



City of Hamilton

PUBLIC WORKS COMMITTEE REVISED

Meeting #: 23-005
Date: April 17, 2023
Time: 1:30 p.m.
Location: Council Chambers
Hamilton City Hall
71 Main Street West

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

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- 7.2 Delegation Requests respecting how the City of Hamilton can Make the Hamilton Street Railway (HSR) Frequent, Electric and Free (approved April 3, 2023)
 - a. Edward Reece, Council of Canadians, Hamilton Chapter
 - b. Jason Hindle, Hamilton 350
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14. GENERAL INFORMATION / OTHER BUSINESS

14.1 Amendments to the Outstanding Business List

a. Items Considered Complete and Needing to be Removed:

- a. Antonio Gallo, Gallo Ice Cream Retail, respecting Ice Cream Vendor Operation at Confederation Park

Addressed as Item 9.3 (PW23027) (on today's agenda)

Item on OBL: ACN

- b. Annual Expenses for Litter Collection Outside of Regularly Scheduled Waste Management Efforts

Addressed as Item 9.4 (PW23028) (on today's agenda)

Item on OBL: ADH

b. Items Requiring a New Due Date:

- a. Results of Parks Security Patrol Pilot Program

Item on OBL: ABG

Current Due Date: Q1 2023

Proposed New Due Date: May 29, 2023

- b. Security Report on Theft and Vandalism Prevention in City-Owned Spaces - Results of 2-Year Pilot Program

Item on OBL: ADC

Current Due Date: May 1, 2023

Proposed New Due Date: May 29, 2023

15. PRIVATE AND CONFIDENTIAL

16. ADJOURNMENT

4.1



**PUBLIC WORKS COMMITTEE
MINUTES 23-004**

1:30 p.m.

Monday, April 3, 2023

Council Chambers

Hamilton City Hall

71 Main Street West

Present: Councillors N. Nann (Chair), E. Pauls (Vice-Chair), J. Beattie, C. Cassar, J. P. Danko, M. Francis, T. Jackson, C. Kroetsch, T. McMeekin, M. Spadafora, A. Wilson, M. Wilson

Also Present: Councillor T. Hwang

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. Hamilton Street Railway (HSR) Public Safety Update (PW23025) (City Wide) (Item 9.1)

(Jackson/Cassar)

That Report PW23025, respecting Hamilton Street Railway (HSR) Public Safety Update, be received.

Result: MOTION, CARRIED by a vote of 11 to 0, as follows:

Yes - Ward 1 Councillor Maureen Wilson
 Yes - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Yes - Ward 5 Councillor Matt Francis
 Not Present - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

2. Hamilton Street Railway (HSR) Vibration Study (PW23022) (City Wide) (Item 9.2)**(Pauls/McMeekin)**

That Report PW23022, respecting Hamilton Street Railway (HSR) Vibration Study, be received.

Result: MOTION, CARRIED by a vote of 11 to 0, as follows:

Yes - Ward 1 Councillor Maureen Wilson
Yes - Ward 2 Councillor Cameron Kroetsch
Yes - Ward 3 Councillor Nrinder Nann
Not Present - Ward 5 Councillor Matt Francis
Yes - Ward 6 Councillor Tom Jackson
Yes - Ward 7 Councillor Esther Pauls
Yes - Ward 8 Councillor J. P. Danko
Yes - Ward 10 Councillor Jeff Beattie
Yes - Ward 12 Councillor Craig Cassar
Yes - Ward 13 Councillor Alex Wilson
Yes - Ward 14 Councillor Mike Spadafora
Yes - Ward 15 Councillor Ted McMeekin

3. Accessible Transit Services (ATS) Eligibility Audit Management Response Report (PW21055(b)) (City Wide) (Item 9.3)**(Danko/Cassar)**

That Report PW21055(b), respecting Accessible Transit Services (ATS) Eligibility Audit Management Response Report, be received.

Result: MOTION, CARRIED by a vote of 11 to 0, as follows:

Yes - Ward 1 Councillor Maureen Wilson
Yes - Ward 2 Councillor Cameron Kroetsch
Yes - Ward 3 Councillor Nrinder Nann
Not Present - Ward 5 Councillor Matt Francis
Yes - Ward 6 Councillor Tom Jackson
Yes - Ward 7 Councillor Esther Pauls
Yes - Ward 8 Councillor J. P. Danko
Yes - Ward 10 Councillor Jeff Beattie
Yes - Ward 12 Councillor Craig Cassar
Yes - Ward 13 Councillor Alex Wilson
Yes - Ward 14 Councillor Mike Spadafora
Yes - Ward 15 Councillor Ted McMeekin

4. (Re)envision the Hamilton Street Railway – the (re)Designed HSR Network (PW23021) (City Wide) (Item 11.1)**(A. Wilson/Cassar)**

- (a) That the General Manager, Public Works or designate, be directed to seek stakeholder feedback on the concept network through formal public consultation completed by September 30, 2023;
- (b) That the General Manager, Public Works or designate, be directed to review the Council-approved Service Standards considering equity;
- (c) That the General Manager, Public Works or designate, be directed to review the Council-approved Urban Transit Area (UTA) boundary; and
- (d) That the General Manager, Public Works or designate, be directed to report back to Council in Q1 2024 with a new Transit growth plan to include:
 - (i) A phasing and implementation strategy of the concept network.
 - (ii) A financial strategy (capital and operating) for the phasing and implementation of the concept network.
 - (iii) A communications strategy for the phasing and implementation of the concept network.
 - (iv) A ridership and revenue forecast for the concept network at full implementation.
 - (v) Recommendations on any changes or updates to the Service Standards to align with Council's priority for equity, diversity and inclusion and multi-modal accessible transportation.
 - (vi) Recommendations on any changes to the UTA to support transit growth within the current and expanding Urban Boundary to align with Council's priority for integrated growth and development; and
- (e) ***That, through the formal public consultation, the General Manager, Public Works or designate, be directed to solicit feedback respecting the suitability of advertising wraps on HSR vehicle windows and how this may detract from efforts to attract future riders and whether these wraps support efforts to grow ridership and the quality of public transit travel.***

Result: MAIN MOTION, *As Amended*, CARRIED by a vote of 10 to 0, as follows:

Yes - Ward 1 Councillor Maureen Wilson
 Not Present - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

5. myRide Waterdown On-Demand Pilot Review (PW23023) (Ward 15) (Item 11.2)

(McMeekin/A. Wilson)

- (a) That myRide Waterdown on-demand pilot that commenced on September 7, 2021, be considered complete;
- (b) That the hybrid transit service, introduced on November 7, 2022 and currently operating as a combination of fixed route service and myRide on-demand service, continue to operate as the recommended transit solution for Waterdown; and
- (c) That the General Manager, Public Works or designate, be directed to incorporate any future changes to service in Waterdown or any future introductions of on-demand service into the Transit growth plan recommendations.

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

Yes - Ward 1 Councillor Maureen Wilson
 Not Present - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar

Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

6. Hamilton Street Railway (HSR) Fare Policies (PW23024) (City Wide) (Item 11.3)

(A. Wilson/Pauls)

- (a) That the General Manager, Public Works or designate, be directed to implement free fare as a permanent fare concession program for children ages 6-12 who use a PRESTO card, effective May 1, 2023; and
- (b) That the General Manager, Public Works or designate, be directed to seek stakeholder feedback on the Fare Assist Program through public consultation to be completed by May 31, 2023, with a recommendation back to the Public Works Committee.

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

Yes - Ward 1 Councillor Maureen Wilson
 Not Present - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

7. Playground Improvements at Henry & Beatrice Warden Park, 55 Lake Avenue North, Hamilton (Ward 5) (Item 12.1)

(Jackson/Pauls)

WHEREAS, the parks in Ward 5 provide valuable recreation and connectivity opportunities to residents;

WHEREAS, Henry & Beatrice Warden Park is located in the Riverdale West neighbourhood, 55 Lake Avenue North, Hamilton;

WHEREAS, the City of Hamilton's Parks & Cemeteries 2022/2023 Capital Workplan includes replacement and upgrades to the playground equipment; and

WHEREAS, additional funding is needed to replace and relocate the existing swing area.

THEREFORE, BE IT RESOLVED:

- (a) That the design and installation of a replacement swing area, including safety surfacing, at Henry & Beatrice Warden Park, 55 Lake Avenue North, Hamilton, to be funded from the Ward 5 Special Capital Re-Investment Reserve Fund (#108055) to an upset limit of \$32,000, be approved;
- (b) That the General Manager of Public Works 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 related to the design and installation of a replacement swing area, including safety surfacing, at Henry & Beatrice Warden Park, 55 Lake Avenue North, Hamilton.

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

Yes - Ward 1 Councillor Maureen Wilson
 Not Present - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

8. Pathway Improvements at Sam Manson Park, 80 Nash Road North, Hamilton (Ward 5) (Item 12.2)

(Jackson/Spadafora)

WHEREAS, the parks in Ward 5 provide valuable recreation and connectivity opportunities to residents;

WHEREAS, Sam Manson Park, is located in the Kently neighbourhood, 80 Nash Road North, Hamilton; and

WHEREAS, the existing Sam Manson park pathway has deteriorated and would benefit from replacement.

THEREFORE, BE IT RESOLVED:

- (a) That the replacement of the asphalt pathways located in Sam Manson Park, 80 Nash Road North, Hamilton, to be funded from the Ward 5 Special Capital Re-Investment Reserve Fund (#108055) to an upset limit of \$90,000, be approved;
- (b) That the General Manager of Public Works 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 related to the replacement of the asphalt pathways located in Sam Manson Park, 80 Nash Road North, Hamilton.

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

Yes - Ward 1 Councillor Maureen Wilson
 Not Present - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

**9. Ottawa Street South and Maple Avenue Pedestrian Crossing (Wards 3 and 4)
(Item 12.3) (REVISED)**

(Nann/M. Wilson)

WHEREAS, the Ward 3 Complete Streets Report identified areas of concerns and recommendations to provide a safer environment for all road users on neighbourhood roads based on Vision Zero and Complete Streets principles;

WHEREAS, the need for safe pedestrian crossing at Maple Avenue and Ottawa Street South was identified by residents in the Crown Point area as a safety concern hotspot in Ward 3 Complete Streets Report;

WHEREAS, at the top of the hierarchy of need in Vision Zero principles is the child pedestrian;

WHEREAS, many school routes require children, the most vulnerable road users to cross at major arterial roads to get to school and the intersection of Maple

Avenue and Ottawa Street South is an active pathway for children to get to Memorial City School;

WHEREAS, Ottawa Street South is the boundary of Ward 3 and Ward 4 and both offices are prepared to jointly invest in the best technical solution to ensure safe crossing; and

WHEREAS, the Transportation Operations & Maintenance Division completed an assessment of the intersection and determined that an intersection pedestrian signal (IPS) is warranted.

THEREFORE, BE IT RESOLVED:

- (a) That the design and installation of an intersection pedestrian signal at the intersection of Ottawa Street South and Maple Avenue be funded equally from the Ward 3 Capital Re-Investment Reserve #108053 and the Ward 4 Capital Re-Investment Reserve #108054 at an upset limit, including contingency, not to exceed \$200,000; 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 related to the design and installation of an intersection pedestrian signal at the intersection of Ottawa Street South and Maple Avenue.

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

Yes - Ward 1 Councillor Maureen Wilson
 Not Present - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

10. Waste Pickup for Large Community Cleanups (Item 12.4)

(M. Wilson/A. Wilson)

WHEREAS large community park and alleyway cleanups have been coordinated across the City of Hamilton for many years; and

WHEREAS the City does not currently fully support waste pickup for large community cleanups.

THEREFORE, BE IT RESOLVED:

That City staff report back to the May 15, 2023 meeting of the Public Works Committee on what would be needed to ensure that the City can fully support waste pickup for large community cleanups including the need for safety equipment and training.

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

Yes - Ward 1 Councillor Maureen Wilson
 Not Present - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

11. Maintenance and Beautification of Birch Avenue Greenspace and Gardens (Ward 3) (Item 12.5)

(Nann/Jackson)

WHEREAS, local residents have put time, money and effort into beautifying the Birch Avenue Greenspace over the past number of years;

WHEREAS, this has become a beautiful space to welcome folks to Hamilton who enter the City along Birch Avenue, coming south from Burlington Street East;

WHEREAS, the Birch Avenue Greenspace has become a gathering space and point of pride for local community;

WHEREAS, the GALA Planning Committee has identified individuals willing to provide maintenance to the Birch Avenue Greenspace at a paid rate for the 2023 growing season; and

WHEREAS, Kiwanis is willing to provide funding to the up-keep of the Birch Avenue Greenspace for \$1,000 as long as there is matching funding provided from another source.

THEREFORE, BE IT RESOLVED:

- (a) That \$1,000 of matching funds to be allocated from the Ward 3 Bell Tower Funds Non-Property Tax Revenue Account (3301609603) to GALA Planning Committee towards the efforts of maintaining the Birch Avenue Greenspace;
- (b) That staff be directed to review the delegation requests from the Public Works Committee on March 20, 2023 regarding support for water access to help maintain the Birch Avenue Greenspace and report back with possible recommendations that could also be applied city wide where applicable; and
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor

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

Yes - Ward 1 Councillor Maureen Wilson
 Not Present - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

12. Park Pathway Replacements at Ferris Park, 25 Lynwood Drive, and Hunter Estates Park, 314 MacIntosh Drive, Hamilton (Ward 10) (Item 12.6)

(Beattie/Cassar)

WHEREAS, there are extensive park pathway systems in Ferris Park 25, Lynwood Drive, and Hunter Estates Park, 314 MacIntosh Drive, that connect residents to the park and greater Poplar Park and Guernsey neighbourhoods; and

WHEREAS, these pathways have surpassed their useful life span and need to be replaced to ensure a smooth, accessible path surface.

THEREFORE, BE IT RESOLVED:

- (a) That funds for the park pathway replacements at Ferris Park, 25 Lynwood Drive, and Hunter Estates Park, 314 MacIntosh Drive, Hamilton, to be funded from the Ward 10 Councillor Priority Minor Maintenance account is 4031911610, at an upset limit, including contingency, not to exceed \$400,000, be approved; and
- (b) That the Mayor and City Clerk be authorized and directed to approve and execute all required agreements and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor related to the park pathway replacements at Ferris Park, 25 Lynwood Drive, and Hunter Estates Park, 314 MacIntosh Drive, Hamilton.

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

Yes - Ward 1 Councillor Maureen Wilson
 Not Present - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

13. Installation of a Drinking Water Fountain with Bottle Filler in Newlands Park, 137 Lynbrook Drive, Hamilton (Ward 8) (Item 12.7)

(Danko/Jackson)

WHEREAS, Newlands Park, 137 Lynbrook Drive, Hamilton, is an active neighbourhood park supporting the Rolston Neighbourhood and beyond;

WHEREAS, new recreational amenities were added to the park in 2022 through the area-rating fund, to support active recreation and promote health and fitness; and

WHEREAS, the addition of a new water drinking fountain would support residents' access to water and mitigate single use plastic.

THEREFORE, BE IT RESOLVED:

- (a) That staff be directed to install a water drinking fountain with bottle filler in Newlands Park, 137 Lynbrook Drive, Hamilton, to be funded from the Ward 8 Special Capital Re-Investment Reserve Fund (#108058) at an amount not to exceed \$65,000;
- (b) That the annual operating impacts for the required maintenance and repairs for the water drinking fountain in Newlands Park, 137 Lynbrook Drive, Hamilton, be included in the 2024 Public Works Department 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, related to the drinking water fountain in Newlands Park, 137 Lynbrook Drive, Hamilton.

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

Yes - Ward 1 Councillor Maureen Wilson
 Not Present - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Not Present - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

14. Pedestrian Lighting Improvements at T. Melville Bailey Park, 45 Cloverhill Road, Hamilton (Ward 8) (Item 12.8)

(Danko/Jackson)

WHEREAS, T. Melville Bailey Park, 45 Cloverhill Road, is an active neighbourhood park in Ward 8 with pathways that promote active transportation through the community;

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

WHEREAS, the pedestrian pathway lighting that exists in T. Melville Bailey Park supporting commuters and park users is in need of lifecycle replacement.

THEREFORE, BE IT RESOLVED:

- (a) That \$60,000 be allocated from the Ward 8 Special Capital Re-Investment Reserve (#108058), to implement replacement pedestrian lighting along the path through T. Melville Bailey Park, 45 Cloverhill Road, Hamilton; 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, related to the replacement of pedestrian lighting along the path through T. Melville Bailey Park, 45 Cloverhill Road, Hamilton.

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

Yes - Ward 1 Councillor Maureen Wilson
 Not Present - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Not Present - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

FOR INFORMATION:

(a) APPROVAL OF AGENDA (Item 2)

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

5. COMMUNICATIONS

- 5.1 Correspondence from Anna Roberts, Lakewood Beach Community Council, respecting Item 11.2 myRide Waterdown On-Demand Pilot Review (PW23023)

6. DELEGATION REQUESTS

6.2 Delegation Requests respecting how the City of Hamilton can Make the Hamilton Street Railway (HSR) Frequent, Electric and Free (for a future meeting)

(c) Christine McNabb, Council of Canadians, Hamilton Chapter

6.3 Delegation Requests respecting Item 9.3, ATS Eligibility Audit Management Response Report (PW21055(b)) (City Wide) (for today's meeting)

(e) James Kemp, Advisory Committee for Persons with Disabilities

8. STAFF PRESENTATIONS

8.1 Transit: Public Works, April 3, 2023

(Pauls/Francis)

That the Agenda for the April 3, 2023 Public Works Committee meeting be approved, as amended.

Result: MOTION, CARRIED by a vote of 12 to 0, as follows:

Yes - Ward 1 Councillor Maureen Wilson
 Yes - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Yes - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

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

(i) March 20, 2023 (Item 4.1)

(McMeekin/Cassar)

That the Minutes of the March 20, 2023 meeting of the Public Works Committee be approved, as presented.

Result: MOTION, CARRIED by a vote of 12 to 0, as follows:

Yes - Ward 1 Councillor Maureen Wilson
 Yes - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Yes - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

(d) COMMUNICATIONS (Item 5)

- (i) Correspondence from Anna Roberts, Lakewood Beach Community Council, respecting Item 11.2 myRide Waterdown On-Demand Pilot Review (PW23023) (Item 5.1)**

(M. Wilson/Beattie)

That correspondence from Anna Roberts, Lakewood Beach Community Council, respecting Item 11.2 myRide Waterdown On-Demand Pilot Review, be received and referred to the consideration of Item 11.2.

Result: MOTION, CARRIED by a vote of 12 to 0, as follows:

Yes - Ward 1 Councillor Maureen Wilson
 Yes - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Yes - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

(e) DELEGATION REQUESTS (Item 6)

(Danko/Cassar)

That the following Delegation Requests be approved:

- (i) Rosemary Lukosius, Ainslie Wood Community Association, respecting the Waste Calendar (for a future meeting) (Item 6.1)
- (ii) Delegation Requests respecting how the City of Hamilton can Make the Hamilton Street Railway (HSR) Frequent, Electric and Free (for a future meeting) (Item 6.2)
 - (a) Edward Reece, Council of Canadians, Hamilton Chapter (Item 6.2(a))
 - (b) Jason Hindle, Hamilton 350 (Item 6.2(b))
 - (c) Christine McNabb, Council of Canadians, Hamilton Chapter Item 6.2(c))
- (iii) Delegation Requests respecting Item 9.3, ATS Eligibility Audit Management Response Report (PW21055(b)) (City Wide) (for today's meeting)
 - (a) Susanne Craig, Adult Community Support Program (Item 6.3(a))
 - (b) Aznive Mallett, Advisory Committee for Persons with Disabilities (Item 6.3(b))
 - (c) Tim Nolan, Accessibility Hamilton Alliance (Item 6.3(c))
 - (d) Tiffany Garvey, Accessibility Hamilton Alliance (Item 6.3(d))
 - (e) James Kemp, Advisory Committee for Persons with Disabilities (Item 6.3(e))

Result: MOTION, CARRIED by a vote of 12 to 0, as follows:

Yes - Ward 1 Councillor Maureen Wilson
 Yes - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Yes - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar

Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

(f) DELEGATIONS (Item 7)

(i) Delegations respecting Item 9.3, ATS Eligibility Audit Management Response Report (PW21055(b)) (City Wide) (Item 7.1)

The following delegates addressed the Committee respecting Item 9.3, ATS Eligibility Audit Management Response Report:

- (a) Susanne Craig, Adult Community Support Program (Item 7.1(a))
 Susanne Craig was not present when called upon.
- (b) Aznive Mallett, Advisory Committee for Persons with Disabilities (Item 7.1(b))
- (c) Tim Nolan, Accessibility Hamilton Alliance (Item 7.1 (c))
- (d) Tiffany Garvey, Accessibility Hamilton Alliance (Item 7.1 (d))
- (e) James Kemp, Advisory Committee for Persons with Disabilities (Item 7.1 (e))

(McMeekin/Spadafora)

That the following delegations, be received:

- (i) Delegations respecting Item 9.3, ATS Eligibility Audit Management Response Report (PW21055(b)) (City Wide)
 - (b) Aznive Mallett, Advisory Committee for Persons with Disabilities
 - (c) Tim Nolan, Accessibility Hamilton Alliance
 - (d) Tiffany Garvey, Accessibility Hamilton Alliance
 - (e) James Kemp, Advisory Committee for Persons with Disabilities

Result: MOTION, CARRIED by a vote of 12 to 0, as follows:

Yes - Ward 1 Councillor Maureen Wilson
 Yes - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann

Yes - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

(g) STAFF PRESENTATIONS (Item 8)

(i) Transit: Public Works, April 3, 2023 (Item 8.1)

Maureen Cosyn Heath, Director of Transit, provided the Committee with an overview of Report PW23021, (Re)envision the HSR – the (re)Designed HSR Network; Report PW23022, Hamilton Street Railway (HSR) Vibration Study; PW23023, myRide Waterdown On-Demand Pilot Review; Report PW23024, Hamilton Street Railway (HSR) Fare Policies; Report PW23025, Hamilton Street Railway (HSR) Public Safety Update and Report PW21055(b), Accessible Transit Services (ATS) Eligibility Audit Management Response Report, with the aid of a PowerPoint presentation.

(A. Wilson/Pauls)

That the presentation from Maureen Cosyn Heath, Director of Transit, respecting Transit: Public Works, April 3, 2023, be received.

Result: MOTION, CARRIED by a vote of 11 to 0, as follows:

Yes - Ward 1 Councillor Maureen Wilson
 Yes - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

(h) DISCUSSION ITEMS (Item 11)**(i) (Re)envision the HSR – the (re)Designed HSR Network (PW23021)
(City Wide) (Item 11.1)****(A. Wilson/Cassar)**

- (a) That the General Manager, Public Works or designate, be directed to seek stakeholder feedback on the concept network through formal public consultation completed by September 30, 2023;
- (b) That the General Manager, Public Works or designate, be directed to review the Council-approved Service Standards considering equity;
- (c) That the General Manager, Public Works or designate, be directed to review the Council-approved Urban Transit Area (UTA) boundary; and
- (d) That the General Manager, Public Works or designate, be directed to report back to Council in Q1 2024 with a new Transit growth plan to include:
 - (i) A phasing and implementation strategy of the concept network.
 - (ii) A financial strategy (capital and operating) for the phasing and implementation of the concept network.
 - (iii) A communications strategy for the phasing and implementation of the concept network.
 - (iv) A ridership and revenue forecast for the concept network at full implementation.
 - (v) Recommendations on any changes or updates to the Service Standards to align with Council's priority for equity, diversity and inclusion and multimodal accessible transportation.
 - (vi) Recommendations on any changes to the UTA to support transit growth within the current and expanding Urban Boundary to align with Council's priority for integrated growth and development.

(M. Wilson/Nann)

That Report PW23021, respecting (Re)envision the HSR – the (re)Designed HSR Network, be **amended** by adding recommendation (e), to read as follows:

- (e) *That, through the formal public consultation, the General Manager, Public Works or designate, be directed to solicit feedback respecting the suitability of advertising wraps on HSR vehicle windows and how this may detract from efforts to attract future riders and whether these wraps support efforts to grow ridership and the quality of public transit travel.***

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

Yes - Ward 1 Councillor Maureen Wilson
 Not Present - Ward 2 Councillor Cameron Kroetsch
 Yes - Ward 3 Councillor Nrinder Nann
 Not Present - Ward 5 Councillor Matt Francis
 Yes - Ward 6 Councillor Tom Jackson
 Yes - Ward 7 Councillor Esther Pauls
 Yes - Ward 8 Councillor J. P. Danko
 Yes - Ward 10 Councillor Jeff Beattie
 Yes - Ward 12 Councillor Craig Cassar
 Yes - Ward 13 Councillor Alex Wilson
 Yes - Ward 14 Councillor Mike Spadafora
 Yes - Ward 15 Councillor Ted McMeekin

For further disposition of this matter, refer to Item 4.

(i) MOTIONS (Item 12)

Councillor Nann relinquished the Chair to Councillor Pauls in order to introduce the following Motions:

- (i) Ottawa Street South and Maple Avenue Pedestrian Crossing (Wards 3 and 4) (Item 12.3)**

For disposition of this matter, refer to Item 9.

- (ii) Maintenance and Beautification of Birch Avenue Greenspace and Gardens (Ward 3) (Item 12.5)**

For disposition of this matter, refer to Item 11.

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

(j) ADJOURNMENT (Item 16)

(A. Wilson/Cassar)

That there being no further business, the meeting adjourned at 5:26 p.m.

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

Yes - Ward 1 Councillor Maureen Wilson
Not Present - Ward 2 Councillor Cameron Kroetsch
Yes - Ward 3 Councillor Nrinder Nann
Not Present - Ward 5 Councillor Matt Francis
Yes - Ward 6 Councillor Tom Jackson
Yes - Ward 7 Councillor Esther Pauls
Yes - Ward 8 Councillor J. P. Danko
Not Present - Ward 10 Councillor Jeff Beattie
Yes - Ward 12 Councillor Craig Cassar
Yes - Ward 13 Councillor Alex Wilson
Yes - Ward 14 Councillor Mike Spadafora
Yes - Ward 15 Councillor Ted McMeekin

Respectfully submitted,

Councillor Nann, Chair,
Public Works Committee

Carrie McIntosh
Legislative Coordinator
Office of the City Clerk

Dear mayor and councillors:

Hope this finds you well.

I echo the calls of Hamilton 350 and those as noted in the *Hamilton Spectator's* articles in <https://www.thespec.com/opinion/contributors/2022/08/23/make-the-hsr-frequent-and-free.html> and <https://www.thespec.com/news/council/2023/04/10/hsr-bus-fare.html>. HSR transit should be frequent, electric, and free. Please act so that this is made the case.

I look forward to your actions in these regards.

Kindly,

Joshua Weresch

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

6.1

Request to Speak to Committee of Council

Submitted on Sat, 04/01/2023 - 17:46

==Committee Requested==

Committee: Public Works Committee

Will you be delegating in person or virtually? Virtually

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

==Requestor Information==

Name of Individual: Theresa Cardey

Name of Organization: Hamilton 350/Council of Canadians,

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address:

[REDACTED]

Reason(s) for delegation request: To ask that a Committee of Council be created, to study how to make the HSR "Fare-Free, Frequent, and Electric". This is a joint campaign from Hamilton 350 and the Council of Canadians Hamilton Chapter.

I will be specifically addressing the urgent need to create a Committee of Council specific to public transit in light of the climate emergency.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

6.2 (a)

Request to Speak to Committee of Council

Submitted on Thu, 04/13/2023 - 13:01

==Committee Requested==

Committee: Public Works Committee

Will you be delegating in person or virtually? Virtually

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

==Requestor Information==

Name of Individual: James Kemp

Name of Organization:

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address:

[REDACTED]

Reason(s) for delegation request: To speak as an individual regarding report PED23080/PW23020 and safety concerns of persons with disabilities.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

6.2(b)

Request to Speak to Committee of Council

Submitted on Thu, 04/13/2023 - 16:51

==Committee Requested==

Committee: Public Works Committee

Will you be delegating in person or virtually? Virtually

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

==Requestor Information==

Name of Individual: Mark A. McNeil

Name of Organization: Accessibility Hamilton Alliance (AHA)

Contact Number: [REDACTED]

Email Address: [REDACTED]

Mailing Address:

[REDACTED]


Reason(s) for delegation request: I wish to delegate to Public Works relating to the Regulation of Cargo E-bikes (PED23080/PW23020).

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 17, 2023
SUBJECT/REPORT NO:	Clean and Green Hamilton Strategy 2022 Year End Update (PW23026) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Alison Kopoian (905) 546-2424 Ext. 5089
SUBMITTED BY:	Cynthia Graham Director, Environmental Services Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

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

In future years, this summary will be provided as a Communication Update to Council.

INFORMATION

Report PW23026 summarizes the 2022 Clean and Green Hamilton Strategy's accomplishments. The Clean and Green Hamilton Strategy contains five pillars including litter, illegal dumping, graffiti, beautification and environmental stewardship.

Information included in Report PW23026 highlights the 2022 City of Hamilton (City) staff accomplishments within each pillar, and activities undertaken by local citizens, organizations and community groups whose work supports the goals of the Hamilton Clean and Green Strategy.

Pillar #1 – Litter

Litter Remediation Programs

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: Clean and Green Hamilton Strategy 2022 Year End Update (PW23026)
(City Wide) – Page 2 of 7**

The City coordinates and supports several volunteer initiatives, which include litter remediation programs, such as Team Up to Clean Up and Adopt-a-Park, as well as other community-led litter pick-up activities. Litter remediation program supplies are funded by the Keep Hamilton Clean and Green Committee. Community groups that organize larger scale litter clean-ups with support from City staff include:

- Beautiful Alleys – a volunteer led group that engages community members to maintain and beautify alleyways. Beautiful Alleys organizes two city-wide alley clean-up days each year; and
- The Escarpment Project – a non-profit organization founded in 2011 that provides litter remediation and stewardship of the Niagara Escarpment. The group organizes annual spring clean-ups at various locations along the Escarpment in the Greater Hamilton Area to remove litter and debris.

The 2022 results of litter remediation activities are summarized in Table 1.

Table 1 – Team Up to Clean Up Program Summary (2022)

Program Branch	Volunteers	Bags Collected (Garbage and Recycling)	Volunteer Hours	Value of Volunteer Hours ¹
Litter Remediation Programs ²	4,041	8,760	12,017	\$315,926.93

Table 2 provides a comparative analysis of the economic value of volunteer efforts, specifically contrasting 2021 and 2022.

Table 2 - Economic Value of Volunteer Hours: A Comparative Analysis

	2019	2020	2021	2022	Difference 2021 vs. 2022
Volunteer Hours ³	56,749	4,185	8,077	12,017	3,940
Economic Value of Volunteer Hours	\$1,422,640	\$106,597	\$209,012	\$315,926.93	+\$106,915

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

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

³ Combined total of volunteer hours between Team Up to Clean Up and Adopt-A-Park

**SUBJECT: Clean and Green Hamilton Strategy 2022 Year End Update (PW23026)
(City Wide) – Page 3 of 7**

Ontario Day of Action on Litter

The Provincial Day of Action on Litter is observed on the second Tuesday of May each year in Ontario and was held on May 10, 2022. The City promoted this event through social media to encourage residents to prevent and reduce waste at home and in their community. Individuals took part in small local clean ups to help keep the environment clean and healthy.

Pillar #2 – Illegal Dumping

Municipal & Waste By-law Enforcement

Waste/Parks Municipal Law Enforcement Officers (MLEO) responded to 1,852 issues relating to illegal dumping on public property between January 1 and December 31, 2022.

In addition to the illegal dumping service matters, the Waste/Parks MLEOs received 12,945 requests for service, conducted 4,937 visits to parks or other City properties, and issued 374 warnings or orders related to the Solid Waste Management By-law 20-221 and Parks By-law 01-219 – section 9.

Fees for services were applied to the tax roll for 61 non-compliant properties. A comparison of the By-law related activities between 2020, 2021 and 2022 is outlined in Table 3. The Enforcement Team has made great progress in educating residents to change behaviours and enforcing contraventions of By-law 20-221 and By-law 01-219 – section 9.

Table 3 – Municipal and Waste By-law Enforcement Activities (Public Works)

	2020	2021	2022
Solid Waste Management By-law service issues	5,564	4,706	12,945
By-law visits to parks and City properties	5,008	4,616	4,937
Illegal dumping on public property investigations	2,549	1,844	1,852
Warnings/orders related to By-law 20-221	2,222	1,344	374

**SUBJECT: Clean and Green Hamilton Strategy 2022 Year End Update (PW23026)
(City Wide) – Page 4 of 7**

Pillar #3 – Graffiti**Graffiti Program**

The Municipal Law Enforcement (MLE) Section inspected 3,598 files pertaining to Graffiti violations in 2022. The MLE Section conducted a Graffiti Blitz Program on June 27th. The Blitz Program had 6 teams of 2 conduct inspections of their assigned areas and issue order to comply to buildings with graffiti on them. Staff also educated property owners on the importance of removing graffiti as soon as possible and issuing orders for removal. The MLE also encouraged property owners to put up a Graffiti Mural if their property is being repeatedly tagged.

Pillar #4 – Beautification**Adopt-a-Park**

In 2022, approximately 300 Adopt-a-Park (AAP) volunteers provided park maintenance in 65 municipal parks across Hamilton. Their accomplishments included collecting litter in adopted parks, removing bulk items, picking up yard waste, and tree planting. AAP has also had 41 Pollinator Gardens established in our municipal parks and green spaces, along with multiple art and mural installations.

This Program continues to engage park users and community groups to assist with park maintenance while taking pride and ownership of their community. Please refer to Tables 1 and 2 of Report PW23026.

Hamilton Trillium Awards Program

The Trillium Awards Program promotes and encourages community pride by recognizing residents' excellence in landscape design, maintenance, and property beautification efforts that make a positive contribution to the City. The Trillium Awards Program is coordinated by a volunteer committee.

In 2022, the Trillium Committee introduced a digital format for the nomination process and judge registration. In 2022, 733 gardens across the City were nominated for consideration for a Trillium Award. With the support of City staff, the committee recruited and trained 74 volunteers who travelled throughout the City to score each nominated garden. Table 4 of Report PW23026 provides an overview of the awards administered in 2022.

**SUBJECT: Clean and Green Hamilton Strategy 2022 Year End Update (PW23026)
(City Wide) – Page 5 of 7**

Table 4 – 2022 Trillium Awards by Category

White Trillium Award	276
Pink Trillium Award	14
Red Trillium Award	1
Community Trillium Award	28

Garden Shows - The Spring Tide Bulb Show

The Spring Tide Bulb Show was held from March 11th – 20th, 2022 and the 2022 theme was Spring on The Farm. After two years of cancelling the show due to COVID-19, the event attracted 17,814 visitors, compared to 11,556 in 2019 which is the last time the show was held. The City's Horticulture Section created farm features including barns, farmer's fields and floral farm animals.

Visitors donated 9,778 pounds of food and \$11,933.00 in monetary donations for Hamilton Food Share. Every \$1.00 donation raised \$5.00 worth of food with a total of \$59,667.00.

Garden Shows - The Mum Show

The Fall Garden and Mum Show was held from October 14 - 23, 2022. Celebrating the 102nd themed Mums in Space. The event attracted 12,085 visitors, compared to 12,123 visitors in 2021 and 3,750 visitors in 2020. The City's Horticulture Section created several displays celebrating Space Exploration including Shuttle Atlantis, James Webb Telescope and a floral moon rover Display.

The displays included over 200 varieties of chrysanthemums and more than 100,000 blooms. The admission fees were general \$6.86, seniors and children \$5.97 and 5 years and under free. Online ticketing system was available as well as ticket purchases at the door.

Pillar #5 – Environmental Stewardship

Waste Outreach and Education

With the lifting of COVID-19 restrictions, in-person presentations and staff attendance at community events resumed while continuing to educate residents virtually through online presentations and webinars. The Waste Virtual Classroom created for students, primarily grades 1 – 5, but can accommodate up to grade 8, continued throughout 2022.

The Waste Virtual Classroom received 165 requests, reaching 3,711 students and will continue to be offered and promoted in 2023. Student presentations in the education

**SUBJECT: Clean and Green Hamilton Strategy 2022 Year End Update (PW23026)
(City Wide) – Page 6 of 7**

room of the Central Composting Facility resumed, receiving 6 requests, reaching 286 grade 5 students. This program was well received as teachers expressed their excitement with taking students on this field trip. Community Outreach staff attended 3 community events, reaching 680 attendees.

These types of events include farmers markets and charity, or councillor run events, like movie night in Gourley park. Staff also conducted 9 community presentations, educating 288 attendees. These community group presentations were offered in-person and virtually. Table 5 provides a summary of the types of Outreach offered in 2022.

Table 5 – 2022 Community Outreach and Education Summary

Outreach Type	Audience	Number of programs offered	Number of Attendees
Waste Virtual Classroom	Elementary School Students (Grades 1-5)	165	3,711
Community Events	Residents / Event Participants	3	680
Community Presentations	Residents / Community Group Members	9	288
Central Composting Facility Education Room Field Trip	Elementary School Students (Grades 4-6)	6	286

Waste Reduction Week in Canada 2022

Waste Reduction Week in Canada was held between October 17 – 23, 2022. This event focused on the principles of circular economy, resource efficiency and waste reduction. In support of Waste Reduction Week, the City's Waste Management Division's Outreach Team hosted two free webinars titled What Goes Where and Leaf & Yard Waste.

The sessions focused on residential waste and provided an opportunity for residents to learn more about the City's waste programs and answer any questions they had. Social media content was also posted every day during Waste Reduction Week, including topics such as plastic water bottles, electronic waste and food waste.

**SUBJECT: Clean and Green Hamilton Strategy 2022 Year End Update (PW23026)
(City Wide) – Page 7 of 7**

Clean and Green Neighbourhood Grants

The Keep Hamilton Clean and Green (KHCG) Committee supports community-led initiatives by awarding small grants to individuals or community groups who have developed a project plan to keep their neighbourhood clean and green.

A total of \$6,000 in grant funding was approved by the KHCG Committee in 2022, distributed to eight (8) community groups and citizens for eight (8) projects to support grassroots environmental stewardship initiatives and special projects.

APPENDICES AND SCHEDULES ATTACHED

N/A

PW23001(a)
Peter Locs, Extension 6015

INTERSECTION CONTROL LIST
Public Works Committee – April 17, 2023
PUBLIC WORKS DEPARTMENT
Transportation Operations & Maintenance Division
Transportation Operations Section

RECOMMENDATION

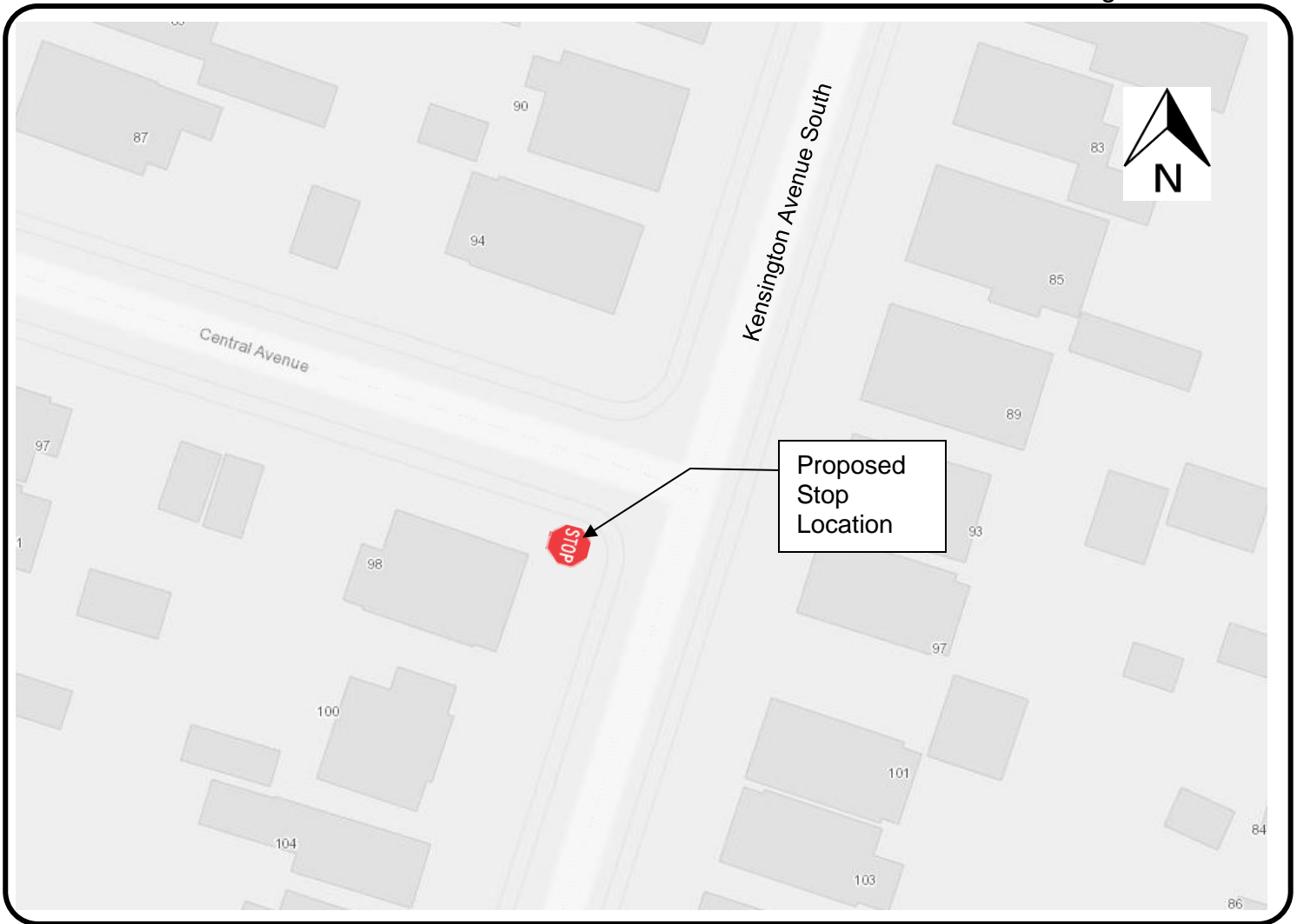
That the appropriate By-law be presented to Council to provide traffic control as follows:

Intersection		Stop Control Direction		Class	Comments	Ward	
		Existing	Requested				
Street 1	Street 2						
Section "E" Hamilton							
(a)	Central Avenue	Rothsay Avenue	NC	WB	A	Currently an uncontrolled intersection	3
(a)	Central Avenue	Kensington Avenue South	NC	EB	A	Currently an uncontrolled intersection	3
(a)	Harvest Road	Forest Avenue	All	SB	B	Removal of Temporary All-way stop	13
(a)	Harvest Road	Tews Lane	All	SB	B	Removal of Temporary All-way stop	13

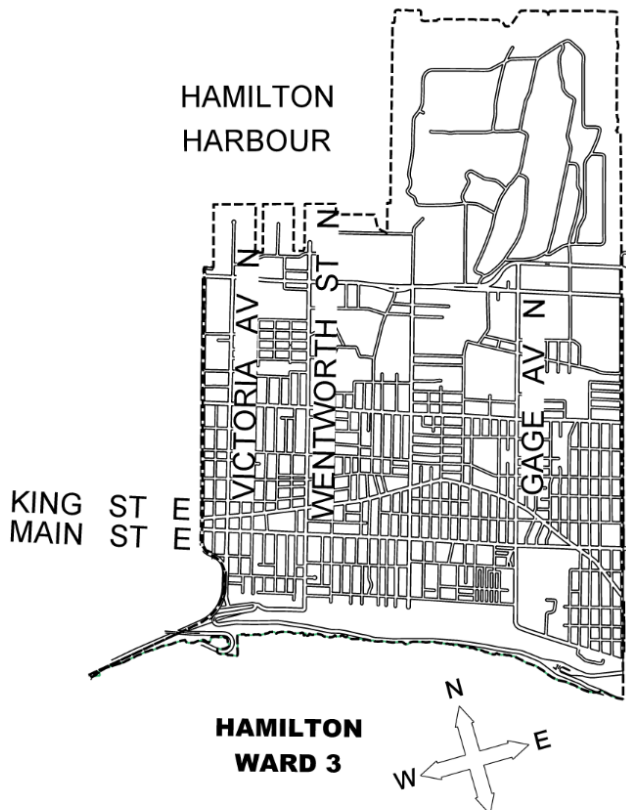
Legend

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

Intersection Class: **A** - Local/Local **B** - Local/Collector **C** - Collector/Collector **D** – Local/Arterial



KEY MAP



PROPOSED STREET SEGMENTS

Central Avenue at Kensington Avenue South

Transportation Operations and Maintenance Division
PUBLIC WORKS DEPARTMENT

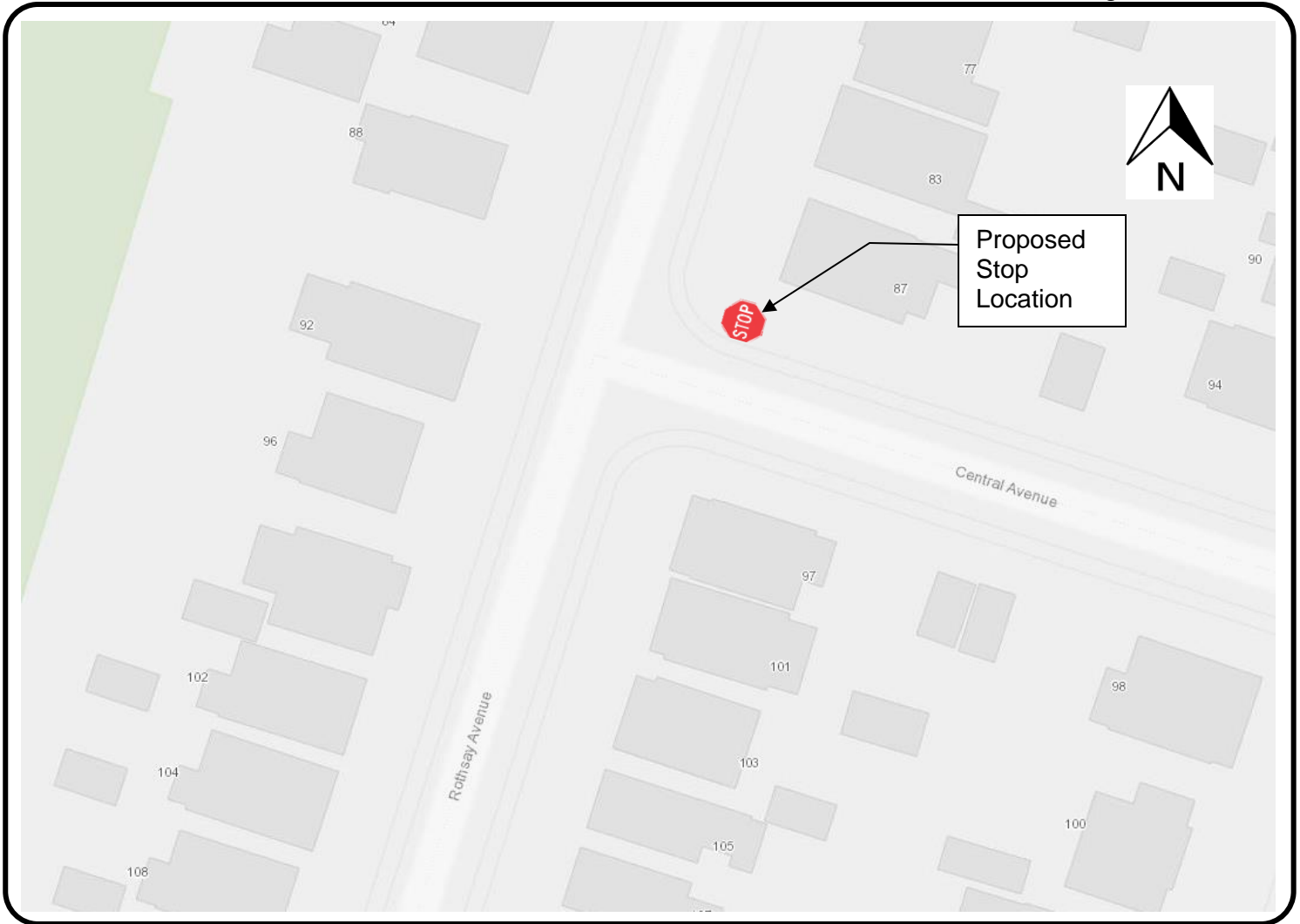
LEGEND



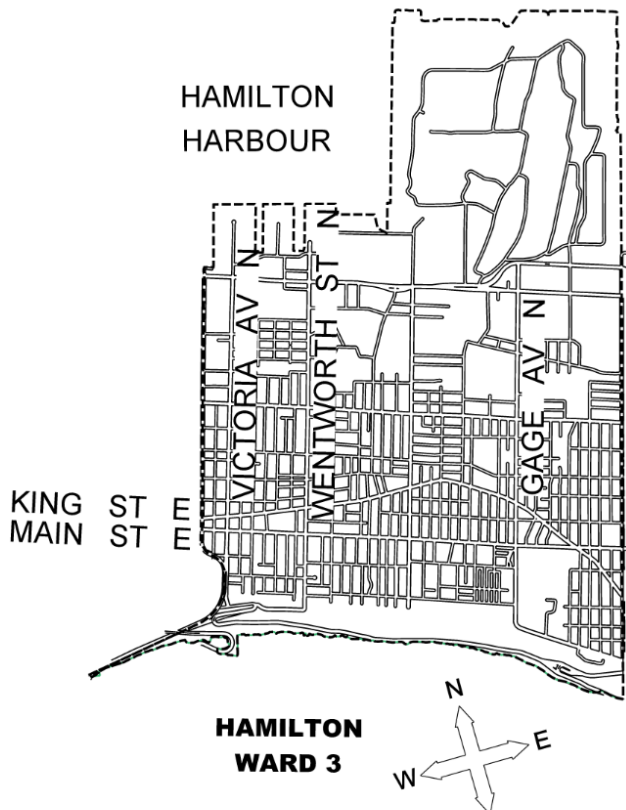
Proposed Stop Sign

SCALE
NOT TO SCALE

DATE
April 17, 2023



KEY MAP



PROPOSED STREET SEGMENTS

Central Avenue at Rothsay Avenue

Transportation Operations and Maintenance Division
PUBLIC WORKS DEPARTMENT

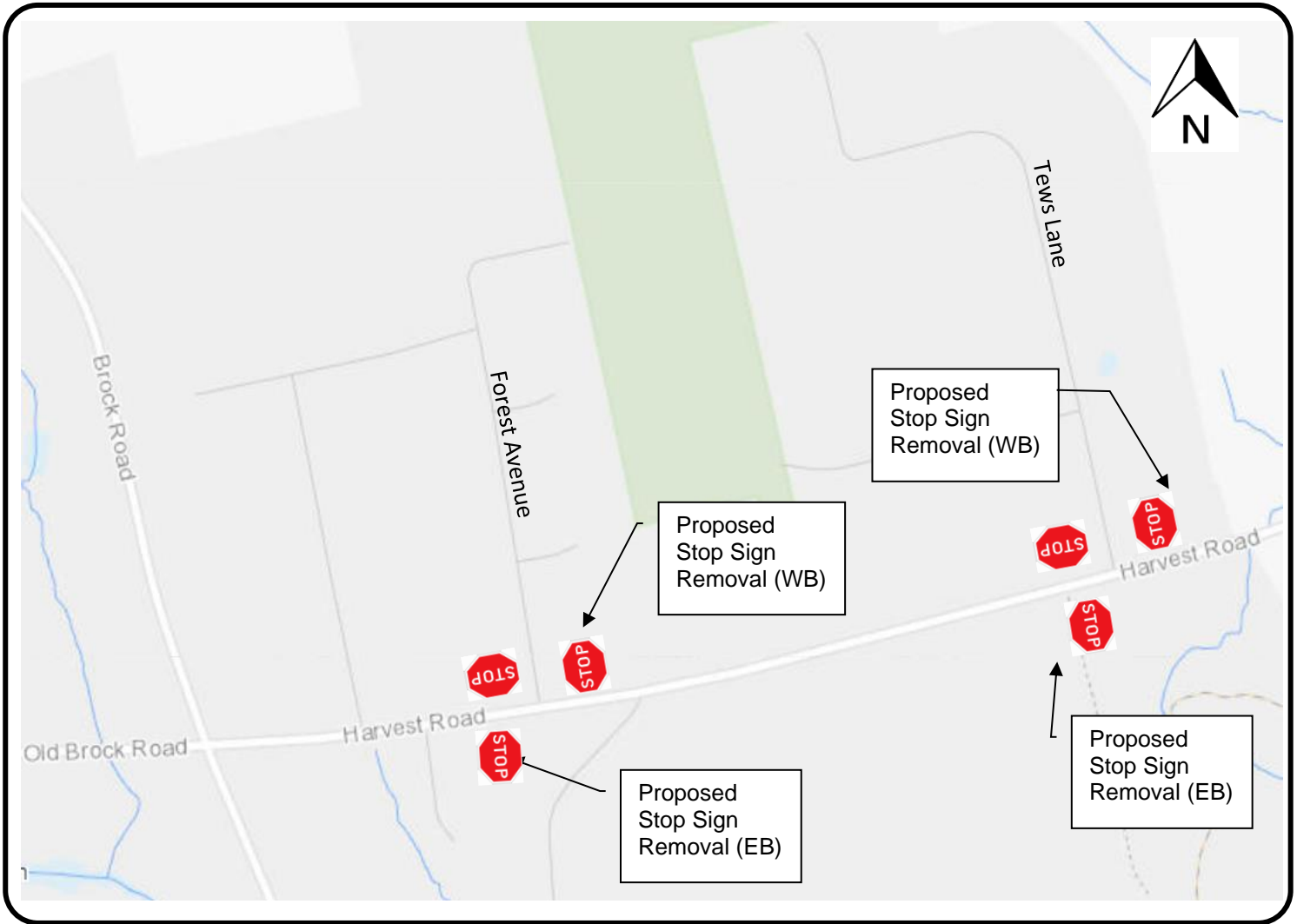
LEGEND



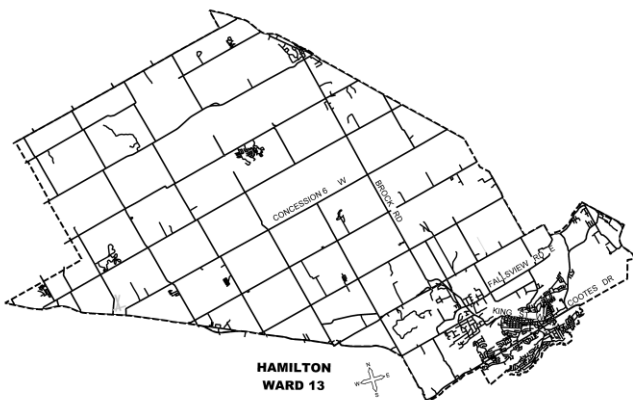
Proposed Stop Sign

SCALE
NOT TO SCALE

DATE
April 17, 2023



KEY MAP



LOCATION PLAN

PROPOSED STOP CONTROL:

Harvest Road at Forest Avenue Harvest Road at Tews Lane

Transportation Operations and Maintenance Division
PUBLIC WORKS DEPARTMENT

LEGEND



PROPOSED STOP REMOVAL

SCALE

NOT TO SCALE

DATE

April 17, 2023

Authority:

Bill No.

CITY OF HAMILTON

BY-LAW NO. 23-

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

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

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

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

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

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

Central Avenue	Eastbound/Westbound	Rothsay Avenue
----------------	---------------------	----------------

Central Avenue	Eastbound/Westbound	Kensington Avenue South
----------------	---------------------	-------------------------

And by removing to Section "C" (Flamborough) thereof the following items, namely;

Harvest Road	Eastbound/Westbound	Forest Avenue
--------------	---------------------	---------------

Harvest Road	Eastbound/Westbound	Tews Lane
--------------	---------------------	-----------

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

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

Page 2 of 2

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

PASSED this 26th day of April 2023.

A. Horwath
Mayor

A. Holland
City Clerk



REPORT TRACKING FORM

Subject Intersection Control List (ICL)

Committee Date April 17, 2023

Presentation to Committee - Yes No OBL Listing - Yes No

Contentious Report - Yes No

Division Transportation Operations & Maintenance Co-Authors _____ Ext. _____

Author Josip Kafadar Ext.5781 *(for joint report)* _____ Ext. _____

_____ Ext. _____

Unusual Issues None

Internal Discussions With N/A

(Identify employee consulted)

External Discussions With N/A

Impacts to Transit? Yes No

If Yes, Describe in the Report – Is it Funded?

Is this a Policy Report? Yes No

Legal Review Required Yes No

If Yes, Verbal Approval from Corporate Counsel Yes No

Procurement Review Required? Yes No

If Yes, Approved by Manager of Procurement (and Date)

Financial Consequences If Yes, _____

Yes No Approved by Business Administrator (and Date)

_____ Approved by Manager of Finance & Administration (and Date)

Peter Jones

APPROVED BY DIRECTOR

March 27, 2023


Date

APPROVED BY
GENERAL MANAGER FOR SIGNING

Date



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 3, 2023
SUBJECT/REPORT NO:	Ice Cream Vendor Operation at Confederation Beach Park (PW23027) (Ward 5) (Outstanding Business List Item)
WARD(S) AFFECTED:	Ward 5
PREPARED BY:	Adriana Byrne (905) 546-2424 Ext. 5167
SUBMITTED BY:	Cynthia Graham Acting Director, Environmental Services Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

Council at its meeting of March 30, 2022 received a delegation from Antonio Gallo, Gallo Ice Cream Retail, respecting Ice Cream Vendor Operation at Confederation Park. The delegation was referred to staff for their review and report back to Public Works Committee. Report PW23027 is the response to this direction.

INFORMATION

The City of Hamilton Park Permit program allows food service vehicles, licenced under the City of Hamilton *Licensing By-law 07-170*, with the Park Permit endorsement to operate food service vehicles in designated City of Hamilton parks.

Provided under the program, Confederation Beach Park, located at 680 Van Wagners Beach Road, Hamilton, previously had two designated lots from which food service vehicles could operate. In August 2021, due to increasing complaints, public health and safety concerns, a notice was issued to all permit holders that food service vehicles would now be permitted to use only the lot located east, as shown in Appendix "A" of Report PW23027, the lot located west, as shown in Appendix "A" was no longer permitted.

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**SUBJECT: Ice Cream Vendor Operation at Confederation Beach Park (PW23027)
(Ward 5) – Page 2 of 3**

A Communication Update, titled “Food Service Vehicles”, was also issued to notify Council of the designated lot change on July 30, 2021.

Licensing and By-law Services monitors the area for compliance and Hamilton Conservation Authority staff on site report any issues of concern to Licensing and By-Law Services to ensure safety and compliance with the By-law.

City staff revisited the site review completed in the summer of 2021. At that time, Hamilton Conservation Authority and City staff reviewed all options for food service vehicle locations within Confederation Beach Park because the three-way parking lot (as shown in Appendix “A” of Report PW23027 as the western parking lot that is no longer an approved location) had become too busy and oversubscribed for parked cars to operate as a food outlet. At that time, staff identified the boat launch parking lot (as shown in Appendix “A” of Report PW23027) located to the east, as the safer alternative area that would accommodate the most vendors which prompted the change in location in August 2021.

This parking lot was selected because it is the least busy parking lot with the most ideal location for food service vehicles giving the vendors more space to park with enough green space between the trail and serving window to have customers line up safely, it has garbage cans nearby and a shaded area for people to eat and it limits impacts to the trail and parking lots. The 2022 season operated with fewer problems for the park, its users and tenants.

An updated review of Confederation Beach Park has confirmed one additional location can be offered for “Class C vehicles” to operate from, (Class C vehicles means a non-motorized food service vehicle that is used as a travelling food premises from which pre-packaged frozen products exclusively are offered for sale including but not limited to an ice-cream cycle, yogurt cart or juice carts), however, travel by the vendor would be restricted to the roadway and not permitted on the trail. This additional location at Confederation Beach Park is shown in Appendix “A” of Report PW23027.

Travelling or stopping along the breezeway trail for sales is a major safety concern, creating pedestrian and cycling hazards along with increased conflict between trail users travelling at various speeds trying to navigate around stopped traffic. Allowing a food vendor to travel throughout the park and stop for sales creates conflicts with existing tenants, this was experienced in the past when food service vehicles set up right outside the tenant building area or parking lot, it also created a conflict with other food service vehicle operators who were abiding by the rules of the permit and remaining in the designated location.

Alternate locations for food service vehicles are otherwise limited at Confederation Beach Park. Many of the roads within the park are posted as either a fire route or as no

**SUBJECT: Ice Cream Vendor Operation at Confederation Beach Park (PW23027)
(Ward 5) – Page 3 of 3**

parking or are on the bus route. The parking lots along Van Wagners Beach Road are too busy on weekends to accommodate the larger trucks so those roads are also signed “No Trucks” in accordance with City parking by-laws. Similarly parking lots within the park are too busy to accommodate the vehicles. Additionally, each lot has specific barrier(s) to making them feasible for food service vehicles. These barriers include:

- natural buffers between the trail and the parking lot which limits pedestrian access from the trail;
- busy lots would require food service vehicles to arrive very early at 6 a.m. – 7 a.m. to claim their required parking;
- the conflict created from occupying parking spaces in high demand parking lots (4 to 6 spots per food service vehicle);
- no available stacking room to accommodate line-ups safely, maintaining visibility of park amenities including garbage cans and the availability of garbage cans, locations being too far from the trail, lots being too small to accommodate all food service vehicles; and
- conflict with other tenants’ events requiring parking.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW23027 – Confederation Beach Park

File Name/Number:Confederation Beach Park



Subject Property

- Location for Food Service Vehicles removed in August 2021
- - - Location for Food Service Vehicles as of August 2021
- · - · - Additional Location for Class C Vehicles – Confederation Beach Park

Date:
 March 6, 2023

Planner/Technician:
 AB/NB



Map Not To Scale

Appendix "A"

Hamilton
 Planning & Economic
 Development Department



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 17, 2023
SUBJECT/REPORT NO:	Litter Collection Update (PW23028) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Rob Wagner (905) 546-2424 Ext. 5379
SUBMITTED BY:	Cynthia Graham Acting Director, Environmental Services Public Works Department
SIGNATURE:	
SUBMITTED BY:	Mike Field Acting Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

Public Works Committee at its meeting of January 20, 2023 approved the following: “That staff be directed to report back to Public Works Committee with the annual amount expended on litter collection across the city, outside of regularly scheduled efforts by Waste Management, including reporting on what factors inform the planning and scheduling of public litter collection efforts in public spaces across the City of Hamilton, by the end of 2023.”

INFORMATION

Litter collection is a core deliverable for the Public Works Department as it strives to keep the City “Clean and Green.” Various Divisions within the Public Works Department complete litter collection outside of Waste Management. Within the Environmental Services Division, both Parks and Cemeteries sections regularly collect and dispose of litter in parks, cemeteries and City-owned natural open spaces. Within the

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SUBJECT: Litter Collection Update (PW23028) (City Wide) – Page 2 of 4

Transportation Operations & Maintenance Division, Roadway Maintenance also routinely collect and dispose of litter within the right-of-way and in alleys.

Table 1 – Litter Collection Expenditure for 2020 to 2022

Annual Litter Collection Program Expenditure			
	2020	2021	2022
<i>Roadway Maintenance</i>	\$386,672	\$371,473	\$347,320
<i>Parks Maintenance</i>	\$1,660,702	\$2,127,834	\$1,855,245
<i>Cemetery Maintenance</i>	\$144,437	\$166,505	\$147,714
Total	\$2,191,811	\$2,665,812	\$2,350,779

A variety of factors inform the planning, scheduling, and completion of Litter collection activities. These factors include whether the collection activity is planned or reactive.

An example of a planned activity includes the regular, routed collection of litter from receptacles with Parks and Cemeteries and litter picking before mowing. Reactive activities are activities that need to be addressed quickly on a complaint basis. Examples of reactive activities include encampment clean-ups and clean-up of illegal dumping of bulk items.

The planned activities are represented as budgeted items in the operating budgets of the sections. These numbers are based on historical figures and existing levels of service. The operating departments try to balance between resource availability, Service Standard requirements, and the need to keep public spaces clean and safe. Litter collection is often reactive and therefore difficult to plan for resourcing on any given day. The reactive nature of the collections redirects resources from other core deliverables.

Sometimes, there are requests for additional service calls, additional litter receptacles or more frequent collection. The staff groups that do the litter collection activities are resourced for the current level, and this can fluctuate throughout the year. For instance, Parks staff collect litter from more litter receptacles, and more frequently during the week in the summer, than in the winter when park use is reduced, and staffing levels are minimal.

Any placement of additional litter cans and receptacles or increase in frequency of collection would require additional resources to be serviced. Cans and receptacles that are left unattended often become locations for illegal dumping. Cans that are on pathways that do not receive winter snow clearing are also removed for the winter months and returned in the summer when staff can access them so that they are not overflowing in the winter due to restricted access.

SUBJECT: Litter Collection Update (PW23028) (City Wide) – Page 3 of 4

Roadway Maintenance routinely performs scheduled and unscheduled litter and debris collection within the City’s right-of-way (ROW) during core business hours Monday to Friday. This includes litter clean-up such as litter in the ROW, illegal dumping, sharps removals, and other requests as required.

Scheduled litter pickup is completed by staff assigned to areas more prone to litter where unscheduled litter pickup is completed through Service Requests as required. Continued efforts are made to reduce spreading litter in areas such as the Lincoln M. Alexander Parkway where grass cutting is completed. Contractors are required to pick all debris and litter prior to performing any grass cutting. Any litter requests received outside core business hours is completed by Roadway Maintenance’s After-Hours group as required.

Another component to litter collection is the role that volunteers play in keeping our public spaces both “Clean and Green.” The City coordinates and supports several volunteer initiatives, which include litter remediation programs, such as Team Up to Clean Up and Adopt-a-Park, as well as other community-led litter pick-up activities. Litter remediation program supplies are funded by the Keep Hamilton Clean and Green Committee.

The 2022 results of litter remediation activities are summarized in Table 2 of Report PW23028.

Table 2 – Team Up to Clean Up Program Summary (2022)

Program Branch	Volunteers	Bags Collected (Garbage and Recycling)	Volunteer Hours	Value of Volunteer Hours ¹
Litter Remediation Programs ²	4,041	8,760	12,017	\$315,926.93

There are activities that include a litter collection component that are not captured in figures provided. An example of this is litter collected as part of Parks Grass Cutting. Staff are instructed to inspect the site prior to cutting and pick up any litter before the mowers execute their task.

A second example is when Hamilton Water completes bi-annual watercourse and shoreline clean-ups, and litter collection at stormwater facilities and storm sewer outfalls. These activities collect litter, but the activity does not specifically track the amount or costs of the litter collection portion of the activity.

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

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

SUBJECT: Litter Collection Update (PW23028) (City Wide) – Page 4 of 4

Through this information report we consider the matter respecting compiling the annual amount expended on litter collection across the city as complete and can be removed from the Public Works Committee Outstanding Business List.

APPENDICES AND SCHEDULES ATTACHED

N/A



Hamilton

MINUTES

AMENDED BY ADVISORY COMMITTEE ON APRIL 5, 2023 **KEEP HAMILTON CLEAN AND GREEN COMMITTEE**

Meeting #: 23-003
Date: March 21, 2023
Time: 5:00 p.m.
Location: Due to the COVID-19 and the Closure of City Hall
Electronic meeting can be viewed at:
City's YouTube Channel:
<https://www.youtube.com/user/InsideCityofHamilton>

Alison Kopoian, Clean and Green Coordinator (905) 546-2424 ext. 5089

Present:	Chair:	Brenda Duke
	Vice-Chair:	Heather Donison
	Members:	Jen Baker
		Lennox Toppin
Absent:		Marissa Di Censo
		Paulina Szczepanski

Also present:

Florence Pirrera, Project Manager, Business Programs
Alison Kopoian, Clean and Green Coordinator, Business Programs
Theresa Phair, Community Liaison Coordinator, Business Programs



MINUTES

Keep Hamilton Clean and Green Committee
Tuesday March 21, 2023

1. APPROVAL OF AGENDA (ITEM 2)

(Donison/Toppin)

That the agenda for the March 21, 2023 meeting of the Hamilton Clean and Green Advisory Committee be approved, as presented.

CARRIED

2. APPROVAL OF MINUTES OF PREVIOUS MEETING (ITEM 4)

(i) February 21, 2023 (Item 3.1)

(Toppin/Donison)

That the Minutes of the February 21, 2023 meeting of the Keep Hamilton Clean and Green Advisory Committee be approved, as presented.

CARRIED

3. COMMUNICATIONS (ITEM 5)

(i) Keep Hamilton Clean and Green Budget Update (Item 4.1)

(Donison/Toppin)

That the March 2023 Keep Hamilton Clean and Green Budget update be received.

CARRIED

4. STAFF PRESENTATIONS (ITEM 9)

(i) Clean & Green Neighbourhood Grants - 2023 Funding Recommendations (Item 9.1)

(Donison/Toppin)

That the Clean & Green Neighbourhood Grants 2023 Funding Recommendations Presentation be received.

CARRIED



Hamilton

MINUTES

Keep Hamilton Clean and Green Committee
Tuesday March 21, 2023

The following was amended on April 5, 2023:

(Donison/Toppin)

That the Keep Hamilton Clean and Green Committee approve Clean & Green Neighbourhood Grant funding of \$740 ~~\$0~~ to Hamilton-Wentworth Green Venture for their community garden projects at Riverdale Community Garden and EcoHouse Community Garden, ***as they have received funding from the City for the same project, and are ineligible for the Clean & Green Neighborhood Grant.***

CARRIED

(Toppin/Donison)

That the Keep Hamilton Clean and Green Committee approve Clean & Green Neighbourhood Grant funding of \$500 to Crown Point Garden Club for their Pipeline Pollinator Paradise & Pollinator Patches project.

CARRIED

(Donison/Toppin)

That the Keep Hamilton Clean and Green Committee approve Clean & Green Neighbourhood Grant funding of \$710 to the Friends of the Parkette for the planting of native perennials and pollinator friendly annuals at Sunset Cultural Garden.

CARRIED

(Toppin/Donison)

That the Keep Hamilton Clean and Green Committee approve Clean & Green Neighbourhood Grant funding of \$500 to Hamilton Community Connection for their Kenilworth Avenue North clean up activities.

CARRIED

(Toppin/Donison)

That the Keep Hamilton Clean and Green Committee approve Clean & Green Neighbourhood Grant funding of \$710 to Niwasa Kendaaswin Teg / McQuesten Urban Farm for their earth day clean up event.

CARRIED

(Donison/Toppin)

That the Keep Hamilton Clean and Green Committee approve Clean & Green Neighbourhood Grant funding of \$710 to the Ottawa Street BIA for their Ottawa Street North earth day clean up event.

CARRIED

(Donison/Toppin)



MINUTES

Keep Hamilton Clean and Green Committee
Tuesday March 21, 2023

That the Keep Hamilton Clean and Green Committee approve Clean & Green Neighbourhood Grant funding of \$710 to Action 13 for their Green Block Growing project.

CARRIED

(Toppin/Donison)

That the Keep Hamilton Clean and Green Committee approve Clean & Green Neighbourhood Grant funding of \$710 to Deborah Boyd for their Soil, Seeds and Sustainability project.

CARRIED

(Donison/Toppin)

That the Keep Hamilton Clean and Green Committee approve Clean & Green Neighbourhood Grant funding of \$710 to Cynthia Meyer for the Community Permaculture Lab.

CARRIED

5. GENERAL INFORMATION / OTHER BUSINESS (ITEM 13)

(i) Spring Tide Show Staff Update (Item 13.1)

Staff provided an update from the Spring Tide Bulb Show at Gage Park Greenhouse from March 10-19th, 2023.

(Toppin/Donison)

That the Spring Tide Show Staff Update be received.

CARRIED

6. ADJOURNMENT (ITEM 14)

(Donison/Toppin)

That, there being no further business, the meeting adjourn at 6:58pm.

CARRIED

Respectfully submitted,
Brenda Duke, Chair
Keep Hamilton Clean and Green Committee

Alison Kopoian



Hamilton

MINUTES

Keep Hamilton Clean and Green Committee
Tuesday March 21, 2023

Staff Liaison
Keep Hamilton Clean and Green Committee



Hamilton

MINUTES

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Alison Kopoian, Clean and Green Coordinator (905) 546-2424 ext. 5089

Present:	Chair:	Brenda Duke
	Vice-Chair:	Heather Donison
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		Paulina Szczepanski

Also present:

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MINUTES

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(i) Keep Hamilton Clean and Green Budget Update (Item 4.1)

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That the March 2023 Keep Hamilton Clean and Green Budget update be received.

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4. STAFF PRESENTATIONS (ITEM 9)

(i) Clean & Green Neighbourhood Grants - 2023 Funding Recommendations (Item 9.1)

(Donison/Toppin)

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CARRIED



Hamilton

MINUTES

Keep Hamilton Clean and Green Committee
Tuesday March 21, 2023

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CARRIED

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CARRIED

(Donison/Toppin)



MINUTES

Keep Hamilton Clean and Green Committee
Tuesday March 21, 2023

That the Keep Hamilton Clean and Green Committee approve Clean & Green Neighbourhood Grant funding of \$710 to Action 13 for their Green Block Growing project.

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CARRIED

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(i) Spring Tide Show Staff Update (Item 13.1)

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(Toppin/Donison)

That the Spring Tide Show Staff Update be received.

CARRIED

6. ADJOURNMENT (ITEM 14)

(Donison/Toppin)

That, there being no further business, the meeting adjourn at 6:58pm.

CARRIED

Respectfully submitted,
Brenda Duke, Chair
Keep Hamilton Clean and Green Committee

Alison Kopoian



Hamilton


MINUTES

Keep Hamilton Clean and Green Committee
Tuesday March 21, 2023

Staff Liaison
Keep Hamilton Clean and Green Committee



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Waste Management Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 17, 2023
SUBJECT/REPORT NO:	Standardization of Vehicle Dash Camera Equipment (PW16019(A)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Joel McCormick (905) 546-2424 Extension 4770
SUBMITTED BY:	Angela Storey Director, Waste Management Public Works Department
SIGNATURE:	

RECOMMENDATIONS

- (a) That Council approve the continued standardization of the Vehicle Dash Camera System Related Equipment, Software and Support for use with the City's waste collection packers, manufactured by Lytx Inc. pursuant to Procurement Policy #14 – Standardization, until April 30, 2028; and
- (b) That the General Manager, Public Works Department, or their designate, be authorized to negotiate, enter into and execute any required contract and any ancillary documents required to give effect thereto with Lytx Inc., in a form satisfactory to the City Solicitor.

EXECUTIVE SUMMARY

The Waste Management Division operates 44 waste collection packers providing waste collection services including the collection of garbage, organics, and yard waste within the lower portion and west side of the City including Waterdown, Flamborough, Carlisle, and portions of Ancaster.

It is the responsibility of the City to ensure that waste collection packers are operated in a manner that prioritizes the safety of staff and residents and are operated optimally to

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**SUBJECT: Standardization of Vehicle Camera Equipment (PW16019(a))
(City Wide) – Page 2 of 6**

have long-term value. One of the ways staff do this is through a vehicle dash camera system.

Since 2016, the City's standardized vendor for vehicle camera equipment, software, and support has been Lytx Inc.

This report recommends the continued standardization of Lytx Inc. vehicle dash camera system related equipment, software and support for use with the City's waste collection packers for a five-year period pursuant to Procurement Policy #14 - Standardization. Continuing to use Lytx Inc. as the standard supplier will allow staff to continue to mitigate risk by monitoring and improving driving behaviours that may result in unnecessary accidents and incidents.

Alternatives for Consideration – See Page 5**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: The annual cost associated with the monitoring and support provided by Lytx Inc. under the current standardization approval and future standardization is already anticipated and budgeted within the Waste Collections operating budget (Deptid #512510). The annual operating cost for this service is approximately \$33,000 per year. Should additional equipment be needed, the cost of the camera that is placed in the waste collection vehicles is approximately \$800 per unit and can be accommodated within the existing operating budget.

Staffing: N/A

Legal: Legal Services Division and Corporate Services Section will be consulted to assist with any legal and procurement requirements as applicable.

HISTORICAL BACKGROUND

In 2015, Waste Management staff introduced a vehicle dash camera system pilot project by installing dash cameras in 10 waste collection packers. The objective of the pilot was to utilize the cameras as a risk mitigation strategy to increase on-road safety by showing improvement in driving behaviour and following up on identified issues through staff awareness and coaching.

To implement this pilot, Lytx Inc. was retained to supply the vehicle dash camera system which included the equipment, software, and support services. The decision to adopt Lytx Inc. as a supplier for the pilot was made following an extensive review of various types of vehicle dash camera systems in the marketplace.

**SUBJECT: Standardization of Vehicle Camera Equipment (PW16019(a))
(City Wide) – Page 3 of 6**

On March 30, 2016, following a favourable pilot period, City Council approved recommendation report PW16019, Standardization of Vehicle Camera Equipment to standardize Lytx Inc. as the City supplier for vehicle dash camera equipment, software, and support for a period of five (5) years as per Procurement Policy #14 - Standardization.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The recommendations in this Report are in accordance with By-law 20-205 as amended, Policy #14 – Standardization.

RELEVANT CONSULTATION

N/A

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

The City's Procurement Policy #14 – Standardization, outlines the guidelines for goods and service standardization. This process assists the City in selecting a product or service that best meets the City's operational requirements.

Since 2016, the City's standardized vendor for vehicle dash camera equipment, software, and support has been Lytx Inc. Continuing to use Lytx Inc. as the standard supplier will allow staff to continue to mitigate risk by monitoring and improving driving behaviours that may result in unnecessary accidents and incidents. As the Section has been using this technology since 2015, staff are familiar with the software and reports generated by the system.

It is the responsibility of the City to ensure that waste collection packers are operated in a manner that prioritizes the safety of staff and residents and operated optimally to have long-term value.

With this vehicle dash camera system, Lytx Inc. reviews video footage, also called events, from the vehicle camera installed in the waste collection packers. These events are triggered by sudden and abrupt movements of the waste collection packers such as hard and sudden braking, turning, and side to side movement. Staff are provided the fifteen seconds of video footage from Lytx Inc. should undesirable driving behaviours and safety concerns be noticed. This service is beneficial in that staff can review specific incidents when they occur rather than having to review volumes of video footage to discover an event.

Lytx Inc. also provides Key Performance Indicators ("KPI's") derived from both positive and negative driving behaviour. Examples include distracted driving, following distance,

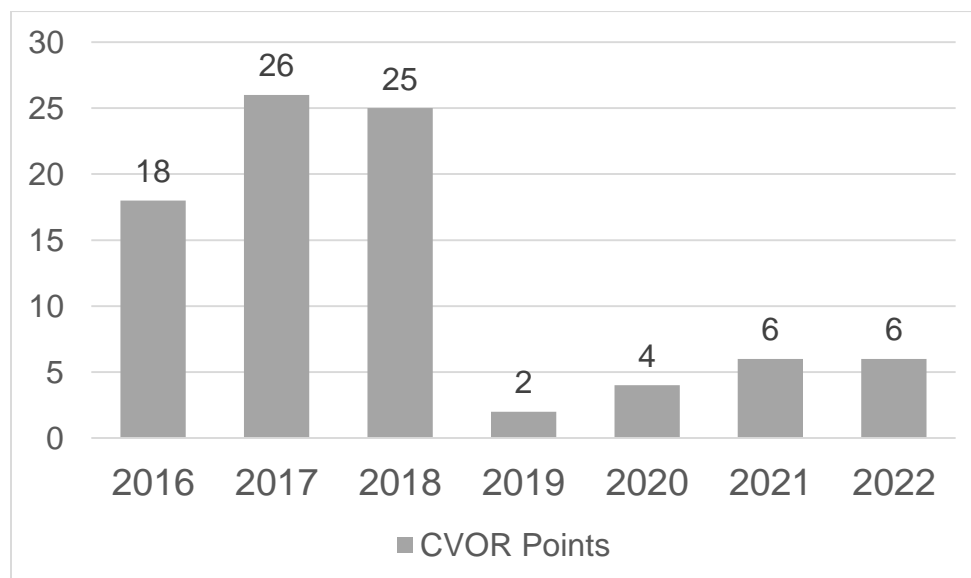
**SUBJECT: Standardization of Vehicle Camera Equipment (PW16019(a))
(City Wide) – Page 4 of 6**

near collisions, and identifying staff with the safest driving behaviour and overall driver improvement. This data is used to identify trends which can be actioned by management and staff.

Since the introduction of the vehicle dash camera system, and in combination with other initiatives used to bring awareness and knowledge to operator safety, the division has experienced a reduction in preventable accidents. This has also contributed to a reduction in Commercial Vehicle Operator's Registration ("CVOR") points applied to the City's overall CVOR Safety Rating. A CVOR certificate is required since the City operates heavy commercial vehicles as defined by the Ministry of Transportation ("MTO"). Should a CVOR designated vehicle be involved in a preventable accident, the MTO will review the accident details and determine if CVOR points should be applied to that accident. These points negatively affect the City's overall CVOR Safety Rating.

Graph 1 below outlines the number of CVOR points applied to the Waste Management Division following the introduction of the vehicle dash camera system and other accident reduction measures. Since 2019, Waste Management has seen a significant reduction in the number of CVOR points applied. Reducing from an average of 23 (2016 to 2018) to an average of 4.5 (2019 to 2022). There has also been a reduction in the number of preventable accidents. Reducing from an average of 21 (2016 to 2018) to an average of 12.5 (2019 to 2022).

Graph 1 – Total Number of CVOR Points Applied to Waste Management Division Annually



**SUBJECT: Standardization of Vehicle Camera Equipment (PW16019(a))
(City Wide) – Page 5 of 6**

In preparation for the end of the current contract, staff have completed a review of vehicle dash camera systems currently available in the market. While other vehicle dash camera systems exist, Lytx Inc. provides key features such as reviewing the events prior to sending to staff and advanced data analysis capabilities that staff use for trending and strategy development. This, in combination with reliability, familiarity, and that the system is currently installed in the waste collections packers, makes Lytx Inc. the recommended vendor.

An additional benefit to standardizing the Lytx Inc. vehicle dash camera system is that if other divisions within the City wish to introduce the use of a vehicle camera system within their operations, they would be able to utilize this standardization rather than be required to complete the Request for Proposals (“RFP”) or Request for Tenders (“RFT”) procurement process.

ALTERNATIVES FOR CONSIDERATION

Alternative 1

Should the recommendations in this report not be approved, Public Works Committee could choose to direct staff to go out to market for a competitive procurement process. This could result in another supplier for vehicle camera equipment, software, and monitoring services being selected. If this was the result of the procurement, the City’s existing vehicle camera system would need to be removed and replaced with the new equipment and software.

Staff do not recommend this alternative as the equipment and software currently utilized is the most up to date offered by Lytx Inc. and staff would be required to replace the physical equipment currently installed in the 44 waste collection packers. This would require additional costs that is not currently budgeted.

Financial: The financial implications for this alternative are unknown. Staff would have to complete the RFP or RFT procurement process to gain an understanding of the cost for equipment, software and support.

Staffing: N/A

Legal: Staff from the Legal Services Division and Corporate Services Section will be consulted to assist with any legal and procurement requirements as applicable.

Alternative 2

Should the recommendations in this report not be approved, Public Works Committee

**SUBJECT: Standardization of Vehicle Camera Equipment (PW16019(a))
(City Wide) – Page 6 of 6**

could choose to remove the vehicle camera system from the waste collections vehicles in its entirety and not replace.

Staff do not recommend this alternative as staff would not have data or KPI's that are used to identify potential risks, which are used to help develop strategies to keep preventable accidents and CVOR points low. Staff would have to find an alternative way to ensure that the waste collection packers are operated safely to mitigate health and safety risk for both staff and residents.

Financial: The financial implications for this alternative would be an annual savings of approximately \$33,000 since the annual support and monitoring service from Lytx Inc. would not be required.

Staffing: N/A

Legal: N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Healthy and Safe Communities

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

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APPENDICES AND SCHEDULES ATTACHED

N/A



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Transportation Planning and Parking Division
and
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 17, 2023
SUBJECT/REPORT NO:	Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Peter Topalovic (905) 546-2424 Ext. 5129 Alison Carlyle (905) 546-2424 Ext. 1473
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	
SUBMITTED BY:	Mike Field Acting Director, Transportation Operations and Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the amending By-law to City of Hamilton By-law 01-215, being a by-law to Regulate Traffic ("City of Hamilton Traffic By-law"), to add the definition and regulations for the operation and use of power-assisted e-cargo bicycles ("cargo e-bikes"), attached as Appendix "A" to Report PED23080/PW23020, and which has been prepared in a form satisfactory to the City Solicitor be enacted and effective immediately;
- (b) That the amending By-law 01-218 to Manage On-Street Parking attached as Appendix "B" to Report PED23080/PW23020 prepared in a form satisfactory to the City Solicitor, be enacted and effective immediately.

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SUBJECT: Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) - Page 2 of 12

EXECUTIVE SUMMARY

This Report deals with an emerging mode of transportation referred to as cargo e-bikes. Cargo e-bikes are a type of electric-powered bike with a platform or box to carry larger items like packages and boxes for deliveries.

In 2021, the Province of Ontario (the Province) announced that it would begin a five-year pilot program which would permit cargo e-bikes on municipal roads throughout the Province, if a municipality passed a by-law to “opt-in”. The five-year pilot launched March 1, 2021, under *Ontario Regulation 141/21* attached as Appendix “C” to Report PED23080/PW23020 made under the *Highway Traffic Act*, R.S.O. 1990, c. H.8 (*HTA*) with the goal of evaluating the use of cargo e-bikes by evaluating their ability to safely integrate with other vehicle types and determine whether existing rules of the road are adequate.

Under this pilot, the City has the option to pass a by-law to permit cargo e-bikes on roads, trails, bike lanes, and in public parks. If a City does not pass such a by-law, cargo e-bikes remain prohibited in that jurisdiction. Previously, cargo e-bikes were defined under federal regulations and there are cargo e-bikes that were purchased in Hamilton when they were legal to operate for personal use and for use by local businesses.

Both Ottawa and Toronto have opted into this pilot and adopted by-laws to allow cargo e-bikes to operate, and London is currently exploring the opportunity. Outside of Ontario, cargo e-bike programs have been implemented in Montreal and Vancouver.

Personal cargo e-bikes can help local families and households meet their daily needs without having to rely on a car, such as taking kids to school and grocery shopping. Commercial cargo e-bikes are a tool to replace some delivery trucks and vans, particularly in dense urban environments. Cargo e-bikes support the reduction in greenhouse gas emissions and provide an opportunity to reduce traffic and parking pressures on local roads. Challenges with cargo e-bikes include pedestrian safety, user safety, and potential parking issues including encroaching on sidewalks.

The City is not expecting a major increase in the number of cargo e-bikes on the road in the short-term due to high-costs. Considering this, staff are recommending a permissive approach to cargo e-bikes, similar to that taken by cities across North America. Staff recommend by-law changes that allow cargo e-bikes to operate in the same places as e-bikes. This includes municipal roads, bicycle lanes, multi-use trails that are adjacent to the roadway throughout the City during the Province of Ontario’s five-year pilot. Cargo e-bikes would not be allowed on sidewalks or on park paths, unless specifically permitted.

SUBJECT: Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) - Page 3 of 12

Alternatives for Consideration – See Page 11

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: There are no staffing implications associated with this Report. Enforcement of the Traffic-By-law will be by Hamilton Police Services, and enforcement of operations within Parks, and with parking and loading, will be overseen by Licensing and By-law Services Division.

Legal: N/A

HISTORICAL BACKGROUND

In the past few years, there has been an increasing interest in micro mobility solutions to help alleviate some of the negative impacts of existing transportation modes in cities. Personal cargo e-bikes can help local families and households meet their daily needs without having to rely on a car, such as taking kids to school and grocery shopping. Commercial cargo e-bikes are a tool to replace some delivery trucks and vans, particularly in dense urban environments. Cargo e-bikes support the reduction in greenhouse gas emissions and provide an opportunity to reduce traffic and parking pressures on local roads.

In May 2021, the Province of Ontario passed Bill 282 *Moving Ontarians More Safely Act*, and it received royal assent in June 2021. The Bill defines power-assisted bicycles (e-bikes) based on the unladen weight of the bicycle (i.e. the weight when there is no cargo or passengers). All e-bikes that weigh more than 55 kg are now considered to be cargo e-bikes. These bikes must be actively pedalled to move forward, with an electric motor that can provide assistance up to a speed of 32 kms/h.

The Ministry of Transportation Ontario (MTO) has the authority under section 228 of the *HTA* to conduct pilot projects by regulation of up to 12 years to test and evaluate the safe integration of new vehicles on Ontario's roadways.

The MTO has also introduced a five-year pilot program to allow cargo e-bikes to be used for personal or commercial reasons. Municipalities that want to participate in the cargo e-bike pilot program are required to implement a by-law to allow their use on local roadways. The five-year pilot launched March 1, 2021 under *Ontario Regulation 141/21* made under the *HTA* with the goal of evaluating cargo e-bikes and their ability to safely integrate with other vehicle types and determine whether existing rules of the road are adequate.

SUBJECT: Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) - Page 4 of 12

Ontario Regulation 141/21 sets out the broad rules and requirements for cargo e-bikes, which apply Province-wide, such as helmet requirements, minimum age, and maximum speed, as well as, data requirements.

Under this pilot, municipalities across the Province have the option to pass by-laws to allow cargo e-bikes on roads, trails, bike lanes, and in public parks. If a municipality does not pass such a by-law, cargo e-bikes remain prohibited in that jurisdiction. Toronto and Ottawa have opted in to the pilot, and London is exploring.

There are some cargo e-bikes currently in the City of Hamilton (the City) that have operated in the past. Additionally, cargo e-bikes such as the e-trishaw owned by Cycling Without Age, have a special permit to operate on some park paths, but are not able to operate currently on roads in Hamilton. This legislation will allow those cargo e-bikes which are already in Hamilton to once again operate legally on the roadways. The City is not expecting a major increase in the number of cargo e-bikes on the road in the short-term. The price of these vehicles typically range from \$6 K - \$14 K.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION**○ Consultation with City of Hamilton Staff**

This Report was prepared in consultation with staff from Transportation Planning, Environmental Services Division, and Transportation Operations and Maintenance Division, working closely with Legal Services.

Staff from Hamilton Municipal Parking, Hamilton Police Services, and Licensing and Bylaw Services were consulted with respect to operations and enforcement matters.

○ Results of Public Consultation

A public survey was open online on Engage Hamilton from March 7, 2022 – April 30, 2022. A total of 503 responses were received. Survey participants were asked about their current vehicle ownership, frequency of bicycle use, and distance travelled. They were also asked about their support for personal and commercial cargo e-bikes in Hamilton.

The survey showed that there is broad support for allowing these vehicles in Hamilton, with over 90% of respondents in support. Responses also seem to support a permissive approach, with the majority in agreement of allowing cargo e-bikes to operate and park

SUBJECT: Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) - Page 5 of 12

in the same way as a standard bicycle. The following three tables show key results of this survey. A full summary is available in Appendix “D” attached to Report PED23080/PW23020.

Table 1 – Support for the use of Cargo E-bikes in Hamilton

	Yes	No	Not Sure/No Opinion
Personal cargo e-bike	93.4%	4.8%	1.8%
Commercial cargo e-bike	93.6%	4.6%	1.8%

Table 2 –Support for allowing Cargo E-bikes to operate on these types of facilities

	Yes	No
On-Street Bike Lanes (e.g. Gage Avenue, Stone Church Road)	93.4%	5.0%
Separated Bike Lanes/Cycle Tracks (e.g. Hunter Street, Cannon Street)	93.0%	5.6%
Multi-use pathways (for personal cargo e-bikes)	85.1%	10.5%
Roadways	84.5%	11.5%
Bike-Only Paths (e.g. Governors Road)	82.3%	12.3%
Multi-use pathways (for commercial cargo e-bikes)	69.0%	22.9%

Table 3 –Support allowing Cargo E-bikes to park on these types of facilities

	Yes	No
Boulevards, provided the bike doesn't encroach into the sidewalk or cycling facility	89.3%	8.9%
Locations where delivery vehicles can park (e.g. on-street loading zones)	89.1%	7.6%
Furniture zones, provided the bike doesn't encroach into the sidewalk or cycling facility	85.3%	11.9%
Vehicle parking spots	81.5%	15.1%

○ **Consultation with Relevant Advisory Committees**

Presentations were made to different groups that were considered to have significant interest in cargo e-bikes, including the Hamilton Cycling Committee (April 2, 2022), the Senior Advisory Committee (May 6, 2022), and the Advisory Committee for Persons with Disabilities (ACPD) (June 14, 2022 and June 28, 2022) and feedback was received.

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SUBJECT: Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) - Page 6 of 12

Members of the Hamilton Cycling Committee were supportive of allowing cargo e-bikes in Hamilton. There was also interest from members of the Senior Advisory Committee in allowing cargo e-bikes, with mentions of the health and sustainable benefits, as well as the ability to take delivery trucks off the road. There was also support for requiring insurance, and education for drivers as well as noise emission while cargo e-bikes are operating.

Members of the ACPD expressed concerns about the operation of cargo e-bikes including their size, weight and speed. The ACPD would prefer to ban the use of cargo e-bikes on all City roads, sidewalks, pathways and in all other areas of the City, until such time that cargo e-bikes are fully and completely regulated, and their operators properly trained, licensed and insured in the same manner as any other motor vehicle in the province of Ontario. The ACPD would also like to see e-bikes treated in this way.

ANALYSIS AND RATIONALE FOR RECOMMENDATION**o The Provincial Pilot**

Ontario Regulation 141/21 sets out the broad rules and requirements for cargo e-bikes, which apply Province-wide, such as helmet requirements, minimum age, and maximum speed, as well as, data requirements.

A cargo e-bike is defined as a pedal-driven bicycle of conventional exposed fork-and-frame bicycle design and appearance that:

- Has two or three wheels, with a width of not less than 35 mms and a diameter of not less than 350 mms;
- Has pedals that are always operable to propel the bicycle;
- Has a platform, basket or container for carrying cargo, parcels or goods;
- Has steering handlebar;
- Has a weight of more than 55 kg;
- Has a width not exceeding 1.3 m;
- Has a length not exceeding 4 m;
- Has a height not exceeding 2.2 m;
- Does not have any structure that fully encloses the occupant area;
- Has an electric motor with a continuous rated output power not exceeding 1000 watts that is incapable of providing propulsion assistance when the motor vehicle attains a speed of 32 kms per hour or more; and,
- Is not deemed a motor vehicle.

SUBJECT: Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) - Page 7 of 12

Since cargo e-bike meets the definition of vehicle under the *HTA*, all rules of the road will apply to the operation of a cargo e-bike, including:

- Requirement to stop when requested by a police officer, surrendering his or her driver's license;
- Penalties in *HTA* s. 228(8) will also apply to violations in the pilot (fine range from \$250-\$2,500);
- Duty to report to the police a cargo e-bike accident with a pedestrian, animal or vehicle that results in personal injury or property damage; and,
- Cargo e-bike operators impaired by drugs, alcohol or both may face charges under the *Criminal Code*¹.

The Province has further outlined requirements for safe operation, including:

- Where permitted, the vehicle must be operated in the bicycle lane or to the right-most side of the roadway;
- Operator must be age 16 or over;
- Not permitted to tow devices or vehicles;
- Not permitted to carry dangerous or hazardous goods;
- Not permitted to leave the vehicle in a location that is intended for the passage of vehicles or pedestrians (i.e. bicycle lane or sidewalk);
- Helmets are required for all riders regardless of age;
- Passengers are permitted if the passenger is using a seat designed for passenger use that is manufactured for the vehicle; and,
- When operated at a time (i.e. night-time or in poor weather) where persons and vehicles are not clearly discernible at a distance of 150 m or less, cargo e-bikes must carry a lighted lamp displaying a white or amber light at the front and a lighted lamp displaying a red light at the rear (must be affixed to the vehicle, not the operator).

Section 13 of *Ontario Regulation 141/21* requires municipalities to report to the Minister on the use of cargo e-bikes. Specifically, the province is interested in collision data to assess the pilot program.

○ **Practices in Other Jurisdictions**

The chart below shows approaches to cargo e-bike regulations in different municipalities across Canada. Within Ontario, Toronto and Ottawa have already opted-in to the pilot, with London also exploring the opportunity. Toronto and Ottawa have both made requirements for cargo e-bikes very similar to requirements for regular

¹ Cargo e-bike meets the definition of "motor vehicle" under the *Criminal Code* R.S.C., 1985, c. C-46.

SUBJECT: Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) - Page 8 of 12

bicycles. Both cities require commercial operators to have insurance and permits to operate.

This reflects the approach taken by most North American cities, allowing cargo e-bikes on most streets and cycling facilities including painted bike lanes and protected/separated cycle tracks, with some exceptions noted on sidewalks and on popular shared-use pathways in various cities. This permissive attitude to cargo e-bikes is taken to strengthen the business case for cargo e-bikes over other commercial delivery vehicles and encourage their uptake².

City	Approach to Regulating Cargo E-bikes
Toronto (ON)	<p>The City of Toronto was the first to opt-in to these new Provincial Regulations. In June 2021, the city updated by-laws so that cargo e-bikes that weigh less than 120 kg would continue to be allowed on streets, in bike lanes and on cycle tracks.</p> <p>In December 2021, the City of Toronto passed by-laws to allow 'large cargo e-bikes'. The program requires that a letter of agreement be signed between the operator and the city, with requirements for data-sharing and insurance. This program was modelled after the program in New York City which has been successful to date. Cargo e-bikes that are over 500 watts, greater than 0.9 m wide and over 120 kg are considered 'large cargo e-bikes'.</p>
Ottawa (ON)	<p>In September 2021, the City of Ottawa "opted-in" to the provincial pilot, with bylaws that allow both personal and commercial cargo e-bikes. Cargo e-bikes that are wider than 0.95 m; a weight greater than 120 kg or is used for commercial purposes are classified as commercial cargo e-bikes. Cargo e-bikes are mostly able to operate where pedal bikes currently operate, except for commercial cargo power-assisted bicycles which are prohibited from operating on a multi-use pathway trail.</p> <p>As of December 2022, there are no commercial operators in Ottawa. Due in part to COVID-19 and supply chain issues, it has reportedly been difficult for potential operators to source</p>

² Stout, M., Kaddoura, S., 2021. Cargo e-bikes for urban deliveries: Regulatory approaches and standards. Pembina Institute. Retrieved from <https://www.pembina.org/reports/cargo-ebikes-urban-delivery-2021-12.pdf>.

SUBJECT: Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) - Page 9 of 12

City	Approach to Regulating Cargo E-bikes
	new cargo e-bikes. Staffing challenges during 2022 and delays in establishing new urban logistics centres have also slowed progress in launching new operations for some operators.
London (ON)	Currently exploring the cargo e-bike pilot opportunity.
Montreal (QC)	Montreal has allowed commercial e-bike operation since September 2019 and was a model for the large cargo e-bike program in Toronto. Cargo e-bikes operate in Montreal's extensive bike lane network and pedestrian-only streets across the City.
Vancouver (BC)	In April 2021, the provincial government launched funding for a two-year pilot for cycling logistics centres (CLC) within Vancouver to enable small industrial spaces serviced by a single truck and several cargo e-bikes to enable last mile delivery by bicycle.
New York City (NYC)	Currently have a pilot program for cargo e-bikes. Cargo e-bikes are permitted in bike lanes, roadways and multi-use paths to the same extent as bicycles. There is currently legislation moving through the State Senate to increase the maximum width of cargo e-bikes from 36 inches (0.95 m) to 55 inches (1.3 m). Commercial delivery bikes can park where traditional delivery vehicles can park but are exempt from meter payments.

○ **Benefits and Consequences of Cargo E-bikes**

The demand for e-commerce deliveries has grown significantly. Statistics Canada data shows that from 2016-2020, revenue from e-commerce increased by nearly 300% across the country. In the Greater Toronto and Hamilton Area (GTHA), transportation emissions represent 34% of total emissions³. In Hamilton, the transportation sector increased emissions by 20.7% between 2006 and 2019 according to the 2019 report titled "Corporate Goals and Areas of Focus for Climate Change Mitigation and Adaptation" (Appendix "A" to Report CMO19008/HSC19073).

Permitting cargo e-bikes to operate would help alleviate the number of kms driven by trucks within Hamilton's urban areas. The cargo e-bike pilot evaluation in NYC states that delivery vans and trucks can be replaced on 2:1 or even 1:1 basis. This supports the vision of the Truck Routes Master Plan (TRMP), supporting economic prosperity,

³ Lu, J., 2017. Toronto Atmospheric Fund. Greenhouse Gas Emissions Inventory for the Greater Toronto and Hamilton Area. Retrieved from <https://www.toronto.ca/legdocs/mmis/2017/ta/bgrd/backgroundfile-109851.pdf>.

SUBJECT: Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) - Page 10 of 12

high quality of life for communities, and environmental and public health. Using one cargo e-bike for deliveries has a yearly carbon dioxide (CO₂) savings equivalent to over 100 trees planted or 15,436 passenger car miles travelled and would support Hamilton's 2019 Climate Emergency Declaration and can help improve localized air quality. Cargo e-bikes are a more flexible, low-cost option for local businesses who deliver goods to residents. The smaller size, and lower speeds, also improves safety on roads, supporting Hamilton's commitment to Vision Zero.

Other benefits of cargo e-bikes for deliveries replacing delivery trucks include reduced noise, reduced vehicle congestion, and would help mitigate demand for curb side space used by delivery trucks.

Cargo e-bikes could provide a healthy, safe, sustainable and affordable alternative to personal vehicles in the City of Hamilton. Cargo e-bikes for personal use can accommodate bigger shopping trips, and even transport children making it a very useful vehicle option for families. The pilot also allows the operation of passenger tri-shaws such as the one used by Cycling Without Age Hamilton. This program, operated by New Hope Community Bikes, uses an e-trishaw (electric-tricycle-rickshaw) to give free rides to seniors in Hamilton. This program connects older Hamiltonians with reduced mobility to the community, local parks and with nature.

○ **Operating Considerations for the City of Hamilton**

Ontario Regulation 141/21 allows the City of Hamilton to determine whether to pass a by-law permitting cargo e-bikes, and if so, decide where cargo e-bikes would be permitted/prohibited, as well as, where cargo e-bikes can stop to load and unload goods, and park. To assist and support municipalities develop cargo e-bikes regulations, the Province developed a list of questions that municipalities need to answer, attached as Appendix "E" to Report PED23080/PW23020.

The Regulations and By-laws presented as part of this Report are based on the general approach that cargo e-bikes will be treated like bicycles in that they are permitted to operate within the road right-of-way as a vehicle and not be permitted to operate on sidewalks. At this time, cargo e-bikes will not be permitted to operate on paths in parks. In special circumstances, operators of cargo e-bikes can apply for a permit to operate on park paths. Cycling Without Age is a non-profit organization operating in Hamilton that is currently working with staff to secure a permit to operate in Gage Park, and on the Waterfront Trail. Cycling Without Age has an e-trishaw (electric-tricycle-rickshaw), that allows volunteer pilots to give recreational rides to seniors in Hamilton.

For parking, it is proposed that cargo e-bikes be allowed to park with the same restrictions as bicycles. Commercial cargo e-bikes are also permitted to load and unload in the same spaces as commercial vehicles, including in curbside parking spaces, as

SUBJECT: Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) - Page 11 of 12

well as public loading/unloading zones. Commercial cargo e-bikes must have a 150 square inch sign with the business name and contact information written on the sign. Cargo e-bikes will not be permitted to be stored in on-street paid parking spots, as this system currently uses license plate numbers to confirm payment. This could be reviewed if the program becomes permanent.

Like bicycles, the enforcement of traffic by-laws will be carried out by Hamilton Police Services, and operations within Parks will be enforced by Licencing and By-Law Services. Enforcement requirements for cargo e-bikes are expected to be modest but depend on uptake.

The Sustainable Mobility team will monitor the growth of the program. If any issues arise, a working group will be established bringing together necessary partners.

Opting into the pilot would give residents and businesses the option to use cargo e-bikes to move people and goods. This supports the Transportation Master Plan's objectives to improve the efficiency of goods movement and reduce the dependency on single occupant vehicles.

ALTERNATIVES FOR CONSIDERATION

The City can choose not to pass a by-law, and cargo e-bikes would remain prohibited in the City. However, Staff is recommending that a by-law be passed to allow cargo e-bikes to operate in the City. Cargo e-bikes are already owned in the City of Hamilton. This would impact individuals, local businesses and non-profits who had invested in this equipment when it was legal to operate.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

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APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PED23080/PW23020 - Amending by-law to City of Hamilton By-law 01-215

Appendix "B" to Report PED23080/PW23020 - Amending by-law to City of Hamilton By-law 01-218

Appendix "C" to Report PED23080/PW23020 - Ontario Regulation 141/21

**SUBJECT: Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) - Page
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Appendix "D" to Report PED23080/PW23020 - Cargo E-bike Survey Results
Appendix "E" to Report PED23080/PW23020 - Municipal Guidelines Document - Cargo
E-bikes

Appendix "A" to Report PED23080/PW23020

Page 1 of 2

CITY OF HAMILTON

BY-LAW NO.

A By-law to Amend By-law 01-215, A By-law to Regulate Traffic

WHEREAS Ontario Regulation 141/21 regarding a pilot project for Cargo Power-Assisted Bicycles, prohibits the operation of Cargo Power-Assisted Bicycles unless such operation is permitted by and in accordance with a municipal by-law;

AND WHEREAS Council deems it necessary to amend the Traffic By-law to permit Cargo Power-Assisted Bicycles in Hamilton;

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

1. The amendments in this By-law include any necessary grammatical, numbering and letter changes.
2. The following definitions shall be included in By-law 01-215:

"cargo power-assisted bicycle" means a pedal-driven bicycle of conventional exposed fork-and-frame bicycle design and appearance that,

- (a) has two or three wheels,
- (b) is fitted at all times with pedals that are always operable to propel the bicycle,
- (c) has a platform, basket or container for carrying cargo, parcels or goods,
- (d) has steering handlebars,
- (d.1) has a weight of more than 55 kilograms,
- (e) has a width not exceeding 1.3 metres,
- (f) has a length not exceeding 4 metres,
- (g) has a height not exceeding 2.2 metres,
- (h) has wheels that have a width of not less than 35 millimetres and a diameter of not less than 350 millimetres,
- (i) does not have any structure that fully encloses the occupant area, and
- (j) has an electric motor with a continuous rated output power not exceeding 1000 watts that is incapable of providing propulsion assistance when the bicycle attains a speed of 32 kilometres per hour or more;

"motor assisted bicycle" means a bicycle,

- (a) that is fitted with pedals that are operable at all times to propel the bicycle,
- (b) that weighs not more than fifty-five kilograms,

Appendix “A” to Report PED23080/PW23020

Page 2 of 2

- (c) that has no hand or foot operated clutch or gearbox driven by the motor and transferring power to the driven wheel,
- (d) that has an attached motor driven by electricity or having a piston displacement of not more than fifty cubic centimetres, and
- (e) that does not have sufficient power to enable the bicycle to attain a speed greater than 50 kilometres per hour on level ground within a distance of 2 kilometres from a standing start;

“power-assisted bicycles” means a bicycle that is a power-assisted bicycle as defined in the *Highway Traffic Act*, R.S.O. 1990, c. H.8

- 3. The following definitions shall be repealed and replaced by the following definitions in By-law 01-215:

“bicycle” includes a tricycle, a unicycle, a power-assisted bicycle and a cargo power-assisted bicycle but does not include a motor assisted bicycle;

“motor vehicle” includes an automobile, a motorcycle, a motor assisted bicycle unless otherwise indicated in this by-law, and any other vehicle propelled or driven otherwise than by muscular power, but does not include a street car or other motor vehicle running only upon rails, a power-assisted bicycle, a cargo power-assisted bicycle, a motorized snow vehicle, a tractor engine, a farm tractor, a self-propelled implement of husbandry or a road-building machine;

- 4. In all other respects, By-01-215 is confirmed; and
- 5. The provisions of this By-law shall become effective on the date approved by City Council.

PASSED this _____ day of _____, 2023.

A. Horwath
Mayor

A. Holland
City Clerk

Appendix "B" to Report PED23080/PW23020

Page 1 of 2

CITY OF HAMILTON

BY-LAW NO.

A By-law to Amend By-law 01-218, A By-law to Regulate On-Street Parking

WHEREAS Ontario Regulation 141/21 regarding a pilot project for Cargo Power-Assisted Bicycles, prohibits the operation of Cargo Power-Assisted Bicycles unless such operation is permitted by and in accordance with a municipal by-law;

AND WHEREAS Council deems it necessary to amend the On-Street Parking By-law to permit commercial Cargo Power-Assisted Bicycles in commercial loading zones;

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

1. The amendments in this By-law include any necessary grammatical, numbering and letter changes.
2. The following definitions shall be included in By-law 01-218:

"cargo power-assisted bicycle" means a pedal-driven bicycle of conventional exposed fork-and-frame bicycle design and appearance that,

- (a) has two or three wheels,
- (b) is fitted at all times with pedals that are always operable to propel the bicycle,
- (c) has a platform, basket or container for carrying cargo, parcels or goods,
- (d) has steering handlebars,
- (d.1) has a weight of more than 55 kilograms,
- (e) has a width not exceeding 1.3 metres,
- (f) has a length not exceeding 4 metres,
- (g) has a height not exceeding 2.2 metres,
- (h) has wheels that have a width of not less than 35 millimetres and a diameter of not less than 350 millimetres,
- (i) does not have any structure that fully encloses the occupant area, and
- (j) has an electric motor with a continuous rated output power not exceeding 1000 watts that is incapable of providing propulsion assistance when the bicycle attains a speed of 32 kilometres per hour or more;

"commercial cargo power-assisted bicycle" means a cargo power-assisted bicycle that is used for the conveyance of cargo, parcels or goods for commercial purposes and has a 150 square inch sign with the business name and contact information written on the sign;

Appendix "B" to Report PED23080/PW23020

Page 2 of 2

3. The following definitions shall be repealed and replaced by the following definitions in By-law 01-218:

"bicycle" includes a tricycle, a unicycle, a power-assisted bicycle and a cargo power-assisted bicycle but does not include a motor assisted bicycle;

"commercial vehicle" includes a commercial cargo power-assisted bicycle and includes:

- (i) a vehicle licensed as a commercial vehicle under the Highway Traffic Act;
- (ii) a motor vehicle which has attached to both of its sides a sign, of not less than 150 square inches in size, identifying the person, business or company in whose service the vehicle is employed; and,
- (iii) a taxi cab;

"motor vehicle" includes an automobile, a motorcycle, a motor assisted bicycle unless otherwise indicated in this by-law, and any other vehicle propelled or driven otherwise than by muscular power, but does not include a street car or other motor vehicle running only upon rails, a power-assisted bicycle, a cargo power-assisted bicycle, a motorized snow vehicle, a tractor engine, a farm tractor, a self-propelled implement of husbandry or a road-building machine;

"vehicle" includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include the cars of electric or steam railways running only upon rails, a wheelchair whether powered or not, or a powered scooter designed for use on a sidewalk;

4. In all other respects, By-01-218 is confirmed; and
5. The provisions of this By-law shall become effective on the date approved by City Council.

PASSED this _____ day of _____, 2023.

A. Horwath
Mayor

A. Holland
City Clerk

Français

Highway Traffic Act

ONTARIO REGULATION 141/21
PILOT PROJECT - CARGO POWER-ASSISTED BICYCLES

Consolidation Period: From April 29, 2021 to the [e-Laws currency date](#).

Note: This Regulation is revoked on March 1, 2026. (See: O. Reg. 141/21, s. 14)

Last amendment: 321/21.

Legislative History: 141/21, 321/21.

This is the English version of a bilingual regulation.

Definitions

1. (1) In this Regulation,

“cargo power-assisted bicycle” means a pedal-driven bicycle of conventional exposed fork-and-frame bicycle design and appearance that,

- (a) has two or three wheels,
- (b) is fitted at all times with pedals that are always operable to propel the bicycle,
- (c) has a platform, basket or container for carrying cargo, parcels or goods,
- (d) has steering handlebars,
- (d.1) has a weight of more than 55 kilograms,
- (e) has a width not exceeding 1.3 metres,
- (f) has a length not exceeding 4 metres,
- (g) has a height not exceeding 2.2 metres,
- (h) has wheels that have a width of not less than 35 millimetres and a diameter of not less than 350 millimetres,
- (i) does not have any structure that fully encloses the occupant area, and
- (j) has an electric motor with a continuous rated output power not exceeding 1000 watts that is incapable of providing propulsion assistance when the bicycle attains a speed of 32 kilometres per hour or more; (“vélo cargo assisté”)

“public park” means a provincial park or land designated by a municipality for use as a park. (“parc public”) O. Reg. 141/21, s. 1 (1); O. Reg. 321/21, s. 1.

(2) A cargo power-assisted bicycle is deemed not to be a motor vehicle under the Act. O. Reg. 141/21, s. 1 (2).

(3) Despite subsection (2), any municipal by-law that governs or prohibits the operation of a motorized vehicle applies to a cargo power-assisted bicycle unless the by-law provides otherwise. O. Reg. 141/21, s. 1 (3).

Pilot project re cargo power-assisted bicycles

2. A pilot project to evaluate the use and operation of cargo power-assisted bicycles is established.

Prohibition

3. No person shall operate a cargo power-assisted bicycle on a highway, sidewalk, trail, path or walkway or in a public park or exhibition ground unless,

- (a) such operation is permitted by and in accordance with this Regulation; and
- (b) where the highway, sidewalk, trail, path, walkway, public park or exhibition ground is under the jurisdiction of a municipality, such operation is permitted by and in accordance with a municipal by-law.

Where cargo power-assisted bicycles permitted

4. (1) Subject to subsection (2), a person may operate a cargo power-assisted bicycle on a roadway or on the shoulder of a highway.

(2) A cargo power-assisted bicycle shall not be operated on,

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- (a) those parts of the controlled-access highways described in Schedule 1 to Regulation 627 of the Revised Regulations of Ontario, 1990 (Use of Controlled-Access Highways by Pedestrians) made under the Act;
- (b) those parts of the controlled-access highways described in Schedule 1 to Regulation 630 of the Revised Regulations of Ontario, 1990 (Vehicles on Controlled-Access Highways) made under the Act; or
- (c) any highway to which access by pedestrians or bicycles is prohibited under any Act, regulation or municipal by-law.

Roadway use

5. (1) Where bicycle lanes are provided on a highway, a cargo power-assisted bicycle shall only be operated in the bicycle lanes.

(2) Despite subsection (1), where the highway is located in a tunnel or underpass, a cargo power-assisted bicycle may be operated on a sidewalk in the tunnel or underpass rather than the bicycle lane except where such operation is prohibited by municipal by-law.

(3) Where bicycle lanes are not provided on a highway or where the operation of cargo power-assisted bicycles in bicycle lanes is prohibited by municipal by-law, a cargo power-assisted bicycle shall only be operated,

- (a) if there is a shoulder on the highway, on the shoulder as close to the right edge of the shoulder as possible; or
- (b) if there is no shoulder on the highway, on the right side of the roadway as close to the edge of the roadway as possible.

Application of the Act

6. The Act and the regulations apply to the operation of a cargo power-assisted bicycle and to a person who operates a cargo power-assisted bicycle.

Safe operation

7. (1) The operator of a cargo power-assisted bicycle shall keep a safe distance from pedestrians and other users of the roadway, shoulder, sidewalk, trail, path, walkway, public park or exhibition ground at all times and shall give way to a pedestrian or bicycle by slowing or stopping, as necessary, where there is insufficient space for the pedestrian or bicycle and the cargo power-assisted bicycle to pass.

(2) A cargo power-assisted bicycle shall not be operated on a sidewalk, trail, path or walkway or in a public park or exhibition ground at a speed that is markedly greater than the speed of the pedestrians who are proximate to the cargo power-assisted bicycle.

(3) The operator of a cargo power-assisted bicycle shall sound the bell or horn on the cargo power-assisted bicycle whenever it is reasonably necessary to notify cyclists, pedestrians or others of its approach.

(4) The operator of a cargo power-assisted bicycle shall, when operating the cargo power-assisted bicycle at any time from one-half hour before sunset to one-half hour after sunrise and at any other time when, due to insufficient light or unfavourable atmospheric conditions, persons and vehicles are not clearly discernible at a distance of 150 metres or less, ensure the bicycle has a lighted lamp at the front displaying a white or amber light, and at the rear either a lighted lamp displaying a red light or a reflector.

(5) A cargo power-assisted bicycle shall not be operated in such a manner that it may harm, injure or damage, either directly or indirectly, any person or property.

General rules re operation

8. (1) No person under the age of 16 years shall operate a cargo power-assisted bicycle.

(2) No person operating a cargo power-assisted bicycle shall carry any other person thereon unless the bicycle was manufactured to carry passengers.

(3) No person operating a cargo power-assisted bicycle shall tow another person, vehicle or device.

(4) No person operating a cargo power-assisted bicycle shall attach the bicycle to another cargo power-assisted bicycle, vehicle or device for the purpose of being drawn or towed.

(5) No person operating a cargo power-assisted bicycle shall leave it in a location that is intended for the passage of vehicles or pedestrians.

(6) No person operating a cargo power-assisted bicycle shall carry any dangerous or hazardous goods.

(7) No person shall operate or permit to be operated a cargo power-assisted bicycle that carries a load unless the load is loaded, bound, secured, contained or covered so that no portion of the load may become dislodged or fall, leak, spill or blow from the cargo power-assisted bicycle.

Equipment

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9. (1) A cargo power-assisted bicycle shall have one or more electric batteries that are the sole source of power to the motor.
- (2) A cargo power-assisted bicycle shall be equipped with a bell or horn which shall be kept in good working order.
- (3) The battery and motor of a cargo power-assisted bicycle shall be securely fastened to the cargo power-assisted bicycle to prevent them from moving while the cargo power-assisted bicycle is in motion.
- (4) A cargo power-assisted bicycle shall have a lamp displaying a white or amber light at the front and a lamp displaying a red light or a reflector at the rear that are each clearly discernible at a distance of 150 metres or less.
- (5) A cargo power-assisted bicycle shall have white reflective material placed on its front forks, and red reflective material covering a surface of not less than 250 millimetres in length and 25 millimetres in width placed at the rear.
- (6) A cargo power-assisted bicycle shall not be modified after its manufacture in any way that results in increasing the total continuous rated output power of its electric motor beyond 1000 watts, or that results in increasing its maximum assisted speed beyond 32 kilometres per hour.
- (7) A cargo power-assisted bicycle shall not be modified after its manufacture in any way that results in the cargo power-assisted bicycle being propelled by any form of non-muscular propulsion other than its electric motor.
- (8) The motor of a cargo power-assisted bicycle shall cease to propel the cargo power-assisted bicycle forward if the accelerator is released or the brakes are applied.
- (9) The brakes of a cargo power-assisted bicycle must be capable of bringing the bicycle, while being operated at a speed of 30 kilometres per hour on a clean, paved and level surface, to a full stop within nine metres from the point at which the brakes were applied.
- (10) A cargo power-assisted bicycle and all of its components shall be maintained in good working order at all times.

Helmets

10. Every person operating or riding on a cargo power-assisted bicycle shall wear a helmet that complies with the requirements of subsection 104 (1) or (2.1) of the Act.

Operator to stop for police officer

11. Every operator of a cargo power-assisted bicycle shall stop when required to do so by a police officer and shall, on the demand of the police officer,
- (a) surrender his or her driver’s licence, if he or she has one and has it in his or her possession, for reasonable inspection by the officer; or
- (b) provide the officer with his or her correct name, address and date of birth.

Duty to report accident

12. (1) Where a cargo power-assisted bicycle is involved in an accident with a pedestrian, animal or vehicle that results in personal injury or property damage, the operator of the cargo power-assisted bicycle shall forthwith report the accident to a police officer and furnish him or her with the information concerning the accident as may be required by the officer under subsection (2).
- (2) A police officer receiving a report of an accident, as required by this section, shall secure from the person making the report, or by other inquiries where necessary, the particulars of the accident, the persons involved, the extent of the personal injuries or property damage, if any, and the other information that may be necessary to complete a written report concerning the accident and shall forward the report to the Registrar within 10 days of the accident.
- (3) The report of a police officer under subsection (2) shall be in the form that is approved by the Minister.

Reports to Minister

13. Any municipality in which cargo power-assisted bicycles are being used shall, if requested by the Minister, report to the Minister on the use of cargo power-assisted bicycles in the municipality, or on any aspect of such use as may be specified by the Minister.
14. OMITTED (PROVIDES FOR AMENDMENTS TO THIS REGULATION).
15. OMITTED (PROVIDES FOR COMING INTO FORCE OF PROVISIONS OF THIS REGULATION).

Français

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Cargo E-Bike Survey Results

A public survey was open online on Engage Hamilton from March 7 – April 30, 2022. A total of 503 responses were received. Survey participants were asked about their current vehicle ownership, frequency of bicycle use, and distance travelled. They were also asked about their support for personal and commercial cargo e-bikes in Hamilton.

The survey included the images below to provide more context to respondents.

Examples of personal e-cargo bikes:



Examples of commercial e-cargo bikes:



Source: DHL

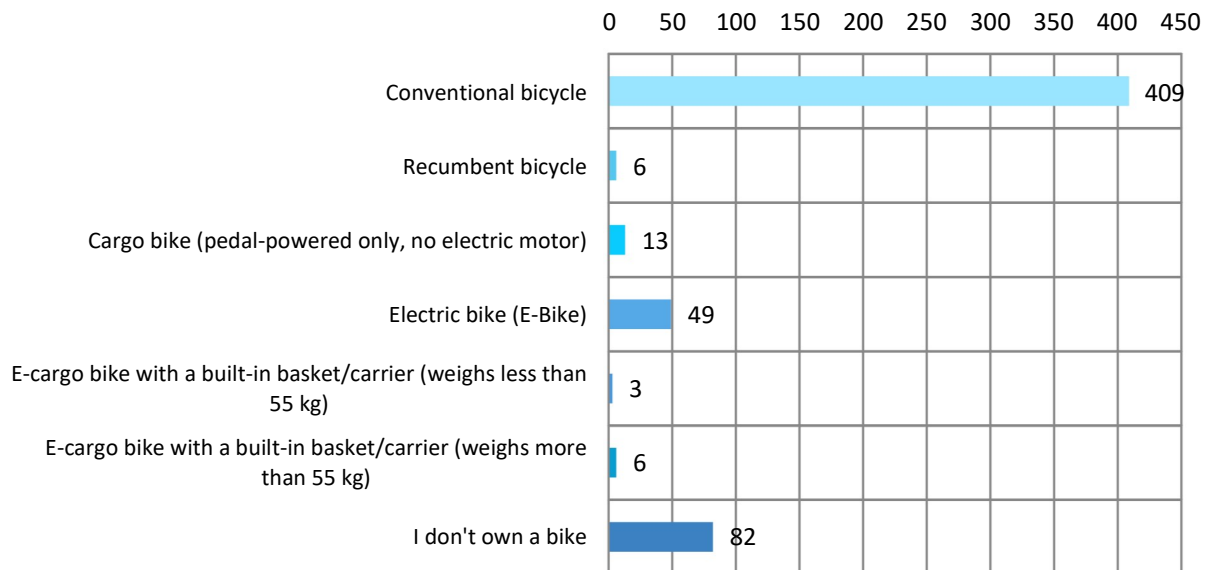


Source: K. Gebhardt

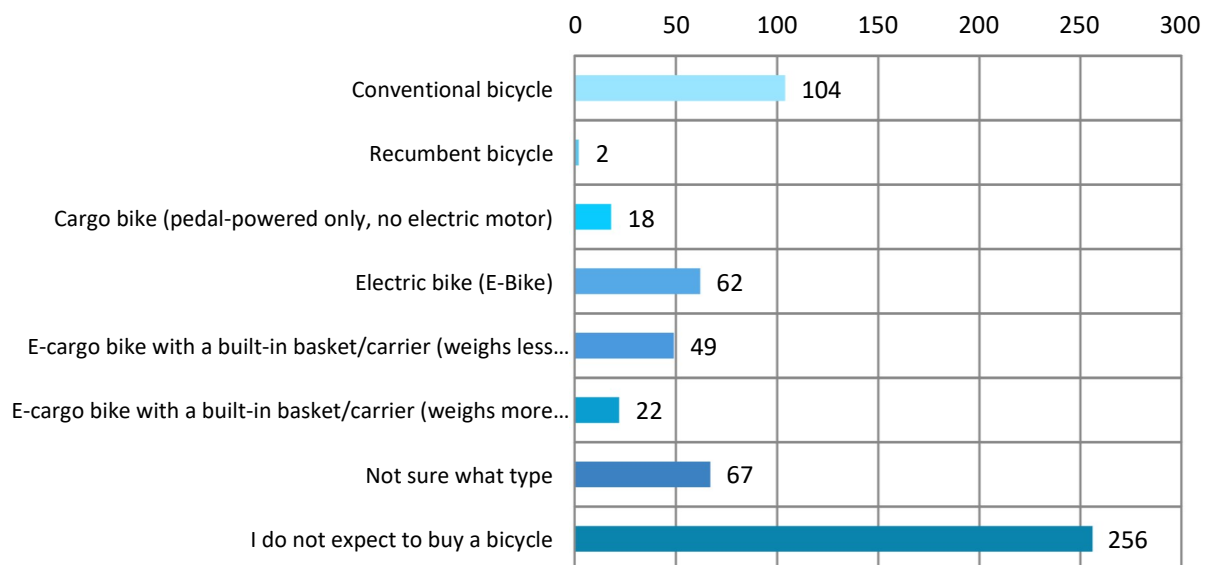
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Q1. What type(s) of bicycle do you currently own?
Select all that apply.



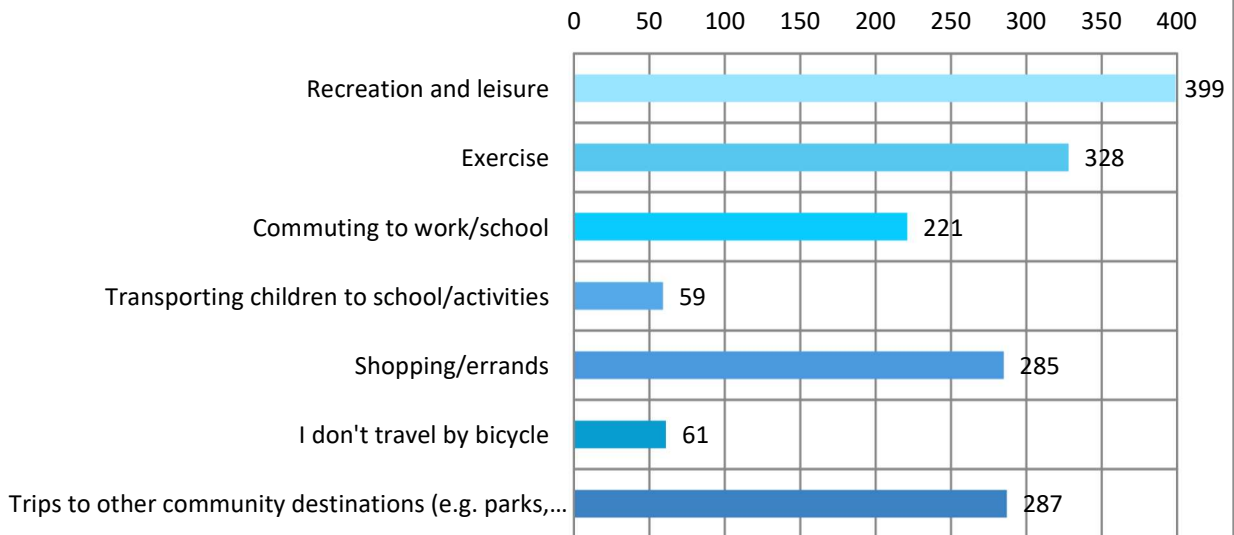
Q2. Do you expect to purchase a bicycle, or another bicycle in the next year? Select all that apply.



Q3. How many automobiles (e.g. cars, trucks, SUVs or motorcycles) does your household own/lease?

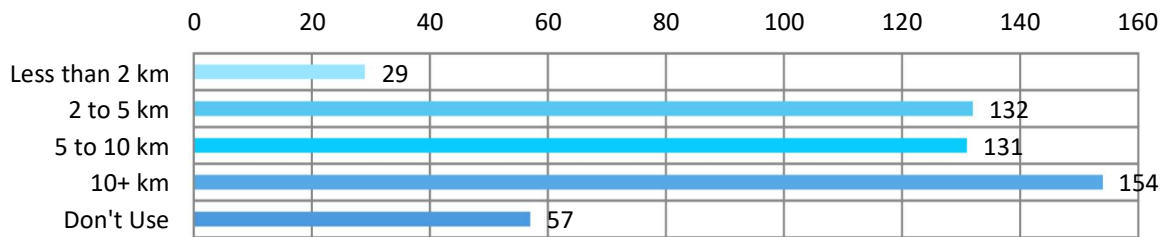


Q4. When you travel by conventional bike or e-bike, what types of trips are you making? Select all that apply (include pre-COVID trips)

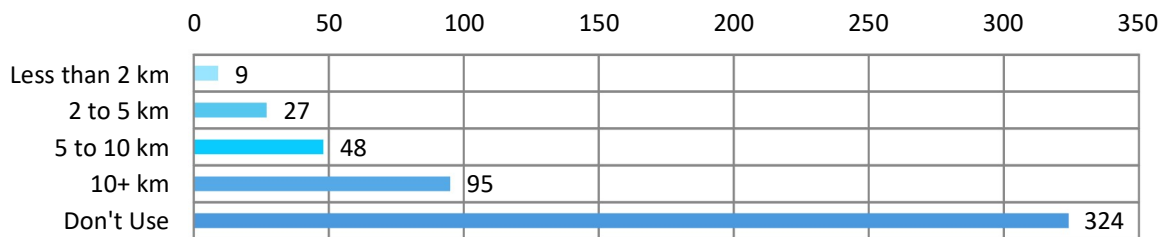


Appendix “D” to Report PED23080/PW23020

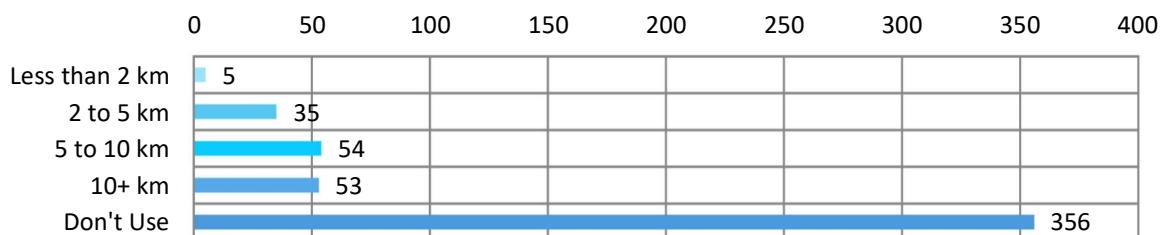
Q5. For your trips by conventional bike, e-bike and/or e-cargo bike, what would be the longest trip you would typically make? (Conventional Bicycle)



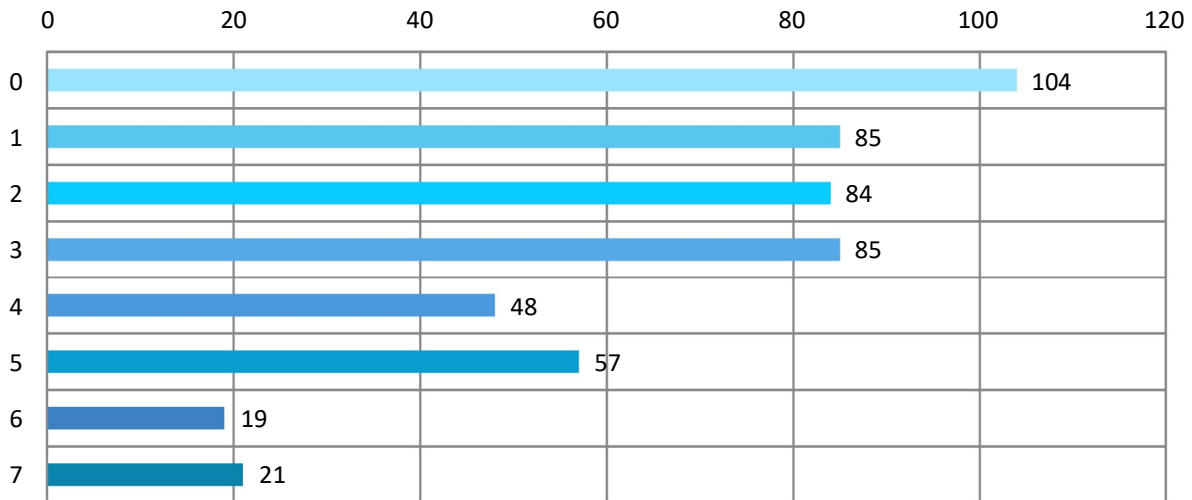
Q5. For your trips by conventional bike, e-bike and/or e-cargo bike, what would be the longest trip you would typically make? (E-Bike)



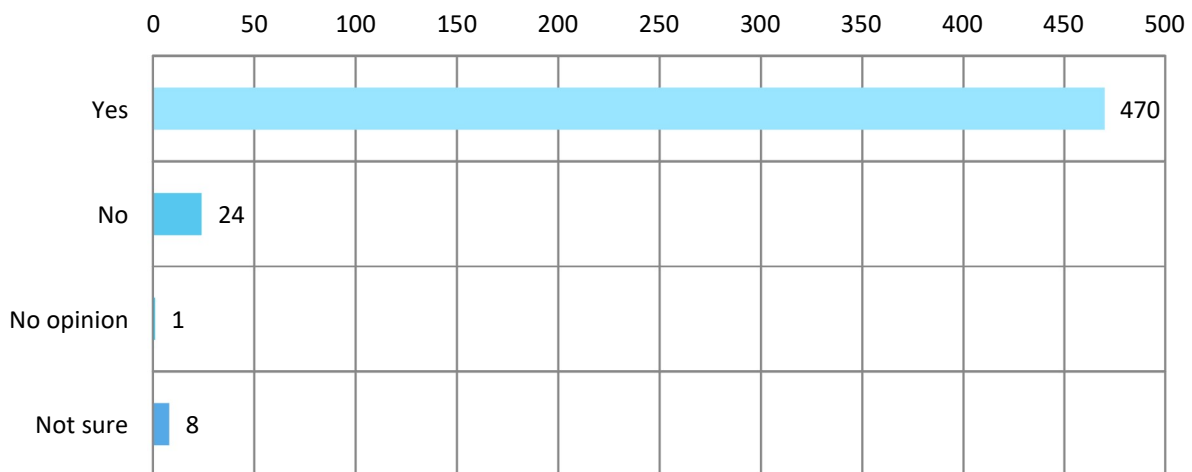
Q5. For your trips by conventional bike, e-bike and/or e-cargo bike, what would be the longest trip you would typically make? (E-Cargo Bike)



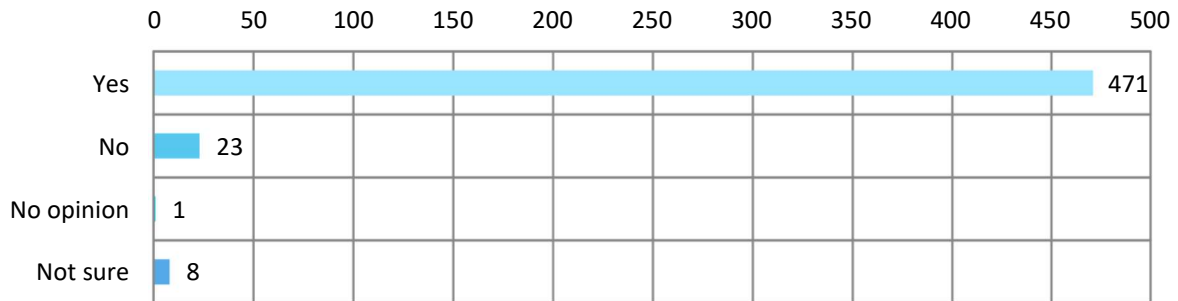
Q6. How many days of the week do you ride a conventional bicycle or e-bike?



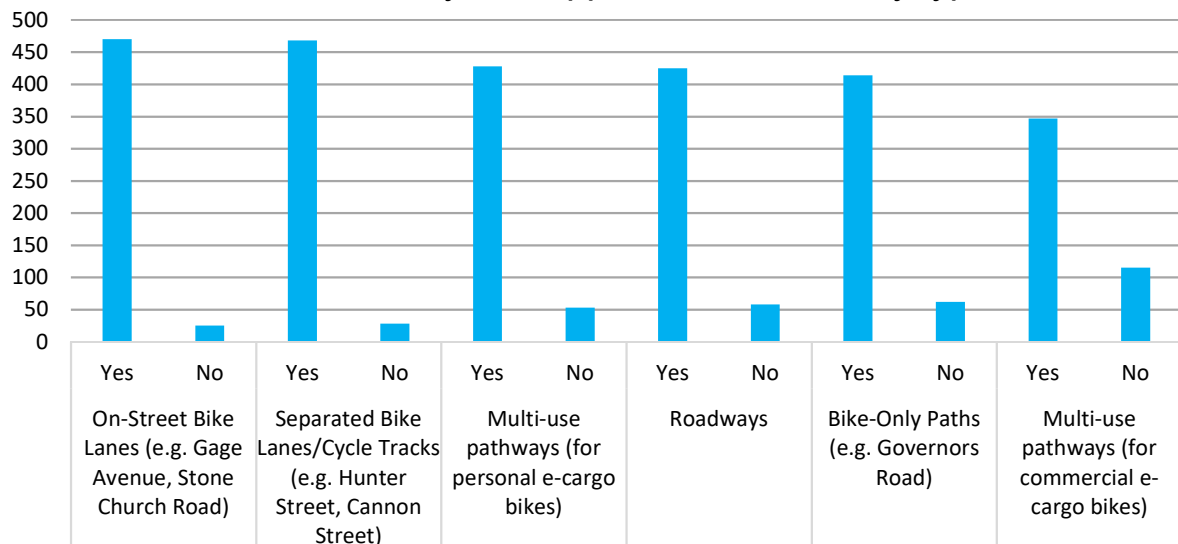
Q7. E-cargo bikes can be a useful vehicle for personal use to transportation young children and cargo, such as groceries. The Province of Ontario has launched a pilot program to allow municipalities to enact a by-law to permit e-cargo bikes that weight mo



Q8. A larger version of bikes, known as e-cargo bikes, can be used by businesses to delivery packages. These can reduce environmental impacts and parking issues by trucks and delivery vans in communities. Do you support the use of **commercial e-cargo bikes**

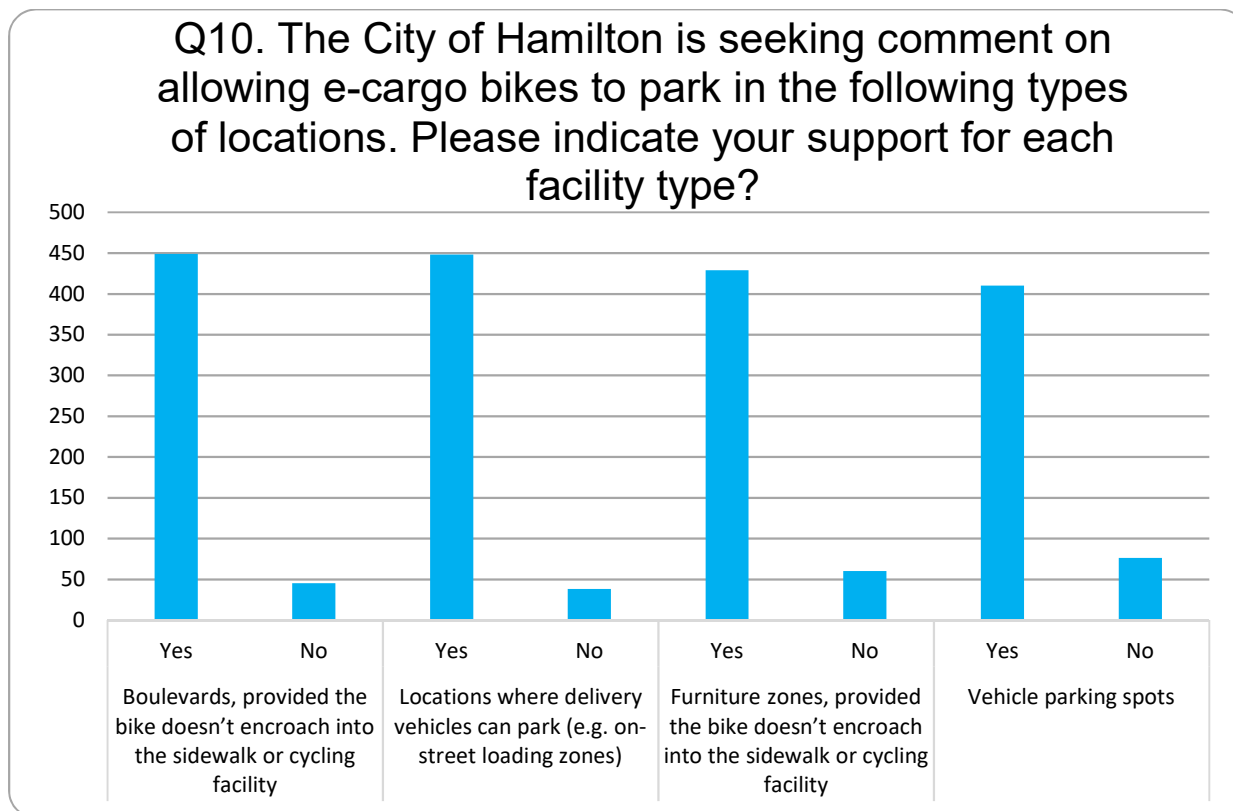


Q9. The City of Hamilton is seeking comment on allowing e-cargo bikes to operate on the following types of facilities. Please indicate your support for each facility type?



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There were 503 comments submitted by survey respondents. 152 of those comments were positive, and supportive of cargo e-bikes.

Strongly support. Was not aware e-cargo bikes were not allowed, I am very surprised. Hamilton needs to support all types of active travel, and restrict motor traffic. There is no reason for e-cargo bikes to be banned in any form, no evidence of any harm.

I'm an old fart with health issues who can't handle a bicycle or car, but an e-bike trike may work for me. Rather than pushing a cart to No-Frills a cargo e-bike trike may be good
IF, big IF, done properly, e-bikes and other alternatives could replace cars and make a better Hamilton.

I think they would be an awesome addition to the community! Also I would appreciate if Hamilton Police and Bylaw would be more rigorous in defending the bike lane from delivery drivers who park there. It causes unsafe situations and encourages lazy practices (such as being unwilling to park around the corner in a designated parking zone). I understand it is not an urgent issues but the complete apathy I've seen in both types of officers is frustrating when it is a legitimate safety issue.

I have been looking at several types of e-bikes and due to balance issues a cargo bike would offer me much more stability than a regular e-bike

Please bring e-cargo bikes to Hamilton! We need fewer cars, less wear and tear on our roads, they will be great for small businesses and local deliveries.

I think these would be a great addition to our city considering the high levels of air pollution. It would be a great help to families to transport their children as well as businesses to transport their goods

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with an extremely low carbon footprint. Given the current price of gas would actually give a break to many families and businesses with the addition of helping the environment.

I would love to have the option of ecargo bikes for groceries runs, or facilitating a day at a park/beach because all needed equipment could be transported easily.

Getting out and about on Hamilton Mountain for social activities isn't easy by bike because of the distances involved make carrying everything you need difficult. Ecargo bikes would be a game changer.

Picnic lunch, sports equipment, groceries etc can all be accommodated without need for a car.

There were 58 comments that included suggestions for the program including suggestions to require licensing, operator training, and also suggestions to provide tax incentives or rebates.

Must ensure they are not blocking sidewalk access

The regular e bikes are a big enough problem as is, they require no license and I observe them breaking road laws frequently and the have no insurance so if someone crashes one into your car they have no insurance to cover damages and I think allowing more and larger versions of them on the roads will only make the situation worse. Please pass laws to license and insure these “vehicles” or get them off the roads

“I think training and possibly licensing might be an option. It seems many cyclists do not understand the rules of the road. For the safety of all it is important all vehicles follow the same rules.”

I think they should be high vis, have road(turn) signals and tall high vis flags so vehicles can see them in traffic or parking spaces

As long as those who use e-cargo bikes abide by the rules of the road (or path) maintaining appropriate speeds, using hand signals and so on, they should absolutely be promoted/supported. I would suggest that all road users should receive training for sharing the road - bicycles of all forms as well as cars (those pursuing a car licence should ride a bicycle on a Hamilton road as part of their test!...I digress) :).

I think allowing for more options like these is a great idea, but that also there should be some form of regulations/signage/education to prevent congestion on bike paths from mixed bike use.

Would be nice to see these available to rent and to purchase with a significant rebate or serious discount to promote using these for short trips such as shopping and errands as well as school or work.

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There were also 35 comments with requests to improve infrastructure around the City to support these vehicles to reduce conflicts with both motor vehicles and pedestrians.

Great idea. I imagine the biggest hesitation will be due to poor existing bike infrastructure, please increase city capabilities to handle more small personal sized vehicles. People's hesitation to bike is mostly due to safety concerns.

We need safer cycling in hamilton. I've almost been hit a few times with my children in tow. It's very very scary.

I do not own or use a bike after a traumatic accident on one. But I 100% support bike use and hope to see more dedicated bike lanes and e-cargo bikes in the very near future.

Eighteen comments suggested that cargo e-bikes be available for rental, potentially through the Hamilton BikeShare system.

Would love to see personal cargo or e-cargo bikes integrated into sobi network. While I own a bike, I find most of my bike trips are via sobi, and I would love to take my small child on errands with me.

Would be nice to see these available to rent and to purchase with a significant rebate or serious discount to promote using these for short trips such as shopping and errands as well as school or work.

This would be an amazing program. The cost of purchasing an ebike is prohibitive for our family but we would definitely use one of it was available for rent/borrow.

Finally, there were 6 comments from individuals who did not want tax money to be spent on supporting this program.

“Although I’m in favour of a pilot and allowing it, I don’t want to see a group demand the tax payors pay for it when the pilot ends. I don’t believe it should be a burden placed upon tax payors. It needs be self sustaining.”

“I don't want to have my tax dollars to fund this Funded entirely by the users I would have no use for these”

Ontario Cargo e-Bike Pilot Program: Guidelines for Municipalities

Increasing options for businesses to meet delivery demands March 2021

Ontario has created a five-year pilot framework for permitting the use of larger cargo power-assisted bicycles (cargo e-bikes) on Ontario roads, should municipalities choose to allow their use within their municipal boundaries.

Municipalities that want to allow cargo e-bikes to operate on their roads must pass by-laws to permit their use and may set out specific requirements, based on what is best for their communities.

Municipalities may also inform the Ministry of Transportation that they are participating in the pilot by sending a notification to SPDB@ontario.ca.

The Province has established the broad regulatory framework for cargo e-bikes. This includes the following vehicle and operating requirements:

Provincial Requirements

Provincial Vehicle Requirements

The vehicle is a pedal-driven bicycle of conventional exposed fork-and-frame bicycle design and appearance that:

- has two or three wheels
- is fitted at all times with pedals that are always operable to propel the bicycle
- has a platform, basket or container for carrying cargo, parcels or goods
- has steering handlebars
- has a width not exceeding 1.3 meters
- has a length not exceeding 4 meters
- has a height not exceeding 2.2 meters
- has wheels that have a width of not less than 35 millimeters and a diameter of not less than 350 millimeters

- does not have any structure that fully encloses the occupant area
- has an electric motor with a continuous rated output power not exceeding 1000 watts that is incapable of providing propulsion assistance when the motor vehicle attains a speed of 32 kilometres per hour or more

Provincial Operating Requirements

- No drugs or alcohol permitted when operating a cargo e-bike (consequences under the Criminal Code of Canada may apply)
- Where permitted, the vehicle must be operated in the bicycle lane or to the right-most side of the roadway
- Operator must be age 16 or over
- Not permitted to tow devices or vehicles
- Not permitted to carry dangerous or hazardous goods
- Not permitted to leave the vehicle in a location that is intended for the passage of vehicles or pedestrians (i.e., bicycle lane or sidewalk)
- Helmets are required for all riders regardless of age
- Passengers are permitted if the passenger is using a seat designed for passenger use that is manufactured for the vehicle
- When operated at a time (i.e., night-time or in poor weather) where persons and vehicles are not clearly discernible at a distance of 150 metres or less, cargo e-bikes must carry a lighted lamp displaying a white or amber light at the front and a lighted lamp displaying a red light at the rear (must be affixed to the vehicle, not the operator)

Municipal Considerations

Municipal Operating Parameters

Municipalities that want to allow cargo e-bikes to operate within their boundaries may wish to consider the below:

- Developing operating parameters for cargo e-bike companies and operators.
- Whether cargo e-bikes may be allowed to operate on sidewalks – sidewalks are for pedestrians, and operators should be considerate of persons with disabilities and/or limited mobility. Municipalities may wish to clearly communicate with companies about their expectations and requirements around contracts, business licences, operating agreements, etc.

Municipalities to consider:

- What are the most appropriate mechanisms to monitor, track and report on the use of cargo e-bikes under the pilot, including collisions?
- Where should cargo e-bikes be allowed to travel (e.g., bicycle lane, on roadways, bike paths, etc.)?
- A limit on the number of cargo e-bikes allowed in certain areas to combat congestion?
- How will cargo e-bikes integrate with other road users (e.g., pedestrians, cyclists, and people using personal mobility devices)?
- Whether a visible numerical identifier may be required for each vehicle in use?
- What contractual terms are required for commercial operators to provide data (such as GPS coordinates) to municipalities?
- Where and when should vehicles be permitted to stop/park for deliveries?
- What mechanism is in place for citizens to provide feedback or complaints (i.e., surveys or use of 311 lines)?
- How to ensure training for operators to meet all Occupational Health and Safety Act requirements?

Parking

The pilot program requires cargo e-bikes to be parked within spots for motor vehicles as these vehicles are not permitted to stop in places of passage for motor vehicles or pedestrians. In addition, municipalities may wish to consider clearly defining where cargo e-bikes can park (e.g., setting up designated parking locations). Designated parking locations provides control over their use and reduces interference with the public.

Municipalities may consider:

- Should there be overnight responsibility for cargo e-bike parking non-compliance.
- Who may receive the penalty if a cargo e-bike is not parked in a designated location.
- What penalty structure should apply if a cargo e-bike is not parked in a designated location?

Liability

Municipalities may consider:

- What are the possible options for commercial cargo e-bike companies to indemnify the municipality and hold appropriate insurance requirements with a distinction in insurance coverage required for commercial cargo e-bikes?
- What is the possible appropriate insurance coverage for commercial cargo e-bikes - the type and coverage amount?

Offences

Similar to bicycles, *Highway Traffic Act* (HTA) rules of the road apply to the operation of cargo e-bikes in Ontario. Penalties in HTA s. 228(8) also apply to violations of the pilot regulation (fine of \$250 to \$2,500). By-law offences may also apply. There are serious consequences for a cargo e-bike operator impaired by drugs, alcohol or both under the *Criminal Code of Canada*.

Data Collection

The Ministry of Transportation (MTO) requires data from municipalities to evaluate this pilot and determine any potential amendments required, if needed. Municipalities are required to provide information to the ministry if a municipal by-law is enacted to permit the use of cargo e-bikes on any roads within the municipality during the term of the pilot.

MTO will be evaluating the road safety impact of the pilot program and will require accurate and reliable data on all cargo e-bike collisions to do this effectively. Collisions, as defined in the Highway Traffic Act (HTA), must be reported using the Motor Vehicle Collision Report (MVCR) form (SR-LD-401) or an electronic collision data system when a reportable collision involving a cargo e-bike occurs. Collisions involving cargo e-bikes that do not meet the criteria of a reportable collision should be documented using your jurisdiction's incident reporting procedures. Municipalities are required to remit incident/collision and injury-related data to the province.


More Information

This document is a guide only. For official purposes, please refer to the Ontario Highway Traffic Act and its regulations. For more information, please visit [Ontario.ca/MTO](https://www.ontario.ca/MTO).



Hamilton

CITIZEN COMMITTEE REPORT

To:	Chair and Members Public Works Committee
From:	Brenda Duke (Chair) Keep Hamilton Clean & Green Committee 
Date:	April 11, 2023
Re:	Clean & Green Neighbourhood Grant 2023 Funding Recommendations

Recommendation:

That the Keep Hamilton Clean and Green (KHCG) Committee's recommendations for the 2023 Clean & Green Neighbourhood Grant be referred to Council through the Public Works Committee for consideration:

Applicant	Description of Initiative	Funding Rec.
Hamilton-Wentworth Green Venture	To rebuild and expand gardening spaces for new gardening programming and reduce litter at Riverdale Community Garden and EcoHouse Community Garden.	\$0
Friends of the Parkette	To plant several different native perennials and pollinator friendly long lasting annuals in the Parkette (home to Sunset Cultural Garden).	\$710
Niwasas Kendaaswin Teg / McQuesten Urban Farm	To host an Earth Day clean up event, inviting neighbours to help clean up the litter around the farm and Biindigen Hub.	\$710
Ottawa Street BIA	To host a street clean up for Ottawa Street North.	\$710

Applicant	Description of Initiative	Funding Rec.
Action 13	Green Block Growing – to teach and share ways to plant native plants and edibles.	\$710
Deborah Boyd	Soil, Seeds and Sustainability Project – to build and re-store both pollinator and people food sources, eradicate invasive non-native flora, and re-generate soil to increase its rainwater absorption capacity.	\$710
Community Permaculture Lab (Cynthia Meyer)	To hold a spring, summer and winter tree pruning workshop with hands on experience and theoretical training.	\$710
Crown Point Garden Club	To host two community clean up events in the Crown Point neighbourhood, focusing on the pollinator gardens (and replanting where needed).	\$500
Hamilton Community Connection	To host a clean up within the Crown Point Community neighbourhood on Kenilworth Avenue North.	\$500
Action 13	Spare a Square Park Pilot – to test out 1 square metre native garden plots in select parks	\$0
Liz Enriquez	To organize a spring clean up and seed giveaway in the John St N and Barton St area.	\$200
Strathcona Community Council	To host an educational native seed bomb workshop.	\$540
Roots Above Ground	To work with 4 classrooms from Lake Avenue Elementary School in Hamilton to conduct 2-hour environmental stewardship workshops between March 20 th - April 30 th .	\$0
Barbara Williams	My Two Blocks – to encourage children 7+ to commit to keeping two blocks in any direction from where they live, as litter free as possible.	\$0
Christine Seketa	To rent a truck and haul the illegal dumping (small furniture and garbage) from the bus loop for #33 Sanatorium to the CRC.	\$0
Shamrock Park Spiral Garden	To create/update a memorial garden for a friend who passed away in July of 2022 (rain barrel, flowers, gravel).	\$0

Applicant	Description of Initiative	Funding Rec.
The Pearl Street Bridge Neighbours	To clean the Pearl St bridge, including garbage, dog excrement, the planters, graffiti.	\$0
Cleanable World	To create a brand to inspire people to take action in cleaning up litter in their communities.	\$0
Corktown Neighbourhood Association	No project information included in application.	\$0
Adelaide Hoodless School Council	No project information included in application.	\$0
Rosedale Elementary School	No project information included in application.	\$0
Stipley Community Association	To clean up the Stipley neighborhood and install additional garbage cans in the area.	\$0
Valley Velo Cycling Team	To host a spring clean up event on local paths and trails in Dundas that run along the Spencer Creek corridor.	\$0

Background:

The Clean & Green Neighbourhood Grant is the KHCG Committee's annual grants program. The program provides funding for community-led grassroots initiatives that address litter, graffiti and illegal dumping, as well as promoting beautification and environmental stewardship in the community. The KHCG Committee allocated \$6,000 from its 2023 budget to be distributed as Clean & Green Neighbourhood Grants of up to \$1,000 for eligible initiatives. These grants were approved at the March 21 and April 5, 2023 meeting of the Keep Hamilton Clean and Green Committee.

The KHCG Committee set up a working group with three members to review and score each eligible application. 23 eligible applications were received for the 2023 Clean & Green Neighbourhood Grant program. The total amount requested was \$19,953.00. The working group's funding recommendations were reviewed and approved at the KHCG Committee meeting on March 21st, 2023.

One of the Neighbourhood Grant funding recommendations was to fund \$740 to Hamilton-Wentworth Green Venture to rebuild and expand gardening spaces at Riverdale Community Garden and EcoHouse Community Garden. On March 28th, 2023, Staff were notified of an agreement with the Neighbourhood Development Section of the Healthy and Safe Communities Department, in which Green Venture was hired to run Riverdale Community Garden for the year. It was therefore determined that Green Venture has received funding from the City for the same project, and is now ineligible for the Clean & Green Neighborhood Grant. As a result, a Keep Hamilton Clean and

Green Committee Meeting was held on April 5, 2023, where funding recommendations were moved for the remaining \$740.

Analysis/Rationale:

Each grant application was assessed and recommended for funding based on the merit of the initiative, the initiative's alignment to the Clean & Green Strategy, the anticipated level of community support and engagement, and the overall use of public funds.

CITY OF HAMILTON

NOTICE OF MOTION

Public Works Committee: April 17, 2023

MOVED BY COUNCILLOR M. SPADAFORA.....

Improvements to Gilkson Park, 50 Gemini Drive, Mountview Park, 115 San Antonio Drive, Scenic Woods Park, 220 Lavender Drive, and Scenic Parkette, 56 West 31st Street (Ward 14)

WHEREAS, the park pathway and baseball backstop at Gilkson Park, 50 Gemini Drive, have deteriorated and would benefit from replacement;

WHEREAS, the park pathway and sport court at Mountview Park, 115 San Antonio Drive, have deteriorated and would benefit from replacement;

WHEREAS, these recreational pathways connect residents through their community and support healthy activity;

WHEREAS, the play structures at Scenic Woods Park, 220 Lavender Drive, and Scenic Parkette, 56 West 31st Street, have deteriorated and would benefit from replacement; and

WHEREAS, recreational park amenities support valuable opportunities for children, youth and families to be active and play within the Ward 14 neighbourhoods.

THEREFORE, BE IT RESOLVED:

- (a) That the replacement of the park pathway and baseball backstop at Gilkson Park, 50 Gemini Drive, at a cost of \$140,000, including contingency, to be funded from the Ward 14 Special Capital Re-Investment Reserve (#108064), be approved;
- (b) That the replacement of the park pathway and sport court (to a multi-use court), at Mountview Park, 115 San Antonio Drive, at a cost of \$200,000, including contingency, to be funded from the Ward 14 Special Capital Re-Investment Reserve (#108064) be approved;
- (c) That replacement of the existing play structures at Scenic Woods Park, 220 Lavender Drive, and Scenic Parkette, 56 West 31st Street, at a cost of \$500,000 including

contingency, to be funded from the Ward 14 Special Capital Re-Investment Reserve (#108064) be approved, and,

- (d) That the General Manager of Public Works be authorized and directed to approve and execute any and all required agreements and ancillary documents, in a form satisfactory to the City Solicitor, related to the replacement of the park pathway and baseball backstop at Gilkson Park, 50 Gemini Drive, replacement of the park pathway and sport court at Mountview Park, 115 San Antonio Drive, and the replacement of the existing play structures at Scenic Woods Park, 220 Lavender Drive, and Scenic Parkette, 56 West 31st Street.