



**City of Hamilton  
PUBLIC WORKS COMMITTEE  
AGENDA**

**Meeting #:** 23-006  
**Date:** May 1, 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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	<b>Pages</b>
<b>1. CEREMONIAL ACTIVITIES</b>	
<b>2. APPROVAL OF AGENDA</b>	
(Added Items, if applicable, will be noted with *)	
<b>3. DECLARATIONS OF INTEREST</b>	
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12.5	Lighting Improvements at Eastmount Park, 115 East 26th Street, Hamilton (Ward7)	69
<b>13.</b>	<b>NOTICES OF MOTION</b>	
<b>14.</b>	<b>GENERAL INFORMATION / OTHER BUSINESS</b>	
14.1	Amendments to the Outstanding Business List	
	a. Items Considered Complete and Needing to be Removed:	
	a. HSR / ATS / DARTS Passenger Policies for Persons with Disabilities	
	Addressed as Item 11.2 (PW23009) (February 13, 2023)	
	Item on OBL: ABR	

b. Items Requiring a New Due Date:

- a. Impact of On-Site and Excess Soils Management Regulation (O. Reg 406/19) and other pressures on Capital Program Costs

Item on OBL: ACZ

Current Due Date: May 23, 2023

Proposed New Due Date: June 12

- b. Upper Paradise Road In-Service Road Safety Review (Ward 14)

Item on OBL: ADL

Current Due Date: Q3 2023

Proposed New Due Date: September 18, 2023

15. PRIVATE AND CONFIDENTIAL

16. ADJOURNMENT

# 4.1



## **PUBLIC WORKS COMMITTEE MINUTES 23-005**

1:30 p.m.

Monday, April 17, 2023

Council Chambers

Hamilton City Hall

71 Main Street West

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

**Absent with Regrets:** Councillor E. Pauls (Vice-Chair) – personal

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### **THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:**

- 1. Clean and Green Hamilton Strategy 2022 Year End Update (PW23026) (City Wide) (Item 9.1)**

**(Francis/Cassar)**

That Report PW23026, respecting Clean and Green Hamilton Strategy 2022 Year End 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  
Yes - Ward 6 Councillor Tom Jackson  
Not Present - 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. Intersection Control List (PW23001(a)) (Wards 3, 13) (Item 9.2)

## (A. Wilson/Cassar)

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

Intersection		Stop Control Direction		Class	Comments	Ward
Street 1	Street 2	Existing	Requested			
<b>Section "E" Hamilton</b>						
(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)	<del>Harvest Road</del>	<del>Forest Avenue</del>	<del>All</del>	<del>SB</del>	<del>B</del>	<del>Removal of Temporary All-way stop</del> 13
(a)	<del>Harvest Road</del>	<del>Tews Lane</del>	<del>All</del>	<del>SB</del>	<del>B</del>	<del>Removal of Temporary All-way stop</del> 13

**Legend**

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

Intersection Class:

**A** - Local/Local   **B** - Local/Collector   **C** - Collector/Collector   **D** - Local/Arterial

**Result: MAIN MOTION, As Amended, 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  
 Yes - Ward 6 Councillor Tom Jackson  
 Not Present - 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. Ice Cream Vendor Operation at Confederation Beach Park (PW23027) (Ward 5) (Outstanding Business List Item) (Item 9.3)**

**(Francis/M. Wilson)**

That Report PW23027, respecting Ice Cream Vendor Operation at Confederation Beach Park, 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  
 Yes - Ward 6 Councillor Tom Jackson  
 Not Present - 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. Litter Collection Update (PW23028) (City Wide) (Outstanding Business List Item) (Item 9.4)**

**(M. Wilson/Spadafora)**

That Report PW23028, respecting Litter Collection 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  
 Yes - Ward 6 Councillor Tom Jackson  
 Not Present - 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. Standardization of Vehicle Dash Camera Equipment (PW16019(A)) (City Wide) (Item 11.1)**

**(Danko/Jackson)**

- (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.

**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  
 Yes - Ward 6 Councillor Tom Jackson  
 Not Present - 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. Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) (Item 11.2)**

**(Danko/M. Wilson)**

- (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.

**Result: MOTION, CARRIED by a vote of 10 to 1, 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  
 No - Ward 6 Councillor Tom Jackson  
 Not Present - 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. Clean & Green Neighbourhood Grant 2023 Funding Recommendations (Item 11.3)**

**(A. Wilson/Cassar)**

That the Keep Hamilton Clean and Green (KHCG) Committee’s recommendations for the 2023 Clean & Green Neighbourhood Grant, be approved:

<b>Applicant</b>	<b>Description of Initiative</b>	<b>Funding Rec.</b>
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



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Niwasa 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 20th - April 30th.	\$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

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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

**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  
 Yes - Ward 6 Councillor Tom Jackson  
 Not Present - 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 INFORMATION:****(a) APPROVAL OF AGENDA (Item 2)**

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

**5. COMMUNICATIONS**

- 5.1 Correspondence from Joshua Weresch respecting making HSR Frequent, Electric and Free

**6. DELEGATION REQUESTS**

- 6.2 Delegation Requests respecting Item 11.2, Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) (for today's meeting)
- (a) James Kemp
  - (b) Mark A. McNeil, Accessibility Hamilton Alliance

**13. NOTICES OF MOTION**

- 13.1 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)

**(Kroetsch/Spadafora)**

That the Agenda for the April 17, 2023 Public Works Committee meeting be approved, as amended.

**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  
 Yes - Ward 6 Councillor Tom Jackson  
 Not Present - 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) April 3, 2023 (Item 4.1)**

**(McMeekin/Cassar)**

That the Minutes of the April 3, 2023 meeting of the Public Works Committee be approved, as presented.

**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  
 Yes - Ward 6 Councillor Tom Jackson  
 Not Present - 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 Joshua Weresch respecting making HSR Frequent, Electric and Free (Item 5.1)**

**(Danko/Spadafora)**

That correspondence from Joshua Weresch respecting making HSR Frequent, Electric and Free, 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  
 Yes - Ward 6 Councillor Tom Jackson  
 Not Present - 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)**

**(Spadafora/Cassar)**

That the following Delegation Requests be approved for today's meeting:

- (i) Theresa Cardey, Hamilton 350/Council of Canadians, respecting how the City of Hamilton can Make the Hamilton Street Railway (HSR) Frequent, Electric and Free (Item 6.1)
- (ii) Delegation Requests respecting Item 11.2, Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) (Item 6.2)
  - (a) James Kemp
  - (b) Mark A. McNeil, Accessibility Hamilton Alliance

**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  
 Yes - Ward 6 Councillor Tom Jackson  
 Not Present - 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) **Rosemary Lukosius, Ainslie Wood Community Association, respecting the Waste Calendar (Item 7.1)**

Rosemary Lukosius, Ainslie Wood Community Association addressed Committee respecting the Waste Calendar with the aid of a PowerPoint Presentation.

**(ii) Delegation Requests respecting how the City of Hamilton can Make the Hamilton Street Railway (HSR) Frequent, Electric and Free (Item 7.2)**

The following delegations addressed Committee respecting how the City of Hamilton can Make the Hamilton Street Railway (HSR) Frequent, Electric and Free:

- (a) Edward Reece, Council of Canadians, Hamilton Chapter (Item 7.2(a))
- (b) Jason Hindle, Hamilton 350 (Item 7.2(b))
- (c) Christine McNabb, Council of Canadians, Hamilton Chapter (Item 7.2(c))
- (d) Theresa Cardey, Hamilton 350/Council of Canadians (Item 7.2(d))

Theresa Cardey was not present when called upon.

**(iii) Delegation Requests respecting Item 11.2, Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide) (Item 7.3)**

The following delegations addressed Committee respecting Item 11.2, Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide):

- (a) James Kemp (Item 7.3(a))
- (b) Mark A. McNeil, Accessibility Hamilton Alliance (Item 7.3(b))

**(McMeekin/Beattie)**

That the following delegations, be received:

- (i) Rosemary Lukosius, Ainslie Wood Community Association, respecting the Waste Calendar.
- (ii) Delegations respecting how the City of Hamilton can Make the Hamilton Street Railway (HSR) Frequent, Electric and Free
  - (a) Edward Reece, Council of Canadians, Hamilton Chapter
  - (b) Jason Hindle, Hamilton 350
  - (c) Christine McNabb, Council of Canadians, Hamilton Chapter

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- (iii) Delegations respecting Item 11.2, Regulation of Cargo E-bikes (PED23080/PW23020) (City Wide):
- (a) James Kemp (Item 7.3(a))
- (b) Mark A. McNeil, Accessibility Hamilton Alliance (Item 7.3(b))

**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  
 Yes - Ward 6 Councillor Tom Jackson  
 Not Present - 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) CONSENT ITEMS (Item 9)**

**(i) Intersection Control List (PW23001(a)) (Wards 3, 13) (Item 9.2)**

**(A. Wilson/McMeekin)**

That in order to align consideration of the Ward 13 intersections with the ongoing Greensville Area Roadway Safety Review, the Intersection Control List be **amended** by removing Ward 13 from the list, to read as follows:

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

Intersection		Stop Control Direction		Class	Comments	Ward
Street 1	Street 2	Existing	Requested			
<b>Section "E" Hamilton</b>						
(a)	Central Avenue	Rothsay Avenue	NC	WB	A	Currently an uncontrolled intersection
						3

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

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

Intersection Class:

**A** - Local/Local **B** - Local/Collector **C** - Collector/Collector**D** - Local/Arterial**Result:** **Amendment 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  
 Yes - Ward 6 Councillor Tom Jackson  
 Not Present - 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, refer to Item 2.



**(ii) Keep Hamilton Clean and Green Minutes (Item 9.5)**

**(Spadafora/Cassar)**

That the following Keep Hamilton Clean and Green Committee Minutes, be received:

(a) March 21, 2023 (Item 9.5(a))

(b) April 5, 2023 (Item 9.5(b))

**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  
 Yes - Ward 6 Councillor Tom Jackson  
 Not Present - 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) NOTICES OF MOTION (Item 13)**

Councillor Spadafora introduced the following Notice of Motion:

**(i) 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) (Item 13.1)**

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 31<sup>st</sup> 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 31<sup>st</sup> 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 31<sup>st</sup> Street.

**(i) GENERAL INFORMATION / OTHER BUSINESS (Item 14)**

**(i) Amendments to the Outstanding Business List (Item 14.1)**

**(Kroetsch/Spadafora)**

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

- (1) Items Considered Complete and Needing to be Removed (Item 14.1(a))

- (i) Antonio Gallo, Gallo Ice Cream Retail, respecting Ice Cream Vendor Operation at Confederation Park (Item 14.1(a)(a)) Addressed as Item 9.3 (PW23027) (on today's agenda) Item on OBL: CAN
  - (ii) Annual Expenses for Litter Collection Outside of Regularly Scheduled Waste Management Efforts (Item 14.1(a)(b)) Addressed as Item 9.4 (PW23028) (on today's agenda) Item on OBL: ADH
- (2) Items Requiring a New Due Date (Item 14.1(b))
- (i) Results of Parks Security Patrol Pilot Program (Item 14.1(b)(a))  
Item on OBL: ABG  
Current Due Date: Q1 2023  
Proposed New Due Date: May 29, 2023
  - (ii) Security Report on Theft and Vandalism Prevention in City-Owned Spaces - Results of 2-Year Pilot Program (Item 14.1(b)(b))  
Item on OBL: ADC  
Current Due Date: May 1, 2023  
Proposed New Due Date: May 29, 2023

**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  
 Yes - Ward 6 Councillor Tom Jackson  
 Not Present - 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

**(j) ADJOURNMENT (Item 16)**

**(Francis/Spadafora)**

That there being no further business, the meeting adjourned at 4:08 p.m.

**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  
Yes - Ward 6 Councillor Tom Jackson  
Not Present - 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

Respectfully submitted,

Councillor Nann, Chair,  
Public Works Committee

Carrie McIntosh  
Legislative Coordinator  
Office of the City Clerk

# 6.1

## Request to Speak to Committee of Council

Submitted on Fri, 04/21/2023 - 08:15

==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 delegate to Public Works regarding the ATS quarterly update and more specifically to present issues with Taxi Scrips and Accessible Taxis.

**Will you be requesting funds from the City?** No

**Will you be submitting a formal presentation?** No



## INFORMATION REPORT

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	May 1, 2023
<b>SUBJECT/REPORT NO:</b>	Accessible Transportation Services Performance Report (PW22079(b)) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Michelle Martin (905) 546-2424 Ext. 2765
<b>SUBMITTED BY:</b>	Maureen Cosyn Heath Director, Transit Public Works Department
<b>SIGNATURE:</b>	

### COUNCIL DIRECTION

Public Works Committee, at its meeting of April 22, 2022, approved the following: “That staff be directed to report back to the Public Works Committee and the Advisory Committee for Persons with Disabilities on a quarterly basis respecting Accessible Transportation Services (ATS).” (PW Report 22-006, Item 3 (PW21055(a))).

### INFORMATION

In 1998, an Ontario Human Rights Code complaint was filed and the subsequent settlement established, in part, that the City of Hamilton report on service-specific requirements, notably, a trip denial rate goal of 5%, an on-time performance goal of 95% or greater for DARTS trips, and an annual report to the City’s Advisory Committee for Persons with Disabilities on: trip requests, trip denials, passenger refusals of trips, cancellations, no shows, missed trips, trips provided, complaints and on-time performance.

Accessible Transportation Services has presented performance indicators from 2019 up to Q2 of 2022 (see ACPD Meeting 22-009 Agenda Item 8.1 and ACPD Meeting 22-010 Agenda Item 8.2) as described in PW22079. Performance indicators year to date Q3 of 2022 were presented to ACPD Meeting 22-014 Agenda Item 8.1. Q4 and year to date 2022 performance indicators were presented to ACPD Meeting 23-003 Agenda Item 8.1, and the report is attached as Appendix “A” to Report PW22079(b).

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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: Accessible Transportation Services Performance Report  
(PW22079(b)) (City Wide) – Page 2 of 2**

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From the beginning to the end of 2022, there has been an overall decrease in on-time performance of the contractor for specialized transit, DARTS, from 99.6% to 98.3%, though still within the industry standard of 95%-99% for large providers such as Hamilton. There has been a related increase in complaints largely driven by increased complaints about late trips: the count of all complaints received in 2022 resulted in a count of 4.5 complaints per thousand trips.

While the Q1 2023 numbers were not finalized at time of PW22079(b) writing, in January 2023, DARTS on-time performance sits at 96.7% and total complaints received sits at 7.7 per thousand trips, again, largely driven by complaints about late trips. The industry standard is 1.0 complaints/1000 trips, and the 2016 Canadian Urban Transit Association average was 2.1 complaints/1000 trips for large systems such as Hamilton (CUTA Specialized Transit Services Industry Practices Review, 2016). These January numbers will be included in the 2023 Q1 report that will go to the ACPD early in Q2.

The information presented meets the terms of the settlement and exceeds the frequency requirements.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” to Report PW22079(b) – ACPD Meeting 23-003 08.1 - Accessible  
Transportation Services Performance  
Report Q4 2022

City of Hamilton  
Accessible Transportation Services Performance Review  
Q4 2022

Michelle Martin  
Manager, Accessible Transportation Services  
Transit Division  
Public Works Department  
3-14-2023



This information report provides a summary of key statistical data and performance indicators for Q4 of 2022 (October to December) and 2022 totals. The City is obligated to provide statistical reports to the Advisory Committee for Persons with Disabilities (ACPD) to meet the terms of the City's 2004 settlement with the Ontario Human Rights Commission (OHRC) and complainants under the Code.

The report reflects the performance of specialized transportation offered by HSR Accessible Transportation Services (ATS) through its contractor for services, Disabled and Aged Regional Transportation System (DARTS) and their subcontractors, and through the ATS Taxi Scrip program. The data was obtained from DARTS performance report records, ATS contact reports, and ATS Taxi Scrip program data.

**TRIPS REQUESTED AND PROVIDED**

**Table 1: System Requested and Delivered Passenger YTD Q4 2022**

DEMAND	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Year to Date
<b>DARTS: Number of Total Trips Requested</b>	112,155	155,087	169,376	195,670	632,288
<b>DARTS: Number of Total Trips Delivered</b>	82,356	116,804	123,186	132,271	454,617
<b>TAXI SCRIP: Number of Total Trips Delivered</b>	8,189	10,595	9,436	10,679	38,899
<b>ATS: Number of Total Trips Requested, All Modes</b>	120,344	165,682	178,812	206,349	671,187
<b>ATS: Number of Total Trips Delivered, All Modes</b>	90,545	127,399	132,622	142,950	493,516
<b>ATS % Of Total Trips Delivered vs. Requested, All Modes</b>	<b>75%</b>	<b>77%</b>	<b>74%</b>	<b>69%</b>	<b>74%</b>

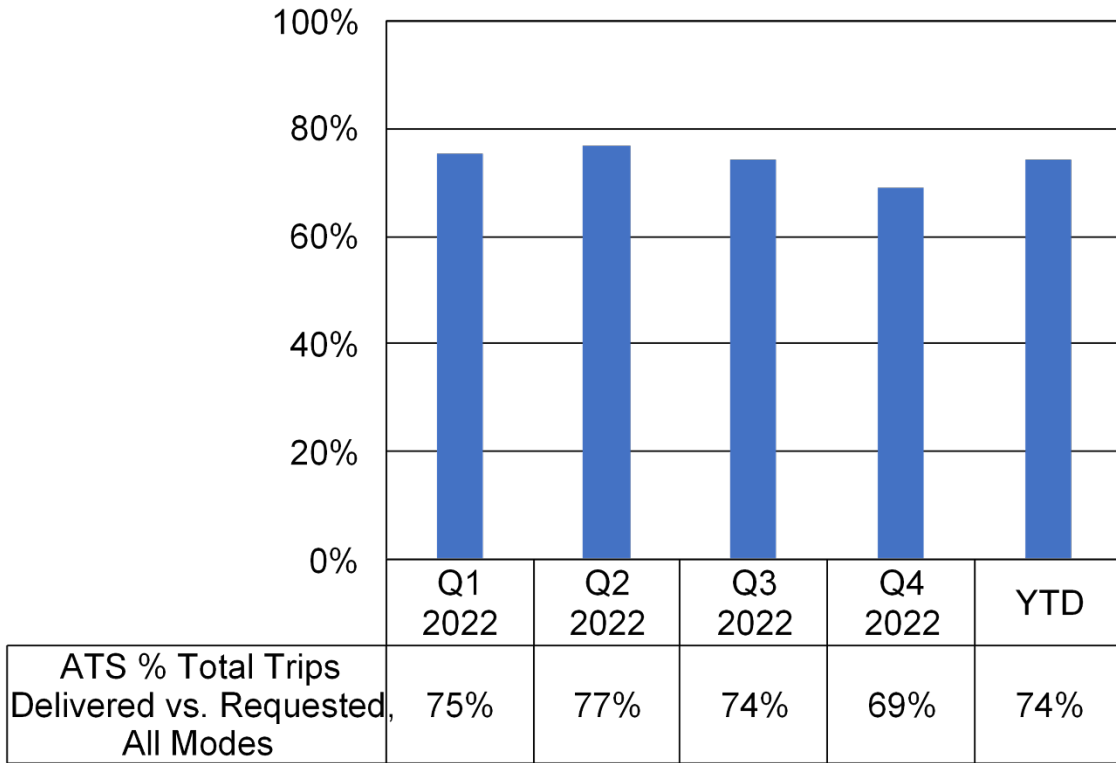
**Table 2: System Demand by Mode: DARTS vs. Taxi Scrip**

DEMAND BY MODE	Q1 2022 %	Q2 2022 %	Q3 2022 %	Q4 2022 %	Year to Date
<b>DARTS</b>	93.2%	93.6%	94.7%	94.8%	94.2%
<b>TAXI SCRIP</b>	6.8%	6.4%	5.3%	5.2%	5.8%
<b>ATS: All Modes</b>	100.0%	100.0%	100.0%	100.0%	100.0%

Demand for specialized trips on DARTS continues to be the main driver of trips requested and delivered. In Q4 2022, Taxi Scrip accounts for just over 5% of system trips requested, and just over 94% of trips requested are for DARTS up to December 31, 2022 (Table 2, above). The total number of requested trips includes client cancellations and no shows.

For the entire year of 2022, ATS delivered a total of 493,516 trips through both DARTS and the Taxi Scrip program; approximately 8% of total trips delivered were delivered through Taxi Scrip (see Table 1, above).

For the entire year of 2022, DARTS completed trip counts are at approximately 54% of 2019 numbers for the same period (pre-COVID), and at approximately 79% of budgeted service up to end of Q4.



**Figure 1: Demand: Count of ATS Trips Delivered versus Requested**

Alternate text for Figure 1: The graph in Figure 1 (above) compares total ATS trips requested to total number of ATS trips delivered for both DARTS and Taxi Scrip (i.e., All Modes). The blue vertical columns show the percentage of trips provided out of the total number of trips requested for Q1 to Q4 of 2022, and year-to-date. The total number of requested trips also includes trips booked but not taken, i.e., cancelled trips and passenger no show trips. Data for Figure 1: ATS % Total Trips Delivered vs. Requested, All Modes: Q1 2022, 75 %; Q2 2022, 77 %; Q3 2022, 74%; Q4 2022, 69%; year to date: 74% (see also Table 1, above).

**RATE OF DENIED SYSTEM TRIPS**

**Table 3: Rate of Denied Trips: ATS All Modes**

Rate of Denied Trips: ATS All Modes	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Year to Date
ATS Total Number of Trips Requested	120,344	165,682	178,812	206,349	671,187
ATS Total Number of Trips Denied	799	3,273	3,623	2,933	10,628
% of Trips Denied	0.7%	2.0%	2.0%	1.4%	1.6%

System trip denial rates remain below the 5% goal established by the City’s 2004 settlement with the OHRC, which includes Taxi Scrip trips for the purpose of calculating the trip denial rate. The industry best practice is 0% (Canadian Urban Transit Association (CUTA) Specialized Transit Services Industry Practices Review, 2016). Table 3 (above) shows that the system denial rate remains within the OHRC standard, though with an increase that is driven by increased trip denials by DARTS (see Table 4, below).

**SPECIALIZED TRANSPORTATION TRIP DISPOSITION**

**Table 4: Contractor (DARTS) Trip Dispositions**

<b>Contractor Trip Dispositions</b>	<b>Q1 2022</b>	<b>Q2 2022</b>	<b>Q3 2022</b>	<b>Q4 2022</b>	<b>Year to Date</b>
Total Trips Requested	112,155	155,087	169,376	195,670	632,288
Total Trips Provided	82,356	116,804	123,186	132,271	454,617
Total Trips Denied	799	3,273	3,623	2,933	10,628
<b>% of Total Trips Denied</b>	<b>0.7%</b>	<b>2.1%</b>	<b>2.1%</b>	<b>1.5%</b>	<b>1.7%</b>

**Contractor Denied Trip**

A denied trip by the contractor occurs when the client’s request, within the allowable booking windows, cannot be agreed to within one hour of the requested date and time of travel or acceptable alternative, according to the criteria listed in Appendix 1, below. Denial rates for service provided by our contractor, DARTS, currently sits at 1.7% year to date, end of Q4 (Table 4, above). This is an increase of more than double the rate at the beginning of 2022. This is due in part to vehicle safety inspections during AUD 22007 fieldwork and some ongoing ATS vehicle inspections as part of the oversight to which ATS gas committed. It is also due to circumstances reported by DARTS to be beyond its control: increased employee absences including Operators, and in Reservations, Maintenance and Dispatch; and DARTS vehicles out of service awaiting parts for repair, due in part to supply chain issues.

**Table 5: Client Trip Disposition - DARTS**

<b>Client Trip Disposition</b>	<b>Q1 2022</b>	<b>Q2 2022</b>	<b>Q3 2022</b>	<b>Q4 2022</b>	<b>Year to Date</b>
Total Trips Cancelled On Time	11,431	13,098	17,265	30,819	72,613
<b>% of Total Trips Cancelled on Time</b>	<b>10.2%</b>	<b>8.4%</b>	<b>10.2%</b>	<b>15.8%</b>	<b>11.5%</b>
Total Trips Cancelled Late	13,217	16,489	18,684	23,165	71,555
<b>% of Total Trips Cancelled Late</b>	<b>11.8%</b>	<b>10.6%</b>	<b>11.0%</b>	<b>11.8%</b>	<b>11.3%</b>
Total No Show/Cancelled at Door	4,250	5,302	6,448	6,313	22,313
<b>% of Total No Show/Cancelled at Door</b>	<b>3.8%</b>	<b>3.4%</b>	<b>3.8%</b>	<b>3.2%</b>	<b>3.5%</b>
Total Trips Refused	102	121	170	169	562
<b>% of Total Trips Refused</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>

**Client Trip Cancelled On Time**

A trip cancelled on time has been cancelled by the client by 4:30 PM of the day prior to service. The industry best practice is a cancellation rate of between 5-10% (CUTA Specialized Transit Services

Industry Practices Review, 2016). Trips that are cancelled on time provide the opportunity to accommodate any outstanding trip requests or wait list trips in a timely manner.

Table 5 (above) on-time cancellations sit at 11.5% of trips requested on DARTS at the end of 2022.

### **Client Trip Cancelled Late**

A late cancellation is one that is made after 4:30 p.m. of the day prior to service, and prior to vehicle arrival within the pickup window and/or within thirty minutes after the negotiated pick up time. Late cancellations rarely provide opportunity to accommodate any outstanding trip requests or wait list trips in a timely manner. Table 5 shows the late cancellation rate currently sits at 11.3% as of the end of 2022.

### **Client No-Show/ Cancelled at Door**

A No Show trip occurs when a client books a trip, does not cancel ahead of time, and is not available at the time that the vehicle arrives within the pickup window and/or within thirty minutes after the negotiated pickup time. This includes any occurrence of trips cancelled at door, where the client refuses a trip at the door that is within the pickup window and/ or within thirty minutes after the negotiated pickup time. No shows leave no opportunity to accommodate any outstanding trip request or wait list trips. Table 5 shows the no-show rate sits at 3.5% of DARTS trips requested at the end of 2022, continuing to exceed the industry best practice of less than 1%. No shows result in both lost revenue and lost service efficiency (CUTA Specialized Transit Services Industry Practices Review, 2016).

HSR is currently working with the contractor for specialized transit, DARTS, and the software provider, Trapeze, to install an updated service infraction application to track late cancellations and no shows according to the points system outlined in PW21055(a). It should be noted, however, that cancellations and late cancellations were higher in December than for November or for October: there were over 1,000 cancellations on December 15 alone, which was the date of a significant inclement weather event. This is an example of a circumstance in which ATS would not apply any penalty for a late cancellation.

### **Client Refused Trip**

A refused trip occurs when a client does not accept the travel times provided at the time of booking. The refused trip rate continues to be extremely low, at only 0.1% for 2022.

## **DARTS ON-TIME PERFORMANCE**

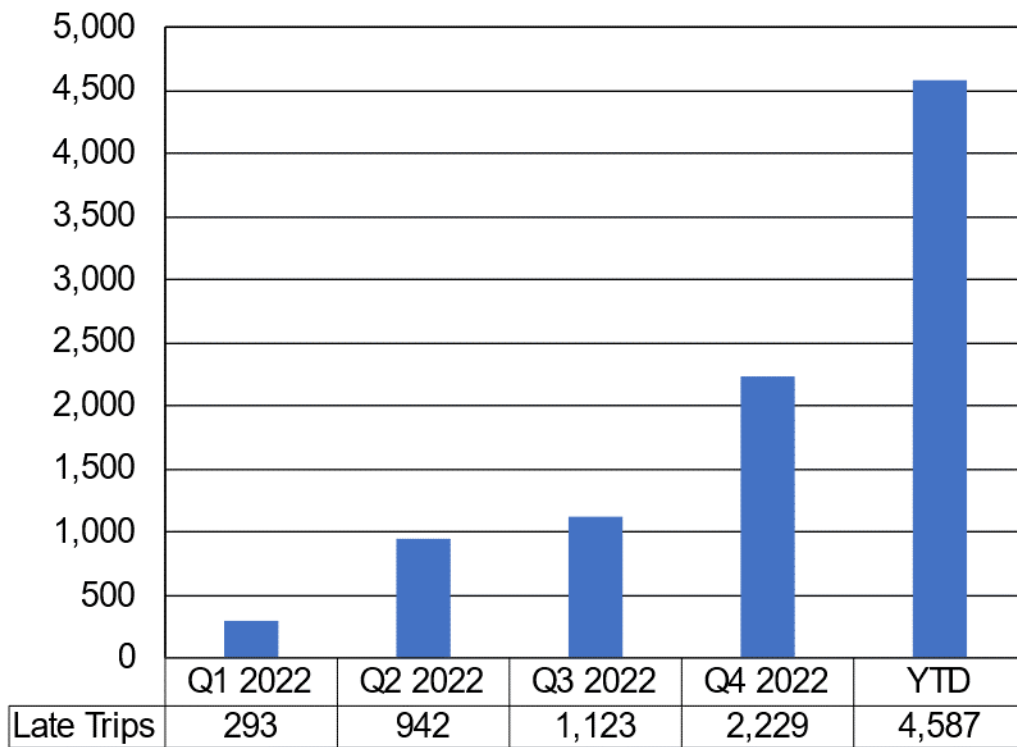
The City's 2004 settlement with the OHRC defines late trips as those where the contractor or subcontractor Operator does not arrive until 30 minutes or more after the scheduled arrival time and established an on-time performance goal of 95% or greater. The industry standard for on time performance is 95%-99% for large systems (agencies that serve a population higher than 150,000) (CUTA Specialized Transit Services Industry Practices Review, 2016).

In 2022, on-time performance has been consistently better than the target established in the OHRC settlement agreement and sits within the industry benchmark. As shown in Table 6 (below), DARTS on-time performance currently sits at 99.0% year to date Q4 of 2022. It should be noted that in Q4 of 2022, late trips had doubled from what was reported in Q3. As noted above, DARTS has reported some causal factors to be beyond its control: increased employee absences including Operators, and

in Reservations, Maintenance and Dispatch; and DARTS vehicles out of service awaiting parts for repair, due in part to supply chain issues.

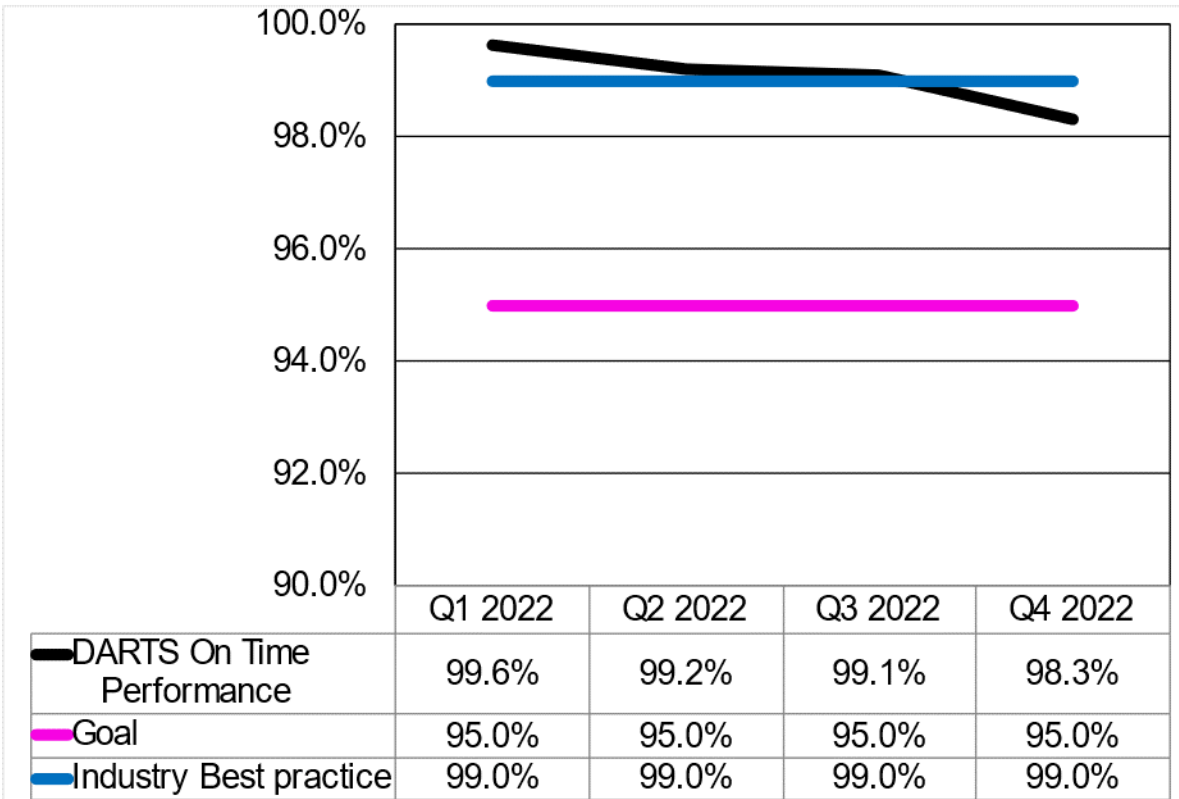
**Table 6: Contractor (DARTS) On-Time Performance**

Service Metrics	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Year to Date
Total Trips Provided	82,356	116,804	123,186	132,271	454,617
Total Number of Late Trips	293	942	1,123	2,229	4,587
% of Trips Completed on Time	99.6%	99.2%	99.1%	98.3%	99.0%



**Figure 2: DARTS Late Trips**

Alternate text for Figure 2: Figure 2 (above) shows the number of late trips each quarter in 2022, and the 2022 total. Data for Figure 2: Q1 2022, 293 late trips; Q2 2022, 942 late trips; Q3 2022, 1,123 late trips; Q4 2022, 2,229 late trips; year to date: 4,587 late trips (see also Table 6, above).



**Figure 3: DARTS On Time Performance**

Alternate text for Figure 3: Figure 3 (above) graphs DARTS on-time performance. The solid black line shows the DARTS on-time performance trend. The blue line beneath it illustrates the industry best practice, and the pink line at bottom shows the goal as directed by the OHRC in 2004. The graph shows a decrease in DARTS on-time performance from Q1 to Q4 of 2022, still above the OHRC goal of 95% but below the industry standard of 99%. Data for Figure 3: Q1 2022, 99.7% DARTS on-time performance; Q2 2022, 99.2% DARTS on-time performance; Q3 2022, 99.1% DARTS on-time performance; Q4 2022; 98.3% (see also Table 6, above).

**COMPLAINTS**

**Table 7: Complaints per Thousand Trips**

Year	Complaints per Thousand ATS Trips, All Modes	ATS and DARTS Complaints per Thousand DARTS Trips
2022 Q1	2.8	3.0
2022 Q2	3.9	4.2
2022 Q3	4.3	4.7
2022 Q4	5.3	5.6
Year to Date	4.2	4.5

Complaints are those customer contacts in which a customer submits an objection to the planning or provision of service. Complaints per thousand are shown in Table 7, above. The first column uses the total number of ATS trips provided (where complaints about Taxi Scrip have been included). In Q1 of 2022, there were 2 Taxi Scrip complaints, no Taxi Scrip complaints in Q2 or Q3, and 8 Taxi Scrip

complaints in Q4. The second column uses the total number of DARTS trips provided (not including complaints about Taxi Scrip).

The industry best practice is 1.0 complaints per 1,000 trips. The 2016 CUTA average for large systems is 2.1 complaints per 1,000 trips. The 2022 complaint level currently sits at greater than the industry best practice (1:1,000) and exceeds the 2016 CUTA average.

**Table 8: Complaint Type**

Complaint Type	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Year to Date
Service Performance	182	334	378	564	1,458
Staff Performance	65	131	130	141	467
Service Sufficiency	6	30	65	46	147
<b>TOTAL</b>	<b>253</b>	<b>495</b>	<b>573</b>	<b>751</b>	<b>2,072</b>

Table 8 (above) breaks down the number of complaints based on three general categories:

- Service performance – categories of complaint where the service as performed did not meet expectations, including but not limited to complaints about pickup/ drop off outside of window; call return wait time; address, date or time errors; missed trip; or scheduled on board time. Most complaints are in this category.
- Staff performance – categories of complaint where staff conduct did not meet expectations, including but not limited to complaints about staff conduct or driving habits. This is the second most frequent category of complaint.
- Service sufficiency – categories of complaint where the service was insufficient to meet reported customer needs, including but not limited to complaints about subscription trips or waiting lists. Taxi Scrip complaints are captured in this category. This is the least frequent category of complaint.

The categories above have been in use internally many years. ATS will be reviewing their use for better understanding of complaint drivers. For the purpose of this report, total complaints include all complaints received, including non-validated complaints.

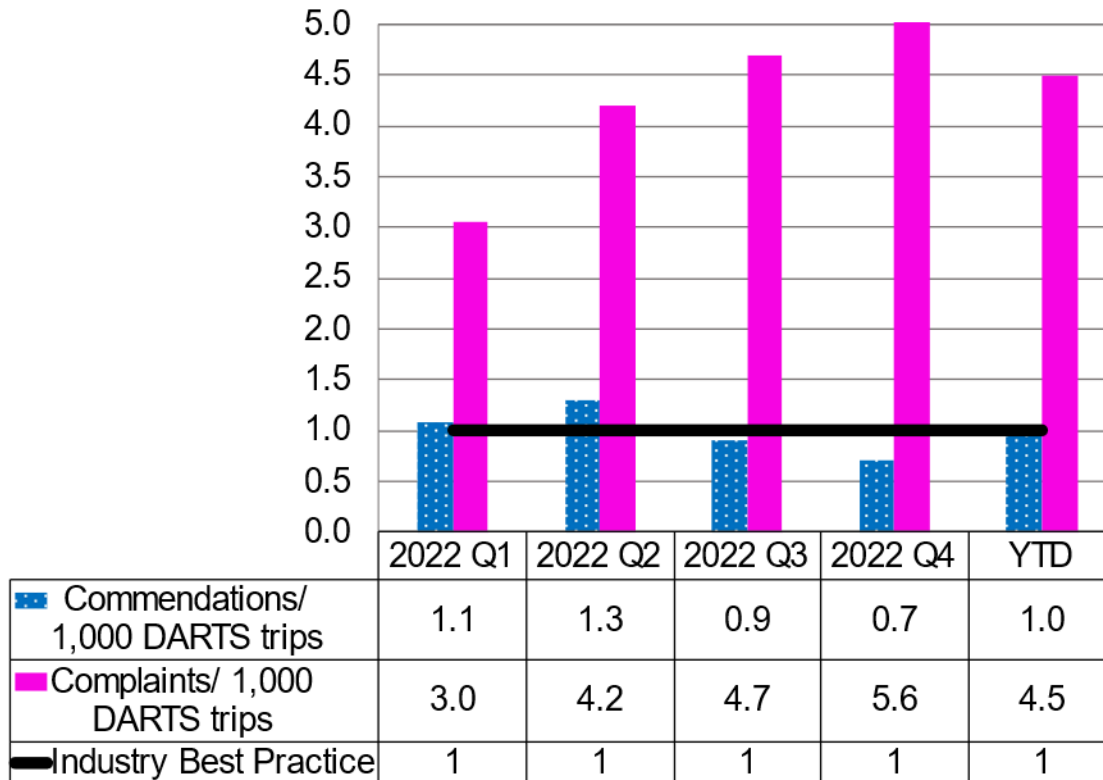
**COMMENDATIONS**

**Table 9: Commendations per Thousand Trips**

Year	Commendations per Thousand ATS Trips, All Modes	ATS and DARTS Commendations per Thousand DARTS Trips
Q1 2022	1.0	1.1
Q2 2022	1.2	1.3
Q3 2022	0.8	0.9
Q4 2022	0.7	0.7
<b>Year to Date</b>	<b>0.9</b>	<b>1.0</b>

Table 9 (above) shows the number of commendations per thousand ATS system trips (including Taxi Scrip trips) and per thousand DARTS trips. It should be noted ATS does not typically receive commendations about Taxi Scrip service, and none were received to date as of Q4 in 2022.

The industry best practice is 1 commendation per 1,000 trips. The 2016 CUTA average for large system is 0.36 commendations per 1,000 trips. Commendations sit just slightly below the industry best practice of 1 commendation per thousand trips in 2022, but above the 2016 CUTA average.



**Figure 4: ATS and DARTS Commendations and Complaints per Thousand DARTS Trips.**

Alternate text for Figure 4: Figure 4 (above) graphs ATS and DARTS commendations and complaints per thousand trips Q1 to Q4 of 2022, and year-to-date. The clustered vertical columns compare commendations to complaints. The vertical blue columns with white dots on the left side of each cluster show commendations per thousand trips, and the vertical pink columns on the right side of each cluster show complaints per thousand trips. The solid black line illustrates the industry best practice of less than one complaint per thousand trips and more than one commendation per thousand trips. The graph shows that the industry standard for complaints has not been met for 2022, but the industry standard for commendations has been met. Data for Figure 4: Total commendations per thousand DARTS trips: 2022 Q1, 1.1; 2022 Q2, 1.3; 2022 Q3, 0.9; 2022 Q4, 0.7; year-to-date, 1.0. Total complaints per thousand DARTS trips: 2022 Q1, 3.0; 2022 Q2, 4.2; 2022 Q3, 4.7; 2022 Q4, 5.7; year-to-date, 4.4. See also Tables 7 and 9 (above).

**APPENDIX 1 - Definition of terms**

**Number of Total ATS Trips Requested, All Modes:** the sum of DARTS Requested Trips [plus] Taxi Scrip Trips Delivered.



**Taxi Scrip Trips Delivered:** the total of all passengers reported by contracted brokers under the Taxi Scrip program.

**Number of Total DARTS Trips Requested:** the sum of Trips Delivered by DARTS, DARTS subcontractors, and meter taxi [plus] No Show Trips [plus] Cancelled Trips [plus] Trips Denied [plus] Trips Refused.

**Trips Denied:** a denied trip occurs when

- a casual trip request has been made as much as 7 days in advance up to 4:30 PM on the day prior to the required day of service, and a negotiated time cannot immediately be agreed to within one hour of the requested time or at a time otherwise suitable to the passenger, or cannot subsequently be agreed to through the use of the waiting list
- when a passenger requests a subscription trip which cannot immediately be fulfilled, this form of request is not recorded as a denial of service, however, each instance of a like casual trip request that cannot be accommodated as noted above is recorded as a trip denial
- when the passenger agrees to assignment to the waiting list, a trip denial will still occur if no trip can be found, or if an offered trip is not deemed by the passenger as either suitable or required
- when a passenger requests a trip after 4:30 PM of the day prior to the required day of service, or on the required day of service, and the trip request cannot be accommodated, such request will not be recorded as a denial of service.

**Cancelled Trips:** a cancelled trip is one that is cancelled by the passenger, or on the passenger's behalf, once a subscription or casual booking has been made

- an advance cancellation is one that is made by 4:30 p.m. of the day prior to service
- a late cancellation is one that is made after 4:30 p.m. of the day prior to service, and prior to vehicle arrival within the pickup window and/or within thirty minutes after the negotiated pick up time
- a program closure cancellation is one that is made for all passengers to a program with advance notification, including program shutdown periods and temporary program venue changes
- a service suspension cancellation is one that is made as a result of a weather or other emergency within the control of ATS and/ or DARTS.

**No Show Trips:** a no show occurs when a passenger books a trip, does not cancel ahead of time, and is not available at the time that the vehicle arrives within the pickup window and/or within thirty minutes after the negotiated pickup time. This includes any occurrence of trips cancelled at door, where the passenger refuses a trip at the door that is within the pickup window and/or within thirty minutes after the negotiated pickup time.

**Number of Total DARTS Trips Delivered:** the sum of all trips taken by passengers and their escorts and/or companions delivered by DARTS on DARTS, DARTS subcontractors, or metered taxi.

**Late Trips:** the sum of all trips that are more than 30 minutes late from that time negotiated with the passenger for the trip, as reported by drivers and as recorded by DARTS from driver manifests.

**Complaints:** those customer contacts under which a customer submits an objection to the planning or provision of service

**Commendations:** those customer contacts under which a customer submits praise for the planning or provision of service.

**Rate of Denied Trips:** Denied Trips expressed as a percentage of Number of Total ATS Trips Requested, All Modes.

**Rate of Cancelled Trips:** Cancelled Trips (by type) expressed as a percentage of Number of Total DARTS Trips Requested.

**Rate of No-Show Trips:** No Show Trips expressed as a percentage of Number of Total DARTS Trips Requested.

**Rate of On-Time Performance:** (DARTS Trips Delivered [minus] Late Trips) expressed as a percentage of (Number of Total DARTS Trips Delivered).

**Refused Trips:** A refused trip occurs when a client does not accept the travel times provided at the time of booking – see Trips Denied, above.

**Complaints per 1,000 Trips:** complaints per thousand trips (sum of Taxi Scrip Trips Delivered [plus] DARTS Trips Delivered).

**Commendations per 1,000 Trips:** commendations per thousand trips (sum of Taxi Scrip Trips Delivered [plus] DARTS Trips Delivered).



# Hamilton

## MINUTES KEEP HAMILTON CLEAN AND GREEN COMMITTEE

**Meeting #:** 23-002  
**Date:** February 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

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

Absent: Theresa Phair, Community Liaison Coordinator, Business Programs

Also present:  
Florence Pirrera, Project Manager, Business Programs  
Alison Kopoian, Clean and Green Coordinator, Business Programs



## MINUTES

Keep Hamilton Clean and Green Committee  
Tuesday February 21, 2023

### 1. APPROVAL OF AGENDA (ITEM 1)

**(Di Censo/Toppin)**

That the agenda for the February 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) January 17, 2023 (Item 3.1)**

**(Donison/Di Censo)**

That the Minutes of the January 17, 2023 meeting of the Keep Hamilton Clean and Green Advisory Committee be approved, as presented.

**CARRIED**

### 3. COMMUNICATIONS (ITEM 4)

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

**(Toppin/Di Censo)**

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

**CARRIED**

### 4. STAFF PRESENTATIONS (ITEM 8)

**(i) Community Clean Trailer Proposed Refresh Project (Item 8.1)**

**(Toppin/Szczepanski)**

That the Community Clean Trailer Proposed Refresh Project Presentation be received.

**(Duke/Di Censo)**

That the Committee releases reserve funds in the amount of \$9,955.30 required for the Community Clean Trailer Proposed Refresh Project, as



Hamilton

## MINUTES

Keep Hamilton Clean and Green Committee  
Tuesday February 21, 2023

well as a marketing budget not to exceed \$2,000 to promote the Community Clean Trailer Program.

**CARRIED**

### 5. GENERAL INFORMATION / OTHER BUSINESS (ITEM 12)

**(Toppin/Szczepanski)**

That the following items be received:

- (i) Keep Hamilton Clean and Green Neighbourhood Grant Status Update
- (ii) Team Up to Clean Up Staff Update
- (iii) Spring Tide Show Staff Update
- (iv) Hamilton in Bloom Staff Update
- (v) Trillium Awards Staff Update
- (vi) Adopt-a-Park Staff Update

**CARRIED**

**(Toppin/Szczepanski)**

That the chair of the Trillium Committee be invited to attend a Keep Hamilton Clean and Green Committee meeting to discuss the potential for incorporating the Hamilton Biodiversity Action Plan into the Trillium Program, once a new committee has been put into place.

**CARRIED**

### 6. ADJOURNMENT (ITEM 14)

**(Duke/Szczepanski)**

That, there being no further business, the meeting adjourn at 6:35pm.


**CARRIED**

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

Alison Kopoian  
Staff Liaison  
Keep Hamilton Clean and Green Committee



**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
**Transportation Division**

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	May 1, 2023
<b>SUBJECT/REPORT NO:</b>	Automated Traffic Enforcement – New Sites (PW23029) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Chris Day (905) 546-2424 Ext. 2433 Brad Wyllie (905) 546-2424 Ext. 1713
<b>SUBMITTED BY:</b>	Mike Field Acting Director, Transportation Division Public Works Department
<b>SIGNATURE:</b>	

### RECOMMENDATIONS

- (a) That the twenty-four (24) proposed Automated Speed Enforcement (ASE) program operating locations, attached to Report PW23029 as Appendix “A”, be approved for implementation from August 2023 to August 2025;
- (b) That the Traffic By-law 01-215 be amended, to designate 19 new Community Safety Zones (CSZ) associated with the proposed ASE 2023-2025 program operating locations and to do some housekeeping amendments regarding existing CSZ locations, by passing the amending by-law attached to Report PW23029 as Appendix “B”, which has been prepared in a form satisfactory to the City Solicitor;
- (c) That the following ten (10) locations be approved for the installation of Red Light Cameras (RLC) in 2023:
  1. Cannon Street East at Wentworth Street - Westbound
  2. Burlington Street East at Ottawa Street North - Eastbound
  3. Rymal Road East at Upper Gage Avenue - Southbound
  4. Green Road at King Street East - Eastbound
  5. Garth Street at Rymal Road West - Southbound

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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: Automated Traffic Enforcement – New Sites (PW23029) (City Wide) –**  
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6. Fennell Avenue West at West 5<sup>th</sup> Street - Southbound
  7. Golf Links Road at Meadowlands Boulevard - Southbound
  8. Stone Church Road East at Upper Wellington Street - Southbound
  9. Parkdale Avenue North at Roxborough Avenue - Southbound
  10. Cochrane Road at Lawrence Road - Southbound
- (d) That the existing RLC's on Wilson Street at Wentworth Street North and Sanford Avenue North be decommissioned to coincide with the two-way conversion of Wilson Street – Victoria Avenue to Sherman Avenue, scheduled for reconstruction in 2023/2024, and subsequently relocated to:
1. Dundas Street at Main Street – Eastbound
  2. Cannon Street East at Gage Avenue North - Eastbound
- (e) That the funding to support and implement recommendations in report PW23029 be funded from the RLC Reserve #112203 and the RLC Reserve #112203 be re-named to the Automated Traffic Enforcement Reserve to recognize it being composed of both RLC and ASE.

## **EXECUTIVE SUMMARY**

Past reporting to Council for RLC and ASE has been delivered through separate reports. The two programs combined make up the City's 'Automated Traffic Enforcement Program' and will be reported upon together to provide enhanced clarity, transparency, and coordination of the programs including their use and contribution to the RLC reserve #112203, which is proposed to be renamed to the Automated Traffic Enforcement Reserve.

The use of RLC and ASE technologies are important features of the City's roadway safety program and is referenced within the Vision Zero Action Plan 2019-2025. The programs work to reduce red light running and right-angle collisions at intersections and speeding. Combined, they help to change driver behaviours and support the City's goal in eliminating fatal and serious injury collisions.

The City has been operating an RLC program since November 2000 and the Council approved Vision Zero Action Plan 2019-2025 (Report PW19015) requires that the program is expanded annually through the addition of a minimum of five (5) locations, focussing on high collision locations.

Based on the use of a data-driven evaluation process ten (10) new RLC locations have been identified and recommended for installation. If approved, installations will begin in 2023.

**SUBJECT: Automated Traffic Enforcement – New Sites (PW23029) (City Wide) –**  
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As a result of the pending two-way conversion of Wilson Street in 2023/2024, two (2) existing RLC locations will be impacted, and it is recommended that they be decommissioned in coordination with the Wilson Street project work and relocated to two (2) locations elsewhere in the City in order to maintain a consistent quantity of RLC locations.

The Light Rail Transit project and two-way conversion of Main Street is likely to have an impact on the RLC program as revenue from RLC locations within these two corridors represents approximately 40% of total RLC reserve revenues. Implications will be examined and reported back to Council in the future when project timelines are better understood.

In 2022 ASE was established as a permanent program in the City. The program utilizes two (2) mobile units installed at rotating scheduled operation locations. Through evaluations, there are 24 proposed new locations to be implemented on a rotating schedule from August 2023 to August 2025. The proposed schedule increases location deployments from a one (1) month rotation to approximately a two (2) month rotation to allow for a more effective use of the time the device is active given the required time needed to setup and decommission each location.

Potential ASE program changes and updated agreements beyond August 2025, including potential considerations for Administrative Penalty Systems (APS) and/or program expansion, is under review by the Planning and Economic Development Department. When concluded, the review will make recommendations related to transitioning both the RLC and ASE programs to take advantage of APS which is perceived to benefit the administration and overall stability of the programs and RLC reserve.

The proposed new automated traffic enforcement (RLC & ASE) mapped locations are attached to Report PW23029 as Appendix “E”. All existing locations are published on the City of Hamilton Vision Zero Dashboard ([www.hamilton.ca/visionzero](http://www.hamilton.ca/visionzero)) and if approved the new proposed locations will be added to the dashboard.

### **Alternatives for Consideration**

N/A

### **FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

Financial: The addition of ten (10) new RLC sites will add approximately \$820,000 in annual costs as well as an approximate \$300,000 cost for construction and will be funded by the RLC Reserve #112203.



**SUBJECT: Automated Traffic Enforcement – New Sites (PW23029) (City Wide) –**  
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To decommission the two (2) existing RLC sites along Wilson Street due to the two-way conversion and install two (2) new sites will cost approximately \$100,000 for construction. In addition, it is expected operating costs will increase by approximately \$60,000 annually as a result of updating the hardware, and software utilizing. All costs to be funded by the RLC Reserve #112203.

**Staffing:** The Provincial Offences Administration (POA) section in Corporate Services currently recovers court administration and prosecution staff costs from the RLC program. In 2021 there were approximately 17,650 RLC charges filed, and 7,160 ASE charges filed in Hamilton under POA. The charges present a resource burden as defendants may request early resolution, meeting with a prosecutor and/or request a trial. The installation of ten (10) new cameras will have an impact on POA and Legal Services. The planned expansion of the RLC will increase resource pressures in POA and Legal Services. Each group respectively will monitor operations and update staffing requirements through the annual operating budget cycle process.

**Legal:** N/A

## **HISTORICAL BACKGROUND**

On February 13, 2019, Council approved The Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019-2025 (Report PW19015) that identifies the current RLC program as a key action to continue and advance including the installation of five (5) new RLC installations per year. Further, the Vision Zero Action Plan 2019-2025 identified that ASE technology is a possible roadway safety measure that could aid in altering driver behavior for the benefit of all road users and further improve the safety performance.

On July 1, 2022, Ontario Regulation 355/22 under the Highway Traffic Act titled “Administrative Penalties for Vehicle Owner Contraventions Detected Using Camera Systems” came into effect that enables the use of Administrative Monetary Penalties for camera based automated enforcement programs, including RLC and ASE, previously exclusive to POA.

**Automated Speed Enforcement:**

In 2020 the City initiated a 12-month pilot project to utilize ASE to gauge its effectiveness. In September of 2021, Council authorized the implementation as a permanent roadway safety program with 24 ASE program operating locations be designated as CSZ’s and approved for implementation in 2022 through report (PW20002(a)/LS21035).

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On May 11, 2022, Council passed a motion for safety enhancements to immediately improve safety for all users along Main Street and King Street.

In August of 2022, Council authorized the implementation of four (4) ASE program operating locations on Main Street and King Street be designated as CSZ's and approved for ASE implementation in the first half of 2023 through report (PW22066).

**Red Light Camera:**

The City has been operating a RLC program since November 2000 as one of the original six municipal partners in the Province of Ontario to operate an RLC.

On October 28, 2015 (Report PW15073), Council approved the extension of the RLC program for the period 2017-2021 and authorized staff to enter an agreement with Traffipax LLC for this period which included the costs to expand the number of sites over the five (5) year term with five (5) new sites to be added each year.

In July 2020, the City of Toronto, as the lead partner in the municipal partnership, executed a contract with Traffipax LLC that enables radar equipped RLC technology which offers lower maintenance costs and increased flexibility for RLC site selection.

On December 16, 2020, Council approved Report PW20077 which allowed the extension of the existing contract with Traffipax LLC to December 31, 2026. Additionally, it enabled the use of radar-equipped RLC technology for new RLC installations and the conversion of existing RLC locations to radar-equipped RLC technology.

In March 2021, the City's contract with Traffipax LLC was renewed to December 31, 2026. RLC site selections for 2020 and 2021 were deferred pending the extension of the contract and the availability of the radar equipped RLC technology to inform and guide subsequent site selection.

On April 4, 2022, Council approved Report PW22018 which included the latest ten (10) RLC locations for 2020 and 2021 to be installed in 2022.

**POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

In accordance with Subsections 214.1 (1) of the Highway Traffic Act, "the council of a municipality may be by-law designate a part of a highway under its jurisdiction as a community safety zone if, in the council's opinion, public safety is of special concern on that part of the highway."

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## RELEVANT CONSULTATION

The following key stakeholders have been consulted with respect to the development and content of this report:

- Legal Services;
- Planning and Economic Development;
- Corporate Services;
- POA Administration; and
- Hamilton Police Services.

Staff have consulted with the City of Toronto’s Joint Processing Centre, and they have confirmed that they can process the images from the ten (10) additional RLC sites in Hamilton.

## ANALYSIS AND RATIONALE FOR RECOMMENDATION

Automated Speed Enforcement:

The City’s Annual Collision Reports consistently identify that speeding and aggressive driving are contributing factors in many collisions City wide. Performative 2022 traffic data collected continues to demonstrate that ASE technology is effective at reducing motor vehicle speeds and increasing driver compliance with posted speed limits, as in “Appendix C” to Report PW23029.

Operational challenges have been encountered with ASE which have periodically reduced operation and performance, such as winter weather and vandalism. Lessons learned have been applied to enhance the selection of the recommended locations and technological measures have been put in place to reduce instances of vandalism, such as GPS tracking, motion sensors and reflective identity decals. ASE locations are actively monitored, and any operational issues are reported promptly to the camera vendor for addressing under their contract, and Hamilton Police Services, if deemed necessary.

Considerations for proposed ASE locations was completed in alignment with the Council approved CSZ Selection Guideline (Report PW20045). Operational constraints such as road geometry/characteristics, on-street parking, sightlines, right-of-way, request from residents and Councilors and future construction/roadway improvements have been considered. In total nineteen (19) locations are recommended for designation as new CSZ and ASE operation during 2023-2025. As a housekeeping measure, Schedule 34 of the Traffic By-law 01-215 is proposed to be amended so that all the existing CSZ locations are consolidated in one table. Furthermore, the previously approved CSZ location on Parkdale Avenue North is being extended to the north by 150

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meters to allow for ASE operational requirements needed for implementation. These changes are included as Recommendation 'B' and Appendix 'B' of Report PW23029.

Proposed are twenty-four (24) locations (comprised of nineteen (19) new locations and five (5) previously approved locations) each to operate ASE for approximately two (2) months at a time between August 2023 and August 2025, as attached in Appendix 'A' to Report PW23029. August 2025 is when the agreement with the ASE vendor (Redflex Traffic Systems (Canada) Limited) will expire and is in alignment for when options should be explored for potential program expansion and possible transition to an APS.

ASE operations will be changed to increase the length of deployment per location from one (1) month to two (2) months moving forward. Each location requires set-up and decommissioning of the ASE equipment during which ASE unit are generally inactive. The extended deployment time permits longer up-time at each location and will also enhance the logistics of managing the program by reducing resource burdens.

**Red Light Camera:**

Red light running is a major cause of angle collisions, which are one of the most severe collision types and often result in serious injuries. The Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019-2025 (Report PW19015) identifies and directs to install five (5) RLC sites per year.

A review of the City's most recent five years of collision data (2017 to 2021) showed that City-wide, an average of 450 right-angle collisions occurred per year at signalized intersections and an average of 148 of these collisions resulted in injuries. An evaluation of collision data at RLC locations between 2020 and 2022 identified on average right-angle collisions were reduced by 49% and injury/fatal collisions were reduced by 41% compared to the three-year period before the camera was installed. The full 2020-2022 collision summary is shown in Appendix "D" to Report PW23029.

The process for site selection is based on the recommendations of the Highway Safety Manual utilizing safety performance functions and according to industry best practices. The objective is to identify and rank all signalized intersections that have the most potential for safety improvement by reducing the number of angle collisions, while considering the potential increase in rear-end collisions after installation of RLC's. Right angle collision patterns are evaluated for the direction of the at-fault driver to further identify the best direction for the camera at the highest ranked locations. Sites are also contingent upon a technical evaluation regarding the suitability of sites for camera installation. Factors such as restricted sightlines, curvature of the road, driveways, overhead restrictions, and narrow rights-of-way can preclude an otherwise high-ranking location from being a viable candidate. The list of new RLC locations is included as part of Recommendations 'C' and 'D' in Report PW23029.

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Two (2) existing RLC locations on Wilson Street between Victoria Avenue and Sherman Avenue will be impacted by the planned two-way conversion, specifically Wentworth Street North and Sanford Avenue North. The initial criteria and factors that were used to choose these locations will no longer be valid after Wilson Street is converted to two-way operations. To maintain the number of RLC sites in the City due to these impacts, two (2) replacement locations are recommending coinciding with the decommissioning of the existing locations. The replacement locations are included as part of Recommendations 'D' in Report PW23029.

There are three (3) RLC locations along the Light Rail Transit corridor and six (6) locations along the section of Main Street which is proposed for two-way conversion. The LRT and Main Street two-way project will impact the existing RLC locations in which they will not likely be viable because of the transformative changes to the future operation of the corridors. Combined, the nine (9) RLC locations account for approximately 40% of all RLC reserve revenues. The impacts to the RLC program will require close examination once timing for LRT and Main Street two-way conversion is better understood. As the information becomes available, further reports will be provided to Public Works Committee.

**Administrative Penalty Systems:**

Currently in ASE & RLC partnering municipalities, infractions are processed at the Joint Operating Centre operated by the City of Toronto, and charges are made under the POA. The Province of Ontario has implemented the framework, effective July 1, 2022, under the Highway Traffic Act, to allow RLC and ASE charges to be processed through APS. APS may be a more efficient way to process these offences to the benefit on the POA Court judicial resource requirements. It may also reduce operational costs and permit potential ASE program expansion as under the current model, ASE operating costs are greater than revenue received through infractions by approximately \$200,000 annually. As identified in Report PW20002(a)/LS21035, expansion of the ASE program beyond two (2) units prior to transitioning to APS was not recommended as expansion would quickly deplete the RLC reserve.

APS is currently utilized by the Planning and Economic Development Department for minor by-law infractions and in 2022, a capital request was approved to review and propose recommendations for the incorporation of RLC and ASE into the APS process. In 2023, the Planning and Economic Development Department, Transportation Planning and Parking Division, engaged a consultant to determine the considerations and impacts and make recommendations pertaining to transition RLC and ASE to. Timelines for completion of the review is approximately Q4 2023.

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**ALTERNATIVES FOR CONSIDERATION**

N/A

**ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

**Community Engagement and Participation**

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

**Economic Prosperity and Growth**

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

**Healthy and Safe Communities**

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

**Built Environment and Infrastructure**

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

**APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” to Report PW23029 – Automated Speed Enforcement Deployment  
Schedule

Appendix “B” to Report PW23029 – All Schedule 34 Community Safety Zones Existing  
and Proposed

Appendix “C” to Report PW23029 – Automated Speed Enforcement 2022 Operation  
Statistics

Appendix “D” to Report PW23029 – Collision Summary for Existing Red Light Camera  
Locations

Appendix “E” to Report PW23029 – Proposed New Automated Traffic Enforcement  
Mapped Locations

**City of Hamilton**  
**Automated Speed Enforcement Deployment Schedule - 2023 to 2025**  
August 2023 to August 2025 - \*Approximatley 2 Month Rotation\*

Location	Ward	Zone Type	ASE Operation Date
John Street North – King Street East to Barton Street East	2	Community Safety Zone	2023
Upper Wentworth Street - Southpark Avenue to Kingfisher Drive	7	Community Safety Zone	2023
Wentworth Street North - King Street East to Barton Street East	3	Community Safety Zone & School Zone	2023
Mohawk Road East - Upper Wentworth Street to Upper Sherman Avenue	7	Community Safety Zone & School Zone	2023
Centennial Parkway North - Queenston Road to Barton Street East	5	Community Safety Zone	2024
Victoria Avenue North - Charlton Avenue East to Wilson Street	3	Community Safety Zone	2024
Ottawa Street North – Cannon Street East to Barton Street East	3/4	Community Safety Zone	2024
Nash Road – Rainbow Drive to Kentley Drive	5	Community Safety Zone	2024
Wilson Street – John Street North to Wellington Street North	2	Community Safety Zone & School Zone	2024
Queenston Road – Pottruff Road South to Centennial Parkway South	5	Community Safety Zone	2024
Highway No. 5 – Spring Creek Drive to Kerns Road	15	Community Safety Zone	2024
Highway No. 8 - Norwich Road to King Street East	10	Community Safety Zone & School Zone	2024
Old Ancaster Road - Ogilvie Street to Turnbull Road	13	Community Safety Zone	2024
Bay Street North - King Street West to Barton Street West	2	Community Safety Zone	2024
Fennell Avenue West - Garth Street to Upper James Street	8	Community Safety Zone & School Zone	2024
Queen Street South - King Street West to Aberdeen Avenue	1/2	Community Safety Zone	2024
Parkdale Avenue North - Queenston Road to Barton Street East	4	Community Safety Zone & School Zone	2025
Upper Paradise Road - Greenshire Drive to Rymal Road West	14	Community Safety Zone	2025
Highland Road West - First Road West to Upper Centennial Parkway	9	Community Safety Zone & School Zone	2025
Cannon Street East - Ottawa Street North to Kenilworth Avenue North	4	Community Safety Zone & School Zone	2025
Fletcher Road - Golf Club Road East to Binbrook Road	11	Community Safety Zone & School Zone	2025
Gray Road - Collegiate Avenue to Roxborough Avenue	10	Community Safety Zone & School Zone	2025
Carson Drive - Moxley Drive to Summerlea Drive	6	Community Safety Zone & School Zone	2025
Panabaker Drive - Garner Road West to Braithwaite Avenue	12	Community Safety Zone & School Zone	2025

**Authority:** Item ,  
Report  
CM:  
Ward:

**Bill No.**

**CITY OF HAMILTON**

**BY-LAW NO.**

**To Amend City of Hamilton By-law 01-215, being a By-law to Regulate Traffic, to  
add additional Community Safety Zones in Hamilton**

**WHEREAS** Council enacted a By-law to Regulate Traffic in the City of Hamilton, By-law 01-215;

**AND WHEREAS** Council amended By-law 01-215 with By-law 20-147, By-law 21-158 and By-law 22-201 to add Community Safety Zones;

**AND WHEREAS** this amending by-law amends By-law 01-215 to add additional Community Safety Zones and to consolidate the previous list of Community Safety Zones, as hereinafter described and depicted;

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

1. That the amendments in this By-law include any necessary grammatical, numbering and letter changes.
2. That Schedule 34 be repealed and replaced with the following:



Schedule 34: Designated Community Safety Zones		
Column 1 Highway	Column 2 Between	Column 3 Times of day
Bellagio Avenue	Fletcher Road and Kingsborough Drive	Anytime
Broker Drive	Upper Ottawa Street and Mountain Brow Boulevard	Anytime
Gage Avenue South	Lawrence Road and Main Street East	Anytime
Glancaster Road	Rymal Road West and Book Road East	Anytime
Greenhill Avenue	Quigley Road and Mount Albion Road	Anytime
Harvest Road	Brock Road and Ofield Road South	Anytime
Lawrence Road	Gage Avenue South and Ottawa Street South	Anytime
Lawrence Road	Cochrane Road and Mount Albion Road	Anytime
Lewis Road	Barton Street East and Highway 8	Anytime
Main Street North	Parkside Drive and Dundas Street East	Anytime
Stone Church Road East	Dartnall Road and Pritchard Road	Anytime
Trinity Church Road	Binbrook Road and 500 m south of Rymal Road	Anytime
2nd Street North	Charles Street and King Street West	Anytime
Barton Street East	Ferguson Avenue North and East Avenue North	Anytime
Wellington Street North	Simcoe Street and Robert Street	Anytime
Victoria Avenue North	Robert Street and Shaw Street	Anytime
Birge Street	Wellington Street North and Victoria Avenue	Anytime
Highway 5 West	Harrisburg Road and Hunter Road	Anytime
Regional Road 56	Golf Club Road and Guyatt Road	Anytime
Hunter Street East	James Street South and Wellington Street South	Anytime

Lottridge Street	Beechwood Avenue and Cannon Street East	Anytime
Mountain Brow Boulevard	Broker Drive and Mohawk Road East	Anytime
Gage Avenue North	Beechwood Avenue and Cannon Street East	Anytime
Upper Gage Avenue	Stone Church Road East and Rymal Road East	Anytime
Upper Sherman Avenue	Limeridge Road East and Mohawk Road East	Anytime
Cranbrook Drive	Gretna Court and Glenvale Drive	Anytime
Aberdeen Avenue	Locke Street South and Longwood Road South	Anytime
West 5 <sup>th</sup> Street	Limeridge Road West and Mohawk Road West	Anytime
Scenic Drive	Mohawk Road West and Sanatorium Road	Anytime
Centre Road	Parkside Drive and Concession 5 East	Anytime
Winterberry Drive	Glenhollow Drive and Paramount Drive	Anytime
Parkdale Avenue North	Queenston Road and Barton Street East	Anytime
Millen Road	Maple Drive and Highway 8	Anytime
Jerseyville Road East	Fiddler's Green Road and Meadowbrook Drive	Anytime
Old Ancaster Road	Dundana Avenue and Turnbull Road	Anytime
Mohawk Road East	Upper Wentworth Street and Upper Sherman Avenue	Anytime
Victoria Avenue North	Charlton Avenue East and Wilson Street	Anytime
Centennial Parkway North	Queenston Road and Barton Street East	Anytime
Upper Ottawa Street	Fennell Avenue East and Mohawk Road East	Anytime
Robson Road	Parkside Drive and Concession 5 East	Anytime
Kitty Murray Lane	Stonehenge Drive and Garner Road East	Anytime
Dundurn Street South	Herkimer Street and Aberdeen Avenue	Anytime

James Street South	St. Joseph's Drive and James Mountain Road	Anytime
James Mountain Road	James Street South and West 5 <sup>th</sup> Street	Anytime
Lake Avenue North	Jackson Lane and Barton Street East	Anytime
Kenilworth Avenue North	Cannon Street East and Barton Street East	Anytime
Upper Wellington Street	Limeridge Road East and Mohawk Road East	Anytime
Upper James Street	Lincoln Alexander Parkway and Stone Church Road	Anytime
King Street West	Locke Street South and Dundurn Street South	Anytime
King Street East	Emerald Street South and Wellington Street North	Anytime
King Street East	Gage Avenue South and Lottridge Street	Anytime
Main Street West	Dundurn Street South and Queen Street South	Anytime
Main Street East	Gage Avenue South and King Street East	Anytime
John Street North	King Street East and Barton Street East	Anytime
Upper Wentworth Street	Southpark Avenue and Kingfisher Drive	Anytime
Wentworth Street North	King Street East and Barton Street East	Anytime
Ottawa Street North	Cannon Street East and Barton Street East	Anytime
Nash Road	Rainbow Drive and Kentley Drive	Anytime
Wilson Street	John Street North and Wellington Street North	Anytime
Queenston Road	Pottruff Road South and Centennial Parkway South	Anytime
Highway No. 5	Spring Creek Drive and Kerns Road	Anytime
Highway No. 8	Norwich Road and King Street East	Anytime
Bay Street North	King Street West and Barton Street West	Anytime
Fennell Avenue West	Garth Street and Upper James Street	Anytime

Queen Street South	King Street West and Aberdeen Avenue	Anytime
Upper Paradise Road	Hadeland Avenue and Stone Church Road West	Anytime
Highland Road West	First Road West and Upper Centennial Parkway	Anytime
Cannon Street East	Ottawa Street North and Kenilworth Avenue North	Anytime
Fletcher Road	Golf Club Road East and Binbrook Road	Anytime
Gray Road	Collegiate Avenue and Roxborough Avenue	Anytime
Highbury Drive	Gatestone Drive and Foxmeadow Drive	Anytime
Bridlewood Drive	Governors Road and Highland Park Drive	Anytime

3. That in all other respects By-law 01-215 is confirmed; and
4. That the provisions of this by-law shall become effective on the date approved by City Council.

**PASSED** this 10<sup>th</sup> day of May, 2023

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A. Horwath  
Mayor

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A. Holland  
City Clerk

### City of Hamilton - Automated Speed Enforcement 2022 Operation Statistics

Location	ASE Operation Date	Posted Speed Limit	Compliance Before ASE Implementation	Compliance During ASE Implementation	Compliance After ASE Implementation	Average Speed Before ASE Implementation	Average Speed During ASE Implementation	Average Speed After ASE Implementation	85th Percentile Speed Before ASE Implementation	85th Percentile Speed During ASE Implementation	85th Percentile Speed After ASE Implementation	Highest Speed Observed During ASE Implementation
Upper Sherman Avenue - Limeridge Road East to Mohawk Road East	January 2022	50	19.49%	43.25%	20.45%	56.16	51.9	55.71	64	60	63	115
Cranbrook Drive - Gretna Court to Glenvale Drive	January 2022	30	81.56%	91.43%	15.00%	26.68	24.5	40.19	31	29	47	61
Aberdeen Avenue - Locke Street South to Longwood Road South	February 2022	50	37.85%	65.94%	40.40%	50.25	45.65	51.89	59	56	59	78
West 5th Street - Limeridge Road West to Mohawk Road West	February 2022	50	35.55	42.98%	38.10%	51	51.23	52.24	60	59	59	93
Scenic Drive - Mohawk Road West to Sanatorium Road	March 2022	50	27.24%	88.30%	14.82%	44.34	42.55	47.34	52	49	54	99
Robson Road - Parkside Drive to Concession 5 East	March 2022	60	47.86%	61.49%	26.16%	59.98	58.59	65.05	70	68	74	96
Winterberry Drive - Glenhollow Drive to Paramount Drive	April 2022	30	14.79%	41.58%	18.83%	37.03	32.28	34.6	43	39	39	67
Millen Road - Maple Drive to Highway No. 8	May 2022	40	2%	54.16%	26.06%	53.77	39.99	44.97	53	49	53	87
Jerseyville Road East - Fiddler's Green Road to Meadowbrook Drive	May 2022	40	7%	36.47%	47.16%	51.34	44.24	40.11	58	55	48	83
Old Ancaster Road - Dundana Avenue to Turnbull Road	June 2022	40	13%	19.80%	13.40%	47.9	46.72	47.33	55	54	54	82
Mohawk Road East - Upper Wentworth Street to Upper Sherman Avenue	June 2022	50	41%	48.76%	50.33%	52.31	50.6	50.37	59	58	57	127
Victoria Avenue North - Charlton Avenue East to Wilson Street	July 2022	50	64%	70.90%	68.66%	48.15	46.33	47.23	56	54	55	132
Centennial Parkway North - Queenston Road to Barton Street East	July 2022	50	44%	39.00%	45.13%	50.92	52.47	50.99	59	52.47	59	108
Upper Ottawa Street - Fennell Avenue East to Mohawk Road East	August 2022	50	24%	51.03%	37.00%	54.79	50.28	52.57	62	58	60	149
Centre Road - Parkside Drive to Concession 5 East	August 2022	60	63%	63.94%	45.20%	57.59	57.87	61.76	65	66	69	138
Kitty Murray Lane - Stonehenge Drive to Garner Road East	September 2022	30	8%	22.35%	10.01%	43.94	39.92	43.22	54	51	52	83
Dundurn Street South - Herkimer Street to Aberdeen Avenue	September 2022	40	44%	56.33%	53.61%	41.29	39.14	41.59	48	47	49	99
James Street South - St. Joseph's Drive to Fennell Avenue West	October 2022	50	91.76%	94.53%	93.06%	39.7	39.42	38.99	48	46	47	85
Lake Avenue North - Jackson Lane to Barton Street East	October 2022	40	10.52%	32.25%	10.20%	48.52	44.73	48.88	55	53	56	83
Kenilworth Avenue North - Cannon Street East to Barton Street East	November 2022	40	40.15%	61.96%	42.85%	37.47	38.63	36.68	48	45	47	84
Upper Wellington Street - Limeridge Road East to Mohawk Road East	November 2022	50	33.30%	46.62%	36.76%	53.05	51.32	52.05	60	59	60	133
Upper James Street - Lincoln Alexander Parkway to Stone Church Road East	December 2022	50	2.63%	53.01%	37.60%	63.19	49.6	52.2	72	59	61	118
Trinity Church Road - Pinehill Drive to Golf Club Road	December 2022	60	1.40%	59.83%	11.82%	70.14	59.78	68.28	77	68	75	134

\*\*\*Parkdale Avenue North ASE location did not proceed as the existing School Zone did not meet the parameters needed for enforcement. Winterberry Drive instead had an additional ASE deployment.

**Collision Summary for Existing Red Light Camera Locations (2020-2022)**

Location	Date Installed	Right Angle Collisions			Right Angle Injury/Fatal Collisions			Total Violations
		3 Year Before	2020-2022	% Change	3 Year Before	2020-2022	% Change	2020-2022
Stone Church Road East & Upper Wentworth Street	21-Jul-08	1	5	400%	0	4	increased	320
Mud Street West & Paramount Drive	21-Jul-08	3	3	0%	2	3	50%	244
Cannon Street West & Hess Street North	19-Aug-08	9	1	-89%	5	1	-80%	6,274
Burlington Street East & Gage Avenue North	19-Aug-08	8	2	-75%	7	1	-86%	694
Dundurn Street South & King Street West	17-Aug-09	13	5	-62%	7	4	-43%	2,886
Dundurn Street South & Main Street West	17-Aug-09	5	2	-60%	5	1	-80%	6,437
Bay Street South & Main Street West (EB)	12-Oct-10	4	5	25%	2	4	100%	565
Cannon Street East & Kenilworth Avenue North	12-Oct-10	8	5	-38%	6	3	-50%	1,486
Bay Street South & Main Street West (NB)	16-Oct-12	6	5	-17%	4	4	0%	565
Main Street East & Sanford Avenue South	16-Oct-12	3	2	-33%	1	1	0%	1,477
Longwood Road South & Main Street West	12-Nov-13	1	1	0%	1	1	0%	291
Mohawk Road East & Upper Gage Avenue	12-Nov-13	3	1	-67%	2	0	-100%	370
Fennell Avenue East & Upper Gage Avenue	28-Nov-14	7	0	-100%	5	0	-100%	390

Location	Date Installed	Right Angle Collisions			Right Angle Injury/Fatal Collisions			Total Violations
		3 Year Before	2020-2022	% Change	3 Year Before	2020-2022	% Change	2020-2022
Mohawk Road East & Upper Wellington Street	5-Dec-14	6	2	-67%	5	1	-80%	817
King Street East & Lawrence Road/RHVP	5-Dec-14	3	1	-67%	3	0	-100%	1,002
King Street West & Macklin Street South	7-Jan-15	5	0	-100%	5	0	-100%	4,071
Mohawk Road East & Upper Wentworth Street	13-Feb-15	1	1	0%	1	1	0%	942
Main Street East & Wellington Street South	13-Feb-15	10	12	20%	5	9	80%	652
Dundas Street East & Mill Street North	14-Jul-17	2	0	-100%	2	0	-100%	1,592
Charlton Avenue East & John Street South	3-Aug-17	2	0	-100%	2	0	-100%	720
Mohawk Road West & Upper Paradise Road	3-Aug-17	2	0	-100%	1	0	-100%	588
Highway 8 & Green Road	14-Aug-17	5	1	-80%	4	0	-100%	1,293
Hess Street North & York Boulevard	30-Aug-17	9	3	-67%	8	1	-88%	4,229
Twenty Road West & Upper James Street	10-Sep-18	5	3	-40%	2	3	50%	1,431
Fennell Avenue West & Upper James Street	10-Sep-18	1	1	0%	1	1	0%	1,106
Stone Church Road East & Upper Gage Avenue	10-Oct-18	3	3	0%	1	3	200%	478
Wentworth Street North & Wilson Street	23-Oct-18	4	3	-25%	3	3	0%	244
Cannon Street West & James Street North	10-Dec-18	0	2	increased	0	2	increased	896
Main Street North & Queen Street East	13-Dec-19	3	2	-33%	1	1	0%	6,396



Location	Date Installed	Right Angle Collisions			Right Angle Injury/Fatal Collisions			Total Violations
		3 Year Before	2020-2022	% Change	3 Year Before	2020-2022	% Change	2020-2022
Barton Street East & Ottawa Street North	13-Dec-19	6	3	-50%	4	2	-50%	3,998
* Catharine Street North & King Street East	8-Jan-20	7	0	-100%	6	0	-100%	3,181
* Sanford Avenue North & Wilson Street	5-Mar-20	4	1	-75%	2	0	-100%	183
** Paramount Drive & Winterberry	30-Nov-22	1	N/A	N/A	1	N/A	N/A	N/A
** Highway 8 & Gray Road	23-Dec-22	4	N/A	N/A	3	N/A	N/A	N/A
** Barton Street & Fruitland Road	13-Dec-22	1	N/A	N/A	1	N/A	N/A	N/A
** Upper James Street & Airport Road East	2023	4	N/A	N/A	3	N/A	N/A	N/A
** Garner Road East and Southcote Road	18-Nov-22	3	N/A	N/A	0	N/A	N/A	N/A
** Wilson Street West & Trinity Road South	7-Feb-23	0	N/A	N/A	0	N/A	N/A	N/A
** Cootes Drive & Dundas Street	2023	0	N/A	N/A	0	N/A	N/A	N/A
** Stone Church Road West & Upper Paradise Road	30-Nov-22	1	N/A	N/A	1	N/A	N/A	N/A
** Garth Street & Fennell Avenue West	18-Nov-22	0	N/A	N/A	0	N/A	N/A	N/A
** Highway 5 East and Hamilton Street North	13-Dec-22	0	N/A	N/A	0	N/A	N/A	N/A
<b>ALL RLC LOCATIONS COMBINED***</b>		<b>78</b>	<b>38</b>	<b>-49%</b>	<b>65</b>	<b>27</b>	<b>-41%</b>	<b>59,000</b>

\* After Period collision statistics for 2021-2022 only

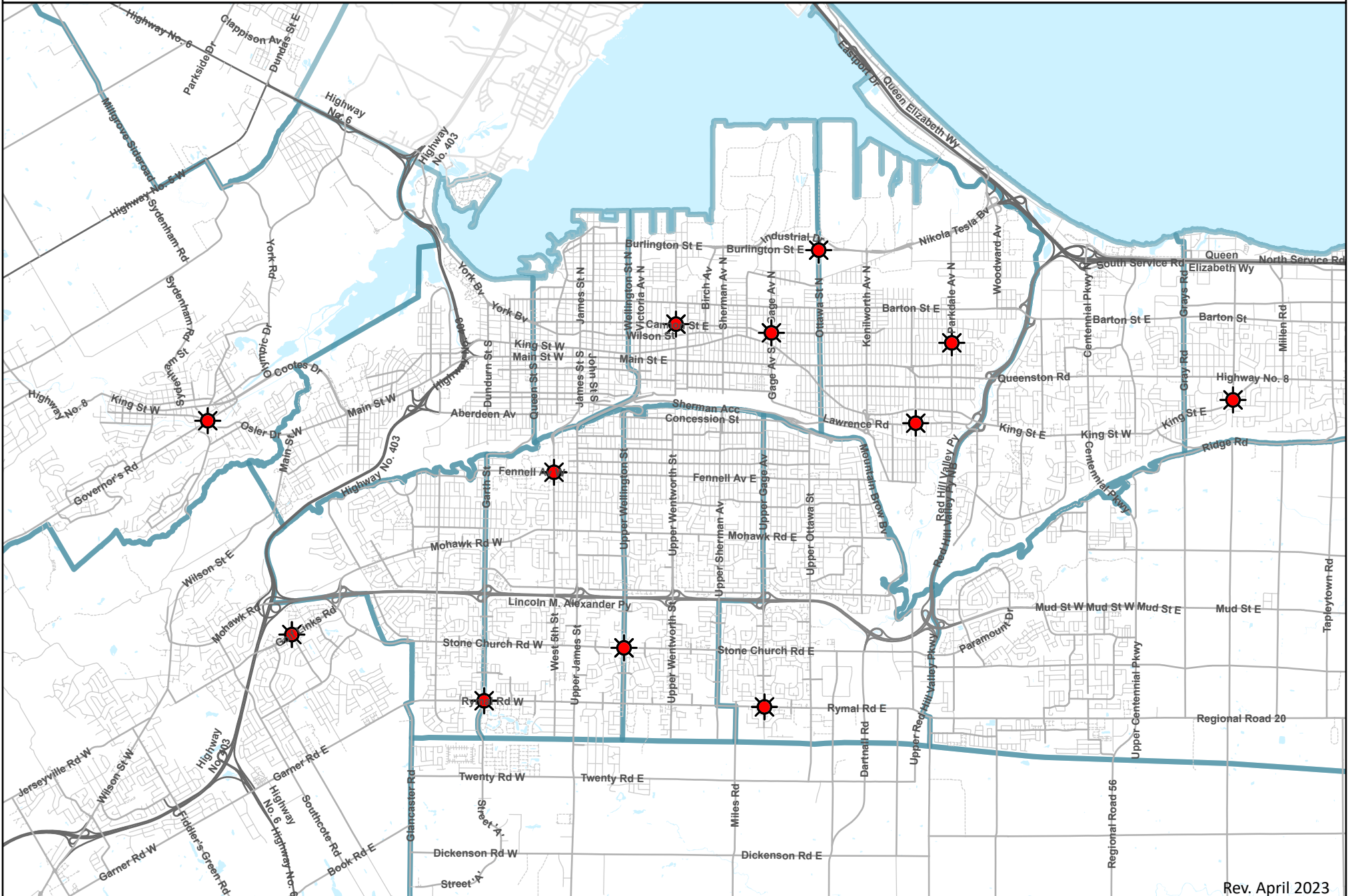
\*\* Location installed in 2022-2023, full year of collision data not yet available

\*\*\* Excluding locations installed in 2022-2023



Hamilton  
Transportation

# Proposed New Red Light Camera Locations

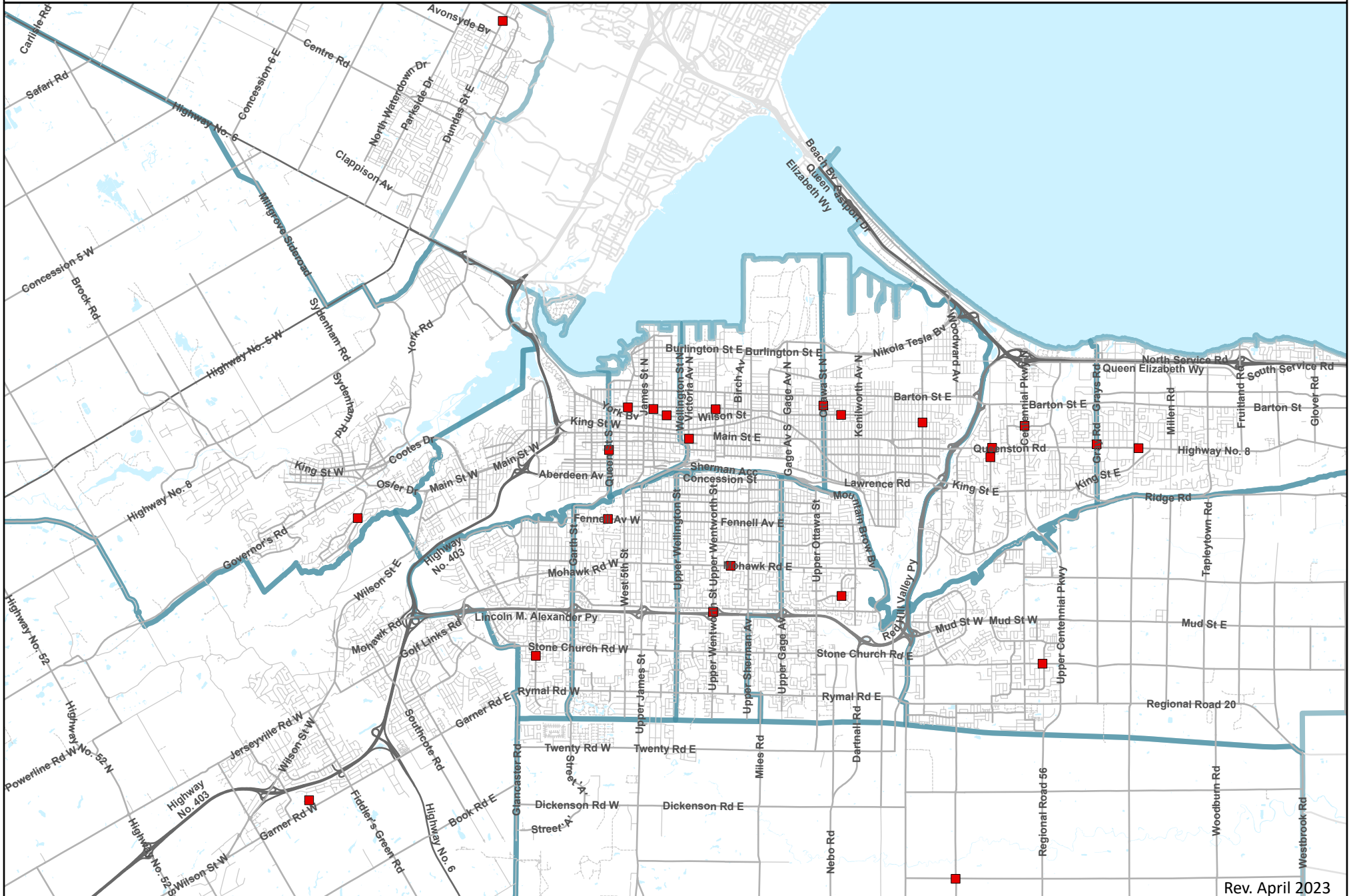




Hamilton  
Transportation

# Proposed New ASE Camera Locations

ASE locations are approximate





## CITIZEN COMMITTEE REPORT

<b>To:</b>	Public Works Committee
<b>From:</b>	Hamilton Cycling Advisory Committee _____ Chris Ritsma, Chair
<b>Date:</b>	February 6, 2023
<b>Re:</b>	Bicycle Yield at Stop Signs (Idaho Stop)

### Recommendation

That the City of Hamilton correspond with the province to encourage the enactment of a law where cyclists can yield at stop signs, known as an “Idaho” stop.

### Background

At its February 1, 2023 meeting, the Hamilton Cycling Committee reviewed and discussed the Idaho Stop (Bicycle Yield at Stop Signs) and passed the following motion:

WHEREAS dangerous operation of a bicycle is already an enforceable policy;

WHEREAS the Idaho stop allows for cyclists to slow and still stop if required, but allows continuation of momentum;

WHEREAS the City of Hamilton is trying to encourage use of bicycles and other modes of transportation and reduction of the use of personal automobiles;

WHEREAS the City of Hamilton has declared a Climate Emergency; and;

WHEREAS these recommendations are in line with the following mandates of the Hamilton Cycling Advisory Committee:

- To advise City Council, through the Public Works Committee, on all matters related to cycling.
- To encourage citizens to cycle instead of drive.
- To educate on the benefits and necessities of cycling.

**THEREFORE, BE IT RESOLVED:**

The City of Hamilton correspond with the province to encourage the enactment of a law where cyclists can yield at stop signs, known as an “Idaho” stop.

**Analysis/Rationale**

Most cyclists are observed to already treat stop signs as yield signs with no appreciable increase in injury to cyclists, pedestrians or motorists.

Reducing enforcement of this generally safe act will improve the efficiency of police forces to act on more significant issues, reducing unnecessary stops that could lead to biases inherent in an officer.

Enshrining this common action in law would allow motorists, pedestrians and cyclists to understand the actions of others in an intersection, allowing those involved to better understand the potential actions of each other.

Stop signs as they currently exist are designed only with motorists in mind, providing an unnecessary hinderance to cyclists where no significant danger exists, while a danger could possibly exist for an automobile. The average speed of bicycles is much slower than automobiles as well with far less mass. A compact automobile has a weight of 1400kg, while most bicycles with a person on them weigh around 100kg. Bicycles also have far fewer blind spots and far more maneuverability than automobiles.

The Idaho Stop has been found to increase intersection safety as well, allowing cyclists to keep momentum rather than crossing an intersection at a slower pace. Places where this policy is implemented have universally seen a reduction in collisions through traffic studies.

# CITY OF HAMILTON

## MOTION

Public Works Committee: May 1, 2023

**MOVED BY COUNCILLOR M. SPADAFORA.....**

**SECONDED BY COUNCILLOR.....**

**Improvements to Gilkson Park, 50 Gemini Drive, Mountview Park, 115 San Antonio Drive, Scenic Woods Park, 220 Lavender Drive, and Scenic Parkette, 56 West 31<sup>st</sup> 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 31<sup>st</sup> 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 31<sup>st</sup> 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 31<sup>st</sup> Street.

# 12.2

## CITY OF HAMILTON

### MOTION

Public Works Committee: May 1, 2023

**MOVED BY COUNCILLOR M. WILSON.....**

**SECONDED BY COUNCILLOR .....**

**Drinking Water Fountain Improvements in Parks and Public Spaces (Ward 1)**

WHEREAS, the installation of water drinking fountains and bottle filling stations can help reduce the use of single-use plastic water bottles, having a measurable impact on Hamilton’s ecosystems and public health;

WHEREAS, water fountains and bottle filling stations support residents staying hydrated in the heat and improve local health;

WHEREAS, many of the existing water drinking fountains in Ward 1 have become worn out, and upgrading these to a bottle filler, fountain bowl, pet bowl would benefit residents;

WHEREAS, Mapleside Park, 13 Mapleside Avenue, currently has no water drinking fountain/bottle filler, and the addition of this service would benefit residents; and

WHEREAS, Mapleside Park is an addition to the water drinking fountain program, operating impacts would be needed to support the maintenance of this new asset.

THEREFORE, BE IT RESOLVED:

- (a) That \$75,000 be allocated from the Ward 1 Special Capital Re-Investment Discretionary Fund (#3302109100) to support the replacement of existing water drinking fountain units with bottle filling stations in parks and public spaces in Ward 1;
- (b) That \$25,000 be allocated from the Ward 1 Special Capital Re-investment Reserve Fund (#108051) for the addition of a new bottle filling station at Mapleside Park, 13 Mapleside Avenue, Hamilton;
- (c) That the appropriate staff be authorized to choose the best suited location for drinking water fountains / bottle filling stations in Ward 1 parks and public spaces based on best practices;



- (d) That the annual operating impacts of \$2,700 for the supply of water, maintenance, and winterization be included in the 2024 Public Works Department base operating budget submission: and,
- (e) 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 and addition of drinking water fountains / bottle filling stations in Ward 1 parks and public spaces.

# 12.3

# CITY OF HAMILTON

## MOTION

Public Works Committee: May 1, 2023

**MOVED BY COUNCILLOR M. WILSON.....**

**SECONDED BY COUNCILLOR .....**

**Accessible Washroom Upgrades at Churchill Park, 199 Glen Road, Hamilton (Ward 1)**

WHEREAS, the City of Hamilton owned fieldhouse facilities in Ward 1 are maintained by the City of Hamilton’s Facilities Operations & Maintenance Section of the Energy, Fleet & Facilities Management Division, Public Works, and programmed through the Recreation Division;

WHEREAS, many of the current fieldhouses in Ward 1 require lifecycle repair and accessibility upgrades;

WHEREAS, accessible washrooms available throughout all seasons at Churchill Park, 199 Glen Road, Hamilton, will draw more users to the Park;

WHEREAS, a feasibility study was previously conducted for the Churchill Park Lawn Bowling building, which identified several cost prohibitive options to renovate the existing building due to land elevations and building constraints; and

WHEREAS, the next phase of executing Landscape Architectural Services, Churchill Park Management Plan includes upgrades to the Churchill Park entrance in the area of the existing washroom building as well as around it and therefore there are efficiencies in combining design and construction to provide winterized and fully accessible washrooms.

THEREFORE, BE IT RESOLVED:

- (a) That Public Works Facilities staff be authorized and directed to utilize existing block funding in the Churchill Fieldhouse PID (4242109107) to retain a Prime Design Consultant to undertake detailed design of accessible washroom upgrades at Churchill Park, 199 Glen Road, Hamilton;
- (b) That the funding for the detailed design of the accessible washroom upgrades at Churchill Park Fieldhouse, 199 Glen Road, Hamilton, at a cost, including contingency, not to exceed \$125,000, to be funded from the Ward 1 Capital Re-Investment Reserve (108051) be approved and added to the Churchill Fieldhouse PID (4242109107); 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 detailed design of the accessible washroom upgrades at Churchill Park Fieldhouse, 199 Glen Road, Hamilton.

# CITY OF HAMILTON

## MOTION

Public Works Committee: May 1, 2023

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

**SECONDED BY COUNCILLOR .....**

**Improvements to Dr. William Bethune Park, 60 Diconzo Drive, Hamilton (Ward 8)**

WHEREAS, Dr. William Bethune Park is an existing neighbourhood park located at 60 Diconzo Drive, Hamilton, Ward 8;

WHEREAS, baseball diamond and parking improvements were completed in 2022, through area rating funds approved at March 21, 2022 Public Works Committee; and

WHEREAS, additional fencing enhancements are needed to complete the overall baseball diamond improvement program.

THEREFORE, BE IT RESOLVED:

- (a) That the replacement of the baseball diamond line fencing, to an upset limit of \$10,000, at Dr. William Bethune Park, 60 Diconzo Drive, Hamilton, to be funded from the Ward 8 Special Capital Re-investment Reserve Fund (#108058), be approved;
- (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 replacement of the baseball diamond line fencing at Dr. William Bethune Park, 60 Diconzo Drive, Hamilton.

# 12.5

## CITY OF HAMILTON

### MOTION

Public Works Committee: May 1, 2023

**MOVED BY COUNCILLOR E. PAULS.....**

**SECONDED BY COUNCILLOR .....**

**Lighting Improvements at Eastmount Park, 115 East 26<sup>th</sup> Street, Hamilton, (Ward 7)**

WHEREAS, Eastmount Park is an existing neighbourhood park located at 115 East 26<sup>th</sup> Street, Hamilton, Ward 7;

WHEREAS, the park would benefit from additional lighting near the parking lot;

WHEREAS, \$20,000 was approved in March 21, 2022 at Public Works Committee for new lighting on the existing building(s) near the Eastmount Park parking lot (Project ID 4242209702);

WHEREAS, the preferred alternative to provide lighting at this location includes the construction of two new light standards with LED fixtures, which will provide better light distribution to the parking area; and

WHEREAS, the project costs have increased with the preferred design, and an additional \$25,000 is required to implement this improvement.

THEREFORE, BE IT RESOLVED:

- (a) That the installation of lighting near the parking lot at Eastmount Park, 115 East 26<sup>th</sup> Street, Hamilton, to be funded from the Ward 7 Special Capital Re-Investment Reserve Fund (#108057) with an additional \$25,000, be approved;
- (b) That the annual operating impacts of \$500 for the required maintenance and repairs for the new lighting near the parking lot at Eastmount Park, 115 East 26<sup>th</sup> Street, Hamilton, be included in the 2024 Public Works Department base operating budget;
- (c) That the Mayor and City Clerk be authorized and directed to approve and execute all required agreements and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor related to the new lighting at Eastmount Park, 115 East 26<sup>th</sup> Street, Hamilton.