



City of Hamilton

PUBLIC WORKS COMMITTEE REVISED

Meeting #: 22-014
Date: October 2, 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

	Pages
1. CEREMONIAL ACTIVITIES	
2. APPROVAL OF AGENDA	
(Added Items, if applicable, will be noted with *)	
3. DECLARATIONS OF INTEREST	
4. APPROVAL OF MINUTES OF PREVIOUS MEETING	
4.1 September 18, 2023	4
5. COMMUNICATIONS	
6. DELEGATION REQUESTS	
7. DELEGATIONS	
8. STAFF PRESENTATIONS	
*8.1 Woodward Upgrades Construction Update (PW20043(d)) (City Wide) REVISED - Presentation	28
8.2 City of Hamilton Annual Collision Report – 2022 Statistics and Trends (PW23062) (City Wide)	53

9.	CONSENT ITEMS	
10.	PUBLIC HEARINGS	
10.1	Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 1241 Governors Road, Flamborough (PW23063) (Ward 13)	120
11.	DISCUSSION ITEMS	
11.1	Electric Vehicle Charging Station Infrastructure (PW23064) (City Wide)	126
12.	MOTIONS	
12.1	Father Sean O’Sullivan Memorial Park Junior Play Equipment Enhancement (Ward 5)	134
12.2	Investment in Hamilton Amateur Athletic Association Park Field House (Ward 1)	136
13.	NOTICES OF MOTION	
*13.1	York Boulevard/Wilson Street and James Street North Safety Review and Signalized Intersection Safety Enhancements (Ward 2, City-Wide)	138
14.	GENERAL INFORMATION / OTHER BUSINESS	
14.1	Amendments to the Outstanding Business List	
	a. Items Considered Complete and Needing to be Removed:	
	a. Feasibility of Implementation of a Digital Automated Information System on the Lincoln Alexander Parkway and Red Hill Valley Parkway	
	Addressed June 12, 2023, Public Works Report 23-009, Item 4 (PW23043)	
	Item on OBL: AAU	
	b. Items Requiring a New Due Date:	
	a. Results of Parks Security Patrol Pilot Program	
	Item on OBL: ABG	
	Current Due Date: July 12, 2023	
	Proposed New Due Date: November 13, 2023	

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

Item on OBL: ADC

Current Due Date: July 12, 2023

Proposed New Due Date: November 13, 2023

15. PRIVATE AND CONFIDENTIAL

16. ADJOURNMENT

4.1



**PUBLIC WORKS COMMITTEE
MINUTES 23-013**

1:30 p.m.

Monday, September 18, 2023

Council Chambers

Hamilton City Hall

71 Main Street West

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

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. 2022 Annual Energy Report (PW21049(b)) (City Wide) (Item 9.1)

(Tadeson/Spadafora)

That Report PW21049(b), respecting 2022 Annual Energy Report, be received.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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. Accessible Transportation Services Quarterly Performance Report (PW22079(d)) (City Wide) (Item 9.2)

(Tadeson/Beattie)

That Report PW22079(d), respecting Accessible Transportation Services Quarterly Performance Report, be received.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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. In-Service Road Safety Review of the Upper Paradise Road between Stone Church Road and Rymal Road Corridor (PW23059) (Ward 14) (Outstanding Business List Item) (Item 9.3)

(Spadafora/Cassar)

That Report PW23059, respecting In-Service Road Safety Review of the Upper Paradise Road between Stone Church Road and Rymal Road Corridor (Ward 14), be received.

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

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Not Present – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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. Accessible Transportation Services Contractor (DARTS) Fleet Budget (PW23060) (City Wide) (Item 9.4)

(Pauls/Spadafora)

(a) That Report PW23060, respecting Accessible Transportation Services Contractor (DARTS) Fleet Budget, be received; **and**

(b) *That staff in the Accessible Transit Services Division formally meet with Corporate Services staff to determine if there are opportunities in the future to enable the application of Development Charges for vehicle purchases.*

Result: Main Motion, As Amended, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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. Cootes Drive Street Lighting TransCanada PipeLines Limited Crossing Agreement (PW23057) (Ward 13) (Item 11.1)

(A. Wilson/Beattie)

That the General Manager, Public Works or designate be authorized and directed to execute, on behalf of the City of Hamilton, a crossing agreement with TransCanada PipeLines Limited to permit the completion of street lighting-related underground work along Cootes Drive, east of Olympic Drive.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson

Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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. Funds Required for Award of Tender C15-43-23 (P) Alexander Park - Construction of a Skatepark Facility (PW23058) (Ward 1) (Ward 13) (Item 11.2)

(M. Wilson/A. Wilson)

That the budget for Alexander Park Skatepark project (Project ID 4401956922) be increased by \$757,880.00 and funded 95% or, \$719,986.00, from the Parkland Development Charge Reserve-Residential (DeptID 110316), and 5%, or \$37,894.00, from the Parkland Development Charge Reserve-Non-Residential (DeptID 110317).

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

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Not Present – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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. Management of the Aviary at 85 Oak Knoll Drive (PW23062) (Ward 1) (Outstanding Business List Item) (Item 11.3)

(M. Wilson/Cassar)

- (a) That staff from the Animal Services Section of the Licensing and By-law Services Division (“Animal Services Staff”) engage a qualified veterinarian (the “Veterinarian”) to assist with the development of a plan to relocate the birds housed at the Aviary (the “Rehoming Strategy”);
- (b) That Animal Services Staff, in consultation with the Veterinarian and the Friends of the Aviary, be directed to develop a Rehoming Strategy and complete the rehoming of all birds housed at the Aviary (the “Aviary Birds”) not later than October 30, 2024;
- (c) That the General Manager, Public Works be authorized to negotiate the terms and conditions to transfer ownership of the Aviary Birds to the Friends of the Aviary not later than November 1, 2024, and to terminate the existing agreement with the Friends of the Aviary, once all of the Aviary Birds have been successfully rehomed in accordance with recommendation (b) of Report PW23062;
- (d) That, in the event that the General Manager, Public Works and the Friends of the Aviary are unable to negotiate an agreement that will facilitate the transfer of ownership of any of the Aviary Birds in accordance with recommendation (c) of Report PW23062, the General Manager, Public Works be authorized to transfer ownership of such Aviary Birds as the General Manager, Public Works deems appropriate;
- (e) That the Friends of the Aviary be required to vacate the Aviary building at 85 Oak Knoll Drive once all of the Aviary Birds have been rehomed in accordance with recommendation (b) of Report PW23062;
- (f) That the Chief Corporate Real Estate Officer be authorized and directed to terminate the Lease with the Royal Botanical Gardens for the leased premises at 85 Oak Knoll Drive, Hamilton, on such terms and conditions deemed appropriate by the Chief Corporate Real Estate Officer, in consultation with the General Manager, Public Works, taking into consideration the timing of vacating the Aviary building;
- (g) That, in the event that Royal Botanical Gardens terminates the City’s tenancy at the existing Aviary facility located at 85 Oak Knoll Drive, Hamilton prior to all Aviary Birds being rehomed in accordance with recommendation (b), the General Manager, Public Works be authorized to arrange for the relocation of any remaining Aviary Birds to a temporary facility as deemed appropriate by the General Manager, providing that the health and wellbeing of the Aviary Birds is met while efforts continue to re-home those birds; **and**

(h) That the General Manager, Public Works be authorized and directed to execute any and all necessary contracts, agreements or other documents arising from recommendations (a)-(g) of Report PW23062 or as otherwise required to complete the rehoming of the Aviary Birds, on terms satisfactory to the General Manager, Public Works and in a form satisfactory to the City Solicitor. ~~;~~ **and**

~~(i) That staff determine an alternative location for the community garden currently located at 85 Oak Knoll Drive, while ensuring the community is able to use it until October 31, 2024.~~

Result: Main Motion, As Amended, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

8. Consultation and Assessment of Transit Route Options as it relates to the Retirement of Route 58 Stoney Creek Local (Ward 5) (Item 12.1)

(Francis/Beattie)

WHEREAS, year 7 of the Ten-Year Transit Strategy was approved on March 29, 2023, as part of the 2023 Annual Operating Budget;

WHEREAS, year 7 of the Ten-Year Transit Strategy is focused on growth and modal split and included service enhancements through route span improvements and route extensions in Stoney Creek;

WHEREAS, the City of Hamilton's Transit Division's Strategic direction is to make Transit your first choice, by providing customer-focused service that is safe, reliable, and inclusive;

WHEREAS, the City of Hamilton entrusts the Transit Division to make critical planning decisions to ensure that service is planned holistically to provide a

balance of convenience, and ease of access for the City's residents travelling by transit throughout the City;

WHEREAS, the Transit Division uses Council approved Service Standards as a mechanism to objectively plan and manage service within budget;

WHEREAS, the Transit Division, through assessment using these Service Standards and historical data, and with consideration to the route extensions planned for year 7 of the Ten-Year Local Transit Strategy, determined that the route 58 Stoney Creek Local could be retired based on the route 5 Delaware extension in Stoney Creek, whereby services would be overlapped and duplicated, and whereby the route 5 Delaware provided a greater level of service in addition to facilitating improved connectivity across the entire transit network compared to the route 58 Stoney Creek Local;

WHEREAS, the Transit Division determined that the retirement of the route 58 Stoney Creek Local could provide reallocation of resources to support transit enhancements elsewhere in the City of Hamilton, and as such the resources were reallocated to other transit enhancements;

WHEREAS, the route 58 Stoney Creek Local was retired on September 2nd, 2023;

WHEREAS, the City of Hamilton promotes an open, transparent, and accessible approach to City government that engages with and empowers all citizens to be involved in their communities;

WHEREAS, Ward 5 Councillor Matt Francis received feedback from constituents of the Stoney Creek neighbourhood opposing the retirement of and requesting that route 58 Stoney Creek Local continue in operation; and

WHEREAS, constraints of time and resources including available operating budget prevent the continued operation of the route 58 Stoney Creek Local in 2023.

THEREFORE, BE IT RESOLVED:

- (a) That staff be directed to:
 - (i) Meet and consult with the Stoney Creek neighbourhood to determine their transit needs and priorities;
 - (ii) Complete an assessment of transit routing in Stoney Creek, to identify potential routing options that would allow for the restoration of direct connectivity from King Street West to Eastgate Square, and

that would further improve transit services within Stoney Creek while limiting route duplication;

- (iii) Report back to the Public Works Committee with route alternatives, inclusive of resource requirements to align with feedback from the community consultation and the objectives of the Ten-Year Local Transit Strategy for consideration; and
- (b) That the consultation and assessment of Transit Route Options as it relates to the Retirement of Route 58 Stoney Creek Local (Ward 5), be referred to the 2024 Operating Budget process.

Result: MOTION, CARRIED by a vote of 7 to 6, as follows:

No – Ward 1 Councillor Maureen Wilson
 No – Ward 2 Councillor Cameron Kroetsch
 No – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 No – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 No – Ward 12 Councillor Craig Cassar
 No – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

9. Installation of Speed Cushions as a Traffic Calming Measure on Various Streets (Ward 1) (Added Item 12.2)

(M. Wilson/Tadeson)

WHEREAS, the City of Hamilton has adopted Vision Zero approach which considers human error as part of the roadway safety equation;

WHEREAS, roads adjacent to parks and schools frequently see the greatest number of young pedestrians and cyclists at risk by speeding motorists; and

WHEREAS, Ward 1 residents have repeatedly advocated for the installation of speed cushions on various roadways throughout their neighbourhoods to address roadway safety concerns as a result of speeding and cut-through traffic.

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Division be authorized and directed to install traffic calming measures on the following roadways as part of the 2023 Traffic Calming program's fall application, as follows:
- (i) Crooks Street between York Boulevard and Barton Street West (2 speed cushions);
 - (ii) Ray Street North between York Boulevard and Barton Street West (2 speed cushions);
 - (iii) Herkimer Street between Locke Street South and Kent Street (1 speed cushion);
 - (iv) Herkimer Street between Kent Street and Queen Street South (1 speed cushion);
 - (v) Dalewood Crescent between King Street West and Sterling Avenue (1 speed cushion);
 - (vi) Haddon Avenue South between Main Street West and King Street West (1 speed cushion);
 - (vii) Ewen Road between Whitney Avenue and Iona Avenue (2 speed cushions);
 - (viii) Stroud Road between Westwood Avenue and Hadden Avenue South (1 speed cushion);
 - (ix) Stroud Road between Main Street West and Baxter Street (1 speed cushion);
- (b) That all costs associated with the installation of traffic calming measures at locations '(i)' through '(v)' be funded from the Ward 1 Capital Re-investment Reserve Account (#108051) at an upset limit, including contingency, not to exceed \$49,000;
- (c) That all costs associated with the installation of traffic calming measures at locations '(vi)' through '(ix)' be funded from the Ward 1 Area Rating Traffic Calming (W1) Account (#424109104) at an upset limit, including contingency, not to exceed \$35,000; and
- (d) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

10. Installation of Speed Cushions as a Traffic Calming Measure on Various Streets (Ward 12) (Added Item 12.3)

(Cassar/Beattie)

WHEREAS, the City of Hamilton has adopted Vision Zero approach which considers human error as part of the roadway safety equation;

WHEREAS, Ward 12 residents advocate for the installation of speed cushions on various roadways throughout their neighbourhoods to address roadway safety concerns as a result of speeding and cut-through traffic; and

WHEREAS, improving road safety is a top priority for the Ward 12 office for this term of Council.

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Division be authorized and directed to install traffic calming measures on the following roadways as part of the 2023 Traffic Calming program's fall application, as follows:
 - (i) Harrogate Drive between Cloverleaf Drive and Stone Church Road (2 speed cushions);
 - (ii) Cloverleaf Drive between Harrogate Drive and Armour Crescent (1 speed cushion);
 - (iii) Cloverleaf Drive between Briggs Avenue/Playfair Court and Stonehenge Drive (1 speed cushion);

- (b) That all costs associated with the installation of traffic calming measures at locations '(i)' through '(iii)' be funded from the Ward 12 Minor Maintenance Account (#4031911612) at an upset limit, including contingency, not to exceed \$28,000; and
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

11. Installation of Speed Cushions as a Traffic Calming Measure on Various Streets (Ward 5) (Added Item 12.4)

(Francis/Jackson)

WHEREAS, the City of Hamilton has adopted Vision Zero approach which considers human error as part of the roadway safety equation; and

WHEREAS, Ward 5 residents advocate for the installation of speed cushions on various roadways throughout their neighbourhoods to address roadway safety concerns as a result of speeding and cut-through traffic;

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Division be authorized and directed to install traffic calming measures on the following roadways as part of the 2023 Traffic Calming program's fall application, as follows:
 - (i) Mountain Avenue North between Gemma Court and Collegiate Avenue (1 speed cushion);

- (ii) Robroy Avenue between Bryant Court and Gailmont Drive (1 speed cushion);
- (iii) Greenford Drive between Neil Avenue and Dover Drive (1 speed cushion);
- (b) That all costs associated with the installation of traffic calming measures at location '(i)' be funded from the Ward 5 Minor Maintenance Account (#4031911605) at an upset limit, including contingency, not to exceed \$7,000;
- (c) That all costs associated with the installation of traffic calming measures at locations '(ii)' and '(iii)' be funded from the Ward 5 Capital Re-investment Reserve (#108055) at an upset limit, including contingency, not to exceed \$14,000; and
- (d) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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:

6. DELEGATION REQUESTS

- 6.1 Peter Summers, Churchill Park Community Garden, respecting Item 11.3, Management of the Aviary at 85 Oak Knoll Drive (PW23062) (Ward 1) (for today's meeting)

13. NOTICES OF MOTION

- 13.1 Father Sean O'Sullivan Memorial Park Junior Play Equipment Enhancement (Ward 5)
- 13.2 Installation of Speed Cushions as a Traffic Calming Measure on Various Streets (Ward 1)
- 13.3 Installation of Speed Cushions as a Traffic Calming Measure on Various Streets (Ward 12)
- 13.4 Installation of Speed Cushions as a Traffic Calming Measure on Various Streets (Ward 5)

(Cassar/Tadeson)

That the Agenda for the September 18, 2023 Public Works Committee meeting be approved, as amended.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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) **September 8, 2023 (Item 4.1)****(Spadafora/McMeekin)**

That the Minutes of the September 8, 2023 meeting of the Public Works Committee be approved, as presented.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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) **DELEGATION REQUESTS (Item 6)**(i) **Peter Summers, Churchill Park Community Garden, respecting Item 11.3, Management of the Aviary at 85 Oak Knoll Drive (PW23062) (Ward 1) (Added Item 6.1)****(M. Wilson/Tadeson)**

That the delegation request from Peter Summers, Churchill Community Garden, respecting Item 11.3, Management of the Aviary at 85 Oak Knoll Drive (PW23062) (Ward 1), be approved for today's meeting.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson

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) DELEGATIONS (Item 7)

- (i) Sean Forde respecting concerns about the change in the schedule for the buses to Stoney Creek (approved September 8, 2023) (Item 7.1)**

Sean Forde was not present when called upon.

- (ii) Peter Summers, Churchill Park Community Garden, respecting Item 11.3, Management of the Aviary at 85 Oak Knoll Drive (PW23062) (Ward 1) (Item 7.2)**

Peter Summers, Churchill Park Community Garden, addressed the Committee respecting Item 11.3, Management of the Aviary at 85 Oak Knoll Drive (PW23062) (Ward 1), with the aid of a PowerPoint presentation.

(M. Wilson/Spadafora)

That the delegation from Peter Summers, Churchill Community Garden, respecting Item 11.3, Management of the Aviary at 85 Oak Knoll Drive (PW23062) (Ward 1), be received.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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) CONSENT ITEMS (Item 9)

- (i) **Accessible Transportation Services Contractor (DARTS) Fleet Budget (PW23060) (City Wide) (Item 9.4)**

(Pauls/Spadafora)

That Report PW23060, respecting Accessible Transportation Services Contractor (DARTS) Fleet Budget, be received.

(M. Wilson/Danko)

That Report PW23060, respecting Accessible Transportation Services Contractor (DARTS) Fleet Budget, be **amended**, by adding recommendation (b), to read as follows:

- (b) ***That staff in the Accessible Transit Services Division formally meet with Corporate Services staff to determine if there are opportunities in the future to enable the application of Development Charges for vehicle purchases.***

Result: Amendment, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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 disposition of this matter, refer to Item 4.

- (g) **DISCUSSION ITEMS (Item 11)**

- (i) **Management of the Aviary at 85 Oak Knoll Drive (PW23062) (Ward 1) (Outstanding Business List Item) (Item 11.3)**

(M. Wilson/Cassar)

- (a) That staff from the Animal Services Section of the Licensing and By-law Services Division (“Animal Services Staff”) engage a qualified veterinarian (the “Veterinarian”) to assist with the development of a

plan to relocate the birds housed at the Aviary (the “Rehoming Strategy”);

- (b) That Animal Services Staff, in consultation with the Veterinarian and the Friends of the Aviary, be directed to develop a Rehoming Strategy and complete the rehoming of all birds housed at the Aviary (the “Aviary Birds”) not later than October 30, 2024;
- (c) That the General Manager, Public Works be authorized to negotiate the terms and conditions to transfer ownership of the Aviary Birds to the Friends of the Aviary not later than November 1, 2024, and to terminate the existing agreement with the Friends of the Aviary, once all of the Aviary Birds have been successfully rehomed in accordance with recommendation (b) of Report PW23062;
- (d) That, in the event that the General Manager, Public Works and the Friends of the Aviary are unable to negotiate an agreement that will facilitate the transfer of ownership of any of the Aviary Birds in accordance with recommendation (c) of Report PW23062, the General Manager, Public Works be authorized to transfer ownership of such Aviary Birds as the General Manager, Public Works deems appropriate;
- (e) That the Friends of the Aviary be required to vacate the Aviary building at 85 Oak Knoll Drive once all of the Aviary Birds have been rehomed in accordance with recommendation (b) of Report PW23062;
- (f) That the Chief Corporate Real Estate Officer be authorized and directed to terminate the Lease with the Royal Botanical Gardens for the leased premises at 85 Oak Knoll Drive, Hamilton, on such terms and conditions deemed appropriate by the Chief Corporate Real Estate Officer, in consultation with the General Manager, Public Works, taking into consideration the timing of vacating the Aviary building;
- (g) That, in the event that Royal Botanical Gardens terminates the City’s tenancy at the existing Aviary facility located at 85 Oak Knoll Drive, Hamilton prior to all Aviary Birds being rehomed in accordance with recommendation (b), the General Manager, Public Works be authorized to arrange for the relocation of any remaining Aviary Birds to a temporary facility as deemed appropriate by the General Manager, providing that the health and wellbeing of the Aviary Birds is met while efforts continue to re-home those birds;

- (h) That the General Manager, Public Works be authorized and directed to execute any and all necessary contracts, agreements or other documents arising from recommendations (a)-(g) of Report PW23062 or as otherwise required to complete the rehoming of the Aviary Birds, on terms satisfactory to the General Manager, Public Works and in a form satisfactory to the City Solicitor; and
- (i) That staff determine an alternative location for the community garden currently located at 85 Oak Knoll Drive, while ensuring the community is able to use it until October 31, 2024.

(M. Wilson/A. Wilson)

That Report PW23062, respecting Management of the Aviary at 85 Oak Knoll Drive be **amended** by deleting recommendation (i), as follows:

~~(i) **That staff determine an alternative location for the community garden currently located at 85 Oak Knoll Drive, while ensuring the community is able to use it until October 31, 2024.**~~

Result: Amendment, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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 disposition of this matter, refer to Item 7.

(h) NOTICES OF MOTION (Item 13)

- (i) Father Sean O’Sullivan Memorial Park Junior Play Equipment Enhancement (Ward 5) (Item 13.1)**

Councillor Francis introduced the following Notice of Motion:

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

WHEREAS, the play structure had surpassed its useful life span and was replaced July 2023, with play equipment manufactured by ABC Recreation;

WHEREAS, Council previously approved \$210,000 funded from the Ward 5 – Capital Infrastructure Reserve #108055 for the new play structure and safety surfacing;

WHEREAS, there is a community desire for additional junior play equipment at this park, that offers additional play features and increased play value for children 5 years and younger;

WHEREAS, the Ward 5 Councillor will seek feedback from a community group on potential junior play enhancement concepts provided by staff, prior to the selection of the additional play equipment;

WHEREAS, an increased budget is required for the enhanced junior play opportunities at this park location;

WHEREAS, play equipment in parks is proprietary and not interchangeable for parts or modifications by other play equipment manufacturers, such that ABC Recreation should be sole sourced to review, design and provide new junior equipment for the existing play structure; and

WHEREAS, staff workloads in the park capital delivery group are not able to accommodate additional projects in 2023, therefore this project will be added to the 2024 workplan for design and consultation with community, and construction to follow.

THEREFORE, BE IT RESOLVED:

- (a) That the purchase of additional junior play equipment, manufactured by ABC Recreation, be approved as a single source purchase pursuant to Procurement Policy #11 – Non-competitive Procurements;
- (b) That the installation of additional junior play equipment at Father Sean O'Sullivan Memorial Park, 1139 Greenhill Avenue, Hamilton, to be funded from the Ward 5 Capital Re-Investment Reserve

#108055 at an upset limit, including contingency, not to exceed \$100,000, be approved; and

- (c) That the Mayor and City Clerk be authorized and directed to approve and execute all required agreements and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

(ii) Installation of Speed Cushions as a Traffic Calming Measure on Various Streets (Ward 1) (Item 13.2)

(M. Wilson/Kroetsch)

That the Rules of Order be waived to allow for the introduction of a Motion respecting Installation of Speed Cushions as a Traffic Calming Measure on Various Streets (Ward 1).

Result: Motion CARRIED by a 2/3 majority vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

For further disposition of this matter, refer to Item 9.

(iii) Installation of Speed Cushions as a Traffic Calming Measure on Various Streets (Ward 12) (Item 13.3)

(Cassar/Beattie)

That the Rules of Order be waived to allow for the introduction of a Motion respecting Installation of Speed Cushions as a Traffic Calming Measure on Various Streets (Ward 12).

Result: Motion CARRIED by a 2/3 majority vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

For further disposition of this matter, refer to Item 10.

(iv) Installation of Speed Cushions as a Traffic Calming Measure on Various Streets (Ward 5) (Item 13.4)

(Francis/Jackson)

That the Rules of Order be waived to allow for the introduction of a Motion respecting Installation of Speed Cushions as a Traffic Calming Measure on Various Streets (Ward 12).

Result: Motion CARRIED by a 2/3 majority vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

For further disposition of this matter, refer to Item 11.

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

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

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) Upper Paradise Road In-Service Road Safety Review (Ward 14) (14.1(a)(a))
Addressed as Item 9.3 on today's agenda - Report PW23059
Item on OBL: ADL
 - (ii) Management of the Aviary at 85 Oak Knoll Drive (14.1(a)(b))
Addressed as Item 11.3 on today's agenda – Report PW23062
Item on OBL: AAY
- (2) Items Requiring a New Due Date: (Item 14.1(b)):
 - (i) Opportunities to partner with Educational Institutions to Plant Trees (Item 14.1(b)(a))
Item on OBL: ADR
Current Due Date: October 2, 2023
Proposed New Due Date: October 30, 2023

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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) **PRIVATE AND CONFIDENTIAL (Item 15)**

(i) Closed Session Minutes – September 8, 2023 (Item 15.1)**(Cassar/Beattie)**

That the Public Works Committee Closed Session Minutes of September 8, 2023, be approved and remain confidential.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

(k) ADJOURNMENT (Item 16)**(Spadafora/Tadeson)**

That there being no further business, the meeting adjourned at 3:39 p.m.

Result: MOTION, CARRIED by a vote of 13 to 0, as follows:

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 6 Councillor Tom Jackson
 Yes – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 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 N. Nann, Chair,
Public Works Committee

Carrie McIntosh
Legislative Coordinator
Office of the City Clerk



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	October 2, 2023
SUBJECT/REPORT NO:	Woodward Upgrades Construction Update (PW20043(d)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	John Helka (905) 546-2424 Ext. 2826
SUBMITTED BY:	John Helka Director, Woodward Upgrades Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

N/A

INFORMATION

Further to Report PW20043(c) presented to Public Works Committee August 10, 2022, the purpose of this report is to provide Council with an update on the Woodward Upgrade Project (WUP), which is an integral part of the Clean Harbour Program. Construction of the Woodward Upgrade Project began in May 2017 and Hamilton Water is pleased to report that after 6 years of construction, substantial performance on all of the project components will be reached in Q4 2023.

The project has been delivered through three construction contracts having an approximate total value of \$340M, which together form the Phase 1 Woodward Wastewater Treatment Plant (WWTP) water quality upgrades:

- Contract 1 – Main Pumping Station Project;
- Contract 2 – Electrical and Chlorination Project; and,
- Contract 3 – Tertiary Treatment Upgrade Project.

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**SUBJECT: Woodward Upgrades Construction Update (PW20043(d)) (City Wide) -
Page 2 of 4**

Construction photos of each contract are attached to Report PW20043(d) as Appendix "A".

Contract 1 - Main Pumping Station Project:

Beginning May 2017, Maple Ball Joint Venture began constructing the new main wastewater pumping station to replace the existing pumping station. This project included the installation of 12 - 700 Hp pumps for a total firm capacity of 1700 million litres per day, matching the capacity of the incoming trunk sewers.

The project reached substantial performance on August 31, 2022, with some remaining outstanding works and deficiencies to be completed during the two-year warranty period. This replacement project was critical to address aging infrastructure needs and enhance the climate resiliency of the City's wastewater treatment infrastructure by providing the ability to better manage and limit risks associated with increased weather wet flows.

Contract 2 - Electrical and Chlorination Project:

In October 2017, Alberici Constructors started construction on the Electrical and Chlorination upgrades project. This contract replaced the two existing electrical substations and existing standby power building with a new Electrical Power Centre. More specifically, dual 13.8 kilo-volt underground distribution loop duct banks were established around the Wastewater and Water treatment plants and four 3-megawatt diesel generators were installed in the new Energy Power Centre providing a total of 12 megawatts of emergency standby power. Additionally, the chlorination system has been upgraded to increase chlorination capacity at the wastewater treatment plant during wet weather flows to provide full disinfection.

The project reached substantial performance on November 11, 2022, with some remaining outstanding works and deficiencies to be completed during the two-year warranty period. This project addressed the need to replace aging electrical infrastructure and enhance the climate resiliency of the City's water and wastewater treatment infrastructure. Climate change adaptation measures such as provision of secure and reliable power complete with standby power generation to service essential electrical loads provides greater assurance that both treatment plants will continue to operate as intended in the event of power outages.

Contract 3 - Tertiary Treatment Project:

The Tertiary Treatment Project upgrades will result in significant benefits to water quality in Hamilton Harbour. The project adds a higher level of treatment (tertiary) to the wastewater treatment process using disk filtration technology. In addition, the

**SUBJECT: Woodward Upgrades Construction Update (PW20043(d)) (City Wide) -
Page 3 of 4**

project includes an increase in the capacity of the south plant secondary treatment system by doubling the size of the aeration tanks and constructing two new secondary clarifiers, a new chlorine contact tank and outfall and Red Hill Creek modifications. This project will allow the City to meet the Hamilton Harbour Remediation Action Plan objectives for the wastewater treatment plant, including the provision of full nitrification for more complete ammonia removal, increased suspended solids and phosphorus removal. The project will also result in the wastewater treatment plant operating under new and more stringent environmental compliance limits.

The construction contract was awarded to North American Construction and commenced in April 2019. The contract has recently passed a four-year anniversary, with approximately 98% of work performed to date. The following key activities have been completed to date:

- The Stage Two expansion of the South Plant was completed in December 2022, returning the wastewater treatment plant to its full treatment capacity of 614 million litres per day.
- A significant milestone occurred in October 2022, when flow was directed through the new tertiary facility, the new chlorine contact tank and the new outfall. This milestone marked the start of transitioning the wastewater treatment plant from a secondary to a tertiary level treatment plant and supporting the City's ability to meet the Hamilton Harbour Remedial Action Plan objectives.

Although there have been some unforeseen delays during the commissioning phase, the project is scheduled to reach substantial performance in Q4, 2024.

The performance of the tertiary treatment process and filters during the commissioning phase have provided positive results, enabling the City to meet the new environmental compliance limits for suspended solids, phosphorous and ammonia nitrogen. Effluent water quality analysis of the tertiary treatment performance up to the end of August 2023 are included in Appendix "A" to Report PW20043(d).

Next Steps:

In 2015, the City of Hamilton secured \$200M in federal and provincial financial support through the Green Infrastructure Funding program to move ahead with planned improvements to its wastewater systems which includes an approximate \$346M total investment into the Woodward Avenue Wastewater Treatment Plant and other wastewater collection system upgrades. With the Woodward Upgrades Project nearing completion, the City will be hosting a media event on October 12, 2023, to celebrate the investments that contribute toward the Hamilton Harbour Remedial Action Plan goal of

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**SUBJECT: Woodward Upgrades Construction Update (PW20043(d)) (City Wide) -
Page 4 of 4**

de-listing Hamilton Harbour from the Area of Concern as identified under the Canada - USA Great Lakes Water Quality Agreement. In advance of this event, the City has been actively engaging with our Federal and Provincial counterparts, including the Office of the Premier, the Office of the Prime Minister, the Ontario Minister of Environment, Conservation & Parks, the Ontario Minister of Infrastructure, the Minister of Environment & Climate Change Canada and the Minister of Housing, Infrastructure and Communities Canada in an effort to seek attendance from both Federal and Provincial dignitaries in order to celebrate this joint investment. Dignitary attendance can reinforce the importance of the project and provided the opportunity for the City to deepen and further cultivate our government relations efforts.

In addition to the planned media event, and in appreciation of the local neighbouring community who have been most affected by the construction since 2017, the Hamilton Water Division is hosting a Community Appreciation BBQ at the Hamilton Steam Museum. This event will provide an excellent opportunity to express the City's gratitude, acknowledge the communities' patience, and share the remarkable work undertaken as part of the Woodward Upgrades Project. The Community Appreciation BBQ has been scheduled for Saturday, October 14, 2023, from 11:00 a.m. to 2:00 p.m. at the Hamilton Steam Museum located at 900 Woodward Avenue, and tours of the Woodward Wastewater Treatment Plant will be provided for attendees.

Closing:

City staff are very proud of the successful completion of the Woodward Upgrades Project which is to-date the single largest capital project delivered by a City team. This accomplishment aligns with the City's strategic objectives, the new term of Council priority for sustainable economic and ecological development, and it is a big part of the City's commitment to supporting the Hamilton Harbour Remedial Action Plan Goals for delisting the Harbour as an Area of Concern under the Great Lakes Water Quality Agreement.

In addition, Hamilton Water is very appreciative of the teamwork and support from other City teams including the Legal and Risk Management Services Division, the Financial Planning Administration and Policy Division, and the Procurement Services Section. Finally, Hamilton Water appreciates the collaboration and professionalism amongst all the contractors working on the wastewater treatment plant site over the past six years (amounting to over two million labour hours worked to-date) and want to recognize that there have been no recorded lost time injuries during this project.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW20043(d) – Construction Photos/Effluent Water Quality Analysis

Construction Photographs



Figure 1: New Main Pumping Station

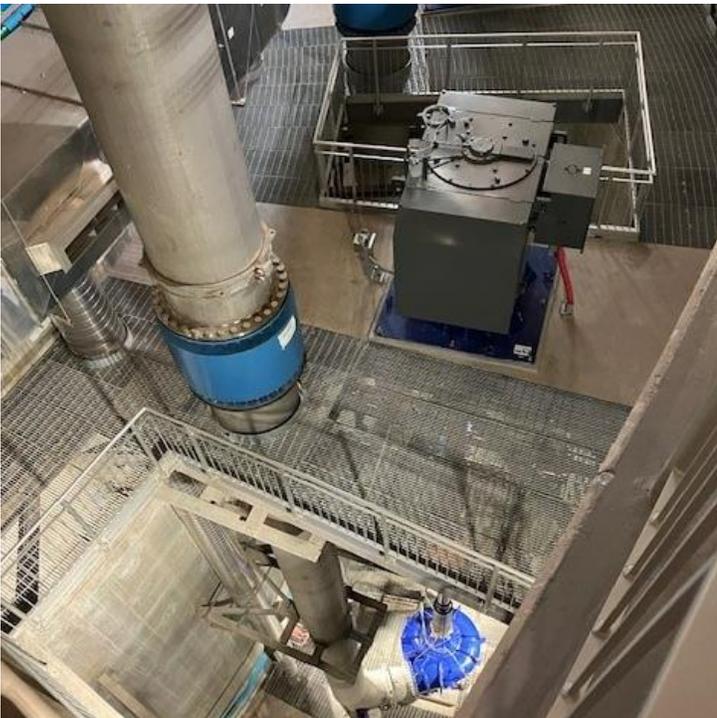


Figure 2: Motor platform level



Figure 3: Pump level



Figure 4: New Electrical Power Centre (Front)



Figure 5: Diesel generators



Figure 6: New control panels



Figure 7: New Tertiary Treatment Facility and Chlorine Contact Tank



Figure 8: New Outfall & Dissipation Zone

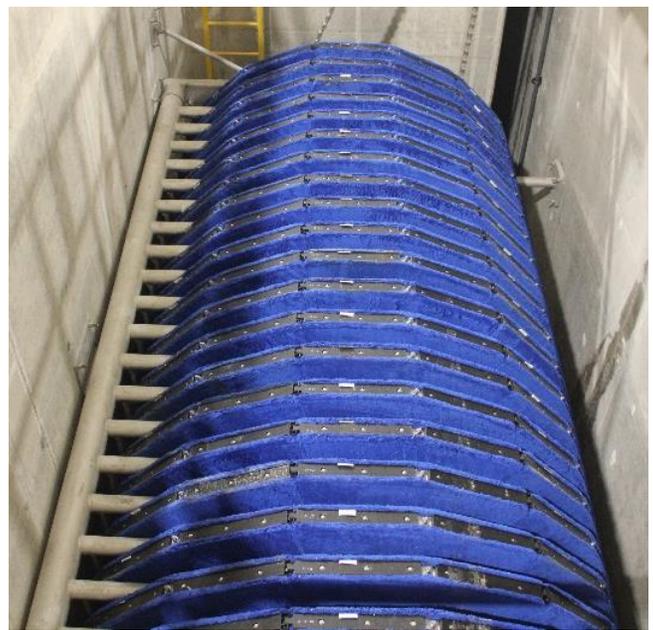


Figure 9: Disk Filter Technology

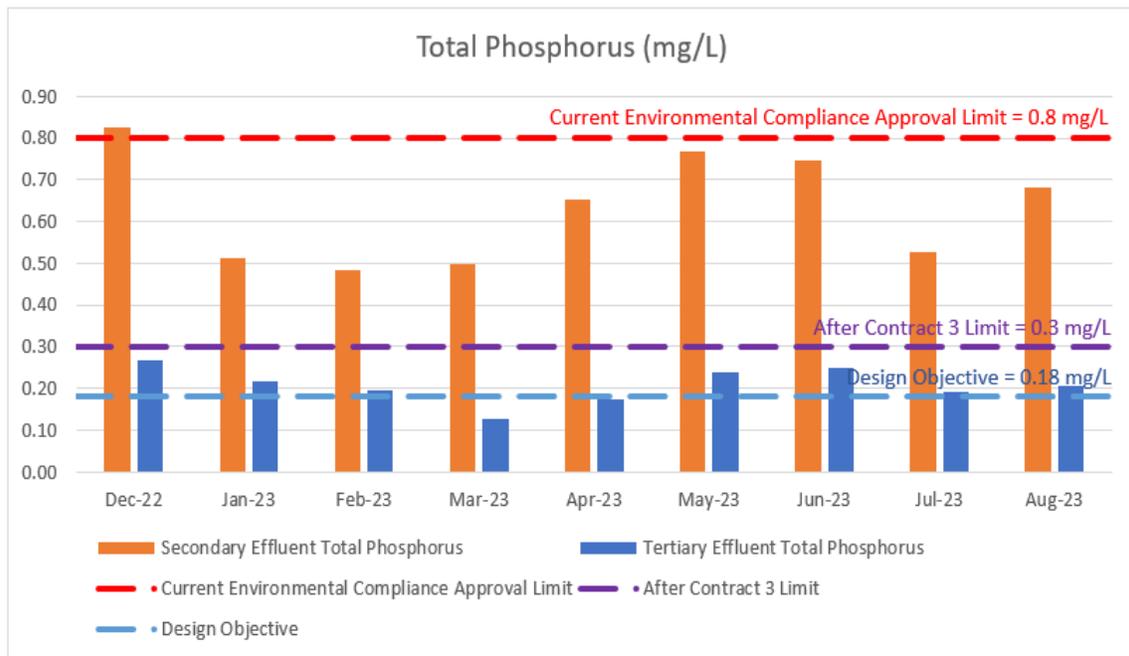


Figure 10: Graph of Total Phosphorus levels in mg/L over a nine-month period

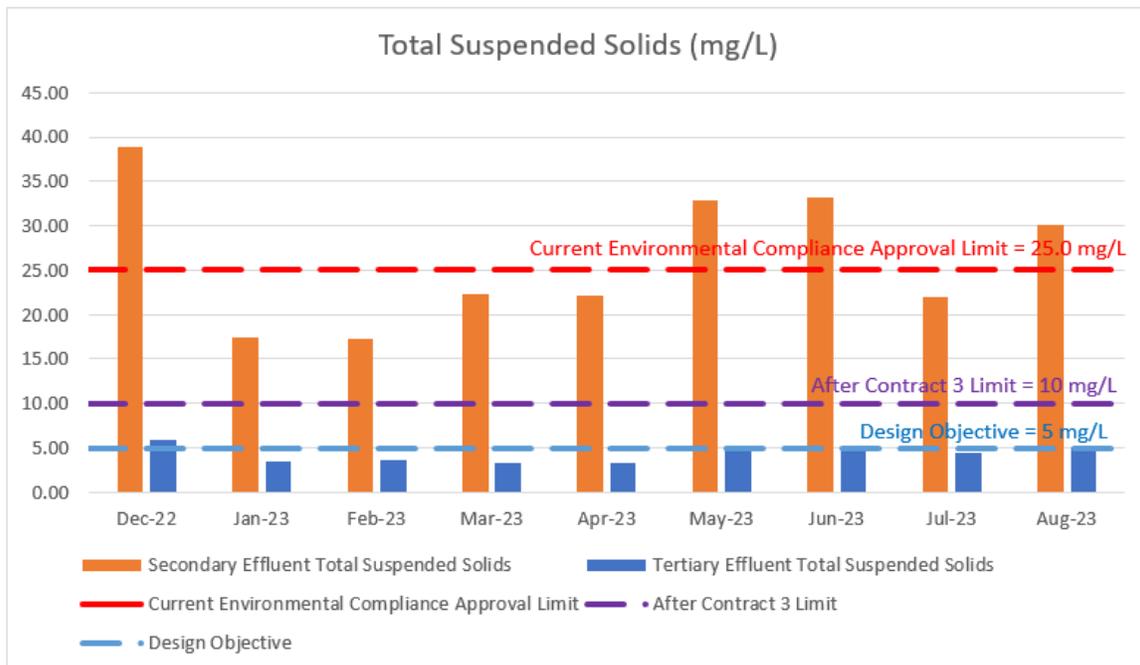


Figure 11: Graph of Total Suspended Solids levels in mg/L over a nine-month period

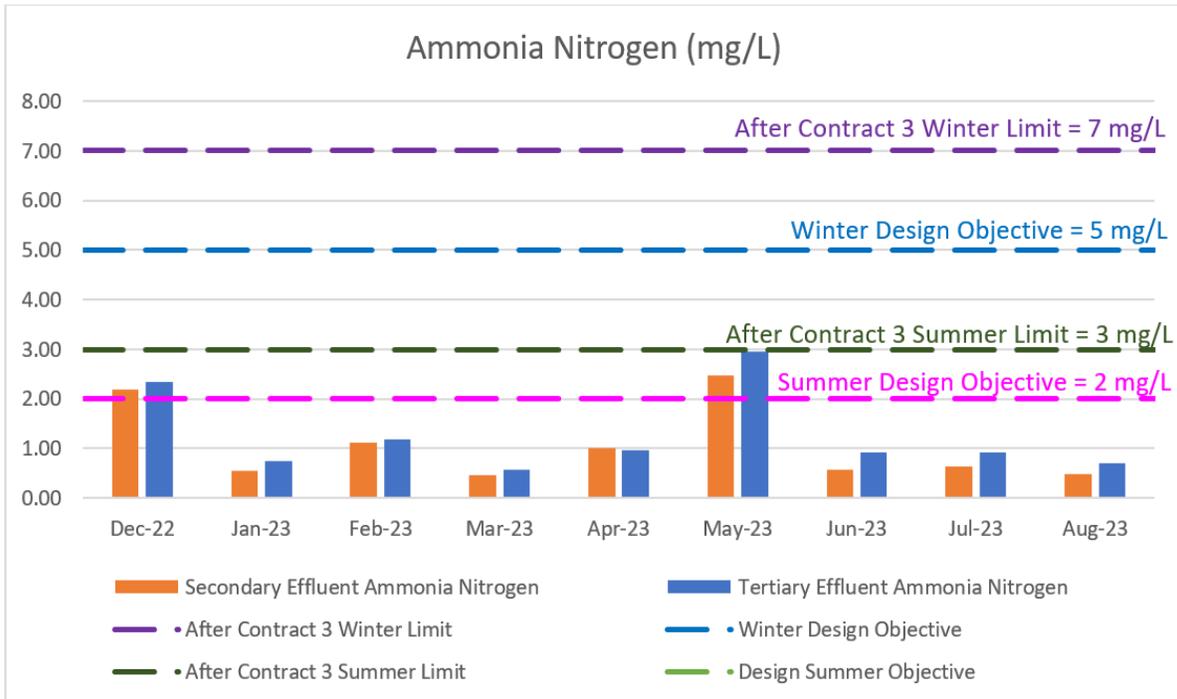


Figure 12: Graph of Ammonia Nitrogen levels in mg/L over a nine-month period



Hamilton

WOODWARD UPGRADES PHASE 1 CONSTRUCTION UPDATE

OCTOBER 2, 2023

OUTLINE

- **Woodward Upgrades Project Overview**
- **Construction Update**
- **Water Quality Update**
- **Project Challenges & Highlights**
- **Next Steps**
- **Questions**



Electrical Power Centre

Tertiary Treatment Facility

Chlorine Contact Tank/Outfall/Red Hill Creek

South Plant Expansion

Main Pumping Station

13.8kV Loop

Contract 1: Main Pumping Station

Contract Value: **\$87.6 Million (Current \$86.2M)**

Construction Began: **May 2017**

Substantial Performance: **August 31, 2022**

Work Performed to Date: **\$85.5 Million (99%)**



Contract 2: Electrical and Chlorination Upgrades

Contract Value: **\$60.9 Million (Current \$62.9M)**

Construction Began: **October 2017**

Substantial Performance: **November 11, 2022**

Work Performed to Date: **\$62.1 Million (99%)**



Contract 3: Tertiary Treatment Upgrades

Contract Value: **\$165.3 Million (Current \$184.5M)**

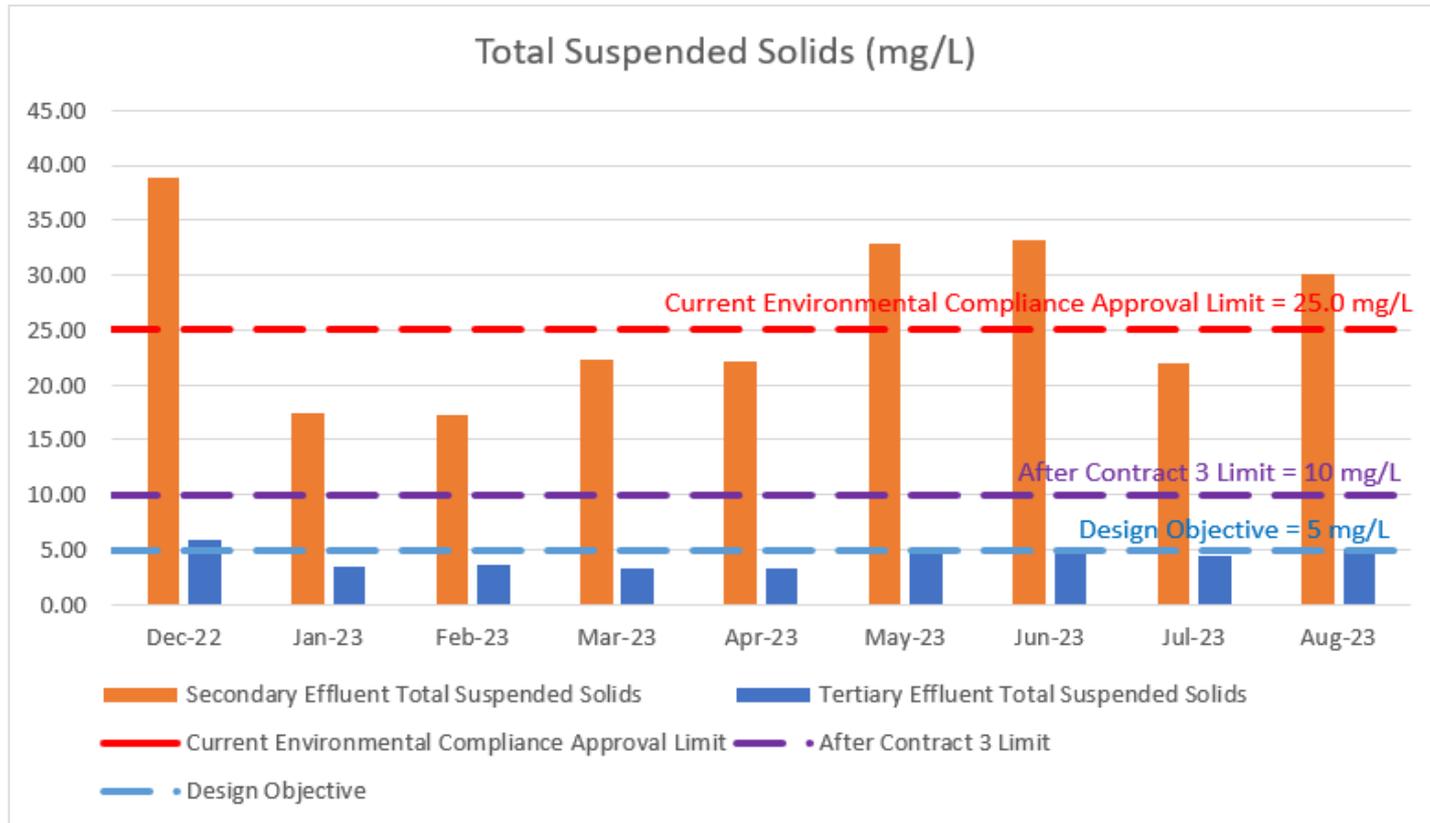
Construction Began: **May 2019**

Substantial Performance: **Expected Q4 2023**

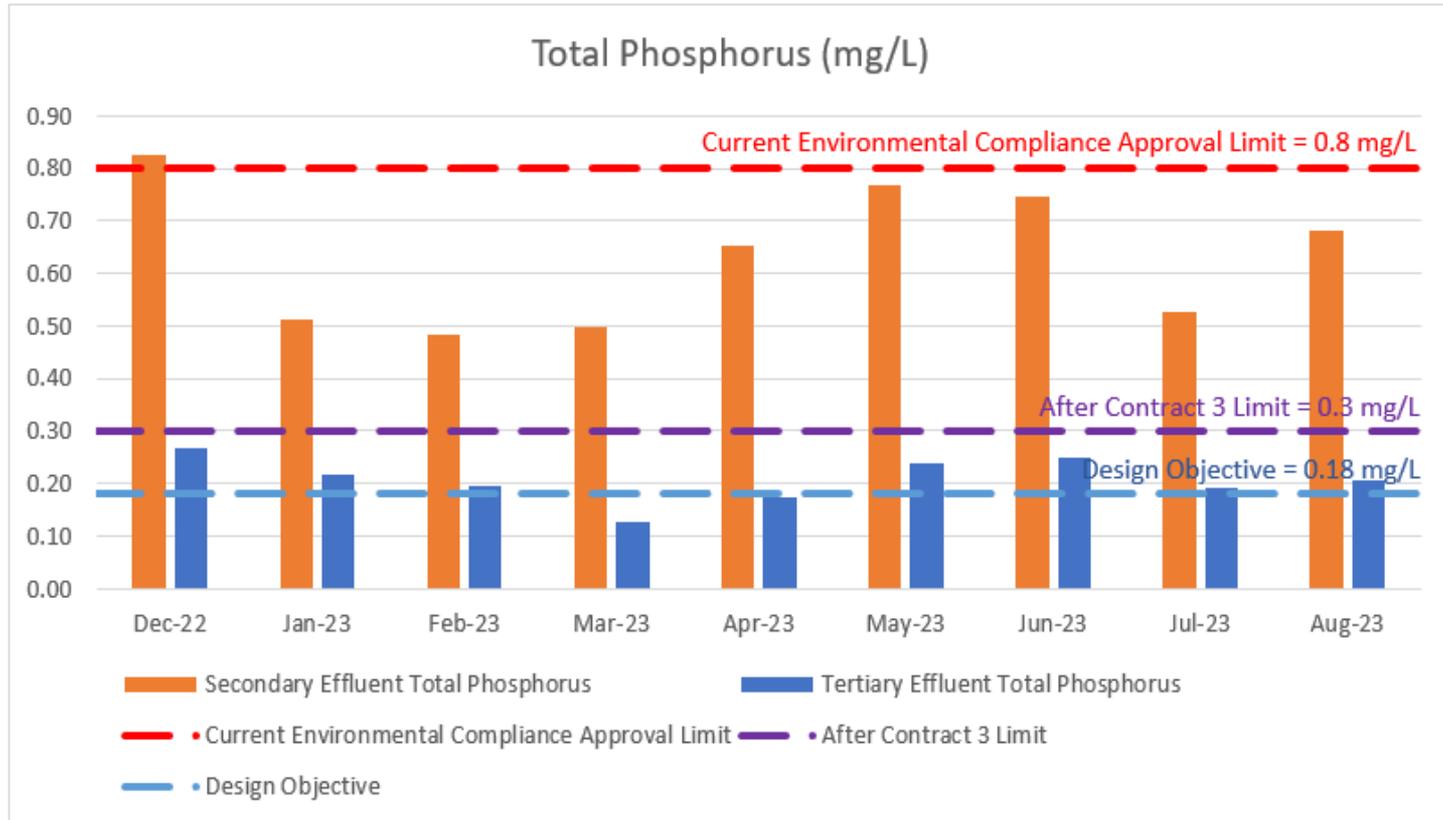
Work Performed to Date: **\$179.9 Million (98%)**



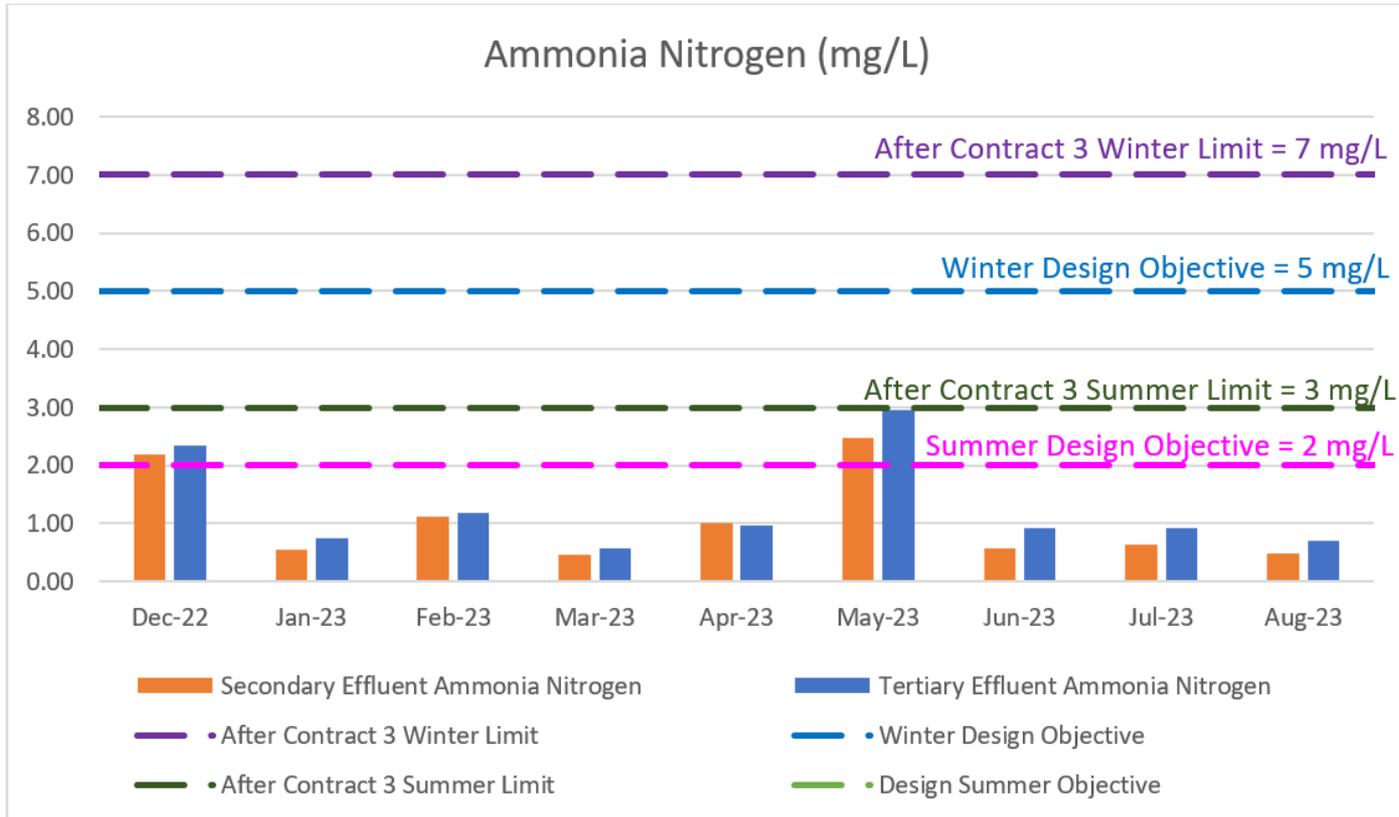
Total Suspended Solids



Total Phosphorus

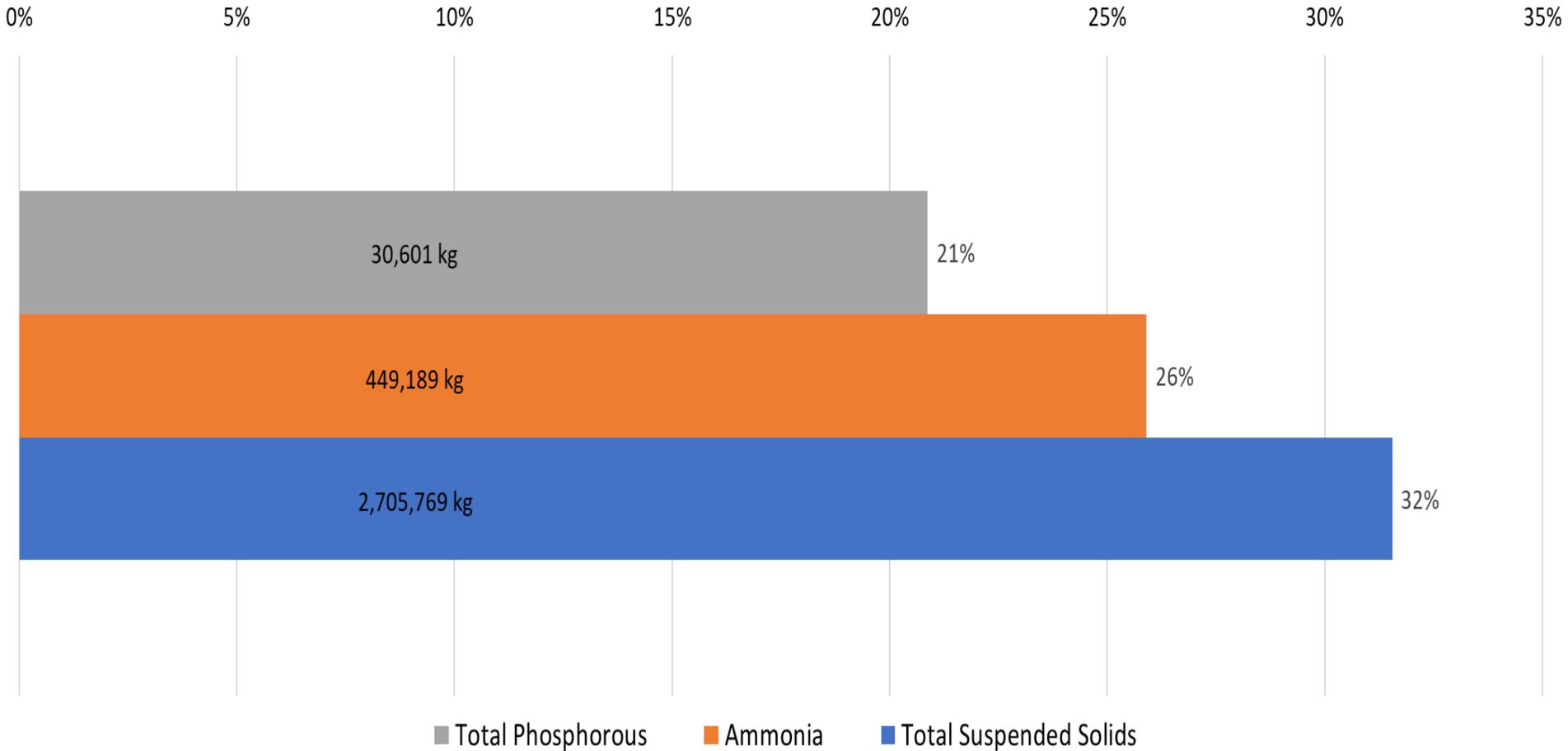


Ammonia Nitrogen



Additional Mass Loadings Removed Post Tertiary Treatment Upgrades Page 46 of 139

Percentage Additional Mass Removal (%)



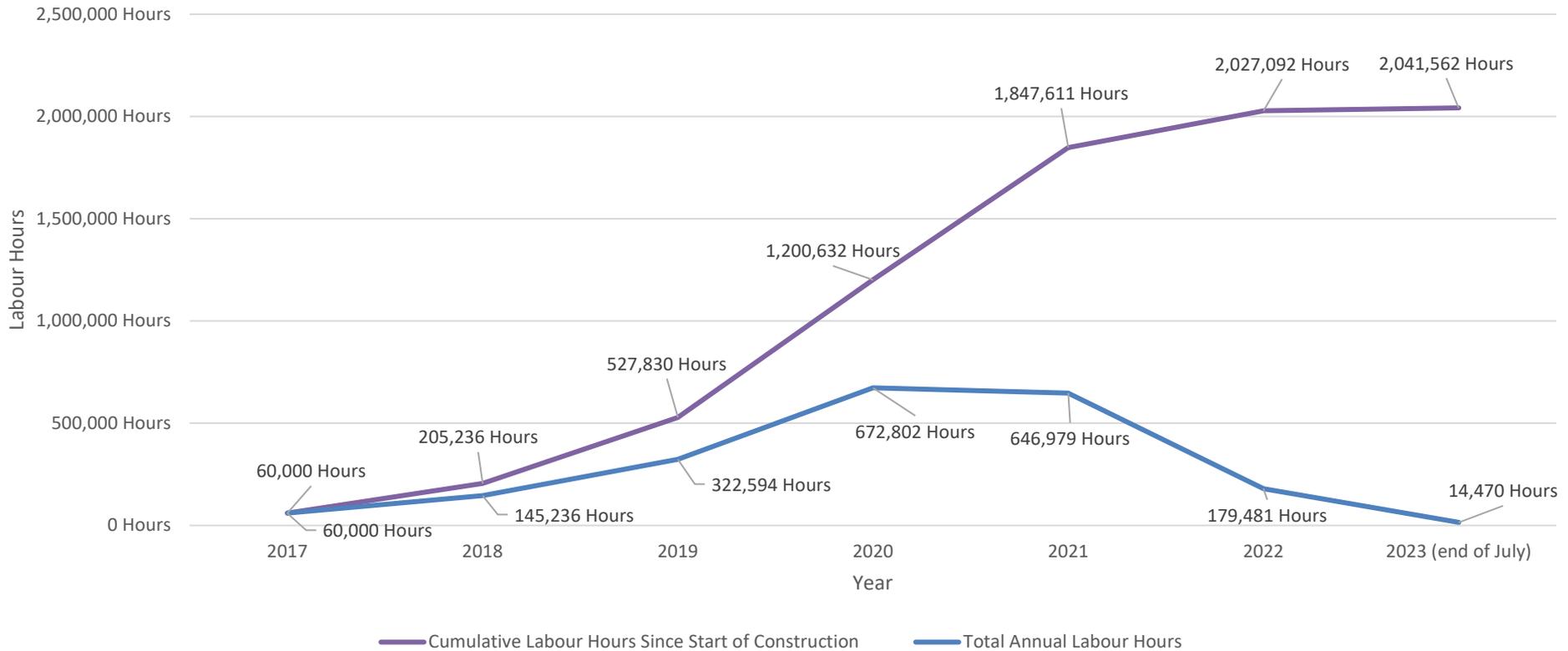
Note: This data set compares the difference in mass removed between Nov 2017 - Aug 2018 (pre-treatment upgrades) and Nov 2022 - Aug 2023 (post-treatment upgrades)

Woodward Upgrades Program

Excess Soil Management

Project / Location	Estimated Quantity (tonnes)	Estimated # of Trucks
[-] P3 Biosolids Management Project; Award Date: Mar 30, 2017	2550	130
[+] Soil (Clean) - OPS 180	2550	130
[-] MPS (C13-60-16); Award Date: Apr 26, 2017	132360	6618
[+] Soil (Clean) - OPS 180	132360	6618
[-] ELU (C13-36-17); Award Date: Sep 13, 2017	3240	162
[+] Soil (Clean) - OPS 180	3220	161
[+] Soil (Contaminated)	20	1
[-] TTU (C13-71-18); Award Date: Mar 26, 2019	245243	11997
[+] Soil (Clean) - OPS 180	142240	7112
[+] Soil (Contaminated)	90738	4537
[+] Soil (Hazardous)	12265	348
Grand Total	383393	18907

Construction Labour Hours Worked Across the Woodward Upgrades Contracts



Next Steps – Media Event

Date: Thursday, October 12th

Time: 9:30am

Location: Woodward Avenue
Wastewater Treatment Plant



Next Steps – Community Appreciation BBQ

Date: Saturday, Oct. 14th

Time: 11:00am – 2:00pm

Location: Steam Museum







QUESTIONS



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	October 2, 2023
SUBJECT/REPORT NO:	City of Hamilton Annual Collision Report – 2022 Statistics and Trends (PW23062) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Mike Field (905) 546-2424 Ext. 4576 Chris Day (905) 546-2424 Ext. 2433
SUBMITTED BY:	Carolyn Ryall Director, Transportation Division Public Works Department
SIGNATURE:	

COUNCIL DIRECTION

The Public Works Committee approved the Hamilton Strategic Road Safety Program and Vision Zero Action Plan for 2019-2025 on February 4, 2019, through Report PW19015. An important part of the action plan is to report on collision performance through annual reporting. This report serves as an update on the City's 2022 collision statistics and trends.

INFORMATION

Since 2020 the City of Hamilton has been experiencing impacts to the transportation network including reductions in vehicular traffic volumes as a result of the COVID-19 pandemic. Through the months of April to December in 2020 there was approximately a 50% average reduction in vehicular traffic volumes during the morning and afternoon rush hour. Consequently, the number of collisions in 2020 and 2021 were significantly lower than the pre-pandemic levels. Travel time and travel pattern data shows that traffic volumes and delay have increased in 2022 compared to 2021 and 2020. The City of Hamilton data suggests that traffic volumes have increased 10% - 16% in 2022 compared to 2021; with the transportation network not returning to pre-pandemic

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SUBJECT: City of Hamilton Annual Collision Report – 2022 Statistics and Trends (PW23062) (City Wide) – Page 2 of 6

conditions. Information and statistics being presented should be viewed using a COVID-19 pandemic lens for proper context.

The City of Hamilton 2022 Annual Collision Report is the sixth edition and provides a high-level review of collisions occurring on roadways over a five-year span (2018-2022). It is attached to Report PW23062 as Appendix “A”.

The report is divided into two sections with appendices as follows:

- Section 1 – Five Year Collision Trends (2018-2022); and
- Section 2 – Lincoln M. Alexander Parkway and Red Hill Valley Parkway Five Year Collision Trends (2018-2022).

The goal of Vision Zero is to eliminate fatal and serious collisions and it recognizes that collisions will occur but should not result in fatalities or injuries. A reduction in fatal and injury collisions is an important key performance indicator related to the effectiveness of the City’s Vision Zero Action Plan, and the total number of collisions is important, but a lesser significance when compared to the total number of fatal and injury collisions.

The categorization of collisions by vehicle type is a new addition to the annual collision report. While this information has always been contained within the City’s collision database, including it in the annual collision report is intended to provide enhanced public awareness of possible trends and to better understand relationships between vehicle types and occurrences of fatal and injury collisions.

The following is a list of statistics for 2018-2022:

- One collision occurs every 65 minutes;
- One person injured every eight hours;
- One fatality every 23 days;
- One collision involved a pedestrian every two days; and
- One collision involved a cyclist every three days

The following is a list of trends between the previous reporting term (2017-2021) and the current reporting term (2018-2022):

- Total collisions decreased by 1.69%;
- Injury collisions decreased by 8.3%;
- Fatal collisions did not change;
- Pedestrian collisions decreased by 3.3%; and
- Cyclist collisions decreased by 7.9%

**SUBJECT: City of Hamilton Annual Collision Report – 2022 Statistics and Trends
(PW23062) (City Wide) – Page 3 of 6**

City-Wide Statistics and Trends

Year	Injury Collisions	Fatal Collisions	Property Damage Collisions	Total Collisions
2018	1,561	11	7,761	9,333
2019	1,469	14	8,417	9,900
2020	1,141	13	5,465	6,619
2021	1,162	16	5,637	6,815
2022	1,144	16	6,927	8,087

In 2022 there was an 18.7% increase in total collisions and a 1.5% decrease in injury collisions compared to 2021. Distracted driving was a contributing factor to 19.4% of fatal and injury collisions while impairment/alcohol consumption was a contributing factor in 4.1% of fatal and injury collisions.

Collisions that occurred at intersections were 55.4% of total collisions. Among those, 66.4% occurred at signalized intersections and 29.1% occurred at stop-controlled intersections.

The predominant vehicle type involved in all collision types, including those which impact vulnerable road users, are cars (ranging between 74-83%), followed by pick-up trucks (ranging between 7-10%) and then van (ranging between 3-6%).

The fatal and injury collisions that occurred at intersections were mostly split between arterial-arterial (32%), arterial-local (29%), and arterial-collector (18%) intersections. A total of 37% of fatal and injury collisions that occurred on road sections were on major arterial roads followed by minor arterial roads (32%), major collector roads (11.4%), and local roads (10.9%).

Fatal and injury collisions decreased by 20.6% in 2021 and by 21.8% in 2022, compared to 2019.

There were seven fatal pedestrian collisions in 2022, in which nine pedestrians were fatally injured. The number of pedestrians involved in collisions increased by 23.3% (213 total) when compared to 2021, however, it is less than in 2019 (245).

There was one fatal cyclist collision in 2022. The number of cyclist collisions decreased from 139 in 2021 to 128 in 2022. The lowest number of cyclist collisions in ten years was recorded in 2019 and 2022. There is generally a decreasing trend from 2016 onward.

**SUBJECT: City of Hamilton Annual Collision Report – 2022 Statistics and Trends
(PW23062) (City Wide) – Page 4 of 6**

The City of Hamilton experiences 1.5% fewer pedestrian and 1.1% fewer cyclist fatalities when compared to the Provincial average.

Collisions involving vulnerable road users regularly result in injury as 89.2% of the time pedestrians suffer injury in a collision and 77.8% for cyclists. Most of these vulnerable road user injury collisions occurred at intersections, specifically signalized intersections.

Fatal collisions represent 0.20% of all collisions and a review of the fatal collisions over a five-year period is summarized as follows:

- 37.5% occurred at intersections;
- 62.5% occurred mid-block locations;
- 50% were a result of a single motor vehicle collision;
- 43.8% involved pedestrians;
- 6.3 % involved cyclists;
- 6.3 % occurred when a driver exceeds the speed limit;
- 12.5 % occurred when a driver made an improper turn; and
- 25% occurred when a driver lost control

In 2022, the Lincoln M. Alexander Parkway and Red Hill Valley Parkway showed an increased number of collisions compared to 2021. The following is a list of relevant statistical information:

- In 2022 the Lincoln M. Alexander Parkway had 3.9% more collisions and 44% more injury collisions than in 2019;
- There were no fatal collisions on the Lincoln M. Alexander Parkway in the 2018-2022 period;
- Total collisions on the Red Hill Valley Parkway in 2022 were 3.3% lower than in 2019;
- Fatal and injury collisions on the Red Hill Valley Parkway in 2022 were 60% lower than in 2019;
- There was 1 fatal collision on the Red Hill Valley Parkway in 2022 and a total of two in the 2018-2022 period;
- Speeding accounted for 17% of all police-reported collisions. The percentages of speed-related collisions on the Lincoln M. Alexander Parkway and the Red Hill Valley Parkway were 27.9 and 18.2% respectively. This represents an increase in speed-related collisions of 41% on the Lincoln M. Alexander Parkway and 5.2% on the Red Hill Valley Parkway compared to the 2017-2021 period; and
- Total collisions occurring on the Red Hill Valley Parkway on non-dry road surface conditions declined to 31.5.% (2018-2022) vs 45.7.% (2017-2021) which is significantly reduced from 2016–2020 (57.8%)

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SUBJECT: City of Hamilton Annual Collision Report – 2022 Statistics and Trends (PW23062) (City Wide) – Page 5 of 6

The statistics and analysis within the 2022 Annual Collision Report provides the City of Hamilton with information that is used to identify priority roadway safety issues, develop initiatives to improve roadway safety, provide evidence about the effectiveness of safety improvements, and undertake targeted education campaigns.

The City implemented its Vision Zero Action Plan in 2019. The action plan is a multidisciplinary approach that requires the collaboration of policymakers, engineers, planners, and everyday road users to ensure a holistic approach is applied when considering how we can make streets safer for motorists, pedestrians, and cyclists. With support from Hamilton Police Services, the City of Hamilton continues to remain focused on improving roadway safety and formally recognizes that traffic-related deaths and serious injuries are preventable.

Motorists, pedestrians, and cyclists can make mistakes and the Vision Zero safe systems approach (safe drivers, safe speeds, safe roads, and safe vehicles) is crucial to reducing the chance of collisions and preventing severe injuries and fatalities.

The City of Hamilton has many initiatives that are completed or underway as outlined in the Vision Zero Action Plan. The following is a highlight of some key initiatives:

- Comprehensive review of the existing Vision Zero program with the objective of identifying successful program elements and identification of enhancements to aid in further enabling goal achievement
- The approval of 10 new intersections which will receive red-light cameras in 2023/2024, bringing the total number of red-light camera intersections to 52
- The permanent establishment of an automated speed enforcement program which began in 2022 (based on 2021 pilot results), which includes the installation of automated speed enforcement cameras at 24 various locations across the city for the period of 2023-2025 as approved by Council in May 2023
- Collision Counter Measure Program Video Analytics review of the top 10 network screening ranked signalized intersections with a focus on vulnerable road users
- In-Service Road Safety Reviews of 28 locations either completed or currently underway
- Neighbourhood Speed Limit Reduction Program which reduces neighbourhood roadway speed limits to 40 km/h and school zones to 30 km/h, is expected to be substantially completed by July 2023

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SUBJECT: City of Hamilton Annual Collision Report – 2022 Statistics and Trends (PW23062) (City Wide) – Page 6 of 6

- Continued development and refinement of the City of Hamilton’s collision database, including expanded data availability on the City’s open data portal
- Development and updating of the online Vision Zero Dashboard which publishes data and progress on various road safety initiatives City-wide, including interactive mapping for injury and fatal collisions
- The City of Hamilton has developed a Complete Streets Design Manual, which was endorsed by City Council in July 2022. This manual provides a set of consistent guidelines and tools to inform the design, implementation, maintenance, and monitoring of complete and liveable streets across the city. The Complete Streets Design Manual provides an expanded toolbox of ways to improve Hamilton's streets
- Various Vision Zero education campaigns with a focus on themes such as speeding, distracted driving, community safety zones, bike safety, and pedestrian safety
- Development of a Traffic Calming Policy; and
- Left Turn Calming pilot underway to reduce the risk of left turn collisions at signalized intersections with results expected in the fourth quarter of 2024

The 2022 Annual Collision Report illustrates that roadway safety initiatives, measures, and the application of Vision Zero principles are making a positive difference, when considering the impacts of the change in travel patterns caused by the COVID-19 pandemic, and statistically reveals areas where more work still needs to be done. Collision statistics from 2022 must be observed with the understanding that the COVID-19 pandemic has fundamentally impacted the way in which people travel and that interpreting data, identifying trends, and determining roadway safety actions is more complex than pre-pandemic.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW23062 – 2022 Annual Collision Report

ANNUAL COLLISION REPORT

2022





Table of Contents

Executive Summary	1
General Collision Trends	1
Temporal Trends	2
Spatial Trends	2
Vulnerable Road Users	2
Driver Behaviour	3
Disclaimer and Explanation	4
Self-Reporting of Collisions	4
Collision Data Accuracy and Completeness	4
COVID-19 Pandemic and Traffic Patterns	4
Introduction	5
SECTION 1	
Collision Trends (2018 to 2022)	8
Frequency and Severity	9
Month, Day, and Time of Collisions	12
Collisions By Road Surface and Lighting Conditions	14
Collision Impact Type by Site Type and Traffic Control	15
Collisions by Road Classification	16
Collisions by Vehicle Type	17
High Frequency Locations	19
Drivers	21
Pedestrian and Cyclist Collisions	23
SECTION 2	
Lincoln M. Alexander Parkway and Red Hill Valley Parkway Collision Trends (2018 to 2022)	35
Background	36
Frequency and Severity	36
Month, Day, and Time of Collisions	37
Collisions by Road Surface and Lighting Conditions	37
Collisions by Impact Type	39
Drivers	40

Executive Summary

This report presents an overview of road safety in the City of Hamilton based on the last five years (2018–2022). The analysis was conducted for collisions occurring on the City road network. Ten years of collision data (2013–2022) was used where necessary to provide the bigger picture. The COVID-19 pandemic declared in March 2020 has continued to have an impact on traffic volumes and patterns and as such, the 2020 and 2021 collision statistics should be viewed with this in mind. In 2022, it does appear that traffic volumes have been gradually returning to pre-pandemic levels. The highlights of this report are listed below.

General Collision Trends

The following general collision trends were noted:

- The City of Hamilton experiences around 8,180 collisions per year on average. There were 8,087 collisions in 2022.
- The collision data shows that the total number of collisions has increased over the years, but has been impacted by the pandemic. The total collisions in 2022 increased by 18.7% over 2021; however, they remain lower than pre-pandemic levels (18.3% lower than 2019).
- Fatal and injury collisions in 2022 were 1.5% lower than in 2021, 0.5% higher than in 2020, and 21.8% lower than in 2019. There were 16 fatal collisions in 2022, the same number as in 2021.
- There were 7 fatal pedestrian collisions in 2022, in which 9 pedestrians were fatally injured.
- In 2022, the Lincoln M. Alexander Parkway (LINC) showed a rebound from the pandemic, with 3.9% more collisions and 44% more injury collisions than in 2019. There were no fatal collisions on the LINC in any of the years from 2018 to 2022.
- In 2022, the Red Hill Valley Parkway (RHVP) also showed a rebound from the pandemic, but performed better than in 2019 with 4% lower collisions and 60% lower injury collisions. There was one fatal collision on the RHVP in 2022 and one fatal collision in 2021.
- In 2022, 1,144 people were injured in 1,160 collisions. Among those, 20 people were fatally injured.
- Male drivers were involved in more collisions than female drivers across all age groups. Male drivers constituted 63% of all drivers involved in collisions.
- The majority of collisions (78%) occurred during dry surface conditions. Collisions occurring during wet and snow/ice covered conditions were 14.8% and 6.9% respectively. This is consistent and even better than provincial averages.
- Collisions during wet and snow/ice conditions on the RHVP in 2018–2022 was 31.5%. This is lower than in 2017–2021 (45.7%) and is significantly reduced from 2016–2020 (57.8%) and 2015–2019 (64.1%).
- The majority of collisions occurred during daylight condition (68.1%). This percentage is slightly less than provincial averages (approximately 72%).
- On road sections, Single Motor Vehicle (SMV) collisions constituted 41.8% of total collisions, followed by rear-end collisions (22.7%).
- At signalized intersections, rear-end collisions were the largest type of collisions (42.9%). This is consistent with other jurisdictions. The second largest type of collision is sideswipe (20%).
- The vehicle type in the majority of intersection-related collisions was car (72%), followed by pick-up truck

(8.5%), and van (4.9%)

- The vehicle type in the majority of collisions that occurred on road segments was car (68.2%), followed by pick-up truck (10.2%), heavy truck (5.7%), and van (4.8%).

Temporal Trends

The following temporal trends were noted:

- The largest number of collisions occurred during October, November, December, and January.
- June, October, and December experienced the highest numbers of fatal and injury collisions.
- More collisions and most fatal and injury collisions occurred during Fridays compared to any other day of week, which is consistent with Provincial observations.
- During weekdays, there is a strong correlation between the peak periods of traffic and the number of collisions. Most collisions regardless of their severity occurred in the PM peak of traffic (3:00 PM – 5:00 PM), mid-day peak of traffic (around noon), and AM peak of traffic (8:00 AM – 9:00 AM).
- The pattern of collisions during weekends are different from weekdays. The number of collisions during weekends was much lower than weekdays and the hours with the largest number of collisions were distributed from 10:00 AM to 6:00 PM.

Spatial Trends

The following spatial trends were noted:

- The intersection of John Street South and Main Street East experienced the highest number of fatal and injury collisions from 2018–2022 (28). Of the 28 collisions, none were fatal.
- The road section of Queenston Road between Nash Road and 533 Queenston Road, experienced the largest number of fatal and injury collisions from 2018–2022 (20). Of the 20 collisions, none were fatal.
- 55.4% of all collisions occurred at intersections. Among those, 66.4% occurred at signalized intersections and 29.1% occurred at stop-controlled intersections.
- 32.2% of intersection-related collisions occurred at intersections of two arterial roads (arterial-arterial intersections) followed by arterial-local (28.9%) and arterial-collector (18.2%). The same trend was observed for fatal and injury collisions. The fatal and injury collisions that occurred at intersections were mostly split between arterial-arterial (32%), arterial-local (30%), and arterial-collector (19%) intersections.
- 30.9% of all collisions that occurred on road segments were on major arterial roads followed by minor arterial roads (29%), and local roads (18.8%). 37% of fatal and injury collisions that occurred on road sections were on major arterial roads followed by minor arterial roads (32%), major collector roads (11.4%), and local roads (10.9%).

Vulnerable Road Users

The following trends and observations were noted for pedestrian and cyclist collisions:

- The number of pedestrian collisions has fluctuated between 172 and 246 in the past 5 years. In 2022, the City experienced 212 pedestrian collisions, which is 23.3% more than in 2021 and 10.4% more than 2020, but 13.5% fewer than 2019. There were 7 fatal pedestrian collisions in 2022.

- The number of cyclist collisions has fluctuated between 128 and 176 in the past 5 years. In 2022 the City experienced 128 cyclist collisions, which is 8% fewer than 2021, 2.3% fewer than 2020, and 0% change from 2019. There was one fatal cyclist collision in 2022.
- The largest number of pedestrian collisions occurred in the month of October. In most Ontario municipalities, the largest number of pedestrian collisions occur in November. The largest number of cyclist collisions occurred between the months of June and August.
- The largest number of pedestrian and cyclist collisions occurred on Thursdays.
- 89.2% of all pedestrian collisions resulted in an injury in 2018–2022 while 2.7% resulted in a fatality.
- 77.8% of all cyclists involved in a collision sustained injury (including 0.4% fatal injury).
- 68.4% of pedestrian collisions occurred at intersections, and among those, 70.5% occurred at signalized intersections.
- 65.5% of cyclist collisions occurred at intersections, and among those, 50% occurred at signalized intersections.
- A review of driver actions involved in pedestrian and cyclist collisions showed that 42.4% and 30.5% of drivers failed to provide the right of way to pedestrians and cyclists respectively. Additionally, in 13.5% of collisions with cyclists, drivers committed an improper turn.
- 32.5% of intersection-related pedestrian collisions occurred at intersections of two arterial roads, followed by arterial-local (31.8%), and arterial-collector (16.9%) intersections. Intersection-related pedestrian fatal and injury collisions followed the same trend, with 32.1% at the intersection of two arterial roads, 31.9% at arterial-local intersections, and 16.9% at arterial-collector intersections.
- 36.4% of intersection-related cyclist collisions occurred at arterial-local intersections, followed by 23.6% at the intersection of two arterial roads, and 12.6% at the intersection of two local roads. Intersection-related cyclist fatal and injury collisions followed the same trend with 32.5% of collisions occurring at arterial-local intersections, followed by 23.2% at the intersection of two arterial roads and 12.8% at the intersection of two local roads.
- The vehicle type of most intersection-related pedestrian collisions was car (76%) followed by pick-up truck (9.9%) and van (5.6%). The vehicle type of most intersections fatal and injury pedestrian collisions was car (76.5%) followed by pick-up truck (9.5%) and van (6%).
- The vehicle type of most intersection-related cyclist collisions was car (83.3%) followed by pick-up truck (6.3%) and van (5.9%). The vehicle type of most intersection-related fatal and injury cyclist collisions was car (83.1%) followed by pick-up truck (7%) and van (5.2%).
- The vehicle type of most pedestrian collisions that occurred on road segments was car (74.4%) followed by pick-up truck (8.6%) and van (4.8%). The vehicle type of most fatal and injury pedestrian collisions on road segments was car (74.8%) followed by pick-up truck (8.1%) and van (5.2%).
- The vehicle type of most cyclist collisions that occurred on road segments was car (78.6%) followed by pick-up truck (8.9%) and van (4.3%). The vehicle type of most fatal and injury cyclist collisions on road segments was car (82.2%) followed by pick-up truck (9.2%) and van (2.9%).

Driver Behaviour

The following road user collision trends were noted:

- Distracted driving was a contributing factor in 19.4% of fatal and injury collisions.
- Impairment / alcohol consumption was a contributing factor in 4.1% of fatal and injury collisions.
- In 2018-2022, loss of control was a factor in 19.4% of police-reported collisions, which is a 5.4% increase from 2017-2021.
- Speeding accounted for 17% of all police-reported collisions. The percentages of speed-related collisions on the LINC and the RHVP were 27.9% and 18.2% respectively.

Disclaimer and Explanation

Self-Reporting of Collisions

The use of the term “reported” or “police reported” collision refers to a collision attended by a member of the Hamilton Police Service who filled out the standard Provincial collision reporting form. The term “self-reported” refers to a collision reported by citizens involved in property damage collisions that does not involve damage to private, municipal, or highway property. Self-reported collisions are filed at Collision Reporting Centres (CRC) based on the information provided by the parties involved in the collision. In this report, all charts and statistics are based on the total collisions (police reported and self-reported collisions), unless otherwise stated.

Collision Data Accuracy and Completeness

The City of Hamilton maintains a database together with Hamilton Police Services of collisions involving motorized vehicles, cyclists, and pedestrians. The database contains information on all recorded collisions from 2008 onward. The data and information in this report is for informational purposes only. While the City strives to provide accurate information, errors may be present, and information may not be complete. Accordingly, the City makes no representation as to the accuracy of the information or its suitability for any purpose and disclaim any liability for omissions or errors that may be contained therein.

Between the preparation of the 2018 and 2019 Annual Collision Reports, the City of Hamilton transitioned to a new collision data management system. This effort included an in-depth review of the quality and accuracy of past data. As a result of this process, some statistics of the past years in this report may differ from the same statistic reported in the past documents.

COVID-19 Pandemic and Traffic Patterns

On March 17, 2020, the Government of Ontario declared a state of emergency due to the COVID-19 pandemic and ordered gradual closure of businesses and facilities. As a result of the state of emergency and subsequent stay at home orders from the Province, the City of Hamilton, similar to other jurisdictions in Ontario, experienced reduction in vehicular traffic volumes, resulting in a reduction in the number of collisions. With the gradual removal of travel restrictions, traffic volumes have increased since July 2021. Due to the pandemic related travel restrictions, the number of collisions in 2020 and 2021 were significantly lower than the pre-pandemic levels.

The travel time and travel pattern data show that the traffic volumes and delay have increased in 2022 compared to 2021. Hamiltonians, on average, have spent 22 hours extra time in traffic during evening rush hours which is 5 h 24 min more than in 2021¹. However, the provincial data suggests that traffic volumes are close to pre-pandemic levels but have not yet reached the 2019 levels in most of the province. The City of Hamilton data suggests that traffic volumes increased between 10% and 16% in 2022 compared to 2021.

¹ <https://www.tomtom.com/traffic-index/hamilton-traffic/>

Introduction

The City of Hamilton is situated in Southern Ontario at the westerly end of Lake Ontario. The population of the City of Hamilton is 569,355 (2021 Statistics Canada Census).

The City of Hamilton road system contains the full spectrum of road types: multi-lane, one-way and two-way arterials, residential local and collector streets, medium-speed and high-speed rural two-lane roads and an 80/90 km/h limited access parkway system. The City road network includes 2,990 kilometers of roads where 66% are in urban areas and 34% are in rural areas.

The geographic area for analysis in this report includes all roads within the Hamilton municipal boundaries, excluding provincially controlled roadways: Queen Elizabeth Way (mainline), Highway 6, Highway 8 from Highway 5 northerly, Highway 5 between Highway 6 and Highway 8/52, Highway 403, on-ramps and off-ramps to Highway 403. Collisions occurring on service roads to the Queen Elizabeth Way are included. Only collisions on City streets or sidewalks are recorded; private property collisions are not included. This report provides insight into the trends, patterns, and characteristics of collisions that occurred on the City road system. This report can assist in identifying potential safety issues and initiating the conversation to identify mitigative actions to improve safety for all road users of all ages.

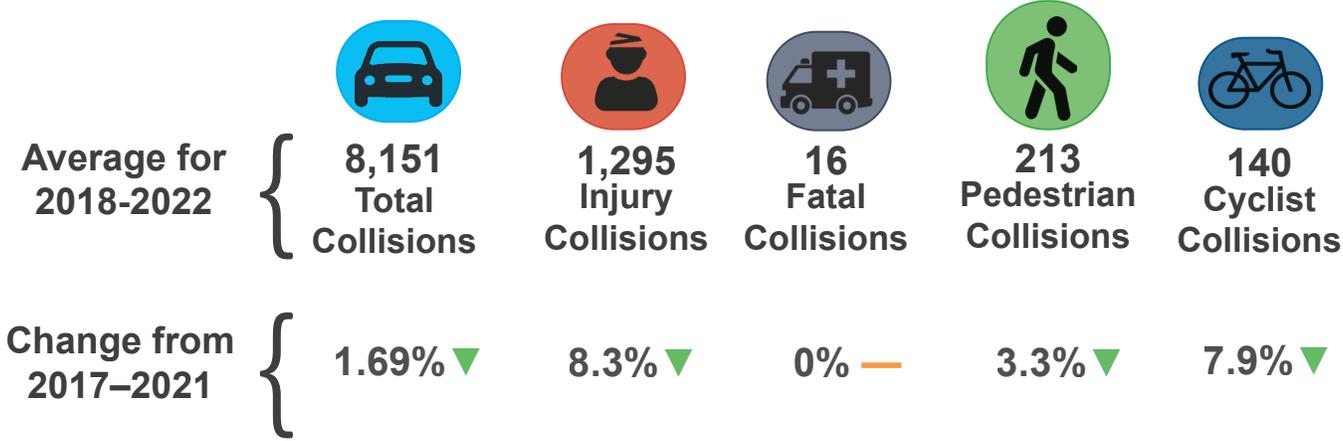
Road safety is a complex and multidisciplinary subject. In the City of Hamilton, many professionals work together to provide a safe transportation system to our residents. These professionals include law enforcement, engineers, planners, public health nurses, student transportation services, transit operators, and educators who work together to provide a safe transportation system to our residents. The Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019–2025 was approved in 2019, which is a holistic data-driven approach to improve road safety through evaluation, engineering, enforcement, education, and engagement. This report provides statistics based on 2018 to 2022 collision data.

The graphic below presents an overview of the City of Hamilton’s road safety performance for the year 2022:



The graphic below provides the average total collisions, injuries, fatalities, pedestrian collisions, and cyclist collisions for 2018–2022 and compares them to the averages for 2017–2021.

The City has improved in all categories except fatalities, which stayed constant at an average of 14 fatalities per year.





EXPLORE
KING WEST
EMBRACE

Papagayo RESTAURANT

SUNRISE RESTAURANT
DINING LOUNGE
FULLY LICENSED UNDER 21

Costa's Shawarma

SECTION 1

Collision Trends

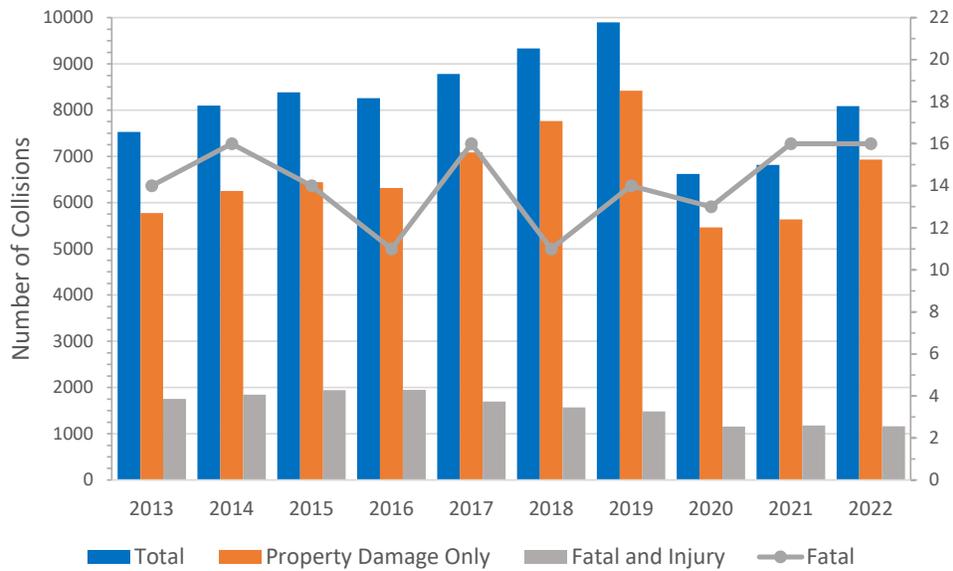
(2018 to 2022)



Frequency and Severity

A review of the City’s collision data shows that the total number of collisions has increased over the years, but has been impacted by the COVID-19 Pandemic. The City on average experiences 8,180 collisions each year. Total collisions in 2022 have increased over 2021 (18.7%); however, they remain lower than pre-pandemic levels. Total collisions were 18.3% lower than in 2019. While the total number of collisions increased by 18.7% compared to 2021, the fatal and injury collisions increased by 1.5%.

In 2022, the City of Hamilton experienced 16 fatal collisions, which is the same number as 2021. The average number of fatal collisions over the past five years remains at 14 annually.



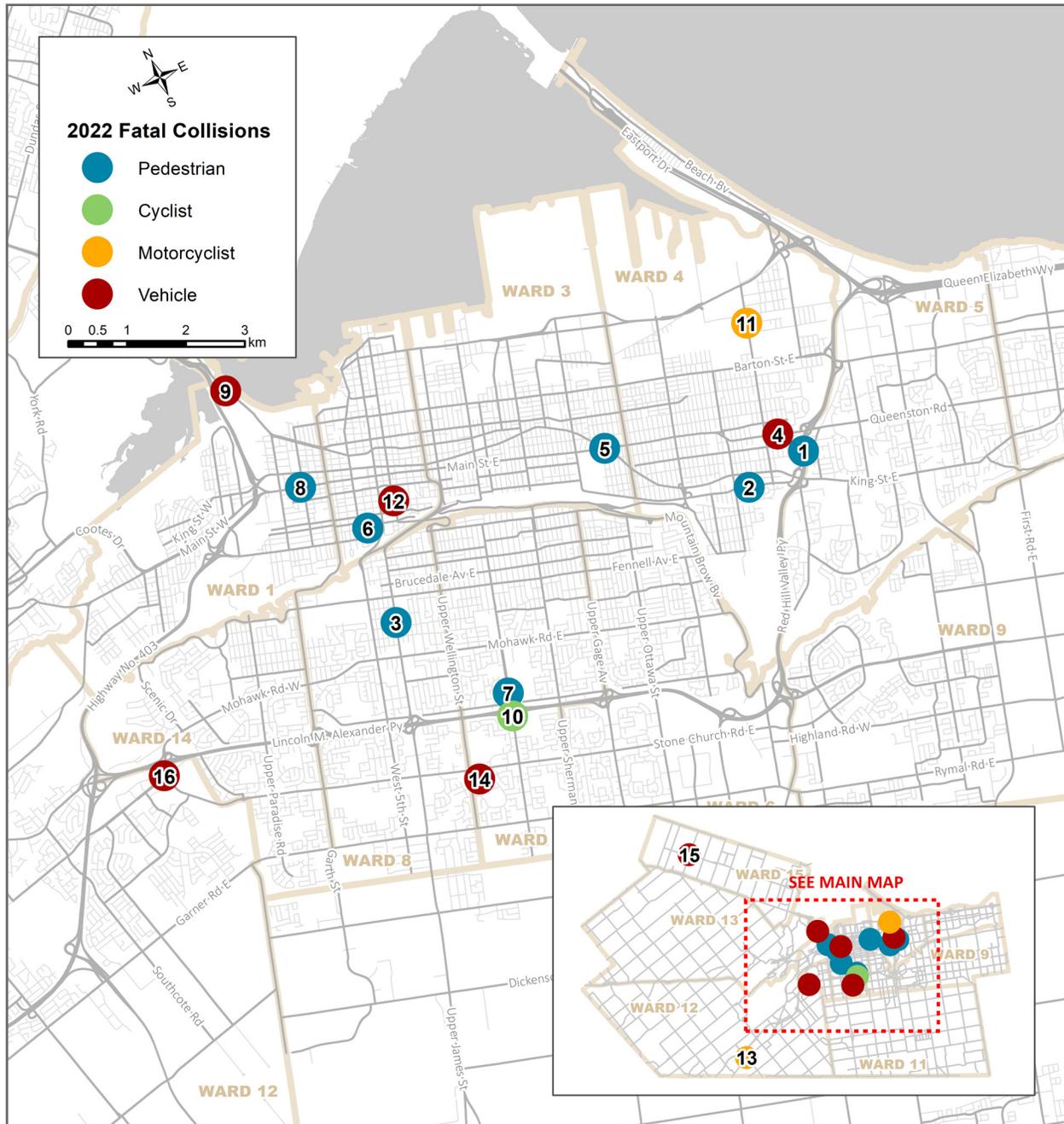
Collision Frequency (2012–2021)

Year	Total Collisions	Fatal Collisions	Fatal and Injury Collisions	Property Damage Only Collisions
2013	7,529	14	1,754	5,775
2014	8,095	16	1,846	6,249
2015	8,385	14	1,945	6,440
2016	8,259	11	1,947	6,312
2017	8,781	16	1,698	7,083
2018	9,333	11	1,572	7,761
2019	9,900	14	1,483	8,417
2020	6,619	13	1,154	5,465
2021	6,815	16	1,178	5,637
2022	8,087	16	1,160	6,927

In 2022, fatal collisions included six occupants of vehicles, nine pedestrians, one cyclist, and two motorcyclists spread across the City. Six fatal collisions occurred at intersections and ten fatal collisions occurred on road sections.

In 2022, 1,144 people were injured in 1,160 collisions. Among those, 20 people were fatally injured and 116 suffered from a major injury, defined as hospital admission including for observation. The number of major injuries has increased compared to 2021 (71).

Map of Locations of Fatal Collisions in 2022

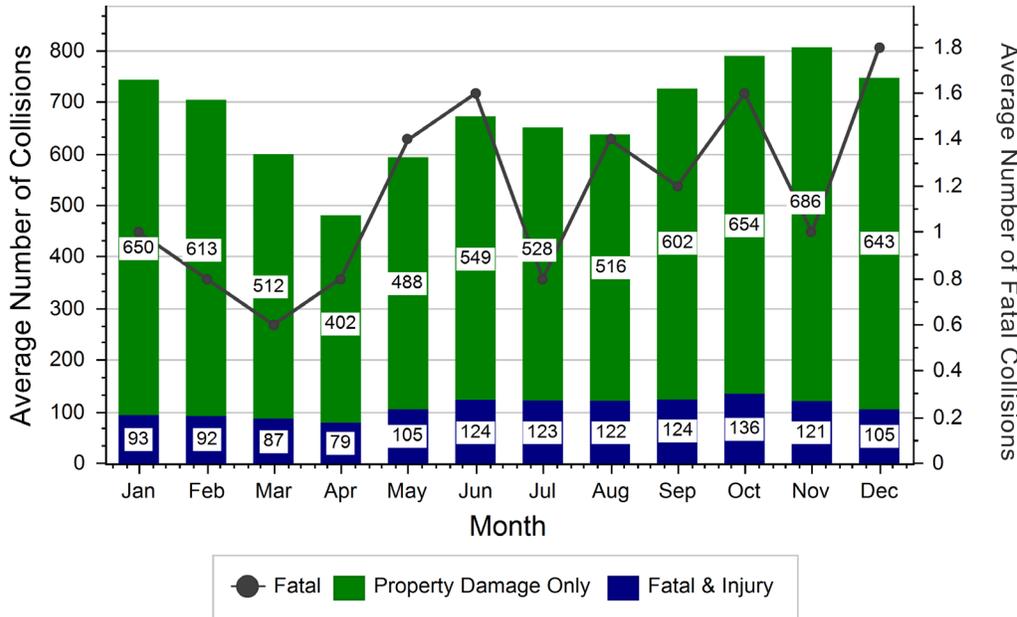


Locations and Dates of Fatal Collisions in 2022

2022 Fatal Collisions	
1	Red Hill Valley Parkway Northbound between ramp Queenston Road Westbound to Red Hill Valley Parkway Northbound and ramp Red Hill Valley Northbound to Queenston Road • January 17, 2022
2	Lawrence Road between Charlotte Street and Hillside Avenue • January 30, 2022
3	Upper James Street between McElroy Road and Walmart Plaza Entrance/Exit • February 5, 2022
4	Queenston Road between Adair Avenue South and Delena Avenue South • Feb 22, 2022
5	King Street East at Main Street East • March 19, 2022
6	Markland Street at Park Street South • April 5, 2022
7	Upper Wentworth Street between Limeridge Mall Entrance/Exit and ramp Upper Wentworth SB to Lincoln Alexander Parkway WB • April 8, 2022
8	Main Street West between Locke Street South and Margaret Street • May 5, 2022
9	York Boulevard between Cemetery Entrance/Exit and Cemetery Entrance/Exit • June 11, 2022
10	Upper Wentworth Street between ramp Lincoln Alexander Parkway EB to Upper Wentworth and ramp Upper Wentworth • July 5, 2022
11	Burland Crescent at Parkdale Avenue North • September 13, 2022
12	John Street South at Young Street • September 25, 2022
13	Alberton Road South at Wilson Street West • October 11, 2022
14	Dragoon Drive between Fusilier Drive and Vennio Lane • December 2, 2022
15	Centre Road between Concession 11 and Concession Road 12 • December 8, 2022
16	Mohawk Road at Stone Church Road • December 13, 2022

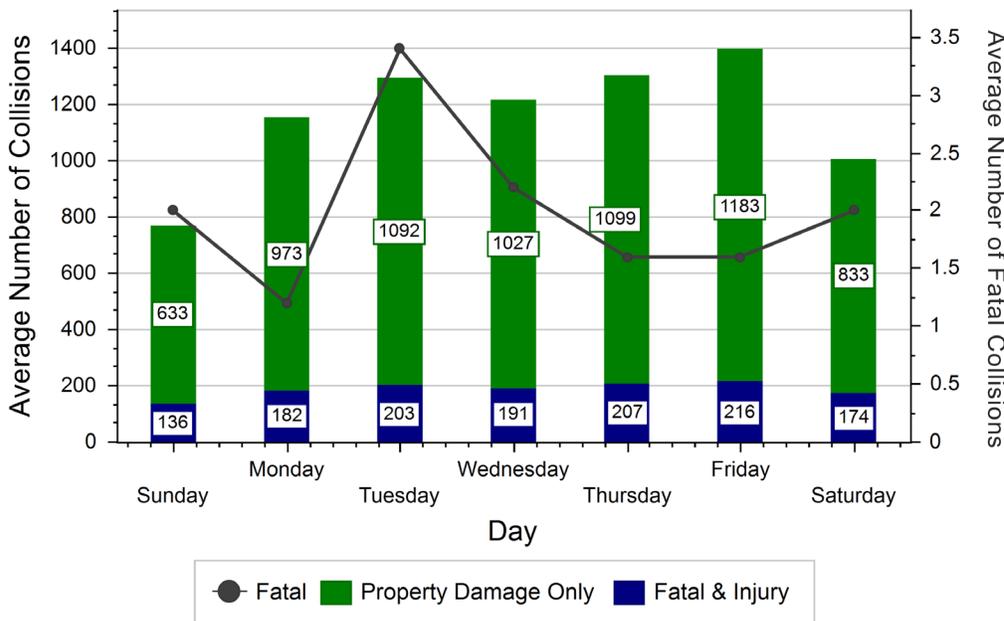
Month, Day, and Time of Collisions

The largest number of collisions occurred during the months of October, November, December, and January. Of the total collisions from 2018 - 2022, 38% took place during these four months which is consistent with Provincial averages. The months of June, October, and December experienced the highest numbers of fatal and injury collisions based on 2018 - 2022 collision data.



Collisions by Month, 5 Year Average (2018-2022)

More collisions and most fatal and injury collisions occurred during Fridays compared to any other day of week, which is similar to Provincial observations.

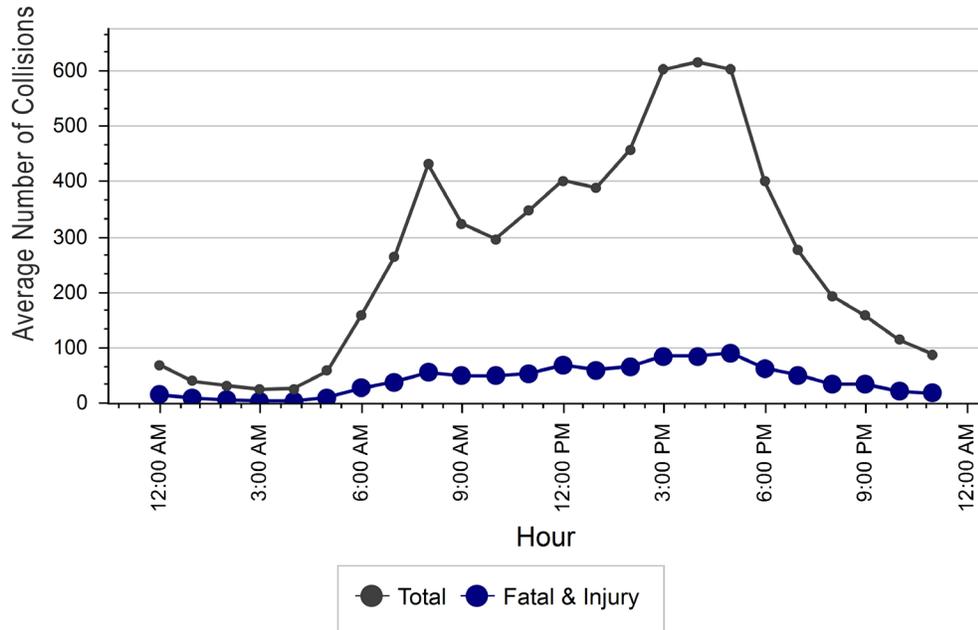


Collisions by Day of Week, 5 Year Average (2018-2022)

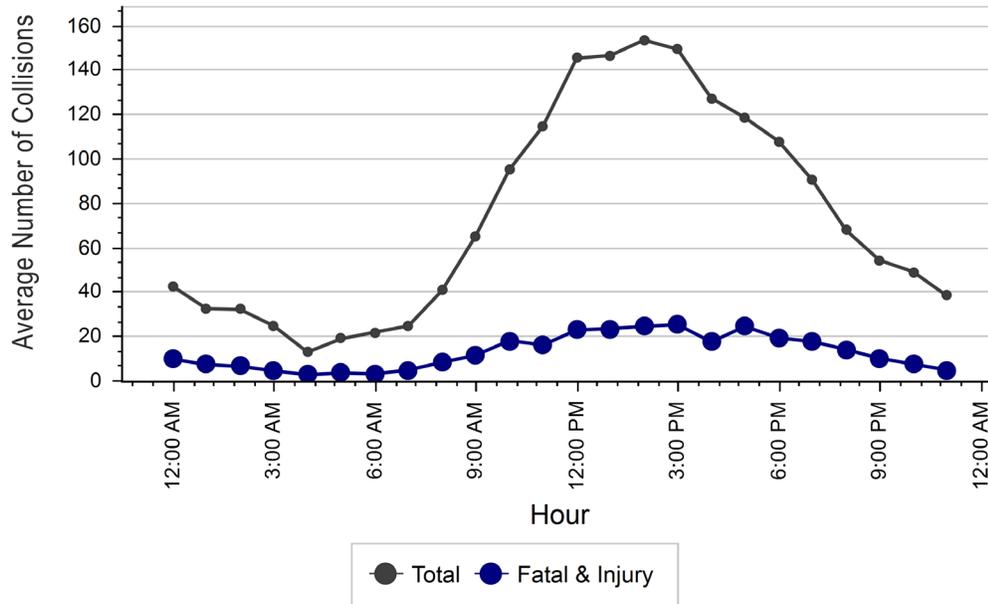
- 38% of collisions occurred during October, November, December and January.
- Most fatal and injury collisions occurred during Fridays.
- The average number of fatal and injury collisions was 1,574 collisions per year over the last 10 years.

During weekdays, there is a strong correlation between the peak periods of traffic and the number of collisions. Most collisions regardless of their severity occurred in the PM peak of traffic (3:00 PM – 5:00 PM), mid-day peak of traffic (around noon), and AM peak of traffic (8:00 AM – 9:00 AM).

The pattern of collisions during weekends are different from weekdays. The number of collisions during weekends was much lower than weekdays and the hours with the largest number of collisions were spread from 10:00 AM to 6:00 PM.



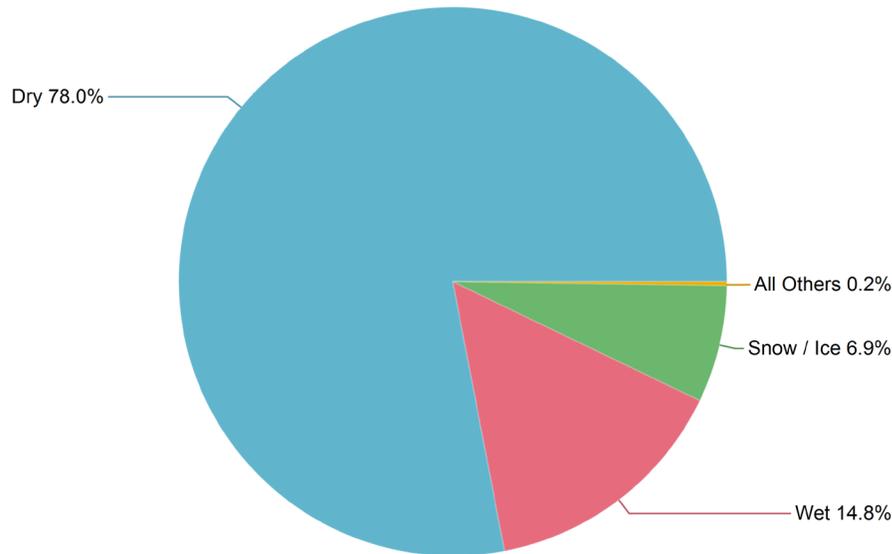
Weekday Collisions by Time-of-Day, 5 Year Average (2018-2022)



Weekend Collisions by Time-of-Day, 5 Year Average (2018-2022)

Collisions By Road Surface and Lighting Conditions

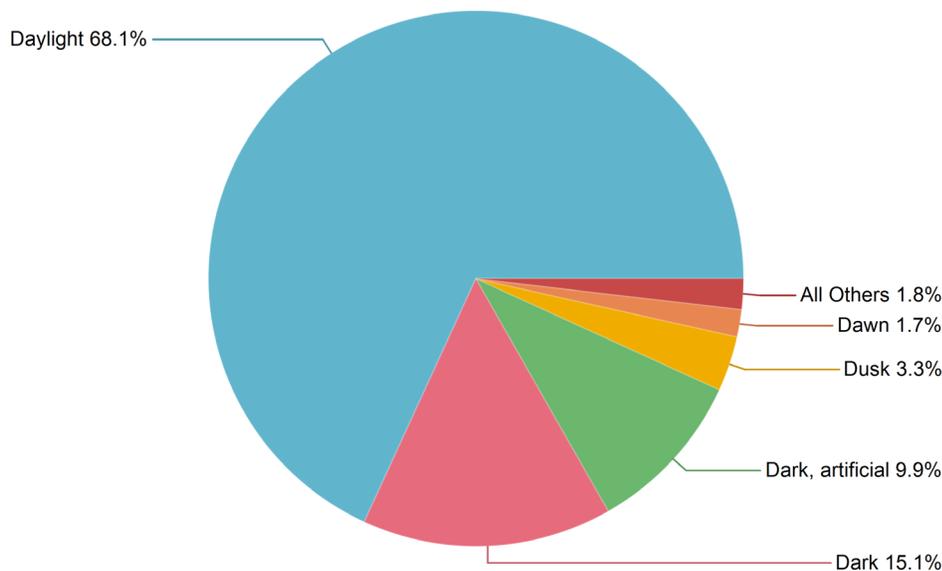
The majority of collisions (78%) occurred on dry surface conditions. Collisions that occurred on wet and snow/ice covered road surfaces were 14.8% and 6.9% respectively. These percentages are similar to Provincial averages.



- The majority of collisions (78%) occurred on dry surface conditions.
- Collisions that occurred on wet and snow/ice covered road surfaces were 14.8% and 6.9% respectively.
- 68.1% of all collisions occurred during day light conditions. This number is smaller than typical values for Ontario.

Collisions by Road Surface Condition, 5 Years (2018 - 2022)

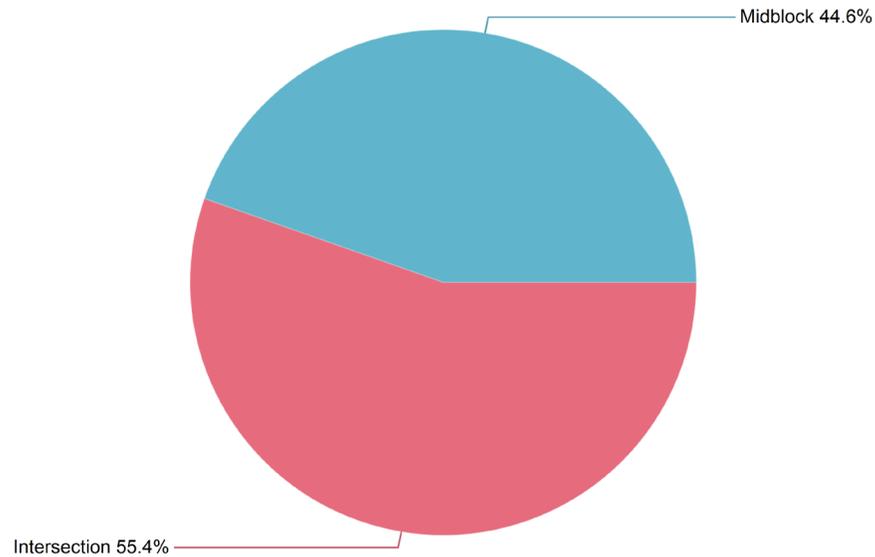
While the majority of collisions occurred during daylight conditions (68.1%) in 2018 - 2022, this percentage is smaller than that of Provincial averages (approximately 72%). Compared to the 2017–2021 period, there was 5.3% reduction in collisions at locations without illumination (dark, artificial).



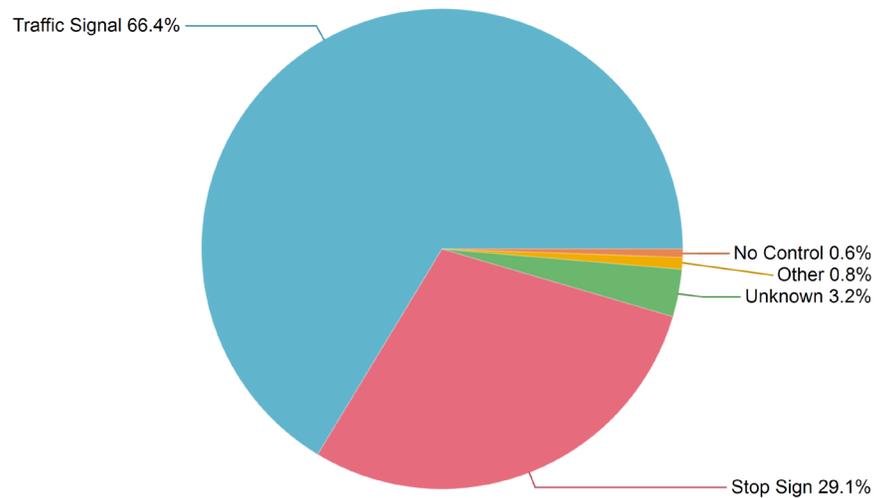
Collisions by Lighting Condition, 5 Years (2017–2021)

Collision Impact Type by Site Type and Traffic Control

Collisions that occurred at intersections or were intersection-related were more than half of total collisions (55.4%). This observation is consistent with other municipalities as intersections are major conflict points in a transportation network. Among those intersection collisions, the majority (66.4%) took place at signalized intersections.



Collisions by Location, 5 Years (2018–2022)



Intersections Collisions by Traffic Control Type, 5 Years (2018–2022)

A review of fatal and injury collisions at intersections and road segments for 2018–2022 shows that the majority of fatal collisions occurred at road segments (51.4%) but the majority of injury collisions occurred at intersections (60.2%).

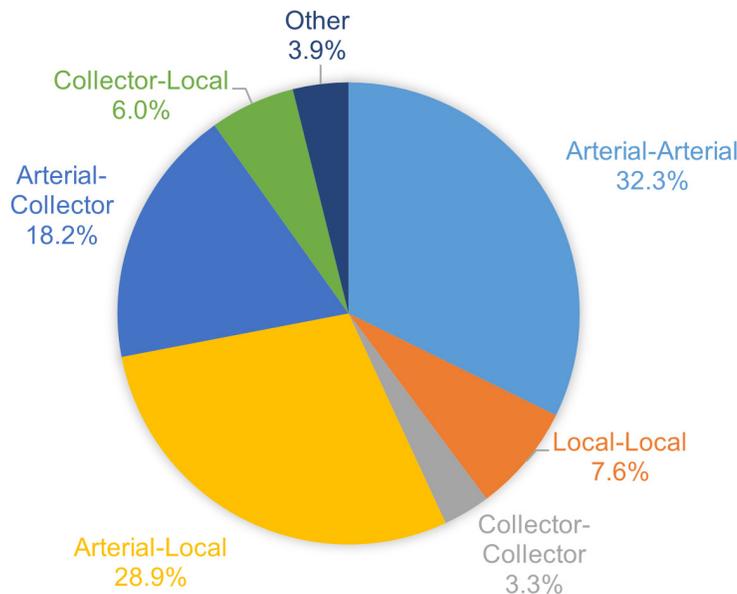
Single Motor Vehicle (SMV) collisions (SMV unattended and SMV other²) constituted 41.8% of total collisions on road segments followed by rear-end collisions (22.7%).

Rear-end collisions were the largest type of collisions (42.9%) at signalized intersections. This is consistent with other jurisdictions in Ontario. The second largest type of collision at signalized intersections is sideswipe collisions (20%) followed by angle collisions (15.1%). It appears that Hamilton experiences a high number of sideswipe collisions compared to other similar municipalities in Ontario.

At stop-controlled intersections, angle collisions were the largest type of collisions (32%) followed by rear-end collisions (25.9%). This is consistent with other Ontario municipalities.

Collisions by Road Classification

32.2% of intersection-related collisions occurred at intersections of two arterial roads (arterial-arterial intersections), followed by arterial-local (28.9%), and arterial-collector (18.2%) intersections. The remainder were split between the intersection of two local roads (7.6%), collector-local (6.0%), other (3.9%), and two collector roads (3.3%).



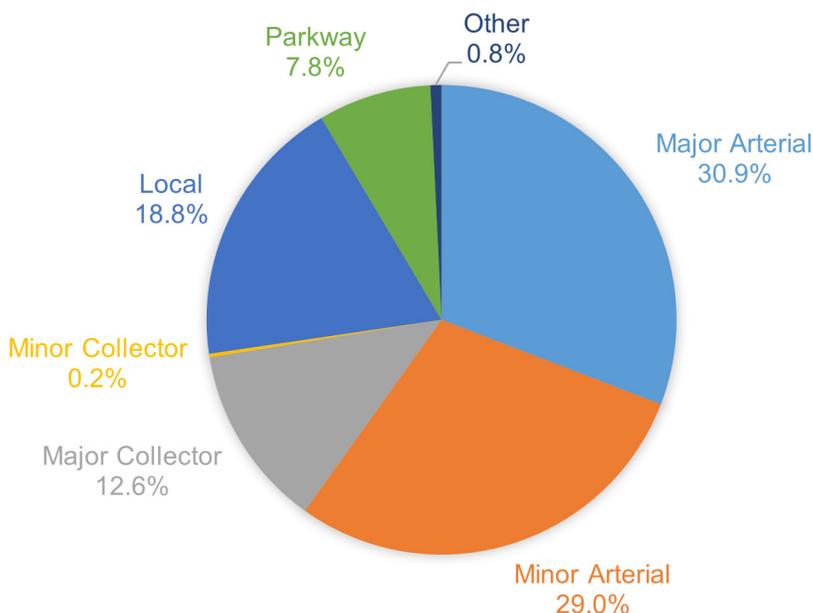
Intersection Collisions by Road Classification, 5 Years (2018–2022) - Police Reported

Intersection-related injury and fatality collisions were similarly split between arterial-arterial intersections (32%), arterial-local intersections (30%), and arterial-collector intersections (19%). The remainder of intersection-related injury and fatality collisions were split between the intersection of two local roads (7%), collector-local intersections (6%), other (3%), and the intersection of two collector roads (3%).

² Single motor vehicle (SMV) unattended collisions occur when a vehicle strikes a vehicle unattended by its driver. Include parked, stopped, disabled, abandoned and runaway vehicles, provided it was not under the car and control of a driver. Does not include vehicles stopped for traffic or standing while loading or unloading passengers or cargo. Single motor vehicle (SMV) other refers to collisions where a single motor vehicle initially collides with a fixed object, pedestrian or animal.



30.9% of collisions that occurred on road sections were on major arterial roads, followed by minor arterial roads (29%), local road (18.8%), and major collector roads (12.6%).

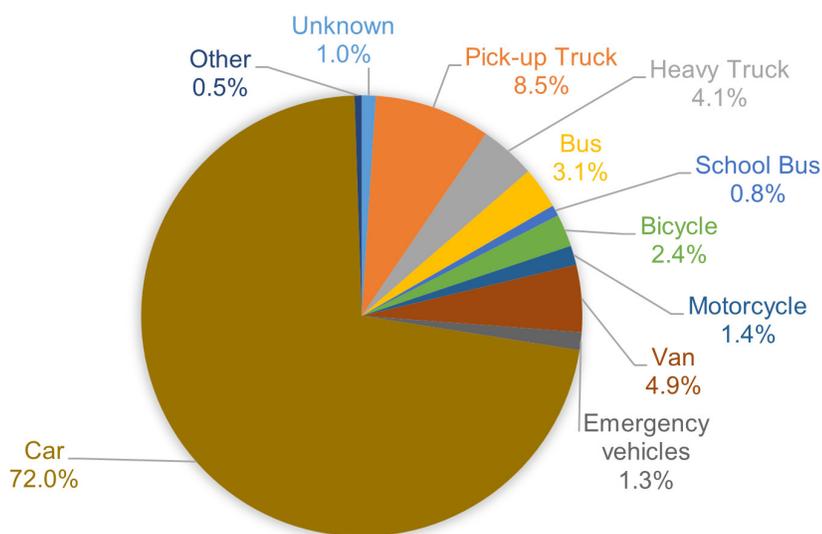


Midblock Collisions by Road Classification, 5 Years (2018–2022) - Police Reported

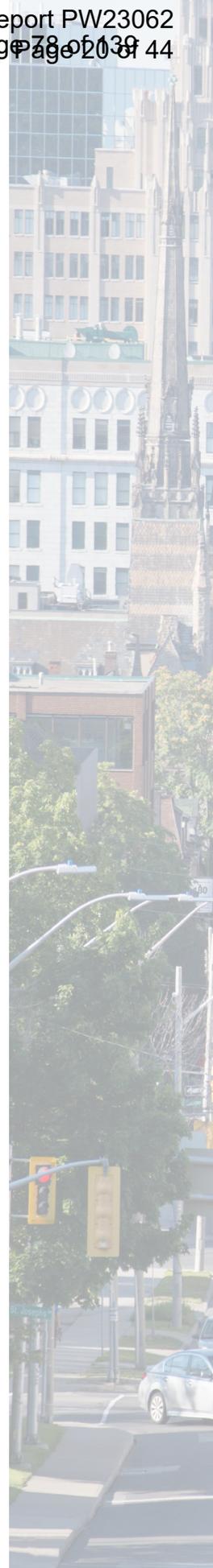
37% of injury and fatality collisions that occurred on road sections occurred on major arterial roads, followed by minor arterial roads (32%). The remainder were split between major collector roads (11.4%), local roads (10.9%) and parkways (8.2%).

Collisions by Vehicle Type

The vehicle type in the majority of intersection-related collisions was car (72%). The other vehicle types of note were pick-up truck (8.5%), van (4.9%), heavy truck (4.1%), bus (3.1%), bicycle (2.4%), motorcycle (1.4%), emergency vehicles (1.3%), unknown (1%), and school bus (0.8%).

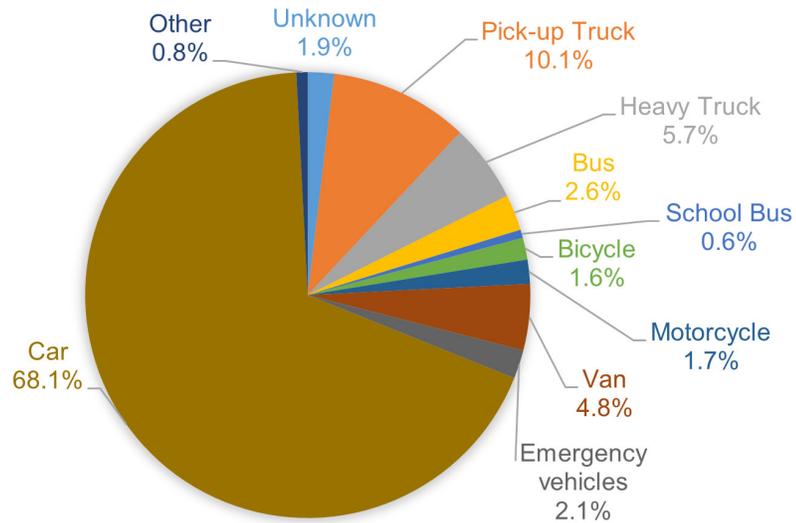


Intersection Collisions by Vehicle Type, 5 Years (2018–2022) - Police Reported



The vehicle type in the majority of intersection-related fatal and injury collisions was also car (76%). The other vehicle types of note were pick-up truck (7.9%), van (4.9%), bicycle (3.4%), heavy truck (2.2%), motorcycle (2%), and bus (1.7%).

The vehicle type in the majority of collisions on road segments was car (68.2%). The other vehicle types of note were pick-up truck (10.2%), heavy truck (5.7%), van (4.8%), bus (2.6%), emergency vehicles (2.1%), unknown (1.9%), motorcycle (1.7%), bicycle (1.6%), and school bus (0.6%).



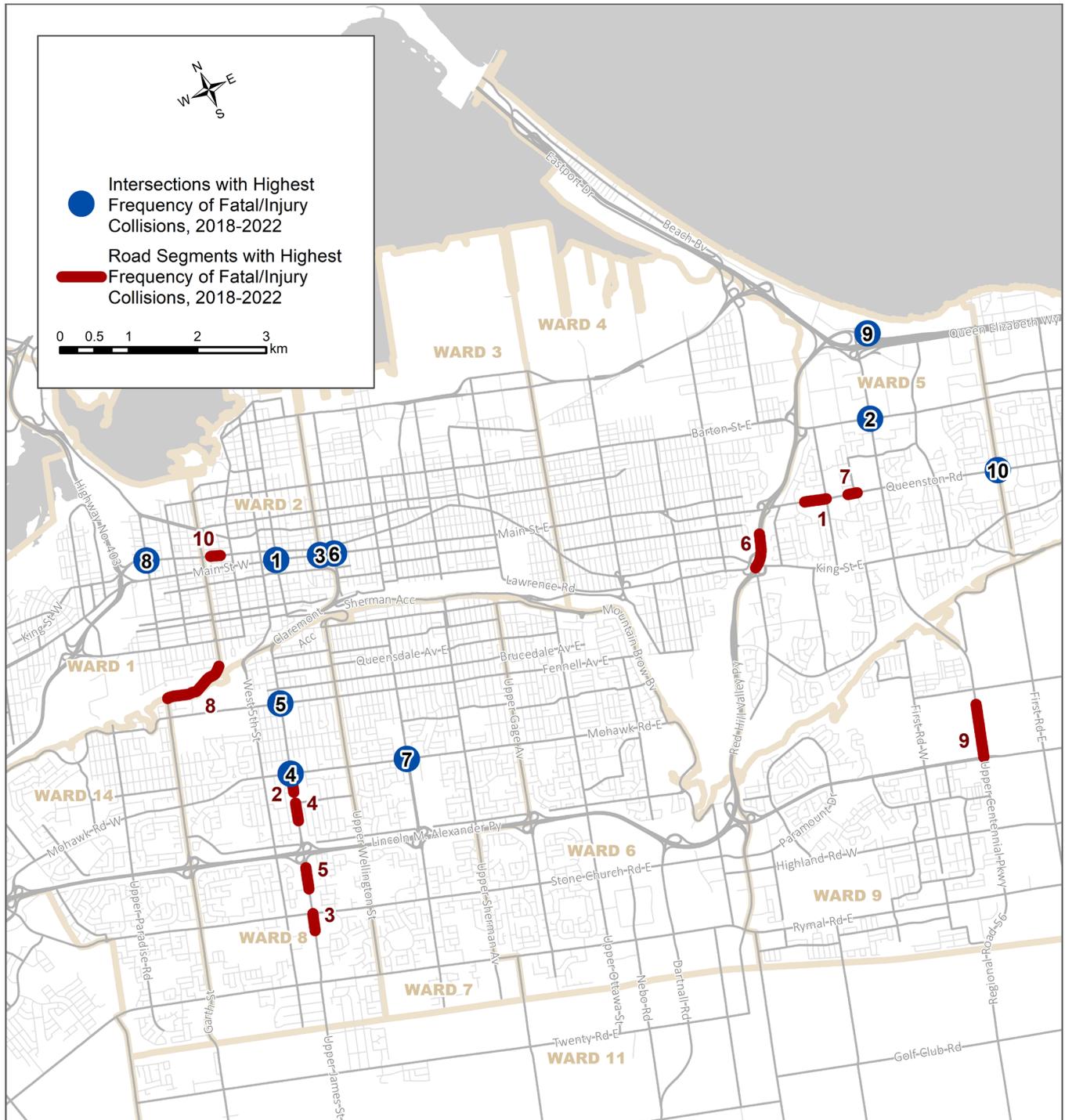
Midblock Collisions by Vehicle Type, 5 Years (2018–2022) - Police Reported

The vehicle type in the majority of fatal and injury collisions on road segments was also car (72.5%). The remainder were split between pick-up truck (9.5%), van (4.7%), motorcycle (3.4%), heavy truck (3.2%), bicycle (2.9%), bus (1.7%), other (1%), unknown (0.8%), and emergency vehicles (0.3%).

High Frequency Locations

A review of the City's collision data shows that the total number of collisions had been increasing in the past 10 years, but was impacted by the COVID-19 pandemic. In 2022, the total number of collisions was 18.7% higher than in 2021, 22.2% higher than in 2020, and 18.3% lower than in 2019.

Map of Intersections and Road Segments with Highest Frequency of Fatal and Injury Collisions, 5 Year Average (2018–2022)

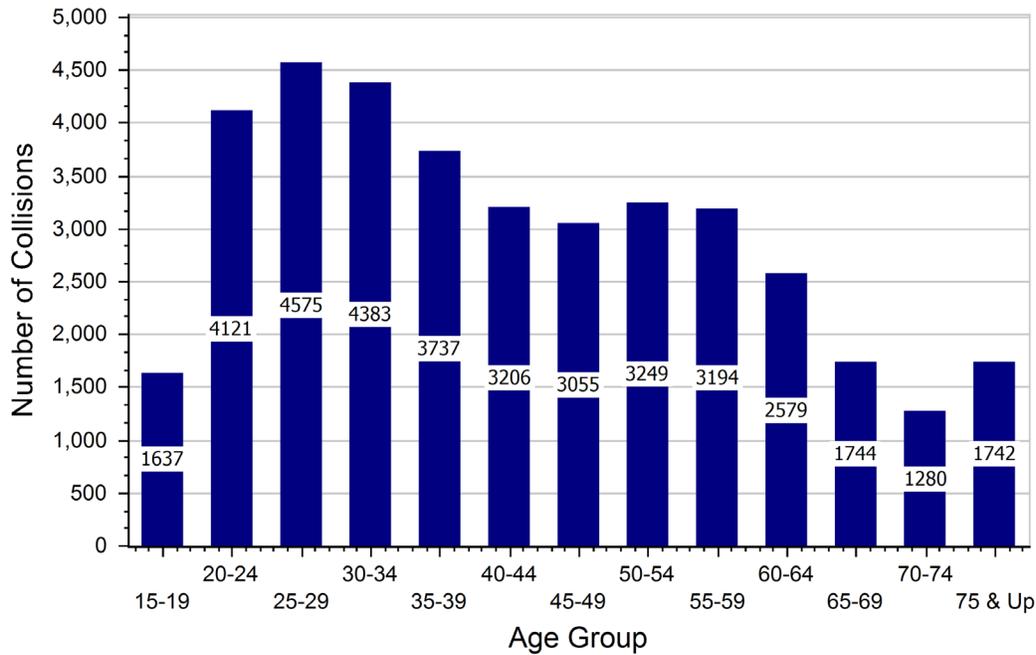


Intersections and Road Segments with Highest Frequency of Fatal and Injury Collisions, 5 Year Average (2018–2022 and 2017–2021)

Intersections		Collision Frequency 2018–2022	Collision Frequency 2017–2021
1	John Street South at Main Street East	28	28
2	Barton Street East at Centennial Parkway North	26	23
3	Main Street East at Wellington Street South	25	26
4	Mohawk Road West at Upper James Street	24	22
5	Fennel Avenue West at Upper James Street	22	24
6	Main Street East at Victoria Avenue South	21	22
7	Mohawk Road East at Upper Wentworth Street	19	21
8	Dundurn Street South at King Street West	19	18
9	North Service Road at Ramp North Service to QEW Toronto	18	16
10	Gray Road at Highway No. 8	18	12
Road Segments		Collision Frequency 2018–2022	Collision Frequency 2017–2021
1	Queenston Road between Nash Road and Red Rose Motel Plaza Entrance/Exit	18	20
2	Upper James Street between Lotus Avenue and Mohawk Road	17	17
3	Upper James Street between Plaza Entrance and Stone Church Road	11	12
4	Upper James Street between Hester Street and Jameston Avenue	11	10
5	Upper James Street between Blossom Lane and Ramp Upper James Street Northbound to Lincoln Alexander Parkway Eastbound	11	13
6	Red Hill Valley Parkway Southbound between Ramp King Street to Red Hill Valley Parkway Southbound and Ramp Red Hill Valley Parkway Southbound to King Street	11	21
7	Queenston Road between Clapham Road and Greenford Drive	11	12
8	Beckett Drive between Amelia Street and top of escarpment	11	10
9	Upper Centennial Parkway between Mud Street East and Terrapure Regional Facility	10	9
10	King Street West between Caroline Street and Hess Street	10	9

Drivers

Research shows that among the three factors of drivers, roads, and vehicles, drivers have the largest contribution to collisions. A review of drivers showed that 34% of drivers involved in collisions were between 20 and 34 years old. Also, significantly more number of male drivers are involved in collisions than female drivers (63%), which is consistent with the Province of Ontario.



Collisions by Driver Age, 5 Years (2018–2022)

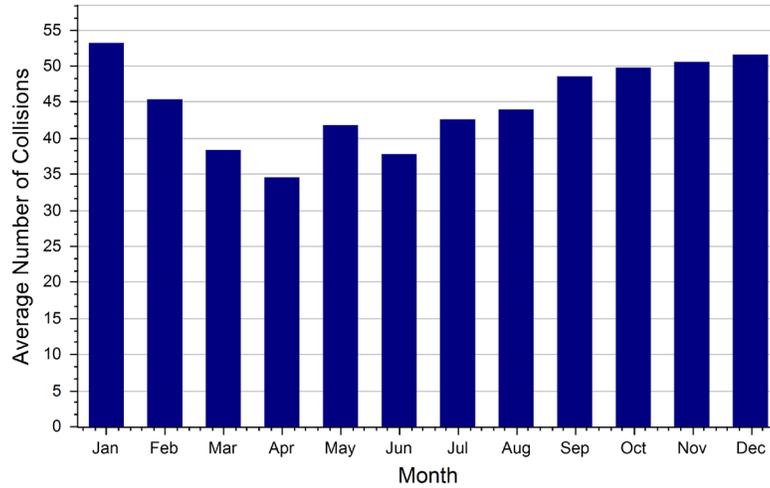
Distracted driving is one of the leading contributing factors to collisions in many jurisdictions including the City of Hamilton. It is difficult to identify whether a driver, cyclist, or pedestrian was distracted at the time of a collision. Based on observations made by police officers, in 19% of all collisions and in 19.4% of fatal and injury collisions, drivers were inattentive (distracted) in 2018–2022. It is possible that the actual percentage of distracted driving collisions is higher.

A review of driver conditions show that driver impairment / alcohol consumption likely contributed to 6.8% of total collisions and 4.1% of fatal and injury collisions in 2018–2022, which is slightly higher than the 2017–2021 statistics.

Several factors might contribute to collisions related to drivers losing control such as: distraction, speed too fast for road conditions, road surface conditions, lack of adequate warnings, and vehicle mechanical deficiencies among others. It appears that the winter months (January and December) experienced the largest number of collisions resulting from drivers losing control of their vehicle. Overall, the lost control type of collisions constituted 19.4% of all police-reported collisions, which shows a 5.4% increase from 2017–2021.

- 34% of all drivers involved in collisions were 20-34 years old.
- Driver impairment / alcohol consumption contributed to 6.8% of all collisions in 2018–2022.
- Driver impairment / alcohol consumption contributed to 4.1% of fatal and injury collisions in 2018–2022.
- In 19.4% of fatal and injury collisions, drivers were inattentive (distracted).

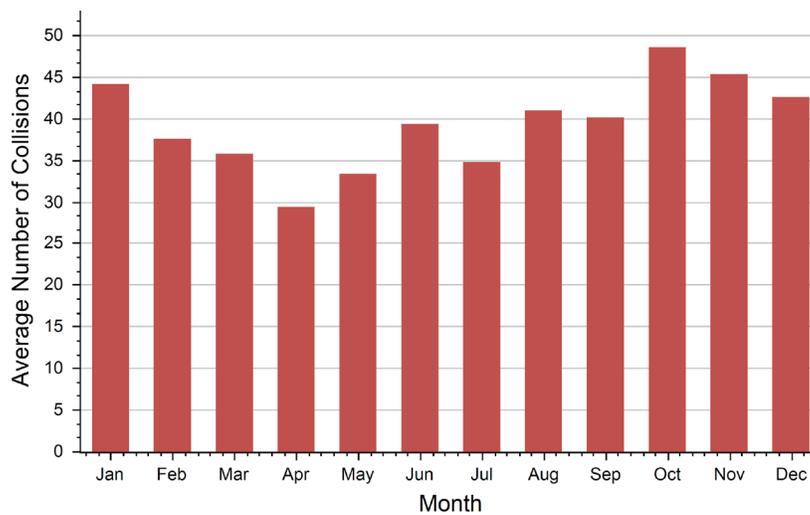
- The months of January and December experienced the largest number of lost control type collisions.
- In 19.4 % of police reported collisions, drivers lost control of their vehicle.
- Speeding related collisions account for 17% of all police reported collisions.



Lost Control Collisions by Month, 5 Year Average (2018–2022) - Police Reported

If the police officer attending to a collision scene reported that at least one of the drivers involved in the collision committed (1) following too close, (2) speeding too fast for conditions, or (3) exceeding the speed limit, then the collision is categorized as speed-related.

The three factors noted above are an indication of aggressive driving where drivers choose speeds that are too fast for the road surface conditions, for the traffic congestion, or for the road geometry. Speeding related collisions were 17% of police-reported collisions in 2018–2022. The Ontario Provincial Police (OPP) reported that speeding/aggressive driving contributed to 81 fatalities in Ontario, the highest in the past 10 years. In Hamilton, the months of October and November experienced the highest number of speeding-related collisions.



Speed Related Collisions by Month, 5 Year Average (2018–2022)

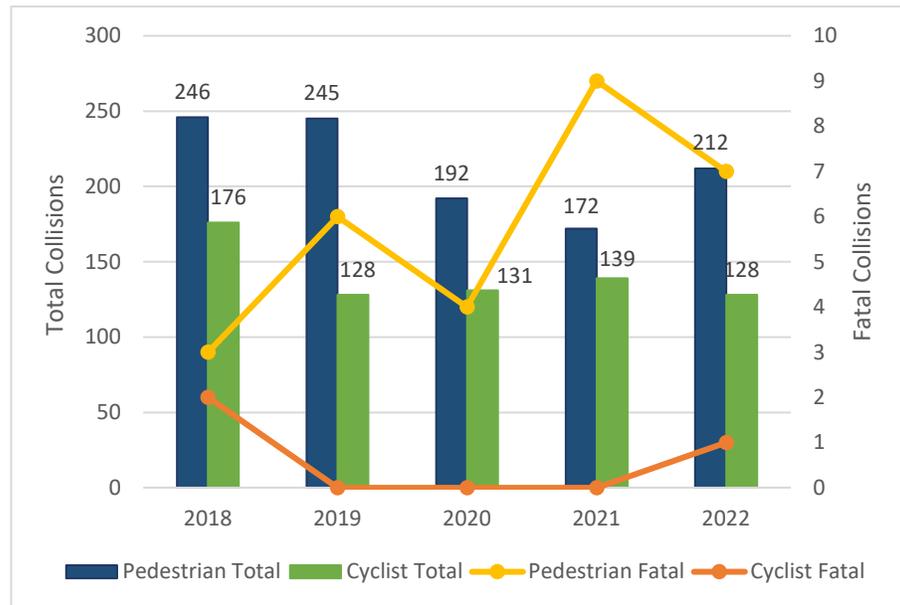
- 212 pedestrian collisions occurred in 2022.
- 128 cyclist collisions occurred in 2022.
- October experienced the largest number of pedestrian collisions.
- June to August experienced the largest number of cyclist collisions.

Pedestrian and Cyclist Collisions

Pedestrian and cyclist collisions often result in injury or fatality. The number of pedestrian collisions fluctuated between 172 and 246 in the past 5 years, with an average of 213 collisions. In 2022, the City experienced 212 pedestrian collisions, which is 23.3% more than in 2021 and 10.4% more than 2020, but 13.5% fewer than 2019.

There were seven pedestrian fatalities in 2022. The average number of pedestrian fatalities was 6 in 2018–2022.

The number of cyclist collisions has fluctuated between 128 and 176 in the past 5 years, with an average of 140 collisions. In 2022 the City experienced 128 cyclist collisions, which is 8% fewer than 2021, 2.3% fewer than 2020, and 0% change from 2019. There was one cyclist fatality in 2022.

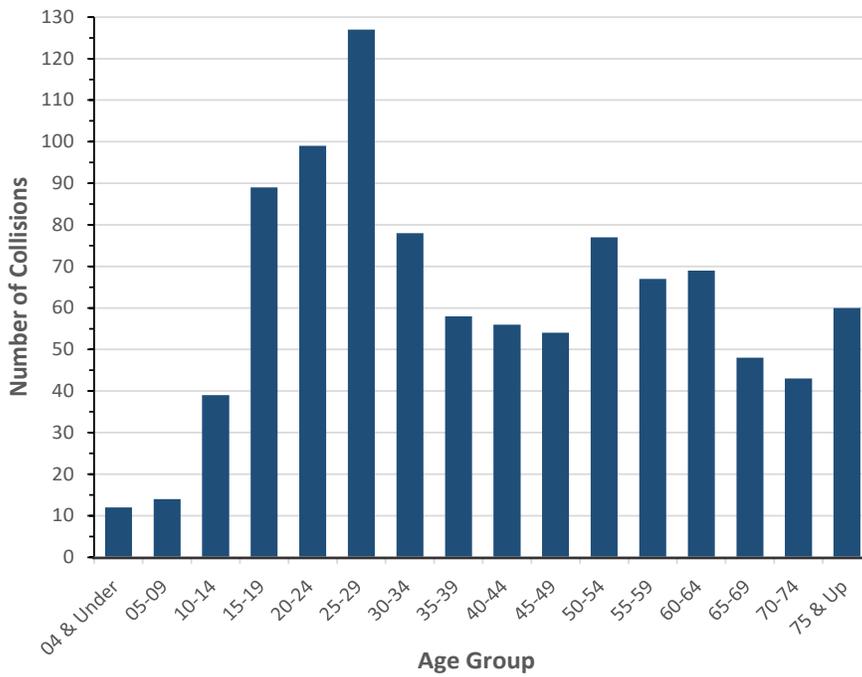


Collisions Involving Pedestrians and Cyclists (2017–2021)

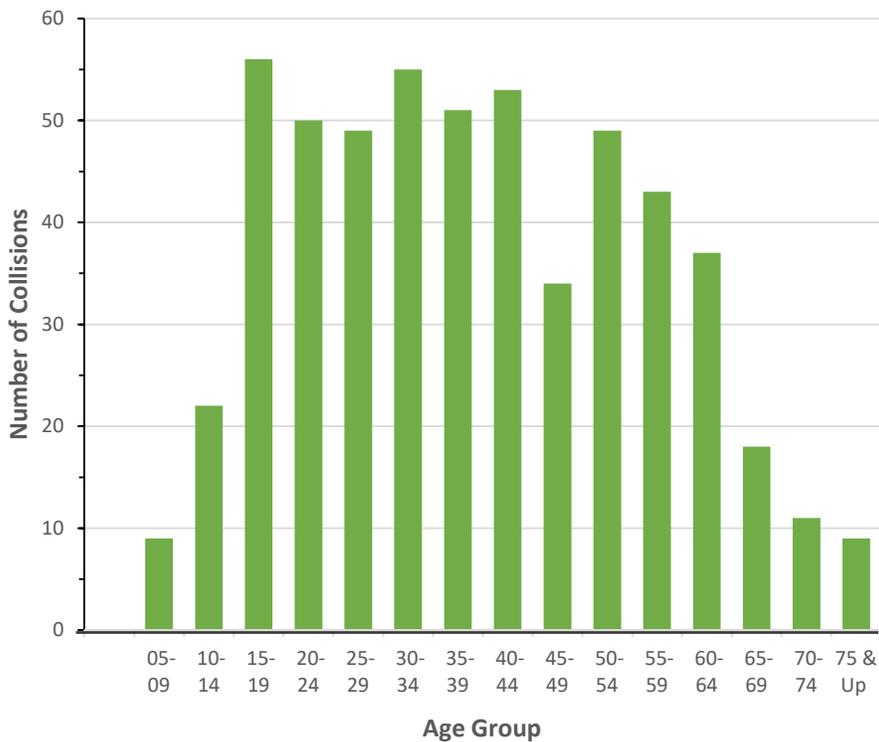
The largest number of pedestrian collisions occurred in the month of October in 2018–2022. In most Ontario municipalities, the largest number of pedestrian collisions occurs in November. The largest number of cyclist collisions occurred from June to August when cycling is generally a more frequent form of transportation compared to other months. This is consistent with other Ontario municipalities.

Thursdays experienced the largest numbers of pedestrian and cyclist collisions among all days of a week in 2018–2022, closely followed by Wednesday.

Pedestrians in the age group of 25–29 experienced the largest number of pedestrian collisions followed by the 20–24 age group. Cyclists in the age group of 15–19 experienced the largest number of cyclist collisions followed by the 20–24 age group.



Pedestrian Collisions by Pedestrian Age, 5 Years (2017–2021)



Cyclist Collisions by Cyclist Age, 5 Years (2017–2021)

89.2% of all pedestrian collisions resulted in injury in 2018–2022 and 2.7% resulted in fatality. 77.8% of all cyclists involved in a collision sustained injury (including 0.4% fatal injury).

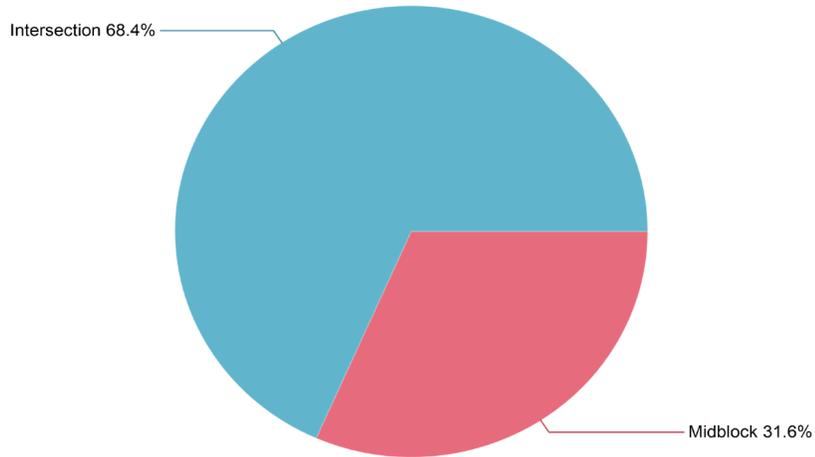


In the City of Hamilton, a smaller percentage of pedestrians and cyclists are fatally injured in collisions involving pedestrians and cyclists compared to the Province.³

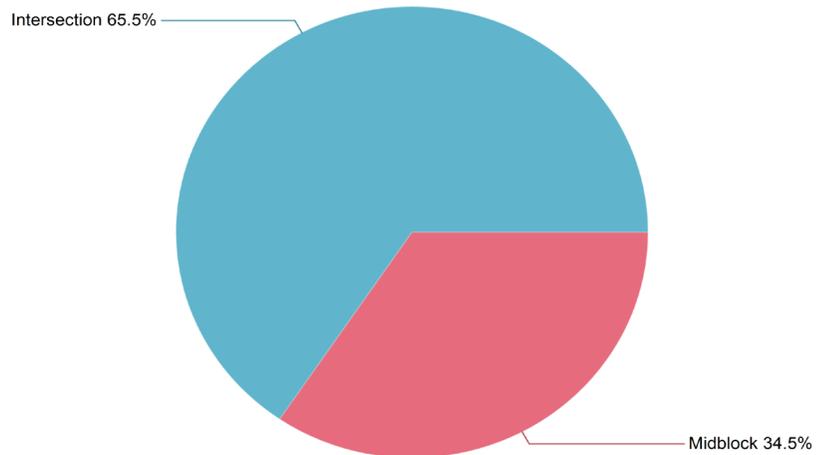
Percentage of Fatality Among Injury Collisions for Pedestrians and Cyclists

Jurisdiction	Pedestrians	Cyclists
Hamilton	2.5%	0.3%
Ontario	4.0%	1.4%

A majority of pedestrian and cyclist collisions occurred at intersections (68.4% and 65.5% respectively). Among those pedestrian collisions, 70.5% occurred at signalized intersections while 28.4% took place at stop-controlled intersections. Among those cyclist collisions, 50% of them occurred at signalized intersections and 47.4% of them occurred at stop-controlled intersections.



Collisions Involving Pedestrians by Location, 5 Year Average (2018–2022)



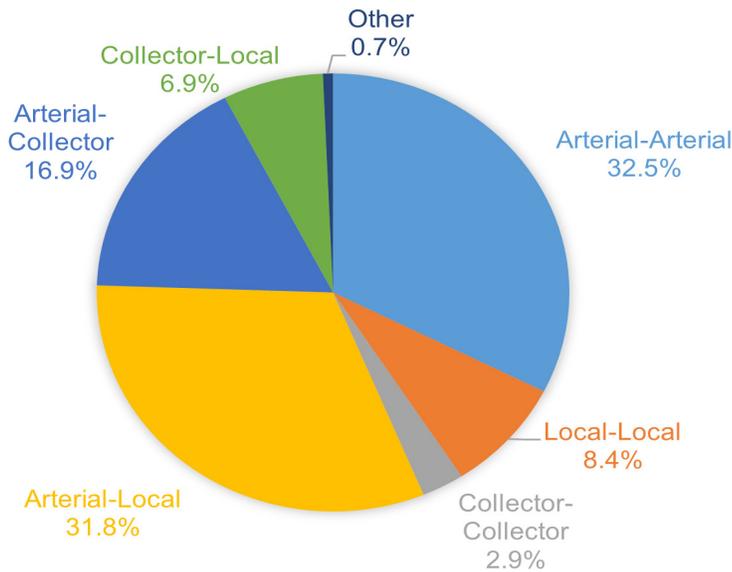
Collisions Involving Cyclists by Location, 5 Year Average (2017–2021)

³ <https://www.ontario.ca/document/ontario-road-safety-annual-reports-orsar>

A review of driver actions involved in pedestrian and cyclist collisions show that 42.4% and 30.5% of drivers failed the right of way to pedestrians and cyclists respectively. Additionally, 13.5% of drivers committed improper turns in cyclist collisions.

In 26.4% of pedestrian collisions at road segments (non-intersection locations), pedestrians were walking on road shoulders or sidewalks. Also, in 16.3% of pedestrian collisions at midblock locations, the pedestrian did not have right of way (i.e., jaywalking). In 8.7% of cyclist collisions, the cyclist failed to yield the right of way to vehicles.

32.5% of intersection-related pedestrian collisions occurred at the intersection of two arterial roads (arterial-arterial intersections), followed by arterial-local intersections (31.8%), and arterial-collector intersections (16.9%). The remainder were split between the intersections of two local roads (8.4%), collector-local intersections (6.9%), and the intersections of two collector roads (2.9%)

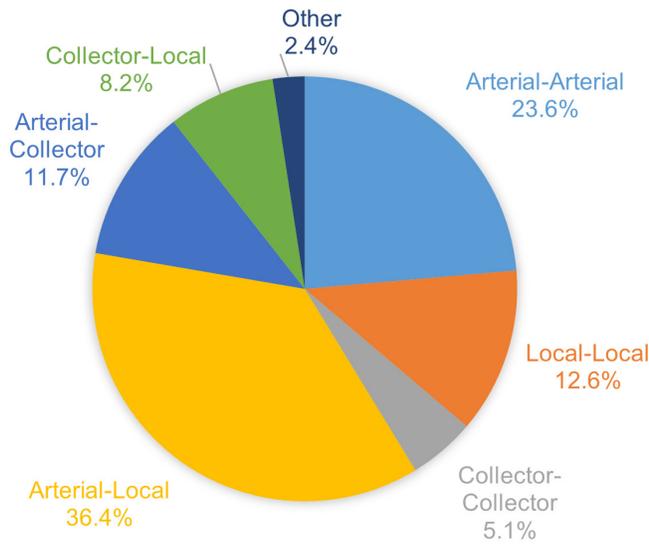


**Intersection Pedestrian Collisions by Road Classification,
 5 Years (2018–2022) - Police Reported**

32.1% of intersection-related pedestrian injury and fatality collisions occurred at the intersection of two arterial roads, followed by arterial-local intersections (31.9%), and arterial-collector intersections (16.9%). The remainder were split between the intersections of two local roads (8.4%), collector-local intersections (7.5%), and the intersections of two collector roads (2.5%).



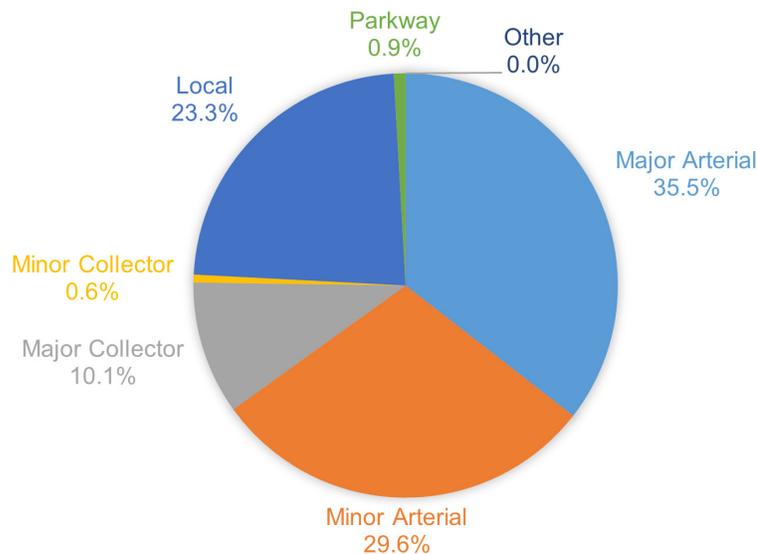
36.4% of intersection-related cyclist collisions occurred at the intersections of arterial and local roads, followed by the intersections of two arterial roads (23.6%). The remainder were split between the intersections of two local roads, arterial-collector intersections (11.7%), collector-local intersections (8.2%), and the intersections of two collector roads (5.1%).



Intersection Cyclist Collisions by Road Classification, 5 Years (2018–2022) - Police Reported

35.2% of intersection-related cyclist injury and fatality collisions occurred at intersections of arterial and local roads, followed by the intersections of two arterial roads (23.2%). The remainder were split between the intersections of two local roads (12.8%), arterial-collector intersections (11.7%), collector-local intersections (8.7%), and the intersections of two collector roads (5.6%).

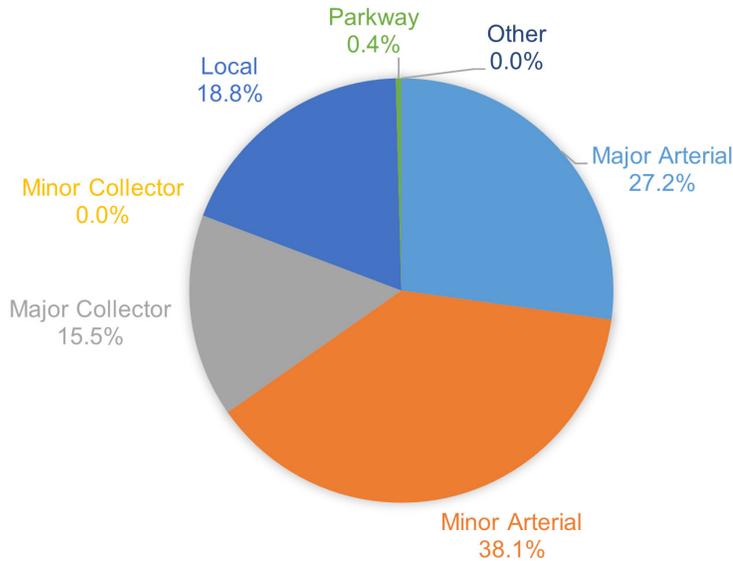
35.5% of pedestrian collisions that occurred on road segments were on major arterial roads, followed by minor arterial roads (29.6%), local roads (23.3%), and major collector roads (10.1%).



Midblock Pedestrian Collisions by Road Classification, 5 Years (2018–2022) - Police Reported

37.1% of pedestrian injury and fatality collisions that occurred on road segments occurred on major arterial roads, followed by minor arterial roads (28.4%), local roads (23.5%), and major collector roads (9.4%).

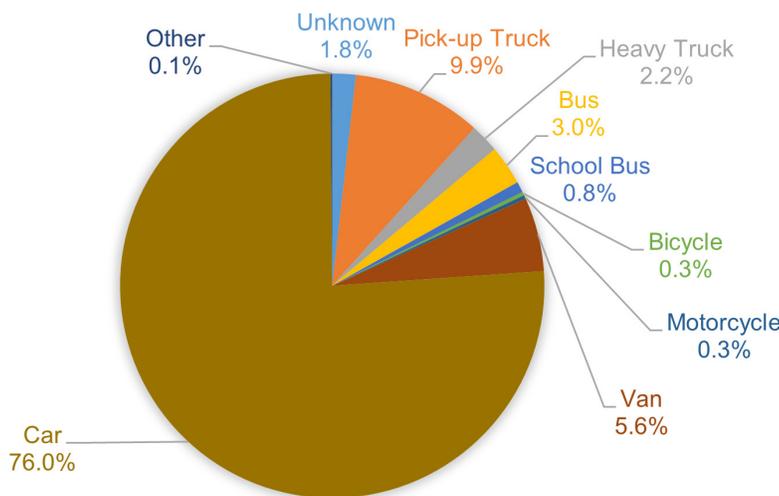
38.1% of cyclist collisions that occurred on road segments were on minor arterial roads, followed by major arterial roads (27.2%), local roads (18.8%), and major collector roads (15.5%).



Midblock Cyclist Collisions by Road Classification, 5 Years (2018–2022) - Police Reported

Cyclist injury and fatality collisions that occurred on road segments were similarly split between minor arterial roads (38.2%), major arterial roads (25.7%), local roads (18.3%), and major collector roads (17.8%).

The vehicle types of most intersection-related pedestrian collisions was car (76%). The remainder were split between pick-up truck (9.9%), van (5.6%), bus (3%), heavy truck (2.2%), unknown (1.8%), school bus (0.8%), motorcycle (0.3%), bicycle (0.3%), and other (0.1%).

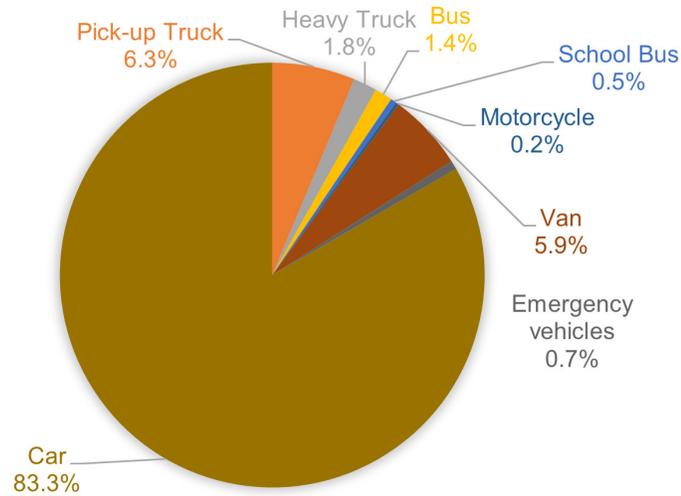


Intersection Pedestrian Collisions by Vehicle Type, 5 Years (2018–2022) - Police Reported



The vehicle type of intersection-related injury and fatality pedestrian collisions were mostly car (76.5%), followed by pick-up truck (9.5%), van (6%), bus (2.8%), heavy truck (1.9%), unknown (1.6%), school bus (0.9%), motorcycle (0.3%), bicycle (0.3%), and other (0.1%).

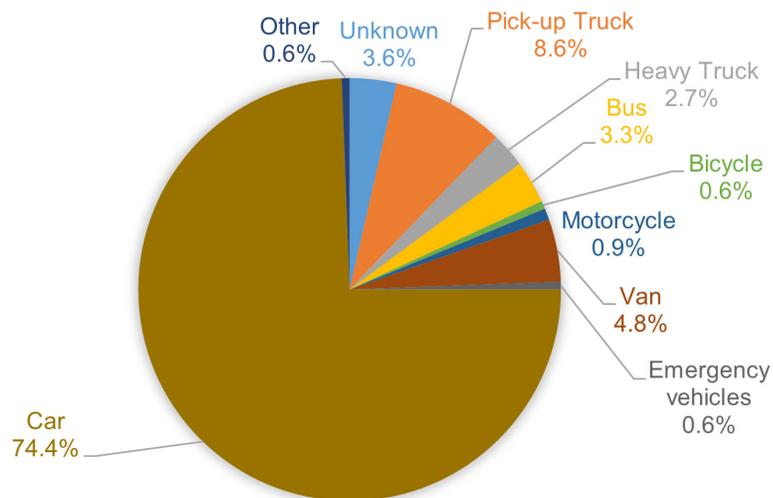
The vehicle type of most intersection-related cyclist collisions was car (83.3%). The remainder were split between pick-up truck (6.3%), van (5.9%), heavy truck (1.8%), bus (1.4%), emergency vehicle (0.7%), school bus (0.5%), and motorcycle (0.2%).



Intersection Cyclist Collisions by Vehicle Type, 5 Years (2018–2022) - Police Reported

The vehicle type of most intersection-related injury and fatality cyclist collisions was car (83.1%), pick-up truck (7%), van (5.2%), heavy truck (2.3%), bus (1.5%), school bus (0.6%), and motorcycle (0.3%).

The vehicle type of most pedestrian collisions that occurred on road segments was car (74.4%). The remainder were split between pick-up truck (8.6%), van (4.8%), unknown (3.6%), bus (3.3%), heavy truck (2.7%), motorcycle (0.9%), bicycle (0.6%), emergency vehicle (0.6%), and other (0.6%).

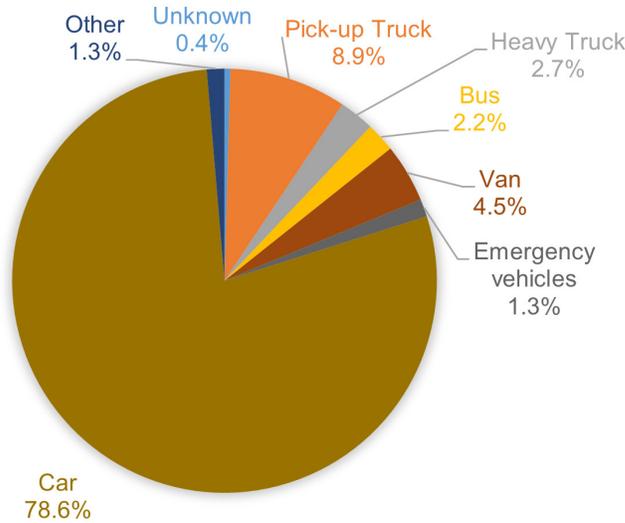


Midblock Pedestrian Collisions by Vehicle Type, 5 Years (2018–2022) - Police Reported



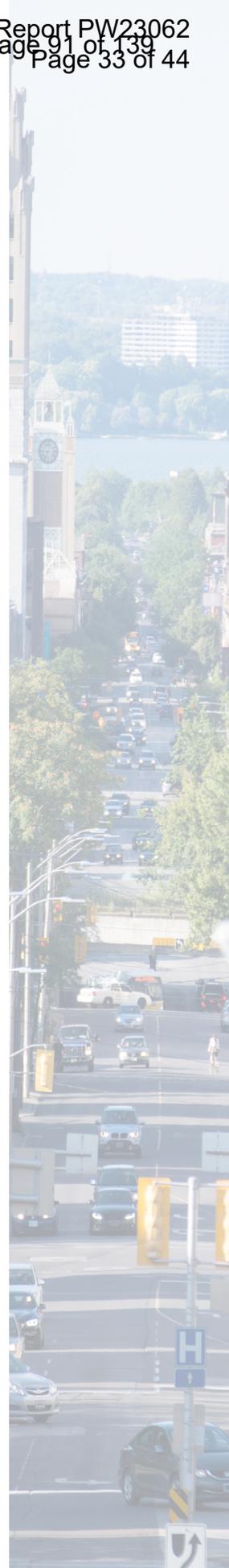
The vehicle type of most injury and fatality pedestrian collisions that occurred on road segments was car (74.8%), pick-up truck (8.1%), van (5.2%), bus (3.5%), unknown (3.5%), heavy truck (2.9%), motorcycle (1%), other (0.6%), and bicycle (0.3%).

The vehicle type of most cyclist collisions that occurred on road segments was car (78.6%). The remainder were split between pick-up truck (8.9%), van (4.3%), heavy truck (2.7%), bus (2.2%), emergency vehicle (1.3%), and other (1.3%).



Midblock Cyclist Collisions by Vehicle Type, 5 Years (2018–2022) - Police Reported

The vehicle type of most injury and fatality cyclist collisions that occurred on road segments was car (82.2%), pick-up truck (9.2%), van (2.9%), heavy truck (2.3%), other (1.7%), bus (0.6%), and emergency vehicle (0.6%).



Intersections and Road Segments with the Highest Frequency of Pedestrian Fatal and Injury Collisions (2018–2022 and 2017–2021)

	Intersection	Collision Frequency 2018–2022	Collision Frequency 2017–2021
①	Fennel Avenue West at Upper James Street	10	12
②	John Street South at Main Street East	8	7
③	Dundurn Street South at Main Street West	8	6
④	Barton Street East at Lottridge Street	8	7
⑤	Dundurn Street South at King Street West	7	9
⑥	Charlton Avenue East at John Street South	7	4
⑦	Nash Road South at Queenston Road	6	4
⑧	Mohawk Road West at Upper James Street	6	6
⑨	Main Street East at Victoria Avenue South	6	6
	Road Segment	Collision Frequency 2018–2022	Collision Frequency 2017–2021
1	Queenston Road between Nash Road North and 533 Queenston Rd	4	4
2	King Street West between Caroline Street South and Hess Street South	4	4
3	MacNab Street South between King Street and Main Street West	3	3
4	King Street East between Ashley Street and Steven Street	3	3

Intersections and Road Segments with the Highest Frequency of Cyclist Fatal and Injury Collisions (2018–2022 and 2017–2021)

	Intersection	Collision Frequency 2018–2022	Collision Frequency 2017–2021
1	Cannon Street East at Wellington Street North	9	10
2	Queenston Road at Ramp Queenston Eastbound to RHVP Northbound	5	4
3	Barton Street East at Centennial Parkway North	5	6
4	Fifty Road at North Service Road	4	4
5	Barton Street East at Robins Avenue	4	3
	Road Segment	Collision Frequency 2018–2022	Collision Frequency 2017–2021
1	Cannon Street East between Wellington Street North and West Avenue North	5	5
2	Robson Road between Concession 5 and Parkside Drive	3	1
3	Wilson Street West between Private Driveway and Todd Street	2	1
4	Twenty Road West between Garth Street and Siverbirch Boulevard	2	2
5	King Street West between Dundurn Street and New Street	2	3
6	King Street West between Breadalbane Avenue and Dundurn Street	2	2
7	King Street East between Ashley Street and Steven Street	2	1
8	Bay Street South between Jackson Street and Main Street	2	2
9	Bay Street South between George Street and Main Street	2	2
10	Barton Street between Parkdale Avenue North and Woodward Avenue	2	2
11	Barton Street East between Elgin Street and Ferguson Avenue	2	2

SECTION 2

Lincoln M. Alexander Parkway and Red Hill Valley Parkway Collision Trends (2018 to 2022)



Background

The Lincoln M. Alexander Parkway (LINC) is an important inter-city commuter connection between several major north/south arterials in the upper City's road network. The road also serves as a connection between Highway 403 and the Red Hill Valley Parkway (RHVP) / the Queen Elizabeth Way (QEW). The LINC was opened to traffic in 1997 with five full access interchanges and a posted speed limit of 90 km/h.

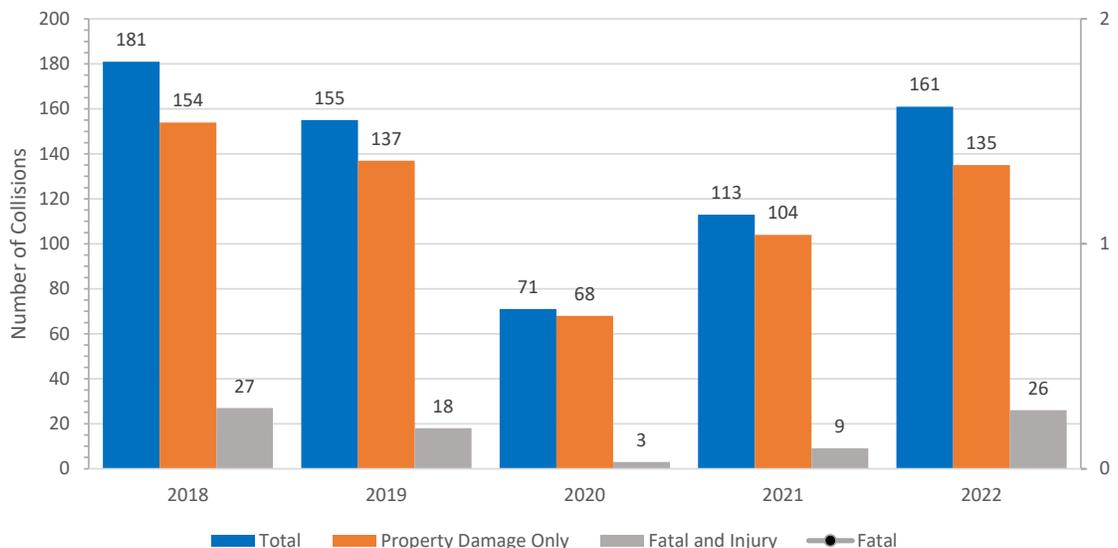
The Red Hill Valley Parkway (RHVP) forms part of a continuous connection from Highway 403 and the QEW in conjunction with the LINC. The RHVP was opened to traffic in 2007. The RHVP serves inter-city traffic similarly to the LINC, but also serves intra-city traffic connecting the City to Niagara Region and Southwest Ontario. The RHVP includes six full access interchanges of various design types. In February 2019, the City reduced the posted speed limit from 90 km/h to 80 km/h on the RHVP between the QEW and Greenhill Avenue. Other engineering enhancement measures were also implemented including resurfacing, guide rail upgrades, delineation signage, and lane markings.

Frequency and Severity

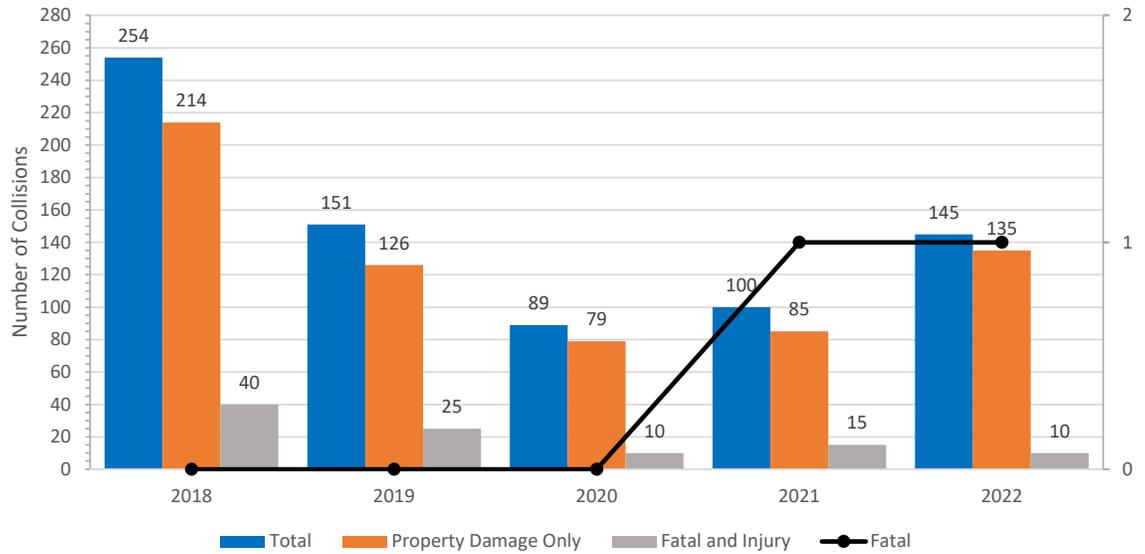
The severity of collisions on the LINC and on the RHVP over the last five years (2018–2022) was reviewed. Similarly to other municipalities, Hamilton experienced a decrease in traffic volumes due to the impact of the COVID-19 pandemic during the years of 2020 and 2021. In 2022, traffic volumes have returned to pre-pandemic levels.

In 2022, the Lincoln M. Alexander Parkway (LINC) showed a rebound from the pandemic, with 3.9% more collisions and 44% more injury collisions than in 2019. There were no fatal collisions on the LINC in any of the years from 2018 to 2022.

In 2022, the Red Hill Valley Parkway (RHVP) also showed a rebound from the pandemic, but performed better than in 2019 with 4% lower collisions and 60% lower injury collisions. There was one fatal collision on the RHVP in 2022 and one fatal collision in 2021.



Collisions Frequency - Lincoln Alexander Parkway (2018–2022)



Collisions Frequency - Red Hill Valley Parkway (2018–2022)

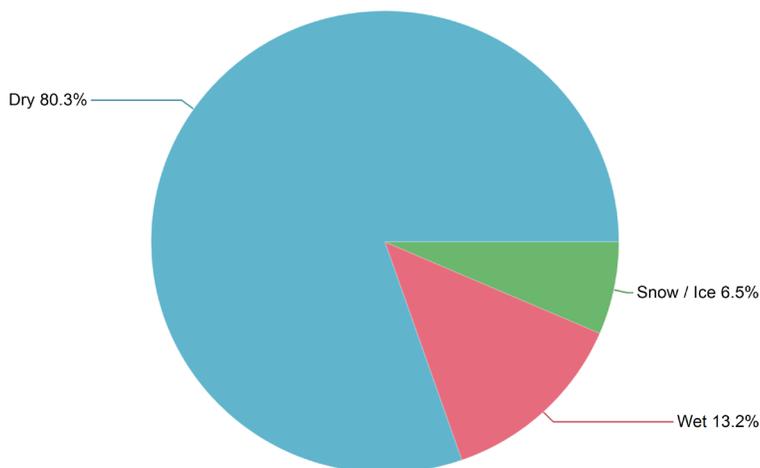
Month, Day, and Time of Collisions

From 2018–2022, the largest number of collisions on the LINC took place in the month of November while on the RHVP the largest number of collisions occurred during the month of October.

Fridays had the largest number of collisions on the LINC, whereas Tuesdays had the largest number of collisions on the RHVP from 2018–2022. There was a clear correlation between the time of collisions and the typical peak hours of traffic during weekdays on the LINC and the RHVP. The time of collisions during weekends did not follow any particular pattern. These observations are consistent with other roadways in the City.

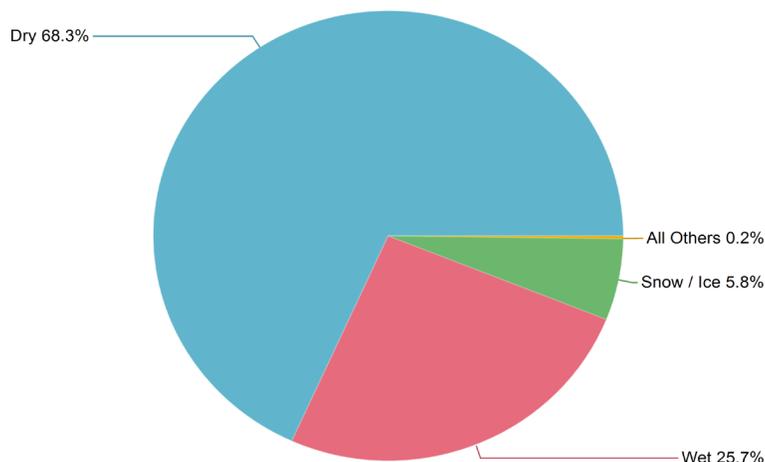
Collisions by Road Surface and Lighting Conditions

The number of collisions during non-dry conditions on the LINC is 19.7% of all collisions for 2018–2022, which is consistent with Provincial averages. The number of collisions during non-dry conditions has been steady in 2018–2022 compared to 2017–2021.



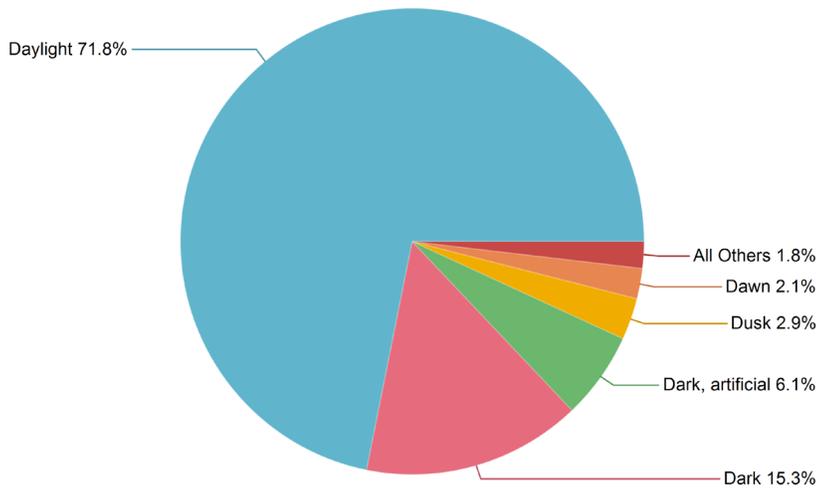
Collisions by Road Surface Condition, 5 Years - Lincoln Alexander Parkway (2018–2022)

The number of collisions during non-dry conditions on the RHVP for 2018–2022 is 31.5% of all collisions. This is higher than Provincial averages, but lower than in 2017–2021 (45.7%) and significantly reduced from 2016–2020 (57.8%).

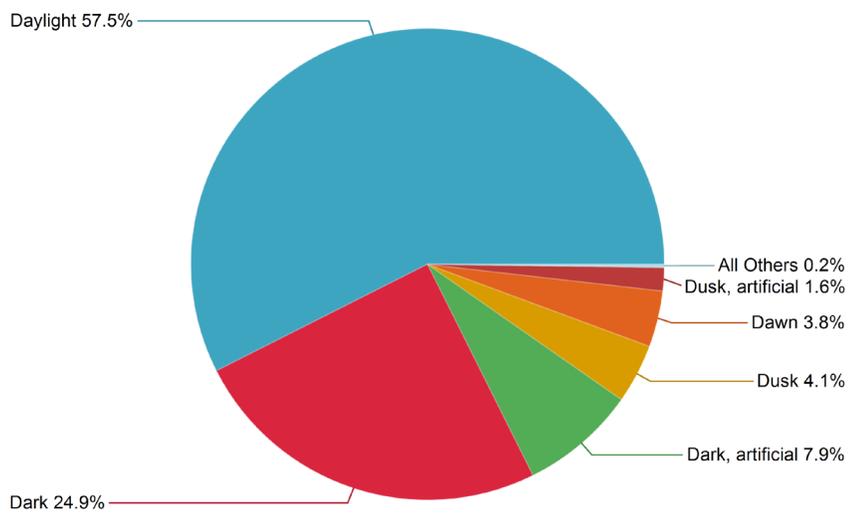


Collisions by Road Surface Conditions - Red Hill Valley Parkway (2018–2022)

The percentage of collisions during daylight hours on the LINC is 71.8%, which is consistent with the province of Ontario (72%). The percentage of collisions during daylight hours on the RHVP is 57.5%.



Collisions by Lighting Conditions, 5 Years - Lincoln Alexander Parkway (2018–2022)



Collisions by Lighting Conditions, 5 Years - Red Hill Valley Parkway (2018–2022)

Collisions by Impact Type

The prominent collision type on the LINC and the RHVP was rear end (66% and 49.9% respectively). The difference between the percentage of rear end type collisions on the LINC and the RHVP clearly shows the difference between operations of these two highways. The LINC experiences recurring congestion and the high percentage of rear end collisions can be the result of traffic congestion.

On the LINC, sideswipe collisions constitute the second highest collision type (20.1%). On the RHVP, single motor vehicle collisions constitute the second highest collision type (25.6%).

Drivers

In 9.5% of all collisions reported by police on the LINC at least one driver lost control during 2018–2022. By comparison, in 17.7% of all collisions reported to police on the RHVP, at least one driver lost control. These percentages have remained similar compared to the 2017–2021 period.

On the LINC and RHVP, 27.9% and 18.2% of collisions respectively were speed-related during 2018–2022. This represents an increase in speed-related collisions of 41% on the LINC and 5.2% on the RHVP compared to 2017–2021. The months with the highest number of speed-related collisions on the LINC were March and December (tied). The month with the highest number of speed-related collisions on the RHVP was November.





Hamilton

TRANSPORTATION ANNUAL COLLISION REPORT (2022)

October 2, 2023
Public Works Committee

- Introduction
- Collision Trends
- Vision Zero Action Plan

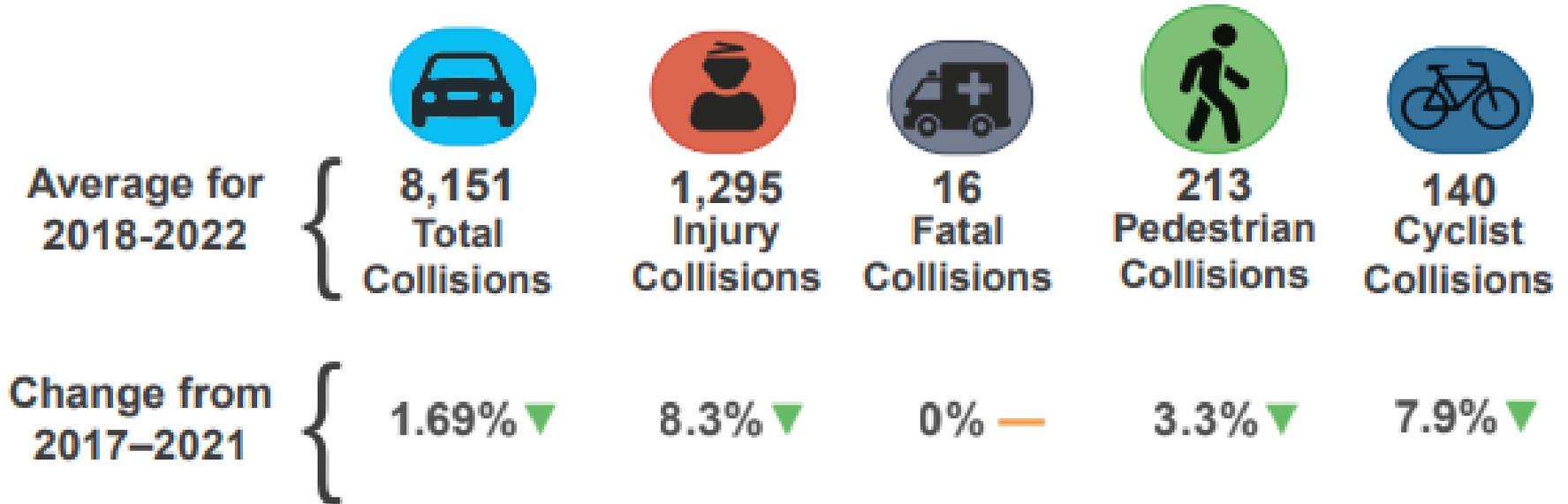
ANNUAL COLLISION REPORT 2022



Transportation Annual Collision Report (2022)



Transportation Annual Collision Report (2022)



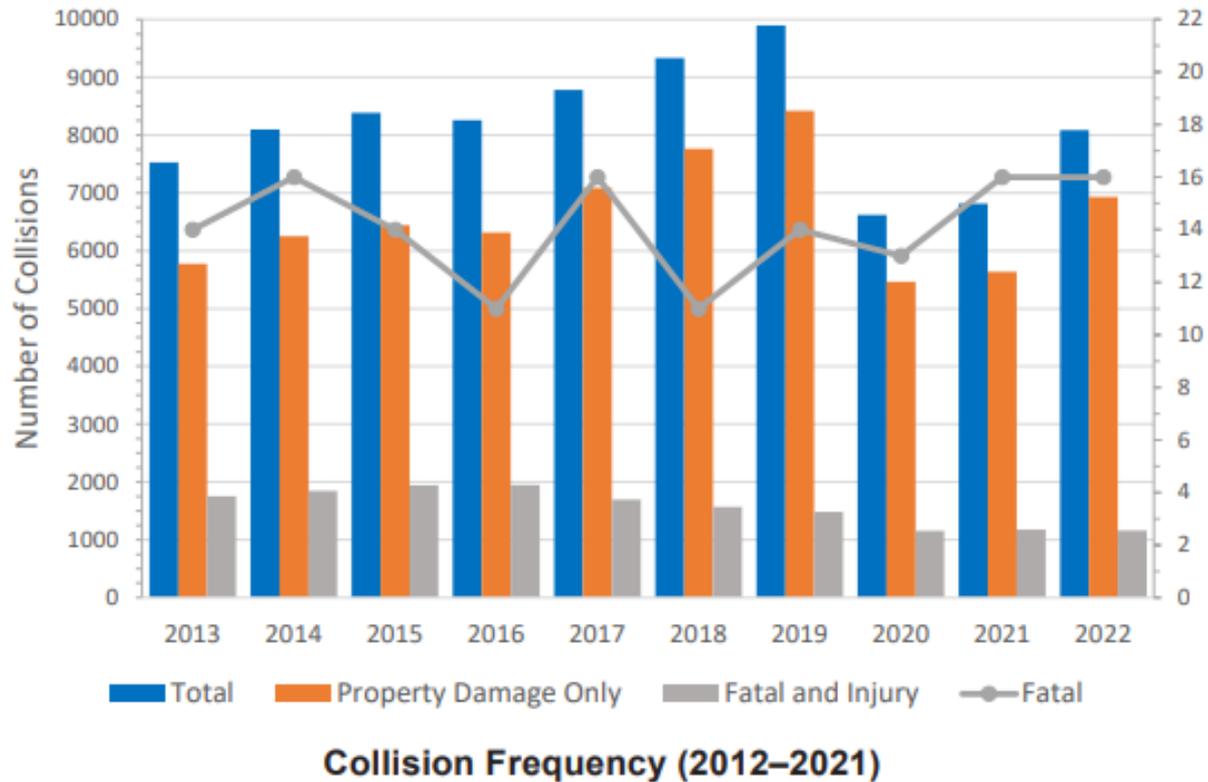
SECTION 1

Collision Trends

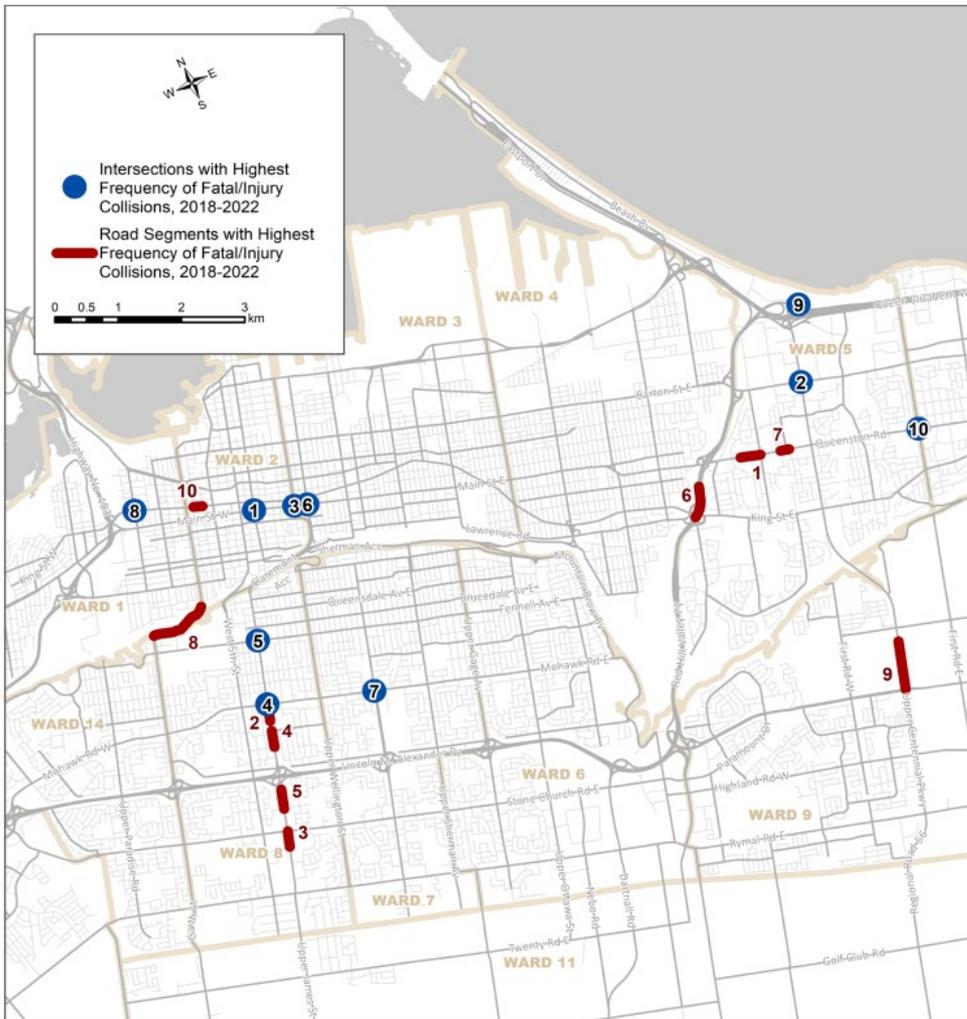
(2018 to 2022)



Collision Trends (2018 – 2022)

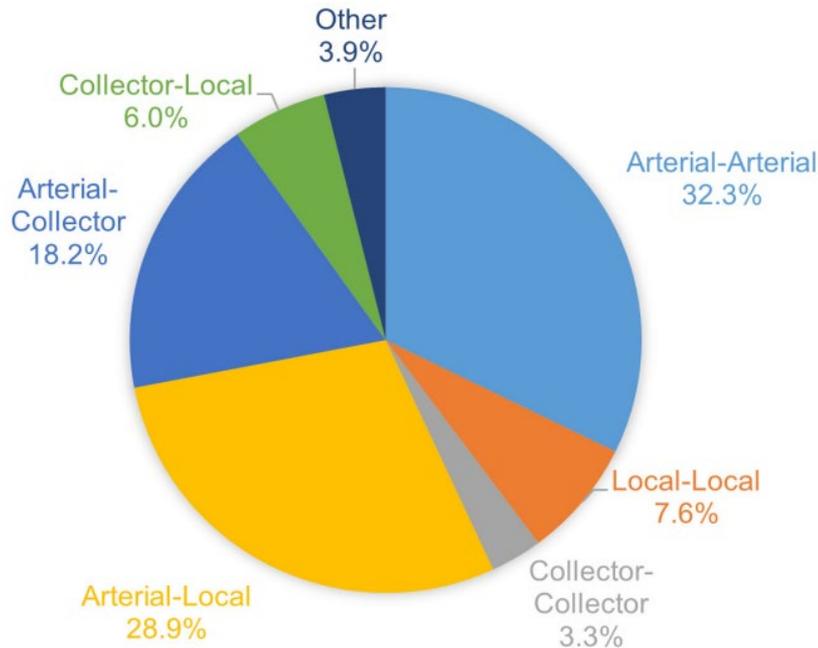


High Frequency Collision Locations (2018 – 2022)

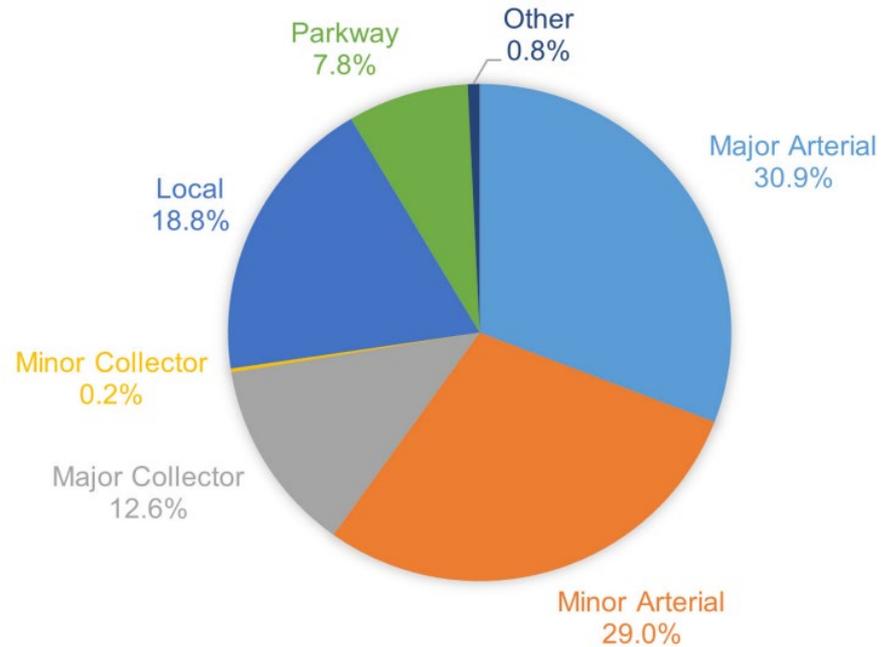


Intersections		Collision Frequency 2018–2022	Collision Frequency 2017–2021
1	John Street South at Main Street East	28	28
2	Barton Street East at Centennial Parkway North	26	23
3	Main Street East at Wellington Street South	25	26
4	Mohawk Road West at Upper James Street	24	22
5	Fennel Avenue West at Upper James Street	22	24
6	Main Street East at Victoria Avenue South	21	22
7	Mohawk Road East at Upper Wentworth Street	19	21
8	Dundurn Street South at King Street West	19	18
9	North Service Road at Ramp North Service to QEW Toronto	18	16
10	Gray Road at Highway No. 8	18	12
Road Segments		Collision Frequency 2018–2022	Collision Frequency 2017–2021
1	Queenston Road between Nash Road and Red Rose Motel Plaza Entrance/Exit	18	20
2	Upper James Street between Lotus Avenue and Mohawk Road	17	17
3	Upper James Street between Plaza Entrance and Stone Church Road	11	12
4	Upper James Street between Hester Street and Jameston Avenue	11	10
5	Upper James Street between Blossom Lane and Ramp Upper James Street Northbound to Lincoln Alexander Parkway Eastbound	11	13
6	Red Hill Valley Parkway Southbound between Ramp King Street to Red Hill Valley Parkway Southbound and Ramp Red Hill Valley Parkway Southbound to King Street	11	21
7	Queenston Road between Clapham Road and Greenford Drive	11	12
8	Beckett Drive between Amelia Street and top of escarpment	11	10
9	Upper Centennial Parkway between Mud Street East and Terrapure Regional Facility	10	9
10	King Street West between Caroline Street and Hess Street	10	9

Collisions by Road Classification (2018 – 2022)

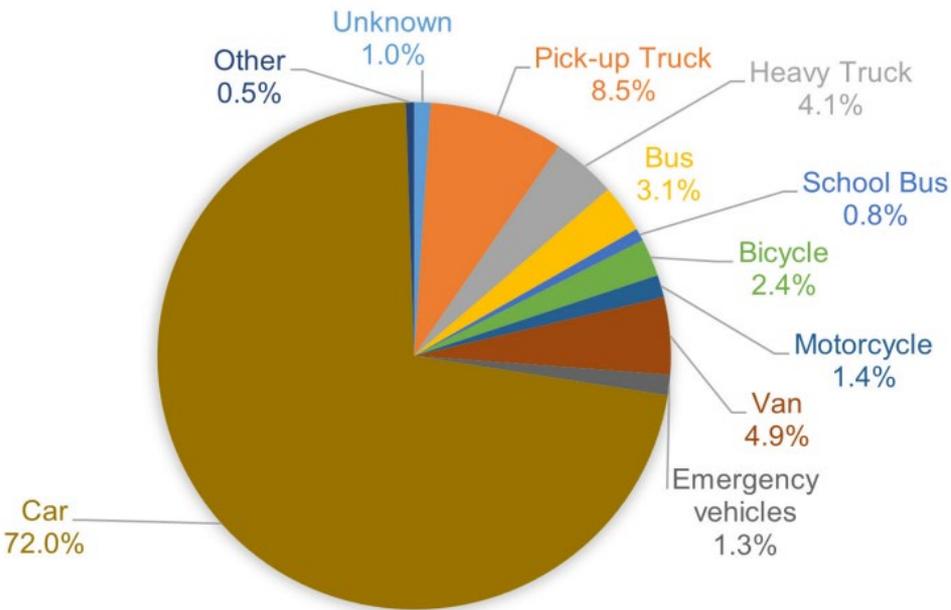


Intersections

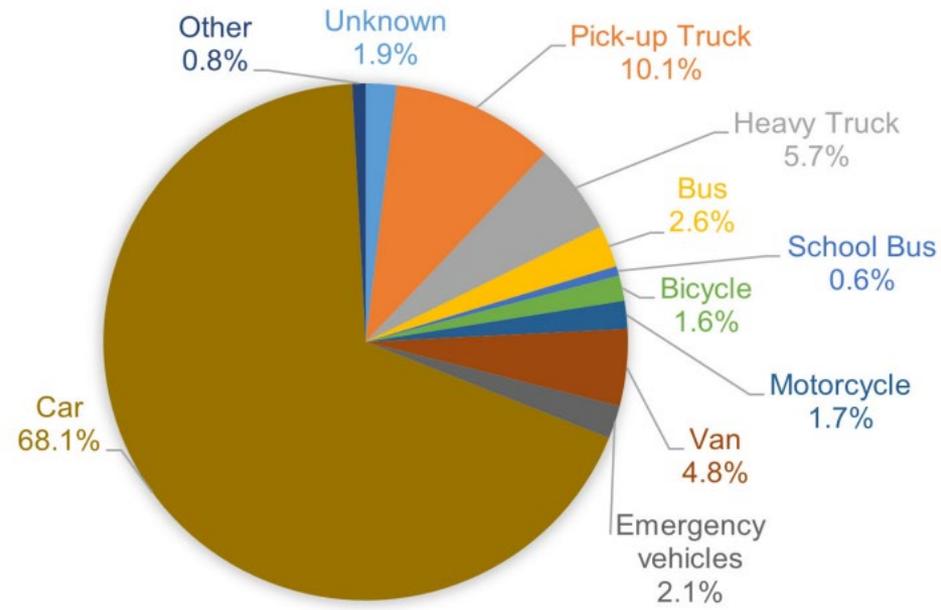


Mid-Block

Collisions by Vehicle Type (2018 – 2022)

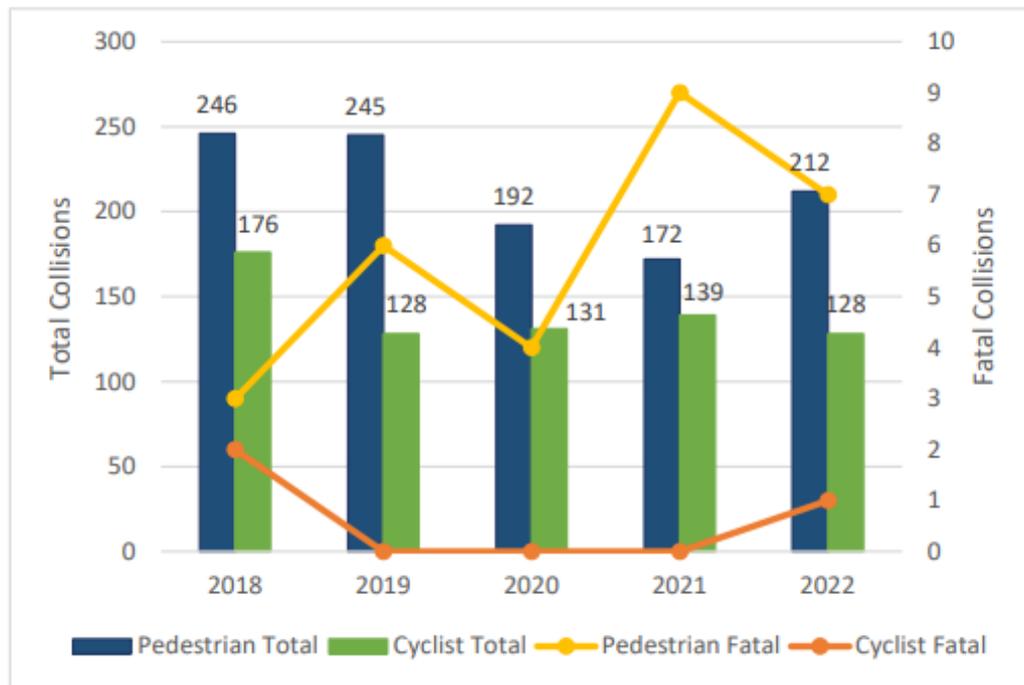


Intersections



Mid-Block

Collisions Involving Pedestrians & Cyclists (2018 – 2022)



Percentage of Fatality Among Injury Collisions for Pedestrians and Cyclists

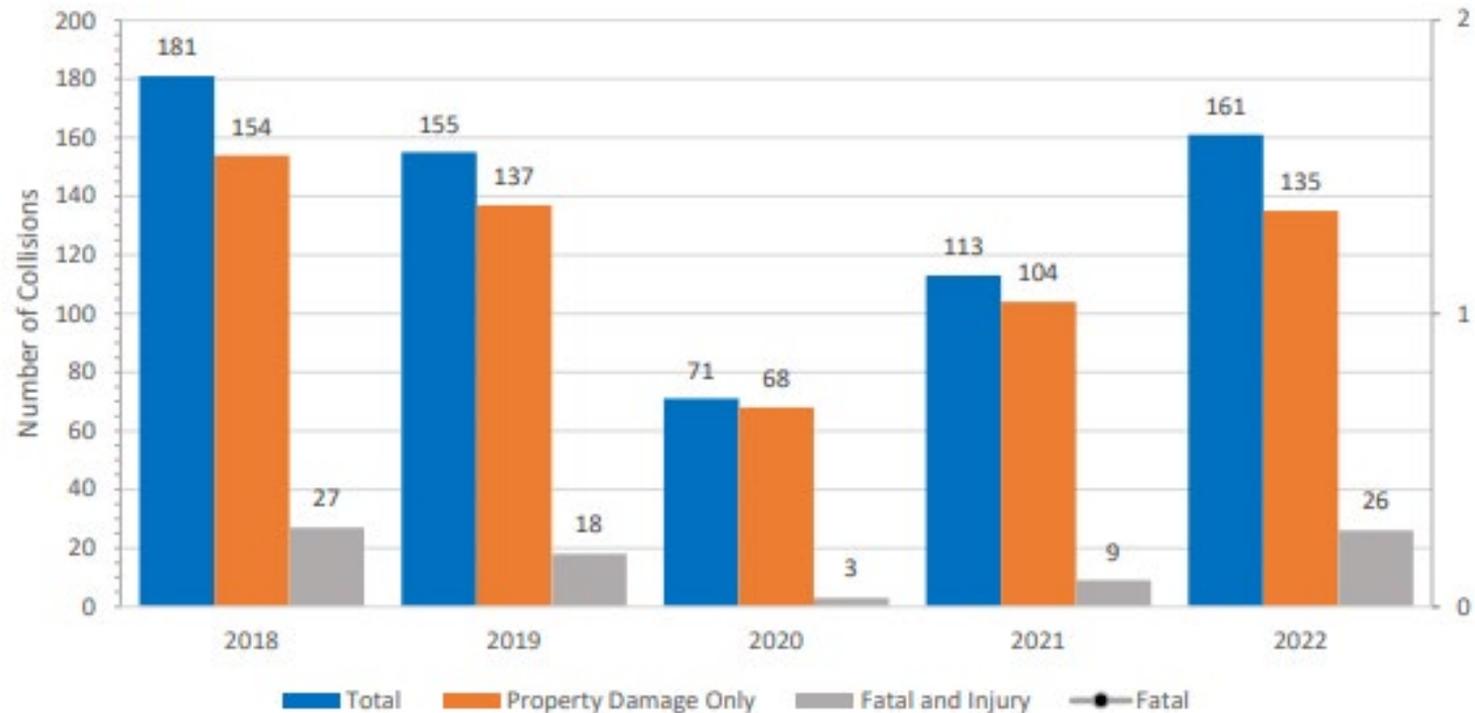
Jurisdiction	Pedestrians	Cyclists
Hamilton	2.5%	0.3%
Ontario	4.0%	1.4%

SECTION 2

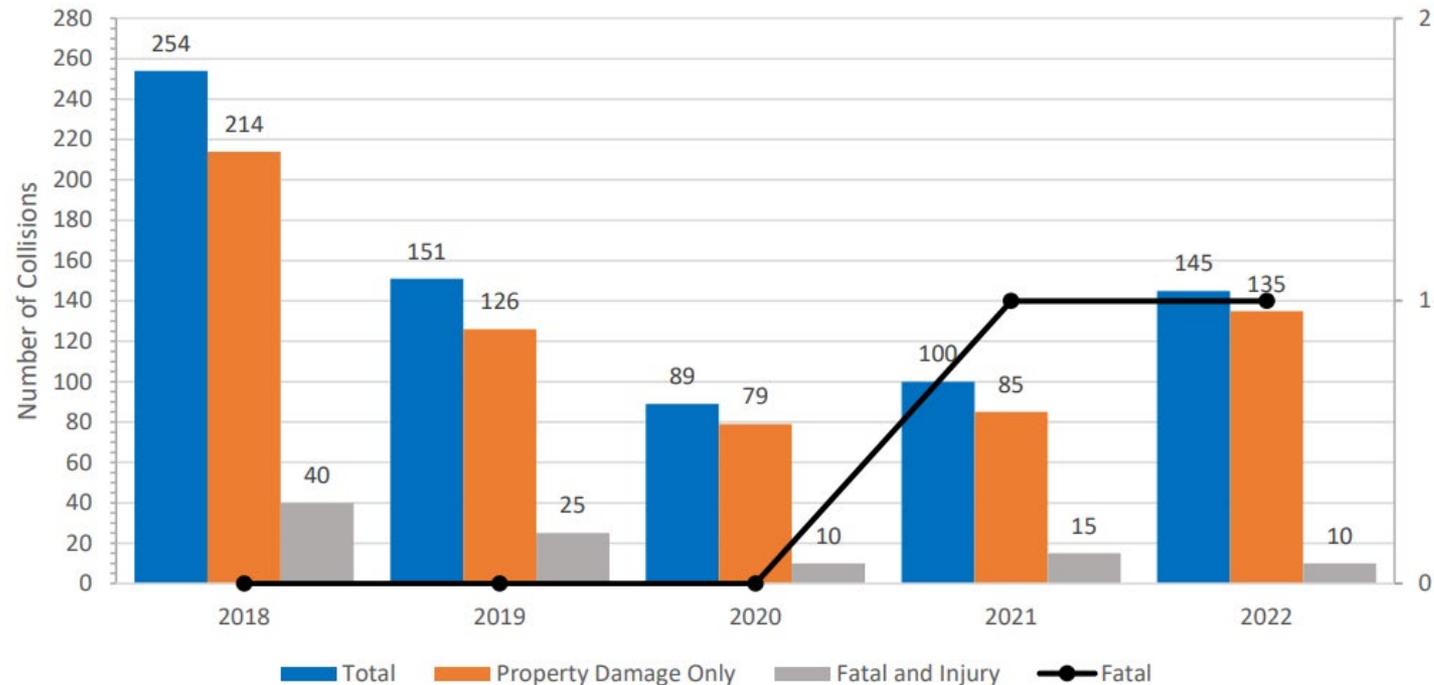
Lincoln M. Alexander Parkway and Red Hill Valley Parkway Collision Trends (2018 to 2022)



Collision Frequency – Lincoln Alexander (2018 – 2022)



Collision Frequency – Red Hill Valley Parkway (2018 – 2022)



Vision Zero Action Plan (2019)



Vision Zero uses a data-based approach to road safety with the goal of reducing traffic related serious injuries and fatalities towards the only acceptable goal: **zero**



Vision Zero Action Plan (2019)



Transportation Key Contacts

City of Hamilton Customer Contact Centre

905-546-CITY (2489)

askCITY@Hamilton.ca

Transportation Operations – Public Works

905-546-4376

trafficops@Hamilton.ca

Hamilton Police Services

905-546-4925 (Non-emergency)

905-546-1768 (Aggressive Driver's Hotline)

Thank-you on behalf of the Transportation Division



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	October 2, 2023
SUBJECT/REPORT NO:	Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 1241 Governors Road, Flamborough (PW23063) (Ward 13)
WARD(S) AFFECTED:	Ward 13
PREPARED BY:	Cetina Farruggia (905) 546-2424 Ext. 5803
SUBMITTED BY:	Jackie Kennedy Director, Engineering Services Public Works Department
SIGNATURE:	

RECOMMENDATION

That the application of the owner of 1241 Governors Road, Flamborough, to permanently close and purchase a portion of road allowance abutting the south side of 1241 Governors Road, Flamborough ("Subject Lands"), as shown on Appendix "A" & "B", attached to Report PW23063, be approved, subject to the following conditions:

- (i) That the City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close and sell the highway, for enactment by Council;
- (ii) The Corporate Real Estate Office of the Planning and Economic Development Department be authorized and directed to enter into any requisite easement agreements, right of way agreements, and/or other agreements deemed necessary to affect the orderly disposition of the Subject Lands and to proceed to sell the Subject Lands to the owners of 1241 Governors Road, Flamborough, as described in Report PW23063, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;
- (iii) The City Solicitor be authorized to complete the transfer of the Subject Lands to 1241 Governors Road, Flamborough pursuant to an Agreement

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

SUBJECT: Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 1241 Governors Road, Flamborough (PW23063) (Ward 13) – Page 2 of 4

of Purchase and Sale or Offer to Purchase as negotiated by the Corporate Real Estate Office of the Planning and Economic Development Department;

- (iv) That the City Solicitor be authorized and directed to register a certified copy of the by-law(s) permanently closing and selling the highway in the proper land registry office;
- (v) That the City Solicitor be authorized to amend and waive such terms as they consider reasonable to give effect to this authorization and direction;
- (vi) That the Public Works Department publish any required notice of the City's intention to pass the by-laws and/or permanently sell the closed highway pursuant to the City of Hamilton Sale of Land Policy By-law 14-204;
- (vii) That the applicant be fully responsible for the deposit of a reference plan in the proper land registry office, and that said plan be prepared by an Ontario Land Surveyor to the satisfaction of the Manager, Geomatics and Corridor Management Section, and that the applicant also deposit a reproducible copy of said plan with the Manager, Geomatics and Corridor Management Section.

EXECUTIVE SUMMARY

The owner of 1241 Governors Road, Flamborough has made an application to permanently close and purchase a portion of the road allowance abutting the south side of the property to facilitate land assembly required to legally connect their existing property that is split by the road allowance and clean up title to their existing property access. As there were no objections from any City department, division, or public utility and no objection received from the Hamilton Conservation Authority who is the only abutting landowner, staff are in support of the application to close and sell the Subject Lands to the owners of 1241 Governors Road, Flamborough.

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The applicant has paid the Council approved user fee of \$5,048.65. The Subject Lands will be sold to the owners of 1241 Governors Road, Flamborough as determined by the Corporate Real Estate Office of the

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SUBJECT: Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 1241 Governors Road, Flamborough (PW23063) (Ward 13) – Page 3 of 4

Planning and Economic Development Department, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204.

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

Legal: The City Solicitor will prepare all necessary by-laws to permanently close and sell the Subject Lands and will register such by-laws in the Land Registry Office once Council has approved the by-law. The by-law does not take effect until the certified copy of the by-law is registered in the proper land registry office. The City Solicitor will complete the transfer of the Subject Lands to the owners of 1241 Governors Road, Flamborough, pursuant to an agreement negotiated by the Corporate Real Estate Office of the Planning and Economic Development Department.

HISTORICAL BACKGROUND

The Subject Lands form part of an original unopened road allowance between the geographic Township of West Flamborough and Town of Ancaster. On March 14, 2023, staff received an application from the owners of 1241 Governors Road, Flamborough to close and purchase the Subject Lands in order to legally connect their two properties and clean up title to their existing property access.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

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

RELEVANT CONSULTATION

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

- Planning and Economic Development Department: Development Engineering, Building, Economic Development, Real Estate, and Planning
- Public Works Department: Engineering Services, Hamilton Water, Transportation Division, and Environmental Services
- Hamilton Emergency Services
- Corporate Services Department: Financial Planning, Administration and Policy
- Mayor and Ward Councillor
- Bell, Alectra Utilities, Hydro One, and Enbridge Gas

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**SUBJECT: Proposed Permanent Closure and Sale of a Portion of Road
Allowance Abutting 1241 Governors Road, Flamborough (PW23063)
(Ward 13) – Page 4 of 4**

- External Authorities: Hamilton Conservation Authority, Niagara Escarpment Commission

There were no objections received from any public utilities, City departments and divisions.

Alectra has advised that they will require easement protection.

As the Hamilton Conservation Authority was the only abutting landowner and they were circulated through the internal circulation process, there was no external circulation for this application.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

As there were no objections from any City department, division, or public utilities and the applicant is the only abutting landowner, staff are supportive of the closure and sale of the Subject Lands to the owner of 1241 Governors Road, Flamborough.

ALTERNATIVES FOR CONSIDERATION

N/A

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW23063 – Aerial Drawing

Appendix “B” to Report PW23063 – Location Plan



Hamilton

PROPOSED CLOSURE OF PORTION OF UNOPENED ROAD ALLOWANCE
ABUTTING 1241 GOVERNOR'S ROAD, DUNDAS

Geomatics & Corridor Management Section
Public Works Department

LEGEND

 **Lands to be Closed**

NTS | 29/03/2023 | Sketch By: CF



LOCATION PLAN

PROPOSED CLOSURE OF UNOPENED
PORTION OF ROAD ALLOWANCE ABUTTING

**1241 GOVERNOR'S ROAD,
DUNDAS**

CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT

LEGEND



SUBJECT LANDS

DATE: March 29, 2023

Not to Scale | Sketch By: CF

REFERENCE FILE NO : PW23_



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Corporate Asset Management Division
and
Corporate Facilities and Energy Management Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	October 2, 2023
SUBJECT/REPORT NO:	Electric Vehicle Charging Station Infrastructure (PW23064) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Tom Kagianis (905) 546-2424 Ext. 5105 Kristina Zukauskas (905) 546-2424 Ext 3128 Robyn Ellis (905) 546-2424 Ext. 2616
SUBMITTED BY:	Patricia Leishman Director of Corporate Asset Management Public Works
SIGNATURE:	
SUBMITTED BY:	Indra Maharjan Director of Corporate Facilities & Energy Management Public Works
SIGNATURE:	

RECOMMENDATION

- (a) That project budget for Electric Vehicle Charging Station Infrastructure be increased by \$1,351,000 with \$534,000 to be funded from the Climate Change Reserve (108062), \$142,000 to be funded from the Unallocated Capital Levy Reserve (108020) and \$675,000 through a grant application to National Resources Canada as outlined in Appendix "A" to Report PW23064;
- (b) That, should our grant application not be successful, Staff be authorized to fund the remaining balance of \$675,000 from the Unallocated Capital Levy Reserve (108020) as outlined in Appendix "A" to Report PW23064;

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**SUBJECT: Electric Vehicle Charging Station Infrastructure
(PW23064) (City Wide) – Page 2 of 7**

- (c) That the General Manager, Public Works, or their designate, be authorized and directed to pursue additional funding from other levels of government, including the authorization and direction to execute an amendment to the agreement between the City of Hamilton and Natural Resources Canada contribution agreement ZP-249 in a form satisfactory to the City Solicitor;
- (d) That the General Manager, Finance and Corporate Services, be authorized and directed to confirm the City of Hamilton's funding contribution is increased for the Electric Vehicle Charging Station Infrastructure Project, as outlined in Appendix "A" to Report PW23064, and sign a Proof of Funding Form and/or amendment to that effect, in accordance with the terms and conditions associated with the Zero Emission Vehicle Infrastructure Program contribution agreement ZP-249; and
- (e) That the City Solicitor be authorized and directed to prepare any necessary by-laws for Council approval, for the purpose of giving effect to the City of Hamilton's amendments to contribution agreement ZP-249 from the Zero Emission Vehicle Infrastructure Program for the Electric Vehicle Charging Station Infrastructure Project.

EXECUTIVE SUMMARY

At the Public Works Committee meeting on May 31st, 2021, Staff presented the Green Fleet Strategy Report & Action Plan (PW03147(e)) (City Wide), approved by Council June 9, 2021.

The report identified 18 electric vehicle charging station hub locations which aligned to the charging location requirements of the scheduled replacement of 89 internal combustion engine vehicles with electric vehicles.

During initial discussions, a budgetary amount of \$218k for electrical facility infrastructure upgrades was generated based on the best available information at the time.

The grant application included this budgetary infrastructure cost estimate of approximately \$218k. This budgetary estimate was based on a cost of \$141k for the electrical infrastructure to support the Level 2 Chargers plus \$77k for the electrical infrastructure to support the Level 3 Chargers, totalling \$218k, as summarized in Appendix "A" to Report PW23064. The estimate was based on the previously installed cost of Level 2 Stations at a city yards facility, which did not include all necessary infrastructure for the full site-specific scope of 49 new electric vehicle chargers being added at different locations.

**SUBJECT: Electric Vehicle Charging Station Infrastructure
(PW23064) (City Wide) – Page 3 of 7**

This is the first major Electric Vehicle Charger project undertaken by Staff. Staff are streamlining electrical building infrastructure process to support the electric vehicle charger installation process to avoid future process gaps. An improved process of budgetary estimates for electric vehicle charger facility infrastructure involves a comprehensive, site-specific look at building capacity, engineered drawings, where required, Class D estimates with contingency, and a competitive process for upgrading building infrastructure.

The selection of a vendor for the charging stations was accomplished via a competitive bid process through Procurement and their scope of work includes commissioning of the stations.

On August 8, 2022, Staff provided a progress report on the Green Fleet Strategy and Action Plan PW03147(f).

As part of the annual update it was reported that the City was a successful recipient of the Grant Funding for Electric Vehicle Charging Stations from National Resources Canada under the Zero Emission Vehicle Infrastructure Program. The electric vehicle charging station component of the Green Fleet Strategy including building infrastructure upgrades, was projected to cost \$600k and would result in the installation of a total of 49 charging stations. Originally, the Zero Emission Vehicle Infrastructure Program was set to fund \$300k with the City's 50% share to be funded via an Unallocated Levy Reserve (108020). However, these costs are now known to be significantly higher.

During the process of establishing the electrical infrastructure scope of work, additional infrastructure was identified, including:

- Installation of a new 100-amp breakers;
- Installation of conduit and wiring within each facility;
- Trenching;
- Installation of concrete pads;
- New transformers;
- Design and costs; and,
- Contingency.

Additionally, due to supply chain impacts the cost of the charging stations, installing of the stations and commissioning increased by approximately 16% for the Level 2 Station and 24% for the Level 3 Station.

The additional estimated cost is \$1.351M, as identified in Appendix "A" to Report PW23064. Upon acceptance of additional funds from National Resources Canada, the city's contribution may be reduced from 100% to 50%.

**SUBJECT: Electric Vehicle Charging Station Infrastructure
(PW23064) (City Wide) – Page 4 of 7**

In March 2023, the City executed a contract with Autochargers for the supply, installation and annual maintenance for 47, Level 2 Stations (2 plugs on each), and two, Level 3 Stations (1 plug on each) to be installed over the next 2.5 years.

Therefore, by way of this report, Staff are requesting to amend the National Resources Canada contribution agreement ZP-249 in the amount of \$1.351M, for the additional material and infrastructure costs. The Zero Emission Vehicle Infrastructure Program will fund \$675k with the City's 50% share to be funded via the Climate Change Reserve (108062) and an Unallocated Reserve account (108020).

Recent Council priorities have accelerated the City's current Climate Change Action Plan goal of a 50% reduction in total corporate greenhouse gas emissions from 2005 baseline by 2030, to achieve a 55% reduction by the end of 2026. This project also aligns with new council priority 1.2.1 around emission reduction.

Implementation of Battery Electric Vehicles offer the largest impact in reducing greenhouse gas emissions than any other option that is currently available in the automotive market. The City can realize a reduction of approximately 335 tonnes of greenhouse gas emissions annually by replacing the 89 SUV's, Compact Vans and Half Ton Pick Up Trucks that are scheduled for replacement with a fully electric option over the next 3 years.

Alternatives for Consideration – See Page 7

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Schedule "1" in Appendix "A" to Report PW23064, outlines the revised Building Infrastructure and Charging Station costs requiring an additional \$1.351M in funding. It is anticipated that the grant opportunity will potentially fund up to \$675k. It is proposed that the City's portion would be funded \$534k from the Climate Change Reserve (108062) and \$142 from the Unallocated Capital Reserve (108020). Should the grant application through National Resources Canada not be successful, Staff proposes that the balance of \$675k also be funded from the Unallocated Capital Levy Reserve (108020).

Staffing: N/A

Legal: The City will be required to amend the contribution agreement ZP-249 to receive additional funds from the National Resources Canada, Zero Emission Vehicle Infrastructure Program grant funding and may need to enter into other ancillary agreements or pass by-laws to receive funding.

**SUBJECT: Electric Vehicle Charging Station Infrastructure
(PW23064) (City Wide) – Page 5 of 7**

HISTORICAL BACKGROUND

In March 2019, Council approved a declaration that “a climate emergency exists that threatens the city, region, province, nation, civilization, humanity and the natural world.” In response, the City’s Green Fleet Strategy includes recommendations and alternative actions to reduce the City’s impact on our local environment, including the following, proposed by the Bay Area Climate Change Summit, and adopted by City Council on March 27th, 2019:

- Decommissioning all diesel vehicles by 2030; and,
- All vehicles be electrified by 2050.

On June 9, 2021 Council approved the Green Fleet Strategy Report & Action Plan (PW03147(e)) (City Wide).

The recommendation in the strategy report outlined the action plan to successfully transition to Battery Electric Vehicle’s, and the investment required for the Electric Vehicle Charging Infrastructure.

Grant funding for Electric Vehicle Charging Stations from National Resources Canada under the Zero Emission Vehicle Infrastructure Program was approved in May 2022. The Electric Vehicle Project with a total cost of \$600k would result in the installation of a total of 49 charging stations. At the time, the Zero Emission Vehicle Infrastructure Program agreed to fund \$300k with the City’s 50% share to be funded via an Unallocated Reserve account (108020).

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Corporate Energy and Sustainability Policy

The Green Fleet Strategy continues to dovetail with the Corporate Energy and Sustainability Policy with a strong focus on lower emission vehicles.

NOTE: Fleet and Transit contribute the most to the corporate emissions (49% based on 2018 emission data). The Green Fleet Strategy Action Plan will align to the Corporate Energy and Sustainability Policy targets and Fleet will report annually with an accompanying report to the Annual Energy Report.

RELEVANT CONSULTATION

The following departments provided input into the development of this report:
Corporate Services: Financial Planning, Administration and Policy Division, Legal Services Division and the Procurement Section of Financial Services

**SUBJECT: Electric Vehicle Charging Station Infrastructure
(PW23064) (City Wide) – Page 6 of 7**

External consultation included:

- Consulting Firm: Richmond Sustainability Initiatives provided a Green Fleet Strategy Report (attached hereto as Appendix “A” to Report PW23064);
- Charging Station providers for installation requirements and site preparation; and
- Consulting engineers to assist with budgetary numbers. Budgetary numbers are also based upon standard industry rates.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Based on the Battery Electric Vehicle’s Replacement Schedule, staff worked with the operating departments to determine appropriate charging locations. Prior to the submission of the original grant funding request, Staff reviewed the planned vehicle replacements and strategically aligned the 18 hub locations. During this planning phase, staff consulted with subject matter experts to inquire on infrastructure upgrades, permits, electrical upgrade requirements and additional items for consideration including potential for future expansion. At the time of grant submission there was no indication of major infrastructure work.

Upon acceptance of grant funding and selection of the charging station vendor, Staff performed site visits to finalize locations of charging stations. It was decided the charging stations would be located in an area that was:

- Easily accessible to the electrical panel to minimize the amount of cable;
- The most cost-effective solution; and,
- In a location that was visible to the public to mitigate the risk of vandalism.

Further site visits performed included the City’s electrical contractor who identified the need to add transformers to all locations based on the required voltage required. The addition of transformers had a substantial impact on the infrastructure costs. The infrastructure costs in the original grant submission was budgeted at \$3k per Level 2 Station and \$38k per Level 3 Station, for a total \$218k. However, with the addition of the transformers and upgrades to panels, additional wiring, along with design and contingency the estimated infrastructure cost is significantly higher, as identified in Appendix “A” to Report PW23064.

Therefore, Staff have made minor modification to the list of locations, including exploring a postponement of charging station installation at Chedoke Yard and other changes to the original location & distribution of charging stations in order to minimize budgetary overage and minimize schedule impact. The National Resources Canada contribution agreement ZP-249 will need to be amended with the budget increase as identified in Appendix “A” to Report PW23064, for the additional material and infrastructure costs. The Zero Emission Vehicle Infrastructure Program will potentially

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: Electric Vehicle Charging Station Infrastructure
(PW23064) (City Wide) – Page 7 of 7**

fund up to 50% with the City's unfunded share to be funded via the Climate Change Reserve (108062) and an Unallocated Capital Levy Reserve (108020).

The strategies outlined in this report will be implemented at various times fully executed by 2024.

ALTERNATIVES FOR CONSIDERATION

Installing a smaller number of Electric Vehicle Charging Stations:

Installing fewer than 20, Level 2, and one, Level 3, Electric Vehicle Charging Stations, would result in the project being ineligible to be submitted under the Zero Emission Vehicle Infrastructure Program offered by National Resources Canada. It's anticipated that the Electric Vehicle Charging Station requirements will continue to increase in an effort to meet the current Green House Gas emission reduction targets.

Financial: 49 Electric Vehicle Charging Stations have already been purchased and therefore sunk costs are approximately \$422k. If the City installs fewer than 20, Level 2 and one, Level 3, Electric Vehicle Charging Stations, this will result in the City losing eligibility on the \$300k of grant funding the Zero Emission Vehicle Infrastructure Program.

Staffing: N/A

Legal: The City would not meet its obligations under executed contribution agreement ZP-249 to receive funds from the National Resources Canada, Zero Emission Vehicle Infrastructure Program grant funding.

Furthermore, if a reduced number of charging stations are available to support the increasing number of electric vehicles in the fleet, it is likely that staff would need to supplement use of City chargers with charging at public stations. This may require additional staff time, higher cost per kilowatt-hour expensed submitted by Staff, and possible security concerns with location of public charging station locations.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW23064 – Revised Building Infrastructure and Charging Station Costs

Schedule 1 – Revised Building Electrical Infrastructure & Charging Station Costs

Schedule “1” below outlines the revised Building Infrastructure and Charging Station Costs, requiring an additional \$1.351M, with 50% to be funded by the City (\$534k to be funded from the Climate Change Reserve (108062), \$142 from the Unallocated Capital Levy Reserve (108020)) and 50% funded through a grant application through NRCan. Should the grant application not be successful the balance would be funded through the Unallocated Capital Levy Reserve

Schedule 1 – Revised Building Electrical Infrastructure & Charging Station Costs

		Original Estimate	Revised Estimate	Additional Cost
47 - Level 2 Electric Vehicle Charging Station Installs	Charging Equipment	\$282k	\$310k	\$28k
	Electrical Infrastructure	\$141k	\$1.429M	\$1.288M
2 - Level 3 Electric Vehicle Charging Station Installs	Charging Equipment	\$100k	\$112k	\$12k
	Electrical Infrastructure	\$77k	\$100k	\$23k
Totals		\$600k	\$1.951k	\$1.351M

* Total revised investment for charging station and infrastructure is \$1.351M, if the City is successful with the revision to the NRCan Application for Zero-Emission Vehicle Infrastructure Program (ZEVIP) grant ZP-249, the City will receive an additional \$675k towards the capital contribution.

12.1

CITY OF HAMILTON

MOTION

Public Works Committee: October 2, 2023

MOVED BY COUNCILLOR M. FRANCIS.....

SECONDED BY COUNCILLOR.....

**Father Sean O’Sullivan Memorial Park Junior Play Equipment Enhancement
(Ward 5)**

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

WHEREAS, the play structure had surpassed its useful life span and was replaced July 2023, with play equipment manufactured by ABC Recreation;

WHEREAS, Council previously approved \$210,000 funded from the Ward 5 – Capital Infrastructure Reserve #108055 for the new play structure and safety surfacing;

WHEREAS, there is a community desire for additional junior play equipment at this park, that offers additional play features and increased play value for children 5 years and younger;

WHEREAS, the Ward 5 Councillor will seek feedback from a community group on potential junior play enhancement concepts provided by staff, prior to the selection of the additional play equipment;

WHEREAS, an increased budget is required for the enhanced junior play opportunities at this park location;

WHEREAS, play equipment in parks is proprietary and not interchangeable for parts or modifications by other play equipment manufacturers, such that ABC Recreation should be sole sourced to review, design and provide new junior equipment for the existing play structure; and

WHEREAS, staff workloads in the park capital delivery group are not able to accommodate additional projects in 2023, therefore this project will be added to

the 2024 workplan for design and consultation with community, and construction to follow.

THEREFORE, BE IT RESOLVED:

- (a) That the purchase of additional junior play equipment, manufactured by ABC Recreation, be approved as a single source purchase pursuant to Procurement Policy #11 – Non-competitive Procurements;
- (b) That the installation of additional junior play equipment at Father Sean O’Sullivan Memorial Park, 1139 Greenhill Avenue, Hamilton, to be funded from the Ward 5 Capital Re-Investment Reserve #108055 at an upset limit, including contingency, not to exceed \$100,000, be approved; and
- (c) That the Mayor and City Clerk be authorized and directed to approve and execute all required agreements and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

12.2

CITY OF HAMILTON

MOTION

Public Works Committee: October 2, 2023

MOVED BY COUNCILLOR M. WILSON.....

SECONDED BY COUNCILLOR.....

Investment in Hamilton Amateur Athletic Association Park Field House (Ward 1)

WHEREAS, the City of Hamilton owned fieldhouse facilities in Ward 1 are maintained by the City of Hamilton’s Corporate Facilities & Energy & Facilities Management Division, Public Works, and permitted where applicable through the Recreation Division;

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

WHEREAS, the Recreation Master Plan (2022) identified that 74% of survey respondents identified park washrooms as a high priority for investment and recommends providing permanent, accessible washroom facilities within Community and City-wide Parks;

WHEREAS, the Hamilton Amateur Athletic Association (HAAA) Park Field House, located at 250 Charlton Avenue West, Hamilton, is a high use, year-round facility and the addition of accessible washrooms with exterior access and indoor multi-purpose program space available throughout all seasons will draw more users to the Park;

WHEREAS, a feasibility study was previously conducted for the HAAA Park Field House; and

WHEREAS, the next phase of executing Landscape Architectural Services upgrades to HAAA park include work surrounding the area of the existing field house building. Therefore, there are efficiencies in moving forward with field house design and construction ready drawings to provide winterized and fully accessible washrooms.

THEREFORE, BE IT RESOLVED:

- (a) That Public Works staff be authorized and directed to retain a Prime Design Consultant to undertake detailed design of accessible washroom upgrades at the

Hamilton Amateur Athletic Association Park, located at 250 Charlton Avenue West, Hamilton;

- (b) That the funding for the design phase of the Hamilton Amateur Athletic Association Park Field House accessibility improvements at a cost, including contingency, not to exceed \$150,000, be funded from the Ward 1 Capital Re-Investment Reserve (108051) be approved and added to the HAAA Fieldhouse PID (4242109108); and,
- (c) That the General Manager, Public Works Department be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

CITY OF HAMILTON

NOTICE OF M O T I O N

Public Works Committee: October 2, 2023

MOVED BY COUNCILLOR C. KROETSCH.....

York Boulevard/Wilson Street and James Street North Safety Review and Signalized Intersection Safety Enhancements (Ward 2, City-Wide)

WHEREAS, the City of Hamilton Vision Zero Action Plan 2019-2015 identifies that no loss of life is acceptable, and that traffic fatalities and injuries are preventable;

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

WHEREAS, on September 28, 2023, a cyclist was struck and killed by the driver of a commercial cement truck at the intersection of York Boulevard/Wilson Street and James Street North;

WHEREAS, Hamilton Police Services indicated that cyclist was travelling east on York Boulevard/Wilson Street and was struck by the driver of the commercial cement truck when they were making a right turn onto James Street North;

WHEREAS, the 2022 Annual Collision Report identifies that 65.5% of cyclist collisions and 68.4% of pedestrian collisions occurred at intersections;

WHEREAS, the 2022 Annual Collision Report identifies that 77.8% of all cyclists involved in a collision and 89.2% of all pedestrian collisions sustained injuries;

WHEREAS, the Transportation Division investigates all fatal collisions and will facilitate an in-service road safety review at intersection York Boulevard/Wilson Street and James Street North to identify possible safety enhancements;

WHEREAS, the Transportation Division is currently examining City-wide expanded use of both no right turn on red restrictions and leading pedestrian intervals at signalized intersections.

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Division review implementing a no right turn on red restriction(s) at the intersection of York Boulevard/Wilson Street and James Street North, as a priority, and amend the Traffic By-law No. 01-215 as required in Q4 2023; and
- (b) That upon the conclusion of the York Boulevard/Wilson Street and James Street North in-service road safety review that the Transportation Division

report back to the Public Works Committee with the review's findings inclusive of costs and a proposed implementation plan in Q1 of 2024; and

- (c) That the Transportation Division report back to the Public Works Committee on the expanded use of no right turn on red restrictions and leading pedestrian intervals at signalized intersections city-wide in Q3 or earlier of 2024.