coordinated by a volunteer committee. In 2021, the Trillium Committee introduced a digital format for the nomination process, which helped to nominate 530 gardens across the City for consideration for a Trillium Award. With the support of City staff, the committee recruited and trained 111 volunteers who travelled throughout the City to score each nominated garden. Table 4 provides an overview of the awards administered in 2021.

Table 4 – 2021 Trillium Awards by Category	
White Trillium Award	280
Pink Trillium Award	14
Red Trillium Award	1
Community Trillium Award	25 Local Businesses

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Garden Shows - The Spring Tide Bulb Show

The Spring Tide Bulb Show was cancelled, although the Tropical Greenhouse remained open. A small bulb display was put on daily through the latter half of March and early part of April. This show was also cancelled after one day in 2020 due to COVID-19. Please see Table 4 for metrics from previous Spring Tide Show attendance.

Table 4 – Historical Metrics for Spring Tide Show Attendance	
2017	8129
2018	7780
2019	11,556
2020	300

Garden Shows - The Mum Show

While adhering to COVID-19 health and safety guidelines, the Fall Garden and Mum Show was held from October 22 - 31, 2021. The theme was 101st Anniversary, A Walk Down Memory Lane. The event attracted 12,123 visitors, compared to 3,750 visitors in 2020 and 15,500 visitors in 2019. The City's Horticulture Section recreated some of the most outstanding displays from the last 101 years. Floral displays included highlights from the Japanese Garden from the 70s, Mums and Steel from the 90s, A Walk in The Woods from the early 2000s, Once Upon A Toy from 2018, as well as many others. The displays included over 200 varieties of chrysanthemums and more than 100,000 blooms. The admission fee was waived for all visitors, as was the case for 2020. Visitors were required to reserve tickets for hourly time slots through the City's online ticketing system.

Waste Outreach and Education

Due to ongoing COVID-19 restrictions, staff were not able to hold in-person presentations, so they were replaced with virtual presentations and webinars. A new Waste Virtual Classroom was created for students, primarily grades 1 - 5, but can accommodate up to grade 8. The virtual classroom was introduced in the Fall and received 33 requests, reaching 858 students. The program will continue to be offered and promoted in 2022.

Community presentations were offered virtually with two webinars held during Waste Reduction Week. The Outreach Team also attended a few other virtual presentations and had the opportunity to speak to and educate residents about the City's waste programs, reaching over 200 residents.

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Pillar #5 – Environmental Stewardship

Clean & Green Neighbourhood Grants

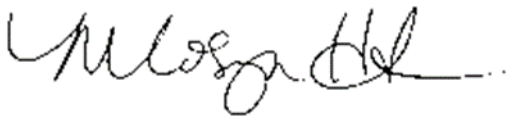
The Keep Hamilton Clean and Green (KHCG) Committee supports community-led initiatives by awarding small grants to individuals or community groups who have developed a project plan to keep their neighbourhood clean and green. A total of \$4,830.91 in grant funding was approved by the KHCG Committee in 2021, distributed to 6 community groups and citizens for 8 projects to support grassroots environmental stewardship initiatives and special projects.

APPENDICES AND SCHEDULES ATTACHED

N/A



INFORMATION REPORT

TO:	Mayor and Members Public Works Committee
COMMITTEE DATE:	April 22, 2022
SUBJECT/REPORT NO:	myRide Waterdown On-Demand Transit Pilot Six-Month Review (PW22024) (Ward 15)
WARD(S) AFFECTED:	Ward 15
PREPARED BY:	Sebastian Stula (905) 546-2424 Ext. 7898 Jason Vander Heide (905) 546-2424 Ext. 2390
SUBMITTED BY:	Maureen Cosyn-Heath Director, Transit Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

N/A

INFORMATION

BACKGROUND:

The purpose of Report PW22024 is to provide Committee with an interim update on the Hamilton Street Railway's (HSR) Waterdown myRide on-demand transit pilot at the six-month operational milestone, and to identify the next steps for the remainder of the pilot.

Waterdown was selected for the on-demand pilot because it has a variety of characteristics and challenges that are difficult to solve with a conventional fixed route transit service model based on its recent notable residential and commercial growth in different regions throughout the urban area. Within these growth areas, the needs of many community members were not being met with the conventional transit service that was available prior to the pilot, specifically the growing business and commercial areas. Through the (Re)Envision project, Transit staff, along with staff from Economic

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Development and the Ward 15 Councillor, consulted with Waterdown businesses and noted the challenges that they experienced with recruiting and retaining staff because of limited transportation options available to them.

Expanding transit service to meet these and other growth needs through a conventional service model would require significant investment; however, given historically low transit ridership within this community, the investment could not be justified based on the Council approved transit service standards. Further, the investment would not align with Council priorities for Fiscal Health and Financial Management, Trust and Confidence in City Government or Climate Change. That said, not finding a solution to meet the needs of the community would not align to other Council priorities for Multi-Modal Transportation or Integrated Growth and Development.

Transit staff determined that the combination of these and other factors made Waterdown an excellent choice to explore an alternative transit delivery model and to test the feasibility of using new technologies to support transit service operations. Embedded in the (Re)envision Guiding Principles as tools for planning and service improvements, this pilot project was approved at the City of Hamilton's (City) General Issues Committee on January 22, 2021. Tying the Guiding Principles and the Ten-Year Local Transit Strategy together, staff identified a pilot to improve service, grow ridership and embrace innovation. These are key elements in making transit a first choice in Hamilton.

In January 2021, the Transit Division engaged in a knowledge-building and procurement process for an on-demand Software as a Service (SaaS) product with an implementation target of September 7, 2021 to coincide with the start of the 2021 Fall service board period. An industry scan of service offerings and on-demand transit system designs was accomplished through a Request for Information (RFI) which subsequently provided the framework for the on-demand SaaS Request for Proposal (RFP). Following an extensive review of RFP submissions by a diverse team of subject matter experts, Spare Labs was announced as the successful vendor for the City's on-demand pilot on July 7, 2021.

Over the next 2 months, development of the on-demand pilot continued with the system design of the on-demand platform, implementation of technology, marketing and education campaigns for customers, training for HSR Operators and Staff, set up of a customer phone-in booking system and eventually bringing that work to the City's Customer Contact Centre.

The on-demand pilot successfully launched on September 7, 2021 with HSR's Route 18 Waterdown changing to an on-demand service called HSR myRide. This on-demand model is a "stop to stop" service that dynamically adjusts the route of the bus as customers request to be picked up. The goal of myRide is to improve the customer

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experience through more direct trips, quicker journeys and shorter wait times; while making their trip as efficient as possible.

HSR myRide is available for travel to and from designated bus stops within the Waterdown area, connecting to Burlington Transit bus routes and Aldershot GO Station, improving regional connectivity and travel choices.

This report contains a six-month evaluation of the Waterdown myRide on-demand transit program. It provides insight into the system design, its operation, benefits and lessons learned as well as the customer experience.

ON-DEMAND TRANSIT SYSTEM DESIGN:

The myRide on-demand service was developed to mimic the operating hours of the former Route 18 Waterdown. The service operates Monday to Saturday with the same service span on weekdays between 5 a.m. to 7:30 p.m. and 8:30 a.m. to 7:30 p.m. on Saturdays. There is no service offering on Sundays.

Route 18 operated on a bi-direction rotation, alternating between trips using a clockwise routing and trips using a counter-clockwise routing. Each directional rotation provided for a 30-minute frequency between buses in the given direction. The trunk line along Waterdown Road between Aldershot GO/Plains Road and Dundas Street, saw a higher frequency of approximately 15 minutes.

The footprint of Route 18 covered Parkside Drive to the north, the Walmart/Canadian Tire plazas west of Hollybush in the west, Spring Creek Drive in the east and Plains Road in the south. Through the application of the on-demand transit model, access to transit has been expanded to include the commercial/industrial lands and the Harry Howell Arena west of Highway 6, easterly towards Evans Road, southerly to include the new development areas south of Dundas Street and the residential developments north of Parkside Drive. The area serviced by transit has grown from 11km² to 16km², a 45% increase in coverage area. Through this coverage area expansion, the overall service standard for system wide coverage has improved. A comparison of the conventional vs. myRide service area is included in Appendix "A" – Figure 1 attached to Report PW22024.

During the early stages of program development, Staff completed a road network validation to identify the streets within Waterdown that could be used for the on-demand transit pilot. This involved driving the Vicinity bus (30 feet) on the selected streets to test for accessibility and ease of manoeuvring in the early morning when the demand for on-street parking was at its peak. Streets were selected for the on-demand road network

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only if they could provide access and manoeuvring for the transit vehicle. The following is a list of some considerations that were assessed:

- Sufficient pavement width;
- Side friction caused by on-street parking or traffic calming measures;
- Curves or bends in the road that make manoeuvring a bus difficult;
- Grade or elevation changes that could pose a challenge for the transit vehicle;
- Turning radiuses at intersections and clearances;
- All of the above conditions with consideration for inclement winter weather; and
- Destinations that are off of public right-of-way (private property, unassumed roads in new construction areas).

Only streets that met all these criteria were deemed to be suitable for the on-demand pilot. A map highlighting the final on-demand road network is included in Appendix "A" - Figure 2 attached to Report PW22024.

Completing the road network validation has allowed for the combination of testing of new technology, and to leverage the continued use of existing buses already in operation in the City's transit system. Within the myRide pilot, the HSR has re-dedicated three 30-foot Vicinity buses to service the Waterdown area, a reduction of one peak and off-peak bus from the four that were previously required on Route 18 on weekdays and 2 buses from the four that were previously required on Route 18 on Saturdays.

While the number of buses required to deliver myRide has remained relatively constant through the first 6 months of the myRide pilot, ridership growth from September to November was being realized up to a point where a fourth peak bus was being considered to support the increasing demand during morning and afternoon peak periods in November. However, due to COVID developments late in 2021, the additional peak bus was dispatched only when operationally feasible. During February and the early part of March, ridership trends have shown that they are beginning to recover to pre-Omicron levels.

Waterdown Route 18 had 71 conventional bus stops along its route. An additional 80 new virtual stops were introduced to the myRide service area to provide customers with greater access to key destinations in Waterdown with a significantly shorter walking distance when compared to the former fixed route service. A map of myRide conventional and virtual bus stops is included in Appendix "A" – Figure 3 attached to Report PW22024.

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Ensuring a change of this magnitude was embraced, communicating early and often was key. The myRide project team implemented several tactics including:

- Creation of a dedicated webpage www.hamilton.ca/hsrmyride that housed the most up-to-date information and serves as the main point of information for customers, City's contact centre representatives, and HSR's customer service representatives.
- Investing in comprehensive staff training.
- Direct communication with over 300 businesses (including major new employers), the municipal service centre, the library, Harry Howell Arena, Chamber of Commerce, primary/secondary schools, day cares, retail stores, fast food restaurants, grocery/big box stores, nearby long-term care and seniors' residences, and community groups located in Waterdown. Communication was in the form of an information letter highlighting the service changes and myRide program, plus a personal site visit to explain the program and provide printed posters and hand-outs for distribution.
- Materials shared through the Councillor's office.
- Advertisements and promotions on traditional print media, digital media, and social media channels.
- Signage posted at all 71 existing stops.
- One week of in-person, on-board orientation provided during the launch week to engage with customers and assist with the transition to the new model.

ON-DEMAND OPERATIONS (HOW IT WORKS) AND CUSTOMER EXPERIENCE:

myRide Customer Trips

One of the many benefits of an on-demand transit system is the ability to capture and examine trip data at a much deeper level. This data is then used to operate and enhance the on-demand service through customer experience while maintaining efficiency. It is also a valuable tool to help build an understanding of how a community uses transit.

A review of the specific origin and destination data from the first 6 months of the myRide pilot provides us with the following insights:

- The purpose for transit trips in Waterdown is evenly split between Employment/Commerce, Interregional Connectivity and Residential needs. (Appendix "B" – Figure 1 attached to Report PW22024)

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- The demand for transit trips is greater for commercial uses, connections to Burlington, to/from home and to Go Transit. The lowest demand is from dwellings along Waterdown Road and industrial land uses. (Appendix “B” – Figure 2 attached to Report PW22024)
- Most trips utilize the former Route 18 fixed route stops, with 18% of trips using new virtual bus stops. Only 0.5% of trips are Flag Down. A Flag Down trip occurs when a customer, who has not booked a trip, waves down the bus and requests a ride.
- Details about each specific land use vs. bus stop utilization (existing, virtual, flag down is available in Appendix “B” – Figures 3 to10 attached to Report PW22024)

myRide On-Time Performance

On-demand differs from conventional transit in that there is no fixed route or schedule, and buses are dispatched on a request type basis. For a conventional HSR transit route, the on-time performance measures are set such that a bus is deemed to be on-time if it arrives at a stop within a window that is no more than 2 minutes early or 5 minutes late of the advertised departure time. In the on-demand model, on-time performance is also measured within a 7-minute window; however, there are different levels of flexibility depending on the method that a customer chooses to book their trip. The first of the three choices are leave now which is a live on-demand trip. With this type of trip booking, the algorithm will attempt to find the quickest trip option, and the system continuously looks for a solution to pick the customer up in the least amount of time. If a pickup time becomes available that is better than what the customer was originally offered, then the myRide app will notify the customer of the time change.

The second trip type is an arrive by trip booking. This booking method allows the customer to select the time that they would like to arrive at their destination and the algorithm will assign the appropriate pickup time.

The third booking option is leave at. This booking method accepts bookings up to two days in advance and is commonly used by daily customers who complete routine trips, such as repetitive commuting trips, or by those who rely on the Customer Contact Centre to manually book their trip.

On-time performance is a valuable indicator of customer experience in a conventional service model but is one of the more challenging adjustments for customers transitioning from a conventional to an on-demand transit model. This is because there is no route or schedule to follow and timing of trip departures is dynamically adjusted. The on-time performance for departures in the conventional Route 18 service was 85.2%, under pre-COVID conditions, schedule adherence was at 88.1% under COVID

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conditions and myRide on-time performance is at 94.3%. This example is presented in a graph format in Appendix “C” – Figure 1 attached to Report PW22024.

myRide Ridership

Waterdown Route 18 has traditionally not achieved the HSR’s current weekday productivity standards of 25 boardings per hour in peak periods and 15 boardings per hour during off-peaks. The conventional service saw an average of 7 boardings (28%) per bus per hour during the peak periods under pre-COVID conditions and about 3-4 boardings (16%) per bus per hour under COVID conditions. The myRide service is seeing the same 3-4 boardings per bus per hour. This example is presented in a graph format in Appendix “D” – Figure 1 attached to Report PW22024.

The Saturday productivity standard is 15 boardings per hours and again the conventional and myRide demand does not achieve that target. The conventional service saw an average of 4 (27%) boardings per bus per hour throughout the day under pre-COVID conditions and about 2-3 (20%) boardings per bus per hour under COVID conditions. The myRide service is consistent with 2-3 boardings per bus per hour. This example is presented in a graph format in Appendix “D” – Figure 2 attached to Report PW22024.

Average transit boardings represent an indicator of trends in transit ridership. A boarding is an unlinked passenger trip, which counts a passenger each time they board a bus, regardless of how many buses they use to travel from their origin to their destination. On a conventional bus service like Waterdown Route 18, these are based on samples of trips measured by automatic passenger counters and in an on-demand model, this data is collected from individual passenger trip bookings.

A comparison of the average passenger boardings during revenue service (when vehicles are available to carry passengers), showed comparable ridership trends between Route 18 and the myRide on-demand service. Route 18 had 5.3 boardings per revenue service hour (pRSH) pre-COVID and 3.41 boardings (pRSH) under COVID conditions. myRide on-demand observed 3.00 boardings (pRSH) under COVID conditions. It is difficult to assess the direct impact that the 2021/22 December Holiday closures and subsequent Omicron prevention efforts had on ridership during this time. This example is presented in a graph format in Appendix “D” – Figure 3 attached to Report PW22024.

There are currently 1,793 registered participants (via phone or mobile app) and approximately 557 active myRide customers. 778 unique customers have tried the service at least once since its inception. Based on the customer satisfaction feedback through the in-app ratings, the myRide service is receiving a 90% satisfaction rating.

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myRide Key Performance Index's (KPI's)

One of the key emerging benefits of on-demand transit is the reduction in greenhouse gas emissions while providing the residents living in lower density communities an alternative mobility option that is flexible and convenient. Not only does the on-demand service itself require less kilometres to be driven to provide a comparable level of service with fewer vehicles in a 45% larger service coverage area, but it also provides an alternative to vehicle travel.

For this six-month review, seven of the main KPI's were used to show the comparison between the conventional service pre-COVID, conventional service during COVID times and myRide During COVID times. These are detailed below:

Total Service Kilometres is the measure for the total distance that buses travelled to deliver the transit service. During the same six-month period in 2019-20 (pre-COVID) HSR buses travelled 236,370km in Waterdown. In 2020-21 (COVID), the milage had dropped by 12% to 208,507km and with myRide in 2021-22, the service kilometres were reduced by 45% to 114,277km., a substantial savings given the similar ridership during the two COVID periods. This example is presented in a graph format in Appendix "E" – Figure 1 attached to Report PW22024.

Total Revenue Kilometres is the measure for the distance that buses travelled while being in-service and capable of carrying passengers. During the same six-month period in 2019-20 (pre-COVID) HSR buses travelled 214,251km in Waterdown. In 2020-21 (COVID), the mileage had dropped by 14% to 184,706km and with myRide in 2021-22, the service kilometres were reduced by 46% to 100,389km. A substantial savings with similar ridership during the two COVID periods. This example is presented in a graph format in Appendix "E" – Figure 2 attached to Report PW22024.

Total Service Hours is the measure for the total time that buses travelled to deliver the transit service. During the same six-month period in 2019-20 (pre-COVID), 9,404 service hours were required by the conventional transit service. In 2020-21 (COVID), service hours were reduced by 13% to 8,162 and subsequently by another 22% to 6,358 with myRide in 2021-22, as a result of fewer buses required for the on-demand service. This example is presented in a graph format in Appendix "E" – Figure 3 attached to Report PW22024.

Total Revenue Service Hours is the measure for the total time that buses are in-service and capable of carrying passengers. During the same six-month time period in 2019-20 (pre-COVID), 7,289 service hours were required by the conventional transit service. In 2020-21 (COVID), service hours were reduced by 14% to 6,275 and subsequently by another 25% to 4,709 with myRide in 2021-22, as a result of fewer buses required for

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the on-demand service. This example is presented in a graph format in Appendix “E” – Figure 4 attached to Report PW22024.

Operating Costs The cost to operate the myRide on-demand pilot for the first six-months is \$712,795. This cost is inclusive of all sunk costs of software licensing, promotional materials, training etc. Operating a conventional service during the same six-month time period in 2019-20 (pre-COVID) cost \$1,014,931 and in 2020-21 (COVID) \$880,968. This example is presented in a graph format in Appendix “E” – Figure 7 attached to Report PW22024.

FTE The number of Full Time Employees (FTE) required to operate transit in Waterdown was reduced by 25% from 11 FTE’s to 7 FTE’s. This example is presented in a graph format in Appendix “E” – Figure 6 attached to Report PW22024.

Bus Allocation The total bus allocation was reduced from 4 buses required to operate the conventional Route 18 Service to 3 buses for myRide with an occasional 4th bus being added for those times when peak demand requires additional capacity. This example is presented in a graph format in Appendix “E” – Figure 5 attached to Report PW22024.

An extensive list of additional KPI’s and service performance metrics are provided in Appendix “E” – Tables 1 through 5 attached to Report PW22024.

LESSONS LEARNED AND THE UNEXPECTED:

The on-demand transit platform provides the HSR with a level of trip detail that staff have never had before. Staff can easily gain insights from trip data that provides us with a good understanding of customer needs. Staff also receive ongoing feedback through the myRide app and through communication with the Customer Contact Centre. This provides the ability to receive, assess, and address customer feedback and complaints quickly because of operational flexibility. Changes to conventional transit require months of preparation, programming and implementation. Operational changes to enhance or improve on-demand transit can be done on-the-fly as long as the appropriate resources are available to do so.

The new on-demand model is a significant shift from the familiar fixed route approach and there was a learning curve for both staff and customers, with time required to adapt to the changes. Further, a significant amount of customer education needs to be done to avoid customer confusion in the early adoption phase. This came with a significant educational piece for everyone.

A common misconception for a customer transitioning from a conventional bus service to on-demand transit is that it operates like Uber or Lyft where a customer is picked up

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and dropped off exclusively in a single trip, where the intent of public on-demand transit is to pool customer trips with similar origins and destinations. This means that the bus may deviate from the most direct route for one passenger to pick up another, who is heading in a similar direction.

Another key learning is the challenge associated with the rightsizing of vehicles for the service. Since on-demand transit solutions are typically deployed in areas with lower ridership, smaller vehicles, with a 12-to-15 person seating capacity are traditionally used. These vehicles tend to provide more flexibility with navigation on narrower residential streets and in some cases accommodate a door-to-door on-demand transit offering which provides better access to transit for those with disabilities. Future deployments of on-demand transit in Hamilton should consider the right sizing of vehicles for the specific use, including procuring vehicles at a smaller size than is currently in the fleet mix.

Most of the myRide customers are satisfied with the service; however, staff have noted that there is a specific trip travel path which would require an increased need for customers to adapt to the on-demand service model. A common travel path on the fixed route service was to/from Aldershot Go or Burlington, straight up Waterdown Road and finish their trip at Dundas Street at the top of the escarpment, with service every 15 minutes. This is a regularly requested trip that now needs to be booked by the customer. Favourably, the software does allow for routine bookings for regular trips of this nature.

Provincial Support and Study of On-Demand Transit:

In the fall of 2020, funding had become available from the Federal and Provincial governments to make public transit more accessible and convenient through the Safe Restart Agreement. Under this agreement, 50% of the cost for approved new initiatives that made transit more accessible or affordable could be subsidised through the \$2 billion in funding available to Canadian municipalities. The Waterdown myRide on-demand transit pilot has leveraged this opportunity to fund a portion of the upfront costs of the pilot.

HSR is monitoring the myRide on-demand service, listening to customer feedback and applying changes whenever possible to enhance the customer experience. The following is a list of objectives to accomplish during the remainder of the pilot through continuous evaluation and innovation:

- A virtual stop utilization assessment (removal of unused stops and addition of new stops in anticipated growth areas).

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: myRide Waterdown On-Demand Transit Pilot Six-Month Review
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- Assessment of an on-demand hybrid model with a more robust and predictable connection to Aldershot GO and Burlington Transit during peak demand periods.
- Enhancements to the customer-app in both functionality and notifications about trip specific information.
- Improved communication about trip details for the customer.
- Proceed with an additional pilot period to test the unrealized flexibility of on-demand transit during significant construction projects on Parkside Drive and Waterdown Road, during which the operation of conventional transit would be significantly impacted and explore the potential of hybrid on-demand modelling for this purpose.
- Begin exploring the potential to deploy on-demand transit in areas of the City that traditionally experience low ridership demand on existing fixed routes or in areas that do not have access to transit.
- Report back with a full year evaluation and recommendation regarding other potential uses during the 2023 Budget Presentation.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW22024 – myRide Maps (system design)

Appendix "B" to Report PW22024 – Summary of myRide OD Data – First 6 months

Appendix "C" to Report PW22024 – Summary of myRide Performance Data – First 6
Months

Appendix "D" to Report PW22024 – Summary of myRide Demand Data – First 6
Months

Appendix "E" to Report PW22024 – Summary of myRide Service Data – First 6 Months

MyRide Maps (System Design)

Figure 1. myRide Coverage Area vs Route 18 Coverage Area Comparison:

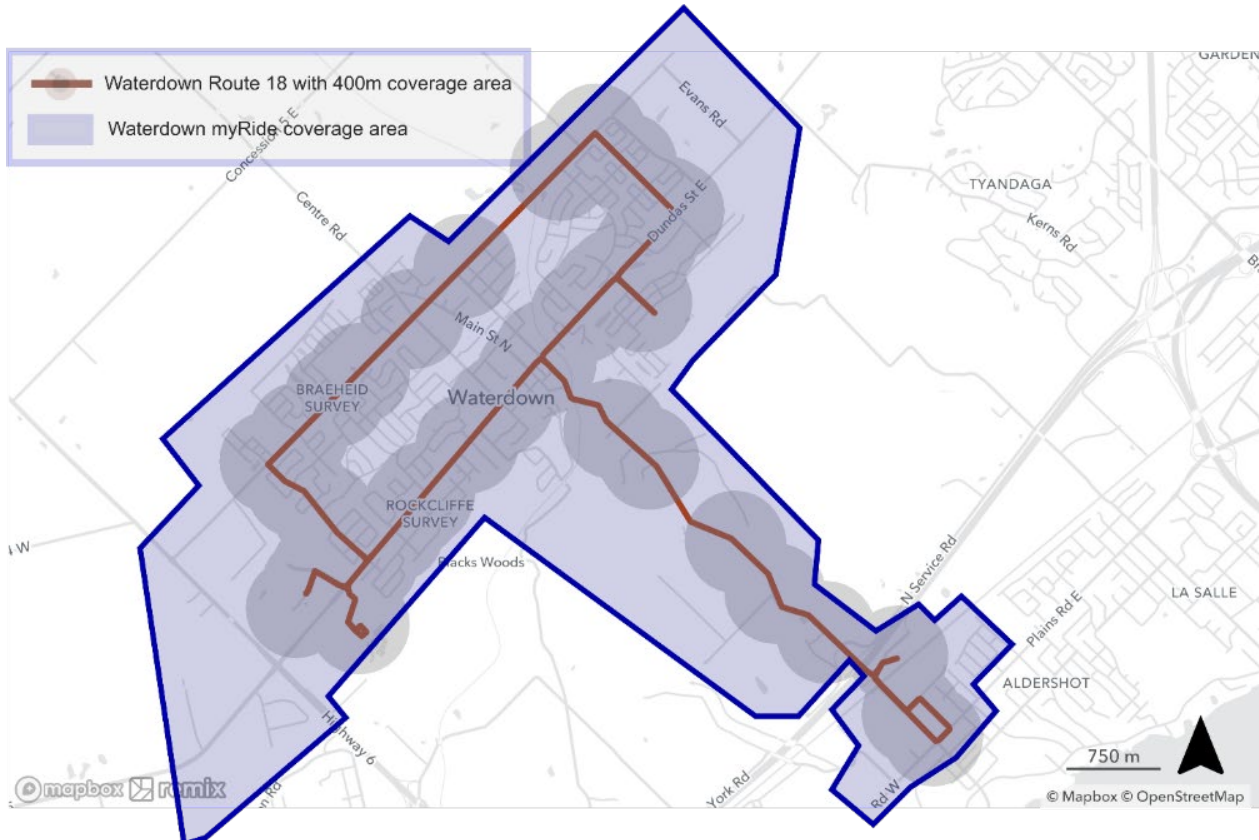


Figure 2. myRide Road Network:

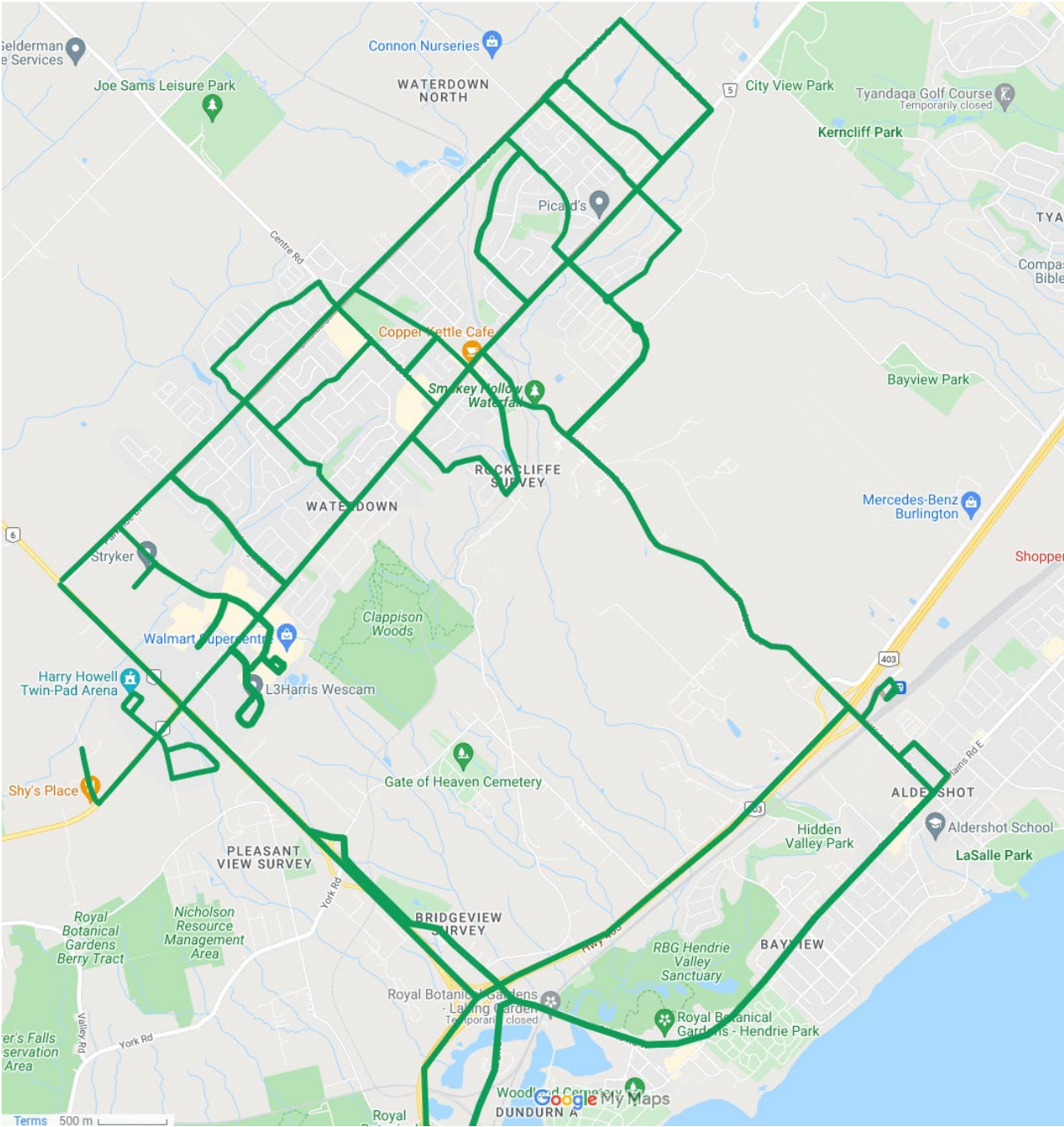
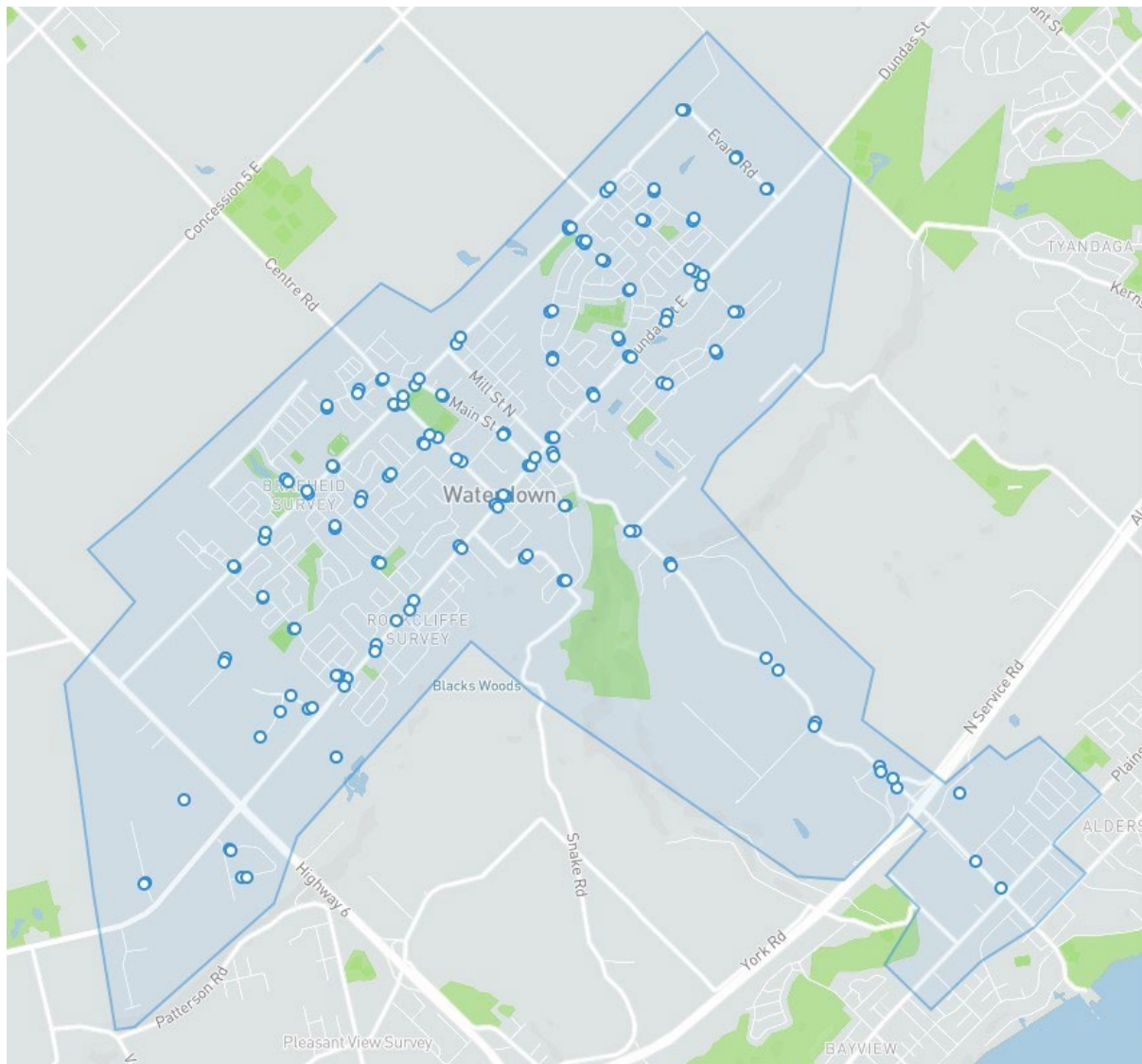


Figure 3. Fixed route and virtual myRide bus stops



Summary of myRide OD Data – First 6 months

Figure 1. Overall Trip Distribution:

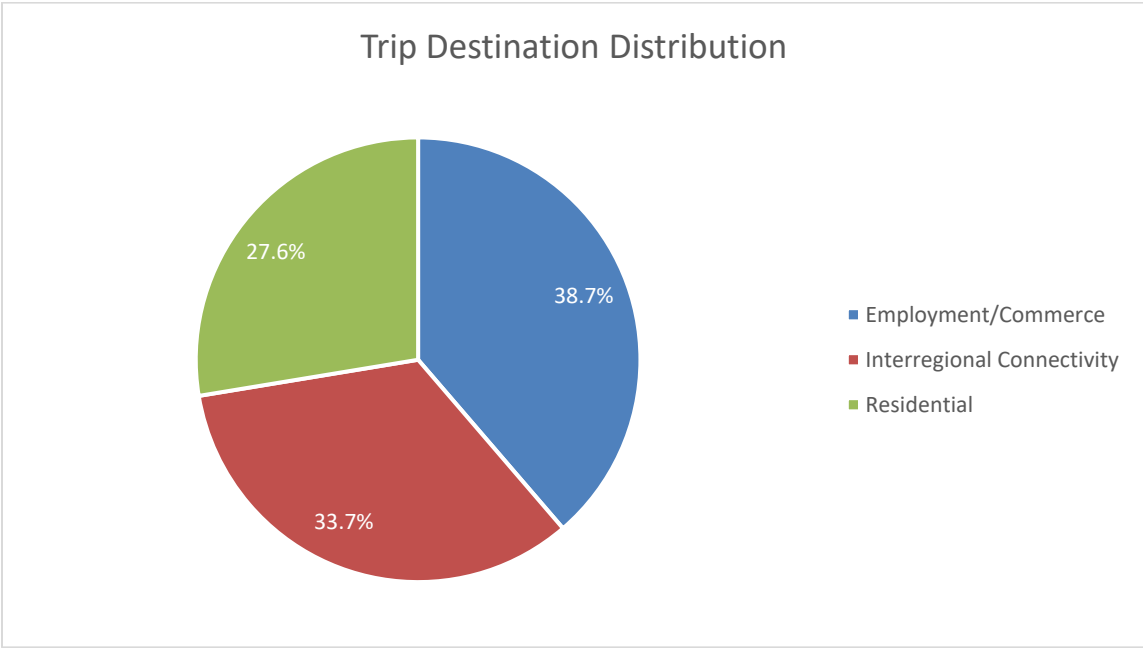
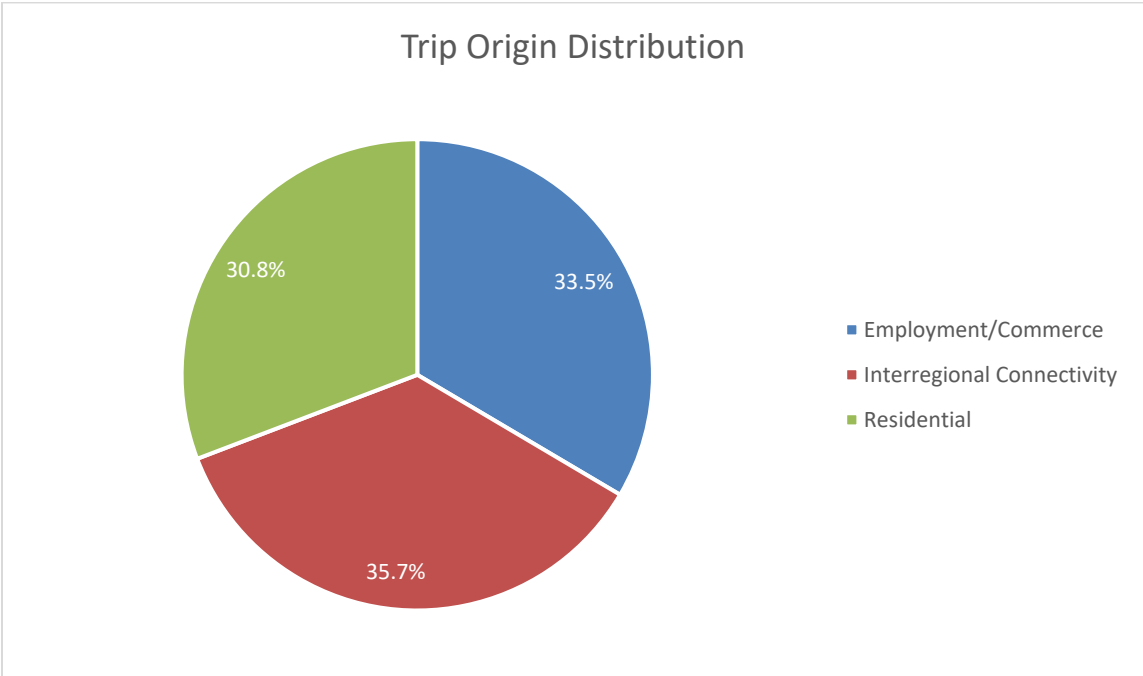


Figure 2. Trip Distribution by Zones:

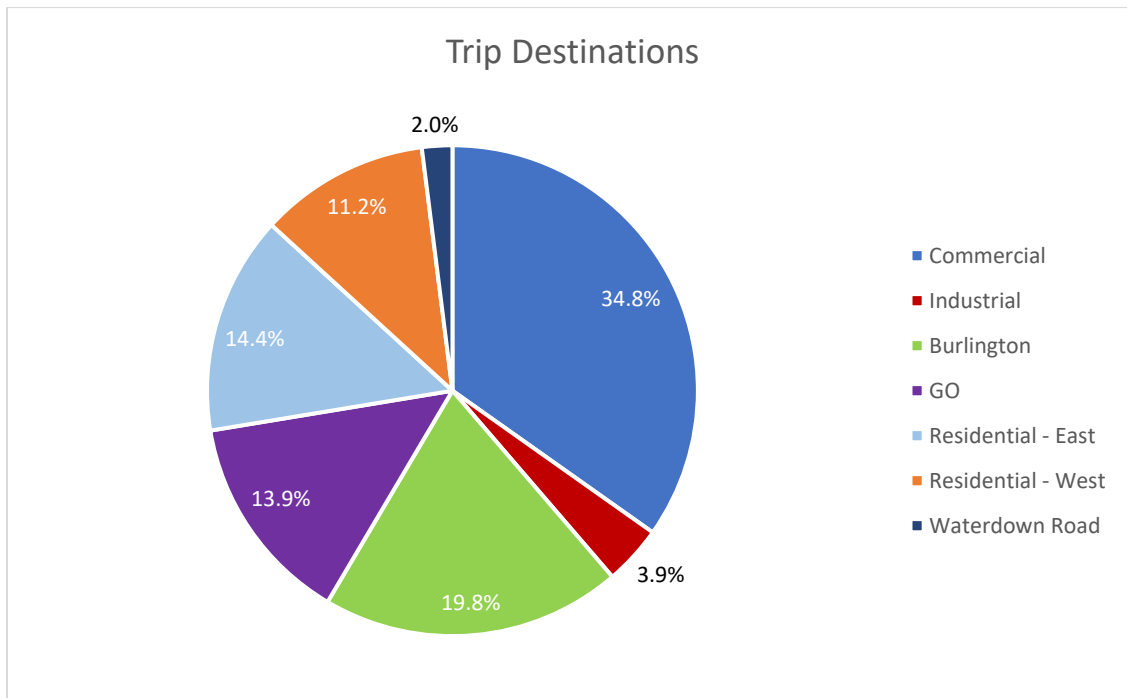
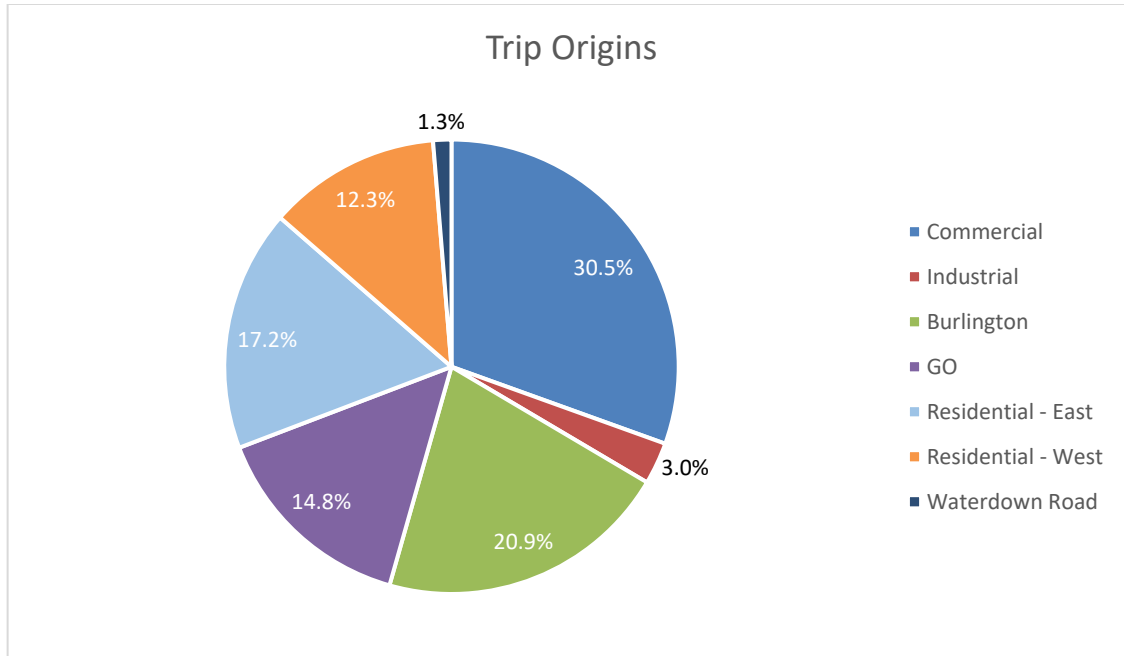


Figure 3. Stop Type Utilization:

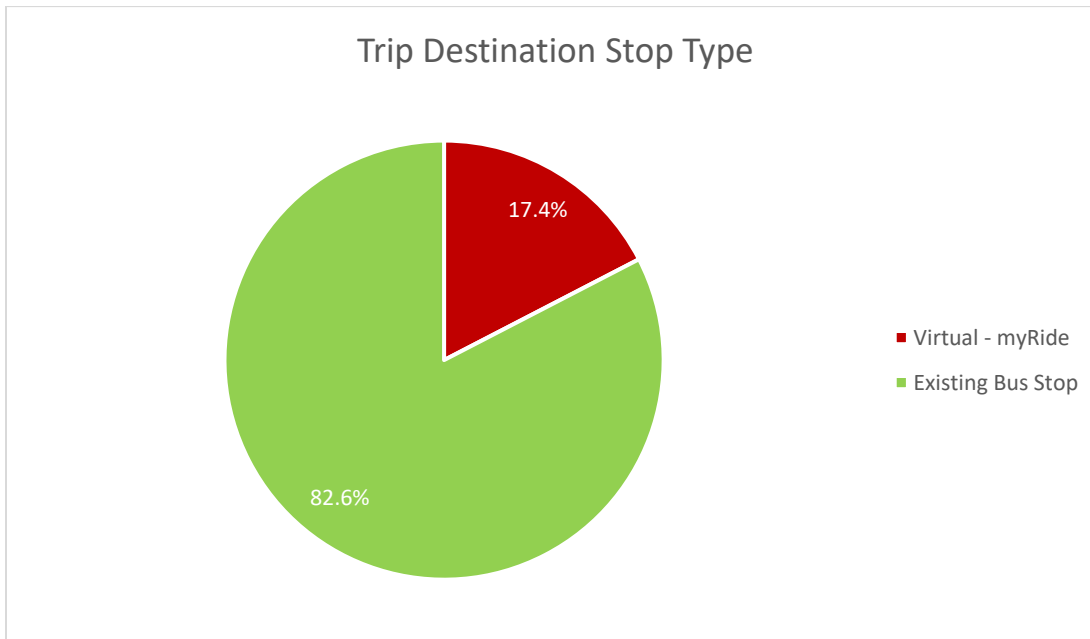
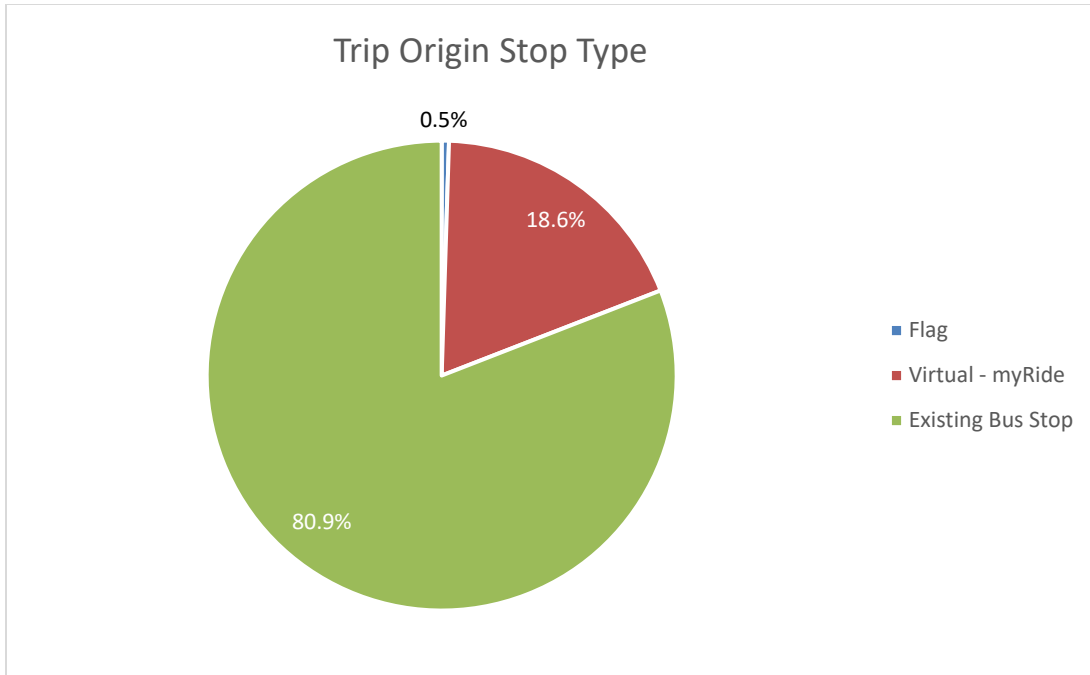


Figure 4. Burlington Zone:

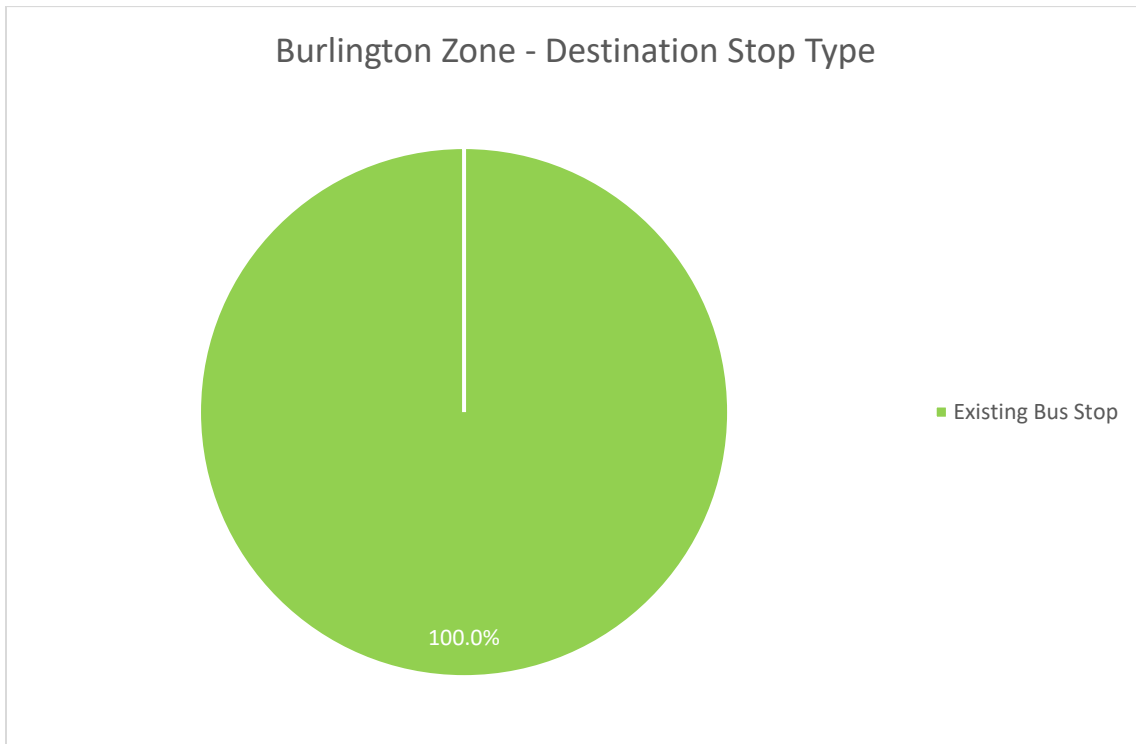
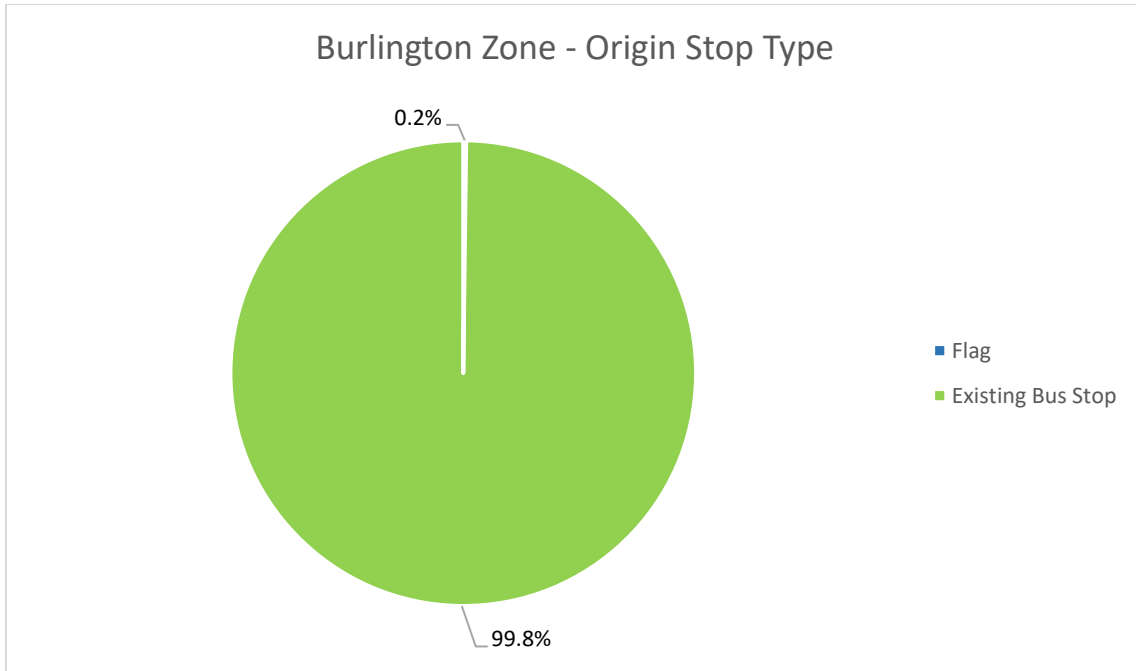


Figure 5. Commercial Zone:

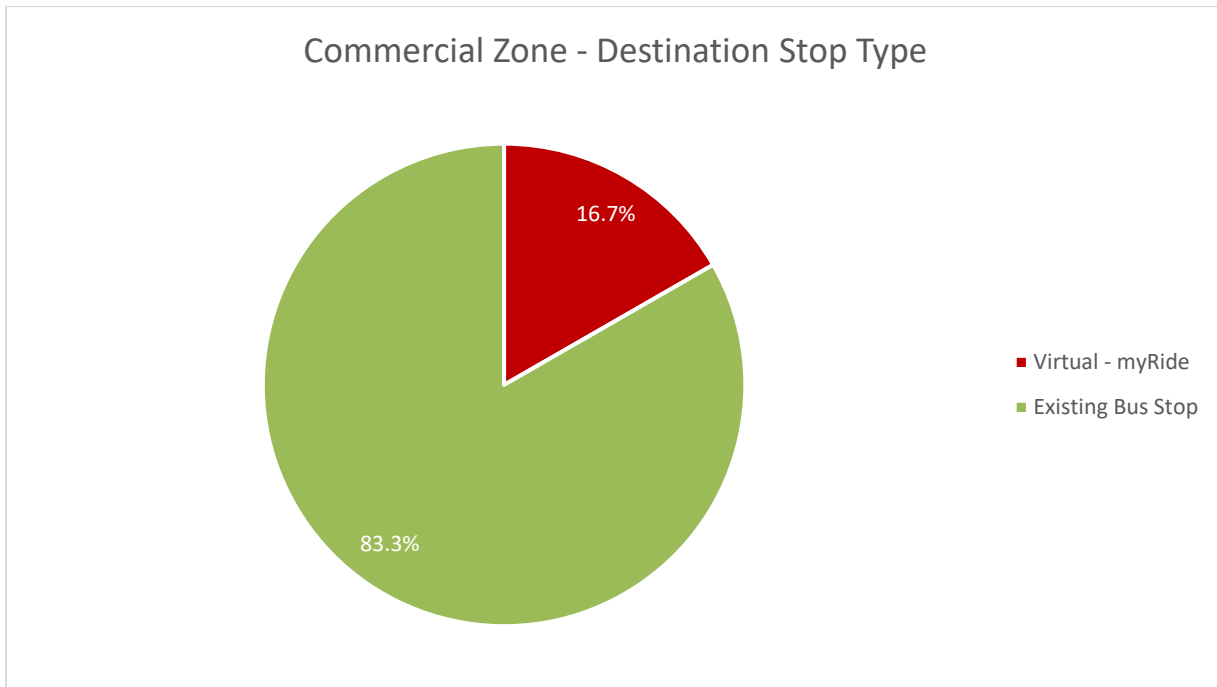
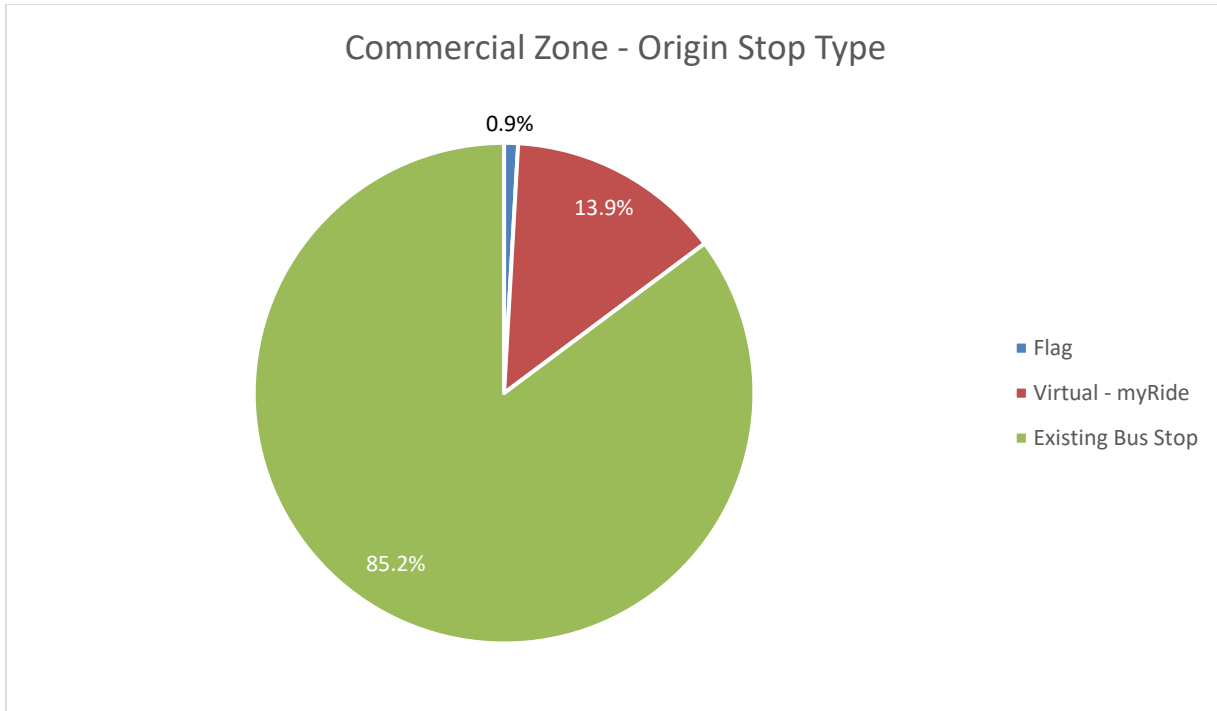


Figure 6. GO Transit Zone:

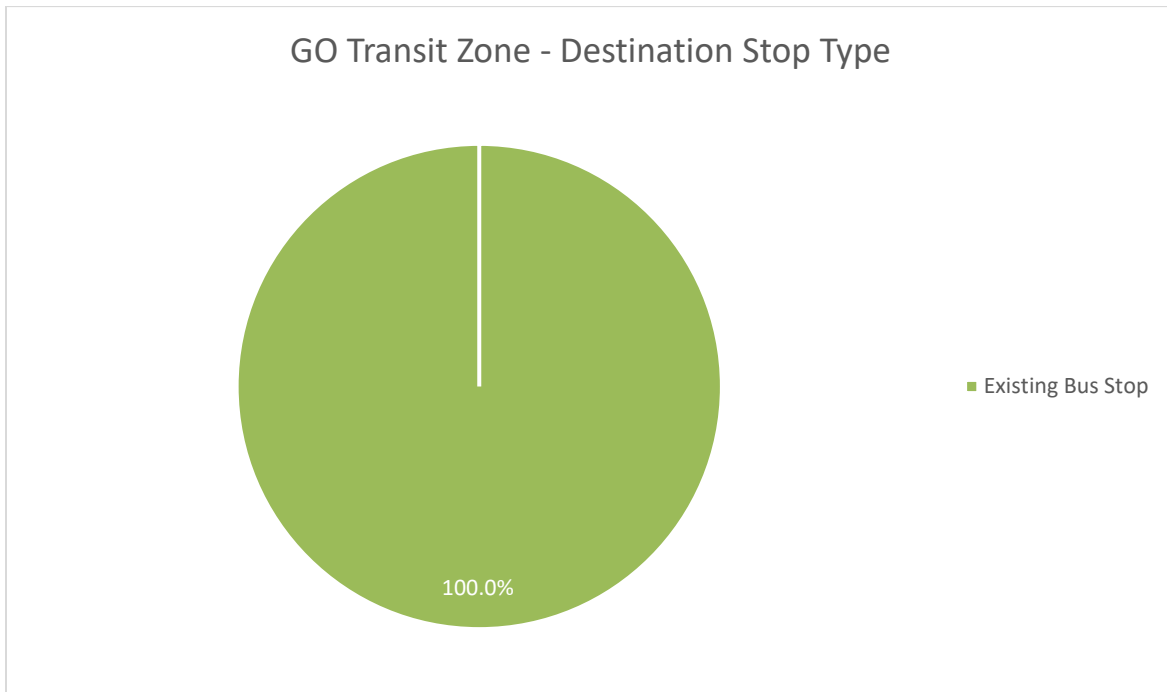
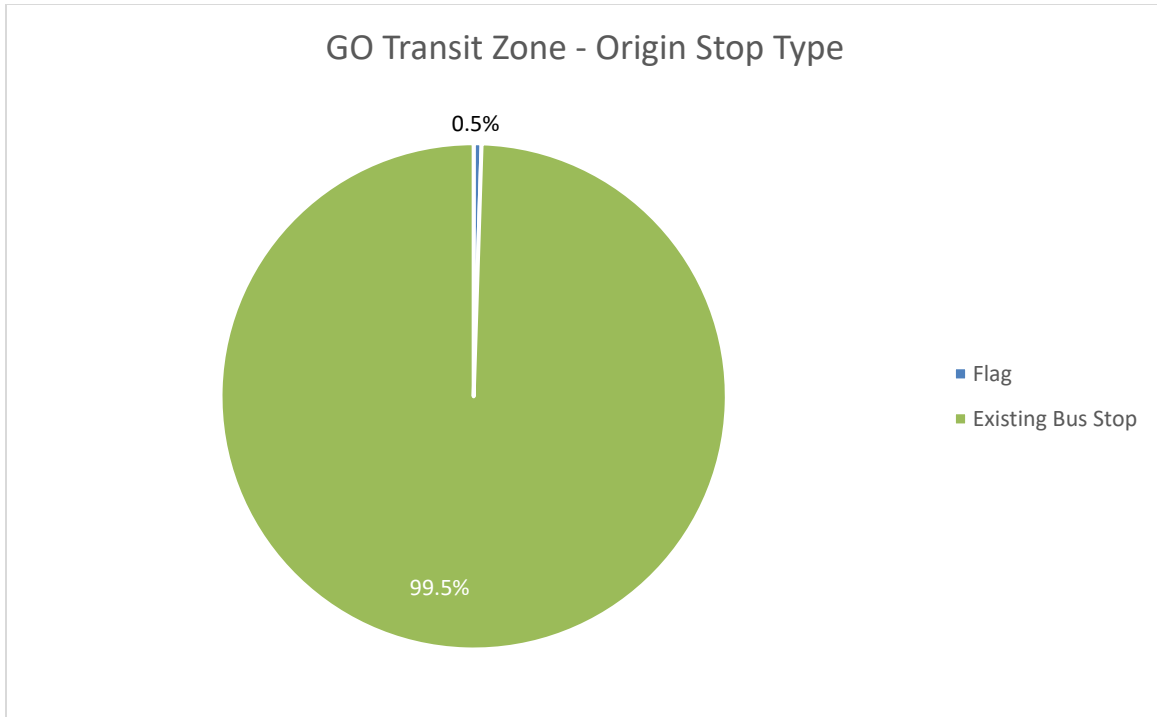


Figure 7. Industrial Zone:

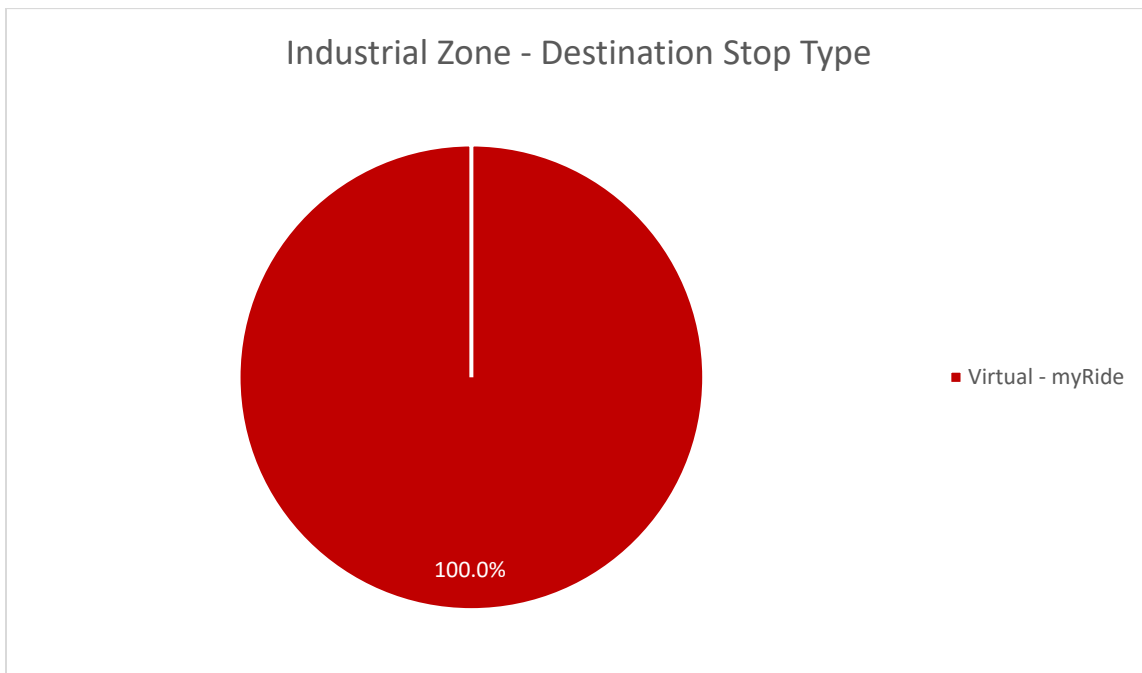
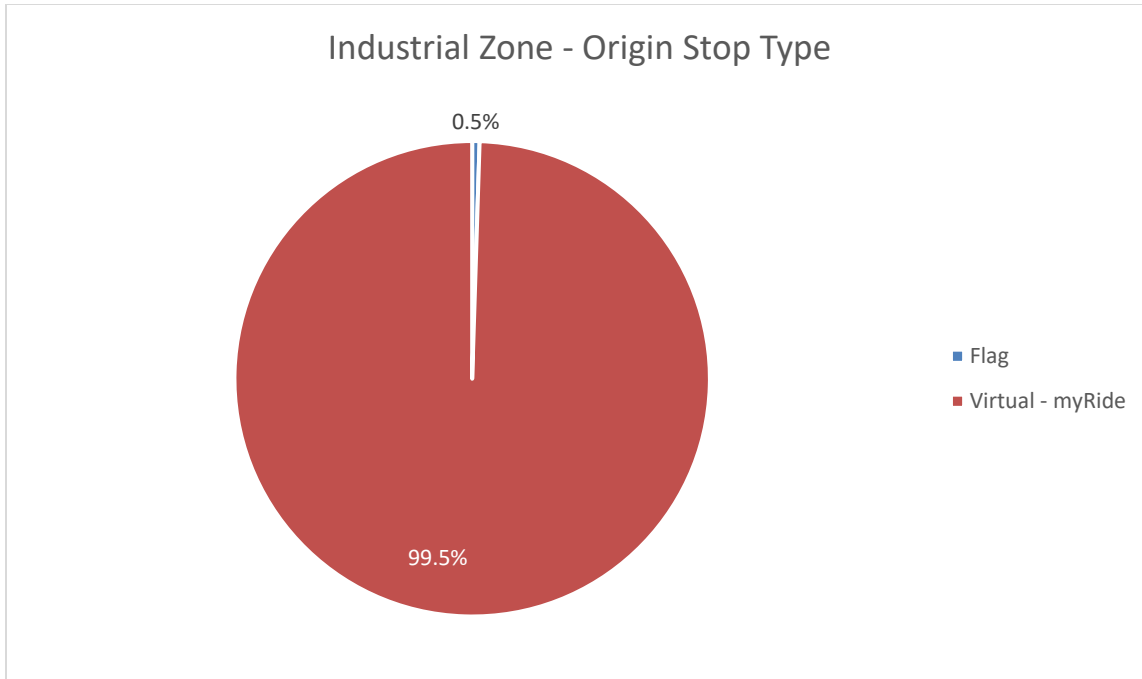


Figure 8. Residential East Zone:

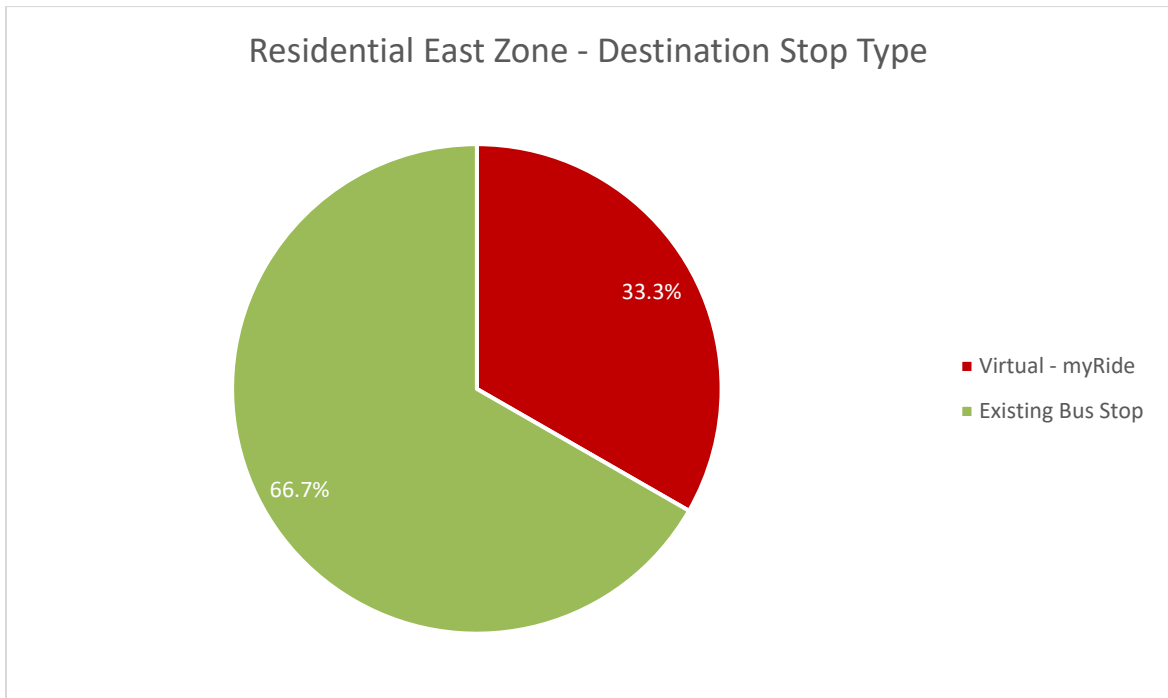
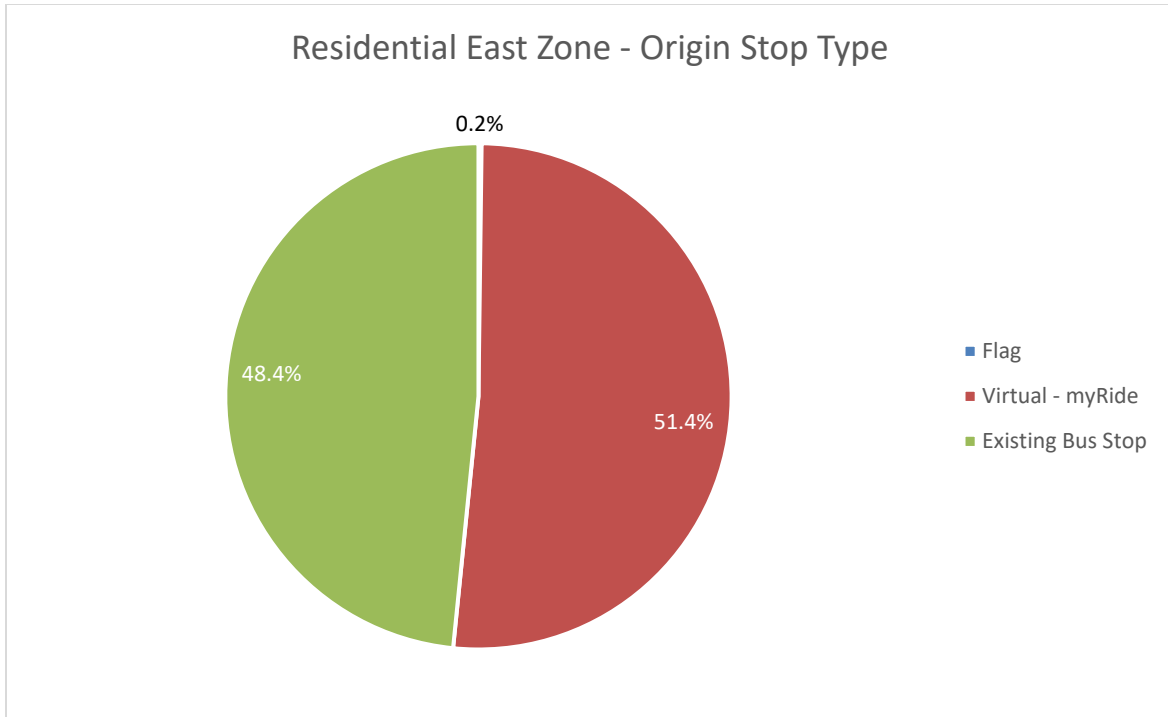


Figure 9. Residential West Zone:

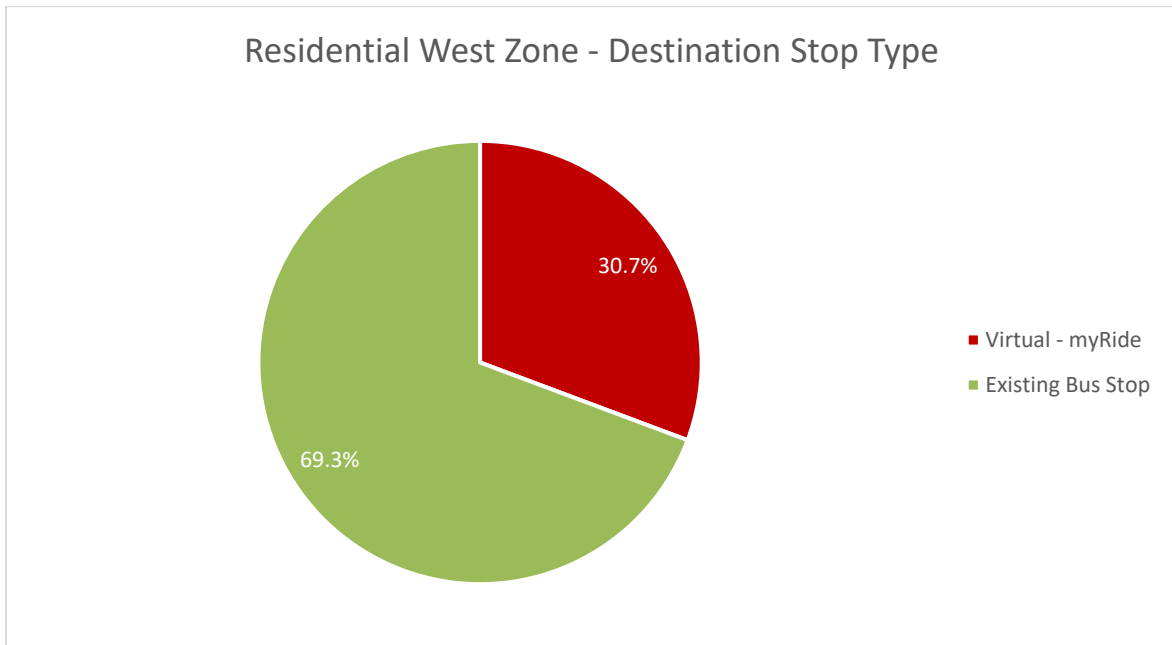
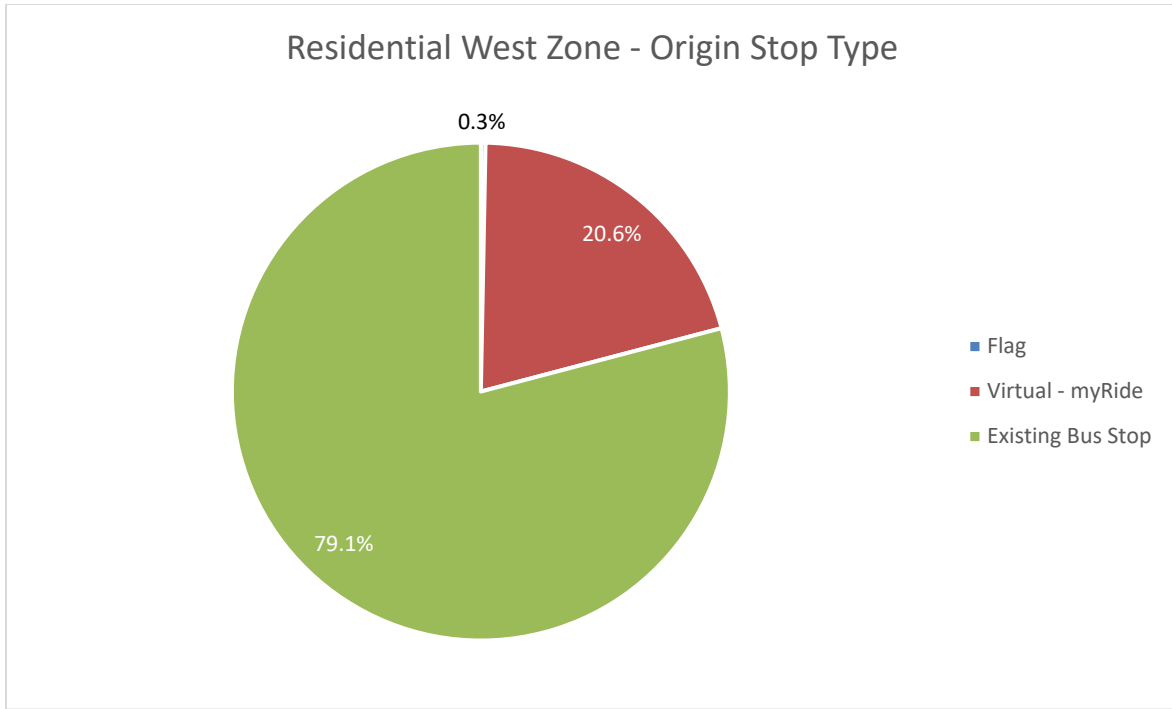
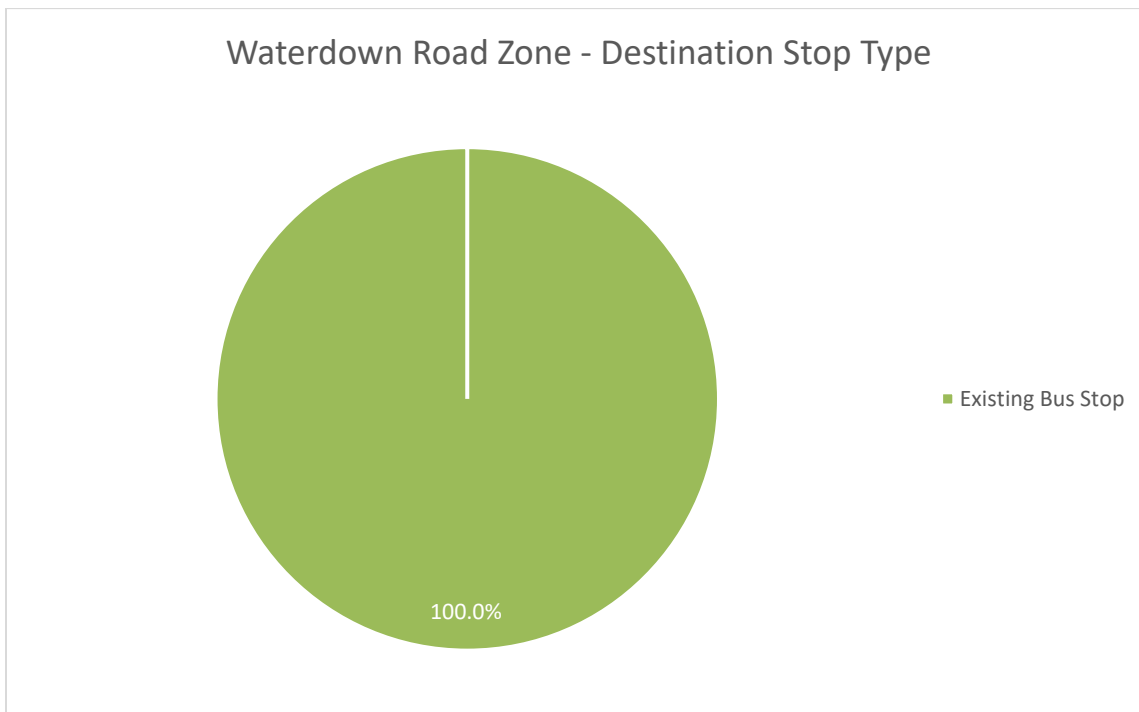
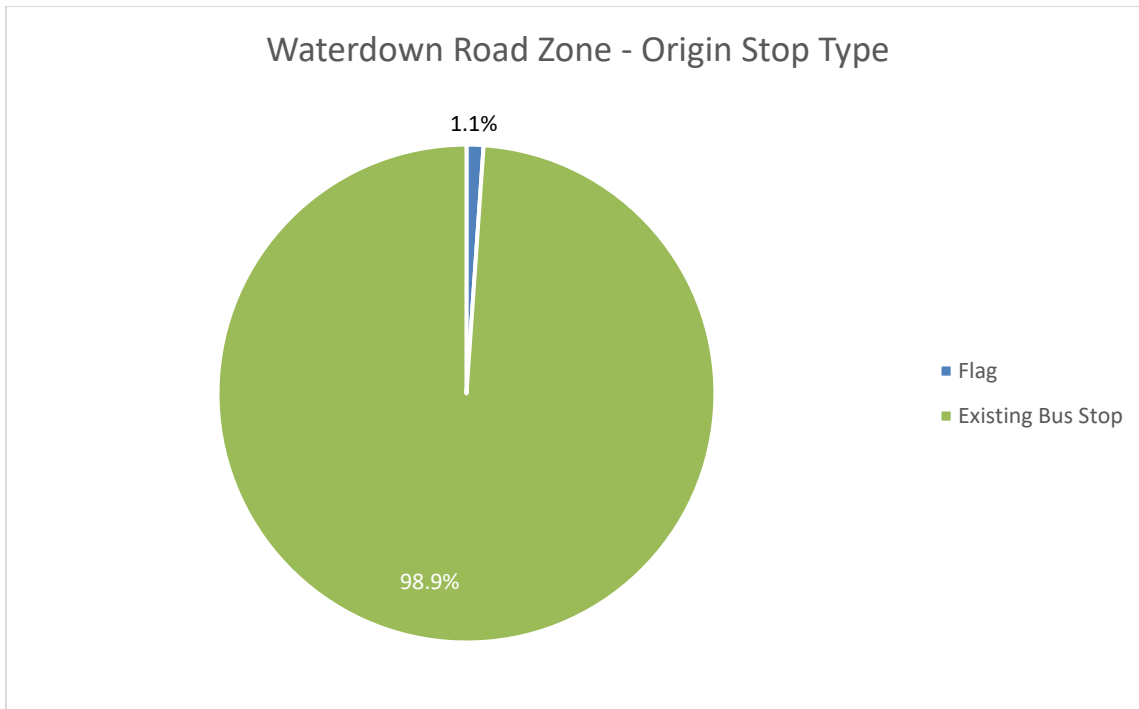
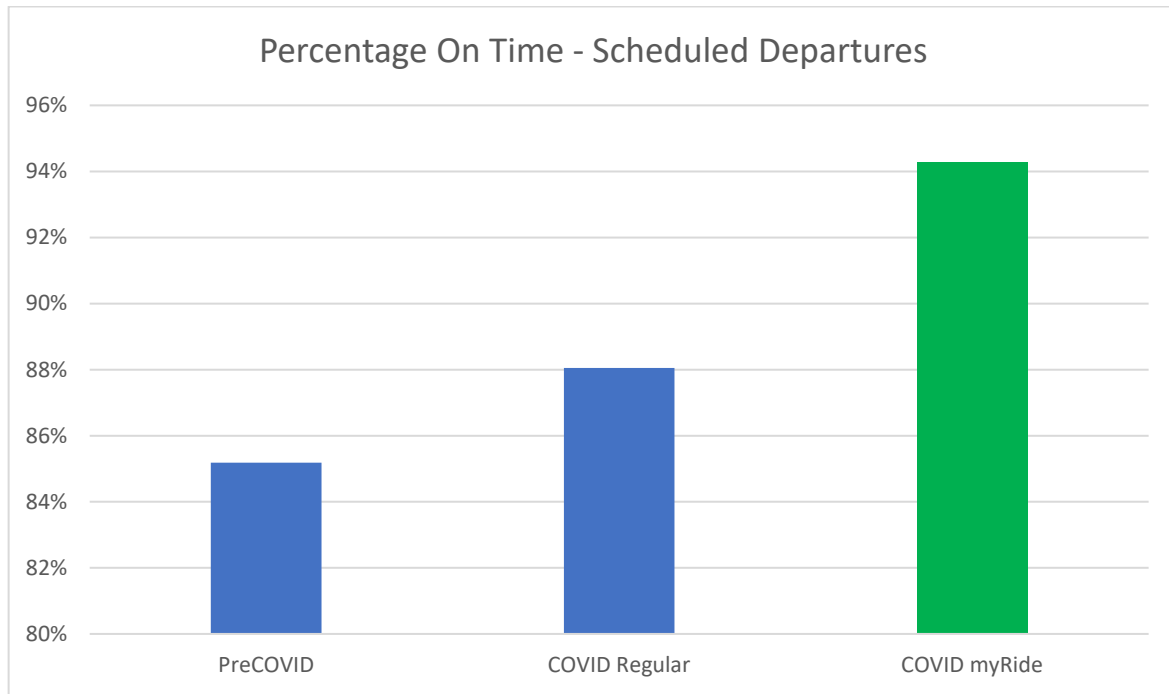


Figure 10. Waterdown Road Zone:



Summary of myRide Performance Data – First 6 Months

Figure 1. On time performance – Scheduled Departures:



Summary of myRide Demand Data – First 6 Months

Figure 1. Weekday Productivity Service Standard:

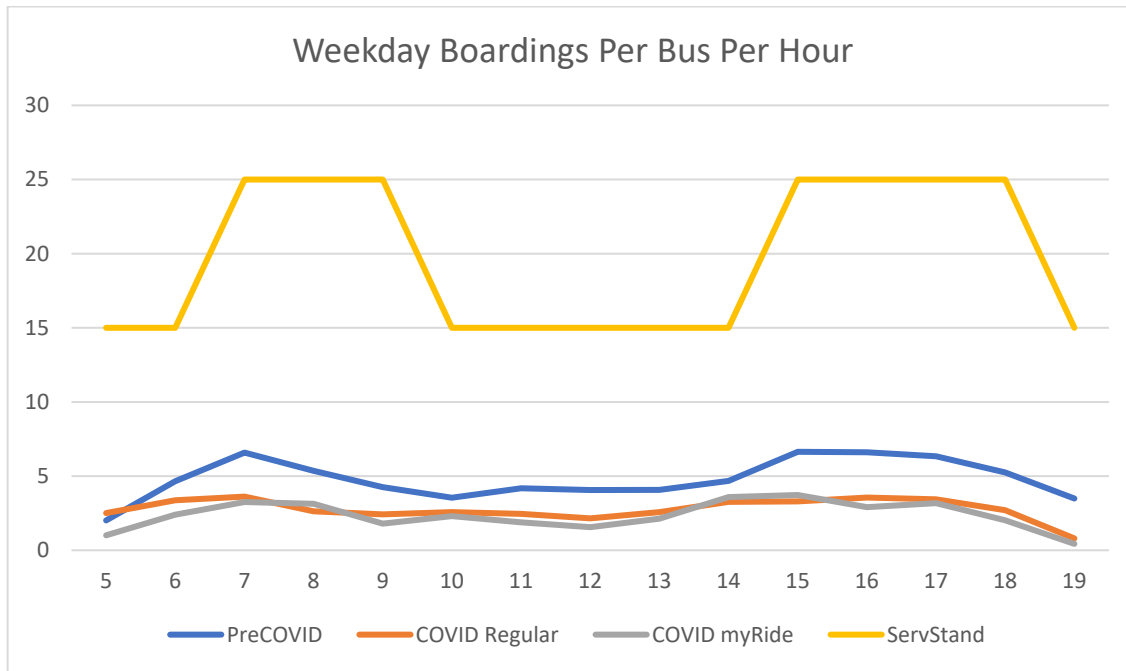


Figure 2. Saturday Productivity Service Standard:

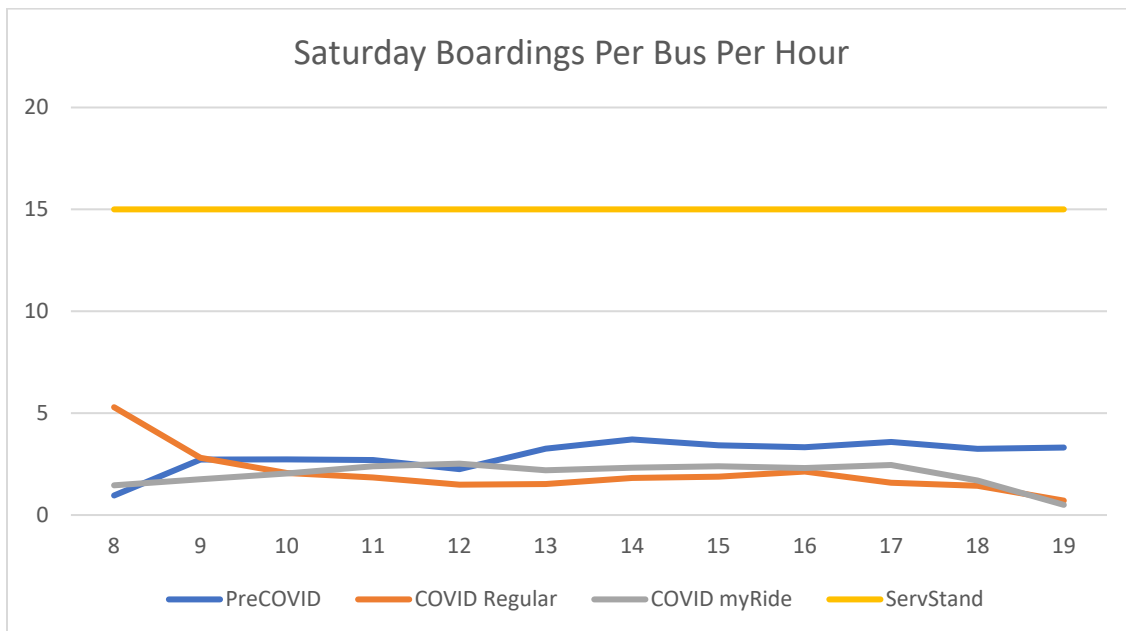
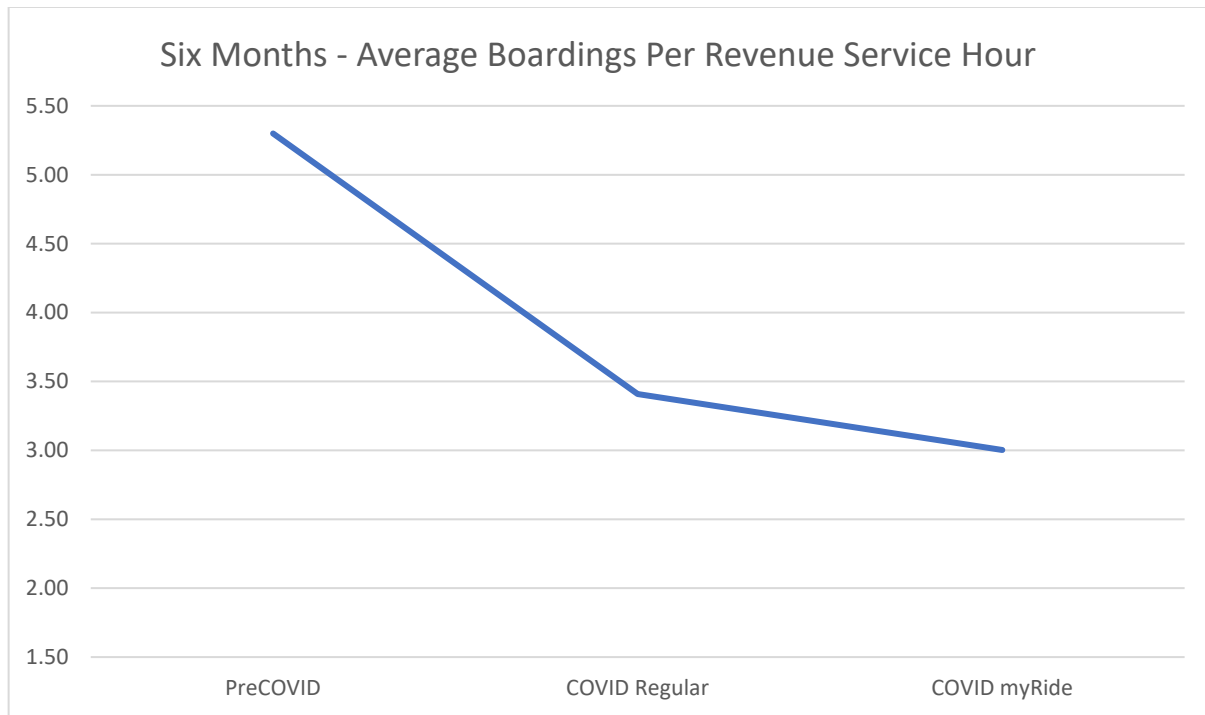


Figure 3. Average Boardings Per Revenue Service Hour:



Summary of myRide Service Data – First 6 Months

Figure 1. Total Service Kms:

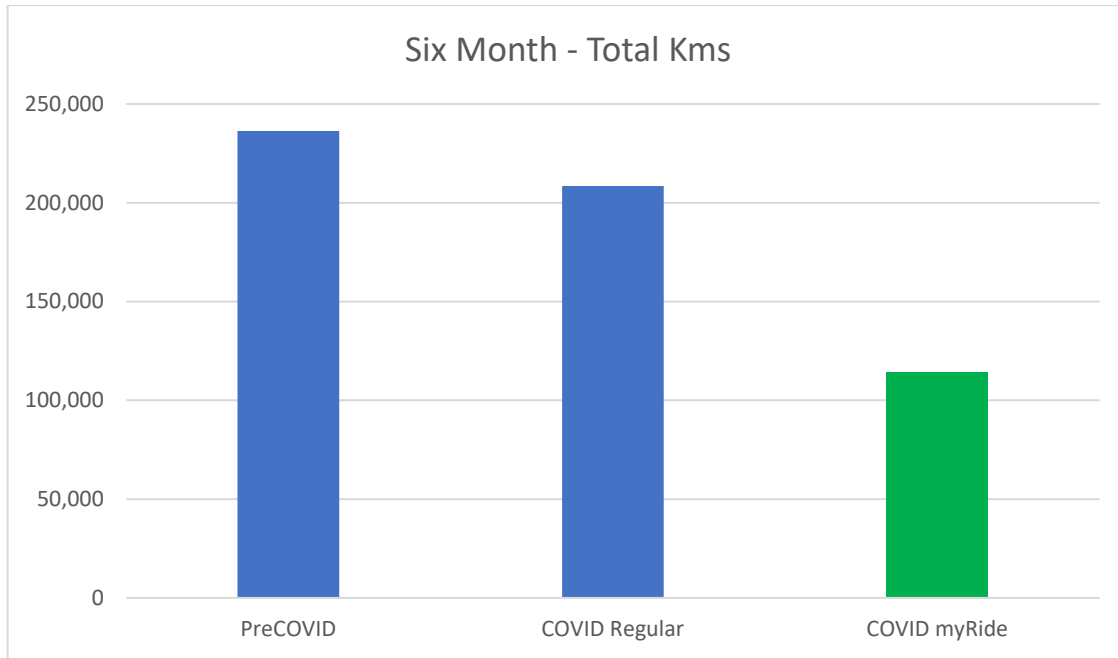


Figure 2. Total Revenue Service Kms:

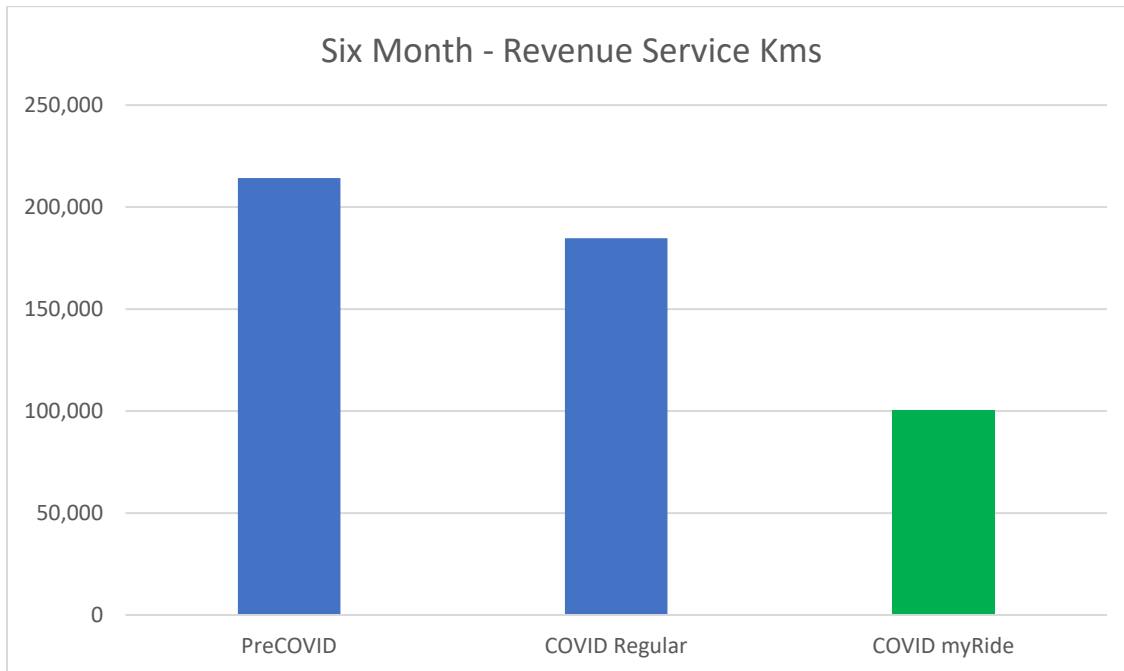


Figure 3. Total Service Hours:

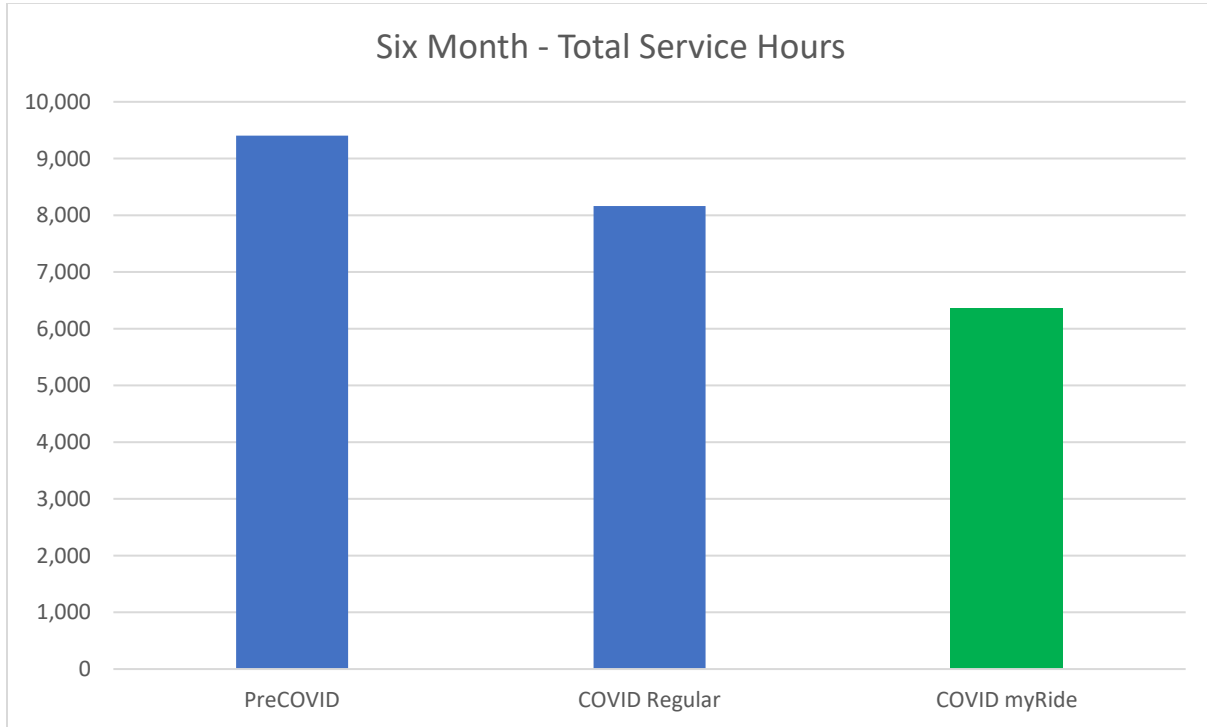


Figure 4. Total Revenue Service Hours:

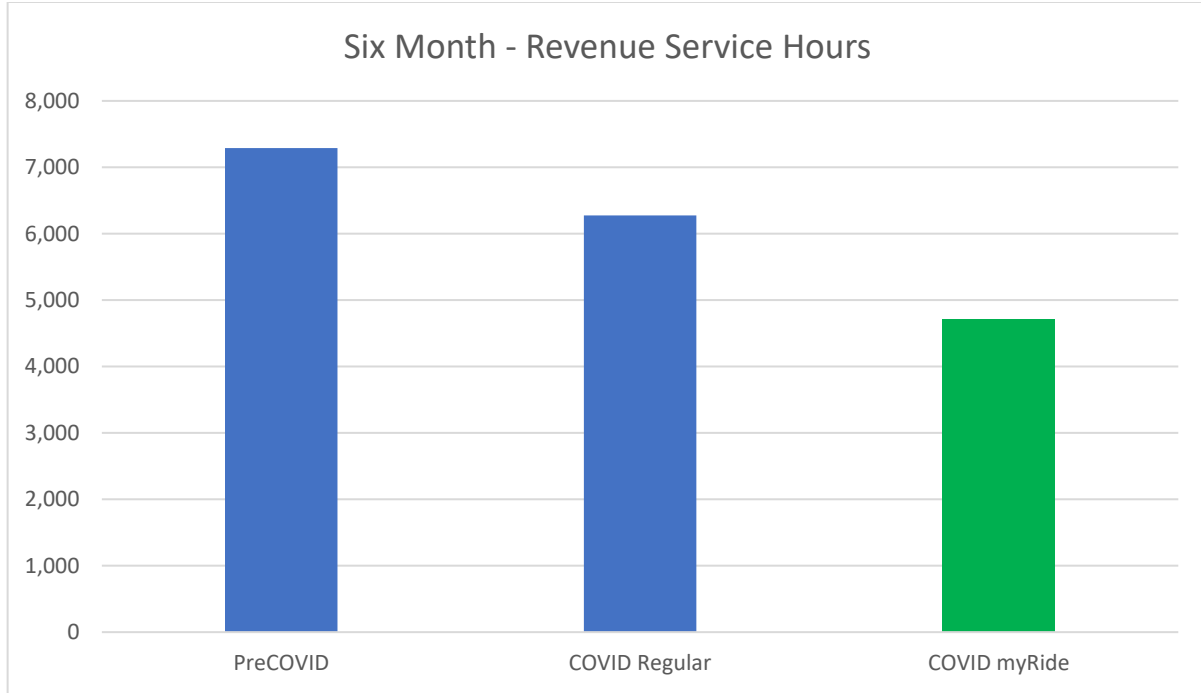


Figure 5. Total Peak Weekday Bus Requirement:

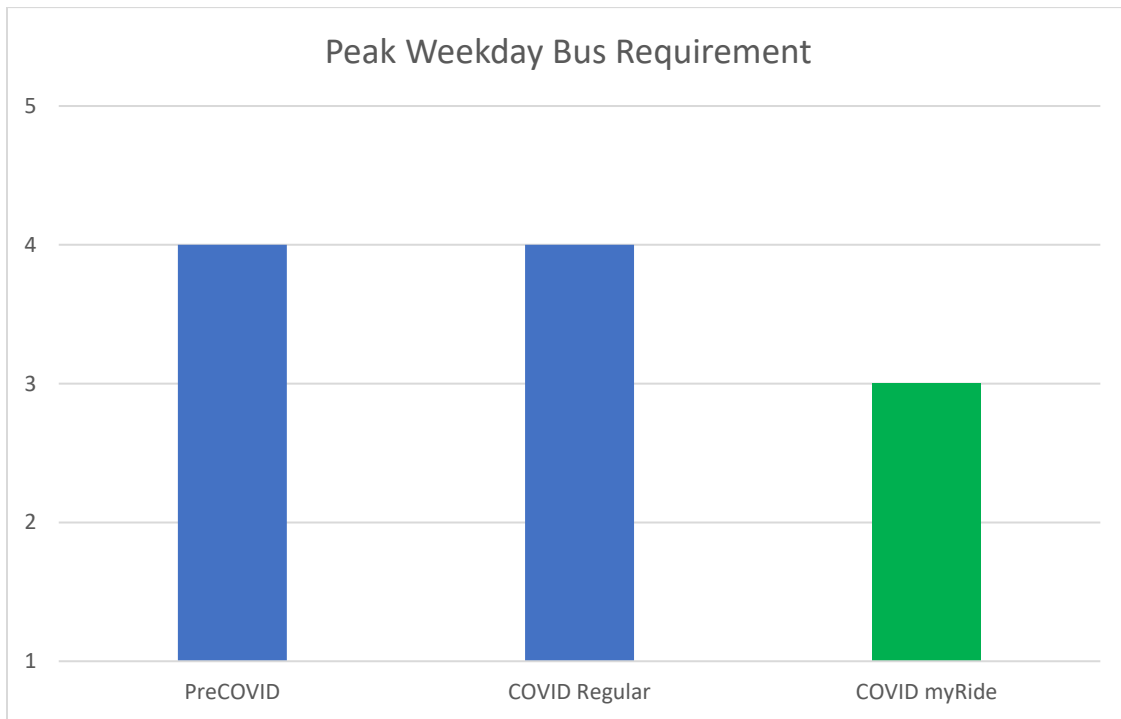


Figure 6. Total FTE Requirement to Provide Service (Annualized):

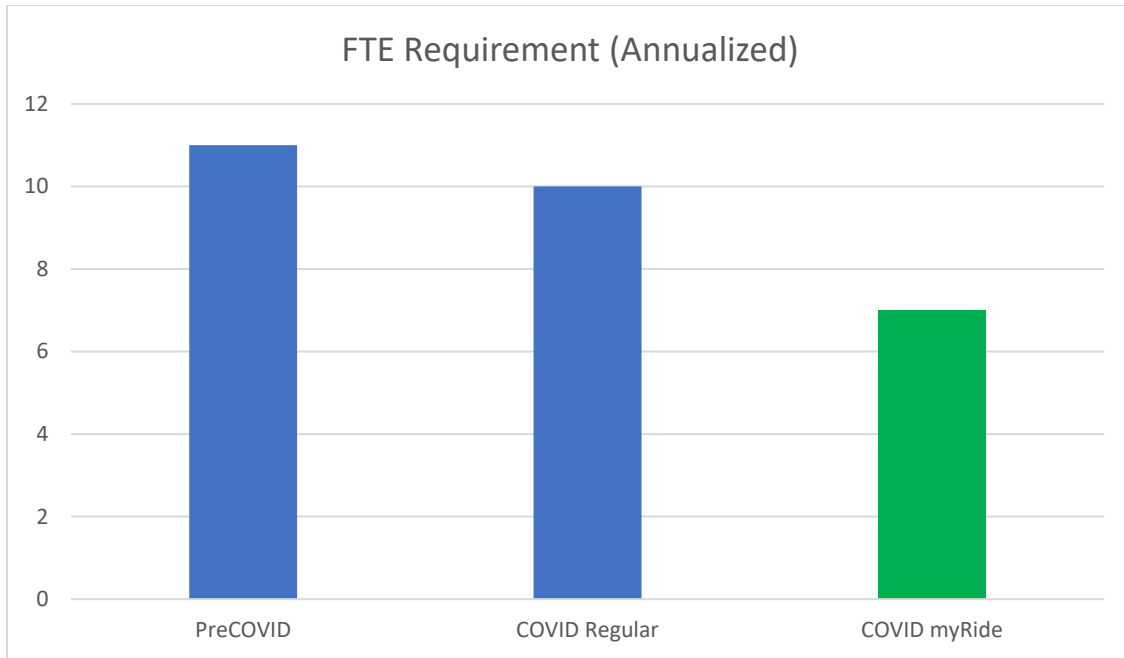
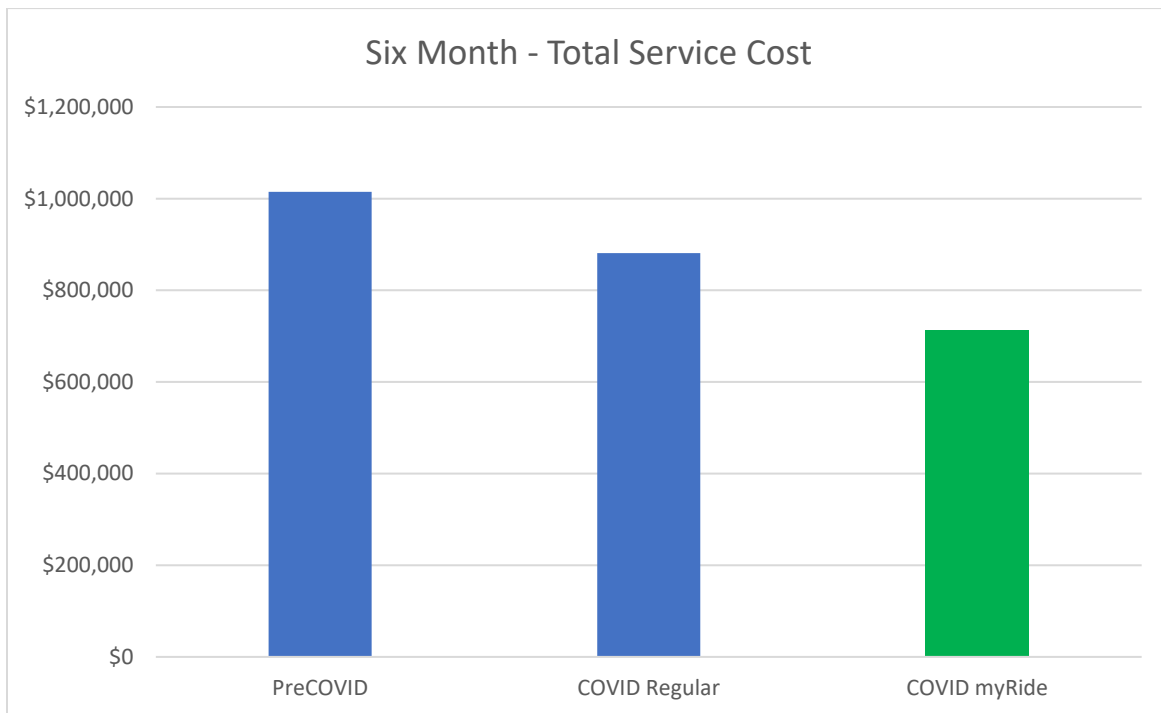


Figure 7. Total Operational Cost:



*COVID myRide includes all sunk costs of software licensing, promotional materials, training etc.

**To appropriately compare service model costs, COVID myRide does not include the Provincial share of funding for the sunk costs of the pilot under the Safe Restart Agreement (Phase 2).

***For comparative purposes, hourly operational cost from 2019 was used in each 6 month calculation for the representative periods.

Below are 5 different KPI values that are used to measure Ridership, Users and Rider Experience, Service Vehicles and On-time Performance.

Table 1. myRide 6-month Ridership KPI's

Ridership KPI's	Sept7 -30	Oct	Nov	Dec	Jan	Feb
Completed Boardings	2228	2697	2808	2421	1850	2137
Boarding Cancellations	1212	1092	1277	1100	1023	1093
Boarding Cancellations (No-Show)	222	210	253	209	207	240
Cancellation Percentage	35.23%	28.82%	31.26%	31.24%	35.61%	33.84%
Cancellation Percentage (No Show)	6.45%	5.54%	6.19%	5.94%	7.21%	7.43%
Total Requests	3230	3597	3847	3296	2709	3064
Completed Requests	2085	2535	2627	2254	1725	2008
No Drivers Available Requests	2	16	10	8	23	9
Request Cancellations	1143	1046	1210	1034	961	1047
Request Cancellations (No Show)	203	203	244	198	196	232
Avg. # of Requests per Rider	6.19	8.25	8.33	7.78	8.19	7.86
Bookings from Admin Panel	14.23%	15.02%	15.38%	12.68%	12.97%	16.89%
Bookings from Rider Mobile App	82.59%	84.17%	83.76%	86.37%	86.43%	81.98%
Flag Down Bookings	3.19%	0.82%	0.85%	0.95%	0.59%	1.03%
Avg. # Riders per Request	1.07	1.06	1.07	1.07	1.07	1.06

- **Completed Boardings:** The total number of passengers who completed trips. This can be different than the total number of trip requests (Total Requests), as there can be multiple passengers per trip.
- **Boarding Cancellations:** The total number of passengers whose trips were canceled due to passenger not being present at the stop.
- **Boarding Cancellations:** The total number of passengers whose trips were canceled.
- **Cancellation Percentage:** The percentage of total cancellations out of total trips.
- **Cancellation Percentage (No Show):** The percentage of no-show cancellations out of total trips.
- **Total Requests:** Total number of trips that have reached a "final state". This includes Completed, Cancelled, and No Drivers Available trips. Trips that are In Progress or Processing are not included in this number.
- **Completed Requests:** The total number of completed trip requests.
- **No Drivers Available Requests:** The total number of trips that the system was not able to fulfill and went to the No Drivers Available Status.
- **Request Cancellations:** The total number of canceled trips.
- **Request Cancellations (No Show):** The total number of canceled trips due to a No-Show.
- **Avg. # of Requests per Rider:** The mean number of Completed Requests per rider.
- **Bookings from Admin Panel:** Percentage of total rides that were booked through the Admin Panel.
- **Bookings from Rider App:** Percentage of total rides that were booked through the Rider App.
- **Flag Down Bookings:** Percentage of total rides that were booked through Spare Driver.
- **Avg. # Riders per Request:** The mean number of Completed Boardings per Completed Request. (There can be multiple riders per request).

Table 2. myRide 6-month Customer KPI's

myRide Customers	Sept7-30	Oct	Nov	Dec	Jan	Feb
Users Created	613	239	195	141	126	131
Users with 1st Trip	360	117	112	68	42	56
Active Users	360	327	337	311	226	272
Users (All Time)	1639	1639	1639	1639	1639	1754
Users 1 Trip Taken (All Time)	360	477	589	657	699	755
Recurring Users (All Time)	232	327	417	463	498	541

- **Users Created:** The number of users created over the given time period.
- **Users with 1st Trip:** The number of users who took their first trip over the given time period.
- **Active Users:** The number of users who took a trip over the given period.
- **Users (All Time):** The number of users ever created.
- **Recurring Users (All Time):** The number of users who have ever taken more than one trip.

Table 3: myRide 6-month Rider Experience KPI's

Rider Experience	Sept7-30	Oct	Nov	Dec	Jan	Feb
Avg. Travel Duration (min)	13.4	12.59	10.67	11.38	10.01	10.26
Avg. Travel Distance (km)	6.47	6.32	5.58	5.3	5.33	5.7
Mean Wait Time (min)	13.86	13.69	19.78	17.87	14.36	20.79
Median Wait Time (min)	10.53	10.45	13.55	12.42	10.58	13.94

- **Avg. Travel Duration:** The mean amount of time riders spend onboard a vehicle.
- **Avg. Travel Distance:** The mean distance riders traveled while onboard a vehicle.
- **Mean Wait Time:** The mean wait time of an individual rider during this time period. This only applies to Next Available trips.

- **Median Wait Time:** The median wait time of an individual rider during this time period.

Table 4: myRide 6-month Service Vehicle KPI's

Service Vehicles	Sept7-30	Oct	Nov	Dec	Jan	Feb
Max Active Vehicles	4	4	5	6	6	6
Vehicle Hours	920.81	1059.58	1137.33	1174.91	1075.9	988.83
Revenue Hours	723.59	817.96	847.72	893.5	719.98	704.57
Total Vehicle Travel Distance (km)	17128.88	20189.1	21715.74	19733.75	16834.14	18675.49
Travel Distance With Riders On Board (km)	10352.5	12001.41	12199.16	10397.35	8309.01	9525.92
Total Revenue Distance (km)	15677.11	18294.24	19374.34	17262.54	14073.28	15707.73
Avg. Boardings Per Vehicle Hr.	2.42	2.55	2.47	2.06	1.72	2.16
Pooled Trips Ratio	61.45%	59.84%	45.16%	38.83%	33.89%	44.27%

- **Max Active Vehicles:** The highest number of Duties simultaneously in progress during the selected time period.
- **Vehicle hours:** Total number of hours completed by all operational vehicles, including non-revenue time.
- **Revenue Hours:** Total number of hours completed by all operational vehicles, excluding non-revenue time.
- **Total Vehicle Travel Distance:** Total distance covered by all operational vehicles.
- **Travel Distance With Riders On Board:** Distance covered with riders on board for all operational vehicles.
- **Total Revenue Distance:** Distance covered between the first pickup and last dropoff for all operational vehicles.
- **Avg. Boardings Per Vehicle Hr.:** Mean number of boardings per hour driven by all operational vehicles.
- **Pooled Trips Ratio:** Percentage of trips where a passenger shared their ride with another passenger.

Table 5. myRide 6-month On-Time Performance KPI's


On-Time Performance	Sept7-30	Oct	Nov	Dec	Jan	Feb
On-Time Trips	91.18%	91.91%	82.38%	86.16%	88.23%	89.89%
On-Time Pickups ("Leave At")	96.05%	96.77%	88.72%	93.93%	95.15%	94.99%

On-Time Dropoffs ("Leave At")	99.63%	99.87%	95.60%	99.54%	99.81%	99.84%
On-Time Pickups ("Arrive By")	56.52%	51.17%	52.26%	44.57%	41.01%	51.16%
On-Time Dropoffs ("Arrive By")	83.15%	86.85%	79.44%	85.51%	84.83%	80.81%

- **On-Time Trips:** Percentage of completed trips where both pickup and dropoff times were within the trip’s flexibility margin.
- **On-Time Pickups ("Leave At"):** Percentage of “Leave At” trips where the actual pickup time was within the trip’s flexibility margin.
- **On-Time Dropoffs ("Leave At"):** Percentage of “Leave At” trips where the actual dropoff time was within the trip’s flexibility margin.
- **On-Time Pickups ("Arrive By"):** Percentage of “Arrive By” trips where the actual pickup time was within the trip’s flexibility margin.
- **On-Time Dropoffs ("Arrive By"):** Percentage of “Arrive By” trips where the actual dropoff time was within the trip’s flexibility margin.



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Hamilton Water Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 22, 2022
SUBJECT/REPORT NO:	Sewer Use By-law No. 14-090 Amendments PW19029(a) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Susan Girt (905) 546-2424 Ext. 2671 Hector Quintero (905) 546-2424 Ext.5087
SUBMITTED BY:	Nick Winters Acting Director, Hamilton Water Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the amending By-law attached as Appendix "A" attached to Report PW19029(a), which amends By-law 14-090, being a By-law to regulate the discharge of any matter into the sewer works, including the sanitary, combined and storm sewer systems of the City of Hamilton and which has been prepared in a form satisfactory to the City Solicitor, be enacted and effective immediately;
- (b) That applicable sewer discharge fees as outlined in Appendix "B" attached to Report PW19029(a) be approved effective immediately;
- (c) That the City Solicitor be authorized and directed to prepare for Council approval, all necessary by-laws to amend the sewer discharge fees to the Water and Wastewater/Storm Fees and Charges By-law 21-234; and,
- (d) That the Director of Hamilton Water be authorized and directed to apply to the Senior Regional Judge for approval of set fines for offences under the Sewer Use By-law when the By-law amendment has been enacted.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

**SUBJECT: Sewer Use By-law No. 14-090 Amendments
(PW19029(a)) (City Wide) - Page 2 of 11**

EXECUTIVE SUMMARY

The purpose of Report PW19029(a) is to summarize the results of two (2) Public Engagement Consultation processes, including minor administrative updates of Sewer Use By-law No. 14-090 (SUB), and to seek approval and enactment of By-law No. 22-XX, attached as Appendix “A” attached to Report PW19029(a) to amend the SUB. It is recommended that the proposed updates to the SUB come into force immediately. These updates address three (3) issues;

1. Amendments to some of the parameter limits in the SUB; the rationale for which was outlined in Report PW19029 presented to Public Works Committee on April 1, 2019.
2. Amendments to implement Construction Dewatering provisions into the SUB.
3. Other administrative changes.

The Public Works Committee at its meeting of April 1, 2019, received the Sewer Use By-law Proposed Amendments Report (PW19029). In addition to proposing the amendments, the report informed Committee of staff’s intent to hold Public Information Centres (PIC) regarding the outcome of the 2018 consultant’s review (CH2M Hill Canada Ltd.). City of Hamilton (City) Staff held two (2) PICs on October 24 and October 29, 2019, seeking input from various stakeholders who indicated general support for the proposed changes.

The current SUB contains no provisions to control groundwater or surface water discharges to combined sewers, which means enforcement of construction dewatering activities with discharges to combined sewers cannot take place. Monitoring and enforcement of these discharges is important because they make their way to the Woodward Avenue Wastewater Treatment Plant and can impact combined sewer and treatment plant capacity. These discharges can also increase City liability with respect to wastewater collection system surcharges, basement flooding and combined sewer overflows. Staff worked with a consultant (Jacobs Engineering Group Inc.), to help the City better understand the needs of industry partners when it comes to the development of a Construction Dewatering permitting program and associated modifications to the existing SUB. Public consultation on the Construction Dewatering permitting program and associated changes to the SUB took place between August 6 and October 15, 2021 through the Engage Hamilton platform where developers, business owners, members of the public and internal staff were invited to share their feedback and questions. All comments were received and taken into consideration during the amendment of the SUB attached as Appendix “A” attached to Report PW19029(a).

The minor administrative changes were identified from gaps during use and implementation of the SUB through consultation with users and staff.

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Alternatives for Consideration – See Page 10

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The City’s Sewer Use By-law No. 14-090 (SUB) and its associated enforcement program is fully funded through fees and charges collected from users of the program. The new Construction Dewatering permitting program and the associated fees will provide additional revenue to support the expansion of the program. In 2021, a total of \$130,010 was invoiced through Surcharge or Temporary Sewer Discharge Permits associated with construction dewatering activities, but staff were not able to recover costs for discharges to the combined sewer system.

Staffing: There are no staffing impacts as a result of the recommendations. Council has previously approved two (2) Full Time Equivalent (FTE) staff for the administration of the Construction Dewatering permitting program. The costs for these FTEs will be fully recovered from the permitting fees annually.

Legal: Once By-law No. 22-XX, attached as Appendix “A” attached to Report PW19029(a), is enacted by Council, the City Solicitor will prepare for Council approval, all necessary by-laws to amend the sewer discharge fees to the 2022 Water and Wastewater/Storm Fees and Charges By-law as outlined in Appendix “B” attached to Report PW19029(a).

HISTORICAL BACKGROUND

The City’s Sewer Use By-law No. 14-090 (SUB) regulates discharges to the City storm, sanitary, and combined sewers from industrial, commercial and institutional (IC&I) facilities, and residential units. It also regulates the conveyance and disposal of hauled sewage. It establishes limits for common pollutants and prohibited substances, and details requirements that users need to meet to discharge to the City’s sewer infrastructure.

The current SUB is an administrative re-write from the original 1988 SUB. In 2009, the Canadian Council for Ministers of Environment (CCME) produced a new model Sewer Use By-law (CCME Model By-law) to assist municipalities with addressing sources of contaminants in wastewater and the inclusion of provisions considered industry standards. In response, the current SUB was written by Hamilton Water (HW) and Legal Services staff to promote clarity and ease of use, as well as fair and consistent administration and enforcement. The environmental impacts would be significant without regulating dischargers through enforcement of the SUB. Examples include:

- Clogged or damaged sewers and pipes;

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- Risk of impairment of the sewage treatment processes;
- High nutrients contributing to eutrophication of water bodies through algal blooms; and,
- Heavy metals and emerging contaminants that are toxic and can bioaccumulate in the food chain.

The mandate of the Environmental Monitoring and Enforcement (EME) Unit in the Hamilton Water Division of Public Works is to ensure a healthy environment and elevate trust and confidence in HW's services through innovative risk assessment, mitigation and compliance programs. The unit is responsible for the administration and enforcement of the SUB, which is in place to protect the City's sewer infrastructure, wastewater treatment facilities and the natural environment.

This is achieved via the following activities and programs:

- Sewer Discharge Permitting Program
- 24/7 Spills Response Program
- IC&I Inspection and Risk Assessments
- Enforcement Action
- Sampling and Monitoring
- Hauled Sewage Monitoring Program
- Community Outreach
- Sewer Use By-law Updates

Since its inception, the current By-law has been amended several times to accommodate changes to departmental structure and current industry practices and technologies. Public Works Committee, at its meeting of April 1, 2019, received the Sewer Use By-law Proposed Amendments Report (PW19029). The purpose of the report was to inform Committee of staff's intent to hold Public Information Centers (PIC) regarding the outcome of a consultant's (CH2M Hill Canada Ltd.) review of the SUB Parameter Review study completed in 2018. This high-level study consisted of a comprehensive and scientific review of the parameters and limits to ensure they are appropriate and effective for the upgrades to the Woodward Wastewater Treatment Plant. The study also supported the Hamilton Harbour Remedial Action Plan: Urban Runoff Hamilton Harbour Report recommendation that the SUB include a limit for total phosphorous discharged to the storm sewer system. City Staff held two (2) PICs in October 2019 to seek input from stakeholders. Both PICs were well attended and the feedback that was received on the proposed changes was supportive.

The current SUB contains no provisions to control groundwater or surface water discharges to combined sewers, which means enforcement of construction dewatering activities with discharges to combined sewers cannot take place.

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Monitoring and enforcement of these discharges is important because they make their way to the Woodward Avenue and Dundas Wastewater Treatment Plants and can impact combined sewer conveyance and treatment plant capacity. These discharges also increase City liability with respect to collection system surcharges, basement flooding and increased sewer overflows. Staff worked with a consultant (CH2M Hill Canada Ltd.), to assist in developing recommendations for implementing a program for control and monitoring of discharges from Construction Dewatering, as well as to help the City better understand the needs of industry partners when it comes to the development of a Construction Dewatering permitting program and associated modifications to the existing SUB. Public consultation on the Construction Dewatering permitting program and associated changes to the SUB took place between August 6 and October 15, 2021 through the Engage Hamilton platform where developers, business owners, members of the public and internal staff were invited to share their feedback and questions. All comments were received and taken into consideration during the amendment of the SUB.

By-law 22-XX attached as Appendix “A” attached to Report PW19029(a), incorporates the proposed amendments from report PW19029 and the changes to support the Construction Dewatering permitting program into the SUB. The incorporation of the proposed amendments from report PW19029 were delayed while staff worked to develop the Construction Dewatering permitting program, and there have been some additional delays due to the COVID 19 Pandemic.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Not Applicable.

RELEVANT CONSULTATION

In updating the SUB, HW staff undertook a number of activities to communicate and consult with local municipalities, industry stakeholders, environmental consultants, members of the public and other interested parties.

Parameter Review:

On April 1, 2019, the Public Works Committee received the Sewer Use By-law Proposed Amendments Report (PW19029). A public consultation process was initiated to communicate the outcome of the consultant (CH2M Hill Canada Ltd.) review and proposed amendments. Two (2) PICs were held on October 24 and October 29, 2019. The results of the consultation process were as follows:

- I. Two (2) PICs were held at different City facilities:
 - a. 700 Woodward Avenue, Administration Building

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b. Hamilton City Hall

- II. Over 200 email invitations for the PICs were sent to:
- a. Industries currently monitored by the Sewer Use program
 - b. Current SUB permit holders
 - c. Septic haulers and generators
 - d. Local government and non-government agencies
- III. Advertising for the PIC was included on:
- a. City Website
 - b. Local Newspapers

The PICs were held as open houses where poster boards displayed information on the proposed parameter amendments and City staff were at the event to answer any questions from businesses and residents about the proposed amendments. Copies of the consultant report were made available for attendees to review during their time at the PIC and attendees were encouraged to take a copy of the Information Report (PW19029), which summarized the proposed parameter amendments.

A breakdown of the attendees is summarized below:

Area of Interest	Number of Attendees
Industrial Facilities	15
Restaurants or Food Service Facilities	7
Vehicle Service Facilities (car washes, auto shops)	1
Property Owners/ Managers	1
Septic/Waste Haulers	4
Associations/ Consulting Companies	3
Residents/ Other	8
Total	39

Following the public consultation process, there were 10 pieces of correspondence received from various stakeholders in the form of emails, letters, and completed feedback forms.

The feedback indicates that attendees were pleased that the proposed changes were in line with CCME model SUB, which has been adopted by other municipalities.

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Construction Dewatering Permitting Process and Administrative Updates:

To assist HW in developing a Construction Dewatering permitting process, staff worked with a consultant (Jacobs Engineering Group Inc.) to assist in developing recommendations for implementing a program for control and monitoring of discharges from Construction Dewatering. This review included updates to the SUB and the development of modifications to help the City better understand the needs of industry partners. Upon completion of the consultant review, a Public Consultation process was initiated to communicate the outcome of the consultant review and proposed amendments including the minor administrative updates.

A Public Engagement period took place between August 6 and October 15, 2021 through the Engage Hamilton platform where developers, business owners, members of the public and internal staff were invited to share their feedback and questions. The results of the consultation process were as follows:

- I. Over 200 email invitations for the Public Engagement period were sent to:
 - a. Developers/builders
 - b. Building associations
 - c. Construction groups
 - d. Local businesses
 - e. The Development Industry Liaison Group (DILG)
 - f. Hamilton Oshawa Port Authority
 - g. Mayor Eisenberger and Members of Council
 - h. City staff

- II. Advertising for the Public Engagement was included on:
 - a. Local news outlets (The Hamilton Spectator)
 - b. Social Media Blast
 - c. Digital advertising

Visitor summary during this period is illustrated below:

Total Visits	679
Maximum visitors per day	23
Engaged Visitors	8
Informed Visitors	133
Aware Visitors	572

The visitors ranged from Water industry professionals, Developers, Contractors, Residents, City Staff and Other. Following the Public Consultation process,

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there were 10 pieces of feedback received from various stakeholders in the form of emails and completed feedback forms.

83% of visitors felt confident/somewhat confident in understanding the changes that were coming to the SUB. Additional feedback requested clarification on the implementation of the upcoming changes and requested adequate notice upon approval of the changes. All comments were received and taken into consideration during the amendment of the SUB and will be considered during the implementation of the operational changes to the program. The Construction Dewatering Program and associated timeline was also presented to the DILG on June 14, 2021, January 10, 2022 and March 14, 2022 as an avenue to keep the development community aware of the approval timelines for the amended SUB the next steps following Council approval.

Corporate Services Department, Legal Services Division staff reviewed the proposed updates and drafted By-law No. 22-XX, attached as Appendix "A" attached to Report PW19029(a).

Corporate Services Department, Financial Planning, Administration & Policy Division staff were consulted regarding the revised sewer discharge fees outlined in Appendix "B" attached to Report PW19029(a) and the necessary changes to the Water and Wastewater/Storm Fees and Charges By-law 21-234.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The underlying framework for the amended SUB remains unchanged from the current By-law but there are several amendments. The amendments (summarized below) support the following five (5) guiding principles:

- Improved Protection of Infrastructure and the Environment
- Improved Clarity and Transparency
- Improved Enforcement Capabilities
- Improved/Equitable Cost Recovery
- Improved Risk/Liability Mitigation

1. Parameter Review:

The rationale behind the parameter limit amendments were outlined in Report PW19029 and received by Public Works Committee on April 1, 2019. The parameter limit amendments are summarized in Appendix "C" attached to Report PW19029(a). Details of the Public Engagement period can be found in the Relevant Consultation section above. The feedback obtained during the engagement period indicated that stakeholders were pleased that the proposed changes were in line with CCME model SUB, which has been adopted by other municipalities. Stakeholders appreciated the

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way information was laid out and that City staff attended the event to provide perspective.

In some cases, the proposed amendments were seen as beneficial to companies who struggle to stay in compliance with the current SUB (e.g. for pH). There was some mild concern that the newly proposed Sulphide parameter may lead to non-compliance situations due to lack of historical discharge monitoring for this parameter. The feedback questioned why Hamilton is adopting the Sulphide limit, which is included in the CCME Model By-law, but not adopted by other Ontario municipalities. Staff are recommending that the City SUB follow the CCME model SUB with a Sulphide limit of 1 mg/l due to the variety of the industrial dischargers to the City's sewer system. However, the addition of sulphide to the parameter list is not anticipated to negatively impact current IC&I dischargers.

2. Construction Dewatering Permitting Process:

The current SUB contains no provisions to control groundwater or surface water discharges to combined sewers, which means enforcement of construction dewatering activities with discharges to combined sewers cannot take place. Monitoring and enforcement of these discharges is important because they make their way to the Woodward Avenue and Dundas Wastewater Treatment Plants and can impact combined sewer and treatment plant capacity. These discharges also increase City liability with respect to collection system surcharges, basement flooding and increased sewer overflows.

EME staff sought assistance from a consultant (Jacobs Engineering Group Inc.) with the primary goal of providing the EME group with an integrated framework for review, approval, monitoring, and enforcement of Construction Dewatering discharges to the City's sanitary, combined and stormwater conveyance systems. Construction Dewatering permits are required to manage capacity of the combined sewer system and the wastewater treatment plants, to manage the quality of the discharges with the overall goal of protecting City infrastructure and avoiding regulatory violations, and to recover costs for treatment of the discharges. Currently, the City's SUB does not specifically include requirements for construction dewatering discharges to stormwater or combined sewers, which means that Construction Dewatering activities with discharges to stormwater or wastewater collection systems are uncontrolled.

Details of the Public Engagement period can be found in the Relevant Consultation section above. Results from the survey illustrated an understanding of the need for the program. Some questioned why this program had not been implemented earlier considering the risks presented by a lack of oversight on dewatering discharges. The Temporary (6 month) or Surcharge Permits that were in use for these construction dewatering situations were not adequate to address the separated and combined sewer

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systems and the need for a comprehensive Construction Dewatering Program was warranted. Additional feedback requested clarification on the implementation of the upcoming changes and requested adequate notice upon approval of the changes. This feedback was addressed through emails and three DILG presentations to the development community.

3. Administrative Changes:

The minor administrative changes were identified from gaps during use and implementation of the SUB through consultation with users and staff with the goal of improved administrative flexibility as well as improved clarity and transparency.

ALTERNATIVES FOR CONSIDERATION

1. No updates to the Sewer Use By-law 14-090; this option would continue to utilize the current By-law that was enacted in 2014. This would mean that there would be no improvements to the protection of the infrastructure and environment; administrative flexibility, oversight from construction dewatering activities to combined and storm sewer systems, equitable cost recovery, risk and liability mitigation, or enforcement capabilities. This is not recommended as uncontrolled risks to the City's sewer works, including the Woodward Avenue and Dundas Wastewater Treatment Plants would continue to exist.

Financial: If the amendments related to the construction dewatering program are not approved, cost recovery will continue for discharges to the sanitary sewer system only. Discharges to the combined and storm sewers would continue to have no cost recovery.

Staffing: Not Applicable

Legal: If the amendments related to the parameter limit update are not approved there will be no improvements to existing risk and liability exposure for the City. In addition, some IC&I discharges will continue to be challenged to comply with the limits in the existing SUB.

2. The scope of the proposed draft SUB amendment could be reduced.

One means to reduce the scope of the By-law amendment is to remove the provisions for the parameter limit update or for the construction dewatering program. However, this would limit staff's ability to enforce the By-law with respect to the substances or type of discharges of concern and continue to pose risk and liability for the City's sewer works and the environment.

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Financial: If the amendments related to the construction dewatering program are not approved, cost recovery will continue for discharges to the sanitary sewer system only. Discharges to the combined and storm sewers would continue to have no cost recovery.

Staffing: Not Applicable

Legal: If the amendments related to the parameter limit update are not approved there will be no improvements to existing risk and liability exposure for the City. In addition, some IC&I discharges will continue to be challenged to comply with the limits in the existing SUB.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

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

Economic Prosperity and Growth

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

Clean and Green

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

Built Environment and Infrastructure

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

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW19029(a) - Proposed Updated Sewer Use By-law 22-XX

Appendix “B” to Report PW19029(a) - Summary of Proposed Sewer Use By-law Fees and Charges

Appendix “C” to Report PW19029(a) - Summary of Proposed Parameter Limit Amendments

CITY OF HAMILTON**BY-LAW NO. 22-XX****Being a By-law to make amendments to By-law 14-090
(the Sewer Use By-law) to provide for the regulation of
Construction Dewatering and to make other minor
amendments**

WHEREAS sections 8 and 10 of the *Municipal Act, 2001* authorize the City of Hamilton to pass by-laws necessary or desirable for municipal purposes, and in particular paragraphs 5, 6, 7, 8 and 10 of subsection 10(2) authorize by-laws respecting: the economic, social and environmental well-being of the City; the health, safety and well-being of Persons; services and things that the municipality is authorized to provide under subsection 10(1); the protection of Persons and property; and structures, including fences and signs;

AND WHEREAS it is desirable to regulate the Discharge of all Matter into the City of Hamilton's Storm Sewer, Sanitary Sewer and Combined Sewer systems;

AND WHEREAS section 425 of the *Municipal Act, 2001* authorizes the City of Hamilton to pass by-laws providing that a Person who contravenes a by-law of the City of Hamilton passed under that Act is guilty of an offence;

AND WHEREAS section 87 of the *Municipal Act, 2001* authorizes the City of Hamilton to enter on land, at reasonable times, to inspect the Discharge of any Matter into the City's Sewage system or into any other Sewage system the contents of which ultimately empty into the City's Sewage system and authorizes the City to conduct tests and take samples for this purpose;

AND WHEREAS the *Municipal Act, 2001* further authorizes the City of Hamilton, amongst other things, to delegate its authority, to impose fees or charges, to provide for inspections, and to make orders to discontinue activity or to do work;

AND WHEREAS the City of Hamilton wishes to make amendments to By-law 14-090 to provide for the regulation of Construction Dewatering and to make other minor technical amendments thereto,

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

1. Section 1.1 of By-law 14-090 is amended by adding thereto the following new definitions, which definitions shall be inserted into the By-law in alphabetical order:

"Construction" includes land development, renovation, repair, maintenance and demolition activities.

"Construction Dewatering" means the removal of water through any means from Premises to facilitate Construction, including but not limited to one or more of the following:

- (a) Taking water from a well or otherwise extracting Groundwater;
- (b) Draining water from a permanent or temporary pond or other surface water body, whether natural or man-made;
- (c) The permanent or temporary alteration of a natural or pre-existing drainage pattern; and,
- (d) Releasing water previously stored in a tank, tanker truck, vessel, or other means of water storage,

where the water so removed is Discharged directly or indirectly into Sewer Works, and such Discharge is not related to a Groundwater Remediation Unit or Site.

2. Section 1.1 of By-law 14-090 is amended by deleting the definition of "Building Code" and substituting the following therefor:

"Building Code" means the Building Code enacted as a regulation under the *Building Code Act, 1992*.

3. Section 1.1 of By-law 14-090 is amended by deleting the definition of "Composite Sample" and substituting the following therefor:

"Composite Sample" means a sample of Sewage, Groundwater or Stormwater which is composed of a series of Grab Samples taken at intervals during the sampling period and manually or automatically combined.

4. Section 1.1 of By-law 14-090 is amended by deleting the definition of "Connection or Drain" and substituting the following therefor:

"Connection" means that part of any pipe or hose or those parts of a system of pipes or hoses that Discharge Sewage, Groundwater, or Stormwater directly or indirectly to Sewer Works"

"Drain" means that part of any pipe or hose, or those parts of a system of pipes or hoses that conduct Sewage, Groundwater, or Stormwater to a Connection.

5. Section 1.1 of By-law 14-090 is amended by deleting the definition of "Grab Sample" and substituting the following therefor:

"Grab Sample" means an aliquot of Sewage, Groundwater, or Stormwater sampled at one particular place and time.

6. Section 1.1 of By-law 14-090 is amended by deleting the definition of "hailed sewage" and substituting the following therefor:

"Hailed Sewage" means "hailed sewage" as that term is defined in R.R.O. 1990, Reg 347 as amended, and also means any one or more of the following when hauled or otherwise transported by a Carrier:

- (a) waste removed from a cesspool, a septic tank, a privy vault or privy pit a chemical toilet, a portable toilet, a Sewage holding tank or other container for human excretion;
- (b) any Sewage originating from a Sewage System as described in Part 8 of the Building Code;
- (c) Domestic Sewage;
- (d) Industrial Sewage;
- (e) Sewage Sludge;
- (f) leachate from a waste disposal site; and,
- (g) water originating from Construction Dewatering.

7. Section 4.2 of By-law 14-090 is amended by deleting section 4.2 and substituting the following therefor:

4.2 No Person shall, directly or indirectly, Discharge or permit the Discharge of Matter into a Sewer Works or into a Connection to a Sewer Works which has two or more separate liquid layers.

8. Section 4.5 of By-law 14-090 is amended by adding the following subsection (d) thereto:

- (d) water originating from Construction Dewatering, except where:
 - (i) the Discharge complies with a valid Sewer Discharge Permit; and;
 - (ii) all fees required under the Sewer Discharge Permit are paid.

9. Section 4.7 of By-law 14-090 is amended to read as follows:

4.7 No Person shall, directly or indirectly, Discharge or permit the Discharge of Matter into a Storm Sewer or into a Connection to a Storm Sewer where the Discharge:

- (a) contains Sewage;
- (b) contains Contact Cooling Water;
- (c) contains Oil and Grease (Mineral/Synthetic) which causes a visible film, sheen or discolouration on the water's surface;
- (d) contains any raw material, intermediate product, finished product, by-product or waste product of an Industrial process;
- (e) contains paint or organic solvent;
- (f) contains liquid or solid Matter generated by carpet or furniture cleaning that is collected in a holding tank;
- (g) exceeds of any one or more of the limits for any one or more of the parameters in Schedule C;
- (h) contains Blowdown Water; or,
- (i) contains water originating from Construction Dewatering.

10. Section 4.8 of By-law 14-090 is amended to read as follows:

4.8 Despite subsection 4.7(g), 4.7(h) and 4.7(i) a Person may Discharge or permit the Discharge of Matter into a Storm Sewer or into a Connection to a Storm Sewer where the Discharge:

- (a) exceeds of any one or more of the limits for any one or more of the parameters in Schedule C, where:
 - (i) the Discharge is in accordance with a valid environmental compliance approval, order, or an approval, licence or permit issued pursuant to the *Environmental Protection Act* or *Ontario Water Resources Act* which expressly allows the Discharge;
 - (ii) a copy of the environmental compliance approval, order or an approval, licence or permit referred to in subsection 4.8(a)(i) has been provided to the General Manager;
 - (iii) the Discharge complies with a valid Sewer Discharge Permit; and
 - (iv) all fees required under the Sewer Discharge Permit are paid;
- (b) contains Blowdown Water, where:
 - (i) the Discharge is in accordance with a valid environmental compliance approval, order or an approval, licence or permit issued pursuant to the *Environmental Protection Act* or *Ontario Water Resources Act* which expressly allows the Discharge;
 - (ii) a copy of the environmental compliance approval, order or an approval, licence or permit referred to in subsection 4.8(b)(i) has been provided to the General Manager;
 - (iii) the Discharge complies with a valid Sewer Discharge Permit; and
 - (iv) all fees required under the Sewer Discharge Permit are paid; or,

- (c) contains water originating from Construction Dewatering activities, where:
- (i) the Discharge complies with a valid Sewer Discharge Permit; and
 - (ii) all fees required under the Sewer Discharge Permit are paid.
11. Section 11.4 of By-law 14-090 is amended by adding thereto the following subsection (g):
- (g) Construction Dewatering
12. Section 11.21 (b) of By-law 14-090 is amended by adding the following subsection (iv) thereto:
- (iv) Construction Dewatering Discharge, the quantity of the Discharge shall be determined by a device that measures the Discharge flow that contains water originating from a source other than the City's potable water supply.
13. Section 11 of By-law 14-090 is amended by the addition of the following section 11.24:
- 11.24 A Sewer Discharge Permit for Construction Dewatering Discharges referred to in subsection 11.4(g) authorizes Discharge water originating from Construction Dewatering:
- (a) in respect of treatable parameters in excess of any of the following limits permitted under Schedule B:
 - (i) cBiochemical Oxygen Demand;
 - (ii) total suspended solids;
 - (iii) total phosphorus;
 - (iv) total kjeldahl nitrogen;
 - (v) Oil and Grease (Animal/Vegetable);
 - (b) which contains water that has originated from a source other than the City's Potable Water supply;
 - (c) that exceeds the limits for any one or more of the parameters contained in Schedule B in accordance with a Compliance Program; or,
 - (d) that exceeds the limits for Chloride in excess of 1500 milligrams/litre but less than 4000 milligrams/litre, subject to a sampling and reporting program to be outlined in the Permit.
14. Section 11 of By-law 14-090 is amended by the addition of the following section 11.25:
- 11.25 A Person who has applied for a Sewer Discharge Permit for Construction Dewatering shall install and maintain, at their expense, a device acceptable to the

General Manager that measures the Discharge flow of Construction Dewatering water.

15. Section 11 of By-law 14-090 is amended by the addition of the following section 11.26:

11.26 A Person who has applied for a Sewer Discharge Permit for Construction Dewatering Discharge shall have already complied with and shall continue to meet the requirements of subsection 11.12, if applicable to the proposed Discharge.

16. Schedule "B" to By-law 14-090 is deleted and the attached Schedule "B" is substituted therefor.
17. Schedule "C" to Bylaw 14-090 is deleted and the attached Schedule "C" is substituted therefor.
18. Schedule "D" to By-law 14-090 is deleted ad the attached Schedule "D" is substituted therefor.
19. This By-law shall come into effect of the date of passage.

PASSED this day of , 2022

Mayor

Clerk

SCHEDULE B**LIMITS FOR SANITARY SEWER AND COMBINED SEWER DISCHARGE**

Parameter *	Limit (milligrams/litre)
cBiochemical Oxygen Demand (cBOD)	300
Total Suspended Solids (TSS)	350
Total Phosphorus	10
Total Kjeldahl Nitrogen (TKN)	100
Oil and Grease (Animal/Vegetable)	150
Oil and Grease (Mineral/Synthetic)	15
Phenolic Compounds	1
Chlorides	1500
Sulphates	1500
Sulphide (as H ₂ S)	1.0
Aluminum (total)	50
Iron (total)	50
Fluorides	10
Antimony (total)	5
Bismuth (total)	5
Chromium (total)	5
Cobalt (total)	5
Manganese (total)	5
Silver (total)	5
Tin (total)	5
Titanium (total)	5
Vanadium	5
Zinc (total)	2

Appendix "A" to Report PW19029(a)

Cyanide (total)	2
Copper (total)	2
Lead (total)	2
Nickel (total)	2
Arsenic (total)	1
Molybdenum (total)	1
Selenium (total)	1
Cadmium (total)	0.7
Mercury (total)	0.01
Aldrin/Dieldrin**	0.0002
Benzene	0.01
Bis(2-ethylhexyl)phthalate	0.28

Parameter (cont'd)	Limit (milligrams/litre)
Chlordane**	0.1
Chloroform	0.04
DDT**	0.0001
1,2-Dichlorobenzene	0.05
1,4-Dichlorobenzene	0.08
3,3-Dichlorobenzidine**	0.002
cis-1,2-Dichloroethylene	4
trans-1,3-Dichloropropylene	0.14
Di-n-butyl phthalate	0.08
Ethylbenzene	0.16
Hexachlorobenzene	0.0001
Hexachlorocyclohexane**	0.1
Methylene Chloride	2
Mirex**	0.1
PCBs	0.001
Pentachlorophenol	0.005
1,1,2,2-Tetrachloroethane	1.4
Tetrachloroethylene	1
Toluene	0.016
Total Xylenes	1.4
Total PAHs	0.005
Trichloroethylene	0.4
Parameter*	Limit (specified)
pH	> 6.0 to < 11.0 pH
Temperature	60°C

* as defined by a Reference Method of an Accredited Laboratory

**for the purposes of section 4.3, parameters as marked are Pesticides

SCHEDULE C**LIMITS FOR STORM SEWER DISCHARGE**

Parameter*	Limit (milligrams/litre)
Total Suspended Solids (TSS)	15
Oil and Grease (Animal/Vegetable)	10
Zinc (total)	0.5
Chromium (total)	0.08
Lead (total)	0.12
Nickel (total)	0.08
Copper (total)	0.05
Cadmium (total)	0.008
Phenolic Compounds	0.02
Phosphorus (total)	0.4
Parameter*	Limit (specified)
pH	> 6.0 to < 11.0 pH
Temperature	60°C
<i>E. coli</i>	2400 most probable number per 100 milliliters

* as defined by a Reference Method of an Accredited Laboratory

SCHEDULE D

CITY LOCATIONS FOR DISCHARGE OF HAULED SEWAGE

The following are Hauled Sewage Receiving Facilities:

1. Woodward Avenue Wastewater Treatment Plant

700 Woodward Avenue, Hamilton, Ontario

2. Mountain Transfer Station

Kilbride Road Hamilton, Ontario

3. Eastport Drive Wastewater Pumping Station

Eastport Drive and Pier 25 Gateway S, Hamilton, Ontario

Existing Fees and Charges	2022 Approved Fee	Proposed Fees and Charges	Proposed Fee
<u>Overstrength Discharge Fees:</u> Biochemical Oxygen Demand Total suspended solids Oil & grease (animal/vegetable) Total Kjeldahl Nitrogen Total Phosphorus Surcharge Discharge Fee (charge per m3)	\$0.81 \$0.66 \$0.46 \$1.04 \$2.20 \$1.89	<u>Overstrength Discharge Fees:</u> Biochemical Oxygen Demand Total suspended solids Oil & grease (animal/vegetable) Total Kjeldahl Nitrogen Total Phosphorus Surcharge Discharge Fee (charge per m3)	No Change No Change No Change No Change No Change No Change
<u>Administrative Fees for Sewer Discharge Permits (charges per quarter) *</u> Overstrength Discharge Permit Surcharge Discharge Permit Chloride Discharge Permit Compliance Discharge Permit Conditional Discharge Permit	\$435.00 \$435.00 \$435.00 \$1077.00 \$1077.00	<u>Administrative Fees for Sewer Discharge Permits (charges per quarter) *</u> Overstrength Discharge Permit Surcharge Discharge Permit Chloride Discharge Permit Compliance Discharge Permit Conditional Discharge Permit Construction Dewatering Permit	No Change No Change No Change No Change No Change \$435.00
<u>Permit Fees:</u> (plus HST) Sewer Discharge Permit Application Fee Sewer Discharge Permit Amendment Fee Wastewater Characterization Deposit	\$688.00 \$319.46 \$500.00	<u>Permit Fees:</u> (plus HST) Sewer Discharge Permit Application Fee Amendment Fee Wastewater Characterization Deposit	No Change No Change No Change

denotes new

*multiple permit holders pay the higher administrative fee (for example, if the permit holder has both an Overstrength Discharge Permit and a Compliance Program Permit, they will pay \$1077 per quarter)

Summary of Proposed Parameter Amendments to SUB 14-090

	Parameter	Existing Limit	Recommended limit (mg/l) unless otherwise stated	Comment
Sanitary Discharges (Schedule B)	BOD	300	300	No change
	TSS	350	350	No change
	TP	10	10	No change
	TKN	100	100	No change
	O&G (An./Veg.)	150	150	No change
	Arsenic	1	1	No change
	Cadmium	0.7	0.7	No change
	Cobalt	5	5	No change
	Chromium	5	5	No change
	Copper	2	2	No change
	Mercury	0.01	0.01	No change
	Molybdenum	1	1	No change
	Nickel	2	2	No change
	Lead	2	2	No change
	Selenium	1	1	No change
	Zinc	3	2	Reduce limit
	chloroform	0.04	0.04	No change
	Bis(2-ethyl) Phthalate (DEHP)	0.012	0.28	Increase
	Dibutylphthalate (DBP)	0.08	0.08	No change
	Iron	50	50	No change
	pH	5.5 – 9.5	6-11	Raised min. and max.
	Temperature (max C)	65	60 degrees C	Decrease
Sulphate	1500	1500	No change	
Sulphide (as H ₂ S)	No current limit	1	NEW PARAMETER	
Storm Discharges (Schedule C)	TSS	15	15	No change
	O&G (an./veg)	10	10	No change
	Zinc (total)	3	0.5	Decreased
	Chromium (total)	1	0.08	Decreased
	Lead (total)	1	0.12	Decreased
	Nickel (total)	1	0.08	Decreased
	Copper (total)	1	0.05	Decreased
	Cadmium (total)	1	0.008	Decreased
	Phenolic Compounds	0.02	0.02	No change
	Phosphorus (total)	No current limit	0.4	NEW PARAMETER
	pH	5.5 – 9.5	6-11	Raised min. and max.
Temperature (max C)	65	60 degrees C	Decrease	



Hamilton

SEWER USE BYLAW 14-090 PROPOSED AMENDMENTS

**Public Works Committee
April 22, 2022**

SEWER USE BY-LAW

UPDATE



Overview

History

Proposed Amendments

Public Engagement

Next Steps

WHAT IS THE SEWER USE BYLAW ?

Regulates the discharge of water and wastewater that enters the City's Sewage Works by:

- Establishing **limits for common pollutants**
- Establishing a list of **prohibited substances**
- Identifying **requirements** that users have to meet in order **to discharge**
- Enabling the City to monitor and **reduce the impact of spills**
- Enabling the City to **monitor and control discharges**
- Enables the City to enter on private lands to **enforce by-law** (Orders, POA Part 1 tickets, POA Part 3 charges, Direction to provide reports or take corrective actions)



SEWER USE BYLAW HISTORY

1989: R89-049

- Based on Ministry of the Environment 1988 Model Sewer Use Bylaw

2004: 04-150

- Consolidating former Regional bylaws to New City of Hamilton Bylaw
- Chloride and Sulphate limits
- Updated per Municipal Act 2001
- Added Organic limits

2014: 14-090

- Administrative Rewrite
- Pollution Prevention
- Pretreatment Works
- Efficient Permitting process
- Ticketable Offences

2022:
Amendments

- Parameter updates
- Construction Dewatering Program
- Administrative updates

Sanitary /Combined Discharges (Schedule B)	Parameter	Existing Limit (mg/L unless stated)	Proposed Limit (mg/L unless stated)
Sanitary /Combined Discharges (Schedule B)	Zinc	3	2
	Bis(2-ethyl) Phthalate (DEHP)	0.012	0.28
	pH	5.5 - 9.5 pH	6 – 11 pH
	Temperature	65°C	60°C
	Sulphide (as H ₂ S)	NA	1
Storm Discharges (Schedule C)	Zinc	3	0.5
	Chromium	1	0.08
	Lead	1	0.12
	Nickel	1	0.08
	Copper	1	0.05
	Cadmium	1	0.008
	Phosphorus	NA	0.4
	pH	5.5 - 9.5 pH	6 – 11 pH
	Temperature	65°C	60°C

WE ARE HAMILTON. WE ARE READY.

OCTOBER 29, 2019 · VNANDHRA · NEWS



Hamilton, Ontario, Canada. The nation's most diversified economy, the fastest growing mid-sized city for tech talent and a fantastic community approach to supporting investment big and small.

Development Applications

- 939 Development Application reviews in 2021
- GRIDS II
- A Place to Grow Policy
- Downtown Secondary Plan
- Provincial Intensification Targets

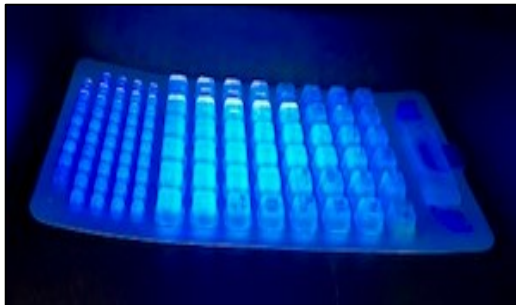
- Oversight of temporary discharges to sewer to facilitate construction activities (all sewer types)
- Hamilton Water identified 240 development files that will likely require dewatering (Q1 2022)
- Sustainable conveyance system operation
- Water Quality
- EEO FTE started mid 2021 to support Open for Business and initiate construction dewatering program integration. \$130K recovered in 2021
- 2nd FTE approved in 2022 to support strategy

Regulatory Challenges

- F-5-5 compliance
- Capacity allocation in the combined system - MECP direction regarding downstream impacts and approvals
- Stormwater source control strategy
- New Wastewater and Stormwater collection Consolidated Linear Infrastructure Environmental Compliance Approvals

E. coli Test Method

- Current unit of measurement – Colony Forming Units (CFU) per 100 milliliter
- Existing limit 2400 CFU per 100 milliliter
- E. coli method change as a result of process improvement initiative by City of Hamilton Laboratory
- New method – (Quanti-Tray Most Probably Number (MPN) Analysis)
- Proposed amendment – E. coli limit 2400 MPN per 100 milliliter

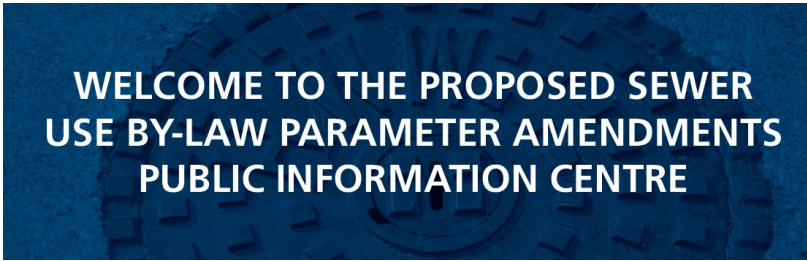


Schedule D

- New Eastport Dr Wastehauler Station
- Located at Eastport Drive and Pier 25 Gateway S
- Capital Works completed in 2021



PUBLIC INFORMATION CENTRES	LOCATION / AVENUE
October 24, 2019	City Hall – 71 Main Street West
October 29, 2019	700 Woodward Avenue, Admin Building
August 6 to October 15, 2021	Engage Hamilton Platform - Virtual

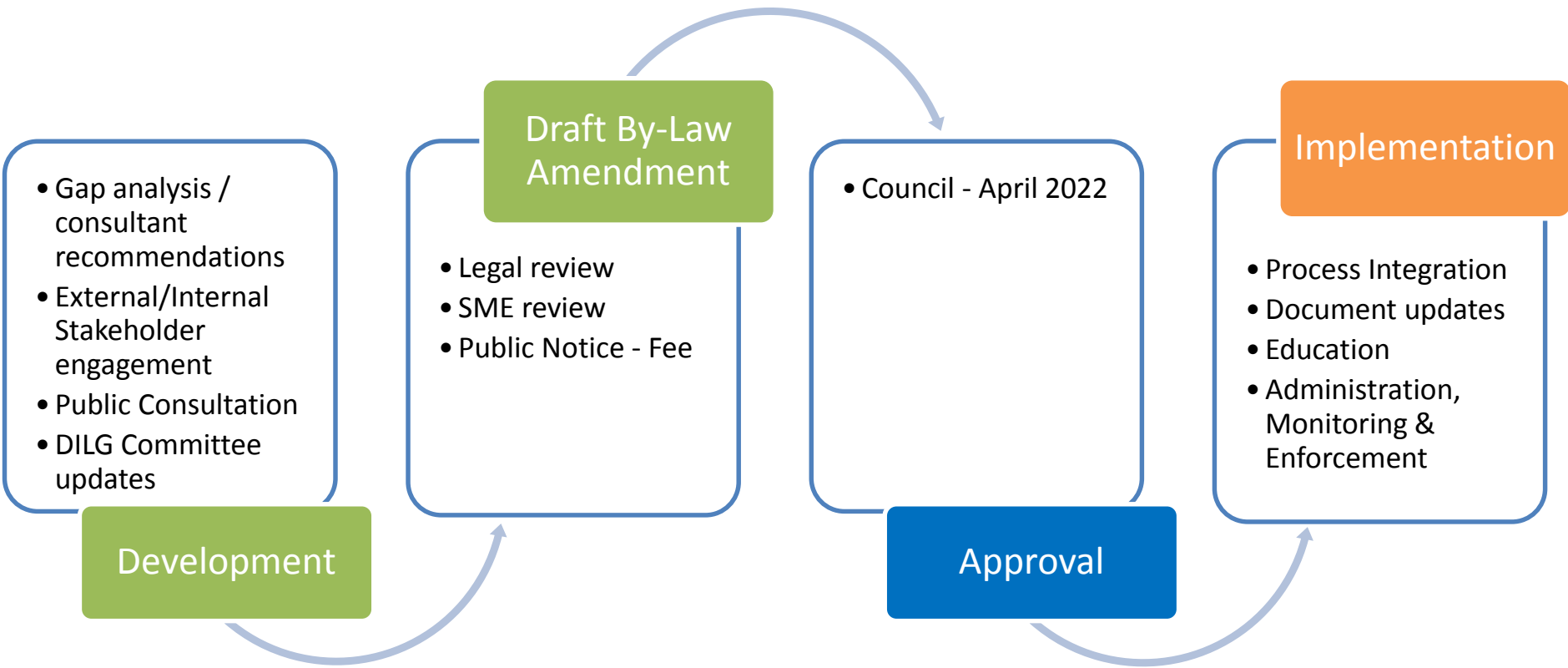


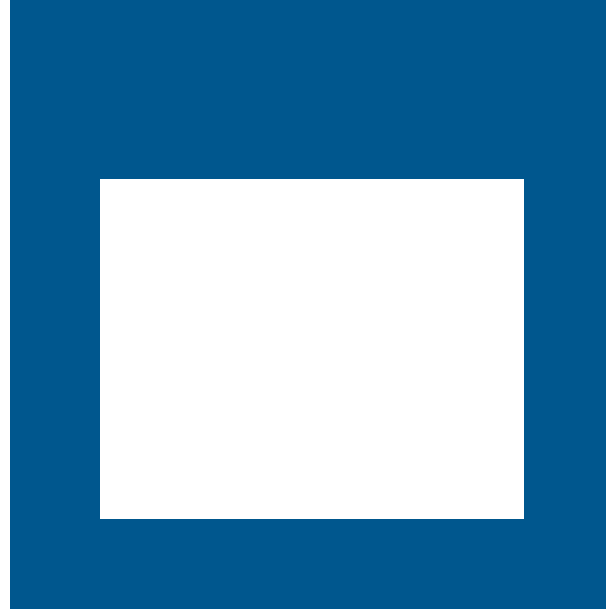
Relevant Consultations:

- Industries monitored by the Sewer Use program
- Current SUB permit holders
- Septic haulers and generators
- Developers/builders and Building associations
- Local business
- Development Industry Liaison Group (DILG)
- Mayor Eisenberger and Members of Council
- City staff



SEWER USE BYLAW AMENDMENT NEXT STEPS





THANK YOU

Reference Information

www.hamilton.ca/sewerusebylaw

<https://engage.hamilton.ca/sewerusebylaw>


Contact Info

Email: sewerusebylaw@hamilton.ca

Phone: 905-546-2424 ext.5190



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 4, 2022
SUBJECT/REPORT NO:	Proposed Permanent Closure and Sale of a Portion of Kerr Street, Dundas (PW22025) (Ward 13)
WARD(S) AFFECTED:	Ward 13
PREPARED BY:	Cetina Farruggia (905) 546-2424 Ext. 5803
SUBMITTED BY:	Susan Jacob Acting Director, Engineering Services Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the application of the owner of 35-37 Ogilvie Street, Dundas, to permanently close and purchase a portion of Kerr Street, Dundas ("Subject Lands"), as shown on Appendix "A", attached to Report PW22025, be approved, subject to the following conditions:
- (i) That the City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close and sell the highway, for enactment by Council;
 - (ii) The Real Estate Section of the Planning and Economic Development Department be authorized and directed to enter into any requisite easement agreements, right of way agreements, and/or other agreements deemed necessary to affect the orderly disposition of the Subject Lands and to proceed to sell the Subject Lands to the owners of 35-37 Ogilvie Street, Dundas, as described in Report PW22025, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;
 - (iii) The City Solicitor be authorized to complete the transfer of the Subject Lands to 35-37 Ogilvie Street, Dundas pursuant to an Agreement of Purchase and Sale or Offer to Purchase as negotiated by the Real Estate Section of the Planning and Economic Development Department;

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SUBJECT: Proposed Permanent Closure and Sale of a Portion of Kerr Street, Dundas (PW22025) (Ward 13) - Page 2 of 5

- (iv) That the City Solicitor be authorized and directed to register a certified copy of the by-law(s) permanently closing and selling the highway in the proper land registry office;
- (v) That the City Solicitor be authorized to amend and waive such terms as they consider reasonable to give effect to this authorization and direction;
- (vi) That the Public Works Department publish any required notice of the City of Hamilton's intention to pass the by-laws and/or permanently sell the closed highway pursuant to the City of Hamilton Sale of Land Policy By-law 14-204;
- (vii) That the applicant be fully responsible for the deposit of a reference plan in the proper land registry office, and that said plan be prepared by an Ontario Land Surveyor to the satisfaction of the Manager, Geomatics and Corridor Management Section, and that the applicant also deposit a reproducible copy of said plan with the Manager, Geomatics and Corridor Management Section;
- (viii) That the proceeds of the sale of the Subject Lands be transferred to the Transportation, Operations and Maintenance Division for the purpose of repaving the remaining portion of Kerr Street, Dundas in order to accommodate a safe and functional 3-point turn radius for maintenance vehicles, removal of the curb cut and restoration of the sidewalk at the western limit of the Subject Lands, as well as any additional roadway maintenance requirements in Ward 13, to the satisfaction of the Ward Councillor in consultation with Transportation, Operations and Maintenance Division Staff;
- (ix) The applicant constructs a fence (with optional private pedestrian gate) along the western property limit of the Subject Lands within 1 year of successful purchase of the Subject Lands, in accordance with the City of Hamilton Fence By-law 10-142, to the satisfaction of the Ward Councillor;
- (x) That the 3-point turn around area at the southern end of Kerr Street, Hamilton, be signed "No Parking Anytime" and the rest of the east side of Kerr Street be signed "No Parking Anytime, December 1st to March 31st", to the satisfaction of the Manager, Parking Operations and Initiatives.

EXECUTIVE SUMMARY

The owner of 35-37 Ogilvie Street, Dundas, has made an application to permanently close and purchase a portion of the road allowance abutting the south side of their

SUBJECT: Proposed Permanent Closure and Sale of a Portion of Kerr Street, Dundas (PW22025) (Ward 13) - Page 3 of 5

property. The applicant proposes this closure in order to facilitate land assembly. Staff met with Transportation, Operations, and Maintenance staff to discuss their comments surrounding the need for a three-point turn at the southerly limit of Kerr Street, Dundas. As such, Recommendation viii within Report PW22025 was included to provide staff with appropriate direction. Funds to complete these works will be provided through the proceeds of the sale. As there were no objections from internal staff or public utilities, and no objections from any abutting land owner, staff support the application to close and sell the Subject Lands to the owner of 35-37 Ogilvie Street, Dundas.

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The applicant has paid the Council approved user fee of \$4,634.00. The Subject Lands will be sold to the owners of 35-37 Ogilvie Street, Dundas, as determined by the Real Estate Section of the Planning and Economic Development Department, in accordance with the City of Hamilton (City) Sale of Land Policy By-law 14-204. Funds from the proceed of the sale will be transferred as per recommendation viii within Report PW22025.

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

Legal: The City Solicitor will prepare all necessary by-laws to permanently close and sell the Subject Lands and will register such by-laws in the Land Registry Office once Council has approved the by-law. The by-law does not take effect until the certified copy of the by-law is registered in the proper land registry office. The City Solicitor will complete the transfer of the Subject Lands to the owners of 35-37 Ogilvie Street, Dundas, pursuant to an agreement negotiated by the Real Estate Section of the Planning and Economic Development Department.

HISTORICAL BACKGROUND

The Subject Lands are part of a road allowance as shown on the Town of Dundas compiled plan by C.C. Carroll, P.L.S. dated June 18th, 1887 making reference to the J.O. Hatt Survey as an underlying survey plan. The road allowance was confirmed by a Boundary Act Order being BA 1635 registered on September 25, 1978 as plan D-16 in the Land Registry office. On September 23, 2019, the owner of 35-37 Ogilvie Street, Dundas applied to close and purchase all of Kerr Street to facilitate land assembly. Through the circulation process, due to resident objections, the limits of the proposed closure were adjusted to only include the portion of Kerr Street that abut the south side of the applicant's property. Staff met with various City Divisions to ensure this closure

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SUBJECT: Proposed Permanent Closure and Sale of a Portion of Kerr Street, Dundas (PW22025) (Ward 13) - Page 4 of 5

and sale would pose no impact to roadway maintenance and garbage collection. Staff met with Transportation, Operations, and Maintenance staff to discuss their comments surrounding the need for a three-point turn at the southerly limit of Kerr Street, Dundas. As such, Recommendation (viii) within Report PW22025 was included to provide staff with appropriate direction. Funds to complete these works will be provided through the proceeds of the sale. The proposed works can be completed at any time post transfer of the Subject Lands. As there were no objections from any City Department, Division, or Public Utility, staff is supportive of the closure and sale of the Subject Lands to the owner of 35-37 Ogilvie Street, Dundas.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

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

RELEVANT CONSULTATION

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

- Planning and Economic Development Department: Development Engineering, Building, Economic Development, Real Estate, and Planning
- Public Works Department: Engineering Services, Hamilton Water, Transportation Operations and Maintenance, and Environmental Services
- Hamilton Emergency Services
- Corporate Services Department: Budgets and Finance
- Mayor and Ward Councillor
- Bell, Alectra Utilities, Hydro One, and Enbridge Gas

There were no objections received from any public utilities, City Departments and Divisions.

Enbridge Gas and Bell have advised that they will require easement protection.

Notice of the proposal was sent to all abutting property owners of the Subject Lands, as shown on Appendix "B", attached to Report PW22025 for comment. In this instance, there were 23 notices mailed, and the results are as follows:

In favour: 0

Opposed: 3

No comment: 0

Those who opposed are not abutting land owners. Concerns were related to parking, garbage pick-up, snow removal, and access to the Metro stairs. As a result of these

**SUBJECT: Proposed Permanent Closure and Sale of a Portion of Kerr Street,
Dundas (PW22025) (Ward 13) - Page 5 of 5**

comments, the applicant amended their application to only include the portion of Kerr Street that abuts their property.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

As there were no objections from any City Department, Division, or Public Utility, and no objections from abutting land owners, staff is supportive of the closure and sale of the Subject Lands to the owner of 35-37 Ogilvie Street, Dundas.

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

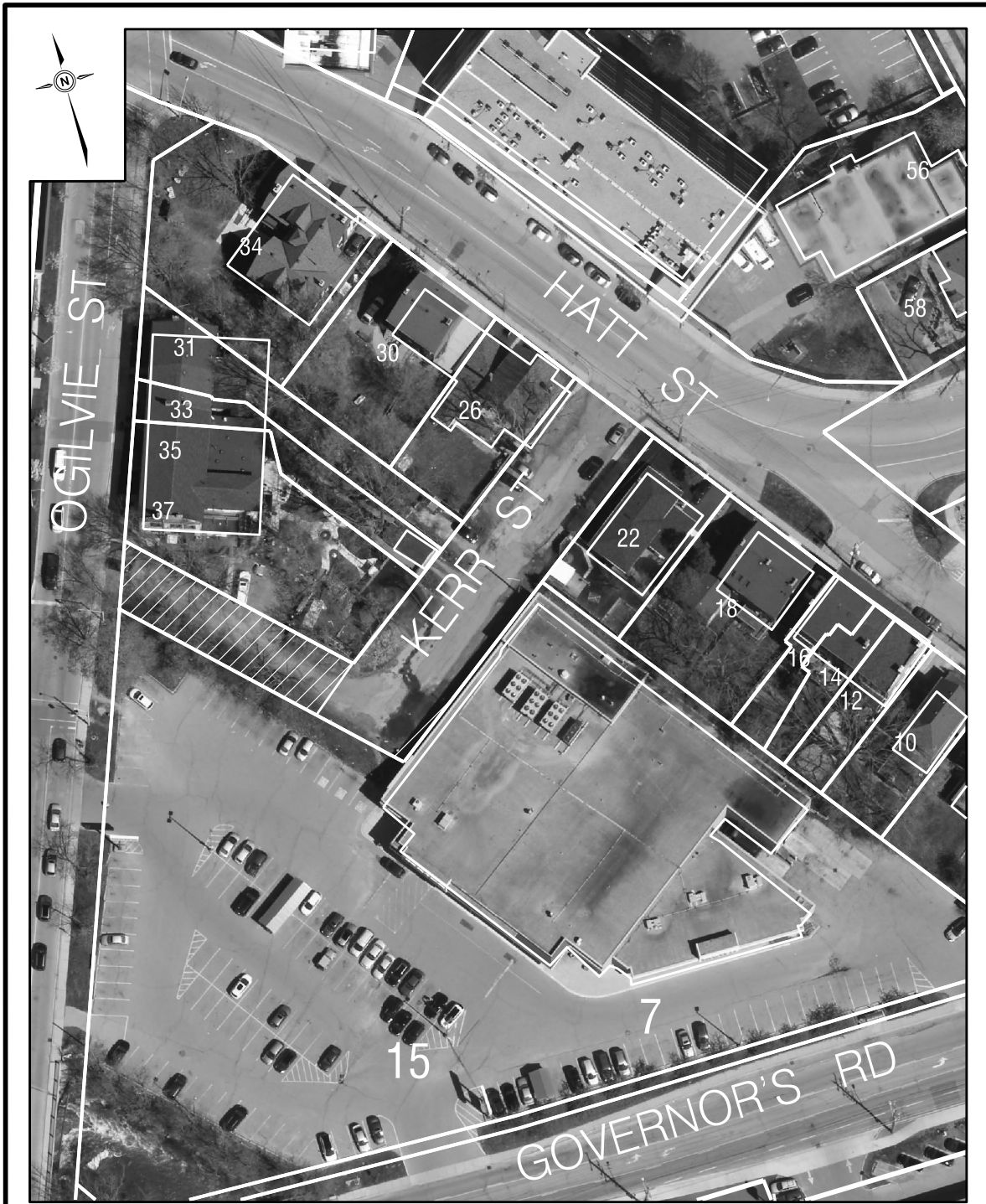
Built Environment and Infrastructure

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

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW22025 - Aerial Drawing


Appendix “B” to Report PW22025 - Location Plan

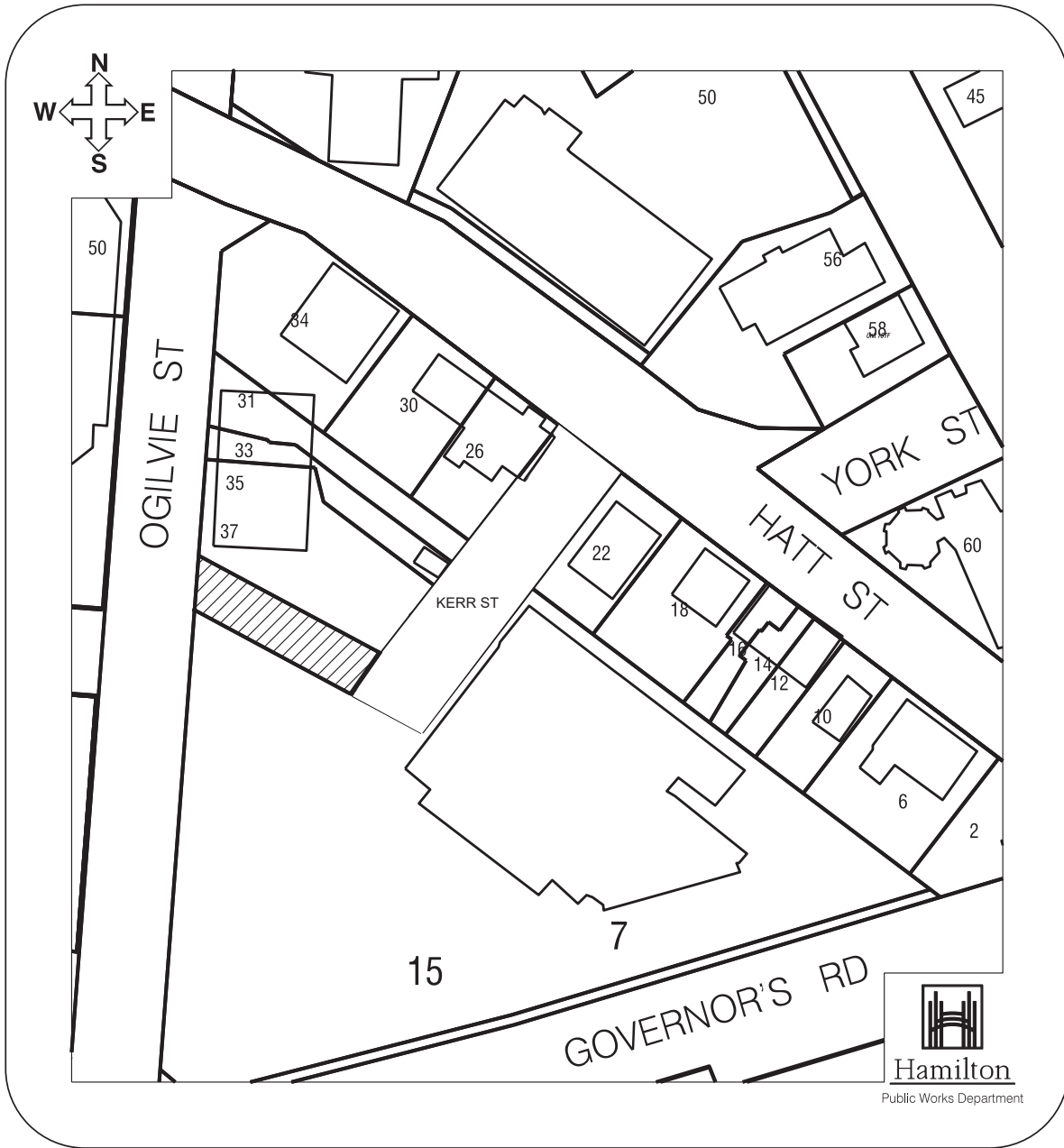


PROPOSED CLOSURE OF PORTION OF KERR STREET

Geomatics & Corridor Management Section
Public Works Department

LEGEND

 Lands to be Closed



LOCATION PLAN

PROPOSED CLOSURE OF
 PORTION OF

KERR STREET

CITY OF HAMILTON
 PUBLIC WORKS DEPARTMENT

LEGEND



SUBJECT LANDS

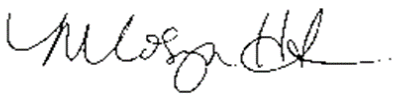
DATE: February 13, 2020

Not to Scale | Sketch By: CF

REFERENCE FILE NO : PW19_



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
 Transit Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 22, 2022
SUBJECT/REPORT NO:	Accessible Transportation Services Eligibility Audit Management Response (PW21055(a)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Michelle Martin (905) 546-2424 Ext. 2765
SUBMITTED BY:	Maureen Cosyn-Heath Director, Transit Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the Director of Transit be given delegated authority to create and administer a Policy for applications to Accessible Transportation Services (ATS) services, including making subsequent revisions to the Policy and associated forms and ancillary documents in their reasonable discretion as may be required, so that ATS can conduct a records management exercise for the safety of its clients, expected to conclude by June of 2023.
- (b) That no eligibility reassessments be undertaken during the above process as set out in (a).
- (c) That the Director of Transit be given delegated authority to update and revise the existing 2005 Accessible Transportation Services Policy entitled Trip No Shows, Late Cancellations and Excessive Cancellations (Appendix "A" attached to Report PW05051 – Policy 2005-01) on an ongoing basis in their reasonable discretion.

EXECUTIVE SUMMARY

At its October 7, 2021 meeting, the Audit, Finance and Administration Committee received Report PW21055 Consultant Report to Accessible Transportation Services, which presented a path to implement key recommendations for process improvement

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SUBJECT: Accessible Transportation Services Eligibility Audit Management Response (PW21055(a)) (City Wide)- Page 2 of 9

from Office of the City Auditor in Report AUD20009. The consultant engaged for that work, Dillon Consulting, subsequently calculated the impact and cost savings that would result from combining all their outlined recommendations, adjusted to reflect the potential impact of the COVID-19 pandemic; estimated savings was \$5.8 million by 2031 with full implementation according to the timeline provided.

The consultant's report was comprehensive, with many recommendations. Given the complexity associated with addressing the recommendations and the ATS commitment to a reasonable pace of change with adequate opportunity for Advisory Committee for Persons with Disabilities (ACPD) and stakeholder communication, ATS will proceed with a phased-in approach. As per GIC Report 21-024 Recommendation 8 ,regarding ACPD Report 21-012 (Item 10.1), this Recommendation Report PW21055(a) is being posted approximately 2 weeks earlier than the usual date of posting by Clerks to allow time for the Advisory Committee for Persons with Disabilities to review and provide comment ahead of Committee review.

To commence addressing the recommendations, ATS has established the following goals for the balance of 2022, which can be accommodated within the existing budget:

- Collect updated applications to ensure updated and relevant health data, consents, and contact information for those who:
 - have not used ATS since January 1, 2019;
 - are residents of long-term care, or who require support on board or at destinations;
 - are otherwise active clients not captured in the above categories; and
- Effectively implement and administer an updated Accessible Transportation Services Trip No Shows, Late Cancellations and Excessive Cancellations Policy, to improve scheduling efficiency and maximize available trips for all users.

Alternatives for Consideration – See page 9

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Using the adjusted forecast model in Appendix “A” attached to Report PW21055(a), Dillon Consulting projects net annual savings of up to \$5.8 million by 2031. The net savings projected by Dillon Consulting in a given year will be affected by the ATS timeline to implement any recommendations, by the ongoing effects of COVID-19 on ridership, and by which recommended steps Council approves.

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SUBJECT: Accessible Transportation Services Eligibility Audit Management Response (PW21055(a)) (City Wide)- Page 3 of 9

Specific to Recommendation (b) on Page 1 of this report, Dillon Consulting is projecting a gross reduction of \$355,200 to the annual DARTS budget by 2031 through more efficient scheduling and use of group trips and recommends using a points system to track and enforce late cancel and no show violations to help achieve this.

In the second phase, and in Q3 of 2022, ATS will present an update to this report regarding the recommendations from AUD 20009 and Dillon Consulting that will impact the 2023 budget. These include:

- increase the trip conditions that are applied when making determinations of conditional eligibility;
- upgrade existing scheduling software and software training to enable effective application of trip conditions when determining eligibility for individual trips according to client functional ability;
- allow for in-person, on-site evaluation of functional ability to use transit;
- reassess all existing clients at regular intervals;
- pilot integration of specialized and conventional transit on two HSR corridors; and
- implement an in-house, expanded travel training program to support improvements to conventional transit accessibility.

The exact impact on the 2023 budget has not yet been assessed and will be determined by which recommendations are implemented. The above recommendations will require additional FTE and other resources.

Staffing: There is no immediate impact to staffing levels for the balance of 2022. In Q3 of 2022, ATS will present an update to this report regarding the recommendations from AUD 20009 and Dillon Consulting recommendations that will require an increase in 2023 staffing levels if implemented.

Legal: ATS has worked closely with Legal Services and Clerks to ensure all language employed on the updated application form regarding personal information and consent is current and complies with relevant legislation and City of Hamilton (City) policy.

HISTORICAL BACKGROUND

In 2005, ATS presented Report PW05051 – Accessible Transportation Services Policy Trip No Shows, Late Cancellations and Excessive Cancellations. It included Policy No. 2005-01 (Appendix “A” attached to Report PW05051), which outlined a system to administer no shows and late cancellations. This is currently the posted policy on the Accessible Transportation Services web page.

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It is important to manage Trip No Shows, Late Cancellations and Excessive Cancellations so that ATS can effectively maximize the greatest number of possible trips available to customers of the service. The policy is not designed to be detrimental to those who have an urgent matter arise that prevents travel at the scheduled time but is in place for habitual infractions.

In 2019, at its meeting on November 18, 2019, the Public Works Committee requested the Office of the City Auditor (OCA) to complete an eligibility audit of ATS clients (Item 10.6). In 2020, the Office of the City Auditor presented Audit outcomes to the Public Works Committee at its meeting on December 4, 2020 (Report AUD20009), which outlined a total of 14 recommendations for ATS Management response.

In 2021, ATS The Transit Division engaged with Dillon Consulting to address audit key recommendations from Report AUD20009. The outcomes of the Dillon Consulting report were presented to the Audit, Finance and Administration Committee on October 7, 2021 (Appendix "A" attached to Report PW21055) and Dillon subsequently provided their COVID-adjusted combined savings calculation to ATS (Appendix "A" attached to Report PW21055(a)). The Dillon report and Report AUD 20009 inform the above recommendations and will inform additional recommendations in Q3.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The Accessibility for Ontarians with Disabilities Act (AODA) Integrated Accessibility Standards Regulation provides the categories of eligibility for specialized transit to which ATS adheres in order to be compliant with the legislation. They are listed and defined as follows:

1. A person with a disability that prevents them from using conventional transportation services shall be categorized as having unconditional eligibility.
2. A person with a temporary disability that prevents them from using conventional transportation services shall be categorized as having temporary eligibility.
3. A person with a disability where environmental or physical barriers limit their ability to consistently use conventional transportation services shall be categorized as having conditional eligibility. O. Reg. 191/11, s. 63 (2).

The AODA also states: "A specialized transportation service provider may deny requests for specialized transportation services to persons who are categorized as having temporary eligibility or conditional eligibility if the conventional transportation service is accessible to the person and the person has the ability to use it. O. Reg. 191/11, s. 63 (3)." In order to accomplish this determination of functional ability to use conventional transit, ATS provides a portion of its application forms to be completed by a health care professional. ATS may contact the health care professional completing the application form for additional information or clarification.

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In addition, the AODA states: “A specialized transportation service provider shall have policies respecting the collection, use and disclosure of personal information collected for purposes of determining eligibility under this section. O. Reg. 191/11, s. 64 (8).”

ATS also has obligations under the Freedom of Information and Protection of Privacy Act, the Personal Health Information Protection Act, and the Municipal Freedom of Information and Protection of Privacy Act to ensure applicants are duly notified of why and for what purpose their information is being collected, and to whom and for what purpose their information may be provided. The ATS application form has been updated to ensure this is duly communicated to all new applicants and to anyone who is reapplying for service.

With respect to the enforcement of late cancels and no shows, it should be noted that the 2005 Accessible Transportation Services Policy Trip No Shows, Late Cancellations and Excessive Cancellations outlined in Report PW05051 was, in part, a response to a 2004 settlement approved by Council with the Ontario Human Rights Commission (OHRC) and Complainants under the Ontario Human Rights Code to provide a policy to ensure excessive no shows and cancellations are addressed fairly and equitably.

RELEVANT CONSULTATION

Dillon Consulting worked closely with ATS to examine current processes, costs, benefits and best practices, to support ATS to respond to some of the recommendations in Report AUD20009, as noted above (Appendix “A” attached to Report PW21055, and Appendix “A” attached to Report PW21055(a)).

Dillon Consulting presented their workplan to the ACPD Transportation Working Group and received questions, comments and feedback at their meeting on June 22, 2021 to inform their final report (Advisory Committee for Persons with Disabilities Meeting #21-008, Item 6.4 (a)). The Transportation Working Group expressed concern about people losing access to services they need; ATS committed to the goal of responding to Report AUD20009 recommendations to ensure system sustainability while making sure applicants have access to appropriate transit, and to closely aligning conditions of specialized transit eligibility with conventional transit route, stop and destination accessibility.

Members of the Transit Leadership Team provided comment and input to Dillon Consulting. They were given the opportunity to review the draft report and have provided comments to ATS.

ATS informed community stakeholders present at the ACPD Transportation Roundtable on October 14, 2021 that the Dillon Consulting Report is now completed and publicly posted. ATS also provided a summary of the work done and provided ATS contact information. ATS has similarly informed members of the public who have viewed the

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2021 Virtual Annual Accessibility Information Event on the City of Hamilton YouTube channel, posted December 1, 2021.

Legal Services and Clerks have been consulted in the updates to the ATS application form, including the creation of a shorter form for use by Long-Term Care facilities.

It should be noted that the Office of the City Auditor has not completed any work to validate the potential for cost savings identified by Dillon Consulting.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Reapplication Process as of March 31, 2022, there are 20,666 registered users. Of these, 9,589 are active users who have taken at least one trip since January 1, 2019. To date, a mass reapplication process has not been undertaken.

The staff recommendations on Page 1 of Report PW21055(a) will address, in part, some of the recommendations outlined in AUD20009 (Revised Appendix “B” attached to Report AUD20009):

- Recommendation 3: We recommend that standard operating procedures and assessment guidelines be created for all assessment processes. These procedures may include instructions and evaluation strategies to assist staff in making consistent and supported eligibility decisions.
- Recommendation 5: We recommend that management incorporate more in-person contact into the eligibility assessment process within the next year.
 - Related to this, the detailed report notes: Research performed by the OCA suggests that in-person contact, either through an interview, telephone conversation or functional assessment, results in more accurate eligibility outcomes than reviewing a paper application alone (Page 18, Appendix “A” attached to Report AUD20009).
- Recommendation 8: We recommend that management explore the feasibility, potential savings, costs and benefits of the following service options: expanded Taxi Scrip Program, integrated service model, expanded travel training, shuttles and community buses.
- Recommendation 14: We recommend that management address the administrative issues identified by:
 - Ensuring staff only accept completed current versions of the application form

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- Creating a separate, shortened application for long term care and nursing home applicants that obtains more information from their health care provider

The revised application form will increase safety and confidence of the client records by standardizing a reapplication process for all registrants, help ATS to update current addresses, emergency contact information, and identify changes in support needs or those who otherwise may no longer require service. This will position ATS staff to both appropriately collect information from health care professionals and conduct more client phone interviews, supporting recommendations AUD20009 Recommendations 3 and 5, while adhering to relevant privacy and consent legislation.

Most critically, the revised application forms will have additional language to determine when support persons may be required for an applicant on board a vehicle or upon arrival at destinations, to assist health care professionals to provide accurate information regarding travel support needs, for items such as do not leave unattended (DNLU) and personal care attendant (PCA). The report generated by the Office of the City Auditor highlighted the need to update these particular client fields for safety reasons and by incorporating this in the new application process, we improve that standard.

A shortened application form has been developed for clients who reside in long-term care. (Recommendation 14). By standardizing a recurring reapplication process for our most vulnerable clients who live in Long-Term Care or who have documented mandatory travel support needs, ATS records will be updated to reflect emergency contacts, but also their current authorized representatives, and their current consent to share information between ATS and the health care professional completing the application, the assessment agency authorized by ATS to make sure they are safe when travelling, and the contractor to the City for specialized transit, DARTS (or any successor) and its subcontractors, to ensure the Applicant receives appropriate service.

While the reapplication process is not triggering a reassessment of eligibility, the process may result in the following outcomes:

- ATS finds a client ineligible for service due to a decline in functioning that results in them being found unsafe for travel on specialized transit;
- ATS finds a client eligible for a higher level of service due to a change in their disability or medical condition;
- ATS requires a support person to accompany a client when travelling on specialized transit, in order to travel safely;
- ATS requires an attendant to meet a client at destinations when travelling on specialized transit, in order to be safe on arrival; and

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- ATS suspends eligibility for clients who do not provide an updated application in a timely manner, or for clients who cannot be contacted.

Reapplication of a client whose eligibility status is Temporary may result in a reassessment of eligibility, as is the current process. Legacy Taxi Scrip only clients will not be required to participate in the records update reapplication process.

Trip No Shows/Late Cancellation and Excessive Cancellations Policy

Municipal benchmarking of ten transit agencies conducted by Dillon Consulting found that most had conducted some level of reapplication for existing clients in the last few years (page 21, Appendix “A” attached to Report PW21055). Only 27% of current ATS registrants have submitted an updated application form. The oldest ATS application forms are only two pages in length, with much less detail about functional level or support needs; some active ATS clients have been on service since the 1980s.

Municipal benchmarking conducted by Dillon Consulting also shows an average rate of late cancellations and no shows of 4.78% for the ten transit agencies interviewed, compared to the 2019 Hamilton rate of 16.54% (page 95, Appendix “A” attached to Report PW21055). Bringing our rate closer to the average will of course improve scheduling efficiency to not only increase the number of passengers travelling per hour, but also the potential for group trips (AUD20009 Recommendation 8).

ATS has drafted the points system below to apply directly to late cancel and no show codes in the software that is used to schedule trips for more efficient tracking and to bring ATS more in line with comparator municipalities. The points system parallels the former, frequency-based system, but removes excessive cancellations as a violation; a reduction in cancellations overall does not directly translate into operational improvement, and in many cases, a cancellation is preferable to a late cancellation, a cancellation at door, or a no show.

Triggers for No Show/ Late Cancel Policy Violations in one Calendar-Month Period	
ATS Policy 2005-01	Proposed Update
Six (6) late cancellations	Late cancellation – 1 point up to a maximum of 7 points combined total
Three (3) no shows	No show or cancellation at door – 2 points up to a maximum of 7 points combined total
Seven (7) combined late cancellations and no shows	7 points combined total late cancellations, no shows and cancellations at door
Excessive cancellations of 25% (with minimum of 10 occurrences) of subscription and/ or casual booking trips cancelled	Removed

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ALTERNATIVES FOR CONSIDERATION

1. With respect to the application updates, there are no alternatives for consideration, for the safety and privacy of ATS clients.
2. Council could direct ATS to rewrite the Accessible Transportation Services Policy Trip No Shows, Late Cancellations and Excessive Cancellations to update it according to the current duties of ATS and DARTS staff members and to remove the excessive cancellations rule, while leaving the frequency-based system of tracking violations in place. This would be more cumbersome for ATS to track but would not result in different outcomes.

Financial: There are no financial implications associated with this alternative.

Staffing: There are no staffing implications associated with this alternative.

Legal: There are no legal implications associated with this alternative.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

A transit system that aligns with the City's vision "To be the best place to raise a child and age successfully" will support the needs of its citizens to access specialized or accessible conventional transit with as much flexibility as possible, respecting their unique functional abilities.

Healthy and Safe Communities

Hamilton is a City where all have access to the services and support we need to be healthy and active.

Culture and Diversity

Hamilton provides services that help create a community that provides equitable access to safe and supportive environments for all.

Our People and Performance

Hamiltonians have a high level of trust that their government is delivering municipal services in the most efficient and effective way possible.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW21055(a) - Memo ATS Consolidated Ridership and Cost Forecasts

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Memo

To: Michelle Martin, ATS
Marco Mostacci, ATS

From: Dennis Kar, Dillon Consulting Limited

Date: October 14, 2021

Subject: ATS – Consolidated Ridership and Cost Forecasts

Our File: 21-1969

1.0 Introduction

Dillon Consulting Limited in association with Trestle Consulting was retained by the City of Hamilton to develop a business case and implementation plan of the City of Hamilton’s Auditor’s recommendations on the City of Hamilton Transit Division Accessible Transportation Services (A.T.S.). The audit focused on identifying ways to increase process efficiencies and explore cost saving opportunities, with a focus on eligibility determination process and service delivery.

It was concluded that three areas would provide the largest potential for cost savings:

1. Update the application process and conduct reassessments of existing passengers
2. Expand the travel training program and move towards integrated trips
3. Identify opportunities to increase the number of group trips.

Ridership, service hour, vehicle and operating cost forecasts noted in the report used 2019 as a base year, and were completed independently for each of the recommendations. This would allow the City to assess the cost and benefits of each of the recommendations on their own. It should be noted that the impacts of COVID-19 were not included in the original assessment.

The purpose of this memo is to illustrate the cumulative budget impacts of implementing each of the three recommended solutions noted in the final report. Short-term changes to ridership and operating costs from the COVID-19 pandemic were also considered in this report to gain a better understanding of how the pandemic would impact use of ATS services over the long-term.

2.0 Assumptions

The following outlines the assumptions used in the forecast that differ from those identified throughout the September 2021 City of Hamilton Review of ATS Eligibility Determination Process and Services report (September 2021 Report).

2.1 Base Case and Impacts from COVID-19

The Base Case (business as usual) scenario assumes none of the recommendations in the September 2021 Report have been implemented and forecasts ridership, service hours, peak vehicles and operating cost to the 2031 horizon year. The updated Base Case forecast in this memo takes into consideration both the short-term changes to ridership (2020 and 2021 year-to-date) due to the COVID-19 pandemic, along with the long-term impact. The long-term impact assumes that the number of registrants per capita and trips per registrant will not get back to pre-pandemic levels. This means that the Base Case 2031 forecast is likely to be less than the 2019 ridership that was experienced before the pandemic. This is illustrated in **Table 3** and based on the following assumptions:

1. 2020 and 2021 data is added to the forecast to show the impact of COVID-19 on ridership and operating costs.
2. 2021 data was provided up to August / September 2021. Actual monthly ridership data and service hours was provided until September 2021. Monthly September 2021 ridership and service hours was used to forecast ridership and service hours between October and December 2021.
3. 2021 actual operating cost data was provided between January and August 2021. Budgeted variable operating cost data between September and December 2021 was reduced by 45 to 50% to reflect a similar reduction in budgeted ridership data during these same months.
4. It was assumed that ridership would never fully recover from the COVID-19 pandemic, as many people have found other means to travel, rely more on virtual communication and/or appointments, and/or use of online shopping and services. It was assumed that the COVID-19 pandemic would be over in 2023, but this would continue to result in few trips made, based on the following assumptions:
 - a. Registrants per capita at 90% of 2019 levels;
 - b. Trips per registrant at 80% of 2019 levels for ATS trips; and
 - c. Trips per registrant at 90% of 2019 levels for Taxi Scrip trips.
5. Growth in ATS registrants is based on both the growth in population and the impacts of an aging population, and is based on the forecast completed for the 2019 City of Hamilton Development Charges Study: Transit Background Paper. Data on Taxi Scrip Only registrants for 2020 and 2021

was added to this analysis, and the number of registrants was reduced by 10% per year starting in 2022.

6. Ridership growth on specialized transit service contracted to DARTS is calculated by applying the 2019 number of trips per registrant (92.5), and adjusting it to 74.0 trips per registrant between 2023 and 2031. Trip per registrant between 2020 and 2022 are lower due to the ongoing COVID-19 pandemic (43.27 to 67.18).
7. Ridership growth on Taxi Scrip is calculated by adjusting the 2019 number of trips per registrant (27.9) for registrants that use Taxi Scrip (2,980) to reflect the impact of COVID-19, and carrying it through the 2031 horizon year. An adjustment was made to reduce the number of Taxi Scrip trips per registrant that uses Taxi Scrip to 25.1 starting in 2023. This was lower between 2020 and 2022 to reflect the ongoing COVID-19 pandemic.
8. The ratio of trips delivered by dedicated DARTS in-house service, dedicated subcontracted service, non-dedicated taxi service in 2019 was adjusted between 2020 and 2022 to reflect ongoing conditions. This then brought back to 2019 levels in 2023 and continued through to 2031. This is noted in the table below:

Table 1: Distribution of Trips by Service Type

Service Delivery	2019	2020	2021	2022	2023 - 2031
Dedicated DARTS In-House	38.7%	58.7%	65.3%	49.0%	39%
Dedicated DARTS Subcontracted	58.7%	40.6%	33.1%	49.0%	59%
Non-Dedicated DARTS subcontracted	2.6%	0.7%	1.6%	2.0%	2.6%

9. The 2019 ratio of dedicated (contractor DARTS and subcontracted) annual trips (822,458¹) per peak vehicle (148) was used to calculate the growth in peak vehicle requirements with ridership growth between 2023 and 2031. This ratio is 5,557 trips per peak vehicle. This was adjusted between 2020 and 2022, to reflect fewer boardings per vehicle due to the COVID-19 pandemic.
10. The following operating costs rates were used for each of the horizon years. The year 2019 was used as a base and was carried forward between 2023 and 2031. Actual costs were used for 2020 and 2021, with forecasts on costs completed for the remaining four months of 2021 as noted above. For 2022, the costs were assumed to be the difference between 2019 and 2021 costs. It should be noted that while the compensation for dedicated DARTS subcontracted services changed from a cost per trip model to an hourly model during the COVID-19 pandemic, the rates shown in the table below reflect the original cost per trip model for comparative

¹ This represents on dedicated trips. The total, including non-dedicated subcontracted trips in 2019 is 844,007

purposes. These rates were applied to each horizon based on the growth in service hours and passengers.

Table 2: Cost per Hour / Trip by Service Type

Service Delivery	2019	2020	2021	2022	2023 - 2031
Dedicated DARTS In-House (cost per hour)	\$72.02	\$90.98	\$72.84	\$72.43	\$72.02
Dedicated DARTS Subcontracted (cost per trip)	\$22.40	\$26.78	\$44.73	\$33.56	\$22.40
Non-Dedicated DARTS subcontracted (cost per trip)	\$18.16	\$23.50	\$26.51	\$22.33	\$18.16

11. All costs remain at 2019 levels with no adjustments for inflation or other rising costs for comparative purposes.
12. Any vehicle costs required as a result of growth were assumed to be included in the 2019 operating costs, therefore, no capital costs were assumed.

2.2 Recommendations

The following assumptions were used in the in the consolidated forecast that incorporates each of the recommendations in the report.

1. All assumptions noted in the final report are unchanged unless otherwise noted here
2. The order of implementation was assumed to be the following:
 - a. 2022 – Initiate change management process
 - b. 2022 – Revise application process as recommended and hire Transit Abilities Coordinator
 - c. 2022 – Implement revised travel training program and initiate integrated service delivery model on two corridors. Hire Accessible Transit Coordinator.
 - d. 2022 – Implement recommendations to reduce late cancellations and no-shows and increase group bookings. Hire Clerk Staff position to assist with this.
 - e. 2023 – Begin to reassess existing clients over a four year period under the new application process
3. For the assessment of Group Trips, a slight change in assumptions was made from the original report. Hamilton delivers 2.18 eligible passenger trips per revenue hour of dedicated service (2019 statistics). This is lower than the peer average of the peer systems interviewed for this project (2.82 eligible passenger trips per revenue hour of dedicated service). The original report assumed that the recommendations above would increase the trips per hour by 5% by 2026 and

10% by 2031, which would increase the average trip per hour to 2.30 and 2.41 respectively. In this analysis, the productivity increases with the introduction of integrated trips. This means there are more people making shorter trips and less making longer trips, which increases the trips per hour for each vehicle. Therefore, a new target of 10% growth by 2026 (2.41 trips per hour) and 15% growth by 2031 (2.52 trips per hour) from 2019 productivity (2.18 trips per hour) was established. This still falls below the peer group average of 2.82 and is considered a conservative estimate.

4. For each of the recommendations, trips were distributed by service type based on the assumptions noted in **Table 1** above.
5. The cost per hour and trip of each the recommendations noted in the report were based on the assumptions noted in **Table 2** above.
6. Potential savings from the revised application process is assumed to be higher in 2022 and 2023 than in the September 2021 Report due to the high number of inactive registrants as a result of the COVID-19 pandemic. As many of these inactive registrants return to transit, it was assumed that they would be reassessed using the new application process due to a long period of inactivity. Of these inactive registrants are not reassessed, the savings would be lower.
7. Passenger revenue was based on the 2019 average fare of \$1.68 for each ATS passenger for the years 2022 to 2031. The passenger revenue from 2020 and 2021 was based on data provided.
8. Other revenue, including charters, grants, etc. between 2022 and 2031 was based on the ratio of "Other Revenue" to "Passenger Fare Revenue" in 2019 (5%), which was applied to each subsequent year.

3.0 Revised Cost Savings

Table 3 below presents the potential ridership change, service hours, vehicle requirements and cost savings, revenue and net cost savings of each of the consolidated recommended noted above.

Ridership and costs presented below are best estimates based on a series of assumptions noted above and in the September 2021 Report and should be used for planning purposes. There are a number of factors that would cause forecasts to change, including the timing and extent of recovery from the COVID-19 global pandemic. The figures in this report should be reviewed by staff annually and updated with more current information.



Memo

Table 3: Potential Cost Savings for Consolidated Recommendations from the Auditor Report

Ridership and Costs	2019	2020	2021	2022	2023	2026	2031
Specialized Transit Trips*							
Base Case (Do Nothing)	940,083	371,093	327,831	519,700	730,500	769,800	854,600
Reduction - New Application Process and Reassessment	0	0	0	-56,900	-114,000	-200,700	-220,000
Reduction - Travel Training	0	0	0	-4,100	-5,500	-5,100	-8,500
Increase – Integrated Short Trips versus Long Trips \	0	0	0	+200	+400	+1,100	+3,500
Reduction - Group Trips	0	0	0	0	0	0	0
Adjusted Ridership	940,083	371,093	327,831	458,900	611,400	565,100	629,600
Difference from Base Case	0	0	0	-60,800	-119,100	-204,700	-225,000
Service Hours							
Base Case (Do Nothing)	377,168	166,860	162,779	224,500	290,500	308,400	344,000
Reduction - New Application Process and Reassessment	0	0	0	-23,700	-45,850	-79,041	-89,157
Reduction - Travel Training / Integrated Trips	0	0	0	-2,200	-2,548	-10,194	-25,484
Reduction - Group Trips	0	0	0	-7,700	-1,601	-14,565	-11,959
Adjusted Service Hours	377,168	166,860	162,779	190,900	240,500	204,600	217,400
Difference from Base Case	0	0	0	-33,600	-50,000	-103,800	-126,600

Ridership and Costs	2019	2020	2021	2022	2023	2026	2031
Peak Vehicles							
Base Case (Do Nothing)	148	120	92	104	114	121	135
Reduction - New Application Process and Reassessment	0	0	0	-11	-18	-31	-35
Reduction - Travel Training / Integrated Trips	0	0	0	-1	-1	-4	-10
Reduction - Group Trips	0	0	0	-4	-1	-6	-5
Adjusted Peak Vehicles	148	120	92	88	94	80	85
Difference from Base Case	0	0	0	-16	-20	-41	-50
Operating Costs							
Base Case (Do Nothing)	\$25,420,913	\$15,957,500	\$15,568,800	\$22,202,000	\$20,145,400	\$21,210,200	\$23,370,400
Reduction - New Application Process and Reassessment	\$0	\$0	\$0	-\$2,108,700	-\$2,832,400	-\$4,906,900	-\$5,490,400
Reduction - Travel Training / Integrated Trips	\$0	\$0	\$0	-\$181,900	-\$145,200	-\$358,500	-\$830,600
Reduction - Group Trips	\$0	\$0	\$0	-\$412,800	-\$44,800	-\$432,100	-\$355,200
Staffing - Salary							
Transit Abilities Coordinator	--	--	--	\$100,000	\$100,000	\$100,000	\$100,000
Accessible Transit Coordinator	--	--	--	\$90,000	\$90,000	\$90,000	\$90,000
Clerk Staff Position	--	--	--	\$75,400	\$75,400	\$75,400	\$75,400

Ridership and Costs	2019	2020	2021	2022	2023	2026	2031
Third-Party Contractor (Assessments/ Appeals)	--	--	--	\$120,000	\$120,000	\$120,000	\$120,000
Set-up and Communications							
One-time Set-up Costs (office) / Ongoing Communications and Marketing)	--	--	--	\$20,000	\$15,000	\$15,000	\$15,000
One-time Change Management Costs	--	--	--	\$60,000	\$0	\$0	\$0
Software Upgrades Implementation	--	--	--	\$125,100	\$0	\$0	\$0
Software License Fees	--	--	--	\$11,400	\$11,400	\$11,400	\$11,400
Transportation							
Accessible Supervisor Vehicle Upgrade (\$25,000 per unit)	--	--	--	\$25,000	\$50,000	\$25,000	\$25,000
Transportation for a Portion of In-person Interviews	--	--	--	\$22,000	\$22,000	\$22,000	\$22,000
Total	--	--	--				
Adjusted Operating Cost**	\$25,420,913	\$15,957,500	\$15,568,800	\$20,147,500	\$17,606,800	\$15,971,500	\$17,153,000
Difference from Base Case	\$0	\$0	\$0	-\$2,054,500	-\$2,538,600	-\$5,238,700	-\$6,217,400


Ridership and Costs	2019	2020	2021	2022	2023	2026	2031
Revenue							
Base Case (Do Nothing)	\$1,486,752	\$525,661	\$644,375	\$808,300	\$1,149,600	\$1,217,000	\$1,356,200
<i>Base Case Passenger Revenue</i>	<i>\$1,417,343</i>	<i>\$509,710</i>	<i>\$398,913</i>	<i>\$770,600</i>	<i>\$1,095,900</i>	<i>\$1,160,200</i>	<i>\$1,292,900</i>
<i>Base Case Charters, Grants, etc.</i>	<i>\$69,409</i>	<i>\$15,951</i>	<i>\$245,462</i>	<i>\$37,700</i>	<i>\$53,700</i>	<i>\$56,800</i>	<i>\$63,300</i>
Adjusted Revenue	\$1,486,752	\$534,710	\$418,413	\$717,100	\$956,900	\$892,800	\$991,700
Adjusted Passenger Revenue	\$1,417,343	\$509,710	\$398,913	\$683,600	\$912,200	\$851,100	\$945,400
Adjusted Charters, Grants, etc.	\$69,400	\$25,000	\$19,500	\$33,500	\$44,700	\$41,700	\$46,300
Difference from Base Case	\$0	\$9,049	-\$225,962	-\$91,200	-\$192,700	-\$324,200	-\$364,500
Net Operating Cost							
Base Case (Do Nothing)	\$23,934,161	\$15,431,839	\$14,924,425	\$21,393,700	\$18,995,800	\$19,993,200	\$22,014,200
Adjusted Net Operating Cost	\$23,934,161	\$15,422,790	\$15,150,387	\$19,430,400	\$16,649,900	\$15,078,700	\$16,161,300
Difference From Base Case	\$0	-\$9,049	\$225,962	-\$1,963,300	-\$2,345,900	-\$4,914,500	-\$5,852,900

**Note: Includes Taxi Scrip trips*

*** Does not include reduction from passenger revenues*



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
 Transit Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 22, 2022
SUBJECT/REPORT NO:	GO Transit Subsidy (PW22021) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Nancy Purser (905) 546-2424 Ext. 1876
SUBMITTED BY:	Maureen Cosyn Heath Director, Transit Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the General Manager of Public Works or designate be authorized and directed to execute, on behalf of the City of Hamilton, together with any necessary ancillary documents, an amending agreement between the City of Hamilton and Metrolinx relating to a GO Transit subsidy for Hamilton Street Railway Company customers, in accordance with the terms outlined in this Report and in a form acceptable to the City Solicitor.

EXECUTIVE SUMMARY

Fare integration between transit agencies within the Greater Toronto and Hamilton Area (GTHA) is in the public interest and remains a priority for the Ministry of Transportation (MTO), in order to support public transit as an effective means of transportation within the region. As announced by MTO on March 1, 2022, an increase in the amount of GO Transit fare subsidy provided to public transit customers was a recent outcome of meetings held at the Fare and Service Integration Provincial-Municipal Table and is a positive step towards improved transit affordability.

In 1996, the City of Hamilton (City) (or the Regional Municipality of Hamilton-Wentworth, as it was then known) entered into an agreement with the Toronto Area Transit Operating Authority and the Hamilton Street Railway Company (HSR) to provide a subsidy to HSR and GO Transit users. As GO Transit now falls under Provincial authority as of 2001, the agreement is with Metrolinx and the City.

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: GO Transit Subsidy (PW22021) (City Wide) - Page 2 of 4

The proposed amending agreement between Metrolinx and the City would increase the subsidy offered to customers from 75% to 100%, effective March 14, 2022. Metrolinx offers this subsidy when a customer uses both HSR and GO Transit for their trip. The subsidy percentage is applied to the HSR Adult ticket price to reduce the overall cost of the customer's trip. The cost of this program is fully funded through Metrolinx.

Alternatives for Consideration – N/A**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: There is no financial impact. Metrolinx agrees to pay the City the full adult fare (currently \$2.55) each time a customer transfers from GO Transit to HSR. Future fare increases will automatically be captured and applied in the PRESTO system.

Staffing; N/A

Legal: N/A

HISTORICAL BACKGROUND

There are 9 transit agencies in the GTHA, each with their own fare pricing structures based on the local context. The purpose of a subsidy program between GO and the local transit agency is to recognize that many customers need both the local service and the regional GO service to travel to their preferred destination. A subsidy agreement provides for an achievable way to reduce the cost to the end-user while acknowledging base fares differ amongst the broader group of municipal transit agencies, where a singular approach would have varying impact.

The first fare integration agreement was implemented between HSR and GO Transit in 1996, which provided for a 37.5% discount to HSR and GO. This agreement was amended in 1998 to increase the subsidy to customers to 75% and has been in place since that time.

The agreement applies the specified subsidy percentage to the HSR adult ticket price to reduce the overall cost of the customer's trip. Using present-day fare pricing, the customer saves \$1.90 for each trip at 75%. The cost of this program is fully funded through Metrolinx. This program is presented to our customers as a co-fare between HSR and GO as the customer is responsible to pay a portion of the fare, currently \$0.65.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

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SUBJECT: GO Transit Subsidy (PW22021) (City Wide) - Page 3 of 4

RELEVANT CONSULTATION

Staff consulted with Legal Services who concur with the recommendation.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The proposed increase in subsidy will bring GO Transit to the same level as the other area agencies which includes: Hamilton, Burlington, Oakville, Mississauga, Brampton, York and Durham, allowing free transfers between systems and further strengthening fare integration in the region making it more affordable for customers to use public transit. At present there is no such similar agreements in place with the TTC.

During the month of February 2022, there were approximately 7,600 riders using both HSR and GO Transit, which demonstrates the importance of this interface. The customer experience will be simple, insofar as the subsidy will be processed automatically when they use a PRESTO card, provided there is a balance on the card. Under the amending agreement, when travelling from HSR to GO, the customer will pay the appropriate HSR fare and the GO Transit fare will be subsequently reduced by the HSR adult ticket price (currently \$2.55). When travelling from GO Transit to HSR, the customer will pay their full GO Transit fare and will transfer to HSR for free, while the City will be reimbursed the \$2.55 adult ticket price, making the City whole.

Any future increases to the HSR adult ticket price will be automatically accounted for in the PRESTO system.

This increase in subsidy makes transit more affordable and continues the important work of making public transit people's first choice.

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**Healthy and Safe Communities**

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

Clean and Green

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

Built Environment and Infrastructure

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

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SUBJECT: GO Transit Subsidy (PW22021) (City Wide) - Page 4 of 4

APPENDICES AND SCHEDULES ATTACHED

N/A



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Environmental Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 22, 2022
SUBJECT/REPORT NO:	Brightside Park – Environmental Reporting (PW22026) (Ward 3)
WARD(S) AFFECTED:	Ward 3
PREPARED BY:	Sarah Eakins (905) 546-2424 Ext. 4667
SUBMITTED BY:	Cynthia Graham Acting Director, Environmental Services Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the single source procurement, pursuant to Procurement Policy #11 – Non-competitive Procurements, for the extension of Contract C11-53-20 Environmental Reporting for Stadium Precinct Community Park as follows be approved:
- (i) \$750,000.00 for the completion of known required environmental reporting works; and,
 - (ii) \$250,000 for additional and unforeseen environmental reporting works until a Record of Site Condition is obtained from the Ministry of the Environment, Conservation and Parks (MECP);
- (b) That the General Manager, Public Works Department be authorized to negotiate and execute an amendment to the Contract and any ancillary documents required to give effect thereto with WSP Canada Inc., in a form satisfactory to the City Solicitor;

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**SUBJECT: Brightside Park – Environmental Reporting
(PW22026) (Ward 3) - Page 2 of 11**

- (c) That the \$1,000,000 budget required for the purchase order extension be funded from existing budget available in project ID 4401456401 – Parkland – Stadium Precinct up to a maximum of \$500,000; and the remaining \$500,000 to be funded by the Parkland Dedication Reserve #104090 and transferred to project ID 4401456401 – Parkland – Stadium Precinct.

EXECUTIVE SUMMARY

Report PW22026 seeks Council authorization to extend the purchase order for WSP Canada Inc. (WSP) for additional work to delineate newly found contaminants at 43 Lloyd Street. This work is necessary to fulfill requirements of the Ministry of Environment, Conservation and Parks (MECP) to be able to proceed with obtaining a Record of Site Condition (RSC) and Certificate of Property Use (CPU) and commence redevelopment of the site into parkland.

Additionally, lands located south of 43 Lloyd Street and forming part of the overall assembly for the parkland were acquired in 2021. These parcels, in combination with other City of Hamilton (City) owned lands have been undergoing environmental reporting and delineation protocols lead by EXP Services Inc. That testing has now reached a point where these parcels could be combined with the 43 Lloyd Street reporting so that all of the lands required to provide parkland amenities and associated access can be included under one Record of Site Condition.

Finally, in February of 2022, it was discovered that before the site was developed as a factory in 1911, a waterway ran through the property. Although the site has been filled for over 100 years, the waterway could still be flowing underground. This may be contributing to currently observed high water levels on site and could potentially act as a pathway for contaminants. A meeting with the MECP is planned to further discuss works required to delineate impacts of the waterway. This additional testing was not anticipated when the consulting assignment for the work was awarded.

WSP Canada Inc. has been undertaking the environmental delineation and reporting for 43 Lloyd Street since 2015. This is the largest parcel of the Brightside Park lands and is also the most contaminated of the properties. WSP's background knowledge and familiarity with the site best positions them to efficiently complete the additional environmental works required.

The requested purchase order extension for WSP includes costs associated with the additional delineation works required at 43 Lloyd Street, the combining of the of the newly acquired lands with 43 Lloyd Street to the Record of Site Condition submissions to the MECP, and investigation and further delineation of the potential underground waterway at 43 Lloyd Street. It also includes funds for additional and unforeseen environmental reporting works until a Record of Site Condition is obtained from the

**SUBJECT: Brightside Park – Environmental Reporting
(PW22026) (Ward 3) - Page 3 of 11**

Ministry of the Environment, Conservation and Parks (MECP). This is in recognition of the industrial historical uses of these lands and the potential for unforeseen impacts that may need to be addressed. Being able to proceed with required work without delay would be beneficial to the delivery of the project.

Alternatives for Consideration – See Page 9

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The proposed purchase order extension of \$1,000,000 will be partially funded through existing approved project ID 4401456401 – Parkland – Stadium Precinct up to a maximum of \$500,000 while the remaining funding needs of \$500,000 will be funded by the Parkland Dedication Reserve #104090 to support bringing the land up to parkland environmental standards.

WSP's current purchase order amount is \$252,046.30. They have indicated that they will hold their consulting rates of the original Request for Proposal for this extension.

Approved consulting fees for the Brightside Park environmental reporting and park design are shown in Table 1 below.

Table 1 – Brightside Park Environmental and Design Consulting Fees to Date

Consultant	Assignment Type	Description of Work	Fee
WSP Canada Inc.	Roster C12-07-14 Category 17	Assess the ESA reports prepared by WESA, prepare a new Phase 1 ESA Report for 43 Lloyd St, prepare Phase 2 Conceptual Site Models, undertake supplemental subsurface investigation and, following the results of this investigation, further site delineation	\$219,485.20
WSP Canada Inc.	Request for Proposal C11-53-20	Environmental reporting services to obtain a Record of Site Condition (RSC) and Certificate of Property Use (CPU) for 43 Lloyd St	\$252,046.30
TOTAL FEES			\$471,531.50

**SUBJECT: Brightside Park – Environmental Reporting
(PW22026) (Ward 3) - Page 4 of 11**

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Brightside Park emerged as part of the Stadium Precinct Planning work initiated by the City in 2012. The Stadium Precinct was defined as Sherman Avenue North to Glendale Avenue North, CN Rail tracks to Main Street East. Attached to Report PW22026 as Appendix “A” – Stadium Precinct Map. The Stadium Precinct Plan included investments by the City in new recreation facilities at Tim Horton’s Stadium and Bernie Morelli Recreation Centre, and the construction of Bernie Custis Secondary School at the former Scott Park site. Recognizing the existing deficiency of parkland in this community and the impacts these projects would have, the Stadium Precinct Plan also identified a new park at the former Dominion Glass Plant. This park would include a space for the former Brian Timmis Stadium and associated facilities, as well as much needed community parkland amenities.

In 2013, Council approved the purchase of the former Dominion Glass Plant located at 43 Lloyd Street as well as a series of properties on Lloyd Street through Report CM13014(a). Attached to Report PW22026 as Appendix “B” – Location Map.

It was understood at the time of purchase that the property would have contaminated soils on site. The term contaminant refers to substances found on site that exceed Table 3 Site Condition Standards for parkland per the Environmental Protection Act and will require remediation as part of the redevelopment efforts.

43 Lloyd Street is the historic location of a glass manufacturing facility and had been in heavy industrial use since the early 1900’s. In January 2014, Water and Earth Science Associates Ltd. (WESA) was hired to conduct a Phase One Environmental Site Assessment (ESA), a Phase Two ESA and a Designated Substance Survey prior to the demolition of the factory structures slated to commence in the second half of 2014. Demolition efforts would see the above grade structures removed, leaving all underground structures, basements, suspended slabs, footings, foundations, and tunnels (at or below grade) remaining in place.

In 2015 WSP Canada Inc. (WSP) was engaged under Roster C12-07-14 Category 17 for the amount of \$99,000.00 to assess the ESA reports prepared by the previous environmental consultant, prepare a new Phase One ESA Report, prepare Phase Two Conceptual Site Models, undertake supplemental subsurface investigation and, following the results of this investigation, further site delineation (drilling of boreholes, installation of monitoring wells, sampling and testing). These efforts are part of the requirements to obtain a Record of Site Condition (RSC).

**SUBJECT: Brightside Park – Environmental Reporting
(PW22026) (Ward 3) - Page 5 of 11**

Additionally, the City retained the services of Azimuth Environmental Consulting Inc. (Azimuth) in 2015 to provide a peer review of the works and recommendations proposed by environmental consultants. Azimuth continues to engage with City staff and the WSP consulting team as necessary to provide a third-party perspective on how to approach the environmental works required.

After three years of collecting data and delineating the extents of contamination, in 2018 it was determined that soil and groundwater on site did not meet the standards specified under O.Reg.153 and further delineation work was needed to obtain a Record of Site Condition. Subsequently, WSP's assignment was extended by \$98,485.20 through a Policy 11 to include groundwater re-sampling, additional site delineation, installation of soil vapour probes and submission of a Risk Assessment Pre-submission Form to the MECP. In 2019 WSP's assignment was further extended by \$22,000.00 through another Policy 11 to include additional drilling into the bedrock for groundwater sampling.

The environmental works completed by 2019 provided enough data to start to inform the design of the park and staff began to work concurrently on the conceptual design and public consultation component of the project. In June of 2019, Strasman Architects Inc. was hired to undertake a Feasibility Study for the future park and various Public Information Centres (PIC) were held to garner feedback on the priorities for the park programming. The Feasibility Study was informed by the responses at these PIC's and the resulting plan for the park was completed and shared with the public.

In October 2019 WSP completed draft ESA reports and submitted the Risk Assessment Pre-submission Form to the MECP. This concluded the scope of their roster assignment.

In December 2019 the Ministry of the Environment, Conservation and Parks (MECP) provided comments on the submission which indicated the need to further delineate contamination across the site. As a result, staff issued an open Request for Proposals (RFP) for environmental consulting services and in 2020 WSP was hired as the successful proponent for \$152,554.60. This assignment included site delineation (drilling of boreholes, installation of monitoring wells, sampling, and testing), collaboration with the design consulting team to develop environmental Risk Management Measures and a soils management plan, and environmental report submission to the MECP.

In October of 2020, The MBTW Group was hired as the successful proponent of an open Request for Proposals to provide prime design consultant services for the future park, including detailed design, a public art proposal, preparation of construction documents, contractor pre-qualification assistance and evaluation of construction bids.

**SUBJECT: Brightside Park – Environmental Reporting
(PW22026) (Ward 3) - Page 6 of 11**

Under authorization of Report PW16068, negotiations to purchase Part 4 of 37 Lloyd Street and the west portion of 221 Gage Avenue North commenced in Winter of 2020. Attached to Report PW22026 as Appendix “B” – Location Map.

In February 2021, EXP Services Inc. (EXP) was engaged under Roster C12-06-18 Category 17 to conduct a Phase One and Phase Two Environmental Site Assessment (ESA), Risk Assessment and Record of Site Condition. Their scope included newly acquired lands located at Part 4 of 37 Lloyd Street and the west portion of 221 Gage Avenue North as well as other City-owned lands located at 39 Lloyd Street, 45 Lloyd Street and the Chapple Street Right of Way (ROW) north of Lloyd Street. Attached to Report PW22026 as Appendix “B” – Location Map. These properties were prioritized for study by the City as they represent lands required to provide parkland amenities and associated access per the Feasibility Study and subsequent detailed design.

Since acquiring the 43 Lloyd Street property, the City has faced ongoing challenges with keeping the site protected from trespassing and vandalism. Although the site is fully fenced, fencing has been regularly cut requiring constant repair. It is essential to public safety that trespassers stay off the site as open excavations, remnant structures and debris posed a potential risk. As the 2020/2021 winter progressed, it was deemed essential to demolish remnant factory structures to deter people from accessing the site after escalating reports of trespassing were received. In January 2021, Budget Environmental Disposal Inc. (Budget) was hired through an emergency procurement process to complete this task.

The demolition revealed two transformer vault rooms previously inaccessible to the environmental consultants. These were new areas of potential environmental concern and WSP’s assignment was extended by \$58,621.20 through a Policy 11 in April of 2021 to address additional site delineation, ambient air monitoring, and reporting.

In the Spring of 2021, significant amounts of water began to pond in the areas of the recently exposed basement floor. The water level continued to rise over the summer, submerging a large area of the site and halting WSP’s ability to collect samples from many of the monitoring wells or drill boreholes to delineate new areas of potential environmental concern. In response to the ponding water, WSP’s assignment was extended through another Policy 11 by \$40,870.50 to prepare tender documents for ponded water management and oversee water management activities on site. In September 2021, Budget Environmental Disposal Inc. (Budget) was hired as the successful proponent of a Request for Tender (RFT) with a scope of improving access and dewatering areas to enable ongoing environmental drilling and sampling. After numerous attempts using various methods, dewatering the basement excavations was deemed impractical because the source of the water was unknown, and it became apparent that the water would continue to recharge once removed. Alternatively,

**SUBJECT: Brightside Park – Environmental Reporting
(PW22026) (Ward 3) - Page 7 of 11**

roadways were constructed through the ponded water using on-site rubble to gain access to areas that required environmental sampling.

In October 2021, the analytical results from the wells installed found there to be unexpectedly high levels of contamination in this area of the site. These findings lead City staff to organize a meeting with the MECP in December of 2021. At the meeting, the MECP confirmed that it is necessary to ensure that maximum concentration in soils and groundwater has been identified and delineated. This means that drilling of boreholes, installation of monitoring wells, and sampling and testing of materials must continue.

In the meantime, MBTW has continued to work on the detailed design of the park and in January 2022, they submitted the 60% complete detailed design drawing set. Detailed grading and servicing plans cannot proceed any further until that time that the environmental reporting process confirms the risk management measures required. Attached to Report PW22026 as Appendix “C” – Brightside Park Concept Plan.

In January 2022, EXP Services Inc. (EXP) completed draft Phase One and Two Environmental Site Assessments (ESA). The next step in their assignment will be to begin the Risk Assessment and liaise with the MECP to obtain a Record of Site Condition.

In February of 2022, it was discovered that before the site was developed as a factory in 1911, a waterway ran through the property. Although the site has been filled for over 100 years, the waterway could still be flowing underground. This could be contributing to currently observed high water levels on site and could potentially act as a pathway for contaminants. A meeting with the MECP is planned to further discuss works required to delineate impacts of the waterway.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

- City’s Strategic Plan
- City’s Official Plan
- Stadium Precinct Plan
- By-law 21-215 Procurement Policy, Policy #11, Non-competitive Procurements
- Environmental Protection Act - Ontario Regulation 153/04

RELEVANT CONSULTATION

The following internal stakeholders have been consulted and are supportive of the recommendations:

- Strategic Planning & Capital Compliance, Energy, Fleet and Facilities Management Division, Public Works Department

**SUBJECT: Brightside Park – Environmental Reporting
(PW22026) (Ward 3) - Page 8 of 11**

- Finance and Administration, Financial Planning, Administration and Policy Division, Corporate Services Department
- Procurement, Financial Services and Taxation Division, Corporate Services Department
- Legal Services, Legal and Risk Management Services Division, Corporate Services Department
- Ward 3 Councillor

External stakeholders include:

- Ministry of the Environment, Conservation and Parks

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Per Environmental Protection Act O.Reg.153/04, the City is required to obtain a Record of Site Condition (RSC) and Certificate of Property Use (CPU) from the Ministry of Environment, Conservation and Parks (MECP) before the former industrial properties can be transformed into parkland.

In order to obtain a RSC and CPU from the MECP, the maximum concentrations of each contaminant of concern on the site, both in soil and groundwater, must be identified.

WSP Canada Inc. (WSP) has been undertaking the environmental delineation and reporting for the 43 Lloyd Street property since 2015. Their current services were procured through a competitive Request for Proposal process and their background knowledge and familiarity with the site best positions them to efficiently complete the additional environmental works required. WSP has provided confirmation that they will continue to charge the rates per the RFP submission.

The environmental reporting lead by EXP Services Inc. (EXP) for lands described as Part 4 of 37 Lloyd Street, the west portion of 221 Gage Avenue North, 39 Lloyd Street, 45 Lloyd Street and the Chapple Street Right of Way north of Lloyd Street is at a stage where it can seamlessly be transferred to WSP's responsibility and submitted to the MECP under one Record of Site Condition. Doing so would be beneficial to the project as it would enable the MECP to review the listed properties as one study area and would result in a consistent application of risk management measures across all sites. This would be considered a more efficient and cohesive approach and would have no overall financial impact to the project as the costs associated with the outstanding tasks would be removed from the scope of one consultant and added to another.

The City hired a third-party consultant Azimuth Environmental Consulting Inc. (Azimuth) to assist staff with preparation of the RFP documents and for peer review of reports

**SUBJECT: Brightside Park – Environmental Reporting
(PW22026) (Ward 3) - Page 9 of 11**

prepared, as staff are not experts in environmental remediation. Azimuth continues to engage with City staff regularly and this gives staff the confidence that the methodology and works proposed by WSP is valid and trustworthy and that reviews and reports will be completed efficiently.

In recognition of the industrial historical uses of these lands and the potential for unforeseen impacts that may need to be addressed, additional funds for unforeseen environmental reporting works until a Record of Site Condition is obtained from the (MECP) are proposed to be included.

Construction of Brightside Park is contingent upon the completion of all required environmental works. An estimate for the environmental reporting work to be completed by WSP can be found in Table 2 below.

Table 2 – Estimate of Outstanding Environmental Work for WSP at Brightside Park

Task	Estimated Cost
Supplemental Site Delineation for 43 Lloyd Street due to newly found contaminants.	\$530,000.00
Transfer of EXP's outstanding Environmental Reporting tasks to WSP for lands described as Part 4 of 37 Lloyd Street, the west portion of 221 Gage Avenue North, 39 Lloyd Street, 45 Lloyd Street, and the Chapple Street Right of Way (ROW) north of Lloyd Street.	\$70,000.00
Supplemental Site Delineation for 43 Lloyd Street due to potential underground waterway.	\$150,000.00
Additional and unforeseen environmental reporting works until a Record of Site Condition is obtained from the Ministry of the Environment, Conservation and Parks (MECP)	\$250,000.00
TOTAL ESTIMATED COST	\$1,000,000.00

ALTERNATIVES FOR CONSIDERATION

An alternative to the recommendations of Report PW22026 is that Council does not authorize the extension of WSP Canada Inc.'s environmental reporting assignment and directs staff to hire a new consultant to complete the required environmental reporting for 43 Lloyd Street and have EXP Services Inc. complete the outstanding environmental reporting tasks for lands described as Part 4 of 37 Lloyd Street, the west portion of 221 Gage Avenue North, 39 Lloyd Street, 45 Lloyd Street and the Chapple Street Right of Way (ROW) north of Lloyd Street.

The time required to write, issue and award a new Request for Proposal as well as time associated with the review by a new consultant of environmental works completed to

**SUBJECT: Brightside Park – Environmental Reporting
(PW22026) (Ward 3) - Page 10 of 11**

date at a site as complex as 43 Lloyd Street could further delay the delivery and construction of Brightside Park. A new consultant Qualified Person (QP) would need to certify the work to date and bring that information under a new revised report to meet the obligations of their professional license. It may be required by a new QP to complete additional confirmatory testing to fulfill their obligations for their submission to the MECP. Additionally, should EXP continue with their environmental reporting assignment, there is the potential that this could result in a less efficient process due to having to coordinate with the consultants overseeing adjacent lands at 43 Lloyd Street. There is also the possibility that the MECP could provide differing comments if the study areas are submitted separately as opposed to together.

A new procurement for the remaining environmental work could result in a new consultant working on the project. This would result in lost efficiencies realized from having WSP continue their work on the project.

Financial: The work WSP has completed to date will need to be reviewed and verified if a new consultant was to take over at this stage of the project. This would result in higher consulting fees and a delayed project timeline that would contribute to higher construction costs due to inflation. Additionally, a new RFP would likely result in higher hourly rates than the original RFP hourly rates that WSP has proposed to keep with this assignment. Staff anticipate, therefore, a new RFP will result in additional overall cost to the City.

Submitting environmental reports to the MECP for two separate study areas within one project could result in higher consulting fees due to time spent coordinating with consultants overseeing adjacent lands. It could also impact the type of risk management measure implemented within each study area that could in turn result in a more complex construction and higher construction costs.

Staffing: N/A

Legal: N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Healthy and Safe Communities

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

**SUBJECT: Brightside Park – Environmental Reporting
(PW22026) (Ward 3) - Page 11 of 11**

Clean and Green

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

Built Environment and Infrastructure

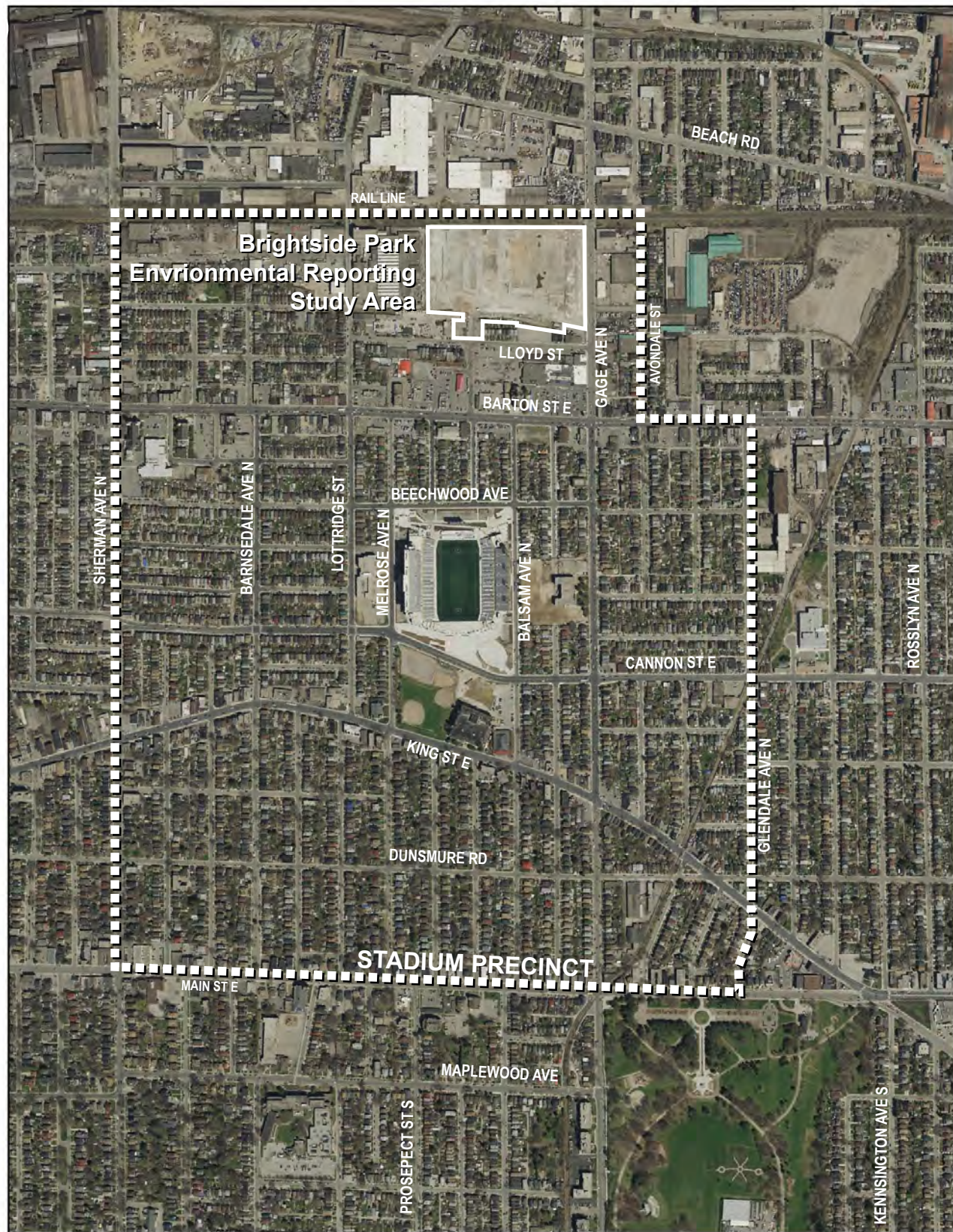
Hamilton is supported by state-of-the-art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW22026 – Stadium Precinct Map

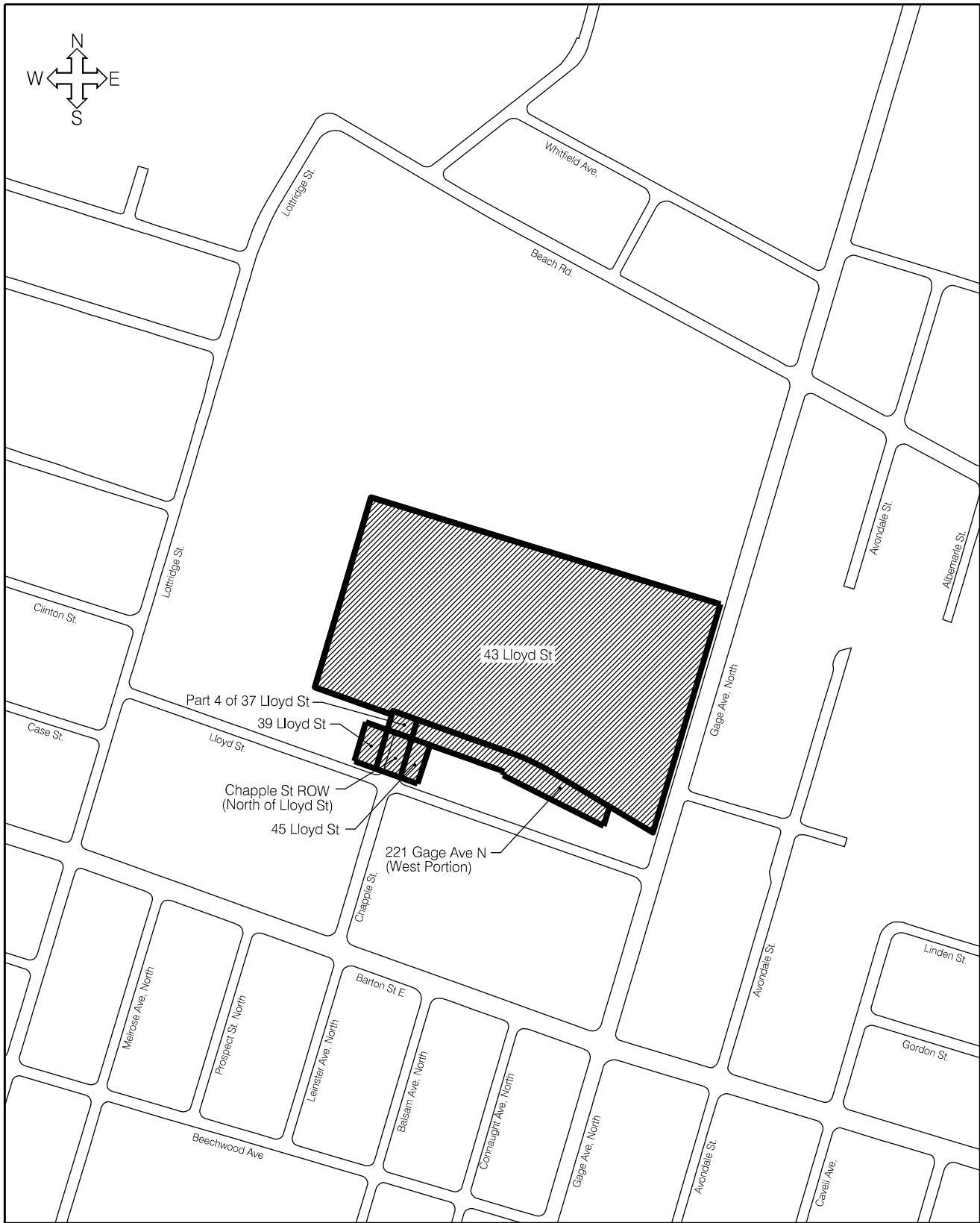
Appendix “B” to Report PW22026 – Location Map - Brightside Park Environmental
Reporting Lands

Appendix “C” to Report PW22026 – Brightside Park Concept Plan



City of Hamilton
Ward 3
Brightside Park Environmental Reporting
Stadium Precinct

CITY OF HAMILTON
Public Works Department
Acting General Manager, Craig Murdoch



 Environmental Reporting Study Area

City of Hamilton
Ward 3
Brightside Park Environmental Reporting
Location Map

CITY OF HAMILTON
Public Works Department
Acting General Manager, Craig Murdoch



CITY OF HAMILTON

MOTION

Public Works Committee: April 4, 2022

MOVED BY COUNCILLOR A. VANDERBEEK.....

SECONDED BY COUNCILLOR.....

Replacement of Deficient Sidewalk, Curbs and Driveway Approaches (Ward 1)

WHEREAS, the Transportation Operations & Maintenance Division, reviewed Sanders Boulevard, Pearl Street South, Kent Street, Breadalbane and several other streets in Ward 1 and determined that there are areas requiring sidewalk (1845 sq. m), curb (56 m) and/or driveway apron (152 m) repairs;

WHEREAS, the City of Hamilton is committed to creating safe neighbourhoods and vibrant communities.

THEREFORE, BE IT RESOLVED:

- (a) That removal and replacement of sidewalk, curb, driveway approaches at deficient areas on streets such as, but not limited to, Sanders Boulevard, Pearl Street South, Kent Street, Breadalbane Street, be approved to be completed under contract C15-31-19;
- (b) That removal and replacement of sidewalk, curb, driveway approaches at deficient areas on streets such as, but not limited to, Sanders Boulevard, Pearl Street South, Kent Street, Breadalbane Street, to be funded from the Ward 1 Capital Re-Investment Reserve Fund (#108051) at an upset limit, including contingency, not to exceed \$240,000, be approved; and
- (c) That the Mayor and City Clerk 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: April 22, 2022

MOVED BY COUNCILLOR T. JACKSON.....

SECONDED BY COUNCILLOR.....

Glanbrook Hills Park Play Structure Improvements (Ward 11)

WHEREAS, Glanbrook Hills Park was constructed in 2015, based on formal consultation received by the residents in the area;

WHEREAS, the feedback received during the planning phase of the park included desire to install a natural playground;

WHEREAS, the feedback received from parents in the neighbourhood after installation included concerns related to the usability and ability of small children in particular to use the play structures that are installed at the park; and

WHEREAS, the community has expressed strong desire for a conventional style play structure.

THEREFORE, BE IT RESOLVED:

- (a) That staff and the Ward 11 Councillor’s Office work with the local residents to address the concerns raised respecting the Glanbrook Hills Park Play Structure Improvements, including options to remove and replace a portion or all of the play structures at the park, not to exceed \$200,000, to be funded through the approved Parks Operations 2022 Tax Supported Operating Budget (#444005), and;
- (b) That the Mayor and City Clerk be authorized and directed to approve and execute all required agreements and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

CITY OF HAMILTON

MOTION

Public Works Committee: April 22, 2022

MOVED BY COUNCILLOR E. PAULS.....

SECONDED BY COUNCILLOR

Installation of Speed Cushions as a Traffic Calming Measures on Berko Avenue (Ward 7)

WHEREAS, residents are requesting the installation of speed cushions on Berko Avenue to address roadway safety concerns as a result of speeding and cut-through traffic.

THEREFORE, BE IT RESOLVED:

- (a) That Transportation and Operations Maintenance staff be authorized and directed to install two speed cushions as a traffic calming measure on Berko Avenue as part of the 2022 Traffic Calming Program’s spring application, as follows;
 - (i) between Dartford Place to Lawfield Drive, and
 - (ii) between Lawfield Drive to Baroche Street
- (b) That all costs associated with the installation of two speed cushions as traffic calming measures on Berko Avenue be funded from Project ID 4242109703, to be completed under contract # C15-12-22 at an upset limit, including contingency, not to exceed \$14,000; 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: April 22, 2022

MOVED BY COUNCILLOR R. POWERS

SECONDED BY COUNCILLOR.....

Veevers Park, 688 Greenhill Avenue, Fencing Replacement (Ward 5)

WHEREAS, Veevers Park, located at 688 Greenhill Avenue, provides recreation opportunities to the Ward 5 residents and beyond,

WHEREAS, the existing chain link fencing along the Greenhill Avenue frontage of Veevers Park has deteriorated and reached its end of life; and

WHEREAS, a replacement of this fence with a 3' decorative metal fence would provide the existing fencing benefits and improve the street presence of Veevers Park.

THEREFORE, BE IT RESOLVED:

- (a) That \$42,000 of funding, allocated from the Ward 5 Special Capital Re-Investment Reserve Fund (#108055), to support the replacement of new decorative steel fencing along the Greenhill Avenue frontage of Veevers Park, 688 Greenhill Avenue, be approved; 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.

CITY OF HAMILTON

MOTION

Public Works Committee: April 22, 2022

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

SECONDED BY COUNCILLOR

Funding for Tree Planting on Hamilton Wentworth District School Board Properties (Ward 8)

WHEREAS, the City of Hamilton has declared a climate emergency;

WHEREAS, through increased tree planting initiatives on public property, the City continues to work towards meeting targets for the 30% urban tree canopy coverage, as set in the Council approved Draft Urban Forestry Strategy;

WHEREAS, increasing the urban tree canopy by planting trees on private property has many environmental benefits to the residents of Ward 8 and the wider City;

WHEREAS, tree planting on District School Board properties is not currently funded under existing City funded tree planting programs; and

WHEREAS, the Hamilton Wentworth District School Board has shown interest in having trees planted on their school properties.

THEREFORE, BE IT RESOLVED:

- (a) That the supply, installation and maintenance, for a period of three consecutive years including the year planted, of 54 large caliper (70mm) trees to be planted on Hamilton Wentworth District School Board properties, at a cost of \$27,000 to be funded from the Ward 8 Special Capital Re-Investment Discretionary Fund (#3302009800), be approved; 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.

CITY OF HAMILTON

NOTICE OF MOTION

Public Works Committee: April 22, 2022

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

Joint Action by City of Hamilton and Hamilton Police Service to Improve Pedestrian Safety (City Wide)

WHEREAS, in 2019 Hamilton City Council approved the City of Hamilton Vision Zero Action Plan 2019-2025 which identifies that fatalities and serious injuries on our roads are preventable and that no loss of life is acceptable;

WHEREAS, the Vision Zero Action Plan 2019-2025 recognizes that using a safe systems approach that focuses on safe drivers, safe speeds, safe roads and safe vehicles is fundamental to achieving the plan’s goals;

WHEREAS, a key component to the Vision Zero Action Plan 2019-2025 is the City of Hamilton Strategic Road Safety Committee whose mandate is to guide the implementation of the Vision Zero Action Plan and is comprised of members from the Public Works Department, Planning and Economic Development Department, Hamilton Police Services, Hamilton Fire Department, Public Health, Hamilton Wentworth District School Board and the Hamilton Wentworth Catholic District School Board;

WHEREAS, in 2020 Hamilton City Council approved funding to create eight dedicated traffic enforcement officers within Hamilton Police Services;

WHEREAS, in 2021, Hamilton Police Service launched a 20-member centralized traffic enforcement unit to respond to traffic-related issues in the City with a strategic City-wide approach with the goal of reducing collision, injuries and deaths for all roadway users;

WHEREAS, roadway safety efforts have resulted in a steady year over year decline in the total number of people being injured on City of Hamilton roadways since 2016; and

WHEREAS, notwithstanding roadway safety and Vision Zero initiatives, the annual total number of fatal collisions has not trended downwards and there have been eight pedestrian deaths in 2022 as of April.

**Notice of Motion Respecting Joint Action by City
of Hamilton and Hamilton Police Service to
Improve Pedestrian Safety (City Wide)**

Page 2 of 2

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Operations & Maintenance Division, through their facilitation of the City of Hamilton Strategic Road Safety Committee, identify opportunities for enhancements to the collaboration of efforts specifically related to roadway safety improvements and traffic enforcement by leveraging annual collision statistics and Hamilton Police Services collision reconstruction investigation forensics;
- (b) That the Transportation Operations & Maintenance Division, through their facilitation of the City of Hamilton Strategic Road Safety Committee, isolate specific dangers to vulnerable road user safety (pedestrians and cyclists) and determine joint efforts that can be undertaken for both traffic enforcement and preventative measures delivered through infrastructure improvements; and
- (c) That the Transportation Operations & Maintenance Division report back to the Public Works Committee regarding any roadway safety improvements and traffic enforcement enhancements or opportunities to improve pedestrian safety identified during the completion of items (a) and (b), including implementation and identification of any funding and/or resource requirements.