



**City of Hamilton
PUBLIC WORKS COMMITTEE
AGENDA**

Meeting #: 22-010
Date: June 13, 2022
Time: 1:30 p.m.
Location: Council Chambers
Council Chambers, Hamilton City Hall
71 Main Street West

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

Pages

1. CEREMONIAL ACTIVITIES

- 1.1. Waste and Recycling Workers Week
- 1.2. Municipal Waste Association's Promotion and Education Awards - Award of one Gold and two Silver Awards to Hamilton's Waste Management Division

2. APPROVAL OF AGENDA

(Added Items, if applicable, will be noted with *)

3. DECLARATIONS OF INTEREST

4. APPROVAL OF MINUTES OF PREVIOUS MEETING

- 4.1. May 30, 2022

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5. COMMUNICATIONS

6. DELEGATION REQUESTS

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- 11.6. Installation of a Speed Cushion as a Traffic Calming Measure on East 26th Street (Ward 7)

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12. NOTICES OF MOTION

13. GENERAL INFORMATION / OTHER BUSINESS

13.1. Amendments to the Outstanding Business List

a. Items Considered Complete and Needing to be Removed:

a. Ward 1 Multi-Modal Connections Review

Addressed as Item 7.2 on today's agenda - Report PED22132 (Ward 1)

Item on OBL: ABD

b. Stormwater Gap Evaluation

Addressed as Item 10.1 on today's agenda - Report FCS22043 (City Wide)

Item on OBL: ABM

c. Public Information Portal to Track Environmental Issues on City of Hamilton Projects

Addressed as Item 7.3 on today's agenda - Report PW22049 (City Wide)

Item on OBL: ACD

b. Items Requiring a New Due Date:

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

Item on OBL: V

Current Due Date: July 9, 2022

Proposed New Due Date: March 1, 2023

b. Free-Floating Carshare Pilot Program

Item on OBL: ABW

Current Due Date: Late Q2 2023

Proposed New Due Date: June 12, 2023

c. Evaluation Criteria for Changes to the Approved
Truck Route Network

Item on OBL: ACP

Current Due Date: Q3 2022

Proposed New Due Date: September 19, 2022

14. PRIVATE AND CONFIDENTIAL

15. ADJOURNMENT



PUBLIC WORKS COMMITTEE

MINUTES 22-009

1:30 p.m.

Monday, May 30, 2022

Council Chambers

Hamilton City Hall

71 Main Street West

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

Absent with Regrets: Councillor J. Farr – Personal
Councillor S. Merulla – Personal
Councillor T. Whitehead – Personal

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. Capital Lifecycle Renewal - Facilities Roof Replacements (PW18065(c)) (City Wide) (Item 7.1)

(Jackson/Pauls)

That Report PW18065(c), respecting Capital Lifecycle Renewal - Facilities Roof Replacements, be received.

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

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

2. Bayfront Park – Transit Service Extension (PW22027(a)) (Ward 2) (Item 7.2)**(Danko/VanderBeek)**

(a) That Report PW22027(a), respecting Bayfront Park – Transit Service Extension, be received; and

(b) *That staff be directed to report back to Public Works Committee in Q4 2023 providing a review of the Bayfront Park – Transit Service Extension modifications, including an opportunity for resident feedback.*

Result: Main Motion, As Amended, CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

3. 2020-2021 Annual Corporate Security Report (PW20053(a)) (City Wide) (Item 8.1)**(Pauls/Pearson)**

That Report PW20053(a), respecting the 2020-2021 Annual Corporate Security Report, be received.

Result: Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek

NOT PRESENT - Ward 14 Councillor Terry Whitehead

4. Proposed Permanent Closure and Sale of Portion of Public Unassumed Alleyway Abutting 192 East 22nd Street, Hamilton (Ward 7) (PW22045) (Item 9.1)

(Pearson/Pauls)

- (a) That the application of the owner of 192 East 22nd Street, Hamilton, to permanently close and purchase a portion of the unassumed alleyway abutting 192 East 22nd Street, Hamilton, (Subject Lands), as shown on Appendix "A", attached to Report PW22045, be approved, subject to the following conditions:
- (i) That the applicant makes an application to the Ontario Superior Court of Justice, under Section 88 of the Registry Act, for an order to permanently close the Subject Lands, if required by the City, subject to:
 - (1) The General Manager of Public Works, or designate, signing the appropriate documentation to obtain any required court order;
 - (2) The documentation regarding any required application to the Ontario Superior Court of Justice being prepared by the applicant, to the satisfaction of the City Solicitor;
 - (ii) 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;
 - (iii) That, subject to any required application to the Ontario Superior Court of Justice to permanently close the Subject Lands being approved:
 - (1) The City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close and sell the alleyway, for enactment by Council;
 - (2) That the City Solicitor be authorized to amend and waive such terms as they consider reasonable to give effect to this authorization and direction;

- (iv) The Corporate Real Estate Office 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 192 East 22nd Street, Hamilton, as described in Report PW22045, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;
- (v) The City Solicitor be authorized to complete the transfer of the Subject Lands to the owners of 192 East 22nd Street, Hamilton, pursuant to an Agreement of Purchase and Sale or Offer to Purchase as negotiated by the Corporate Real Estate Office of the Planning and Economic Development Department;
- (vi) The City Solicitor be authorized and directed to register a certified copy of the by-laws permanently closing and selling the alleyway in the proper land registry office; and
- (vii) The Public Works Department publish any required notice of the City's intention to pass the by-laws and/or permanently sell the closed alleyway pursuant to City of Hamilton Sale of Land Policy By-law 14-204.

Result: Motion CARRIED by a vote of 8 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
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 13 Councillor Arlene VanderBeek
NOT PRESENT - Ward 14 Councillor Terry Whitehead

5. Proposed Permanent Closure and Sale of a Portion of Unassumed Alleyway Abutting 67 Graham Avenue South, Hamilton (Ward 4) (PW22046) (Item 9.2)**(Ferguson/Pearson)**

- (a) That the application of the owner of 67 Graham Avenue South, Hamilton, to permanently close and purchase a portion of the unassumed alleyway abutting the 67 Graham Avenue South, Hamilton, ("Subject Lands"), as shown on Appendix "A" attached to Report PW22046, be approved, subject to the following conditions:
- (i) That the applicant makes an application to the Ontario Superior Court of Justice, under Section 88 of the Registry Act, for an order to permanently close the Subject Lands, if required by the City, subject to:
 - (1) The General Manager of Public Works, or designate, signing the appropriate documentation to obtain any required court order;
 - (2) The documentation regarding any required application to the Ontario Superior Court of Justice being prepared by the applicant, to the satisfaction of the City Solicitor;
 - (ii) 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;
 - (iii) That, subject to any required application to the Ontario Superior Court of Justice to permanently close the Subject Lands being approved:
 - (1) The City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close and sell the alleyway, for enactment by Council;
 - (2) That the City Solicitor be authorized to amend and waive such terms as they consider reasonable to give effect to this authorization and direction;
 - (iv) The Corporate Real Estate Office 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 67 Graham Avenue South, Hamilton, as described in Report PW22046, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;

- (v) The City Solicitor be authorized to complete the transfer of the Subject Lands to the owners of 67 Graham Avenue South, Hamilton, pursuant to an Agreement of Purchase and Sale or Offer to Purchase as negotiated by the Corporate Real Estate Office of the Planning and Economic Development Department;
- (vi) The City Solicitor be authorized and directed to register a certified copy of the by-laws permanently closing and selling the alleyway in the proper land registry office; and
- (vii) The Public Works Department publish any required notice of the City's intention to pass the by-laws and/or permanently sell the closed alleyway pursuant to City of Hamilton Sale of Land Policy By-law 14-204.

Result: Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

6. Environmentally Sustainable Solutions for Food Trucks in Bayfront (and other Park(s)) (PW22041) (City Wide) (Outstanding Business List Item) (Item 10.1)

(Danko/Pauls)

- (a) That staff be directed to include food truck electrical hook up at Sam Lawrence Park as part of the construction in 2022 for use on a trial basis for the 2023 food truck season;

- (b) That staff be directed to report back on the trial of the electrical hook up at Sam Lawrence Park by Q4 2023, and;
- (c) That staff be directed to include consideration of working with the food truck industry to encourage more low carbon and climate change positive solutions as a part of Hamilton's overall Climate Change Action Strategy.

Result: Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

7. By-law Drainage Superintendent (PW22044) (City Wide) (Item 10.2)

(Ferguson/Jackson)

- (a) That By-law 16-160, being a By-law to appoint a Drainage Superintendent for The City of Hamilton, dated May 30, 2016 be repealed; and
- (b) That a By-law appoint Donald Young as the Drainage Superintendent for the City of Hamilton; in the form outlined in Appendix "A" attached to Report PW22044.

Result: Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

8. Highway 5 - Grindstone Creek Bridge Utility Relocation Class Environmental Assessment and Conceptual Design (PW16085(a)) (Ward 15) (Item 10.3)

(VanderBeek/Pearson)

- (a) That the General Manager, Public Works Department be directed to proceed with the design and construction of a single all-encompassing bridge, as an alternate to the standalone utility bridge, separate from the existing parallel transportation bridge previously recommended by the 2016 Municipal Class Environmental Assessment, for the Highway 5 - Grindstone Creek Bridge Utility Relocation; and
- (b) Subject to the approval of proceeding with the design and construction of a single all-encompassing bridge on Highway 5 over the Grindstone Creek, that the General Manager, Public Works be directed to notify all stakeholders of the changed bridge design and the abandonment of the Municipal Class Environmental Assessment process.

Result: Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

9. Funding for Tree Planting on Hamilton-Wentworth Catholic District School Board Properties (Ward 8) (Item 11.1)

(Danko/Nann)

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

WHEREAS, the Hamilton-Wentworth Catholic 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 104 large caliper (70mm) trees to be planted on Hamilton-Wentworth Catholic District School Board properties, at a cost of \$70,200 to be funded from the Ward 8 Special Capital Re-Investment Discretionary Fund as follows: \$69,000 from #3302009800 and \$1,200 from #3302109800, 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.

Result: Motion CARRIED by a vote of 6 to 2, as follows:

NOT PRESENT - Ward 2 Councillor Jason Farr
 YES - Chair - Ward 3 Councillor Nrinder Nann
 NOT PRESENT - Ward 4 Councillor Sam Merulla
 NO - 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
 NO - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

10. Improvements to T. Melville Bailey Park, 45 Cloverhill Road, Hamilton (Ward 8) (Item 11.2)

(Danko/Nann)

WHEREAS, the existing unassumed alleyway that connects Brantdale Avenue and Arcade Crescent also functions as a park pathway for T. Melville Bailey Park, 45 Cloverhill Road, Hamilton;

WHEREAS, alleyways and park pathways offer a valuable active transportation link to pedestrians and bike users in Ward 8 and beyond;

WHEREAS, the local community has expressed interest in the establishment of a community garden at T. Melville Bailey Park; and

WHEREAS, infrastructure, including compliance improvements associated with the re-establishment of a water source, is needed to support a community garden in T. Melville Bailey Park.

THEREFORE, BE IT RESOLVED:

- (a) That \$60,000 of funding be allocated from the Ward 8 Special Capital Re-Investment Reserve Fund (#108058) to support the repaving of the alley that connects Brantdale Avenue and Arcade Crescent in T. Melville Bailey Park, 45 Cloverhill Road, Hamilton;
- (b) That \$9,000 of funding be allocated from the Ward 8 Special Capital Re-Investment Discretionary Fund (#3302109800), to provide the necessary infrastructure improvements to support a community garden at T. Melville Bailey Park, 45 Cloverhill Road, Hamilton; and
- (c) 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.

Result: Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

11. Investment in Ward 3 Complete Streets Review, Traffic Calming Measures (Ward 3) (Added Item 11.3)

(Nann/Danko)

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

WHEREAS, in 2021 a review of designated Ward 3 neighbourhoods was initiated with the intent of providing a Complete Streets report identifying areas of concern and recommendations to provide a safer environment for all road users based on Vision Zero and Complete Streets principles;

WHEREAS, the Complete Streets Review included a focus on Traffic Calming Measures at problem locations considering road width, classification, surrounding land use, proximity to schools and playgrounds, access roads from arterials, on-street parking and other considerations;

WHEREAS, extensive public consultation is integrated as part of the Ward 3 Complete Streets Review process, including prior to implementation to aid in finalizing the recommendations;

WHEREAS, the Ward 3 Complete Streets Review is in the final stages and expected to be completed in late Q2 or early Q3 of 2022 which will result in the recommendation of a variety of neighborhood specific traffic calming enhancements; and

WHEREAS, implementation of the approved traffic calming enhancements will require financial investments in order to undertake the initial measures in 2022.

THEREFORE, BE IT RESOLVED:

- (a) That, subject to the recommendations provided within the final Ward 3 Complete Streets Review, Transportation Operations & Maintenance staff be authorized and directed to implement the review's initial traffic calming measures, with the approval and support of the Ward 3 Councillor, funded from the Ward 3 Capital Re-Investment Reserve #108053, at an upset limit not to exceed \$450,000; and
- (b) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: Motion CARRIED by a vote of 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

FOR INFORMATION:

(a) APPROVAL OF AGENDA (Item 2)

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

6. DELEGATION REQUESTS

- 6.1 Lachlan Holmes respecting Bayfront Park - Transit Service Extension (Item 7.2) (For today's meeting)

To be considered following Item 7.1.

10. DISCUSSION ITEMS

- 10.3 Highway 5 - Grindstone Creek Bridge Utility Relocation Class Environmental Assessment and Conceptual Design (PW16085(a)) (Ward 15)

12. NOTICES OF MOTION

- 12.1 Investment in Ward 3 Complete Streets Review, Traffic Calming Measures (Ward 3)

(Pearson/Powers)

That the agenda for the May 30, 2022 Public Works Committee meeting be approved, as amended.

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

NOT PRESENT - Ward 2 Councillor Jason Farr
 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

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

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

(i) May 16, 2022 (Item 4.1)

(Danko/Pauls)

That the Minutes of the May 16, 2022 meeting of the Public Works Committee be approved, as presented.

Result: Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

(d) DELEGATION REQUESTS (Item 6)

(Ferguson/VanderBeek)

That the following Delegation Request be approved for a future meeting:

- (i) John Kozlowski respecting Monuments at East Lawn Cemetery (for a future meeting) (Item 6.1)

Result: Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

(Jackson/Ferguson)

That the following Delegation Request, respecting Item 7.2 - Bayfront Park - Transit Service Extension (PW22027(a)), be approved for today's meeting:

- (i) Lachlan Holmes (Item 6.2)

Result: Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

(e) CONSENT ITEMS (Item 7)

- (i) **Bayfront Park – Transit Service Extension (PW22027(a)) (Ward 2) (Item 7.2)**

(Danko/VanderBeek)

That Report PW22027(a), respecting Bayfront Park – Transit Service Extension, be received.

(Jackson/Nann)

That Report PW22027(a), respecting Bayfront Park – Transit Service Extension, be **amended** by adding recommendation (b), to read as follows:

- (b) *That staff be directed to report back to Public Works Committee in Q4 2023 providing a review of the Bayfront Park – Transit Service Extension modifications, including an opportunity for resident feedback.***

Result: ***Amendment CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

For disposition of this matter, refer to Item 2.

(ii) Hamilton Cycling Committee Minutes - April 6, 2022 (Item 7.3)

(Pauls/VanderBeek)

That the Hamilton Cycling Committee Minutes of April 6, 2022, be received.

Result: ***Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

(f) STAFF PRESENTATIONS (Item 8)

(i) 2020-2021 Annual Corporate Security Report (PW20053(a)) (City Wide) (Item 8.1)

Gina McCormick, Project Manager Corporate Security Planning and Martin Dambeau, Corporate Security Specialist, provided a presentation respecting the 2020-2021 Annual Corporate Security Report PW20053(a), with the aid of a PowerPoint Presentation.

(Powers/Jackson)

That the presentation respecting Report PW20053(a), 2020-2021 Annual Corporate Security Report, be received.

Result: Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBEEK
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

For disposition of this matter, refer to Item 3.

(g) PUBLIC HEARINGS / DELEGATIONS (Item 9)

(i) Proposed Permanent Closure and Sale of Portion of Public Unassumed Alleyway Abutting 192 East 22nd Street, Hamilton (Ward 7) (PW22045) (Item 9.1)

Councillor Nann advised that notice of the Proposed Permanent Closure and Sale of a Portion of Public Unassumed Alleyway Abutting 192 East 22nd Street, Hamilton (Ward 7) (PW22045), was given as provided under City's By-law 14-204 - the Sale of Land Policy By-law.

The Committee Clerk advised that there were no registered speakers.

The Chair asked if there were any members of the public in attendance who wished to come forward to speak to the matter. No individuals came forward.

(Ferguson/Pauls)

That the public meeting be closed.

Result: Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

For disposition of this matter, refer to Item 4.

(ii) Proposed Permanent Closure and Sale of a Portion of Unassumed Alleyway Abutting 67 Graham Avenue South, Hamilton (Ward 4) (PW22046) (Item 9.2)

Councillor Nann advised that notice of the Proposed Permanent Closure and Sale of a Portion of Unassumed Alleyway Abutting 67 Graham Avenue South, Hamilton (Ward 4) (PW22046), was given as provided under City's By-law 14-204 - the Sale of Land Policy By-law.

The Committee Clerk advised that there were no registered speakers.

The Chair asked if there were any members of the public in attendance who wished to come forward to speak to the matter. No individuals came forward.

(Powers/VanderBeek)

That the public meeting be closed.

Result: Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

For disposition of this matter, refer to Item 5.

(iii) Lachlan Holmes respecting Bayfront Park - Transit Service Extension (Item 7.2) (for today's meeting) (Item 9.3)

Lachlan Holmes provided the Committee with a presentation respecting Item 7.2, Report PW22027(a), Bayfront Park – Transit Service Extension, with aid of a PowerPoint presentation.

(Powers/Pearson)

That the presentation from Lachlan Holmes respecting Report PW22027(a), Bayfront Park – Transit Service Extension, be received.

Result: Motion CARRIED by a vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

For disposition of this matter, refer to Item 2.

(f) NOTICES OF MOTION (Item 12)

Councillor Nann relinquished the Chair to Councillor Powers in order to introduce the motions respecting Investment in Ward 3 Complete Streets Review, Traffic Calming Measures (Ward 3).

(i) Investment in Ward 3 Complete Streets Review, Traffic Calming Measures (Ward 3) (Item 12.1)**(Nann/Danko)**

That the Rules of Order be waived to allow for the introduction of a Motion respecting Investment in Ward 3 Complete Streets Review, Traffic Calming Measures (Ward 3).

Result: Motion CARRIED by a 2/3 majority vote of 8 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
 YES - Ward 12 Councillor Lloyd Ferguson
 YES - Ward 13 Councillor Arlene VanderBeek
 NOT PRESENT - Ward 14 Councillor Terry Whitehead

For disposition of this matter, refer to Item 11.

Councillor Nann assumed the Chair for the remainder of the meeting.

(g) 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)):**

- 13.1(a)(a) Environmentally Sustainable Solutions for Food Trucks at Bayfront (and other) Park(s)
 Addressed as Item 10.1 on today's agenda - Report (PW22041) (City Wide)
 Item on OBL: ACE

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

(h) ADJOURNMENT (Item 15)

(Powers/Pauls)

That there being no further business, the meeting adjourned at 3:14 p.m.

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


Respectfully submitted,

Councillor N. Nann, Chair,
Public Works Committee

Carrie McIntosh
Legislative Coordinator
Office of the City Clerk



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 13, 2022
SUBJECT/REPORT NO:	Sustainable Mobility Programs Annual Report 2021 (PED19124(c)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Trevor Jenkins (905) 546-2424 Ext. 1797 Peter Topalovic (905) 546-2424 Ext. 5129
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

COUNCIL DIRECTION

On July 12, 2019, Council approved Report PED19124 - Smart Commute Workplace Mobility Program Transition, which included a Recommendation that staff be directed to report back to the Public Works Committee annually on the results of the Sustainable Mobility Program, including the workplace and school programs.

The purpose of this Information Report is to provide the Public Works Committee with an update on the Sustainable Mobility Programs in 2021.

INFORMATION

The 2021 Sustainable Mobility Programs Annual Report, attached as Appendix "A" to Report PED19124(c), summarizes the major activities undertaken by the Sustainable Mobility Program. These include the Smart Commute Hamilton Workplace Program, School Travel Planning, cycling network expansion, and Transportation Demand Management (TDM) initiatives, infrastructure, and policies.

Sustainable Mobility is a major pillar of the Transportation Master Plan (TMP). It uses policies, programs, services, and products to influence travel behaviour and manage travel demand by shifting users to sustainable modes and distributing trips outside the

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: Sustainable Mobility Programs Annual Report 2021 (PED19124(c))
(City Wide) - Page 2 of 3**

peak travel period. This is achieved by increasing awareness of the available travel options, educating the community on sustainable travel, and helping remove common barriers that individuals face when considering using a sustainable way to get around. These strategies help reduce the need to widen roadways, reduce households' transportation costs, foster safer and healthier communities, and support travel demand.

Select Program highlights from 2021 include:

- **Workplace Program**
 - Smart Commute Hamilton continued to support its 29 workplace members, representing over 125,000 employees and post-secondary students at 50 sites across Hamilton;
 - The new Smart Commute Tool had a soft launch during Smart Commute Month. A larger launch will take place in 2022 as staff working from home begin to return to their workplace in person; and,
 - The Annual Smart Commute survey found that 42% of staff and students expect to be working/learning from home at least one day a week, and 43% of people who have returned to a workplace in some capacity report driving alone more often than pre-pandemic.

- **Community Program**
 - The approval of the Free-Floating CarShare and Commercial E-Scooter pilot programs, which will test new mobility options in the community, and the donation of 650 bikes from Portland will support our local bikeshare fleet;
 - Seven new bikeshare hubs and the addition of 340 racks at existing high-demand hub locations;
 - The Community in Motion Awards were awarded for the first time since 2019. Six well-deserving organizations, programs and individuals were recognized for their contribution to Hamilton's sustainable transportation system;
 - 3.2 million active transportation trips were recorded across 15 permanent counter stations, an increase of 150,000 over 2021;
 - 65 Hammer Hoop bicycle racks and multi-ring bicycle racks locations were installed across the City; and,
 - Virtual Bike Month was held in June and had over 650 registrants, nearly double the number of participants in 2021.

The Sustainable Mobility Team also worked to plan a number of cycling projects that were implemented by the Public Works Department including:

- The installation of 13.3 kms of new cycling facilities, including multi-use paths, bike lanes and cycling track, and the enhancement of 7.9 kms of existing facilities using painted buffers, pre-cast curbs and flexposts;

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**SUBJECT: Sustainable Mobility Programs Annual Report 2021 (PED19124(c))
(City Wide) - Page 3 of 3**

- The initial deployment of a mini jersey barrier type separator on the York Boulevard bike lanes, from Dundurn to Hess; and,
 - Filling in the Hunter Street bike lane gap provides a direct, two-way cycling connection to the GO Station. The cycle track includes a poured concrete curb, flexposts, and a new signalized intersection at Hughson.
- **Schools**
- 112 schools are at, or above, Level 1 of the Active and Safe School Travel certification process, an increase of two; and,
 - Secured grant funding to undertake a school streets pilot program that will reallocate street space adjacent to a school to make it safer and easier to access the school site.

The Sustainable Mobility Program Team continued to make great strides with our partners throughout 2021, despite the impacts of the pandemic.

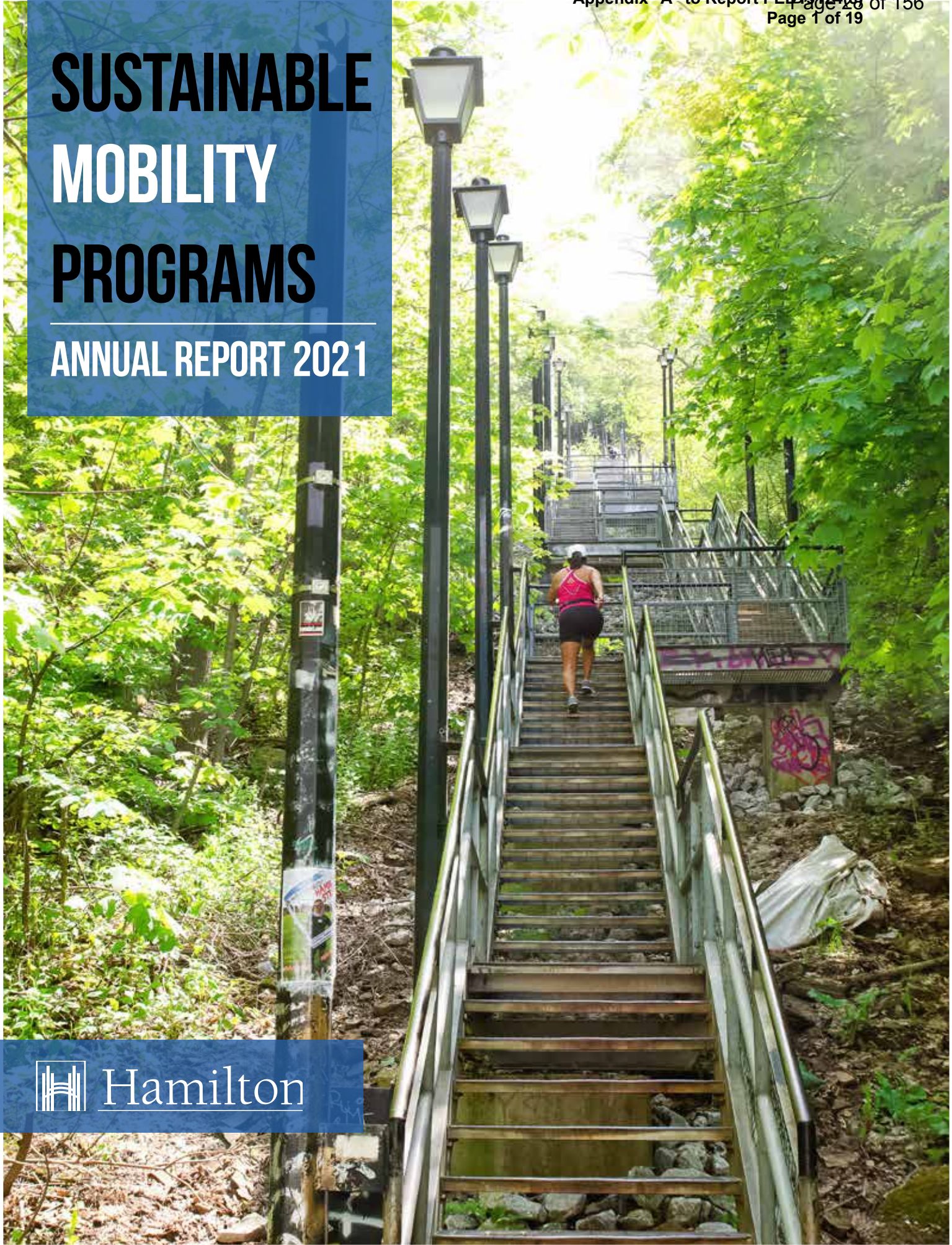
APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PED19124(c) - Sustainable Mobility Programs Annual Report
2021

TJ:PT:cr

SUSTAINABLE MOBILITY PROGRAMS







ANNUAL REPORT 2021



Hamilton

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	PAGE 34	Looking Forward to 2022

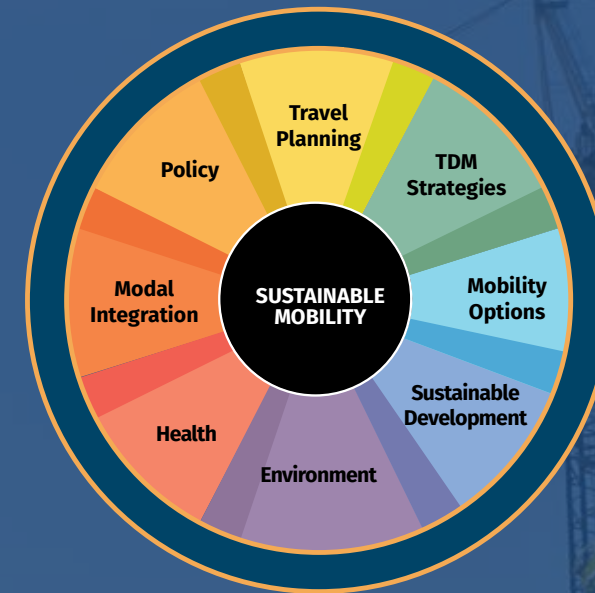
Sustainable Mobility Programs would like to acknowledge the effort put forth by the City of Hamilton staff and community partners who make our programs a success.

The program is within the Transportation Planning and Parking Division of Planning and Economic Development, with support from an integrated team of City staff and community partners, including:

- Hamilton Bike Share
- Hamilton-Wentworth District School Board
- Hamilton-Wentworth Catholic District School Board
- New Hope Community Bikes
- 100in1Day Hamilton
- Cycle Hamilton
- Daily School Ride (DSR)
- CityLAB
- Hamilton Street Railway (HSR)
- Cycling Advisory Committee
- Hamilton Health Sciences
- McMaster University
- Mohawk College
- Communauto
- Ontario By Bike
- Local BIAs
- and many more!

This annual report measures results and provides a review of Sustainable Mobility Programs in 2021. This report highlights the positive advancements and acts as a guiding document for 2022 to ensure continued success using data-informed decision-making.

City staff, consultants, non-profit partners, volunteers, and citizens make these programs and their success possible. They should be congratulated for making Hamilton a healthier, happier, and more economically, environmentally, and socially sustainable place to live.



2021 IN REVIEW

2021 was another year like no other, and the Sustainable Mobility team is proud of our response. We continued to be guided by our purpose to meet the mobility needs of residents and workers without sacrificing today and tomorrow's human or ecological requirements. We demonstrated our ability to adapt to deliver high-quality programs, plans, and projects while being accountable for results.

Fourteen cycling projects were delivered last year, providing 21 km of new and enhanced cycling facilities. The first phase of the Victoria cycle track was installed between Cannon Street East and Birge Street, providing a safer, two-way connection from the Cannon cycle track to Hamilton General Hospital and the Barton Village BIA. In Dundas, the Hatt Street separated bicycle lanes were installed to make it easier to get around. The Hunter Street gap was completed, providing a two-way, concrete protected cycle track connecting directly to the Hamilton GO Centre. New and enhanced buffered bicycle lanes were made on Paramount Drive, Stone Church Road and Leavitt Avenue.

The City worked with Hamilton Bike Share to install seven new hubs and over 340 additional racks at high-demand stations. The team continued expanding mobility options, receiving approval from Council to initiate two pilot programs in 2022 that will introduce free-floating carshare vehicles and commercial e-scooters options.

The team also began consultation with stakeholders on several upcoming projects planned for 2022. In September, the team delivered two community information sessions with Ward 1 residents for the Pearl-Kent and Breadalbane bike boulevard pilot projects. These events built on the success of the Victoria Cycle Track information session in April. The team worked with CityLAB students to develop a new public participation framework to standardize how we engage the community in projects, which will be piloted throughout 2022. In total, over 650 contact points were made virtually with the community this year.

Sustainable Mobility is excited to celebrate what we accomplished and share what we have planned for 2022!

The cornerstone of Sustainable Mobility Programs is Transportation Demand Management (TDM).

It consists of strategies, programs, and investments that create choices in our transportation system.

TDM can motivate people to:

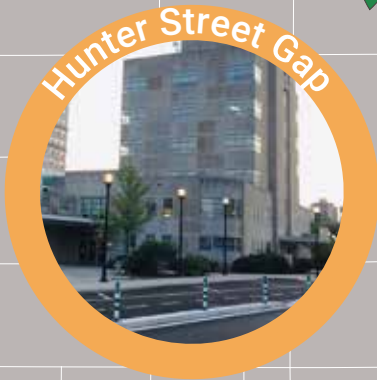
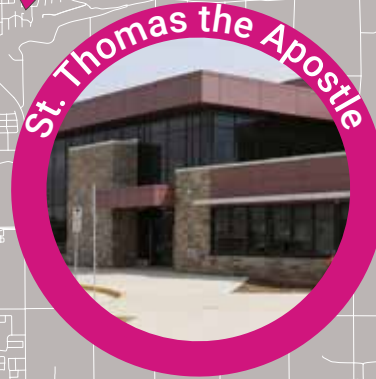
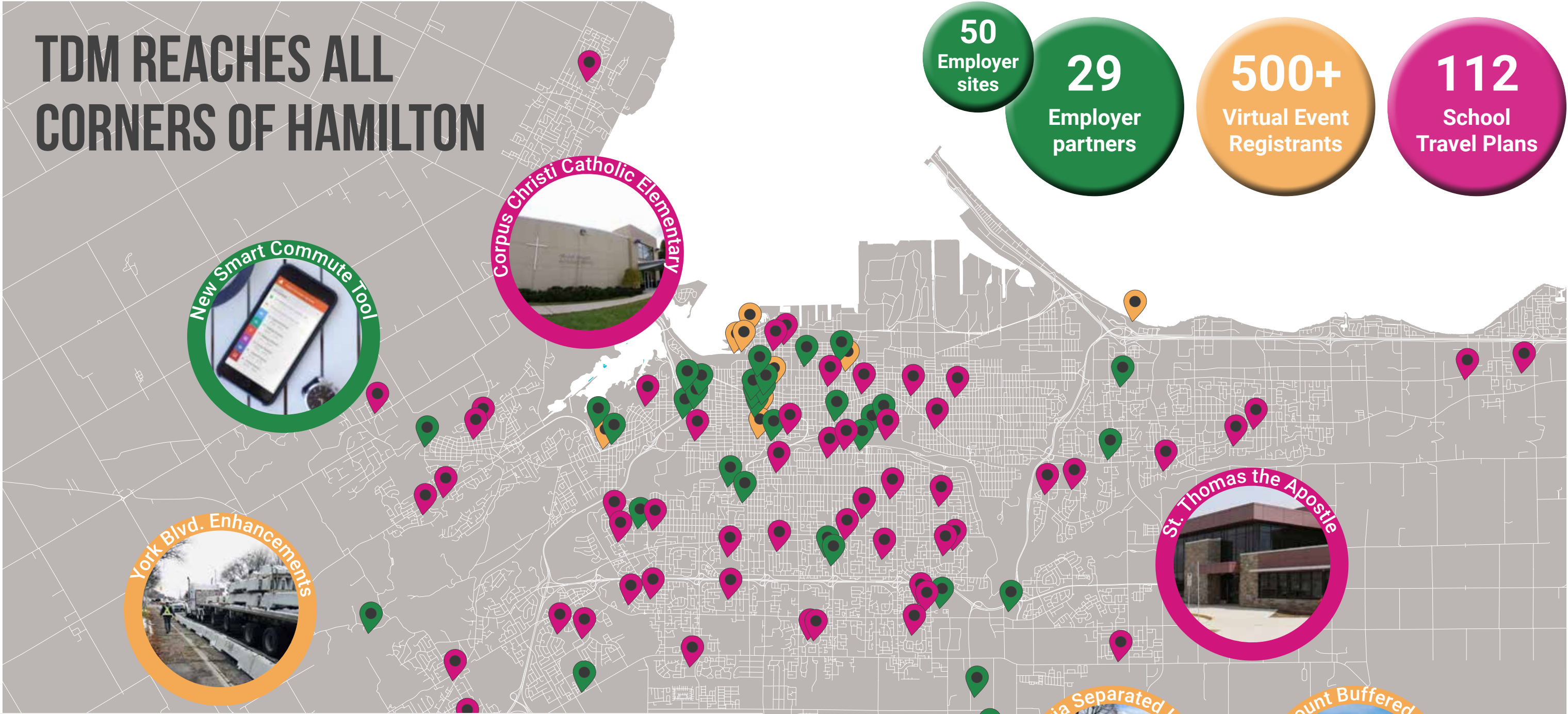
- Shift modes – walk, cycle, take transit or carpool instead of driving;
- Make fewer trips – telework, shop online; and,
- Drive more efficiently – link trips on outings, and avoid peak traffic time and congested routes.

TDM fosters healthy environments through:

- Reduced traffic-related conflicts;
- Increased safety;
- Cleaner air quality;
- Increased physical activity;
- Improved mental well-being; and,
- More opportunities for social interaction.

TDM REACHES ALL CORNERS OF HAMILTON

- 50 Employer sites
- 29 Employer partners
- 500+ Virtual Event Registrants
- 112 School Travel Plans



WORKPLACES

Engaging workplaces

Smart Commute Hamilton is an association led by the City which works with local businesses and community organizations to provide programs and initiatives that encourage the use of active and sustainable transportation.

COMMUNITY INITIATIVES

Engaging residents

Community-based initiatives and infrastructure increase the livability of the people who live, work, or visit an area. They help achieve transportation planning objectives and help support strong, integrated communities.

SCHOOL TRAVEL PLANS

Engaging students

School travel planning is a community-based approach that aims to increase the number of children and adults choosing active transportation to and from school, thereby addressing environmental, health, and safety issues.

WORKPLACE TDM



Smart Commute Hamilton educates employers and commuters about their travel choices, encouraging them to try more efficient options that reduce congestion and help to improve their quality of life.

125K

commuters at our 29 workplace members at over 50 work sites.

These workplaces represent a mix of public and private workplaces across Hamilton.

44

new Smart Commute Tool pilot members.

The new RideShark Tool had a soft launch in 2021, which involved recruiting several pilot members to use the Tool and give their feedback. Their insights will help shape the larger launch planned later in 2022.

6

municipalities are working together to continue the Smart Commute program.

Hamilton, Toronto, Durham, York, Peel and the local Halton municipalities have continued to work together to continue the program following Metrolinx's withdrawal from the program.

42%

of employees indicated that they expect to continue working from home at least one day a week once workplaces begin opening up.

This marks a drop from 85% in 2020, indicating that more workplaces are choosing to return to the workplace in-person. As well, 42% of workers who have returned to the office are driving alone more often.

WHAT IS SMART COMMUTE?

The initiative takes immediate action on climate change and health in the Greater Toronto and Hamilton area through transportation efficiency, policy development and infrastructure renewal. The organization also supports the City's strategic initiatives.

In 2019, Metrolinx transferred ownership of the Smart Commute Hamilton program to the City of Hamilton. Smart Commute Hamilton is part of the GTHA network of 13 local transportation management associations led by local and regional municipalities.

More than 300 employers and 730,000 commuters have signed on to the program and are designated as Smart Commute workplaces. The goal is to ease congestion, improve air quality and reduce greenhouse gas emissions while making commuting less expensive and more enjoyable helping support the objectives of the Transportation Master Plan.



Smart Commute Hamilton is a transportation management association led by the City of Hamilton which works with workplaces to provide programs and initiatives that encourage active and sustainable transportation.

- ✔ Carpooling - exclusive ride-matching programs for employers
- ✔ Emergency Ride Home programs
- ✔ Shuttle planning and program
- ✔ Employee work arrangement solutions: telework, flex hours, and compressed work
- ✔ Site assessments and surveys to understand employee commuter behaviour
- ✔ Workshops, lunch and learns, and seminars
- ✔ Walking and cycling promotion
- ✔ Incentives and promotions



2021 SUCCESSES

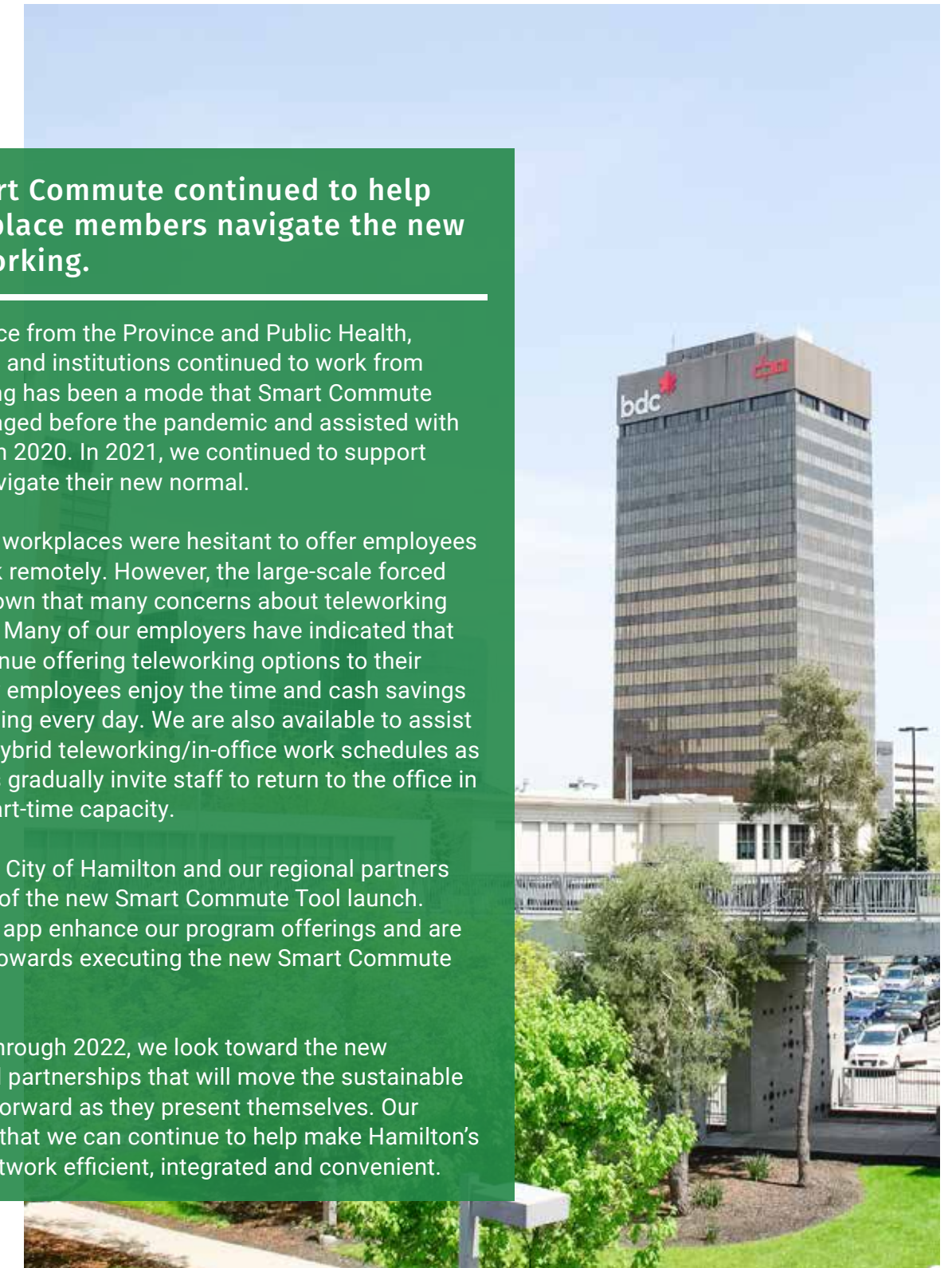
In 2021, Smart Commute continued to help our 29 workplace members navigate the new normal of working.

Following guidance from the Province and Public Health, many workplaces and institutions continued to work from home. Teleworking has been a mode that Smart Commute Hamilton encouraged before the pandemic and assisted with the transition to in 2020. In 2021, we continued to support workplaces to navigate their new normal.

In the past, many workplaces were hesitant to offer employees the ability to work remotely. However, the large-scale forced transition has shown that many concerns about teleworking can be managed. Many of our employers have indicated that they plan to continue offering teleworking options to their employees. Many employees enjoy the time and cash savings from not commuting every day. We are also available to assist with developing hybrid teleworking/in-office work schedules as some workplaces gradually invite staff to return to the office in a more flexible part-time capacity.

In September, the City of Hamilton and our regional partners did a soft launch of the new Smart Commute Tool launch. The new tool and app enhance our program offerings and are helping us work towards executing the new Smart Commute 3.0 initiatives.

As we progress through 2022, we look toward the new opportunities and partnerships that will move the sustainable mobility agenda forward as they present themselves. Our goals will ensure that we can continue to help make Hamilton's transportation network efficient, integrated and convenient.



LAUNCHING THE NEW SMART COMMUTE TOOL

The new www.smartcommute.ca website and 'SmartCommute.ca' app are transportation demand management tools that help users connect with like-minded people, share their commute, save time, money and reduce congestion. The tool allows commuters to explore their travel options, connect with others, find cycling and transit mentors, and arrange carpools.

In September 2021, we leveraged Smart Commute Month to soft-launch the new tool. Alongside our regional Smart Commute colleagues, we drafted a 'How to Guide' to help our workplaces transition. We continue to market the app and grow the number of registrants in 2022. The app is available for both iOS and Android users.

With the SmartCommute.ca app you can:

- Join a network of Greater Toronto and Hamilton Area (GTHA) commuters.
- Find all options for your journey, including carpooling, transit, walking and cycling.
- Trip plan, trip track and seek ride matches.

WELCOME TO OUR NEW PLATFORM



FIND COMMUTE OPTIONS

From

To

SEARCH

The Smart Commute Tool helps people make connections.



Carpool

Match with others who are part of your organization or have the same destination.



Walking Buddies

Match with others who are looking to walk to complete their logged trips by foot.



Bike Buddies

Find a partner to cycle with.



Transit Buddies

Find a partner to take transit with.



Single-Trip

Find a one-off carpool to get home on weekends, attend events, or to work around an irregular schedule.

SMART COMMUTE ANNUAL SURVEY

Smart Commute Month takes place every September. To better understand the unique challenges during the ongoing pandemic, in 2021, two surveys were distributed: (1) the annual travel survey for Smart Commute employees and (2) a check-in survey for our workplace champions.

45%

of workplaces are in an industry where remote work is not feasible for most employees.

66%

of workplaces are looking for Smart Commute's support as they return in-person.

43%

going in-person to a workplace are driving alone more often than before the pandemic.

50%

have been working from home to some degree in the past year.

42%

expect to continue to be able to work from home at least one day a week a drop of 35% from 2020.

60%

report that unstable internet and VPN connections are the biggest barriers to working from home.

Source: Smart Commute Annual Travel Survey 2021

Our focus for 2021 was to prepare for the new normal. We see 2022 as a chance to support workplaces as staff working remotely for the last two years begin to return to the office.

Smart Commute Hamilton will be there as more employers return to the workplace in some form. In 2022, we want to reconnect with our current workplaces while recruiting new ones.

These goals will help us prepare and plan for when employees return to work. We have an opportunity to rethink what commuting means.



LOOKING TOWARDS 2022

1

Support workplaces as they return in-person with hybrid, remote and flexible work policies.

2

Launch the RideShark Smart Commute Tool as public health restrictions begin to be relaxed.

3

Implement a new Smart Commute 3.0 program to support the return to workplaces.





Community-based programs increase the livability and travel options for people who live, work or visit Hamilton. They support multi-modal objectives and help create complete communities.

660+

registrants for the virtual Bike Month celebration in June.

This represents a nearly doubling of the 350 people who registered for the virtual event in 2020, showing that cycling is growing!

21 KM

new and enhanced cycling infrastructure.

The past year saw several vital projects completed, including the Hunter Street gap, Hatt Street Cycle Track and Victoria North Cycle Track.

3.2+ M

active travel trips recorded in 2022.

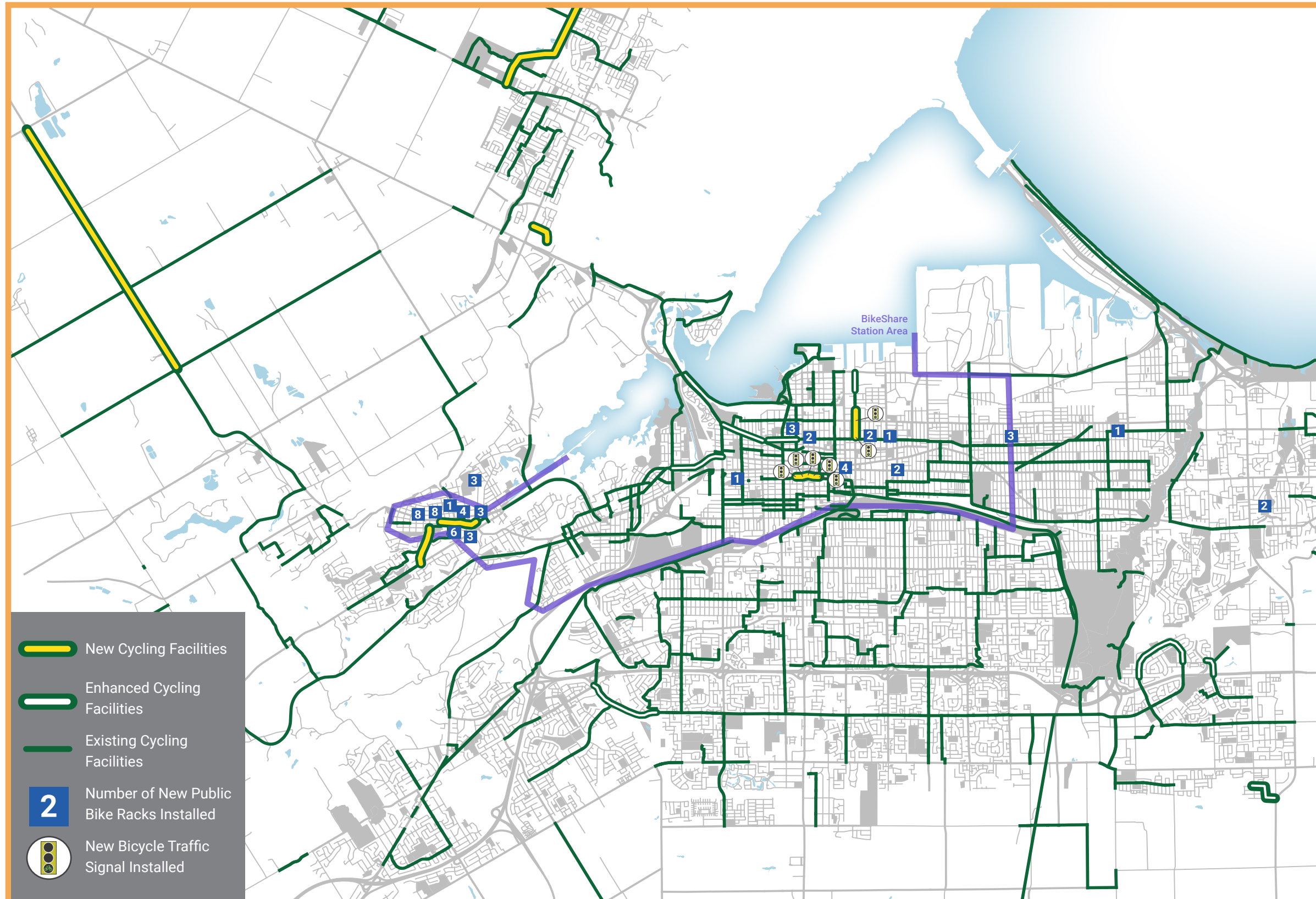
The City's active transportation benchmarking program recorded 150,000 more walking and cycling trips at 15 locations than in 2020, demonstrating growing interest and demand for getting around without a car.






650

bikes donated by the City of Portland.

Portland is refreshing its bikeshare system with new bikes and offered 650 used bikes to Hamilton. The bikes will support a modest fleet expansion and for used parts to help maintain our bikes.

GROWING THE CYCLE NETWORK



-  New Cycling Facilities
-  Enhanced Cycling Facilities
-  Existing Cycling Facilities
-  Number of New Public Bike Racks Installed
-  New Bicycle Traffic Signal Installed

13.3 km
of new bicycle lanes, multi-use paths and paved shoulders.



7.9 km
of enhanced existing cycling facilities.



65 bike racks
installed on City property across Hamilton.



7 bike signals
installed along the cycling network.



7 bikeshare hubs
installed, in addition to 340 new racks at existing high-demand stations.



GROWING THE CYCLE NETWORK

VICTORIA AVE. SEPARATION Cannon - Birge



Key Features

- 650 metres of new two-way cycle track
- Pre-cast concrete curbs and flexposts
- Two bike signals
- Floating bus stops
- Creates a new two-way connection from the Cannon cycle track to Hamilton General Hospital and Barton Village.
- Provides a buffer for pedestrians on the east sidewalk.
- Will be extended in the near term to connect with the bicycle lanes at Ferrie and the Keddy Access Trail.

YORK BLVD. SEPARATION Dundurn - Hess



Key Features

- Enhanced 1.1 kilometers of buffered bicycle lanes to separated bicycle lanes
- "Mini" jersey barriers, pre-cast concrete curbs and flexposts
- Increased physical separation should allow users to feel safer and more comfortable along the corridor.
- Provides an opportunity to test a new to Hamilton barrier design that could be used in areas where space permits.
- Permanent improvements are planned as part of LRT implementation.



VICTORIA AVE. SEPARATION Burlington - Ferrie

Key Features

- Enhanced 450 metres of painted bicycle lanes to separated bicycle lanes
- Pre-cast concrete curbs and flexposts
- Floating bus stops
- Provides a more comfortable cycling experience due to the physical separation.
- Improves access to employment areas in the Bayfront Industrial Area.
- Will be extended in the near term to connect with the Victoria cycle track and Keddy Trail.



HATT ST. SEPARATION John - Baldwin

Key Features

- 650 metres of new separated bicycle lanes
- Pre-cast concrete curbs and flexposts
- Fix-it station at Memorial Square
- The first separated bicycle lanes in Dundas.
- Provides an excellent connection for users coming to/from Dundas via the Creighton bicycle lanes and Cootes multi-use path.
- Will be made permanent with the reconstruction of Hatt St. in the coming years.
- Fix-it Station to be installed in 2022 at Memorial Square.

GROWING THE CYCLE NETWORK

HUNTER ST. SEPARATION MacNab - Catharine



Key Features

- 470 metres of new cycle track
- Poured concrete median with flexposts
- Five new bike signals
- Completes the missing gap between the existing two-way cycle track on Hunter St.
- Provides a direct connection to Hamilton GO Centre, downtown Hamilton, and local neighbourhoods.
- Creates a continuous, separated two-way cycle track from Queen St. to the Keddy Access Trail.

PARAMOUNT RD. DEDICATED LANES Old Mud - Mistywood



Key Features

- Enhanced 1.7 kilometers of painted lanes with a painted buffer
- Improved connection to Paramount Park
- Increases the distance between bikes and automobiles, fostering a more comfortable user experience.
- Increases accessibility to local destinations, including parks, schools and shopping plazas.
- One of the first buffered bicycle lanes on the mountain. It was delivered as part of planned resurfacing work.



KING ST. W. SEPARATION Paradise-Breadalbane

Key Features

- Enhanced 775 metres of cycle tracks with increased separation
- Pre-cast concrete curbs and flexposts
- Intersection improvements
- Creates a more comfortable and safer experience along a strategic cycling corridor across Highway 403.
- Additional pavement markings to be installed at the King St. and Paradise St. intersection.
- Will connect to the future Breadalbane Bike Boulevard.



STONE CHURCH RD. DEDICATED LANES Omni - Golf Links

Key Features

- Enhanced 1.5 kilometers of painted lanes with a painted buffer
- Roundabout connection improvements
- Increases the distance between bikes and automobiles, fostering a more comfortable user experience.
- One of the first buffered bicycle lanes on the mountain. It was delivered as part of planned resurfacing work.
- Maintains the eastbound bike path around the roundabout.

SPECIAL EVENTS

100in1 Day Month

100in1 Day aimed to keep the momentum going by challenging the community to undertake 30 days of happiness. Throughout May, residents were challenged to launch an intervention that would spread joy and help keep participants connected to their community to share happiness.

The Sustainable Mobility team collaborated with community groups to implement three projects across the City:

- Audio tour of James St N - scan the code, pop your headphones on and walk from point to point. Let the local experts take you on a journey.
- A 'Story Walk' in McQuesten Park - while you're strolling through the park, read the 'Yellow Bicycle' by Igor Colares.
- 'Go Local' with Hamilton Bike Share - cyclists can now quickly access local bike routes using the QR code on the stations. Get inspired for your next ride!

Winter Commute Week

While we couldn't gather in person for Winter Bike Day in 2021, we still had over 100 Hamiltonians register on the International Winter Bike to Work Day website. The annual event encourages cyclists to brave the elements and ride, no matter the weather. For Winter Commute Month, we celebrated virtually. We included a pledge to choose a sustainable way to commute to work. Winter Commute Month aims to engage and encourage workplace commuters and community members to travel sustainably throughout the winter months.



Bike Month 2021

While we could not gather in person at City Hall this year, we wanted to encourage residents and workers to get outside and explore Hamilton's growing cycling network. We acknowledged cycling as a great option to stay active and a sustainable way to get to where you need to go.

We led two social media activities to help give people a nudge to get on their bikes. 'Ride & Seek' was a weekly activity where people had to visit two landmarks in their community and then share their photos with Smart Commute, such as their favourite trail or their local library. The second activity was a months-long 'Share Your Selfie' where folks could share a photo while on a ride anywhere across Hamilton. In addition to activities led by the City, the Everyone Rides Initiative, Green Venture and New Hope Community Bikes hosted various events.

In 2020, we reached 350 registrants. In 2021, we got 653. Over 57% of people participated for the first time, with 22% new to cycling.



Discover the joy of biking.

BIKE MONTH 2021 HAMILTON
May 31 – June 30

BIKEMONTH.CA



COMMUNITY IN MOTION AWARDS

Awards recognize members and groups of the community who have made an effort to actively support and promote the use of healthy and sustainable forms of transportation such as walking, cycling, and public transit. The 2021 Community in Motion Awards winners accomplished remarkable things before and during the pandemic.



**BICYCLE-FRIENDLY
BUSINESS/ORGANIZATION
SALVATION ARMY
LAWSON MINISTRIES**



**PEDESTRIAN-FRIENDLY
BUSINESS/ORGANIZATION
THE DAILY
SCHOOL ROUTE**



**TRANSIT-FRIENDLY
BUSINESS/ORGANIZATION
COMMUNITY ACCESS
TO TRANSPORTATION**



**SCHOOL OF THE YEAR
DUNDANA ELEMENTARY
SCHOOL**



**ADVOCATE OF THE YEAR
THE LADY HAMILTON
CLUB**



**VOLUNTEER OF THE YEAR
MARK ANDERSON**



SHARED MOBILITY

Free Floating CarShare Pilot

In June, City Council approved an 18-month free-floating carshare pilot period to allow carsharing operators and the City to test the model locally. Free-floating, or one-way carsharing, is a carsharing model where vehicles holding a valid permit can park in designated on-street locations. This contrasts with the two-way carshare model, where a vehicle is picked up and dropped off at a specific spot in an off-street parking facility. Under the pilot conditions, free-floating carshare vehicles can start and end trips within Wards 1, 2 and 3 and travel to destinations beyond this area. After twelve months elapses, staff will report back with recommendations on the program's future. Industry partners have indicated they are preparing to launch in Spring 2022.



Hamilton BikeShare

The past year saw two significant commitments to supporting Hamilton's Bike Share system. The first saw over 430 new racks deployed within the service area, including creating seven new hubs and capacity expansion at existing, high-demand hubs.



The second saw the Portland Bureau of Transportation offer Hamilton a donation of 650 bikes from their system that are no longer needed. Hamilton accepted the gift, and the bikes should arrive in early-2022. The bikes in good condition will be used to support a modest fleet expansion, though most of the bikes will be used for parts to support the maintenance of Hamilton's existing fleet.

Commercial E-Scooter Pilot

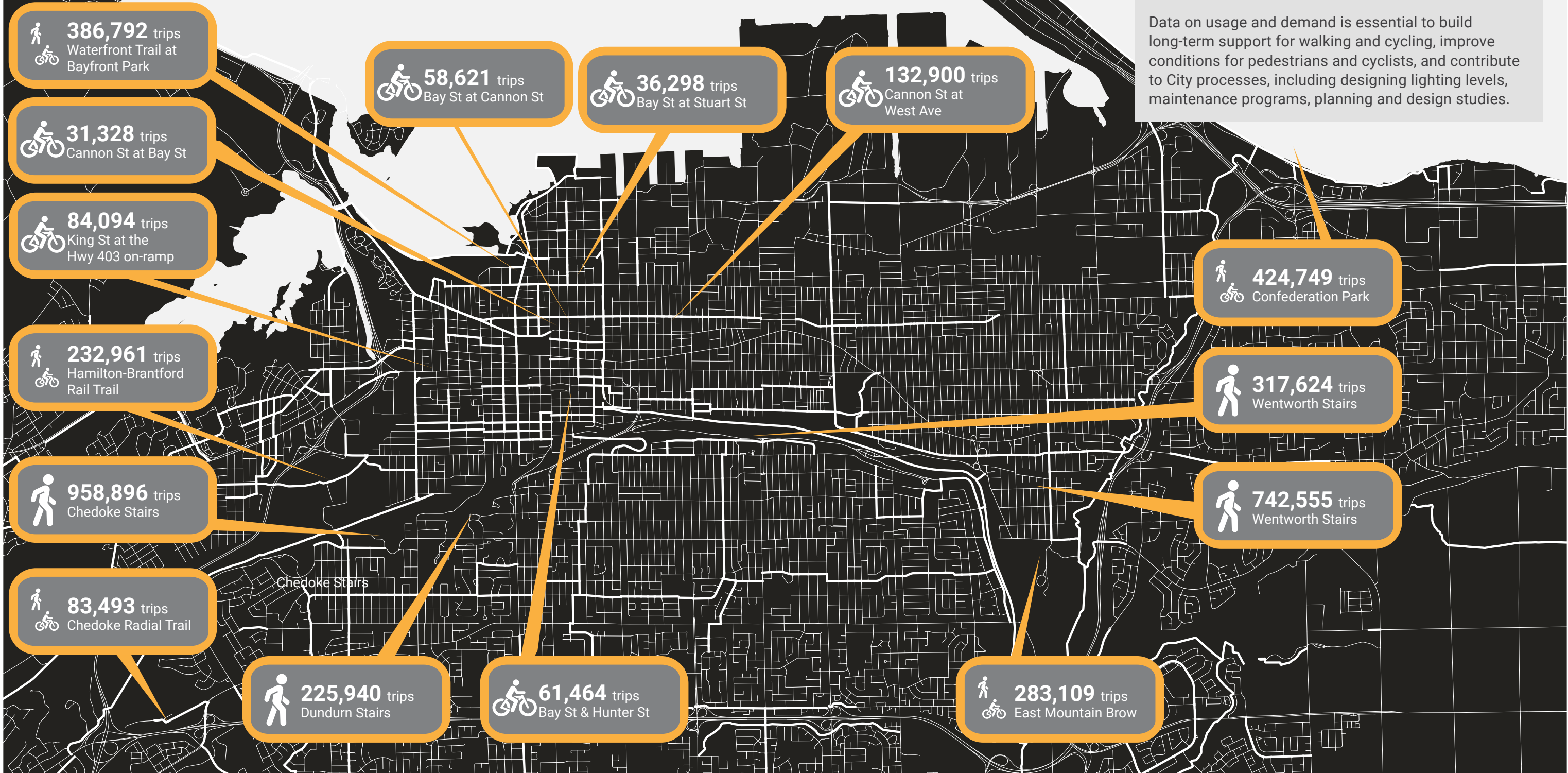
Hamilton's micromobility program continues to grow following the approval of a commercial e-scooter pilot program. Hamilton's pilot program was developed using best practices from Canadian and American systems and will help expand and grow the travel options available to residents. The pilot program will allow commercial operators to bid on the opportunity to introduce e-scooters to Hamilton for 12 months, with up to three one-year extensions. At a minimum, operators must provide service within the Hamilton Bike Share service area and can apply to provide additional devices outside of this area. The competitive procurement process will begin in early-2022.



ACTIVE TRAVEL BENCHMARKING

The Active Transportation Benchmarking program monitors pedestrian and cycling activity along sidewalks, trails, and on-road bicycle routes. There are multiple permanent counter locations across Hamilton. Counters on cycling lanes only count people on bikes, while those at other sites (e.g. stairs, multi-use paths/trails) count all people that pass by regardless of mode (e.g. bike, foot, mobility device).

Data on usage and demand is essential to build long-term support for walking and cycling, improve conditions for pedestrians and cyclists, and contribute to City processes, including designing lighting levels, maintenance programs, planning and design studies.



SCHOOL-BASED PROGRAMS



School travel planning aims to increase the rate of students choosing active transportation to and from school, thereby addressing environmental, health, and safety issues.

\$30K

grant funding secured to implement School Streets pilot.

Planned to launch in 2022, we will be able to temporarily close a street in front of a school to allow for students to use that space to play, gather, and encourage active travel to school.

112

school travel plans completed or in-progress at local schools.

The dedication of parents, educators, students and administrators meant that school travel planning continued to make progress at many schools despite the pandemic.

6,000

students positively impacted by School Travel Planning.

Schools that engaged in School Travel Planning in 2021 were positively impacted by programs and promotions focused on active travel.

20

schools engaged with school travel planning "lite"

Through various changing covid restrictions we were able to offer a shortened and more direct STP program approach to help provide solutions to schools that face barriers for students that could use active travel to get to school

SCHOOL TRAVEL PLANNING

Active and Sustainable School Transportation (ASST) Certification

School travel planning (STP) is a community-based approach that aims to increase the number of children and adults choosing active transportation to and from school, thereby addressing environmental, health and safety issues. The ASST certification initiative, developed by Planning & Economic Development and Public Health staff, uses the STP model from Green Communities Canada to help schools earn recognition for ASST efforts.

In 2021, we started on two new school travel plans, while all existing schools maintained their involvement in the program. The feedback we heard from schools and parents was that the demands of the pandemic had placed a sense of over-engagement. As a result, our STP programming was tailored to be "lite" this year, recognizing that we didn't want to overburden our key stakeholders - families.

Level 1

Level 2



A STRATEGIC VISION FOR 2022

Our vision for 2022 draws on the strengths of innovation, social impact, and leadership of the Sustainable Mobility team to advance meaningful change. The next year marks an exciting time for expanding mobility options in Hamilton, with the planned launch of the free-floating carshare and commercial e-scooter pilot programs. As restrictions ease, we are keen to meet again with people in the community, workplaces and schools to have meaningful conversations about how they want to get around in the new normal.

Our ambitious plans for the next year cannot be accomplished alone. We are fortunate in Hamilton to have many partners who help advance our work and are working towards our goal of helping to create a more sustainable and active Hamilton.

Workplace

1. Support workplaces as they return to the office with hybrid, remote and flexible work policies.
2. Launch the RideShark Smart Commute Tool as public health restrictions begin to be relaxed.
3. Implement a new Smart Commute 3.0 program to support the return to workplaces.

Community


1. Launch procurement of the Commerical E-Scooter Program.
2. Report to Council on a e-cargo bike pilot program framework.
3. Launch a free-floating carshare program.
4. Receive, inspect and incorporate the Portland bike donation.
5. Complete Phase 2 of the Victoria Avenue cycle track, from Cannon to the Keddy Trail.
6. Report to Council on the Complete Streets Design Manual.
7. Develop a business plan for Hamilton Bike Share from 2022 to 2025.
8. Pilot hybrid engagement models.
9. Enhance the sidewalk network program.

Schools

1. Develop School Travel Plans for the remaining Public schools.
2. Develop School Travel Plans with Secondary Schools for the first time.
3. Develop a strategy for reconnecting and implementing School Travel Planning with all schools engaged in School Travel Planning in Hamilton.
4. Launch the School Streets pilot program.
5. Support the efforts and programs of the Daily School Ride.



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 13, 2022
SUBJECT/REPORT NO:	Ward 1 Multi-Modal Connections Review (PED22132) (Ward 1) (Outstanding Business List Item)
WARD(S) AFFECTED:	Ward 1
PREPARED BY:	Trevor Jenkins (905) 546-2424 Ext. 1797
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

COUNCIL DIRECTION

On December 2, 2019, Public Works Committee passed the following motion:

- (a) That staff be authorized and directed to undertake a review of opportunities for improved multi-modal connections in Ward 1 and report back to Public Works Committee with an implementation plan and costs for the resultant package of measures identified;
- (b) That the estimated cost of \$125,000 to retain a consultant to undertake a feasibility assessment and develop concept designs for short-listed opportunities be funded from the Ward 1 Reserve Fund (108051); 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.

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.

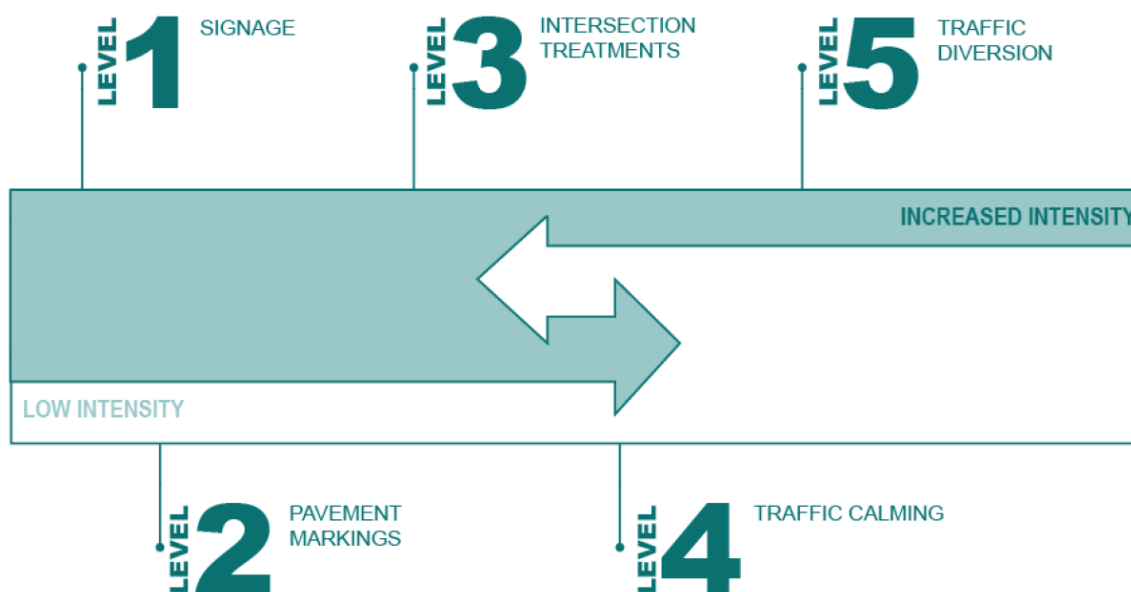
SUBJECT: Ward 1 Multi-Modal Connections Review (PED22132) (Ward 1) - Page 2 of 7

INFORMATION

Bicycle boulevards, also referred to as neighbourhood greenways, bicycle priority streets or neighbourhood bikeways, are low-volume, low-speed streets optimized to manage automobile speeds and volumes. They provide continuous comfortable bicycle routes through the local street network and are characterized by slow motor vehicle speeds and low volumes.

Bicycle boulevards are a shared cycling facility, meaning that there is typically no distinct operating space for cyclists, such as bike lanes, however, a comfortable cycling space is created through physical and operational treatments, based on the street's operating and physical conditions (Exhibit 1). The National Association of City Transportation Officials (NACTO) classifies bicycle boulevards as an All Ages and Abilities (AAA) high-comfort cycling facility. Many local streets with low speeds and low volumes offer the core components of a safe bicycling environment and could potentially become a bicycle boulevard with treatment.

Exhibit 1: Neighbourhood Greenway Treatment Intensity Levels



Bicycle boulevards support the Vision Zero policy of having zero fatalities or serious injuries on roadways. Many bicycle boulevard projects will involve physical design changes to the street that will help manage automobile speeds, reduce cut-through traffic, and help encourage safer streets to influence motorists to be safer drivers. Staff will work to integrate bicycle boulevards into future traffic calming studies, where appropriate.

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

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SUBJECT: Ward 1 Multi-Modal Connections Review (PED22132) (Ward 1) - Page 3 of 7

Common treatments used on bicycle boulevards include:

- **Bicycle signage, pavement markings & wayfinding** provide the basic elements of a bicycle boulevard by helping to emphasize that the street is a shared, slow street. Signs and pavement markings alone do not create a safe and effective bicycle boulevard but reinforce other traffic calming and operational changes made to the roadway;
- **Volume management elements** reduce or discourage cut-thru traffic on designated bicycle boulevards through physical or operational treatments along the street or at intersections/crossings. Lower automobile volumes help increase comfort for people cycling and walking along the routes;
- **Speed management elements** help limit the number of automobiles exceeding the speed limit. Reducing speeds helps to reduce overtaking events, enhances the driver's ability to see and react to cyclists, and diminishes the severity of collisions, should they unfortunately occur; and,
- **Low impact development (LID) / corridor greening treatments** support public realm enhancements, improve liveability and contribute to greener streets. The integration of cycling facilities with green infrastructure technologies, such as stormwater management systems and street plantings, aims to address climate change and improve health outcomes.

Many of the treatments used to create bicycle boulevards not only benefit people on bicycles, but also help create and maintain “quiet” streets that benefit residents and improve safety for all road users, including pedestrians.

Bike Boulevards Feasibility Assessment

Staff retained roster consultant IBI Group to undertake a Bike Boulevards Feasibility Assessment for Ward 1 attached as Appendix “A” to Report PED22132. The assessment provides localized context for planning and designing bicycle boulevards in Hamilton, drawing on experience in other jurisdictions, cycling facility design guides (e.g. Ontario Traffic Manual Book 18, NACTO Urban Bikeway Design Guide) and existing City policies and plans. Specifically, the assessment develops and identifies:

- A standard definition of bicycle boulevards to inform local implementation considering key performance criteria and considerations related to potential candidate routes and operating bicycle boulevards;

SUBJECT: Ward 1 Multi-Modal Connections Review (PED22132) (Ward 1) - Page 4 of 7

- Network criteria to review and identify candidate routes for bicycle boulevards and undertake a network screening to identify proposed and high-priority routes in Ward 1; and,
- A toolbox of bicycle boulevards elements to be considered in local applications.

A corridor should have the following characteristics to be considered a bicycle boulevard, otherwise it should not be called such to avoid diluting the name:

- Posted and operating speeds of 40 km/h or less;
- Traffic volumes of up to 1,500 vehicles per day, with less than 1,000 vehicles being preferred; and,
- A grade of $\leq 3\%$, except for segments less than 500 m, if no feasible alternative exists.

A focus group was held with Mobility Lab in winter 2020 to present and discuss the proposed attributes and identify potential bike boulevard corridors. The group includes representatives from the Hamilton Cycling Committee (HCyC), Cycle Hamilton, Environment Hamilton, McMaster University, Mohawk College, Hamilton Health Sciences, Smart Commute Employer partners, and residents.

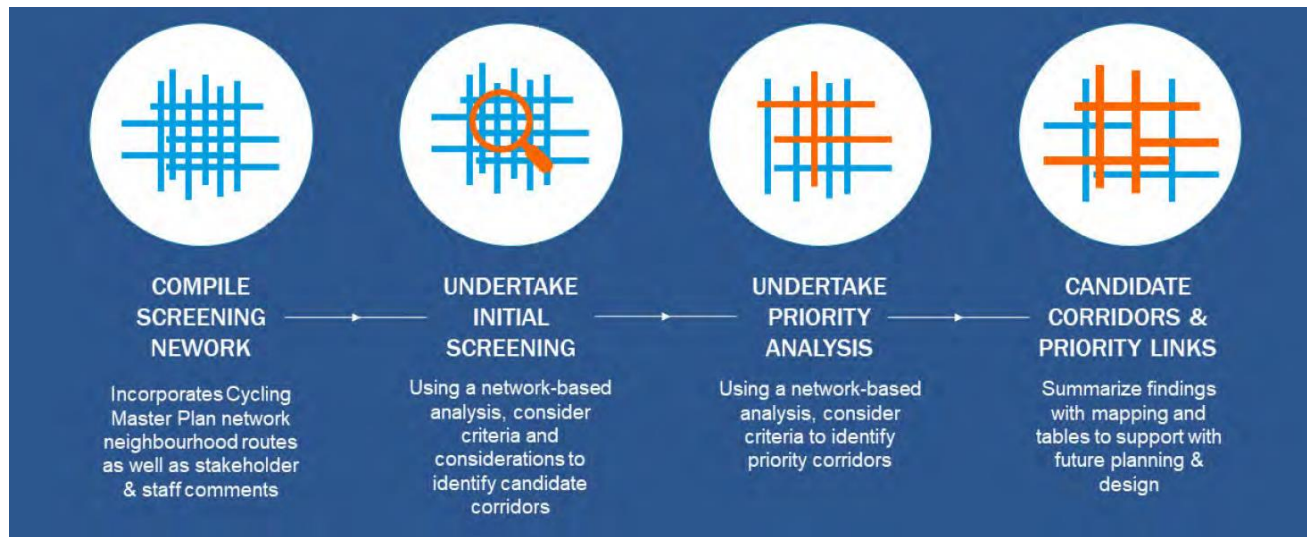
Bicycle Boulevard Opportunities in Ward 1

The core criteria developed in the Feasibility Assessment was applied to the Ward 1 cycling network to identify candidate corridors and priority links, following the process shown in Exhibit 2. The results of the evaluation are available in Appendix “B” to Report PED22132. The goal of the review was to identify the streets that:

1. Meet the bicycle boulevard criteria today without applying treatments (shown as green lines in Appendix “B” to Report PED22132);
2. Require some level of treatment to meet the criteria (shown as pink lines in Appendix “B” to Report PED22132); and,
3. Are unlikely to meet the criteria, even after treatment, given their characteristics (e.g. road classification, higher traffic volumes).

SUBJECT: Ward 1 Multi-Modal Connections Review (PED22132) (Ward 1) - Page 5 of 7

Exhibit 2: Ward 1 Network Evaluation Process



The review results indicate that many of the existing and planned on-street signed bike routes are candidates for bike boulevard routes, while many of the roads planned for other facility types (e.g. bike lanes) are not appropriate candidates. Streets identified in the Cycling Master Plan (CMP) as an on-street bike route, but found to be inappropriate through the review, will be revisited as part of the next update to the CMP.

Based on the results of the evaluation process, staff identified a short-list of two priority bicycle boulevard projects:

- Pearl – Kent – Magill from Glenfern Avenue to Barton Street; and,
- Breadalbane – Jones – Woodbine from King Street to York Boulevard.

Preliminary design concepts for these two projects were prepared in 2021 and community information sessions were held in September 2021, with the Ward 1 Office. Council approved the projects on December 15, 2021 (Report PW21073). Detailed design is currently underway by the Transportation Operations and Maintenance Division (TOM), in coordination with Transportation Planning and Parking - Sustainable Mobility. The projects are planned for installation in 2022.

Other potential future bicycle boulevard projects in Ward 1 include:

- Napier – Lamoreaux from Queen Street to Breadalbane Street, ideally extending east into Ward 2;

SUBJECT: Ward 1 Multi-Modal Connections Review (PED22132) (Ward 1) - Page 6 of 7

- Canada - Hunter from Queen Street to Hill Street Park, connecting to the Hunter Street bike lanes;
- Royal – Stroud – Haddon from Emerson Street to Main Street; and,
- Marion from Longwood Road to Dromore Crescent.

These future projects can be delivered as standalone initiatives or as part of future capital works. However, given the current state of the pavement on these roadways, any standalone project should include repaving or similar surface repairs in order to create a safer, comfortable cycling environment. Surface improvements would also be of benefit to the immediate community.

In addition to the above potential projects, the following cycling projects are planned in Ward 1 in 2022:

- Emerson, expected to be separated facilities;
- Whitney, expected to be separated facilities; and,
- Locke enhancements, from Hunter to Main.

Next Steps

Design work of the Breadalbane and Pearl – Kent pilot projects is ongoing, with installation planned for 2022. Following installation, stakeholders and public input will be used to iterate on bicycle boulevard designs and best practices within the City.

Staff will continue to take advantage of opportunities to pilot new bicycle boulevard treatments and toolbox items across the City, as well as, exploring opportunities to implement bicycle boulevards and identifying candidate corridors through routine transportation planning processes.

The selection criteria will be incorporated into the next CMP update, including reviewing the facility type of candidate corridors that were found not to be suitable for a bicycle boulevard treatment.

Based on community feedback with Mobility Lab and the Ward 1 consultation events, it is suggested to refer to this facility type as “neighbourhood greenways” moving forward to help emphasize the multi-modal benefits, including safety, to all road users.

As this Report addresses the issue respecting the review of opportunities for improved multi-modal connections in Ward 1 on the Public Works Committee Outstanding Business List, it is appropriate to be identified as complete and removed from the list.

**SUBJECT: Ward 1 Multi-Modal Connections Review (PED22132) (Ward 1) - Page
7 of 7**

APPENDICES ATTACHED

Appendix "A" to Report PED22132 - Bicycle Boulevards Feasibility Strategy
Assessment

Appendix "B" to Report PED22132 - Map of Ward 1 Multi-Modal Connections

TJ:cr



Draft Final Report

Bicycle Boulevards Feasibility Study

Phase I Report - Primer



Prepared for City of Hamilton
by IBI Group
January 28, 2022

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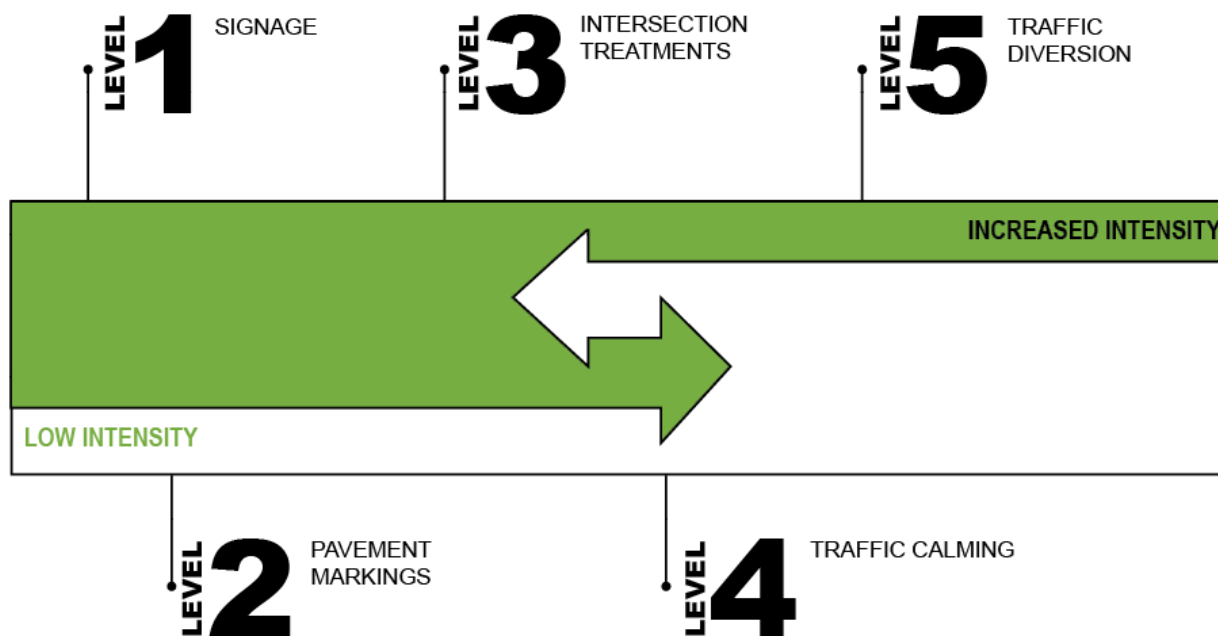
1 Introduction & Overview

1.1 Defining Bicycle Boulevards

Bicycle Boulevards, also known as *Bicycle Priority Streets*, *Slow Streets*, *Bicycle Greenways* or *Neighbourhood Greenways*, are slow-speed, low-volume streets where cyclists are prioritized through the application of various traffic control devices.

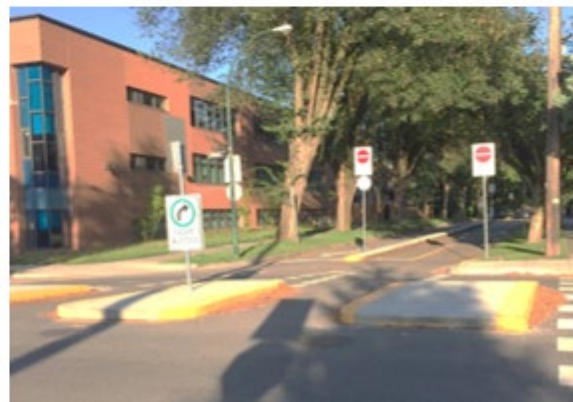
Various traffic control devices implemented along bicycle boulevards are shown (in increasing order of intensity) in Exhibit 1.1. Examples of bicycle boulevard implementations are shown in Exhibit 1.2.

Exhibit 1.1: Various Traffic Control Measures along Bicycle Boulevards



Source: IBI Group

Exhibit 1.2: Examples of Bicycle Boulevard Implementations



Images Source: NACTO

1.2 Vision

Bicycle boulevards can play an important role in the overall cycling network. When properly planned and designed, the operating conditions along a bicycle boulevard make them attractive routes for a wide variety of cyclists and can supplement and connect spine routes. The proposed vision for the City of Hamilton's network of bicycle boulevards is:

"As part of the overall cycling network, a system of bicycle boulevards across the City of Hamilton provides high-quality, comfortable and safe connections for cyclists of all ages and abilities through residential areas, contributing to Complete-Livable-Better neighbourhood streets."

2 Background & Work to Date

2.1 Bicycle Boulevards in City Plans

Bicycle boulevards have been recognized in a number of City plans and projects to date, laying the groundwork for this study.

A brief summary of information and references to bicycle boulevards in various planning and policy documents is provided in Exhibit 2.1.

Exhibit 2.1: Summary of Policy Directions for Bicycle Boulevards in Hamilton

Document	References & Guidance
City of Hamilton Transportation Master Plan and Cycling Master Plan Update (2018)	<ul style="list-style-type: none"> ✦ Bicycle boulevards are identified as a suitable facility design for local neighbourhood streets. ✦ Implementation of bicycle boulevard devices are recommended on several street segments as spot modifications in coordinated works.
Centennial Neighbourhoods Transportation Master Plan (2017)	<ul style="list-style-type: none"> ✦ Neighbourhood greenways are identified as a preferred solution to calm traffic and improve walking and cycling connections in the Centennial Neighbourhoods.
North End Traffic Management Plan (2008)	<ul style="list-style-type: none"> ✦ Bike lanes on a portion of Bay Street from Burlington to Guise Streets, on Leander Drive and Guise Street from the westerly end to Dock Service Road, and on Ferguson Avenue from Strachan to Burlington Streets were proposed as part of the NETMP. ✦ Subsequent field review, design and consultation resulted in the bike lanes not being favourable for these streets, and “bicycle greenways” were proposed as an alternative. This report described what bicycle greenways are, how they are implemented, and specific strategies for bicycle greenways in Hamilton and the North End.
Kirkendall Neighbourhood Traffic Management Plan (2006)	<ul style="list-style-type: none"> ✦ Low-intensity bicycle boulevard treatments such as on-street bicycle network signage and a Neighbourhood Speed Watch Programs are recommended in the Kirkendall neighbourhood.

2.2 Traffic Calming Practices & Policies

Traffic calming is an integral component of a bicycle boulevard, as control speeds and volumes of motor vehicles direct impact the performance of a bicycle boulevard. In July 2020, the City of Hamilton approved a Traffic Calming Management Policy that provides guidance on the process and structure by which traffic calming measures will be implemented in the City. It applies to retrofit locations on existing roadways with identified operational and/or safety needs, but it does not apply to major capital projects.

In addition to providing a standardized process for requesting, evaluating, and implementing potential traffic calming measures, this policy defines the types of treatments applicable in the City for different contexts. It separates potential traffic calming treatments into four categories:

- Passive traffic calming treatments:
 - Education
 - Community entrance sign
 - Targeted enforcement
 - On-street parking
 - Speed display
 - Road diet
- Physical vertical deflections:
 - Speed cushion
 - Raised intersection/crosswalk
 - Speed table
- Physical horizontal deflections:
 - Curb extension
 - Curb radius reduction
 - Neighbourhood traffic circle
 - Centre median island
 - One-lane chicane
 - Lateral shift
 - Roundabout

- Physical obstructions:
 - Directional closure
 - Raised median through intersection
 - Right-in/right-out island

All of the above measures are applicable on local roads, which are the focus for bicycle boulevards (see Section 3.3). Where a transit route is present, however, the following measures are not acceptable:

- Curb radius reduction
- Neighbourhood traffic circle
- One-lane chicane
- Directional closure
- Right-in/right-out island

These policies are directly adapted into the bicycle boulevard toolbox described in Section 4.

2.3 Case Studies

To help define the types of corridors that are most appropriate for bicycle boulevards, case studies of several municipalities with an established network of these facilities were completed, including:

- Seattle, WA;
- Vancouver, BC;
- Montréal, QC; and
- Portland, OR.

Each of these municipalities has a history of implementing all ages and abilities (AAA) bicycle boulevards as part of their broader cycling networks. Therefore, they provide a template for defining characteristics of successful bicycle boulevards as well as the overall role bicycle boulevards within the ultimate cycling network. To supplement guidance and context from larger urban centres across North America, case studies of specific bike boulevard corridors in Thunder Bay, Peterborough, and Toronto were also completed.

Practices and policies related to bicycle boulevards from across these case studies are summarized below.

Performance Criteria:

Most cities adapt the following criteria for bicycle boulevards:

- **Volumes:** a volume around or less than 1000 cars per day to be considered as a target for a bicycle boulevard
- **Speeds:** posted speed limits of approximately 30 km/hr

Other common considerations include:

- Prioritizing cyclist and pedestrian safety by including sufficient crossings, reducing vehicle access, and enhancing the street environment (i.e., including lighting, landscaping, etc.)
- Streets should be relatively flat to ensure active transportation is viable for residents of different abilities (ideally <3%)

Role in Network:

Some common themes relating to the role of bicycle boulevards for each of the case studies include:

- Providing safer streets that prioritize cyclists and pedestrians
- Contributing to a network of AAA cycling facilities
- Connecting cyclists and pedestrians to key destinations and other corridors in the City's cycling network

Toolbox of Interventions:

The case study cities use many of the same tools for signage and pavement markings and traffic calming features. It should be noted that many of the jurisdictions utilize a combination of signage and pavement markings, traffic calming features, and other higher-order cycling infrastructure interventions (e.g. contraflow lanes, multi-use paths through parks) where required to create a comfortable bicycle boulevard.

Signage and Pavement Markings:

- Bicycle Wayfinding Signage
- Wayfinding and Other Pavement Markings
- Signage indicating reduced speed limits or crossing opportunities

Traffic Calming Features:

- Speed Bumps/Speed Humps/Speed Cushions

- Traffic Diverters
- Raised Crosswalks or Intersections
- Realigned / Modified Intersections
- Bicycle-Friendly Corner Bulb Outs and Curb Extensions
- Curb Radius Reductions
- Radar Speed Display Signs and Mini-Roundabouts

For a detailed review of each case study, refer to the standalone *Bicycle Boulevard Case Study Memo*.

3 Bicycle Boulevard Criteria for the City of Hamilton

3.1 Overview

This section defines a series of **core criteria** and **considerations** for screening and prioritizing potential bicycle boulevard corridors based on findings to-date, including the jurisdictional comparison and case studies. Defining the characteristics of a suitable bicycle boulevard specific to the local context is helpful for both screening a candidate network of bicycle boulevards across the city and determining what potential issues may need to be mitigated through bicycle boulevard design and implementation.

Parameters related to the following topics are presented in this section:

- **Role in Cycling Network & Connectivity:** What role does the corridor play in the cycling network considering the existing and proposed cycling network, adjacent routes, intersecting facilities and destinations, and overall continuity? How supportive are those elements of bicycle boulevard implementation?
- **Roadway Context:** How well does the roadway context support bicycle boulevard implementation considering key factors such as motor vehicle speeds, motor vehicle volumes, functional road classification, vehicle mix and adjacent land use?
- **Topographic Considerations:** Is the topography of the corridor supportive of all ages and abilities cyclists?

Some parameters, such as speeds and volumes, are key to the successful and safe implementation of a bicycle boulevard; others are important considerations that must be considered when studying and prioritizing corridors but may be flexible depending on local contexts. To reflect this distinction, parameters have been highlighted as either “**Core Criteria**” or “**Considerations**”.

3.2 Role in Cycling Network & Connectivity

For the purposes of reviewing and defining bicycle boulevard routes across the City, not every corridor will be considered.

The basic premise for this strategy is to **consider corridors already identified in the City's existing and proposed cycling network**. As the City's cycling master plan is routinely updated (typically every five years), this provides a mechanism to identify new bicycle boulevard candidates on a regular basis. However, **it is also important that the City continues to be responsive to emerging opportunities**. In keeping with the City's Complete, Livable, Better Streets approach, opportunities to implement bike boulevards should also be considered through routine accommodation (for example, planned road reconstruction of a local street), when circumstances permit.

If a corridor is identified as desirable from a network perspective, factors such as the intended role in the network, connectivity to other cycling facilities, and length all affect the suitability of a corridor for bicycle boulevard implementation.

Cycling Master Plan Route

The City of Hamilton Cycling Master Plan (CMP) is the primary planning and policy guidance for developing the cycling network. As noted above, corridors will typically be identified within the CMP network to be investigated as candidate bicycle boulevards.

Exceptions to this may be considered on a case-by-case basis and may include:

- Routes which undergo significant redevelopment or where a major destination is added (e.g. school or community centre) within the lifespan of the master plan;
- Routes which emerge as alternatives to a corridor previously identified in the Cycling Master Plan, should a feasibility review find major challenges with implementing the original route identified in the master plan; or
- Routes that area identified within the context of an area-specific study such as a secondary plan or neighbourhood transportation study, which may provide a finer-grained analysis than available in the CMP.

The CMP also provides some insight into potentially suitable candidates for bicycle boulevards, as it identifies the cycling network broken down by proposed facility class. Pending the review of key criteria such as road class and traffic volumes (see Section 3.3), corridors identified as shared on-street facilities such as signed routes or neighbourhood bikeways are likely the most appropriate for bicycle boulevard treatments.

Core Criteria: Corridor is identified as shared and signed route in the Cycling Master Plan, or the project is identified through another community planning process or capital project.

Role in Network

There are some contexts in which a bicycle boulevard plays a particularly important function in the overall cycling network. Bicycle boulevard implementation should be strongly considered and prioritized if the potential candidate corridor:

- Runs parallel to a nearby high-stress collector or arterial route that may be uncomfortable for some cyclists, therefore creating an alternative “spine” bikeway facility through the neighbourhood;
- Provides an all ages and abilities (AAA) bikeway between two other AAA cycling facilities where no alternative connections exist nearby; or
- Serves one or more major destinations where AAA facilities are needed, such as school sites and recreational facilities.

Consideration: Corridor fulfilling a certain function within the cycling network, such as connecting other AAA facilities, serving major destinations where AAA facilities are needed, and providing alternatives to high-stress roads, should take priority for implementation of bicycle boulevards.

Parallel & Connecting Cycling Facilities

Due to the quiet, residential nature of most bicycle boulevards, few cyclists will be using the facility to access a destination on the corridor itself. Instead, most riders will need to connect to other cycling facilities to complete their trip. It is therefore critical that the candidate bicycle boulevard provides access to other low-stress cycling facilities such as cycle tracks, buffered bike lanes, and off-street paths. Bicycle boulevards act as a supplement to, rather than a substitute for, the conventional cycling network.

Balancing the need for connectivity with a desire to avoid duplicating infrastructure, many cities aim for a fine-grained low-stress network of facilities at 400-800 m intervals. A more fine-grained network may be justified in areas of high cycling potential (i.e. Downtown Hamilton).

Consideration: Corridor is located 400-800 m from the nearest parallel low-stress cycling facility.

Continuity

Candidate routes for bicycle boulevards are most attractive when they follow a long, direct, and relatively continuous desire line for bicycle travel along low-traffic streets. As the length of a typical urban cycling trip is approximately 3-8 km, a suitable bicycle boulevard candidate should be at least 3 km long to serve a significant portion of desired trips; however, a successful bicycle boulevard may be shorter as long as it traverses the city, community, or major centre it is intended to serve from end-to-end.

As bicycle boulevards are most suitable along local roads (refer to Section 3.3), which are often discontinuous or not in a grid pattern, it may be necessary to combine several streets to form one continuous route that achieves the desired length. It is important to note that cyclists are typically only willing to deviate from the most direct route for 2-3 short blocks at a time (or about 300 m) to access a continuous bicycle route or navigate around a major barrier. If a larger deviation is required, a candidate route should only be considered if there is potential to create a bicycle/pedestrian-only shortcut, such as a path through a park or between two cul-de-sacs.

Consideration: Bicycle boulevards should typically provide a continuous corridor with minimal diversion. Preferred length is 3 km with minimal deviations.

3.3 Roadway Context

This section discusses key performance criteria for identifying and evaluating bicycle boulevards related to the physical and operating characteristics of the roadway, including speeds, volumes, road classification, transit and emergency vehicle routes, and land use context.

Corridor Speeds

As maintaining a low-stress cycling environment is critical to the success of bicycle boulevards in attracting a wider spectrum of the population, streets with posted or operating speeds above 40 km/h are not suitable for bicycle boulevards. For the purposes of identifying potential candidate bicycle boulevards, however, streets with posted/operating speeds of up to 50 km/h may be considered provided that there is reasonable opportunity to reduce speeds to 30-40 km/h.

Core Criteria: Posted/operating speed \leq 50 km/h

Vehicular Volumes

Similar to speed, high traffic volumes along a corridor create a more stressful environment for cyclists and are not compatible with shared cycling facilities like bicycle boulevards. Volumes of less than 1,000 cars per day are preferred operating conditions, while 1,500 vehicles per day represent the absolute maximum volumes that can be tolerated; however, candidate streets with current volumes of up to 3,000 vehicles per day could be reasonably expected to meet these volumes with the careful implementation of traffic diversion measures.

Core Criteria: Volume \leq 3,000 vehicles per day.

Road Classification

Bicycle boulevards are intended to present opportunities to cycle along a quiet, safe roadway rather than serving as primary thoroughfares for motor vehicles. According to the Urban Hamilton Official Plan, only roads classified as "Local" are designed to carry low volumes of traffic, and they are the only roads that allow for the implementation of both horizontal and vertical traffic calming measures. For this reason, only local roads should generally be considered suitable candidates for bicycle boulevards. To accommodate a broken grid system, such as in Hamilton, short segments (typically up to two blocks) along a collector road may be acceptable provided that the segment meets the speed and volume criteria listed above; however, there may be limited opportunities to manage speeds and volumes on collector roads.

In addition to the functional road classification, the street typology as defined within the Complete-Livable-Better Streets (CLBS) Policy and Framework may be considered. The 'Neighbourhood Street' typology best reflects the desired operating environment for a bicycle boulevard.

Core Criteria: Road classification = 'Local'.

Consideration: CLBS typology = 'Neighbourhood Street'

Transit and Emergency Vehicle Routes

In general, it is not recommended that bicycle boulevards be implemented on major transit or emergency vehicle routes. Many traffic calming measures needed for effective bicycle boulevard implementation can negatively impact transit operations, and the frequent presence of buses with boarding or alighting passengers may increase cycling stress. In certain contexts, however, a candidate street that serves one or more local transit routes can be considered for a bicycle boulevard.

Some example circumstances in which a bicycle boulevard may be considered along a transit route are as follows:

- The transit route runs along the candidate for a very short portion of the bicycle boulevard (e.g. less than 10% of its total length);
- The transit service provided along the corridor is relatively low-frequency (e.g. 30-minute headways);
- There is no suitable alternative candidate in close proximity; or
- Some combination of the above factors.

In all cases, transit operators should be consulted to ensure that any routes running along the candidate boulevard would not be negatively affected.

Similarly, bicycle boulevards can be compatible with emergency vehicle routes in some cases, as several speed and volume management treatments can be applied with minimal impacts on emergency vehicles.

Consideration: Corridors that serve transit or emergency vehicle routes should be considered with caution to minimize negative impacts on transit service or emergency response.

Land Use

Residential streets are preferred candidates for bicycle boulevards, as they are typically quieter and more comfortable for cyclists of all ages and abilities. With this principle in mind, a candidate bicycle boulevard should be primarily located within Neighbourhood land use contexts as designated in the Urban Hamilton Official Plan. Candidate streets with other land uses can be considered provided speed and volume constraints are met. For example, a bicycle boulevard that provides connections to major streets or destinations may include some commercial, mixed-use, or institutional land uses near intersections. There may also be opportunities for bicycle boulevards outside of the urban boundary, although higher speeds and longer distances between key destinations often prevent bicycle boulevards from being viable along rural roads; for these reasons, candidates that primarily serve Rural Settlement Areas are most likely to be appropriate outside the urban boundary.

Consideration: Designated Neighbourhoods are preferred, but some overlap with other land uses may be acceptable in certain contexts.

3.4 Topographic Considerations

To ensure that active transportation is viable, accessible, and comfortable for cyclists of different abilities, candidate bicycle boulevards should be relatively flat. Ideally, suitable candidates would have slopes no steeper than 3% along the entire length of the boulevard; however, short segments (less than 500 m) of steeper slopes may be accepted. Cyclists tend to be willing to take a less direct route to avoid steep grades, so short diversions may be acceptable in some cases depending on the steepness of the hill.

It is important to note that, depending on local geographies, there may not be a feasible route that does not involve climbing a steep slope (i.e. the escarpment). In these cases, alternative options for cyclists who are unable to or uncomfortable with climbing the slope should be considered. For example, the City of Hamilton currently provides a Mountain Climber program that allows cyclists to take an HSR bus up or down the escarpment for free.

Core Criteria: Slopes < 3% along the length of the corridor. Steeper segments accepted if < 500 m in length or if no feasible alternatives exist.

3.5 Summary of Screening Criteria and Considerations

Based on the preceding overview, a corridor can be considered a feasible candidate for bicycle boulevard implementation if the following **core criteria** are met:

- Corridor is identified in the Cycling Master Plan or through some other plan, community planning process, or capital project;
- Posted/operating speed is 50 km/h or lower;
- Observed traffic volumes are less than 3,000 vehicles per day;
- Road classification is "Local"; and
- Slopes are less than 3% along the length of the corridor (steeper segments accepted if shorter than 500 m in length or if no feasible alternatives exist).

The following **considerations** should also be factored into the assessment of a preferred candidate for bicycle boulevard implementation:

- Corridor is located 400-800 m from the nearest parallel AAA cycling facility;
- Corridor length is ideally at least 3 km with minimal deviations;

- Corridors that serve transit or emergency vehicle routes should be considered with caution to minimize negative impacts on transit service or emergency response;
- Corridors with "Neighbourhood Street" typologies within the CLBS Policy and Framework are preferred;
- Corridors serving designated Neighbourhood land uses are preferred, but some overlap with other land uses may be acceptable in certain contexts; and
- Certain key roles within the cycling network, such as connecting other AAA facilities and providing alternatives to challenging high-volume roads, should take priority for bicycle boulevards.

3.6 Post-Implementation Performance Criteria for Bicycle Boulevards

While the criteria above can be used to screen and prioritize potential bicycle boulevard corridors, further **performance criteria are needed to define targets for bicycle boulevards once improvements are in place and monitoring has begun**. Corridor-specific targets should be refined based on firsthand experience over time, but these provide a universal starting point for evaluation.

Once a bicycle boulevard has been implemented, its performance should be evaluated against the following **targets**:

- Posted and operating speeds are < 30-40 km/h; and
- Traffic volumes are up to 1,500 vehicles per day, with less than 1,000 per day preferred.

These target post-implementation performance criteria should be used to define the specific measures to be implemented as part of the design of a bicycle boulevard on a block-by-block basis:

- Where existing speeds exceed 50km/hr, the design should include traffic calming elements designed to help reduce operating speeds; and
- Where existing volumes exceed 1000-1500 vehicles per day, the design should incorporate traffic diversion elements designed to help reduce through traffic along the corridor.

More information on the speed and volume management tools that can be applied is provided in the toolbox in Section 4.

4 Toolbox for Bicycle Boulevards

4.1 Overview

Once a corridor has been identified for implementation of a bicycle boulevard, a preliminary screening of potential improvements will be completed. To assist with the planning and subsequent design phases, a toolbox has been prepared to define the possible interventions that may be considered along bicycle boulevards.

These toolbox items can generally be grouped into the following three categories:

- Bicycle Signage, Pavement Markings & Wayfinding;
- Traffic Management Elements consisting of:
 - Speed Management Elements
 - Volume Management Elements; and
- Low Impact Development (LID) / Corridor Greening Treatments.

Bicycle signage, pavement markings and wayfinding will be consistent features across all bicycle boulevards. However, it is important that traffic management elements are implemented and considered along bicycle boulevards to achieve stated operational performance criteria. When completing the initial corridor review, a segment-by-segment review should be considered to identify project-specific needs. As discussed in Section 3.6, traffic management tools should be carefully applied to achieve the design performance criteria:

- Where existing speeds exceed 50km/hr, the design should include traffic calming elements designed to help reduce operating speeds; and
- Where existing volumes exceed 1000-1500 vehicles per day, the design should incorporate traffic diversion elements designed to help reduce through traffic along the corridor.

LID & corridor greening should be routinely considered along bicycle boulevards, as project scope and budget allows. These elements positively contribute to overall community support for bicycle boulevards and are encouraged wherever feasible.

4.2 Bicycle Signage, Pavement Markings & Wayfinding

Signs and pavement markings are important elements when creating a bicycle boulevard. These elements indicate that the roadway is a shared facility between bicycles and motor traffic and are designed to offer priority to cyclists within the shared space. Signs and pavement markings alone are not sufficient in creating a safe and effective bicycle boulevard, but instead, act as reinforcement for other traffic calming elements implemented on the roadway.

Wayfinding signage and pavement markings offer many benefits to bicycle boulevards: they differentiate bicycle boulevards from other local streets, raise awareness of designated routes, and provide information about suggested network routing. These elements can also help users remain on the designated bicycle boulevard route and encourage cyclists to properly position themselves in the roadway.

The toolbox in this section will focus on the following key elements of a bicycle boulevard:

- Wayfinding signage; and
- Wayfinding directional markings.

Other related elements of bicycle boulevards that can be considered for implementation include associated regular signage for contraflow bike lane sections, "bicycles excepted to no entries movements", and streetscape pavement markings that help differentiate bicycle boulevards from other local roads.

Wayfinding Signage

Overview:

Bicycle wayfinding signage is used, often in conjunction with pavement markings such as wayfinding directional markings, to guide cyclists along preferred bike routes. Signage systems typically consist of decision signs (at junctions of two or more bikeways), turn signs (where bikeways turn from one street onto another), and confirmation signs (to make cyclists and motorists aware of the route).



Image Source: NACTO



Hamilton Examples:

- Modifications of standard bike route signage such as examples at Hunt & Dundurn, King & Breadalbane and Dundurn & Glenside;
- City has developed templates for integrated bicycle boulevard / street signs to replace standard street signs along bicycle boulevard routes

Expected Transportation Network Impacts:

- Cyclist Wayfinding & Priority: Wayfinding signage complements pavement markings to facilitate navigation, helping to provide continuity along a route, identifying intersecting cycling routes, and alerting drivers to the presence of cyclists along a route
- Operations & Maintenance: Minimal impacts (signage replacement as needed)

Application Guidance for Bicycle Boulevards:

- Approaching an intersection where a turn must be completed to stay on the bicycle boulevard, a decision sign should be applied on the intersection approach with a confirmation sign applied following the intersection
- Decision signs should be placed on the near-side of intersections with other bicycle routes or along a route to indicate a key destination nearby

Ease of Implementation

- Retrofit and permanent applications
- Simple to implement

Cost Range

- Anticipated cost range: \$100 - \$1000 per sign, depending on size and complexity

Wayfinding Directional Markings

Overview:

Shared lane markings are pavement markings used to indicate a shared environment for bicycles and motor vehicles, and are composed of a bicycle icon and chevrons. When used to provide guidance along a route, these markings include directionality and are referred to as **'Wayfinding Directional Markings'**.



Image Source: NACTO



Hamilton Examples:

- None currently in use;

Expected Transportation Network Impacts:

- **Cyclist Wayfinding & Priority:** Wayfinding directional pavement markings complement signage to facilitate navigation, helping to provide continuity along a route, identifying intersecting cycling routes, and alerting drivers to the presence of cyclists along a route
- **Operations & Maintenance:** Minimal impacts (refresh pavement markings as needed)

Application Guidance for Bicycle Boulevards:

- Approaching an intersection where a turn must be completed to stay on the bicycle boulevard, a decision sharrow should be applied on the intersection approach with a confirmation sharrow applied following the intersection;
- Wayfinding directional markings should be typically provided after each block and repeated midblock at a minimum spacing of **75 m**;
- Along a bicycle boulevard with wide lanes and full-time on-street parking, wayfinding directional markings should be placed **1.3 m from the edge of the parking lane**;
- Along a bicycle boulevard with wide lanes without on-street parking, wayfinding directional markings should be placed **1.0 m from the face of curb**; and
- On a narrow signed bicycle route (with or without on-street parking), wayfinding directional markings should be placed **in the centre of the travel lane**.

Ease of Implementation

- Retrofit and permanent applications
- Simple to implement

Cost Range

- Anticipated cost range: \$300 - \$1000 per sharrow (depending on materials)

4.3 Traffic Management Elements

Traffic management elements should be implemented on bicycle boulevards as necessary to achieve the desired motor vehicle operating speeds and target volumes. Reducing the motor vehicle operating speeds on bicycle boulevards can greatly improve cyclists' safety by reducing the frequency of overtaking events, enhancing the motorists' ability to see and react, and diminishing the severity of collisions should they occur. Other benefits of implementing traffic calming measures on bicycle boulevards include reinforcing bicycle priority and providing opportunities for landscaping to build a more attractive and comfortable community for all.

Traffic calming elements are generally categorized as either vertical measures, horizontal measures, or both. Vertical measures are comprised of slight elevations in the pavement to encourage motorists to reduce speeds, such as speed humps, and raised crossings/intersections. Horizontal measures involve a narrowing or curving of the roadway which cause motorists to slow down, such as curb extensions. The toolbox items in this section include:

- Speed humps/cushions;
- Raised crossings;
- Raised intersections;
- Mini-roundabouts;
- Realigned / modified intersections;
- Bicycle-friendly corner bulb-outs and curb extensions;
- Curb radius reductions;
- Radar speed display signs;
- Traffic diverter: directional closure;
- Traffic diverter: full closure;
- Traffic diverter: intersection channelization;
- Traffic diverter: raised median through intersection; and
- Right-in/right-out island.

Typical design concepts for new elements to the City's traffic calming toolbox are included in Appendix A.

Speed Humps/Cushions

Overview:

Raised areas of a roadway that cause vertical deflections of travelling vehicles. While speed humps cover the entire width of the road, speed cushions have gaps designed to allow larger vehicles to straddle the cushions and avoid or limit vertical deflections.



Image Sources: NACTO

Hamilton Examples:

- Eleanor Ave north of Dulgaren St
- Glenside Avenue
- Herkimer Street

Expected Transportation Network Impacts:

- Traffic Calming: Speed reduction; Discourages cut-through traffic, may contribute to reduce traffic volumes; May result in traffic diversion to parallel streets without traffic calming measures
- Cyclist & Pedestrian Priority: For both speed humps and cushions, designs can be modified to taper further from the gutter and create a flat surface for cyclists and mobility devices
- Operations & Maintenance: Impact to emergency vehicle response time and to transit (partially mitigated with speed cushions); Snow clearing times are increased

Guidance for Bicycle Boulevards:

- To be designed in accordance with the **City of Hamilton Standard Drawings for speed humps/cushions**
- Do not place within decision or braking zone of traffic signals

Ease of Implementation

- Temporary or permanent installations
- Relatively simple to implement; speed cushions more difficult to construct

Cost Range

- Low to medium
- Anticipated cost range: up to \$5,000 per installation

Raised Crossings

Overview:

Marked pedestrian crossings at intersections or midblock locations that have been elevated flush with sidewalks.



Image Source: NACTO

Hamilton Examples:

- Creekside Drive, Dundas

Expected Transportation Network Impacts:

- Traffic Calming: Speed reduction to 85th percentile speed; Discourages cut-through traffic, may contribute to reduce traffic volumes; May result in traffic diversion to parallel streets without traffic calming measures
- Cyclist & Pedestrian Priority: The elevated crossing enhances pedestrian visibility thereby encouraging drivers & cyclists to yield to pedestrians
- Operations & Maintenance: Impact to emergency vehicle response time and to transit (potential design mitigation); Snow clearing times are increased

Guidance for Bicycle Boulevards:

- Should generally be used where there is existing traffic control for the crossing (i.e. stop-controlled, PXO, etc.)
- If no traffic controls are present, but there is a clear desire line for pedestrians across two or more approaches, then further consideration is needed (e.g. uncontrolled crossing)

Ease of Implementation

- Permanent applications only
- Complex to implement (e.g., geometric design and roadway drainage impacts)

Cost Range

- Medium to high depending on width of crossing and drainage impacts
- Anticipated cost range: \$5,000-\$50,000

Raised Intersection

Overview:

An intersection, including crosswalks, that has been elevated flush with sidewalks. Ramps on each approach lead up to the intersection. The intent is to slow traffic through vertical deflection, while providing improved ride comfort for vehicles with long wheel bases.



Image Sources: IBI Group

Hamilton Examples:

- N/A

Expected Transportation Network Impacts:

- **Traffic Calming:** Speed reduction to 85th percentile speed; Discourages cut-through traffic, may contribute to reduce traffic volumes; May result in traffic diversion to parallel streets without traffic calming measures
- **Cyclist & Pedestrian Priority:** The elevated intersection enhances pedestrian visibility thereby encouraging drivers & cyclists to yield to pedestrians
- **Operations & Maintenance:** Impact to emergency vehicle response time and to transit (potential design mitigation); Snow clearing times are increased

Guidance for Bicycle Boulevards:

- For use where traffic controls are present for all approaches
- If no traffic controls are present, but there is a clear desire line for pedestrians across two or more approaches, then further consideration is needed

Ease of Implementation

- Permanent applications only
- Complex to implement (e.g., geometric design and roadway drainage impacts)

Cost Range

- Medium to high depending on width of the intersection and drainage requirements
- Anticipated cost range: \$10,000-\$50,000

Mini-Roundabout

Overview:

A roundabout consisting of a mountable or raised centre island and mountable/painted splitter islands. In some cases, the roundabout can be retrofit into an existing intersection with little modification of the existing curbs. Signage updates are required to change the right-of-way control.



Image Source: Ken Sides via FHWA



Image Source: NACTO

Hamilton Examples

- Royce Avenue & Margaret Avenue
- Federal Street & Blenheim Drive
- Federal Street & Chester Avenue

Expected Transportation Network Impacts:

- Traffic Calming: Speed reduction; Conflict point and collision rate reduction; May result in traffic diversion to parallel streets without traffic calming measures
- Operations & Maintenance: Impact to emergency vehicle response time and to transit (potential design mitigation); May need to remove on-street parking; Snow clearing times are increased

Guidance for Bicycle Boulevards:

- For use with one-lane approaches and posted speeds at 50km/h or less
- Not used where there are high volumes of large trucks or left turning buses

Ease of Implementation

- Temporary or permanent applications
- Complex to implement (permanent)
- Road user education recommended

Cost Range

- Medium to high
- Anticipated cost range: \$10,000-\$100,000, depending on materials

Realigned/Modified Intersections

Overview:

Creates a change in horizontal alignment through a T-intersection by use of a curb extension within the intersection. The curb extension creates a horizontal deflection through the intersection.



Image Source: Naperville Traffic Calming Toolkit



Image Source: Delaware DOT Traffic Calming Manual

Hamilton Examples

- Strachan Street & Catharine Street

Expected Transportation Network Impacts:

- Traffic Calming: Speed reduction; Discourages cut-through traffic
- Cyclist & Pedestrian Priority: Reduces crossing distances for pedestrians
- Operations & Maintenance: Drainage needs to be considered; May impact on-street parking

Guidance for Bicycle Boulevards:

- Use at stop-controlled T-intersections
- Local or collector roadways with one-lane approaches

Ease of Implementation

- Temporary or permanent implementation
- Somewhat challenging to implement

Cost Range

- Low to medium depending on drainage requirements
- Anticipated cost range: \$2,000-\$10,000

Bicycle-Friendly Corner Bulb-Outs and Curb Extensions

Overview:

Horizontal extensions of curbs into the roadway that result in narrower roadway sections while providing space for cyclists to ride over/through. "Ride-over" designs are flush with the adjacent sidewalk, while "ride-through" designs have a cycle track at-grade with the roadway and an adjacent median or barrier.



Image Source: Google Streetview



Image Source: City of Toronto

Hamilton Examples:

- N/A;

Expected Transportation Network Impacts:

- Traffic Calming: Speed reduction; Discourages cut-through traffic; large vehicles may need to cross into oncoming lane to negotiate turns
- Cyclist & Pedestrian Priority: Creates physical separation between cyclists, motor vehicles, and pedestrians; does not reduce crossing distance for pedestrians like conventional bulb-outs or extensions from cyclists, but does reduce crossing distance with conflicting motor vehicles
- Operations & Maintenance: Drainage needs to be considered; May need to remove on-street parking; "ride-over" designs may be preferred from a maintenance perspective but may not be preferred from an accessibility perspective

Application Guidance for Bicycle Boulevards:

- Use at intersections or midblock (typically at pedestrian crossing)
- Local or collector roadways with one-lane approaches

Ease of Implementation

- Temporary or permanent implementation
- Simple to implement on temporary basis for future study and upgrades

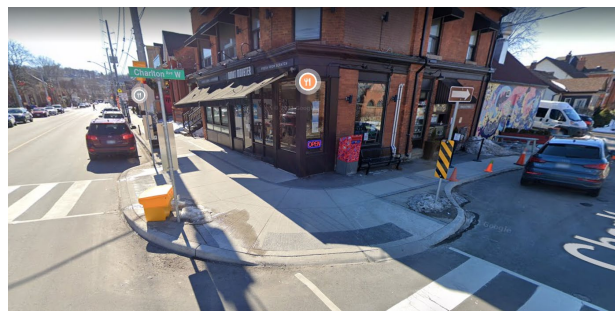
Cost Range

- Low to medium depending on drainage requirements
- Anticipated cost range: \$1,000-\$10,000

Curb Radius Reductions

Overview:

Curb radius reductions tighten intersection corners to achieve smaller turning radii for vehicles.



Source: Google Streetview

Hamilton Examples:

- Charlton Avenue & Locke Street
- Dundurn Street & Stanley Avenue
- Numerous throughout City

Expected Transportation Network Impacts:

- Traffic Calming: Speed reduction for right-turning vehicles; larger vehicles may need to encroach into adjacent travel lanes
- Cyclist & Pedestrian Priority: Reduces pedestrian crossing distances

Guidance for Bicycle Boulevards:

- For use at intersections between local, collector, and/or arterial roads
- Particularly appropriate where vehicles may be turning onto the bicycle boulevard from higher speed/volume streets or vice-versa

Ease of Implementation

- Temporary or permanent implementation
- Moderate complexity to implement permanently (e.g., geometric design and roadway drainage impacts)

Cost Range

- Medium to high depending on site conditions
- Anticipated cost range: \$2,000-\$25,000 per corner

Radar Speed Display Signs

Overview:

Radar technology and connected display board that are designed to show speeds of approaching vehicles or display other messages to oncoming motorists.



Image Source: City of Hamilton

Hamilton Examples:

- Numerous throughout City

Expected Transportation Network Impacts:

- Traffic Calming: Encourages speed reduction when supported by other measures, though should not be used independently; increases public education and awareness
- Operations & Maintenance: Requires power source such as solar panel, battery, or direct grid connection; temporary/seasonal installations can be accommodated using mobile trailer units

Guidance for Bicycle Boulevards:

- For midblock use along local two-lane roads, particularly on segments with long distances between TCDs; Must be combined with other traffic calming elements
- Consider installing within initial bicycle boulevard installation and monitoring impacts of bicycle boulevard features
- Most applicable in school zones

Ease of Implementation

- Temporary or permanent installation
- Simple to implement

Cost Range

- Low to medium
- Anticipated cost range: \$2,000-\$5,000

Traffic Diverter: Directional Closure

Overview:

A barrier or vertical barrier that extends to the centreline of the roadway, obstructing one direction of traffic.



Hamilton Examples:

- James Street N & Burlington Street W

Expected Transportation Network Impacts:

- **Traffic Calming:** Eliminates cut-through traffic in one direction; Contributes to reducing traffic volumes; May result in traffic diversion to parallel streets without traffic calming measures
- **Cyclist & Pedestrian Priority:** No impact on cyclist or pedestrian access; The barrier shortens the crossing distance for pedestrians and increases visibility of pedestrians standing on the barrier.
- **Operations & Maintenance:** Minimal impacts to emergency and maintenance vehicle access (potential design mitigation); Snow clearing and street sweeping may be more complicated.

Guidance for Bicycle Boulevards:

- Gaps should be provided in the barrier for cyclist access in both directions.

Ease of Implementation

- Permanent or interim applications
- Moderate complexity to implement permanently (e.g., geometric design and roadway drainage impacts)

Cost Range

- Low for interim application
- Moderate to high depending on width of the intersection and drainage requirements
- Anticipated cost range: \$2,000-\$10,000

Traffic Diverter: Full Closure

Overview:

A barrier that extends the entire width of the roadway to prevent all motor traffic from entering the obstructed leg of the intersection. Gaps can be provided for cyclists and emergency/maintenance vehicles.

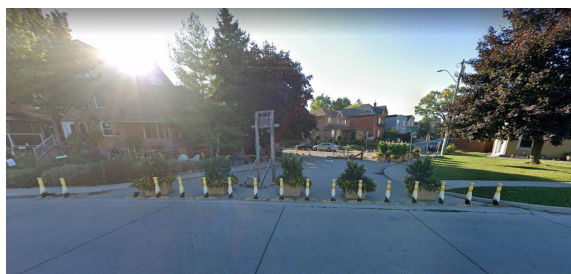


Image Source: Google Streetview

Hamilton Examples:

- Guise Street E & Hughson Street N
- Roxborough Avenue between Graham Avenue and Province Street
- Kenora Avenue & Village Drive

Expected Transportation Network Impacts:

- **Traffic Calming:** Eliminates all cut-through traffic, may contribute to reduced traffic volumes; May result in traffic diversion to parallel streets without traffic calming measures; Reduces conflict points.
- **Cyclist & Pedestrian Priority:** No impact on cyclist or pedestrian access, but motorists may be less likely to anticipate cyclists who enter the intersection through the barriers.
- **Operations & Maintenance:** Impacts to emergency and maintenance vehicle access (potential design mitigation); Snow clearing and street sweeping may be more complicated.

Guidance for Bicycle Boulevards:

- Appropriate at intersections or mid-block on local roads with 20% or more cut-through traffic.
- Gaps should be provided in the barrier for cyclist access.

Ease of Implementation

- Permanent or interim applications
- Moderate complexity to implement permanently (e.g., geometric design and roadway drainage impacts)

Cost Range

- Low to high depending on the complexity of closure and drainage requirements
- Anticipated cost range: \$2,000-\$10,000

Traffic Diverter: Intersection Channelization

Overview:

Raised islands or bollards are located in an intersection to physically direct traffic movements and obstruct specific traffic movements, for example, discouraging through and left turn movements.



Image Source: Google Maps



Image Source: IBI Group

Hamilton Examples:

- N/A

Expected Transportation Network Impacts:

- **Traffic Calming:** Reduces conflict points; May increase vehicle speeds depending on geometry and configuration; Traffic may be diverted to parallel routes with no traffic calming measures.
- **Cyclist & Pedestrian Priority:** The channelized islands reduce crossing distances and provide an area of refuge for pedestrians; Cyclists are permitted to may all movements at the intersection.
- **Operations & Maintenance:** Snow clearing and street sweeping times are increased; May impact garbage collection routes.

Guidance for Bicycle Boulevards:

- Appropriate for intersections between local streets with collector or arterial roads. Avoid intersections between two local streets as motorists are likely to circumvent channels in low-volume locations.

Ease of Implementation

- Temporary or permanent implementation
- Moderate complexity to implement permanently

Cost Range

- Low to medium depending on channel size and drainage requirements
- Anticipated cost range: \$2,000-\$10,000

Traffic Diverter: Raised Median through Intersection

Overview:

A series of raised concrete or asphalt islands located in the centre of a two-way roadway intersection which prevents left turns and through movements to and from the intersecting roadways. The purpose of the raised median is to obstruct short-cutting or through traffic.



Image Source: City of Edmonton

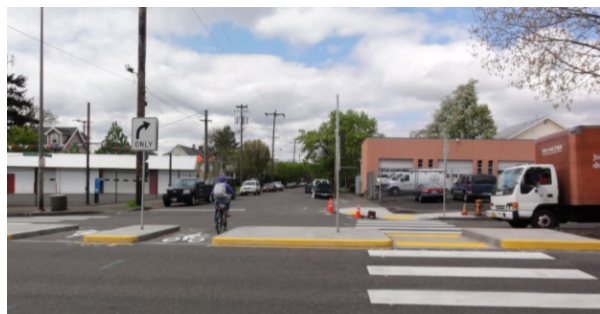


Image Source: Steven Vance / NACTO

Hamilton Examples:

- N/A

Expected Transportation Network Impacts:

- **Traffic Calming:** Eliminates all cut-through traffic; Overall volume reduction of up to 35%; May result in traffic diversion to parallel streets without traffic calming measures.
- **Cyclist & Pedestrian Priority:** The median creates a refuge for pedestrians and cyclists and reduces crossing distance.
- **Operations & Maintenance:** May restrict residential and emergency vehicle access; Impacts on transit (potential design mitigation); Snow clearing times are increased; Street sweeping may be complicated; On-street parking may need to be removed.

Guidance for Bicycle Boulevards:

- Appropriate for intersections between local streets with collector or arterial roads. Avoid intersections between two local streets as motorists are likely to circumvent raised medians in low-volume locations.
- Traffic analysis is required to ensure adjacent streets can accommodate diverted traffic.

Ease of Implementation

- Temporary or permanent implementation
- Moderately complex to implement (e.g., geometric design and roadway drainage impacts)

Cost Range

- Low to moderate depending on width, materials, landscaping and drainage impact
- Anticipated cost range: \$2,000-\$10,000

Right-in/Right-out Island

Overview:

A raised triangular island on approach to an intersection that directs traffic to the right and obstructs left turn and through movements.



Image Source: Richard Drdul



Image Source: Andrew Bossi

Hamilton Examples:

- N/A

Expected Transportation Network Impacts:

- **Traffic Calming:** Typical volume reduction of 10-35%; May increase vehicle speeds depending on geometry and configuration; May result in traffic diversion to parallel streets without traffic calming measures; Reduces conflict points at intersection.
- **Cyclist & Pedestrian Priority:** The island reduces vehicle-pedestrian conflicts by reducing crossing distances and provide an area of refuge. Cyclists are permitted to make left turns and through movements.
- **Operations & Maintenance:** Impact to street sweeping; Snow clearing times are increased.

Guidance for Bicycle Boulevards:

- Appropriate on local and collector roads in urban areas.
- Consider opportunities to maintain all movements for cyclists while restricting vehicular movements

Ease of Implementation

- Temporary or permanent implementation
- Moderately complex to implement (e.g., geometric design and roadway drainage impacts)

Cost Range

- Low to medium depending on width of the island, materials and landscaping.
- Anticipated cost range: \$5,000-\$10,000

4.4 LIDs & Corridor Greening

Bicycle boulevards play an important role in improving the transportation system but they can also support public realm enhancements, improve livability and contribute to greener streets. The integration of cycling facilities with green infrastructure technologies, such as innovative stormwater management systems and street plantings, aims to address climate change and improve health outcomes.

Low-Impact Developments (LIDs) in the road right-of-way are a primary example of using green infrastructure in stormwater management systems. LIDs can direct drainage from hardscaped areas along the bicycle boulevard corridor to landscaped areas such as bioswales and bioretention cells or subsurface infiltration facilities, including soil cell systems for street trees. The resulting benefits of LIDs include reducing or eliminating pollutants in stormwater runoff from impervious surfaces, regulating surface flow by sequestering overland flow, and replicating a natural treatment system. Moreover, a key benefit of LIDs is the aesthetic quality they can bring to a streetscape.

The toolbox below introduces bioretention cells and bioswales as potential treatments. Other examples of green infrastructure that can be integrated with bicycle boulevards include permeable paving systems, self-watering planters and the strategic incorporation of streetscape plantings. Streetscape plantings, and boulevard trees, in particular, have a number of beneficial effects including improving air quality, optimizing the microclimate by increasing the urban canopy and reducing urban heat island effects, and enhancing the character of a neighbourhood.

Bioretention Cells

Overview:

Bioretention cells are a commonly adopted LID practice that use vegetated areas to temporarily store, treat and infiltrate stormwater runoff. Examples of bioretention forms include bioretention planters, bioretention curb extensions and boulevard bioretention units.

Regardless of type and configuration, planting strategies within bioretention areas should factor in considerations such as maintenance requirements, urban tolerance (salt, pollutants, etc.), and water saturation levels. Plant architecture should also be a consideration where the design should respond to the contextual aesthetics of the streetscape as well as situational requirements such as height restrictions within sight triangles.



Image Source: Portland Environmental Services



Image Source: Google Maps

Hamilton Examples:

- Bay Street North and Simcoe Street West LID Curb Extension

Regional Examples:

- King Street Revitalization, Rain Gardens, Kitchener, ON

Guidance for Bicycle Boulevards:

- Can be constructed in medians, cul-de-sac islands, and in curb extensions
- Use low plantings near intersections to maintain sight clearance.
- Planting and landscaping can be customized to match the aesthetics of the community and contribute positively to the surrounding properties.

Ease of Implementation

- Permanent applications only
- Complex to implement (e.g., geometric design and roadway drainage impacts)

Cost Range

- Medium to high depending on size of the curb extension or median, and drainage requirements
- Anticipated cost range: \$10,000-\$50,00

Bioswales

Overview:

Bioswales are shallow, depressed, vegetated areas with sloped sides. They are designed to capture, treat and infiltrate stormwater runoff as it moves downstream. Swales are less expensive to construct than planters but require more space for infiltration and conveyance and can handle only low-to-moderate runoff volumes.

A more complex method would be to incorporate designed infrastructure such as trench trains or catch basins as stormwater entry points to the systems. These are particularly critical if curbs or seat-walls are to be incorporated into the bioswale edge.



Image Source: Seattle Public Utilities



Image Source: IBI Group - King Street Revitalization, Kitchener, ON

Guidance for Bicycle Boulevards:

- Appropriate in lower density or lower traffic contexts given their large footprint. Commonly implemented on residential streets, medians, and unused right-of-way areas.
- In areas with significant on-street parking turnover, consider including a concrete strip at the back of the curb to provide a level area in the step-out zone for pedestrian comfort.

Ease of Implementation

- Permanent applications only
- Complex to implement (e.g., geometric design and roadway drainage impacts)

Cost Range

- Low to medium depending on width of the boulevard right-of-way and drainage requirements
- Anticipated cost range: \$10,000-\$50,000

5 Summary

Bicycle boulevards can play an important role in the overall cycling network by attracting a wide variety of cyclists and supplementing dedicated or separated cycling facilities throughout the city. This report provides a standard definition of bicycle boulevards to inform local implementation considering key performance criteria and considerations related to potential candidate routes and operating bicycle boulevards. It also identifies a toolbox of bicycle boulevards elements to be considered in Hamilton, with high-level concepts for each potential tool with contextual guidance on appropriate applications. These concepts can be used in the planning and design of bicycle boulevards across the City of Hamilton.

Appendix A: Toolbox Design Concepts

Raised Intersection

Traffic Circle

Realigned/Modified Intersection

Traffic Diverter: Directional Closure (Entrance Only)

Traffic Diverter: Directional Closure (Exit Only)

Traffic Diverter: Full Closure

Traffic Diverter: Intersection Channelization

Traffic Diverter: Diagonal Diverter





Traffic Diverter: Raised Median through Intersection

Right-in/Right-out Island

Priority Route Network

City of Hamilton Bicycle Boulevard Review

Bicycle Boulevard Network















-  Priority Route
-  Candidate Bicycle Boulevard
-  Candidate Bicycle Boulevard - Mitigation Required
-  Bicycle Boulevard Potential Screening Network Route

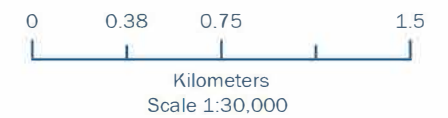
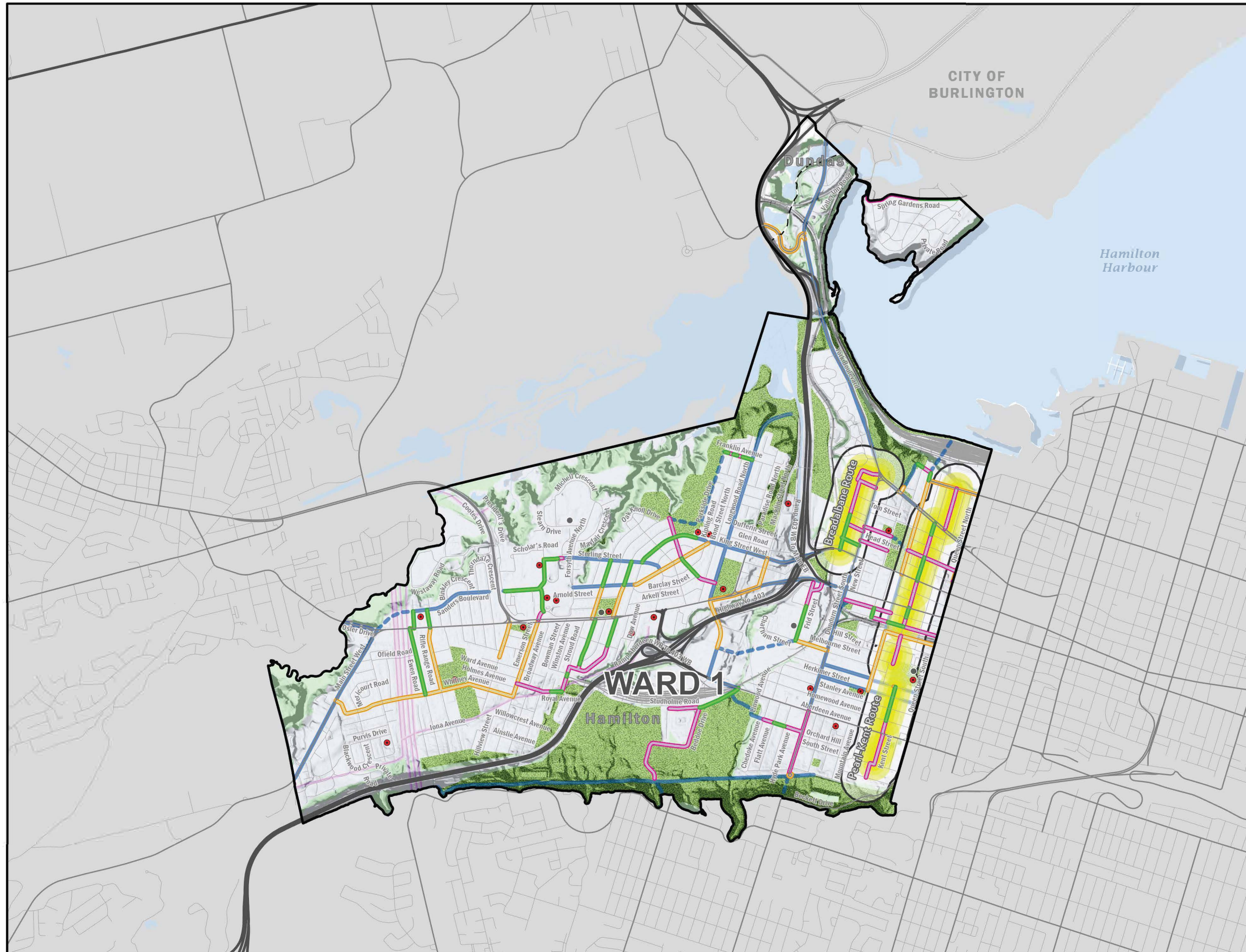
Existing Cycling Network

-  Existing Cycling Network Link

Proposed Cycling Network

-  Proposed Cycling Network (Non-Bicycle Boulevard Routes)

 Highway	 School
 Arterial/Collector Road	 Rec Facility
 Local Road	 Park
 Rail Line	 Wooded Area
 Utility Line	 Waterbody
 Watercourse	 Urban Boundary
	 Community Boundary
	 Boundary




Data obtained from City of Hamilton and the City of Hamilton Open Data Portal





INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 13, 2022
SUBJECT/REPORT NO:	Public Information Portal to Track Environmental Issues on City of Hamilton Projects (PW22049) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Cynthia Graham (905) 546-2424 Ext. 2337
SUBMITTED BY:	Cynthia Graham Acting Director, Environmental Services Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

On November 1, 2021 at Public Works Committee, staff were given the following direction:

Public Information Portal to Track Environmental Issues on City of Hamilton Projects (City Wide) (Item 11.1)

WHEREAS, there is growing public interest to better track environmental issues which include public remediation projects conducted by the City of Hamilton,

WHEREAS, especially in older parts of the City and particularly north of Cannon Street, the historical industrial and light industrial uses, in many cases, have long since been built upon in eras where environmental standards were not as robust, and,

WHEREAS, of late, Council has made great strides in reporting regularly on environmental information on locally owned assets such as Chedoke Creek and Storm Water Overflow;

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**SUBJECT: Tracking of Environmental Issues on City of Hamilton Projects
(PW22049) (City Wide) – Page 2 of 5**

THEREFORE, BE IT RESOLVED:

That the appropriate staff from Public Works be requested to report back on the feasibility of a regularly updated one-stop easy access public information portal that would track environmental issues on City of Hamilton projects, including the need for remediation, clean-up, or ground-water diversion infrastructure (or whatever else staff feels can be reported).

INFORMATION

The purpose of Information Report PW22049 is to inform council on progress towards a recommendation related to the direction provided to investigate the feasibility of releasing environmental reports to the public related to City of Hamilton (City) projects.

As a result of the direction from the November 1, 2021 Public Works Committee, staff undertook the following:

Staff investigated the capabilities of the City's existing website and how it is used for project reporting. It has been determined that the City's website and project pages in particular are capable of hosting large report documents related to the projects that the City is undertaking. Many Public Works sections use these now for public release of documentation of public meetings, masterplans, and reports. It is anticipated that the updated website will significantly improve the search capabilities and therefore make it easier for the public to find any posted information.

Staff discussed the different types of reports that are generated, what kinds of projects staff work on, and considered what is required prior to making those reports available to the public. Staff from Public Works Department, Corporate Services Department, Legal and Risk Management Services and, Financial Services and Taxation Division, Procurement Section and Communications and Strategic Initiatives Division, Communications Section were involved in the discussions, that have taken place since December 2021. In addition, staff from Public Works spoke with staff from Planning and Economic Development Department about possible implementation or impacts, as well as preliminary discussions with the consulting community. Staff agree that it is possible, and a positive step for transparency, that environmental reports be made available to the public on the City's website. However, there are a number of steps to complete before staff can make a recommendation to Council on how to proceed. Through these discussions, an action plan has been identified that will be completed, and staff will report back with the results of this action plan, as laid out below.

Procurement Processes:

While there exists general language in City consulting contracts to permit the City to release reports when requested through the Municipal Freedom of Information and

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**SUBJECT: Tracking of Environmental Issues on City of Hamilton Projects
(PW22049) (City Wide) – Page 3 of 5**

Protection of Privacy Act (MFIPPA), it is prudent for staff to determine if additional language is required to ensure that consultants understand that their report is likely to be posted online for public consumption. In general, the requirements for MFIPPA are for release of documents on a requested basis, as opposed to being published on a website for anyone to review, and this is what is covered by the current wording in the city's standard procurement documents. It may be that additional language in contractual documents is required for publication rights. A deeper consultation with the consulting industry considering liability and professional ethical duties will be conducted to determine the best recommendation on how to proceed considering these factors.

Legal Implications:

Some of the reports that are generated by City-led projects, including geotechnical studies and natural heritage studies will have little legal risk for the City and could be shared with little impact. Further review of all legal implications related to publishing of reports is required prior to making a recommendation to council on any proposed process.

City-wide Impacts:

The direction to staff was through Public Works Committee, and thus far the discussion has generally been around Public Works projects. However, with a contemplated change in procurement language, and general direction of more transparency for the City as a whole, further investigation on how other City departments may need to adjust processes in order to fulfill this requirement is needed. While preliminary discussions have occurred, this additional discussion will work to ensure that staff across the City are using consistent practices.

Cost Increases:

Additional discussion with the consulting industry is required to understand if the City can anticipate an increase in consulting fees to offset additional time required to prepare reports that are for public consumption. This additional work may be for their own legal teams to review, or for additional summary pages or recommendation pages, to ensure that the technical information contained in the report is accurately understood by the public who may not be experts in the field.

Consistency with Other Municipalities:

It is desired for staff to consult more deeply with comparator municipalities to see what has worked for their projects and learn from their successes. These consultations would require a detailed review of their procurement documents, legal conversations, and discussions with project managers.

**SUBJECT: Tracking of Environmental Issues on City of Hamilton Projects
(PW22049) (City Wide) – Page 4 of 5**

Review of Existing Resources:

Once all of this additional information is reviewed and understood, staff would then create a recommendation report back to Council, identifying recommended changes to procurement language, identify any legal or procedural implications of the recommended approach, and identify any required resources to implement the changes.

Additional Background on Current Practices:

Current practice was reviewed for opportunities to expand successes and identify where barriers could be removed to ensure information about City-led projects is readily available where possible.

As part of standard project practice, many work areas have project webpages set up on the City's website. Examples include park development and redevelopment projects, cemetery developments, waterfront development projects, corporate facility and water/wastewater facility projects. The webpages have a standard layout that allow for consistency of presentation of information. Typical webpages include an image of the project or design, a progress section that outlines key dates, a documents section that can be loaded with concept plans, results of consultation, and reports, as well as a contact information section.

Web Strategy and User Experience:

Staff that are responsible for managing the City's website were consulted, to understand the implications of an increase to the amount of large reports being uploaded to the project webpages.

In general, there is not a concern with an increased number of webpages for City projects, nor is there a concern with the storage requirements needed for large files to be available on those webpages.

A recommendation from the team was for staff to not duplicate any resources required for consultation through the Engage Hamilton webpages – instead, those documents should remain on the City's webpages, and Engage Hamilton consultation sites can link to the City's webpages to avoid duplication.

It should be noted that the City's project webpages are active for the entire life of the project, whereas the Engage Hamilton webpages are only active for the duration of the consultation phase. The results of the consultation can be summarized and posted on the City's project webpages to keep all of the project information in one location.

**SUBJECT: Tracking of Environmental Issues on City of Hamilton Projects
(PW22049) (City Wide) – Page 5 of 5**

Project webpages are generally archived after a period of time once the project is completed. It is not anticipated that this is in conflict with the direction given to staff, because the vast majority of inquiries happen when projects are in progress, particularly when construction is occurring.

Next Steps

Staff will proceed with the actions laid out in PW22049, namely, complete a municipal scan, a discussion with the consulting industry for possible concerns and impacts, review of legal and procurement implications, review of city department processes, identification of gaps in resources, and report back to committee with a proposed plan and timelines for the publishing of environmental consulting reports.

APPENDICES AND SCHEDULES ATTACHED

N/A



Hamilton

HAMILTON CYCLING COMMITTEE (HCyC) MINUTES

Wednesday, May 4, 2022

5:45 p.m.

Virtual Meeting

Present: Chair: Chris Ritsma
 Vice-Chair: William Oates
 Members: Kate Berry, Roman Caruk, Sharon Gibbons, Jane Jamnik, Marko Maric, Jessica Merolli, Cora Muis, Kevin Vander Meulen, Gary Rogerson, Cathy Sutherland

Absent with

Regrets: Jeff Axisa, Dan van den Beukel, Ann McKay, Christine Yachouh, Councillor Esther Pauls, Councillor Terry Whitehead,

Also Present: Danny Pimentel, Project Manager, Active Transportation
 Peter Topalovic, Program Manager, Sustainable Mobility
 Evan Nopper, Active Transportation Technologist, Active Transportation
 Juby Lee, Program Coordinator, Sustainable Mobility
 Johnathan Vandriel, Landscape Architect, Landscape Architectural Services
 Wes Kindree, Supervisor, Landscape Architectural Services

1. CEREMONIAL ACTIVITIES

C. Ritsma recited a land acknowledgement.

2. APPROVAL OF AGENDA

J. Merolli requested to add "Movie Night" update from Cycle Hamilton to the Bike Day and Bike Month Update (Item 8.1)

(Oates/Muis)

That the agenda of the May 4, 2022 meeting of the Hamilton Cycling Committee be approved, as amended.

CARRIED

3. DECLARATIONS OF INTEREST

None

4. APPROVAL OF MINUTES OF PREVIOUS MEETING

- (i) **Hamilton Cycling Committee Meeting Minutes - April 6, 2022 (Item 4.1)**

(Oates/Berry)

That the minutes of the April 6, 2022 meeting of the Hamilton Cycling Committee be approved, as presented.

CARRIED

5. COMMUNICATIONS

- (i) **New Committee Members (Item 5.1)**

Committee members and city staff welcomed M. Maric and D. van den Beukel as two new members to the Hamilton Cycling Committee.

D. Pimentel introduced J. Lee and E. Nopper as two new City staff part of the Sustainable Mobility team.

6. STAFF PRESENTATIONS

- (i) **Parks Master Plan (Item 7.1)**

J. Vandriel made a presentation on the City's Parks Master Plan. Staff highlighted items within project scope as well as what items are not included within the scope of the project. Committee members asked questions about potential outcomes of the final report, decision making without a current master plan in place, access and connections between parks and the cycling network as well as inclusion of conservation areas in the project.

(Merolli/Rogerson)

That the staff presentation be received.

CARRIED

7. DISCUSSION ITEMS**(Maric/Muis)**

That the following discussion items be received:

(i) Bike Day and Bike Month Update (Item 8.1)

J. Lee provided an update to the committee on the City's plans for Bike Day and Bike Month. It will include a "Bike Thru" on bike day (May 30) that will lead and kick-off bike month in May, as well as pop-up events in Dundas and partnering with schools to promote bike month. Committee members asked questions about bike to school week and supporting schools by way of allocating prizes as well as if 100 in 1 is part of bike month. Committee members noted hosting an event during bike month for the Keddy Trail and having a bike ride. Committee and staff will connect to go over the details.

(Berry/Rogerson)

That up to \$1,000 from "Special Projects" within the 2022 Cycling Committee budget, be allocated to purchase prize packs for schools participating in bike to school week.

CARRIED**(Oates/Jamnik)**

That up to \$500 from "Special Committee Cycling Events" within the 2022 Cycling Committee budget, be allocated to a Keddy Trail bike ride.

CARRIED

J. Merolli identified June 4th as the date for "Movie Night" and it will be taking place at Corktown Park. It was identified that the allocated budget, will no longer cover the costs of the screen, as prices have risen.

(Vander Meulen/Rogerson)

That up to \$250 from "Special Projects" within the 2022 Cycling Committee budget, be added to the Cycle Hamilton - Movie Night request.

CARRIED**(ii) Hamilton Cycling Committee - Roles and Responsibilities (Item 8.2)**

Committee members reviewed an updated version of the Roles and Responsibilities of cycling committee members. Members asked questions about the term and definition of youth as well as if the mandate will be expanded by considering micro-mobility.

(Merolli/Oates)

That the Hamilton Cycling Committee Detailed Roles, Responsibilities and Expectations of New Members, be approved and included in a future Committee Citizen Report, that will be presented to the Cycling Committee at the June meeting.

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

Committee members reviewed an updated version of the Terms of Reference for the cycling committee.

(Merolli/Oates)

That the Hamilton Cycling Committee Terms of Reference, be approved and included in a future Committee Citizen Report, that will be presented to the Cycling Committee at the June meeting.

CARRIED**(iv) Hamilton Cycling Advisory Committee Work Plan (Item 8.4)**

Committee members reviewed the workplan and noted that some of the items that have been worked on by the committee should be added to the workplan. An updated workplan will be shared with staff for inclusion in future agendas.

(v) Planning and Project Update (Item 8.5)

Committee members asked for an update on "Open Street's" from today's General Issues Committee meeting. P. Topalovic provided an overview of the program and a summary of the report submitted by staff.

Staff provided members with an update on current and planned cycling projects. Committee members asked questions regarding:

- Stonehenge Rd, Hamilton: project has been deferred to 2023 as additional parking analysis is required. Island modifications at Stone Church Rd, still planned for 2022.
- Hwy 52 and Powerline Road, Hamilton: not on the list. Staff will follow up with internal staff to understand scope.

- Dewitt Road, Hamilton: Community group sent an email about this project, with suggestions to separate the cycling facilities. Committee members asked if precast curbs and flexposts can be added as a form of separation. The committee also noted that the removal of on-street parking with, no barriers in place, will not discourage vehicles from parking on-street and within the bicycle lanes. Staff will follow up on the status of the project and determine what can be done with barriers.

(vi) Velo Canada Pedal Poll (Item 8.6)

Committee members were provided information from Velo Canada on data collection across the Country between June 7-12, 2022. City of Hamilton would like to be included as a featured community and will work with local groups to prepare for the study.

CARRIED

9. NOTICE OF MOTION

(Oates/Berry)

That the motion be deferred to a future meeting:

(i) Upper Wellington Environmental Assessment Network Connectivity (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 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)

(Oates/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

8. GENERAL INFORMATION / OTHER BUSINESS

- (i) Upcoming Municipal Election Update (Added Item 11.1)

Staff will follow up via email with committee members on lame duck and any impacts on the cycling committee.

9. ADJOURNMENT

(Merolli/Maric)

That, there being no further business, the meeting adjourned at 7:46 p.m.

CARRIED

Respectfully submitted,

Chris Ritsma
Chair, Hamilton Cycling Committee

Danny Pimentel
Project Manager, Active Transportation
Planning & Economic Development



CITY OF HAMILTON
CORPORATE SERVICES DEPARTMENT
Financial Planning, Administration and Policy Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 13, 2022
SUBJECT/REPORT NO:	Stormwater Funding Review (FCS22043) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	John Savoia (905) 546-2424 Ext. 7298
SUBMITTED BY:	Brian McMullen Director, Financial Planning, Administration and Policy Corporate Services Department
SIGNATURE:	

RECOMMENDATION(S)

- (a) That staff be authorized and directed to issue a Request for Proposals (“RFP”) for Consulting Services to conduct a Stormwater Funding Review;
- (b) That the Phase One cost of the Stormwater Funding Review, with an upset limit of \$200,000, be funded from the Stormwater reserve (108010);
- (c) That staff report back to the General Issues Committee to provide Guiding Principles for consideration that will direct the evaluation of alternative stormwater rate funding structures as part of the Stormwater Funding Review;
- (d) That the matter respecting Stormwater Funding Review be identified as completed and removed from the Outstanding Business List.

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SUBJECT: Stormwater Funding Review (FCS22043) (City Wide) – Page 2 of 6

EXECUTIVE SUMMARY

Hamilton's stormwater program is currently funded mostly through combined wastewater / stormwater rates and to a much lesser extent by property taxes, with development charges contributing to stormwater infrastructure related to new development. Prior to 2004, the stormwater program was funded primarily by property taxes. Stormwater costs of approximately \$10.2 M were transferred from the tax base to the Rate budget over two budget years (2004 - 2005).

However, the City has experienced financial challenges under the present funding system. Revenue collected from wastewater / stormwater revenues is based on water consumption. There is no relationship between the volume of potable water used by a resident or business and the need for drainage-related services driven by the volume of stormwater generated from a property. Total water consumption has been significantly reduced since 2004 resulting in ongoing revenue pressures for both the water and wastewater programs given an increasingly more costly stormwater program (almost \$25 M per the approved 2022 rate supported budget).

In December 2021, Council approved a motion that directed staff to report back with a review of the benefits and challenges of various stormwater program funding options. To undertake the requested Stormwater Funding Review (Review), it is recommended that a consultant be engaged. It is recommended that the Phase One cost of the Review with an upset limit of \$200 K be funded from the Stormwater reserve.

Table 1 of Report FCS22043 outlines a proposed timeline incorporating several phases for the Review including:

- Phase One - Discovery
- Phase Two - Detailed Analysis
- Phase Three - Implementation

It should be noted that the timeline will be reviewed and possibly adjusted once the consultant has been engaged. Staff will provide a report back to the General Issues Committee (GIC) towards the conclusion of both Phase One and Two.

SUBJECT: Stormwater Funding Review (FCS22043) (City Wide) – Page 3 of 6**TABLE 1 – Review Process Steps Timeline**

Phase	Timeline	Process Step
Phase One	July – Oct 2022	Recruit/place temporary staff resource to support Review and develop / issue RFP in order to award consultant assignment by October 2022
	Oct – Dec 2022	Develop Guiding Principles for Council's consideration
	January 2023	Report to GIC seeking approval of Guiding Principles to be used to develop alternative stormwater rate structures for Council's consideration
	Feb – April 2023	Conduct Stormwater Rate Review
	May 2023	Council Education Sessions – to provide information related to how the City's stormwater funding structure compares with other municipalities and best practices
	May – July 2023	Incorporate feedback from Council sessions to evaluate which alternative stormwater rate structure is recommended to undertake development of fee structure and detailed impact analysis
	August 2023	Report to GIC seeking confirmation to undertake the development of a dedicated fee structure, as well as, conduct a detailed impact analysis of an alternative stormwater rate structure
Phase Two	Aug – Dec 2023	Conduct impact analysis of alternative rate structure
	Jan – Feb 2024	Public consultation of alternative rate structure
	Mar – May 2024	Develop a recommended rate structure
	June 2024	Report to GIC with stormwater recommended rate structure for Council's consideration
Phase Three	June 2024 to Q3 2025	Assuming Council approval of a revised stormwater rate structure, coordinate with new water billing solution (TBD in Q1 2023) to integrate required stormwater billing system programming changes and develop a plan for customer communications
	Winter 2025	2026 Rate budget incorporating revised stormwater rate structure
	January 2026	Revised Stormwater Rate Structure implemented

Alternatives for Consideration – Not Applicable

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SUBJECT: Stormwater Funding Review (FCS22043) (City Wide) – Page 4 of 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The Phase One cost of the Review estimate of \$200 K is for consulting services and for a temporary staff resource. It is proposed that this be funded from the Stormwater reserve (108010).

Staffing: Temporary staff will be required to support the undertaking of the Review.

Legal: N/A

HISTORICAL BACKGROUND

Hamilton's stormwater program is currently funded mostly through combined wastewater / stormwater rates and to a much lesser extent by property taxes, with development charges contributing to stormwater infrastructure related to new development. Prior to 2004, the stormwater program was funded primarily by property taxes.

Beginning in 2004, approximately 85% of the stormwater management costs were transferred from the tax levy to the rate supported budget. The total transfer of \$10.2 M to the rate budget was essentially off-set by the financial savings resulting from the Goods and Services Tax (GST) rebate for municipalities effective April 1, 2004. The transfer to the rate supported budget was intended to ease some pressures on the property tax levy. Additionally, the transfer recognized that a portion (approximately 36%) of the City's wastewater (sanitary) system was a combined system with stormwater. In the combined system, the sewers, located primarily in the oldest sections of the City, collect both domestic sewage and stormwater runoff. This combined flow is collected, stored and treated prior to discharge from the Woodward Wastewater Treatment Plant (WWTP).

In December 2021, Council approved a motion that directed staff to report back with a review of the benefits and challenges of various stormwater program funding options.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION

Public Works – Hamilton Water Division has been consulted and supports the recommendations in Report FCS22043.

SUBJECT: Stormwater Funding Review (FCS22043) (City Wide) – Page 5 of 6

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

The City has experienced financial challenges under the present stormwater funding methodology. Revenue collected from wastewater / stormwater revenues is based on water use. There is no relationship between the volume of potable water used by a resident or business and the need for drainage-related services driven by the volume of stormwater generated from a property. Total water consumption has been significantly reduced since 2004 resulting in ongoing revenue pressures for both the water and wastewater programs given an increasingly more costly stormwater program (almost \$25 M per approved 2022 rate supported budget).

From a budgeting perspective, Hamilton's three distinct rate supported service programs, Water, Wastewater and Stormwater, were historically budgeted under the rate-supported revenues as if they were one service. This budgeting practice was unique as most communities – whether or not stormwater is funded by Rates – typically budget each service as separate distinct utilities (reflected by different rates) and adopt related increases for each service program. By treating the three services as one, the increasing cost pressures of the stormwater component have resulted in both water and wastewater services and projects being deferred over the years.

As approved under the 2013 Rate Structure Review, the intent over time is to budget both the expenses and revenues for wastewater and stormwater separate from water services. Should a dedicated stormwater fee structure be approved in the future, wastewater and stormwater programs would be budgeted separately, aligning with industry best practices.

Table 1 of Report FCS22043 outlines a proposed timeline incorporating several phases for the Stormwater Funding Review including:

- Phase One - Discovery
- Phase Two - Detailed Analysis
- Phase Three - Implementation

To undertake the requested Stormwater Funding Review, it is recommended that a consultant be engaged. It is recommended that the Discovery Phase (Phase One) cost of the Review with an upset limit of \$200 K be funded from the Stormwater reserve (108010). Staff will report back to GIC with the Guiding Principles that will direct the evaluation of the alternative stormwater funding structures

ALTERNATIVES FOR CONSIDERATION

N/A

SUBJECT: Stormwater Funding Review (FCS22043) (City Wide) – Page 6 of 6

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.

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.

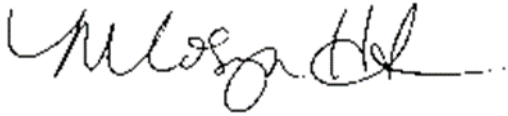
APPENDICES AND SCHEDULES ATTACHED

Not applicable.

JS/dt



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
 Transit Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 13, 2022
SUBJECT/REPORT NO:	PRESTO Operating Agreement Amendment (PW17033(g)) (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 their designate, be authorized and directed to execute, on behalf of the City, an amendment to the PRESTO Operating Agreement attached to Report PW17033(g) as Appendix "A" and in a form acceptable to the City Solicitor; and
- (b) That the General Manager of Public Works, or their designate, be authorized and directed to execute, on behalf of the City, any additional documents required over the term of the PRESTO Operating Agreement, with content acceptable to the General Manager Public Works and in a form acceptable to the City Solicitor.

EXECUTIVE SUMMARY

The ability to pay bus fare on-board using a credit card or debit card, known as an "open payment" method, is a desired customer feature and is a committed item under the PRESTO Operating Agreement. Open payment has already begun rolling out on UP Express and customer experience testing has been completed with participating transit agencies, including Brampton, Burlington, Durham, GO Transit, Hamilton, Oakville, Mississauga, TTC, and York, and it is expected that these agencies will be able to offer it as a fare payment option in the months ahead.

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**SUBJECT: PRESTO Operating Agreement Amendment
(PW17033(g)) (City Wide) – Page 2 of 6**

The Transit Agencies (TA's) subject to this operating agreement, which includes Brampton, Burlington, Durham, Hamilton, Oakville, Mississauga and York, expected that the equipment purchased and installed on conventional buses throughout 2020 would offer redundancy for all fare products offered under the PRESTO operating agreement. These products include the PRESTO card, E-ticketing, Open Payment, and Mobile Wallet, all of which are processed by the Bus Fare Transaction Processor (BFTP). It was expected that the Driver Control Unit (DCU) would ensure redundancy to ensure proper fare collection; however, the DCU will only accept fare payments from a PRESTO card if the BFTP stops working. This means the TA's risk revenue loss if the BFTP is not working. After a series of negotiations, Metrolinx/PRESTO has agreed to sharing the revenue risk associated with open payments with the TA's.

An amendment to the operating agreement, attached to Report PW17033(g) as Appendix "A", has been prepared. Clause 12.3, Payment Device Service Availability Critical Service Level (CSL) now recognizes two payment streams. One for PRESTO card revenue and one for open payment revenue. Under the revised clause, TA's will continue to be liable for up to 2% of PRESTO card revenue loss due to equipment failure, however, for open payment revenue, TA's will only be liable for up to 0.5%, decreasing the liability for lost revenue due to BFTP device failure from 2% down to 0.5% for the portion of fares collected using open payment. Fares collected from the PRESTO card will continue at the 2% liability, however, for the portion of fares anticipated to be paid for using open payment, TA's would be entitled to claim lost fare revenue when more than 0.5% of forecasted open payment revenue is lost because the CSL has not been met.

To ensure customers are not delayed while boarding, credit and debit cards are validated after the fact. Should a customer tap their card on a device and it is later determined that it is not in good standing with the customer's banking institution, Metrolinx will be liable for "first tap" risks, meaning Metrolinx/PRESTO will pay the expected fare to the appropriate TA and put the card on the deny list so that the card cannot be used on board again until the balance is paid.

Alternatives for Consideration – N/A

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

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**SUBJECT: PRESTO Operating Agreement Amendment
(PW17033(g)) (City Wide) – Page 3 of 6**

HISTORICAL BACKGROUND

Council approved report PW17033(a) on January 18, 2018, authorizing the City Manager to enter into a 10-year agreement with Metrolinx for the provision of the PRESTO smart card system. Participation in PRESTO remains a requirement in order to continue to receive provincial gas tax funding. We currently receive approximately \$11 million annually under this program.

The PRESTO Operating agreement requires that an 80% adoption rate be achieved no later than one year after the installation of the equipment. The 80% adoption rate means that 80% of customers use a PRESTO card for fare payment, and the remaining 20% use some other form including special tickets and cash. In July 2020, Council approved the removal of legacy paper passes and paper tickets effective December 31, 2020. The impact of this change was an immediate achievement of the 80% adoption rate.

As part of the new agreement, the City purchased new equipment that could handle other payment types such as bar codes, QR codes and credit cards which was fully installed on the HSR fleet in November 2020, at a cost to the City of \$4 million. The equipment design required two devices; a Bus Fare Transaction Processor (BFTP) which the customer interacts with and the Driver Control Unit (DCU) for the Operator to validate fares, accept additional passenger requests and serve as a redundant method to collect fares if the BFTP stopped working. As redundancy was to be built into the equipment, the TA's agreed to a payment service device availability clause which allows for a recovery of lost revenues if the devices are functioning at less than 98% capacity, meaning TA's accepted a potential revenue loss exposure of 2%.

In March 2021, PRESTO equipment was installed on all vehicles that are used to provide services through DARTS, ensuring Hamilton was fully compliant with AODA Transportation Standards.

PRESTO continues to modernize their offerings, releasing PRESTO E-tickets in September 2020, with an upgrade in September 2021 to enable QR code authentication. Mobile wallet, which is the conversion of a PRESTO card to a digital credential, is one of the most requested features based on 2019 customer research and will be launched in the coming months. Open payment, which allows for the use of credit and debit cards is a committed item under this agreement and has begun rolling out, with all TA's able to offer the product in the months ahead.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**RELEVANT CONSULTATION**

Staff consulted with Legal Services who are in agreement with the recommendations.

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**SUBJECT: PRESTO Operating Agreement Amendment
(PW17033(g)) (City Wide) – Page 4 of 6**

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Supporting Customer Choice in Fare Payment Options

Since fall of 2021, staff have been working with PRESTO to roll out the ability for customers to use their credit or debit cards to pay a fare on HSR and all other TA's, referred to as open payment. PRESTO has been piloting the credit card functionality on UP Express since early 2021 and released the debit card function on October 21, 2021. This was the first time a contactless debit card payment option has been offered on public transit within Canada.

PRESTO has worked extensively to ensure that the customer experience will be favourable for both credit and debit users. Metrolinx continues to work with the banks to address customers who have accounts which charge a flat fee for a specific number of debit transactions and an additional fee for every transaction in excess. Metrolinx is developing communications and education to highlight this potential impact for customers.

HSR will launch when equipment and software is available for all specialized service, so that both conventionalized and specialized customers have access to the same fare payment choices at the same time. An upgrade to the software and equipment recently installed on DARTS vehicles will be completed in September and October so that credit and debit cards can be accepted on board. The cost to replace the equipment will be covered by Metrolinx.

As part of Metrolinx's commitment to fare modernization, new products and ways to pay are important aspects of the overall transit customer experience. There is a continued desire for more tech-based payment choices for customers. Open payment is designed to reach first time or occasional transit users, tourists, and those who are tech savvy and removes barriers to entry for new users and this flexible "pay as you go" option could lead to new customer acquisition. Currently, cash fares represent 11% of all trips taken, and this may further reduce that amount. Offering open payment methods will not cannibalize those who use the PRESTO card for regular travel. Customers who choose an open payment method will be charged the equivalent to the Council-approved cash fare. Additionally, customers will be able to use Apple Pay and Google Wallet along with wearables (such as watches) to pay their fare.

Mobile wallet, the conversion of a PRESTO card to a digital credential, will be released shortly, and is expected to be launched almost simultaneously with open payment. The digitization of the PRESTO card will enable the customer to retain all the benefits of the PRESTO card, including preferred pricing, concessions, loyalty programs and the 2-hour transfer. As this product receives the most requests from customers, launching the products together will help to ensure the PRESTO card benefits are not eroded.

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**SUBJECT: PRESTO Operating Agreement Amendment
(PW17033(g)) (City Wide) – Page 5 of 6**

Mobile wallet was not contemplated in the operating agreement, a further amendment will be necessary once there is a complete understanding of the impacts.

Associated Risks

In its current form, the DCU does not have the redundancy requirement for open payment. The equipment cannot read a credit or debit card for fare payment, therefore, if the BFTP is not in service there is no way to collect a fare from those boarding and wishing to pay with a credit or debit card. The TA's view is that the risk of losing a fare is too great and worked extensively with Metrolinx to mitigate potential lost revenue to the TA's by modifying the Agreement in response to the new technology.

The current Operating Agreement has a Payment Device Service Availability Critical Service Level (CSL), Clause 12.3, which PRESTO must ensure is 100% operational. While the CSL must be 100%, there are provisions for device failures, and TA's may only seek compensation for lost fare once lost revenue exceeds 2%, and only the amount beyond 2%. Given the importance of strong partnerships and positive relationships with TA's, Metrolinx/PRESTO supported the approach to sharing the revenue risk. As such, Metrolinx is proposing the 2% liability buffer in the contract be reduced to 0.5% for Open Payment transactions. Simply put, TA's would be entitled to claim lost fare revenue when more than 0.5% of forecasted open payment revenue is lost because of the Payment Device Service Availability CSL not being met.

As open payment is a new service, with no historical data available, PRESTO and TA's will work towards determining what the forecasted revenue may look like for application in clause 12.3 of the agreement. The reduction in liability to the Payment Device Service Availability CSL for open payment transactions requires an amendment to the Operating Agreement for Clause 12.2 and Clause 12.3.

With the introduction of open payments, Metrolinx will also be liable for first tap risks. To ensure no delay in boarding, credit and debit cards are validated after the fact. Should a customer tap their card on a device and later it is determined to be not in good standing; PRESTO will pay the fare that was expected to the appropriate TA and will put the card on the deny list. The deny list takes effect within 1 hour, often near real-time. Once a card is on the deny list, the customer will not be able to use it again on the PRESTO network until the unpaid fares are paid. As Metrolinx holds the relationship with the acquirer (Moneris) they will pay all related interchange fees. Additionally, all chargebacks will be managed by Metrolinx, and Metrolinx is liable for any successful chargebacks and associated fees.

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**SUBJECT: PRESTO Operating Agreement Amendment
(PW17033(g)) (City Wide) – Page 6 of 6**

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 PW17033(g) – First Amending Agreement 905 Agencies-
Metrolinx

MX Draft: April 14, 2022

FIRST AMENDING AGREEMENT

METROLINX

- and -

THE CITY OF HAMILTON

- and -

THE REGIONAL MUNICIPALITY OF YORK

- and -

THE CORPORATION OF THE CITY OF MISSISSAUGA

- and -

THE CORPORATION OF THE CITY OF BURLINGTON

- and -

THE CORPORATION OF THE CITY OF BRAMPTON

- and -

THE CORPORATION OF THE TOWN OF OAKVILLE

- and -

THE REGIONAL MUNICIPALITY OF DURHAM

WHEREAS, Metrolinx ("**Metrolinx**"), on the one hand, and the Corporation of the City of Brampton, the Corporation of the City of Burlington, The Regional Municipality of Durham, the City of Hamilton, the Corporation of the City of Mississauga, the Corporation of the Town of Oakville, and The Regional Municipality of York, on the other hand (each a "**Transit Agency**", and collectively, the "**Transit Agencies**") entered into the Operating Agreement for PRESTO on the 10th day of January, 2018 (the "**Operating Agreement**");

AND WHEREAS the parties are desirous of amending the Operating Agreement to reflect a revised risk-sharing model and amend other terms of the Operating Agreement that require amendment since the entering into the Operating Agreement;

NOW THEREFORE, in consideration of the mutual covenants herein and for other good and valuable consideration, the receipt and sufficiency of which are acknowledged by both Parties, the Parties hereby covenant and agree with each as follows

All references below that require amendment refers to the Operating Agreement sections and schedules attached thereto.

The following sections and schedules of the Operating Agreement are hereby amended and revised, and shall be effective upon the date of execution of this First Amending Agreement.

:

1 SPECIFIC AGREEMENTS

1.1 Limitation of Liability

- (1) Section 12.2(h) "*Affect of Breach on Minimum Payment*" is amended and restated to read:

Metrolinx agrees that the aggregate Metrolinx Revenue Based Fee for purposes of Section 7.3(b) [*Minimum Payment Protection*] shall include the aggregate of the Fee Based on Lost Revenues for the Transit Agencies for that calendar year. Metrolinx further agrees that, with respect to Section 12.3(b), if the Actual Availability Percentage is greater than:

- (i) 98.00% for E-Purse Fare Payment (transaction type 14 and any future transaction code(s) used for the same purpose) OR
- (ii) 99.50% for Open Payment (transaction type 26 and any future transaction code(s) used for the same purpose),

But, in each case, less than 100.00%, the aggregate Metrolinx Revenue Based Fee for purposes of Section 7.3(b) [*Minimum Payment Protection*] shall also include the following amount on an aggregate basis, over that calendar year. The amount being equal to TLR X Metrolinx Revenue Based Fee. Each Transit Agency shall calculate all of the amounts it believes should be added to the Metrolinx Revenue Based Fee pursuant to this Section 12.2(h) and will provide such calculations to Metrolinx by February 1st of the succeeding year.

1.2 Payment Device Service Availability CSL

- (1) Section 12.3(b)(ii) is amended and restated to read:

calculate all of the missed E-Purse Fare Payment transactions identified in step (i) above (the "**Total Missed E-Purse Taps**") for that calendar quarter, and all of the missed Open Payment transactions identified in step (i) above for that calendar quarter (the "**Total Missed Open Payment Taps**").

- (2) Section 12.3(b)(iii) is amended and restated to read:

calculate and determine the total number of E-Purse Fare Payment transactions ("**Total Expected E-Purse Taps**") and the total number of Open Payment transactions ("**Total Expected Open Payment Taps**"), in each case, that would have occurred during that calendar quarter if the Payment Device Service Availability CSL was met at all times throughout the calendar quarter.

- (3) Section 12.3(b)(iv) is amended and restated to read:

Calculate the "Actual Availability Percentage", for:

- (i) **E-Purse Fare Payment transactions**, which is equal to: $[(\text{Total Expected E-Purse Taps} - \text{Total Missed E-Purse Taps}) / \text{Total Expected E-Purse Taps}] \times 100$.
- (ii) **Open Payments transactions**, which is equal to: $[(\text{Total Expected Open Payments Taps} - \text{Total Missed Open Payments Taps}) / \text{Total Expected Open Payments Taps}] \times 100$.

If the Actual Availability Percentage is:

- A. greater than 98.00% for E-Purse Fare Payment transaction or greater than 99.50% for Open Payments transaction, that Transit Agency shall not be entitled to recover any lost revenues arising from, related to, or in connection with the failure of the Payment Device Service Availability CSL to be met.
 - B. less than 98.00% for E-Purse or less than 99.50% for Open Payments, that Transit Agency shall be entitled to recover lost revenues arising from, related to, or in connection with, the failure of the Payment Device Service Availability CSL to be met.
- (4) Section 12.3(c) is amended and restated to read:

If, pursuant to Section 12.3(b)(iv)(B), a Transit Agency is entitled to recover lost revenues arising from, related to, or in connection with, the failure of the Payment Device Service Availability CSL to be met, and it chooses to seek compensation, it shall provide a Non-Performance Notice to Metrolinx detailing its claim, which notice shall include all of the information, data, calculations, and assumptions used by that Transit Agency in calculating and determining the Total Missed E-Purse Taps, the Total Missed Open Payment Taps, and the Total Expected E-Purse Taps, the Total Expected Open Payments Taps figures. If Metrolinx rejects the Non-Performance Notice, or any aspect of it, the matter shall be referred to dispute resolution in accordance with Article 15 [Dispute Resolution].

- (5) Section 12.3 (d) is amended and restated to read:

The Non-Performance Notice shall also contain the dollar value of the lost revenues that a Transit Agency seeks to recover from Metrolinx (the "**Compensable Revenue Loss**"). The Parties agree that the Compensable Revenue Loss shall be calculated in the following manner for:

1. **E-Purse Fare Payment Transactions:**

- (i) the Transit Agency shall calculate the "**Total Lost Revenue**" or "**TLR**", which is equal to: $(\text{Total Missed E-Purse Taps} \times \text{Average E-Purse Fare})$;
- (ii) the Transit Agency shall calculate the "**Total Expected Revenue**" or "**TER**", which is equal to: $(\text{Total Expected E-Purse Taps} \times \text{Average E-Purse Fare})$

- (iii) Compensable Revenue Loss = $[TLR - (TER \times 2\%)] \times (100\% - \text{Metrolinx Revenue Based Fee})$, where:
 - A. Two percent (2%) is the amount of the expected revenue that the Transit Agency must lose before Metrolinx is liable (i.e., 100% – 98%)
 - B. The deduction relating to the Metrolinx Revenue Based Fee is based on Section 12.2(g) [Deduction of Metrolinx Revenue Based Fee]

2. Open Payments Transactions:

- (i) the Transit Agency shall calculate the “**Total Lost Revenue**” or “**TLR**”, which is equal to: (Total Missed Open Payments Taps X Average Open Payments Fare);
- (ii) the Transit Agency shall calculate the “**Total Expected Revenue**” or “**TER**”, which is equal to: (Total Expected Open Payments Taps X Average Open Payments Fare)
- (iii) Compensable Revenue Loss = $[TLR - (TER \times 0.50\%)] \times (100\% - \text{Metrolinx Revenue Based Fee})$, where:
 - A. One-half percent (0.50%) is the amount of the expected revenue that the Transit Agency must lose before Metrolinx is liable (i.e., 100% – 99.50%)
 - B. The deduction relating to the Metrolinx Revenue Based Fee is based on Section 12.2(g) [Deduction of Metrolinx Revenue Based Fee]

2 GENERAL

- 2.1 Time shall be deemed to be of the essence in this First Amending Agreement.
- 2.2 Each Party agrees that it shall at any time and from time to time, at its own expense, execute and deliver such further documents and do such further acts and things as the other Party may reasonably request for the purpose of giving effect to this First Amending Agreement or carrying out the intention or facilitating the performance of the terms of this First Amending Agreement.
- 2.3 All other provisions in the Operating Agreement shall remain unamended.
- 2.4 All capitalized terms used but not defined herein shall have the meaning ascribed thereto in the Operating Agreement.
- 2.5 This First Amending Agreement is to be construed in accordance with and governed by the laws of the Province of Ontario. Any controversy or claim arising out of or relating to this Agreement or any breach thereof shall be settled in accordance with Dispute Resolution provisions as set out in Section 15 of the Operating Agreement.
- 2.6 If any provision of this First Amending Agreement as applied to either party in any circumstance is adjudged by a court to be invalid or unenforceable, this shall not affect any other provision of this Second Amending Agreement, the application of such provision in any other circumstance, or the validity or enforceability of this First Amending Agreement.

- 2.7 This First Amending Agreement may be signed in counterparts, in which case each counterpart shall constitute an original document and such counterparts, taken together, shall constitute one and the same instrument. The parties adopt any signatures received via fax or "pdf" format as original signatures.

IN WITNESS WHEREOF the parties have executed this First Amending Agreement
as of _____, 2022.

METROLINX

Per: _____
Name:
Title:

Per: _____
Name:
Title:

THE CITY OF HAMILTON

Per: _____
Name:
Title:

Per: _____
Name:
Title:

THE REGIONAL MUNICIPALITY OF YORK

Per: _____
Name:
Title:

Per: _____
Name:
Title:

**THE CORPORATION OF THE CITY OF
MISSISSAUGA**

Per: _____
Name:
Title:

Per: _____
Name:
Title:

**THE CORPORATION OF THE CITY OF
BURLINGTON**

Per: _____
Name:
Title:

Per: _____
Name:
Title:

**THE CORPORATION OF THE CITY OF
BRAMPTON**

Per: _____
Name:
Title:

Per: _____
Name:
Title:

**THE CORPORATION OF THE TOWN OF
OAKVILLE**

Per: _____
Name:
Title:

Per: _____
Name:
Title:


THE REGIONAL MUNICIPALITY OF DURHAM

Per: _____
Name:
Title:

Per: _____
Name:
Title:



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Environmental Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 13, 2022
SUBJECT/REPORT NO:	White Brick Church Cemetery (PW22050) (Ward 12)
WARD(S) AFFECTED:	Ward 12
PREPARED BY:	John Perrotta (905) 546-2424 Ext. 4402
SUBMITTED BY:	Cynthia Graham Acting Director, Environmental Services Public Works Department
SIGNATURE:	

RECOMMENDATIONS

- (a) That staff be authorized and directed to acquire the lands located at 99 Garner Road East, Ancaster, ON L9G 3K9, as shown in Appendix "A" attached to Report PW22050, subject to the condition described in Recommendation (b) of Report PW22050, on an as-is, where-is basis, and assume the operation of the White Brick Church Cemetery located on the Lands, currently operating under operator #3275208, site #01260 as registered with the Bereavement Authority of Ontario, for nominal consideration and on such additional terms and conditions deemed appropriate by the General Manager of Public Works, or their delegate; and,
- (b) That staff be directed to determine whether, in fulfilling the direction to acquire the White Brick Church Cemetery, a smaller portion of the Lands excluding the building may be acquired by the City in conformity with the applicable Official Plan and Zoning By-law and any other applicable City policies and By-laws, and in the event staff determine that a smaller portion may be acquired, that the lands to be acquired in accordance with Recommendation (a) of Report PW22050 be reduced accordingly and staff be directed to obtain a reference plan describing the portion of the Lands to be acquired; and,
- (c) That the Cemeteries Section annual operating budget request of \$15,000 be referred to the 2023 tax operating budget process for consideration; and,

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

SUBJECT: White Brick Church Cemetery (PW22050) (Ward 12) – Page 2 of 7

- (d) That Real Estate and Legal fees estimated at \$2,500 be funded from existing budget under Cemeteries Dept. ID 492001, and be transferred to Dept. ID 812036 (Real Estate – Admin Recovery), Account 59806 in the Planning & Economic Development Department; and,
- (e) That the General Manager of Public Works be authorized and directed to execute all documentation necessary to transfer ownership of the White Brick Church Cemetery, including all assets and the care and maintenance trust fund money of the Cemetery, together with any ancillary documentation required to give effect to the Recommendations in (a), in a form satisfactory to the City Solicitor or their delegate; and,
- (f) That the City Solicitor or their delegate be authorized and directed to take all necessary steps, and execute all necessary documents to complete the transaction, including paying any necessary expenses, amending the closing, due diligence and other dates, and amending and waiving terms and conditions on such terms deemed reasonable; and,
- (g) That the Mayor and City Clerk be authorized and directed to execute all necessary documents respecting the transaction in a form satisfactory to the City Solicitor or their delegate; and,
- (h) That By-law 12-151 being A By-law Respecting the City of Hamilton's Cemeteries, as amended, be further amended to include the White Brick Church Cemetery in Part 2- List of Cemeteries Owned and Operated by Hamilton Municipal Cemeteries following transfer of ownership and operations of the Cemetery to the City of Hamilton.

EXECUTIVE SUMMARY

The Bereavement Authority of Ontario (BAO) is the delegated authority that administers provisions of the Funeral, Burial and Cremation Services Act, 2002 (FBCSA) on behalf of the Ministry of Government and Consumer Services (MGCS). The FBCSA and associated Ontario Regulations, specifically Ontario Regulation 30/11, provides that an abandoned Cemetery become the responsibility of the local municipality. A municipality may voluntarily accept the transfer of responsibility for a Cemetery, together with a transfer of the land on which the Cemetery is situated. Alternatively, the municipality/Crown, the Registrar or the owner/operator of the Cemetery may apply to the Ontario Superior Court of Justice for an order of abandonment, which results in the municipality being required to take ownership and care responsibilities for the Cemetery.

Cemeteries staff understand that the City of Hamilton (City) can voluntarily accept White Brick Church Cemetery, shown in Appendix "A" attached to Report PW22050. If the City

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: White Brick Church Cemetery (PW22050) (Ward 12) – Page 3 of 7

does not accept it voluntarily, the staff at MGCS have indicated that they will file a court order to declare the Cemetery abandoned, in which case the City will be required to accept the Cemetery per the legislation. The voluntary acceptance is the least costly of the options that will result in the same outcome. Therefore, Recommendation (a) of Report PW22050 directs staff to voluntarily accept the Cemetery to avoid the additional costs associated with the legal proceedings.

Legislatively, the City is only required to accept the cemetery burial land area. The church located on the property is still actively used and it is not the desire of the staff to acquire the building. Cemetery and Real Estate staff will work with the MGCS and current land owners to establish a new property boundary for the transfer of the cemetery lands only to City ownership. Recommendation (b) of Report PW22050 provides staff with the flexibility to adjust the property boundary once formal discussions begin with MGCS and the land owner.

Alternatives for Consideration – See Page 6**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: The Parks and Cemeteries Section, Environmental Services Division will require a budget increase in the amount of \$15,000 in the annual operating budget, to be referred to the 2023 operating budget. This newly acquired Cemetery site will require regular grounds maintenance consistent with all other City owned Cemeteries. This budget impact is estimated based on current cemeteries in similar size. The Cemetery has a care and maintenance fund, with a value of \$6,000 as of 2022 and this will be required to be turned over to the City and added to the City's current Care and Maintenance trust fund.

Real Estate and Legal fees, estimated at \$2,500, are required to fund the necessary work to transfer ownership. There are existing funds available in Cemeteries Dept. ID 492001, to be transferred to Dept. ID 812036.

Staffing: There are no staffing implications associated with the recommendation in this report. The existing staff complement is anticipated to be capable of maintaining this additional Cemetery.

Legal: Legal Services will be required to assist in the preparation of the documentation required to complete the transfer as contemplated in Report PW22050 and prepare the necessary amendment to By-law 12-151.

SUBJECT: White Brick Church Cemetery (PW22050) (Ward 12) – Page 4 of 7

HISTORICAL BACKGROUND

On November 26, 2021, City Cemetery staff received a letter from Mr. Michael D’Mello, Deputy Registrar of the BAO, advising that White Brick Church Cemetery (the Cemetery), which is located within the geographical boundaries of the City, is no longer being maintained to an acceptable standard. Parks and Cemeteries staff were requested to visit or contact the Cemetery owner/operator to discuss the condition, operations and care of the Cemetery.

On December 14th, 2021, Parks and Cemeteries staff were able to locate the Cemetery owners/operators and provided their contact information to the BAO to further discuss their compliance with the applicable legislation.

On January 5th, 2021, John Perrotta, Cemetery Superintendent received a telephone call from Mr. Michael D’Mello, requesting that the City voluntarily take over the operation of the Cemetery. The current owners/operators have agreed that they can no longer maintain the Cemetery grounds and are willing to transfer the Cemetery, including all assets, Cemetery records and care and maintenance trust fund money, to the City.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The *Funeral, Burial and Cremation Services Act, 2002* and Regulations made thereunder establish a process for the declaration of a Cemetery as abandoned. This legislation applies to cemetery lands only, and the City would not be obligated to accept the church that is part of the land parcel as shown in Appendix “A” attached to Report PW22050.

RELEVANT CONSULTATION

Corporate Services Department - Legal and Risk Management Services Division –
 Legal Services Section
 Planning and Economic Development Department - Economic Development Division -
 Corporate Real Estate Office
 Finance and Corporate Services Department, Financial Planning Administration &
 Policy Division, Finance and Administration Section

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The Burial Authority of Ontario (BAO) has a duty to ensure that all cemeteries in Ontario are appropriately maintained in perpetuity. The 2020 Auditor General of Ontario’s Report – Value for Money Audit, identifies the maintenance and protection of cemeteries as a priority endeavour for the BAO as cemeteries are of heritage significance to the community and the Province.

SUBJECT: White Brick Church Cemetery (PW22050) (Ward 12) – Page 5 of 7

Recommendation 3 under Section 4.2.1 of the Value for Money Audit, referring to Cemetery operators who have not renewed their operating licences, advises that all Cemetery operators that conduct business in Ontario are licensed to do so, and cannot be licensed if they are not operating appropriately. Part of the recommendation states that the BAO “make arrangement with local municipalities to take over those Cemetery operators with expired licenses that cannot be located or are unable to continue managing their cemeteries in perpetuity”.

Where a Cemetery owner cannot be located or is unknown, is unable to maintain the Cemetery, or is not licensed to operate the Cemetery, Section 101.1 of the Funeral, Burial, Cremation Services Act (FBCSA) permits the Crown/local municipality as applicable, the registrar, or the owner/operator of a Cemetery to apply for a declaration that a Cemetery has been abandoned. Upon the making of an application, the Crown/local municipality as applicable is responsible to maintain the Cemetery until the application is disposed of and is also responsible for the costs (included a survey) associated with the application unless the owner has made the application and the court refuses to declare the Cemetery abandoned. Where the court makes an order declaring that a Cemetery is abandoned, the Crown/local municipality as applicable becomes the owner of the Cemetery (with all the rights and obligations in respect of the Cemetery and the assets, trust funds and trust accounts related to it that the previous owner or operator had) upon registration of the order in the appropriate land registry office.

If the City does not voluntarily accept the ownership and operation of the Cemetery, it is staff's understanding that the MGCS will initiate the abandonment process, where an order of abandonment is sought through the Ontario Superior Court of Justice. Where satisfied that the circumstances justifying an Order have been established, a Judge must declare the Cemetery abandoned. Where the Cemetery is declared abandoned, the cost of the application for abandonment (including any survey required) are the responsibility of the municipality. The approximate cost of the application is \$18,000 to \$20,000. In addition to the above, the City will also be responsible for the maintenance of the Cemetery until the application is disposed of. As the current owners/operators have advised the BAO they can no longer maintain the Cemetery, it is anticipated that, upon an application to the court, a Judge would make an order declaring the Cemetery to be abandoned. A voluntarily acceptance of the Cemetery will avoid unnecessary costs associated with an application of abandonment to the Ontario Superior Court of Justice.

The BAO has advised that the Cemetery had a care and maintenance fund of \$22,060.27 as of 2020. The City has been informed by the BAO that the current owners/operators of the Cemetery have purchased grass maintenance equipment in the amount of approximately \$16,000 with these care and maintenance funds, and therefore, the remaining balance of the care and maintenance fund is approximately \$6,000. The exact amount has not been confirmed by the BAO. As part of the transfer of this Cemetery to the City, the balance of these funds and equipment will be

SUBJECT: White Brick Church Cemetery (PW22050) (Ward 12) – Page 6 of 7

transferred to the existing City care and maintenance trust fund to assist in offsetting any shortfalls in the annual operating budget. While the \$6,000 would contribute to funding the maintenance of the Cemetery, it is not a sufficient amount for the level of care required and expected for City owned cemeteries, therefore staff will be submitting an operating budget increase to be considered as part of the 2023 Operating Budget process.

The BAO has listed the Cemetery as active, meaning the Cemetery operator has, since January 1, 1995, sold interment rights, conducted burials and has unexercised interment rights. The City will have an opportunity to generate revenue while performing burials for existing interment rights, as well as the sale of available interment rights and associated Cemetery supplies and services. It is unknown if the potential annual revenues will offset the annual operating costs of the Cemetery. Staff also do not yet know how many unsold lots are available at this Cemetery.

Voluntarily accepting the Cemetery would require City staff to work with the current owners/operations and negotiate the transfer of the Cemetery to the City.

ALTERNATIVES FOR CONSIDERATION

If Council does not direct staff to voluntarily accept ownership of the Cemetery, the BAO will refer the file to the MGCS to file an application of abandonment. The Ontario Superior Court of Justice will determine if the Cemetery should be deemed an abandoned Cemetery.

Financial: If the Cemetery is deemed abandoned, the City will incur costs for the application of abandonment in the approximate amount of \$18,000 to \$20,000. Operating impacts include an increase of \$15,000 in the annual operating base budget, beginning in 2023, in order to maintain the Cemetery to current City maintenance standards. Real Estate and Legal fees are estimated at \$2,500 and will be transferred to Dept. ID 812036.

If the Cemetery is not declared to be an abandoned Cemetery, there will be no financial impact on the City; however, the City will be responsible for maintenance of the Cemetery until the application is finally disposed of.

Staffing: There are no staffing implications associated with the recommendation in this report. If the Cemetery is deemed abandoned, the existing staff complement is anticipated to be capable of maintaining this additional Cemetery.

Legal: There are no legal implications associated with this alternative. However, if the Cemetery is deemed abandoned, Legal Services will be required to gather information for the Superior Court of Justice, participate in hearings and communications as required, assist in the preparation of the

SUBJECT: White Brick Church Cemetery (PW22050) (Ward 12) – Page 7 of 7

documentation required to complete the transfer as contemplated herein and prepare the necessary amendment to By-law 12-151, as amended.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Culture and Diversity

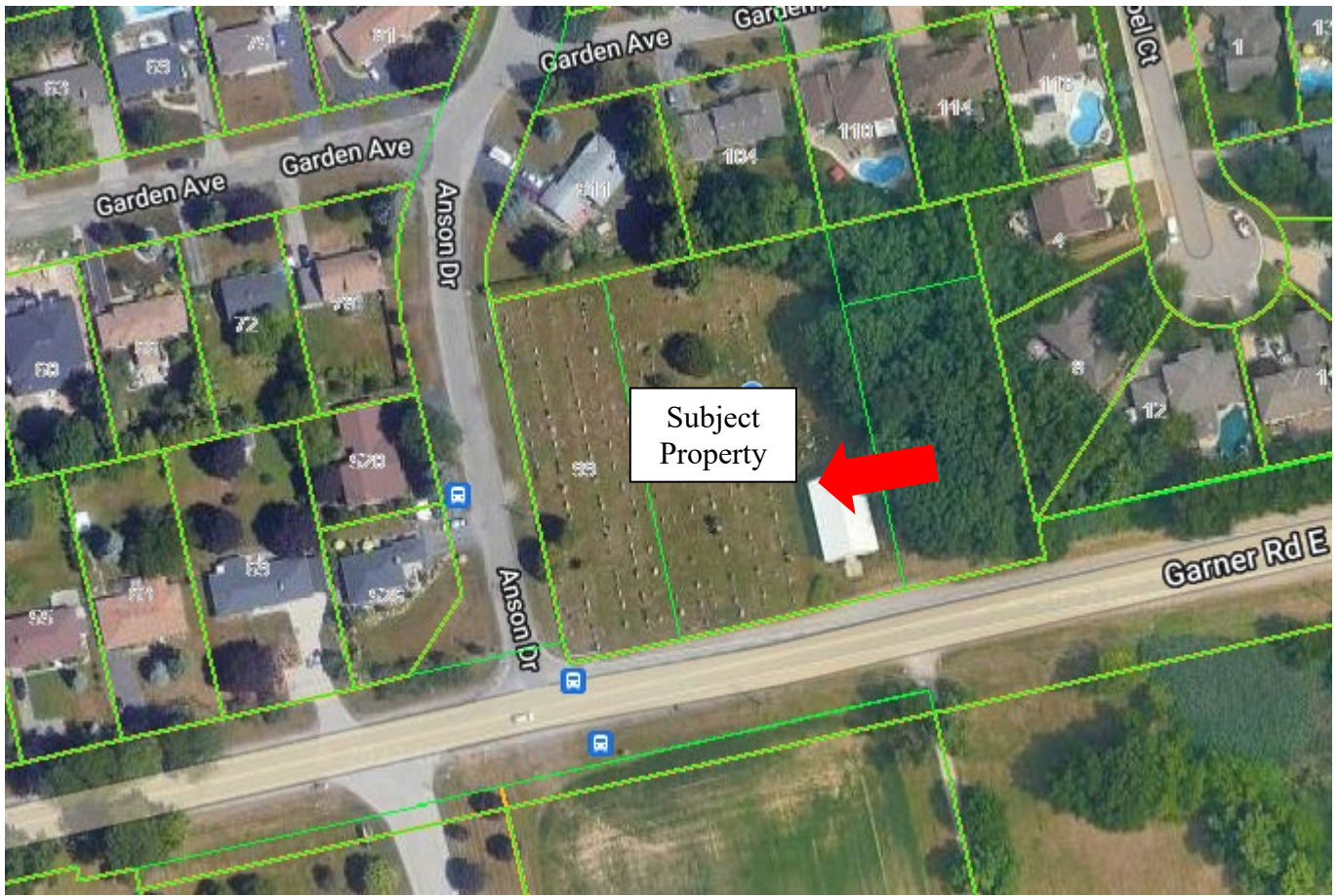
Hamilton is a thriving, vibrant place for arts, culture, and heritage where diversity and inclusivity are embraced and celebrated.

Our People and Performance

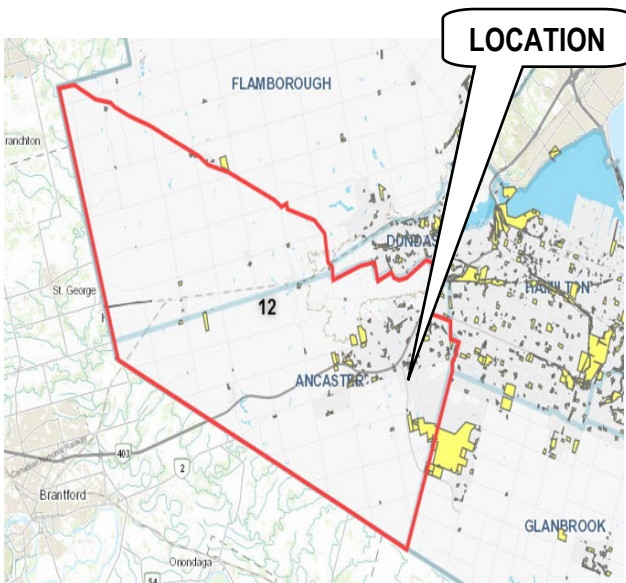
Hamiltonians have a high level of trust and confidence in their City government.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” attached to Report PW22050 - Map of White Brick Church Cemetery



KEY MAP



LOCATION PLAN

99 Garner Road East
White Brick Church Cemetery
CITY OF HAMILTON
Real Estate, Planning and Development

LEGEND



SUBJECT LAND


SCALE
NOT TO SCALE

DATE
2022-05-24



Hamilton

CITIZEN COMMITTEE REPORT

To:	Chair and Members Public Works Committee
From:	Councillor Maria Pearson (Chair) Waste Management Advisory Committee 
Date:	June 13, 2022
Re:	Waste Management Advisory Committee Terms of Reference

Recommendation:

That the revised Waste Management Advisory Committee (“WMAC”) Terms of Reference, attached as Appendix “A”, be approved.

Background:

The City’s Volunteer Advisory Committees are required to review their Terms of Reference and recommend necessary amendments to their respective Standing Committee. The Waste Management Advisory Committee Terms of Reference (TOR) was previously amended in 2018. Since that time, there have been a few changes respecting the WMAC’s responsibilities and administrative support.

Analysis/Rationale:

The WMAC recommends that their TOR is updated as the result of the following changes concerning their activities and administrative support:

- WMAC activities - In December 2020, the City approved the 2020 Solid Waste Management Master Plan (SWMMP) Action Items. The WMAC will be involved with providing input on the implementation of the 2020 SWMMP Action Items.
- Support Services - In July 2021, the Waste Management Division was established as a new Division within the Public Works Department. The WMAC’s support services will be provided by the Waste Management Division since the WMAC’s mandate aligns with the Division’s planning and operational responsibilities.

The following updates and changes are recommended for the Terms of Reference:

- TOR Item 1.2 - The Statement of Purpose shall be amended to include the WMAC's role in supporting the 2020 Solid Waste Management Master Plan (SWMMP) Action Items.
- TOR Item 3.1 and 3.2 - The Support Services for the WMAC shall be provided by the Waste Management Division.

The recommended changes for the TOR was reviewed and approved by motion at the WMAC's meeting held on March 31, 2022.

Appendices:

Appendix A – Waste Management Advisory Committee Terms of Reference



Hamilton

TERMS OF REFERENCE

Waste Management Advisory Committee

1. INTRODUCTION

1.1 Committee Name

Waste Management Advisory Committee (WMAC)

1.2 Statement of Purpose

To assist the City of Hamilton with the implementation of the 2012 Solid Waste Management Master Plan (SWMMP), 2020 SWMMP Action Items, and to discuss / make recommendations on other solid waste management initiatives.

1.3 Committee Mandate

The mandate of the Waste Management Advisory Committee shall be to:

- a) Give overall guidance and direction during the implementation and maintenance of the City's long-term Solid Waste Management Master Plan,
- b) Give overall guidance and direction during the preparation and implementation of other solid waste management initiatives; and
- c) Advise Council through the Public Works Committee of the progress and to receive feedback, advice and direction, as appropriate.

1.4 Accountability

- a) WMAC is a Volunteer Committee that advises Council through the Public Works Committee.
- b) Members of the WMAC are responsible for complying with the Procedural By-law and the Advisory Committee Handbook.

APPENDIX A**Citizen Advisory Report – Waste Management Advisory Committee****2. COMMITTEE STRUCTURE****2.1 Membership**

The Waste Management Advisory Committee shall be comprised of up to five (5) members, as follows:

- a) Up to three members of City Council; and
- b) Two citizen members.

2.2 Attendance and Vacancies

If a member is absent for three (3) meetings in a calendar year without approval from the WMAC, the member may be subject to replacement.

2.3 Term of Office

The membership term will coincide with the term of Council or until such time as successors are appointed by Council.

2.4 Representation

Quorum shall be 50% plus one, of the appointed Committee membership.

3. SUPPORT SERVICES

3.1 The City's Waste Management Division shall provide for the administrative costs of operating the Waste Management Advisory Committee, including the cost of meeting places and clerical support services.

3.2 The City's Waste Management Division shall provide the Waste Management Advisory Committee with reasonable access to the City's consultants and facility operators.

4. MEETINGS

4.1 The Waste Management Advisory Committee shall meet bi-monthly or at the call of the chair.



CITIZEN COMMITTEE REPORT

To:	Public Works Committee
From:	Hamilton Cycling Advisory Committee <u>Chris Ritsma</u> Chris Ritsma, Chair
Date:	June 13, 2022
Re:	Hamilton Cycling Committee - Terms of Reference and Roles, Responsibilities and Expectations

Recommendation

- (a) That the Hamilton Cycling Committee Terms of Reference be approved, and;
- (b) That the Hamilton Cycling Committee Roles, Responsibilities and Expectations be approved.

Background

At its May 5, 2022 meeting, the Hamilton Cycling Committee reviewed and discussed changes to the existing Terms of Reference and Roles, Responsibilities and Expectations of New Committee Members. As a result, the committee passed the following two motions:

- i. That the Hamilton Cycling Committee Detailed Roles, Responsibilities and Expectations of New Members, be approved and included in a future Committee Citizen Report, that will be presented to the Cycling Committee at the June meeting.
- ii. That the Hamilton Cycling Committee Terms of Reference, be approved and included in a future Committee Citizen Report, that will be presented to the Cycling Committee at the June meeting.

Analysis/Rationale

Recommendations within Report No: CM 15007 - Review of City of Hamilton's Advisory Committees (CM15007) (City Wide) include:

- That all established Advisory Committees prepare prior to the end of each term of Council a detailed Roles, Responsibilities and Expectations of New Members, to be available to potential applicants during the recruitment process

- That all established Advisory Committees review their Committee's Terms of Reference and Mandate, on an annual basis, recommending necessary amendments to their respective Standing Committees

Signature: 
Chris Ritsma (Jun 7, 2022 13:09 EDT)

Email: chrisritsma@gmail.com

HAMILTON CYCLING COMMITTEE TERMS OF REFERENCE

Committee Type:	Advisory Committee	Reports To:	Public Works Committee
Meeting Schedule:	1st Tuesday of each month from 5:45 to 7:45 p.m.	Composition:	2 Members of Council Up to 15 members of the public
Duration:	4 years, aligning with the term of Council		

COMMITTEE PURPOSE

The Hamilton Cycling Committee (HCC) advises City Council on:

- a. all matters related to cycling and micro-mobility
- b. monitors the implementation of the Hamilton Cycling Master Plan
- c. encourages and participates in planning for bicycling and micro-mobility facilities
- d. encourages citizens to cycle instead of drive
- e. educates the public about the benefits and necessities of cycling
- f. integrates the work of area municipal bicycle and active transportation committees

COMMITTEE GOALS

- a. Monitor and support progress in implementing the Cycling Master Plan
- b. Ensure community input on specific details associated with implementing the Cycling Master Plan
- c. Ensure that cycling needs are emphasized in all transportation related decisions
- d. Encourage legislation and policy changes that are supportive of cycling and sustainable mobility
- e. Promote cycling and micro-mobility for transportation and recreation through relevant events
- f. Educate the public on the benefits, necessities, and safety aspects of cycling
- g. Assist in establishing secure, adequate bicycle and scooter parking facilities
- h. Represent the cycling community at City of Hamilton sponsored functions/events
- i. Encourage the formation of, and liaise with other municipal cycling and active transportation committees
- j. Foster a mutual respect between cyclists and other road users

MEMBERSHIP

- a. The Hamilton Cycling Committee is comprised of up to 15 citizens members
- b. All members shall
 - i. Serve a 4 year term, coinciding with the term of Council
 - ii. Reside in the City of Hamilton
 - iii. Have a demonstrated interest in cycling and/or micro-mobility issues
- c. It is desirable (although not required) for the committee to include:
 - i. one member from each of the City wards

- ii. A representative from the bicycle and/or micro-mobility retail industry
- iii. at least one member who primarily travels by scooter when using cycling infrastructure
- iv. diversity in cycling skill levels
- v. Representation of the groups identified within the City of Hamilton's Equity, Diversity and Inclusion framework:
 - Indigenous peoples
 - LGBTQ2S+
 - Immigrants
 - Person with Disabilities
 - Persons living in Poverty
 - Racialized People
 - Rural Residents
 - Women
 - Youth
 - Older Adults
- d. All applicants must complete an application form available from the City and be subject to an interview by a Selection Sub-committee. Vacancies will be advertised when appropriate and the Selection Sub-committee will recommend candidates to City Council.
- e. Members who are absent (or not represented by an alternate) for 3 consecutive meetings (without advanced notification) may be removed from the committee.
- f. A chair and vice-chair will be appointed by the voting membership of the committee.

MEMBER RESPONSIBILITIES

- a. Voting members are expected to commit a minimum of 6 hours per month to committee meetings and projects
- b. Members must choose to work on at least one project during their term
- c. Members are encouraged to create a bicycle users' group, or trip reduction program at their place of employment
- d. Participate in committee public events
- e. Contribute to cycling newsletter(s) and social media campaigns
- f. Represent the committee at public meetings and/or media events.
- g. It is the member's responsibility to read agendas and minutes prior to meetings and to keep themselves well informed of committee projects.
- h. To liaise with City Councillors to keep them informed of committee projects.

STAFF SUPPORTS

- a. A representative from the City of Hamilton's Transportation Planning and Parking Department shall be the staff liaison to the committee
- b. Staff liaison will be responsible for posting (online) and distributing agendas and minutes for each meeting
- c. Representatives from other City Departments, may be called upon, as required

MEETINGS

- a. Held monthly, typically the first Tuesday of each month
- b. 12 meetings each year, unless the committee votes to eliminate a specific (i.e. December) monthly meeting
- c. All meetings are open to the public and/or media
- d. Joint meetings with surrounding municipal cycling and active transportation committees, can constitute a standard committee meeting
- e. Quorum must be achieved for a formal meeting to occur and be recorded; quorum is 50% of the current membership plus one (ex. 15 members - 8 quorum)

REPORTING

- a. The Hamilton Cycling Committee shall report to Public Works Committee

**Hamilton Cycling Committee
Committee Recruitment 2022 - 2026
Detailed Roles, Responsibilities and Expectations of New Members**

Committee Mandate:

The Hamilton Cycling Committee advises City Council on:

- a. All matters related to cycling and micro-mobility
- b. Monitors the implementation of the Hamilton Cycling Master Plan
- c. Encourages and participates in planning for bicycling and micro-mobility facilities
- d. Encourages citizens to cycle instead of drive
- e. Educates the public about the benefits and necessities of cycling
- f. Integrates the work of area municipal bicycle and active transportation committees

Committee Member Roles and Expectations:

The members of the Hamilton Cycling Committee responsibilities include, but are not limited to the following:

- a. Attend and actively participate in committee meetings
- b. Demonstrate leadership in action through participation in events and activities
- c. Commit a minimum of six (6) hours per month to Hamilton Cycling Committee outreach, research, and educational opportunities outside of meetings
- d. Form working groups, from within the Hamilton Cycling Committee membership, to deal with specific issues as they arise
- e. Examine and advise on issues brought forward by members of the community including businesses, residents, education sector, local organizations, and special interest groups
- f. Provide input and advice to Council and City staff on the implementation of the Cycling Master Plan and other cycling and/or micro-mobility programs
- g. Act as cycling and micro-mobility ambassadors, participate in cycling and/or micro-mobility related events in Hamilton and represent the Hamilton Cycling Committee at public meetings
- h. Read agendas and minutes prior to meetings and keep themselves well informed of committee projects
- i. Members are expected to liaise with City Councillors to keep them informed of Hamilton Cycling Committee projects

Committee Goals:

- a. Review progress in implementing the Cycling Master Plan and to take action to influence progress if necessary
- b. Ensure community input on specific details associated with implementing the Cycling Master Plan
- c. Ensure that cycling and micro-mobility needs are emphasized in all transportation related decisions
- d. Encourage legislation and policy changes that are supportive of cycling and micro-mobility
- e. Promote cycling for transportation and recreation through relevant events
- f. Educate the public on benefits, necessities, and safety aspects of cycling
- g. Assist in establishing secure, adequate bicycle parking facilities
- h. Represent the cycling and scooter community at City of Hamilton sponsored functions/events
- i. Foster a mutual respect between cyclists and other road users

Membership Composition

- a. The Hamilton Cycling Committee comprised of two (2) members of Council and up to 15 citizen members. Committee members will serve a four (4) year term, to coincide with the term of Council. Meetings are typically held between 5:45 p.m. - 7:45 p.m. on the 1st Tuesday of each month, or at the call of the chair
- b. Committee members shall:
 - i. Be available to attend 8-11 formal meetings each year
 - ii. Participate in working group meetings as needed
 - iii. Fulfil the member roles outlined above
 - iv. Members who are absent for three (3) consecutive meetings, without advanced notification, could and/or may be asked to resign from the Committee
- c. A Chair and Vice-Chair will be elected and/or appointed by the voting membership of the committee
- d. All applicants must complete an application form available from the City and be subject to an interview by a Selection Sub-committee. Vacancies will be advertised when appropriate and the Selection Sub-committee will recommend candidates to City Council, through Public Works Committee.

Committee Leadership

The various positions within the Committee and the specific responsibilities associated with each are as follows:

- a. **Committee Chair:** plays a leadership role in planning and coordinating the committee's work. The Chair is responsible for maintaining order and decorum during meetings and generally ensuring that the committee work proceeds smoothly in conjunction with the committee's work plan. Elected by the committee members, the Chair shall:
 - i. Preside at committee meetings and make sure meetings run smoothly by establishing meeting guidelines, involving all Committee members in discussions and resolving conflicts
 - ii. With the Vice Chair and the Staff Liaison, assist with the preparation of meeting agendas and familiarize themselves with agenda items prior to each meeting
 - iii. Ensure the Committee complies with procedural By-laws and operational policies
 - iv. Maintain contact with working groups, helping them to stay on track and monitoring whether they need any additional support to accomplish their assigned goals
 - v. Build a sense of collaboration, creativity, and team ownership between Committee members
 - vi. Represent the HATC at public functions

- b. **Vice Chair**
 - i. Support the Chair in the responsibilities and activities listed above
 - ii. With the Chair and Staff Liaison, assist with the preparation of meeting agendas and familiarize themselves with agenda items prior to each meeting;
 - iii. In the absence of the Chair at Committee meetings or events, the Vice Chair will fulfill the obligations and responsibilities of the Chair.

- c. **Staff Liaison:** A City of Hamilton staff member will be assigned to support the ongoing functions of the Hamilton Cycling Committee and will:
 - i. Record decisions and other proceedings at each meeting without note or comment
 - ii. Keep an accurate set of minutes for each meeting
 - iii. Keep an up-to-date membership/contact list
 - iv. Distribute minutes and agendas to members and notifying them of upcoming meetings

Page 4 of 5

- v. Assisting the Chair and Vice Chair with preparing the agenda, providing advice on meeting procedure, reference materials and information retrieved from the records
- vi. Coordinate, develop and deliver the Orientation Session for Committee members at the beginning of the term
- vii. Provide technical advice from the Planning and Economic Development department and the Public Works department for the preparation of discussion materials, reports, correspondence, etc.
- viii. Arrange for presentations from City staff, community members or external stakeholders on topics related to active transportation initiatives
- ix. Submit the committee's meeting minutes, reports, correspondence, etc. to the Director of Transportation Planning and Parking prior to finalization for review
- x. Liaise with all City staff for advice and information required by the committee, including procedural advice from Legislative Coordinator in the Office of the City Clerk
- xi. Arrange for printing of agendas, minutes, reference material and distribution required by the Committee
- xii. Arrange for the booking of the meeting room
- xiii. Coordinate the annual review of the Committee's Terms of Reference, Roles and Responsibilities and the committee's work plan
- xiv. Arrange for parking passes and bike parking access, if required
- xv. Forward notices of resignation to the Legislative Coordinator for inclusion in the appropriate Public Works Committee agenda.

Qualifications

Members of the Hamilton Cycling Committee are expected to possess the following qualifications, experience, and abilities to be selected to the Hamilton Cycling Committee:

- a. An interest, passion, or desire to learn about:
 - i. cycling and/or micro-mobility in Hamilton
 - ii. cycling or micro-mobility as a mode of transportation
 - iii. environmental sustainability
 - iv. placemaking
 - v. municipal innovation
- b. Demonstrated tact, diplomacy and a commitment to reducing barriers to participation, access or inclusion on the basis of race, ethnicity, ancestry, citizenship/immigration status, country of origin, religion, gender, sexual or gender orientation, ability, health status, receipt of public assistance, political affiliation, record of offences, level of literacy, mental health status, age,

socio-economic class, type of housing, neighbourhood of residence, language, family status, or any other personal characteristics.

- c. Shall reside in the City of Hamilton and have an interest in cycling or scooter issues. It is preferable to have at least one member residing in each ward and that the committee as a whole reflect the diversity of the City of Hamilton on the basis described in point B above

CITY OF HAMILTON

MOTION

Public Works Committee: June 13, 2022

MOVED BY COUNCILLOR T. JACKSON.....

SECONDED BY COUNCILLOR

Installation of Additional Transit Shelters (Ward 6)

WHEREAS, there is interest from Ward 6 Residents in continuing to have additional transit shelters installed at bus stops within the ward that currently do not have transit shelters;

WHEREAS, the Transit Division maintains a shelter request inventory and evaluates requested locations against a warrant scoring system;

WHEREAS, the Transit Division has determined that there are four outstanding locations within Ward 6 that have been deemed as feasible shelter locations based on scoring criteria; and

WHEREAS, the Transit Division will be prioritizing the use of Capital funding within the annual transit shelter and bus stop expansion programs from 2022 to 2024 to fund the upgrade and installation of bus stop pads to comply with the *Accessibility for Ontarians with Disabilities Act's* standards, with minimal investment going towards increasing the city-wide shelter inventory.

THEREFORE, BE IT RESOLVED:

- (a) That staff be directed to install transit shelters, with construction to begin in 2022 and installation to be completed no later than 2023, at a cost of no more than \$60,000, to be funded from the Ward 6 Area Rating Reserve (108059), at the following intersections:
 - (i) Stonechurch Road and Pritchard Road on the Northwest and Southwest corners;
 - (ii) Stonechurch Road and Nebo Road on the Northeast corner; and
 - (iii) Rymal Road and Pritchard Road on the Southwest corner.

- (b) That \$5,500 for the annual asset maintenance and repair of the four additional shelters be included in the Public Works Department, Transit Division's 2023 annual base Operating Budget; and
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

CITY OF HAMILTON

MOTION

Public Works Committee: June 13, 2022

MOVED BY COUNCILLOR T. WHITEHEAD.....

SECONDED BY COUNCILLOR.....

Improvements to the Outdoor Fitness Area at Carpenter Park, 145 Eagleglen Way, Hamilton (Ward 14)

WHEREAS, Carpenter Park, 145 Eagleglen Way, Hamilton, has outdoor fitness assets to serve the community’s recreation needs; and

WHEREAS, improving the existing safety surfacing of the fitness area from wood fibre to rubber surfacing would improve accessibility for residents.

THEREFORE, BE IT RESOLVED:

- (a) That safety surfacing improvements be made to the existing outdoor fitness area at Carpenter Park, 145 Eagleglen Way, Hamilton, and be funded from the Ward 14 Special Capital Re-Investment Reserve Fund (#108064) at an upset limit, including contingency, not to exceed \$75,000; and
- (b) That the Mayor and City Clerk be authorized and directed and execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

* Greg Brown + Raeanna Berry Organizers of Petition!



CITY OF HAMILTON - PETITION

I, THE UNDERSIGNED, SUPPORT THE INSTALLATION OF SPEED CUSHIONS ON EAGLEWOOD DRIVE, BETWEEN ROYAL VISTA DRIVE AND SINENA AVENUE

NAME (Please Print)	ADDRESS (Please Print)	EMAIL (PROVIDE PHONE # IF NO EMAIL ADDRESS)	SIGNATURE
* GREG Brown	<p>This petition contains 48 signatures.</p> <p>A copy of the petition is available for viewing in the Office of the City Clerk.</p>		
Judy Avery			
ROY DeSOUSA			
JOHN CREARY			
Kevin Conway			
Nicole Kathane			
Tristyn Daughan			
Dennis Morgan			

CITY OF HAMILTON

MOTION

Public Works Committee: June 13, 2022

MOVED BY COUNCILLOR T. JACKSON.....

SECONDED BY COUNCILLOR.....

Installation of Speed Cushions as a Traffic Calming Measure Eaglewood Drive (Ward 6)

WHEREAS, residents on Eaglewood Drive in Ward 6 have advocated for the installation of speed cushions to address roadway safety concerns as a result of speeding; and

WHEREAS, signatures were collected from residents resulting in support by 44 of 48 homes on Eaglewood Drive for 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 two speed cushions as a traffic calming measure on Eaglewood Drive between Royal Vista Drive and Sinena Avenue as part of the 2022 Traffic Calming Program’s fall application;
- (b) That all costs associated with the installation of two speed cushions as a traffic calming measure on Eaglewood Drive be funded the Ward 6 Capital Re-Investment Reserve Fund (#108056) at an upset limit, including contingency, not to exceed \$14,000.
- (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.

11.4

CITY OF HAMILTON

MOTION

Public Works Committee: June 13, 2022

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

SECONDED BY COUNCILLOR

Installation of Two Dynamic Speed Signs on Dundurn Street North (Ward 1)

WHEREAS, the City of Hamilton is committed to creating safe neighborhoods and vibrant communities through the Vision Zero Action Plan; and

WHEREAS, ensuring the safety of both pedestrians and motorists is a priority.

THEREFORE, BE IT RESOLVED:

- (a) That staff be directed to purchase two Dynamic Speed Signs to be permanently installed on Dundurn Street North; and
- (b) That all costs associated with the purchase and installation two Dynamic Speed Signs on Dundurn Street North be funded from the Ward 1 Capital Re-Investment Reserve (#108051) at an upset limit, including contingency, not to exceed \$20,000.

CITY OF HAMILTON

MOTION

Public Works Committee: June 13, 2022

MOVED BY COUNCILLOR N. NANN.....

SECONDED BY COUNCILLOR

Expansion of the Legal Street Art Wall at Woodlands Park for the Concrete Canvas Street Art Festival (Ward 3)

WHEREAS, Woodlands Park is located at 501 Barton Street East, Hamilton, Ward 3;

WHEREAS, the Woodlands Park Legal Street Art Wall was piloted in September 2019 with the support of the Concrete Canvas Festival as part of the City’s Graffiti Strategy;

WHEREAS, the Woodlands Park Legal Street Art Wall has been successful in deterring ‘tagging’ in the area and providing an opportunity for aspiring muralists to practice their art in a safe, creative, and educational space;

WHEREAS, the Concrete Canvas Street Art Festival, a multi-day street art festival at which local and internationally acclaimed artists alike create murals across Hamilton, will take place July 18-24, 2022, in collaboration with the City of Hamilton; and

WHEREAS, the Concrete Canvas Street Art Festival has requested an expansion of the Legal Street Art Wall in the east end of Woodlands Park near Myler Street and Sanford Avenue to be launched as part of their 2022 Festival event in Woodlands Park to provide opportunities for young local artists who can be mentored and inspired by local and internally acclaimed artists as part of the Concrete Canvas Street Art Festival.

THEREFORE, BE IT RESOLVED:

- (a) That a contribution of \$25,000 be made for the purpose of expanding the Legal Street Art Wall in the east end of Woodlands Park near Myler Street and Sanford Avenue in Ward 3, for the Concrete Canvas Street Art Festival, as follows:
 - (i) \$20,000 from the 2022 Ward 3 Area Rating Discretionary Fund (3301909300); and
 - (ii) \$5,000 from the Ward 3 Cellular Tower & Ward-Specific Non-Property Tax Revenues Account (3301609603).

- (b) That the Mayor and City Clerk be authorized and directed to approve and execute any and 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: June 13, 2022

MOVED BY COUNCILLOR E. PAULS.....

SECONDED BY COUNCILLOR

Installation of a Speed Cushion as a Traffic Calming Measure on East 26th Street (Ward 7)

WHEREAS, residents on East 26th Street in Ward 7 have advocated for the installation of a speed cushion to address roadway safety concerns as a result of speeding; and

WHEREAS, signatures were collected from residents resulting in support by 11 of 23 homes on East 26th Street for the installation of a speed cushion as a traffic calming measure.

THEREFORE, BE IT RESOLVED:

- (a) That Transportation and Operations Maintenance staff be authorized and directed to install one speed cushion as a traffic calming measure on East 26th Street between Queensdale Avenue East and Crockett Street as part of the 2022 Traffic Calming Program’s fall application;
- (b) That all costs associated with the installation of one speed cushion on East 26th Street between Queensdale Avenue East and Crockett Street be funded from the Ward 7 Capital Re-Investment Reserve (#108057), to be completed under contract # C15-12-22 at an upset limit, including contingency, not to exceed \$7,000; 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.