

City of Hamilton PUBLIC WORKS COMMITTEE REVISED

Meeting #: 23-018

Date: December 4, 2023

Time: 1:30 p.m.

Location: Council Chambers

Hamilton City Hall

71 Main Street West

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

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*13.2 Ward 3 Neighbourhood Traffic Calming Enhancements

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14. GENERAL INFORMATION / OTHER BUSINESS

- 14.1 Amendments to the Outstanding Business List
 - a. Items Considered Complete and Needing to be Removed:
 - a. Winterizing Public Washrooms Winter Operations

Item on OBL: AEE Addressed as Item 9.2 (PW21031(c)) (on today's agenda)

 b. Crime Prevention Through Environmental Design Review of the City-Owned Escarpment Staircases

Item on OBL: ADP Addressed as Item 11.3 (PW23075) (on today's agenda)

c. Review of Level of Service for Winter Control in Alignment with the Principles of Vision Zero

Item on OBL: ADN Addressed as Item 8.3 (PW23077) (on today's agenda)

d. Implementation plan for the two-way conversion of Main Street

Item on OBL: ACW Addressed as Item 8.2 (PW23074/PED23248) (on today's agenda)

e. Reassessment of one-way streets

Item on OBL: ACX

Addressed as Item 8.2 (PW23074/PED23248) (on today's agenda)

15. PRIVATE AND CONFIDENTIAL

15.1 Stage 3 Phase 2 Glanbrook Landfill Construction (Confidential) (PW23079) (City Wide)

Pursuant to Section 9.3, Sub-sections (e), (f) and (k) of the City's Procedural By-law 21-021, as amended, and Section 239(2), Subsections (e), (f) and (k) of the *Ontario Municipal Act, 2001*, as amended, as the subject matter pertains to litigation or potential litigation, including matters before administrative tribunals, affecting the City or a local board; advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the City or a local board.

16. ADJOURNMENT



PUBLIC WORKS COMMITTEE MINUTES 23-017

1:30 p.m.
Monday, November 13, 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. Hwang, 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. Safari Road Petition for Drainage Works Request for Full Engineer's Report (PW22070(a)) (Ward 13) (Item 10.1)

(A. Wilson/Danko)

- (a) That the Preliminary Report under Section 10(1) of the *Drainage Act, RSO,* 1990 c.D.17, prepared by Robinson Consultants, appointed Drainage Engineer under Section 8(1) of the *Drainage Act, RSO,* 1990 c.D.17, be accepted and approved; and
- (b) That the General Manager, Public Works or designate, be authorized to instruct Robinson Consultants to prepare a full Engineer's Report as per Section 10(5) of the *Drainage Act, RSO, 1990 c.D.17*.
- (c) That staff be directed to investigate the impacts of alleged illegal dumping and any blocked culverts on private property, and report back on impacts of these activities including enforcement options and coordination with Provincial authorities as required.

Result: MOTION, CARRIED by a vote of 14 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 4 Councillor Tammy Hwang

Yes - Ward 6 Councillor Tom Jackson

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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

Standardization of Original Equipment Manufacturer (OEM) for Parks Assets

 Playgrounds, Spray Pads, Ball Diamonds, and Benches (PW23069) (City
 Wide) (Item 11.1)

(Jackson/Hwang)

- (a) Pursuant to Procurement Policy #14 Standardization, that the standardization of the products, services and manufacturers identified in the attached Appendices "A" Play Equipment, "B" Spray Pads, "C" Ball Diamonds and "D" Benches to Report PW23069 and as the single source of supply for the listed products, supplies and services for the Parks and Cemeteries Section be approved;
- (b) That the General Manager, Public Works, or their designate, be authorized to negotiate, enter into, and execute any required contract(s) and any ancillary documents required to give effect thereto with those suppliers identified in Appendices "A" Play Equipment, "B" Spray Pads, "C" Ball Diamonds, and "D" Benches to Report PW23069 with content acceptable to the General Manager of Public Works, and in a form satisfactory to the City Solicitor; and
- (c) That the General Manager, Public Works, or their designate, be authorized to amend any contract(s) executed and any ancillary documents as required in the event that a service provider, manufacturer, or distributor identified in Appendices "A" Play Equipment, "B" Spray Pads, "C" Ball Diamonds and "D" Benches to Report PW23069 undergoes a name change, and it shall be in a form satisfactory to the City Solicitor.

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

Not Present – Ward 1 Councillor Maureen Wilson

Not Present – Ward 2 Councillor Cameron Kroetsch

Yes – Ward 3 Councillor Nrinder Nann

Yes - Ward 5 Councillor Matt Francis

Yes – Ward 4 Councillor Tammy Hwang

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

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Yes – Ward 11 Councillor M. Tadeson

Yes – Ward 12 Councillor Craig Cassar

Not Present – Ward 13 Councillor Alex Wilson

Yes – Ward 14 Councillor Mike Spadafora

Yes – Ward 15 Councillor Ted McMeekin

3. Updated Sewer & Drain By-law (PW23070) (City Wide) (Item 11.2)

(Jackson/Hwang)

That the By-law attached as Appendix "A" to Report PW23070, to Regulate the Installation, Connection and Use of Sewers and Drains in the City of Hamilton (Short Title: "the Sewer & Drain By-law"), which has been prepared in a form satisfactory to the City Solicitor, be enacted.

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

Not Present – 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 4 Councillor Tammy Hwang

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

Not Present – Ward 13 Councillor Alex Wilson

Yes – Ward 14 Councillor Mike Spadafora

Yes – Ward 15 Councillor Ted McMeekin

4. Updated Water Works By-law (PW23071) (City Wide) (Item 11.3)

(Hwang/Tadeson)

- (a) That the By-law attached as Appendix "A" to Report PW23071, to Regulate the Management, Distribution, and Maintenance of the Water Works System of the City of Hamilton (Short Title: "Water Works By-law") which has been prepared in a form satisfactory to the City Solicitor, be enacted; and
- (b) That upon enactment of the By-law that staff be directed to apply to the Ministry of the Attorney General for approval of set fines for offences under the By-law.

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

Not Present – Ward 1 Councillor Maureen Wilson

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Yes - Ward 2 Councillor Cameron Kroetsch

Yes - Ward 3 Councillor Nrinder Nann

Yes – Ward 5 Councillor Matt Francis

Yes – Ward 4 Councillor Tammy Hwang

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

Not Present – Ward 13 Councillor Alex Wilson

Yes - Ward 14 Councillor Mike Spadafora

Yes – Ward 15 Councillor Ted McMeekin

5. Award of Request for Tender C11-45-23 for the Operation, Maintenance, Removal and Disposal Services for the City of Hamilton's Household Hazardous Waste Depots (PW23072) (City Wide) (Item 11.4)

(Pauls/Beattie)

- (a) That the General Manager, Public Works be authorized and directed to execute, on behalf of the City, the Contract, including any ancillary agreements or documents related thereto regarding C11-45-23 Operation, Maintenance, Removal and Disposal Services for Three City of Hamilton Household Hazardous Waste (HHW) Depots, with GFL Environmental Services Inc. in a form satisfactory to the City Solicitor; and
- (b) That the City submit a letter to the Ontario Ministry of the Environment, Conservation and Parks and Resource Productivity and Recovery Authority to advocate that the Province broadens the list of designated materials under Ontario Regulation 449/21 and ensures full compensation for municipalities which collect designated materials through the Province's Municipal Hazardous and Special Waste program.

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

Not Present – 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 4 Councillor Tammy Hwang

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

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Yes – Ward 14 Councillor Mike Spadafora Yes – Ward 15 Councillor Ted McMeekin

6. Accessible Transit Services Review Sub-Committee Report 23-001 - June 29, 2023 (Added Item 11.5)

(Tadeson/Kroetsch)

- (a) Appointment of Chair and Vice-Chair (Item 1)
 - (i) That Councillor Tadeson be appointed Chair of the Accessible Transit Services Review Sub-Committee for 2022-2026.
 - (ii) That Councillor Kroetsch be appointed Vice-Chair of the Accessible Transit Services Review Sub-Committee for 2022-2026.

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

Not Present – 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 4 Councillor Tammy Hwang

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

7. Road Resurfacing on First Road West from Isaac Brock Drive to Branthaven Drive (Ward 9) (Item 12.1)

(Beattie/Jackson)

WHEREAS, First Road West from Highland Road to Isaac Brock Drive was resurfaced back in 2018 by Engineering to extend the roadway life expectancy, and not continued north of Isaac Brock Drive because of upcoming development work; and

WHEREAS, First Road West from Isaac Brock Drive to Branthaven Drive Ward 9, is optimal for road resurfacing to extend the life of the roadway and therefore improve service levels and reduce maintenance costs.

THEREFORE, BE IT RESOLVED:

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- (a) That the Transportation Division be directed to resurface the road and associated concrete works on First Road West between Isaac Brock Drive to Branthaven Drive:
- (b) That all costs associated with the road resurfacing scope of work be funded from the Ward 9 Minor Maintenance accounts 4031911609 (\$69,704) and 4032311609 (\$230,296) at an upset limit, including contingency, not to exceed \$300,000, with construction anticipated to be completed in 2024; 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:

Not Present – 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 4 Councillor Tammy Hwang

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. Parkette at 505 Beach Boulevard, Hamilton (Ward 5) (Item 12.2)

(Francis/Beattie)

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

WHEREAS, 505 Beach Boulevard, is city-owned property which could be designated a parkette, located in the Beach Community, Hamilton; and

WHEREAS, resources are limited, and this work will be initiated in 2024 for design and public consultation with construction in a future year, subject to unforeseen challenges such as procurement timing, supply chain issues or other factors.

THEREFORE, BE IT RESOLVED:

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- (a) That staff be directed to add the creation of a parkette at 505 Beach Boulevard, to workplans to start in 2024, at a cost of \$57,853 to be funded from the Hamilton Beach Park Reserve (#108037); and
- (b) That the General Manager of Public Works be authorized and directed to approve and execute any and all required agreements and ancillary documents, in a form satisfactory to the City Solicitor, related to the creation of a parkette at 505 Beach Boulevard, Hamilton.

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

Not Present – 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 4 Councillor Tammy Hwang

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

9. Funding of Water Service Installation for a Community Garden Located at 200 Jones Road, Stoney Creek (Ward 10) (Added Item 12.4)

(Beattie/Cassar)

WHEREAS, a community garden had been in place and operated by Kiwanis at 200 Jones Road, Stoney Creek for over ten years;

WHEREAS, the demolition of the former Kiwanis community building on the property in 2022 resulted in the water service for the community garden being removed and the garden ceasing to operate;

WHEREAS, there is continued interest from residents to be able to access a community garden to grow their own food and to provide fresh produce to others in the community and the food bank located in adjacent the Stoney Creek Municipal Service Centre building;

WHEREAS, the lands where the former Kiwanis building stood are now vacant and provide an ideal new location for the community garden on the property but require a new water service to be installed for the community garden to operate; and

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WHEREAS Neighbourhood Development has supported community initiatives that create opportunities to support engagement and make positive change in neighbourhoods;

THEREFORE, BE IT RESOLVED:

- (a) That installation of a water service from the Municipal Service Centre building to the new community garden location, located at 200 Jones Road, at a cost of \$11,696, in funding be allocated from the following:
 - (i) A one-time commitment not to exceed \$5,000 from the Neighbourhood Development 2023 Operating Budget, Dept ID 624023; and
 - (ii) A one-time upset limit including contingency not to exceed \$6,696 from the Ward 10 Non-Property Tax Revenue Account #3301609610.

Result: MOTION, CARRIED by a vote of 12 to 1, as follows:

Not Present – 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 4 Councillor Tammy Hwang

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

Yes – Ward 12 Councillor Craig Cassar

Yes - Ward 13 Councillor Alex Wilson

Yes - Ward 14 Councillor Mike Spadafora

Yes – Ward 15 Councillor Ted McMeekin

FOR INFORMATION:

(a) APPROVAL OF AGENDA (Item 2)

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

5. COMMUNICATIONS

5.1 Correspondence from Natalie Feisthauer and Gerald Tetreault respecting Item 10.1, Safari Road Petition for Drainage Works Request for Full Engineer's Report (PW22070(a)) (Ward 13)

Recommendation: Be received and referred to the consideration of Item 10.1

11. DISCUSSION ITEMS

11.5 Accessible Transit Services Review Sub-Committee Report 23-001 - June 29, 2023

13. NOTICES OF MOTION

- 13.1 Remembrance Day Crosswalk Design for the Stoney Creek Saltfleet Memorial and at other Memorial Locations in the City
- 13.2 Funding of Water Service Installation for a Community Garden Located at 200 Jones Road, Stoney Creek (Ward 10)

14. GENERAL INFORMATION / OTHER BUSINESS

- 14.1 Amendments to the Outstanding Business List
 - 14.1(a) Items Requiring a New Due Date:

14.1(a)(b) Implementation plan for the two-way

conversion of Main Street

Item on OBL: ACW

Current Due Date: November 13, 2023 Proposed New Due Date: December 4,

2023

14.1(a)(c) Reassessment of one-way streets

Item on OBL: ACX

Current Due Date: November 13, 2023 Proposed New Due Date: December 4,

2023

(Tadeson/A. Wilson)

That the Agenda for the November 13, 2023 Public Works Committee meeting be approved, as amended.

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

Yes – Ward 1 Councillor Maureen Wilson

Yes – Ward 2 Councillor Cameron Kroetsch

Yes – Ward 3 Councillor Nrinder Nann

Not Present – Ward 5 Councillor Matt Francis

Yes - Ward 4 Councillor Tammy Hwang

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Yes - Ward 6 Councillor Tom Jackson

Yes – Ward 7 Councillor Esther Pauls

Not Present – 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

Not Present – 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) October 30, 2023 (Item 4.1)

(Pauls/McMeekin)

That the Minutes of the October 30, 2023 meeting of the Public Works Committee be approved, as presented.

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

Yes - Ward 1 Councillor Maureen Wilson

Yes – Ward 2 Councillor Cameron Kroetsch

Yes – Ward 3 Councillor Nrinder Nann

Not Present – Ward 5 Councillor Matt Francis

Yes - Ward 4 Councillor Tammy Hwang

Yes – Ward 6 Councillor Tom Jackson

Yes - Ward 7 Councillor Esther Pauls

Not Present – 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

Not Present - Ward 14 Councillor Mike Spadafora

Yes – Ward 15 Councillor Ted McMeekin

(d) COMMUNICATIONS (Item 5)

(i) Correspondence from Natalie Feisthauer and Gerald Tetreault respecting Item 10.1, Safari Road Petition for Drainage Works Request for Full Engineer's Report (PW22070(a)) (Ward 13) (Item 5.1)

(Cassar/Beattie)

That the correspondence from Natalie Feisthauer and Gerald Tetreault respecting Item 10.1, Safari Road Petition for Drainage Works Request for Full Engineer's Report (PW22070(a)) (Ward 13), be received and referred to the consideration of Item 10.1.

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

Yes - Ward 1 Councillor Maureen Wilson

Yes – Ward 2 Councillor Cameron Kroetsch

Yes – Ward 3 Councillor Nrinder Nann

Not Present – Ward 5 Councillor Matt Francis

Yes – Ward 4 Councillor Tammy Hwang

Yes - Ward 6 Councillor Tom Jackson

Yes – Ward 7 Councillor Esther Pauls

Not Present – 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

Not Present – Ward 14 Councillor Mike Spadafora

Yes – Ward 15 Councillor Ted McMeekin

(e) DELEGATION REQUESTS (Item 6)

(i) Delegation Requests respecting Item 10.1, Safari Road Petition for Drainage Works Request for Full Engineer's Report (PW22070(a)) (Ward 13) (for today's meeting) (Item 6.1)

(A. Wilson/Pauls)

That the Delegation Requests for today's meeting be approved, as follows:

- (i) John Fitzgerald (Item 6.1(a))
- (ii) Tina Osborne (Item 6.1(b))
- (iii) Paul Osborne (Item 6.1(c))
- (iv) Natalie Feisthauer (Item 6.1(d))
- (v) Achim Klaas (Item 6.1(e))

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

Yes – Ward 1 Councillor Maureen Wilson

Yes – Ward 2 Councillor Cameron Kroetsch

Yes – Ward 3 Councillor Nrinder Nann

Not Present – Ward 5 Councillor Matt Francis

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Yes - Ward 4 Councillor Tammy Hwang

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

Not Present - Ward 14 Councillor Mike Spadafora

Yes – Ward 15 Councillor Ted McMeekin

(f) PUBLIC HEARINGS (Item 10)

(i) Safari Road Petition for Drainage Works Request for Full Engineer's Report (PW22070(a)) (Ward 13) (Item 10.1)

Councillor Nann advised that in accordance with Section 10(2) of the *Drainage Act*, affected landowners, public utilities, road authorities, Conservation Authority, Minister of Natural Resources and Minister of Agriculture, Food and Rural Affairs were notified of the opportunity to attend a meeting to consider the preliminary report.

The Committee Clerk advised that there were five registered speakers.

The following Delegates addressed the Committee respecting the Safari Road Petition for Drainage Works Request for Full Engineer's Report (PW22070(a)):

- (i) John Fitzgerald
- (ii) Tina Osborne
- (iii) Paul Osborne
- (iv) Natalie Feisthauer
- (v) Achim Klaas

(ii) (A. Wilson/McMeekin)

That the following Delegations respecting the Safari Road Petition for Drainage Works Request for Full Engineer's Report (PW22070(a)), be received:

- (i) John Fitzgerald
- (ii) Tina Osborne

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- (iii) Paul Osborne
- (iv) Natalie Feisthauer
- (v) Achim Klaas

Result: MOTION, CARRIED by a vote of 14 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 4 Councillor Tammy Hwang

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

The Chair asked three times if there were any members of the public in attendance who wished to come forward to speak to the matter. One individual came forward.

(iii) Additional Delegation:

Cody Carey addressed the Committee respecting the Safari Road Petition for Drainage Works Request for Full Engineer's Report (PW22070(a)).

(A. Wilson/McMeekin)

That the Delegation from Cody Carey respecting the Safari Road Petition for Drainage Works Request for Full Engineer's Report (PW22070(a)), be received.

Result: MOTION, CARRIED by a vote of 14 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 4 Councillor Tammy Hwang

Yes - Ward 6 Councillor Tom Jackson

Yes – Ward 7 Councillor Esther Pauls

Yes - Ward 8 Councillor J. P. Danko

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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

(iv) (Spadafora/Pauls)

That the public meeting be closed.

Result: MOTION, CARRIED by a vote of 14 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 4 Councillor Tammy Hwang

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

(v) (A. Wilson/Danko)

- (a) That the Preliminary Report under Section 10(1) of the *Drainage Act, RSO, 1990 c.D.17*, prepared by Robinson Consultants, appointed Drainage Engineer under Section 8(1) of the *Drainage Act, RSO, 1990 c.D.17*, be accepted and approved; and
- (b) That the General Manager, Public Works or designate, be authorized to instruct Robinson Consultants to prepare a full Engineer's Report as per Section 10(5) of the *Drainage Act, RSO,* 1990 c.D.17.

(Danko/Cassar)

That Report PW22070(a), respecting Safari Road Petition for Drainage Works Request for Full Engineer's Report, be **amended**, by adding recommendation (c), to read as follows:

(c) That staff be directed to investigate the impacts of alleged illegal dumping and any blocked culverts on private property and report back on impacts of these activities including

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enforcement options and coordination with Provincial authorities as required.

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

Not Present - Ward 4 Councillor Tammy Hwang

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 1.

(g) NOTICES OF MOTION (Item 13)

Councillor Beattie introduced the following Notice of Motion:

(i) Remembrance Day Crosswalk Design for the Stoney Creek Saltfleet Memorial, and at other Memorial Locations in the City (Added Item 13.1)

WHEREAS, Remembrance Day, marks the end of hostilities during the First World War, which ended on the 11th hour of the 11th day of the 11th month in 1918;

WHEREAS, Remembrance Day in Canada honours the service and sacrifice of our Armed Forces, Veterans, and their families, who have served, and continue to serve our country during times of war, conflict and peace. Particularly the First & Second World Wars, the Korean War, and all conflicts since then in which members of the Canadian Armed Forces have participated;

WHEREAS, Since 1921, the Poppy has stood as a national symbol of Remembrance to recognize the sacrifice of soldiers in times of war and is often worn on the left lapel close to the heart. The Poppy is a powerful symbol of Remembrance, worn by millions of Canadians and our Commonwealth partners, each year;

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WHEREAS, the Dominion Command of The Royal Canadian Legion has registered the trademark of the Poppy image and the Poppy insignia as a protected mark through an Act of Parliament in 1948;

WHEREAS, any proposed usage of the Poppy symbol must be submitted to and approved by the Dominion Command of The Royal Canadian Legion in compliance with the Legion Poppy Manual; and

WHEREAS, the Stoney Creek Saltfleet Memorial located at the south-west corner of King Street and Queenston Road (Highway 8) was constructed in 1922, in memory of the men of Saltfleet Township, who gave their lives in the First World War and is one of the many locations throughout the City that is used to observe Remembrance Day every November 11th.

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Division contact the Dominion Command of The Royal Canadian Legion and seek permission to use the poppy and/or other significant symbols in the crosswalk on King Street closest to the Stoney Creek Saltfleet Memorial in the name of honoring those who served and continue to serve in the nation's defense; and
- (b) That upon the conclusion of the application process with the Dominion Command of The Royal Canadian Legion the Transportation Division work with Wards 10 and 5 on a final crosswalk design for the Stoney Creek Saltfleet Memorial, and at other memorial locations in the City, to be implemented for Remembrance Day 2024.
- (i) Funding of Water Service Installation for a Community Garden Located at 200 Jones Road, Stoney Creek (Ward 10) (Added Item 13.2)

(Beattie/Cassar)

That the Rules of Order be waived to allow for the introduction of a Motion respecting Funding of Water Service Installation for a Community Garden Located at 200 Jones Road, Stoney Creek (Ward 10).

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

Not Present – 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 4 Councillor Tammy Hwang

Yes - Ward 6 Councillor Tom Jackson

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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.

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

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

(A. Wilson/Spadafora)

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

- (1) Items Requiring a New Due Date: (Item 14.1(a)):
 - (i) Joint Action by City of Hamilton and Hamilton Police Service to Improve Pedestrian Safety (Item 14.1(a)(a))

Item on OBL: ADJ

Current Due Date: December 4, 2023

Proposed New Due Date: Q2 2024

(ii) Implementation plan for the two-way conversion of Main Street (Item 14.1(a)(b))

Item on OBL: ACW

Current Due Date: November 13, 2023

Proposed New Due Date: December 4, 2023

(iii) Reassessment of one-way streets (Item 14.1(a)(c))

Item on OBL: ACX

Current Due Date: November 13, 2023

Proposed New Due Date: December 4, 2023

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

Not Present – 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 4 Councillor Tammy Hwang

Yes – Ward 6 Councillor Tom Jackson

Yes - Ward 7 Councillor Esther Pauls

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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

(i) ADJOURNMENT (Item 16)

(Spadafora/Tadeson)

That there being no further business, the meeting adjourned at 4:24 p.m.

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

Not Present – 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 4 Councillor Tammy Hwang

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 From: Elizabeth Knight

Sent: December 1, 2023 8:28 AM

To: clerk@hamilton.ca

Subject: PW committee agenda Dec 3, 2023

Hello Clerks, please add my letter to the public agenda, thank you.

In support of Bike Lanes

Good afternoon committee members. I am in full support of the multi methods of transit that are being planned and implemented city-wide. They are both a safety booster and a valuable way to address climate change.

Bike lanes were recently added to Stonehenge Drive in Ancaster's Meadowlands and on my commute I already see more people cycling and using the new bikelane than prior to their installation, even as the colder weather arrives. This is a real win for the Meadowlands, a historically car dependent community full of families whose kids have reached their teens but have to rely on mom's taxi for their every move as there in no bus in the area. This bike lane will also provide the potential for kids to more safely reach the local schools. I am looking forward to the buildout of the network in Ancaster as a whole, and especially the Meadowlands.

As for bike lanes causing parking restrictions, cars should be stored in driveways, not on public roads whose purpose is to move people, by varying methods, from A to B.

Not everyone who doesn't drive views the HSR as their preferred means of getting around. A bike gets you where you want to go, on your own time schedule. With the E-bike pilot soon to start, dedicated bike lanes are exactly what we need to encourage more people out of cars and onto bikes, e-bikes, cargo bikes, scooters, and other modes of active transportation to help us reach our GHG emissions reduction goals.

Bike lanes and widened sidewalks keep people safe from traffic, encourage more active transportation and encourage more people to choose climate resilient transport options beside the car or even the bus.

Thank you for moving this city forward. We can be a world class leader in sustainable transit so let's get rolling.

Elizabeth Knight

6.1

Request to Speak to Committee of Council

Submitted on Wed, 11/01/2023 - 14:51

==Committee Requested==

Committee: Public Works Committee

Will you be delegating in person or virtually? In-person

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

==Requestor Information==

Name of Individual: Erin Davis

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: bike lanes and public consultation on road works

Will you be requesting funds from the City? No

Request to Speak to Committee of Council

Submitted on Sat, 11/11/2023 - 21:26

==Committee Requested==

Committee: Public Works Committee

Will you be delegating in person or virtually? In-person

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

==Requestor Information==

Name of Individual: Tara McFadyen

Name of Organization:

Contact Number:

Email Address:

Mailing Address:



Reason(s) for delegation request: Continued discussion for need of cameras on all escarpment stairs

Will you be requesting funds from the City? Yes

Request to Speak to Committee of Council

Submitted on Tue, 11/21/2023 - 12:29

==Committee Requested==

Committee: Public Works Committee

Will you be delegating in person or virtually? In-person

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

==Requestor Information==

Name of Individual: David Antunes

Name of Organization:

Contact Number:

Email Address:

Mailing Address:



Reason(s) for delegation request: Disability bus, fair assist

Will you be requesting funds from the City? No

6.4

Request to Speak to Committee of Council

Submitted on Fri, 12/01/2023 - 09:27

==Committee Requested==

Committee: Public Works Committee

Will you be delegating in person or virtually? Virtually

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

==Requestor Information==

Name of Individual: Ian Borsuk

Name of Organization: Environment Hamilton

Contact Number: 9055157956

Email Address: iborsuk@environmenthamilton.org

Mailing Address:

51 Stuart Street Hamilton, Ontario. L8L1B5

Reason(s) for delegation request: I am seeking to provide comment on behalf of Environment Hamilton in favour of proposed traffic calming measures and overall design changes to create safer streets for all.

Will you be requesting funds from the City? No



CITY OF HAMILTON PUBLIC WORKS DEPARTMENT Waste Management Division

ТО:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 4, 2023
SUBJECT/REPORT NO:	Litter Management Service Enhancements (PW23076) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Joel McCormick (905) 546-2424 Ext. 4770
SUBMITTED BY: SIGNATURE:	Angela Storey Director, Waste Management Public Works Department

RECOMMENDATION

- (a) That the following provisions to be used to enhance city-wide litter management in the public realm, be referred to the 2024 Tax Supported Operating Budget process;
 - (i) \$150,000 for the Environmental Services Division to be used to enhance litter prevention community engagement, and enhance materials required for both manual litter removal and litter container collection within parks and trails. This includes four Summer Student positions, which works out to 1.32 full-time equivalent employees;
 - (ii) That 17 full-time Roadway Operator positions at an annual cost of \$1.373 million be added to the Transportation Division's 2024 staffing complement to be used to enhance roadway sweeping on transit routes, Business Improvement Areas and in cycle lanes and to create dedicated proactive and reactive litter removal services city-wide;
 - (iii) That one full-time Waste Management By-law Officer position at an annual cost of \$86,600 be added to the Waste Management Division's 2024 staffing complement to be used to enforce the Solid Waste Management and Parks By-law in Wards 1, 2 and 3;

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) – Page 2 of 18

- (iv) That two full-time Waste Operator positions, two full-time Supervisor positions, four Seasonal Labourers and four Summer Students, which works out to 3.64 full-time equivalent employees at an annual cost of \$543,000 be added to the Waste Management Division's 2024 staffing complement to be used to enhance litter removal and sidewalk sweeping, within the downtown core to a seven day per week service level including the creation of a night shift;
- (b) That the following provisions to be used to enhance city-wide litter management in the public realm, be referred to the 2024 Tax Supported Capital Budget process;
 - (i) That \$1.78 million be added to the Transportation Division's 2024 Tax Supported Capital Budget to be used to purchase equipment to support the enhanced litter management outlined in Recommendation (a) (ii) including four electric roadway sweepers, four support vehicles and four portable litter vacuums;
 - (ii) That \$175,000 be added to the Waste Management Division's 2024 Tax Supported Capital Budget to be used to purchase two support vehicles to support enhanced litter management within the downtown core outlined in Recommendation (a) (iv) above;
- (c) That the total Operating Impacts from Capital at an annual cost of \$307,800 resulting from the approval of Recommendation (b), be referred to the 2024 Tax Supported Capital Budget process and if approved take into effect in 2025.

EXECUTIVE SUMMARY

Litter has become a significant pollutant in many communities. Improper disposal of waste, whether it be intentional or accidental, contributes to health, environmental, and aesthetics issues. Litter is considered waste, such as paper, containers, and wrappers, that is left lying in an open or public place. There are a variety of different ways litter makes it into the environment including but not limited to litter tossed on the ground, blowing out of public space litter containers, and litter resulting from the curbside collection of waste.

At the May 15, 2023 meeting of the Public Works Committee, Staff were directed through a Motion to review the current service level within the Public Works Department related to proactive and reactive litter management city-wide and to bring forward to Public Works Committee budgetary enhancements for consideration.

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) – Page 3 of 18

The first step of the litter management service review was to compile the activities and service levels associated with proactive and reactive litter management within the public realm. The public realm includes but is not limited to parks, cemeteries, right of ways inclusive of roadways and sidewalks, streams, and municipal properties. Using the current activities and service levels and aligning this to the feedback that was heard through public engagement initiatives, staff determined what enhancements to city-wide litter management services would best benefit the community and have the best value for dollar.

Table 1 below outlines the staff recommended enhancements to city-wide litter management within the public realm including current and enhanced service levels, budgetary and staffing impacts.

Table 1: City-Wide Litter Management Recommended Enhancements

Current Service	Enhanced Service	Full Time Employee Impact of Enhanced	2024 Tax Supported Operating Budget Impact	Operating Impacts from Capital	2024 Tax Supported Capital Budget Impact
Various Service Levels	Parks & trails – manual litter and litter container collection	1.32	\$100,000	N/A	N/A
Community engagement, environmental stewardship and outreach	Community engagement, environmental stewardship and outreach	N/A	\$50,000	N/A	N/A
Roadway sweeping transit routes – one time per month	Roadway sweeping transit routes – two times per month	4	\$305,000	N/A	N/A
Roadway sweeping Business Improvement Areas – one time per week	Roadway sweeping Business Improvement Areas – two times per week	1	\$77,000	N/A	N/A
Roadway sweeping cycle lanes – one time per month	Roadway sweeping cycle lanes – one time per week	4	\$305,000	\$110,000	\$1,200,000

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) – Page 4 of 18

Service does not currently exist	City-wide dedicated proactive litter cleaning (excluding downtown)	8	\$610,000	\$114,000	\$470,000
Enforcement of the Solid Waste Management (20-221) and Parks (01-219) By-law	Enforcement of the Solid Waste Management and Parks By- law specific to Wards 1, 2 and 3	1	\$86,000	\$28,500	\$87,500
Downtown sidewalk sweeping – 5 days per week	Downtown sidewalk sweeping – 7 days per week	3	\$260,000	\$26,800	\$400,000*
Downtown sidewalk litter cleaning – 6 days per week	Downtown sidewalk litter cleaning – 7 days per week	5.64	\$280,000	\$28,500	\$87,500
	Total	27.96	\$2.070M	\$307,800	\$2.245M

^{*} Funds already allocated in 2024 Tax Supported Capital Budget block.

Alternatives for Consideration – See Page 12

FINANCIAL - STAFFING - LEGAL IMPLICATIONS

Financial: Should the recommendations in Report PW23076 be referred to the 2024 Tax Supported Budget process for consideration and approved, the 2024 Tax Supported Operating Budget will increase by approximately \$2.378 million including Operating Impacts from Capital. The 2024 Tax Supported Capital Budget will increase by approximately \$2.245 million.

Staffing: In addition, the overall staffing complement for the Public Works Department would increase by 27.96 full-time equivalent employees. Table 2 outlines the allocation of the staffing complement increase within the Divisions including type of employee.

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) – Page 5 of 18

Table 2: Allocation of Increased Staffing Complement

	Number of Full	Total Number of	Total Number
Division	Time	Seasonal	of Summer
	Employees	Employees	Students
Environmental	N/A	N/A	4
Services			
Transportation	17	N/A	N/A
Waste Management	5	4	4

Legal: N/A

HISTORICAL BACKGROUND

In 2012, Council adopted the updated Clean & Green Hamilton Strategy with the goal to be recognized as a sustainable clean and green community where everyone takes responsibility for, and has pride in, the environments which they live, work and play. The success of the Clean & Green Hamilton Strategy requires commitment and involvement of residents, business owners, community leaders and city staff. Litter prevention is an identified program under the Clean & Green Hamilton Strategy. The Clean & Green Hamilton Strategy can be found in Appendix "A" of Report PW23076.

At its January 20, 2023 Public Works Committee meeting, staff were directed to report back by the end of 2023 the annual amount expended on litter collections across the city, outside of regularly scheduled efforts by the Waste Management Division, including reporting on what factors inform the planning and scheduling of public litter collection efforts in public spaces city-wide. As required, Staff reported back to Public Works Committee via Report PW23028 on April 17, 2023 indicating an annual expenditure of \$2.351 million for the 2022 operating year.

With the recent approval of the Term of Council Priorities for the 2022-2026 Council term, Council has placed emphasis on the cleanliness of public spaces through the expansion of standards related to litter collections through Outcome 3: Provide vibrant parks, recreation, and public spaces.

At its May 15, 2023 Public Works Committee meeting and subsequent meeting of City Council, staff were directed through a motion to conduct a service level review across all divisions in the Public Works Department that are responsible for proactive and reactive litter collection in the public realm including but not limited to parks, cemeteries, right of ways inclusive of roadways, sidewalks, streams and municipal properties. Staff were directed to report back to Public Works Committee any operational or budgetary changes that may be required to address service levels respecting litter collection.

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In addition to this, city staff received direction from Council at its June 14, 2023 General Issues Committee meeting and subsequent City Council meeting to introduce enhanced service levels, specific to the downtown core for critical street level issues including the management of waste such as sidewalk and roadway litter.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The recommendations in Report PW23076 support the following:

- Clean & Green Hamilton Strategy Litter Prevention
- 2022 2026 Council Priorities Priority 2: Safe & Thriving Neighbourhoods;
 Outcome 3: Provide vibrant parks, recreation, and public space
- The Downtown Secondary Plan
- Urban Official Plan Amendments (OPA 167)

RELEVANT CONSULTATION

The recommendations in Report PW23076 were prepared in consultation with:

- City Manager's Office Communications and Strategy Initiatives
- City Manager's Office Human Resources
- Corporate Services Department Financial Planning and Administration Division
- Planning and Economic Development Commercial Districts and Small Business
- Public Works Department Corporate Facilities and Energy Management
- Public Works Department Environmental Services Division
- Public Works Department Hamilton Water Division
- Public Works Department Transit Division
- Public Works Department Transportation Division

Staff also completed an engagement program which included the following:

- Community consultation with city residents and businesses though a public survey through Engage Hamilton
- Consultation with members of Council
- Business Improvement Area (King Street West and Hamilton International Village BIA)

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Litter has become a significant pollutant in many communities. Improper disposal of waste, whether it be intentional or accidental, contributes to a health, environmental, and aesthetics issues. Litter is considered waste, such as paper, containers, and wrappers, that is left lying in an open or public place. There are a variety of different

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) - Page 7 of 18

ways litter makes it into the environment including but not limited to litter tossed on the ground, blowing out of public space litter containers, and litter resulting from curbside collection of waste.

Staff have been directed to review the current service level within the Public Works Department related to proactive and reactive litter management and to bring forward to Public Works Committee budgetary enhancements for consideration.

As part of the litter management service level review, staff embarked on a public engagement initiative with the goal to better understand the concerns from stakeholders such as city residents, businesses, and Council regarding litter. Several methods were used to obtain this insight including one-on-one interviews and a public survey available through Engage Hamilton. A variety of questions were asked which established a starting point to better understand where service enhancements related to litter management may be required. The results of the survey can be found in Appendix "B" to Report PW23076. Understanding the voice of the customer is critical since this information helps staff determine where resources would be best served.

The survey was available to the public on the city's website for three weeks, which received 1.358 responses. Of these responses, 87% were from residents and 13% from businesses. Chart 1 provides data outlining the distribution of survey respondents throughout the Wards.

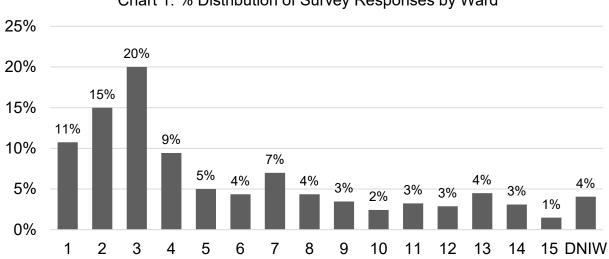


Chart 1: % Distribution of Survey Responses by Ward

In general, 62% of the survey respondents answered that litter within the city is a big problem while 35% of the respondents answered that litter is a moderate problem. The remaining 3% answered that it's either a small problem, not a problem or not sure.

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The survey also asked what the most littered areas within the public realm are. Chart 2 outlines publicly owned assets that are considered by the survey respondents to have the most litter. The top five are the downtown, parks, sidewalks, roadways and transit stops.

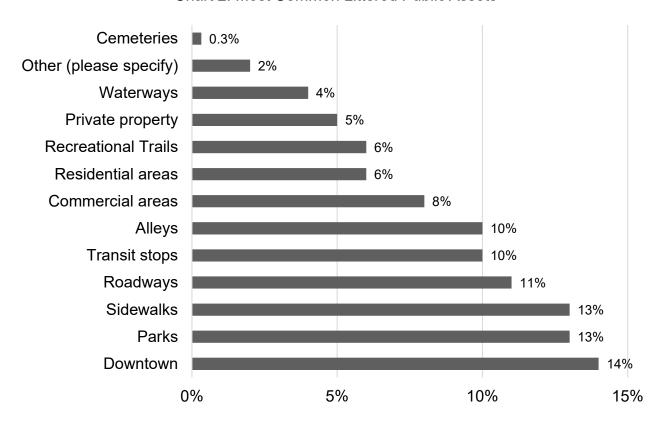


Chart 2: Most Common Littered Public Assets

City of Hamilton's Clean & Green Hamilton Strategy has the goal to be recognized as a sustainable clean and green community where everyone takes responsibility for, and has pride in, the environments which they live, work and play. The success of the Clean & Green Hamilton Strategy requires commitment and involvement of residents, business owners, community leaders and city staff. Litter prevention is an identified program under the Clean & Green Hamilton Strategy and includes the following considerations:

- Litter Prevention
 - Design and engineering considerations
 - Stakeholder education
 - Citizen engagement
 - Enforcement practices
- Litter Containment

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) – Page 9 of 18

Litter Removal

Litter prevention, containment, and removal within the public realm is managed by city staff through existing approved service levels.

Litter Prevention

Stakeholder Education and Citizen Engagement

As outlined in the Clean & Green Hamilton Strategy, litter prevention is key in a sustainable litter management strategy. This was taken into consideration as staff reviewed current litter management service levels and possible enhancements. Investing additional funds into education and engagement will assist with reducing litter at the source. Through Report PW23076, staff are recommending an additional \$50,000 be added to the Environmental Services Division's 2024 Tax Supported Operating Budget to enhance community education and outreach through targeted litter prevention campaigns.

The additional funds will also be used to enhance, promote and grow community environmental initiatives such as Team Up to Clean Up and Adopt-a-Park. While the city has established community environmental initiatives, there is an opportunity to promote awareness of these programs and therefore increase both the number of community clean-up events and the total number of volunteers annually. Based on the recent public engagement survey, 72% of the respondents were not aware of the city's community environmental initiatives, such as Team Up to Clean Up.

To improve this, staff have recently initiated a project with CityLab with the goal to increase public engagement and increase the number of community clean-ups and volunteers annually. This initiative, in conjunction with the recommended additional funding, is expected to expand the awareness and increase the number of volunteer-based clean-up initiatives by 15% by the end of 2025, which will support city resources to proactively and reactively clean-up litter.

Staff will also explore opportunities for grants, subsidies, and partnerships related to community environmental initiatives with the goal to reduce the city's budgetary impact. For example, a partnership for the supply of equipment and materials provided to volunteers through the Team Up to Clean Up program.

Enforcement Practices

Litter prevention, containment and removal on private property is the responsibility of the property owner and is managed in accordance with applicable By-laws. Should a litter issue arise on private property, the city's Municipal Law Enforcement Officers

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within Licencing and By-law Enforcement will investigate, and action accordingly as outlined in the city's applicable By-laws. Should the litter issue be on public property, the city's Waste Collections and Parks By-law Officers within the Waste Management Division will investigate and action.

A recommendation in this report is to add one full-time Waste Collections and Parks Bylaw Officer. This Officer will focus mainly on Wards 1, 2 and 3 since 60% of all files related to waste on public property are in these Wards. Approving this will also increase the amount of time that Officers can spend in other Wards enforcing the same By-laws.

Litter Containment

The city has a variety of public space litter containers located on public property and in the right of way. The majority of these include:

- Public space litter containers in parks and trails
- Public space litter containers at public city facilities
- Public space litter containers in the right of way which are referred to as Jubilee litter containers
- Public space litter containers in the right of way which are managed and maintained under contract with Collective Outdoor Advertising. These are referred to as COA litter containers

It is widely agreed that providing litter containers in public spaces can reduce the amount of litter, therefore reducing the need for manual litter removal. With this, it is important to strategically install litter containers in locations that will provide value. Staff have previously developed guidelines with criteria that are used to determine if a newly requested location is suitable for a litter container. For example, the newly requested location is in a Business Improvement Area verses a residential neighbourhood. Factors such as accessibility and compliance to Accessibility for Ontarian with Disabilities Act are also considered.

The funds required to purchase and grow the city's inventory of litter containers in the right of way are already allocated through the Waste Management Division's annual Tax Supported Capital Budget. The funds required to service these litter containers are already included in the annual Tax Supported Operating Budget. These funds allow staff to maintain and expand the inventory of litter containers in the right of way. Should additional resources be required to collect the litter containers, staff would identify this need through the annual budget process.

A litter reduction action previously initiated by staff is to ensure that all open top litter containers in the right of way are converted to closed top litter containers. The purpose of this is to reduce windblown litter. The city's standardized litter container for the right

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) – Page 11 of 18

of way is a closed top litter container referred to as Jubilees. Currently, approximately 83% (over 600) of litter containers in the right of way are the Jubilee style. The remaining 17% (nearly 130) are open top metal or concrete containers. Staff will continue replacing any existing open top litter containers with Jubilees until all city owned litter containers in the right of way are closed top. This is expected to be completed by the end of 2025.

Litter Removal

The responsibility of litter management in the public realm generally lies with the asset owner. The following Divisions within Public Works participate in city-wide litter management:

- Corporate Facilities and Energy Management
- Environmental Services
- Hamilton Water
- Transit
- Transportation
- Waste Management

One of the first steps of the litter management service review was to compile the activities and service levels associated with proactive and reactive litter management within the public realm. Using the current activities and service levels and aligning this to the feedback that was heard through the engagement initiatives, staff were able to determine what enhancements to litter removal would best benefit the community and have the best value for dollar.

As heard through the public engagement initiative, staff focused on enhancements that would mitigate litter issues both proactively and reactively and in locations deemed to be problematic. For example, additional resources are proposed for litter management within the downtown which will increase sidewalk litter management services from five to seven days per week.

With the approval of the recommendations in this report, litter removal and cleanliness services in the downtown core would be enhanced from a single day shift to a day and night shift. This would allow services such as sidewalk sweeping, sidewalk power washing, etc. to be done during at night when pedestrian and vehicle traffic are low, therefore allowing the services to be completed better and more efficiently. This would also allow the bulk of the litter to be cleaned during the night, allowing staff to more effectively clean and maintain the cleanliness of the downtown core during the day shift.

It is also recommended that service levels related to roadway sweeping on transit routes, cycle lanes and in Business Improvement Areas be increased. Roadway litter

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) – Page 12 of 18

was identified as one of the top five most littered public asset. Staff are also recommending a more proactive approach to city-wide litter management with the creation of four crews, one for each district of the city be who will solely focus on proactive and reactive litter cleaning including previous and newly identified litter hotspots.

ALTERNATIVES FOR CONSIDERATION

Alternative 1

Council could approve to refer less enhancements to the city-wide litter management strategy to the 2024 Tax Supported Operating and Capital Budget process. While the enhancements outlined in Alternative 1 still align with the needs identified through the engagement initiative, consideration has been placed on enhancements that will provide value but focuses on areas such as Business Improvement Areas and proactive litter removal. Should Alternative 1 be approved, the following enhancements would not be referred to the 2024 Tax Supported Operating and Capital Budget process and therefore not implemented in 2024:

- Enhanced roadway sweeping along transit routes
- Enhanced roadway sweeping of cycle lanes
- Enforcement of the Solid Waste Management and Parks By-law specific to Wards 1,2 and 3
- Enhanced litter and cleanliness services in the downtown core would remain day shift only resulting in less efficient and productive services such as sidewalk sweeping and sidewalk power washing.

Table 3 outlines Alternative 1 city-wide enhancements to litter management within the public realm, including a comparison to the recommendations outline in Report PW23076.

Table 3: Alternative 1 City-Wide Litter Management Recommended Enhancements

Current Service	Recommended Enhanced Service	Alternative Enhanced Service	2024 Tax Supported Operating Budget Impact	Operating Impact from Capital	2024 Tax Supported Capital Budget Impact
Various Service Levels	Parks & trails – manual litter and litter container collection	Yes	\$100,000	N/A	N/A
Community engagement,	Community engagement,	Yes	\$50,000	N/A	N/A

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) – Page 13 of 18

environmental	environmental				
stewardship	stewardship				
and outreach	and outreach				
Roadway	Roadway	No	N/A	N/A	N/A
sweeping	sweeping				
transit routes	transit routes –				
one time per	two times per				
month	month				
Roadway	Roadway	Yes	\$77,000	N/A	N/A
sweeping	sweeping				
Business	Business				
Improvement	Improvement				
Areas – one	Areas – two				
time per week	times per week				
Roadway	Roadway	No	N/A	N/A	N/A
sweeping	sweeping cycle				
cycle lanes –	lanes – one				
one time per	time per week				
month					
Service does	City-wide	Yes	\$610,000	\$114,000	\$470,000
not currently	dedicated				
exist	proactive litter				
	cleaning				
	(excluding				
	downtown)		N1/A	21/2	21/2
Enforcement	Enforcement of	No	N/A	N/A	N/A
of the Solid	the Solid Waste				
Waste	Management				
Management	and Parks By-				
(20-221) and	law specific to				
Parks (01-	Wards 1,2 and 3				
219) By-law Downtown	Downtown	Yes	\$86,000	\$26,800	\$400,000*
sidewalk	sidewalk	162	φου,υυυ	φ20,000	φ 4 υυ,υυυ
sweeping – 5	sweeping – 7				
days per	days per week				
week	days per week				
Downtown	Downtown	Yes	\$280,000	\$28,500	\$87,500
sidewalk litter	sidewalk litter	1 00	Ψ200,000	Ψ20,000	ψοί, σου
cleaning – 6	cleaning – 7				
days per	days per week				
week	.,				
	Total		\$1,203,000	\$169,300	\$957,500

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) – Page 14 of 18

Financial: Should Alternative 1 be referred to the 2024 Tax Supported Budget process and approved, the Public Works 2024 Tax Supported Operating Budget will increase by approximately \$1.372 million including Operational Impacts from Capital. When compared to the Public Works Department's 2022 approximate cost of \$2.957 million for city-wide litter management, this represents an increase of approximately 46%. The 2024 Tax Supported Capital Budget will increase by \$957,500.

Table 4 outlines the financial implications for the Public Works Department as a result of Alternative 1 being approved. This table also includes a cost comparison between the recommendations proposed in Report PW23076 and the Alternative.

Table 4: Alternative 1 2024 Public Works Tax Supported Budget Impact

	Public Works Tax	Public Works Tax
	Supported Operating	Supported Capital Budget
	Budget Impact	Impact
Alternative	•	
Total Increase	\$1,372,000	\$957,500
Recommendations		
Total Increase	\$2,378,000	\$2,245,000
Difference	\$1,006,000	\$1,287,000

Staffing:

Should Alternative 1 be referred to the 2024 Tax Supported Budget process and approved, the overall staffing complement for the Public Works Department would increase by 15.64 full-time equivalent employees resulting in 12.32 less full-time employees when compared to the recommendations in Report PW23076. The following table outlines the allocation of the full-time employee increase within the Divisions including type of employee.

Table 5: Alternative 1 Allocation of Increased Staffing Complement

	Total Number	Total Number	Total Number		
Division	of Full Time	of Seasonal	of Summer		
	Employees	Employees	Students		
Alternative	Alternative				
Environmental	N/A	N/A	4		
Services					
Transportation	9	N/A	N/A		
Waste Management	2	4	4		

Legal: N/A

^{*} Funds already allocated in 2024 Tax Supported Capital Budget block.

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) – Page 15 of 18

Alternative 2

Council could approve to refer enhancements to litter cleaning services within the downtown core only to the 2024 Tax Supported Operating and Capital Budget process. While the enhancements outlined in Alternative 2 still align with the needs identified through the engagement initiative, consideration has been placed on enhancements that will provide value but focused on the downtown core only.

With the approval of Report PED23081 in June 2023, litter management and cleanliness within the downtown core has been temporarily enhanced to include:

- 7 days per week sidewalk litter cleaning
- 7 days per week sidewalk litter sweeping
- Roadway and cycle lane sweeping Thursday through Monday
- Dedicated staff for trimming vegetation (weeds) and bulk litter pick-up Monday through Friday
- Deployment of additional staff to respond to and remove graffiti in the right of way on an ongoing basis in addition to existing contracted graffiti removal services

These enhancements are currently being funded by the Planning and Economic Development Department through the Economic Development Initiative Capital Project. Funding for the enhanced services listed above are set to end in July 2024. With the approval of Alternative 2, these enhanced services for the downtown core can be made permanent.

Should Alternative 2 be approved, the following enhancements outlined in the recommendations would not be referred to the 2024 Tax Supported Operating and Capital Budget process and therefore not implemented in 2024:

- Enhanced roadway sweeping along transit routes
- Enhanced roadway sweeping of cycle lanes
- Enhanced roadway sweeping in Business Improvement Areas
- City-wide dedicated proactive litter cleaning
- Enhanced parks & trails manual litter and litter container collection
- Community engagement, environmental stewardship, and outreach
- Enforcement of the Solid Waste Management and Parks By-law specific to Wards 1, 2, and 3
- Enhanced litter and cleanliness services in the downtown core would remain day shift only resulting in less efficient and productive services such as sidewalk sweeping and sidewalk power washing

Table 6 outlines Alternative 2 enhancements to litter management within the public realm, including a comparison to the recommendations outline in Report PW23076.

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) – Page 16 of 18

Table 6: Alternative City-Wide Litter Management Recommended Enhancements

Table 6. Alternat	live City-vvide Litte	i manageme			
Current	Recommended	Alternative	2024 Tax	Operating	2024 Tax
Current	Enhanced	Enhanced	Supported	Impact	Supported
Service	Service	Service	Operating	from	Capital Budget
	D 1 0 1 11		Budget Impact	Capital	Impact
Various	Parks & trails –	No	N/A	N/A	N/A
Service	manual litter				
Levels	and litter				
	container				
	collection				
Community	Community	No	N/A	N/A	N/A
engagement,	engagement,				
environmental	environmental				
stewardship	stewardship				
and outreach	and outreach				
Roadway	Roadway	No	N/A	N/A	N/A
sweeping	sweeping				
transit routes	transit routes -				
– one time per	two times per				
month	month				
Roadway	Roadway	No	N/A	N/A	N/A
sweeping	sweeping				
Business	Business				
Improvement	Improvement				
Areas – one	Areas – two				
time per week	times per week				
Roadway	Roadway	No	N/A	N/A	N/A
sweeping	sweeping cycle				
cycle lanes –	lanes – one				
one time per	time per week				
month					
Service does	City-wide	No	N/A	N/A	N/A
not currently	dedicated				
exist	proactive litter				
371.01	cleaning				
	(excluding				
	downtown)				
Enforcement	Enforcement of	No	N/A	N/A	N/A
of the Solid	the Solid Waste		1 1// 1	1 4/7 1	. 4/1
Waste	Management				
Management	and Parks By-				
(20-221) and	law specific to				
(20-221) and	iaw specilic iu				

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) – Page 17 of 18

Parks (01- 219) By-law	Wards 1,2 and 3				
Downtown sidewalk sweeping – 5 days per week	Downtown sidewalk sweeping – 7 days per week	Yes	\$86,000	\$26,800	\$400,000*
Downtown sidewalk litter cleaning – 6 days per week	Downtown sidewalk litter cleaning – 7 days per week	Yes	\$280,000	\$28,500	\$87,500
Various Service Levels	Downtown – roadway and cycle lane sweeping; vegetation and bulk litter removal; graffiti removal	Yes	\$154,000	\$28,500	\$87,500
	Total		\$520,000	\$83,800	\$575,000

^{*} Funds already allocated in 2024 Tax Supported Capital Budget block.

Financial: Should Alternative 2 be referred to the 2024 Tax Supported Budget process and approved, the Public Works 2024 Tax Supported Operating Budget will increase by approximately \$603,800 including Operational Impacts from Capital. When compared to the Public Works Department's 2022 approximate cost of \$2.957 million for city-wide litter management, this represents an increase of approximately 20%. The 2024 Tax Supported Capital Budget will increase by \$575,000.

Table 7 outlines the financial implications for the Public Works Department as a result of Alternative 2 being approved. This table also includes a cost comparison between the recommendations proposed in Report PW23076 and Alternative 2.

Table 7: Alternative 2 2024 Public Works Tax Supported Budget Impact

	Public Works Tax	Public Works Tax
	Supported Operating	Supported Capital Budget
	Budget Impact	Impact
Alternative 2		•
Total Increase	\$603,800	\$575,000
Recommendations		

SUBJECT: Litter Management Program Service Enhancements (PW23076) (City Wide) – Page 18 of 18

Total Increase	\$2,378,000	\$2,245,000
Difference	\$1,774,200	\$1,670,000

Staffing:

Should Alternative 2 be referred to the 2024 Tax Supported Budget process and approved, the overall staffing complement for the Public Works Department would increase by 7.64 full-time equivalent employees resulting in 20.32 less full-time employees when compared to the recommendations in Report PW23076. The following table outlines the allocation of the full-time employee increase within the Divisions including type of employee.

Table 8: Alternative 2 Allocation of Increased Staffing Complement

	Total Number	Total Number	Total Number	
Division	of Full Time	of Seasonal	of Summer	
	Employees	Employees	Students	
Alternative 2				
Transportation	2	N/A	N/A	
Waste Management	2	4	4	

Legal: N/A

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW23076 - Clean & Green Hamilton Strategy

Appendix "B" to Report PW23076 – Survey – Litter Strategy & Downtown Service Review

Clean & Green Hamilton Strategy (Formerly the Clean City Strategy)

1. Scope and Application

The intent of the Clean & Green Hamilton Strategy is to encourage behaviour that supports a clean and green community. A clean and green neighbourhood helps to improve health, prosperity, safety and well-being. The success of the Clean & Green Hamilton Strategy requires the commitment and involvement of Hamilton residents, business owners, visitors, community leaders and City of Hamilton staff.

The purpose of the Clean & Green Hamilton Strategy is to provide context and guidance for the development of policies, programs and initiatives that promote and enhance cleanliness, aesthetics and environmental stewardship across Hamilton neighbourhoods. This includes, but is not restricted to, changing litter and illegal dumping behaviours, managing graffiti, encouraging native plant life and tree planting and other methods of maintaining and improving ecological integrity.

2. Goal statement/vision

For Hamilton to be recognized as a sustainable clean and green community where everyone takes responsibility for, and has pride in, the environments in which they live, work, and play.

3. Clean & Green Principles

The Clean & Green Hamilton Strategy is governed by three principles. The Strategy shall:

- 3.1. Contribute to an enhanced quality of life for our citizens through clean and green initiatives;
- 3.2. Support community and stakeholder engagement through partnerships, collaboration and consultation, and;
- 3.3. Contribute to the social, economic and environmental well-being of Hamilton.

4. Strategic Objectives

The strategic objectives of the Clean & Green Hamilton Strategy are to:

- 4.1. Provide a framework and overview for Hamilton's Clean & Green agenda, plans and programs. With limited resources, a strategic framework ensures that all activity directly supports the Clean & Green Hamilton Strategy vision.
- 4.2. Develop, facilitate and monitor activities that contribute to an improved standard of cleanliness across Hamilton. The success of the Clean & Green Hamilton Strategy will be monitored by a number of measures.
- 4.3. Add value to existing cleanliness, beautification and environmental stewardship programs delivered by the City of Hamilton and its partners. The Clean & Green Hamilton Strategy partnership acknowledges that working together toward the same vision will achieve greater outcomes than each organization could achieve working independently.
- 4.4. Encourage sustainable behaviour through community-based social marketing. This approach focuses on effective consultative processes and outcomes, facilitating collaboration with partnership organizations.
- 4.5. Support initiatives that foster changing public behaviours with respect of environmental stewardship. The Clean & Green Hamilton Strategy fully supports Council's Strategic Priority of "a prosperous and healthy community" and its strategic objective of enhancing the City's overall sustainability (financial, economic, social and environmental).
- 4.6. Identify opportunities for continuous improvement, efficiency, innovation and longer-term options for on-going clean and green programs and initiatives.

5. Clean & Green Plan

The City of Hamilton will put the Clean & Green Hamilton Strategy into action through a number of clean and green programs and initiatives to address litter, illegal dumping, graffiti, beautification and environmental stewardship.

The success of the Clean & Green Hamilton Strategy and its component programs and initiatives relies on evidence-based research and data, broad consultation, stakeholder and volunteer engagement, funding and staff resources, using community-based social marketing

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principles. The Plan and its component programs focus on encouraging desirable behaviour within the context of education and consultation; operations and engineering; and, monitoring and enforcement.

5.1. Litter

5.1.1.Litter Prevention

Litter prevention programs will be managed by Public Works staff through the guidance of, and in collaboration with, the Clean City Liaison Committee. Programs may include design and engineering considerations, stakeholder education, citizen engagement and enforcement practices. The goals of litter prevention programs are to encourage appropriate waste disposal behaviour and reduce costs to the tax supported budgets.

5.1.2. Litter Containment

Litter containment on municipal properties will be managed by City staff through the provision of appropriate waste containers and processes and directed through service levels and budget parameters as approved annually by Council.

Litter containment on private properties will be managed by the respective property owners in accordance with applicable By-laws and regulations.

The goal of litter containment programs is to achieve litterfree properties which encourage proper litter disposal behaviour; and to provide opportunities for good environmental stewardship practices through municipal waste diversion programs.

5.1.3. Litter Remediation

Litter remediation on municipal properties is managed by City staff through property and facility cleanliness protocols, processes and services and directed through service levels approved annually by Council. Litter remediation can be achieved through the deployment of City staff or in partnership with citizen volunteers through City-managed volunteer engagement programs.

Litter remediation on private properties will be managed by the respective property owners in accordance with the

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Clean & Green Hamilton Strategy goals and vision and applicable By-laws and regulations.

The goal of litter remediation programs is to restore properties to a litter-free environment which encourages proper litter disposal behaviour.

5.2 Illegal Dumping

5.2.1. Illegal Dumping Prevention

Illegal dumping prevention programs for municipal properties will be managed by Public Works staff in collaboration with Municipal Law Enforcement and the Clean City Liaison Committee. Programs for municipal properties will be provided within service levels and budget parameters as approved annually by Council.

Illegal dumping prevention programs for private properties will be managed by Municipal Law Enforcement staff in collaboration with Public Works staff, law enforcement agencies and the Clean City Liaison Committee.

Programs may include design and engineering considerations, stakeholder education and enforcement practices. The goals of illegal dumping prevention programs are to encourage appropriate waste disposal behaviour and reduce remediation costs to the tax supported budgets.

5.2.2. Illegal Dumping Remediation

Dumping remediation on municipal properties is managed by Public Works staff within departmental budgetary parameters as approved annually by Council. Illegal dumping remediation can be achieved through the deployment of City staff or in partnership with citizen volunteers through City-managed volunteer engagement programs.

Dumping remediation on private properties will be managed by the respective property owners in accordance with the Clean & Green Hamilton Strategy goals and vision and applicable By-laws and regulations.

The goal of illegal dumping remediation programs is to restore properties to a litter-free environment which encourages proper waste disposal behaviour.

Graffiti

5.3.1. Graffiti Prevention

Graffiti prevention programs for municipal properties will be managed by Public Works staff in collaboration with appropriate stakeholder departments and Hamilton Police Service. Graffiti prevention programs for municipal and private properties will be aligned with the City's graffiti management strategy.

Program tools may include public art initiatives, Crime Prevention Through Environmental Design (CPTED), design and engineering considerations, stakeholder education and enforcement.

The goal of graffiti prevention programs for municipal properties is to encourage appropriate activity on municipal properties and reduce remediation costs to the tax supported budgets.

The goal of graffiti prevention programs for private properties is to encourage appropriate legal behaviour on private property.

5.3.2. Graffiti Remediation

Graffiti remediation on municipal properties is managed by City staff through property and facility cleanliness protocols, processes and services and directed through maintenance service levels approved annually by Council.

Graffiti remediation on private properties will be managed by the respective property owners in accordance with the Clean & Green Hamilton Strategy goals and vision and applicable By-laws and regulations.

Graffiti remediation can be achieved through the deployment of City staff, an approved contractor or in partnership with citizen volunteers through City-managed volunteer engagement programs. The goal of graffiti remediation programs is to restore properties to a graffiti-free state through rapid removal which can discourage the proliferation of graffiti.

5.4. Beautification

5.4.1. Beautification programs

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Beautification programs for municipal properties will be managed by Public Works staff in collaboration with the Tourism and Culture division of Planning and Economic Development and in accordance with the Clean & Green Hamilton Strategy goals and vision.

Beautification programs for private properties will be coordinated by the Clean City Liaison Committee or through existing horticultural societies or program groups such as the Trillium Awards committee.

Plant and tree stock and services will be provided by the Public Works Department for municipal properties within established service levels approved annually by Council. Public art initiatives will be managed by the Culture section.

Municipal beautification programs will enhance streetscapes, facilities and other municipal parks, Beautification activities can be achieved properties. through the deployment of City staff or in partnership with volunteers through City-managed engagement programs. Municipal beautification programs can be supported through sponsorships or partnerships with the private sector or community organizations.

The goals of beautification programs for municipal properties are to enhance the aesthetics and ecological integrity of the City, enhance population health and wellness, and help offset beautification costs to the tax supported budgets.

Programs will be managed in accordance with the Clean & Green Hamilton Strategy goals and vision and with relevant funding programs, By-laws and regulations. Beautification programs on private properties will enhance property, buildings and structures with the goals of enhancing the aesthetics and ecological integrity of the neighbourhood and enhance neighbourhood health, wellness and prosperity.

5.5. Environmental Stewardship

5.5.1. Environmental Stewardship – Municipal Properties

Environmental stewardship programs for municipal properties will be managed by Public Works staff in accordance with the Clean & Green Hamilton Strategy goals and vision and Vision 2020's principle of maintenance of ecological integrity.

Program elements may include policies and protocols to: increase the urban forest canopy; enhance habitat and protect native plant, animal and fish species; manage invasive plant, animal and fish species; and enhance and protect ecosystems on municipal property. Environmental stewardship activities can be achieved through the deployment of City staff or in partnership with citizen volunteers through City-managed volunteer engagement programs. Municipal environmental stewardship programs can be supported through sponsorships or partnerships with private sector or community organizations.

The goals of environmental stewardship programs for municipal properties are to encourage ecological integrity and minimize human impact on natural habitats and ecosystems on municipal properties.

5.5.2. Environmental Stewardship – Private Properties

Environmental stewardship programs for private properties will be managed by the respective property owners – such conservation authorities, commercial, or private or through recognized owners environmental interest groups such as Environment Green Venture or Hamilton Industrial Hamilton. Environmental Association (HIEA) in accordance with the Clean & Green Hamilton Strategy vision and Vision 2020's principle of maintenance of ecological integrity.

Program elements may include initiatives for the habitat enhancement and protection of native plant, animal and fish species (natural heritage); the management of invasive plant, animal and fish species; and enhancement and protection of ecosystems on private property. Environmental stewardship activities on commercial, industrial and institutional properties can be achieved

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through corporate social responsibility programs and through the engagement of employees and volunteers.

The goals of environmental stewardship programs for private properties are to encourage ecological integrity and minimize human impact on natural habitats and ecosystems on private properties.

The City of Hamilton's Clean City Liaison Committee will assist with the coordination of City and community clean and green plans to help promote collaboration, community engagement and effective use of limited resources.

7. Commitment

Commitment techniques are effective in promoting desirable ecological and social behaviours. The Clean & Green Hamilton Strategy will employ commitment strategies such as charters with Hamilton property owners or managers as the primary target stakeholders. Charters to commit to the vision, principles and objectives of the Clean & Green Hamilton Strategy will be drafted for neighbourhoods, businesses, schools, volunteer organizations, conservation authorities and public utilities as well as City departments and provincial and federal ministries operating in Hamilton.

8. Monitoring and Evaluation

To ensure the Clean & Green Hamilton Strategy remains current and relevant to advances and changes to environmental, social and economic concerns, regular monitoring and evaluation of Clean & Green Hamilton's strategy and objectives is necessary.

In collaboration with partner stakeholders, the City of Hamilton staff will commit to:

8.1. Regular program monitoring and evaluation

Programs and initiatives developed under the Clean & Green Hamilton Strategy shall include a monitoring and evaluation component. This can include, but is not limited to; service level standards, beautification indices, photographs, surveys, questionnaires and consultants.

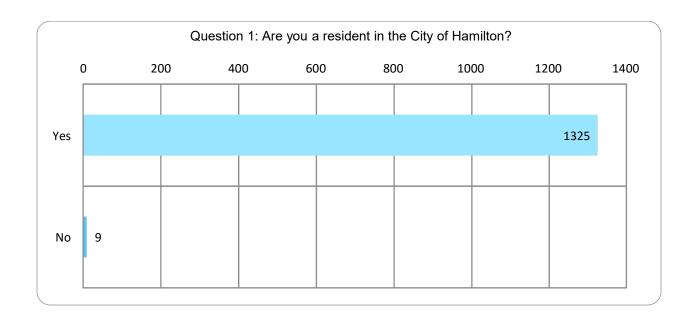
8.2. Reporting to Council

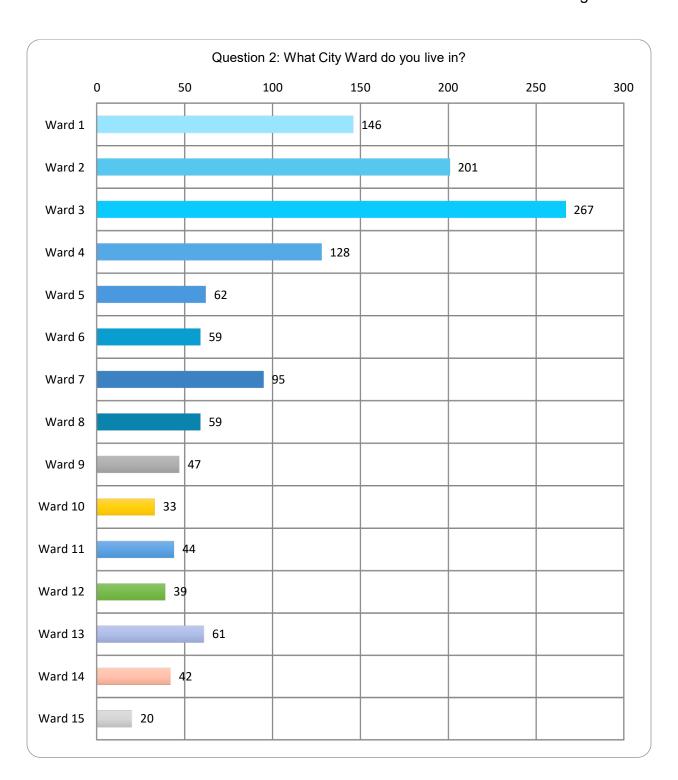
Updates to Council on staff, stakeholder and partner activity related to the Clean & Green Hamilton Strategy will be provided through regular Clean & Green Hamilton Work Plan updates and other reporting mechanisms.

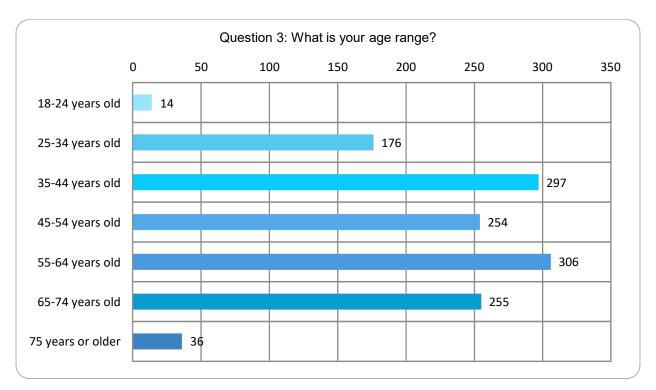
8.3. Review of the Clean & Green Hamilton Strategy

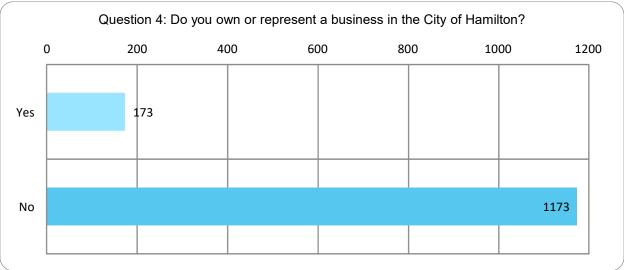
A stakeholder working group will henceforth undertake a full review of the Clean & Green Hamilton Strategy every five years. The working group's tasks will include the review and analysis of data from cleanliness, beautification and environmental stewardship programs and initiatives. The identification of trends and gaps in long-term objectives will help inform the annual Clean & Green Hamilton Strategy work plans. The objective of the review is to ensure the Clean & Green Hamilton Strategy remains relevant for the current and foreseeable future as well as remaining congruent with relevant policies, strategies and legislation.

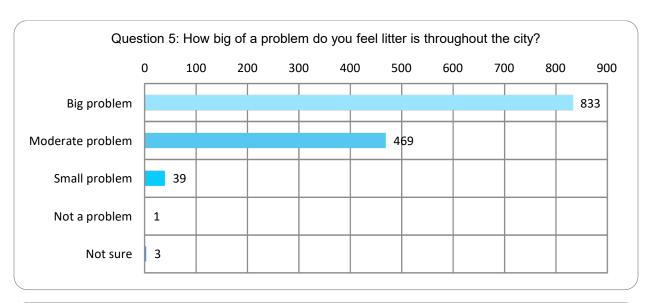
Engage Hamilton Survey Results Litter Strategy & Downtown Service Review

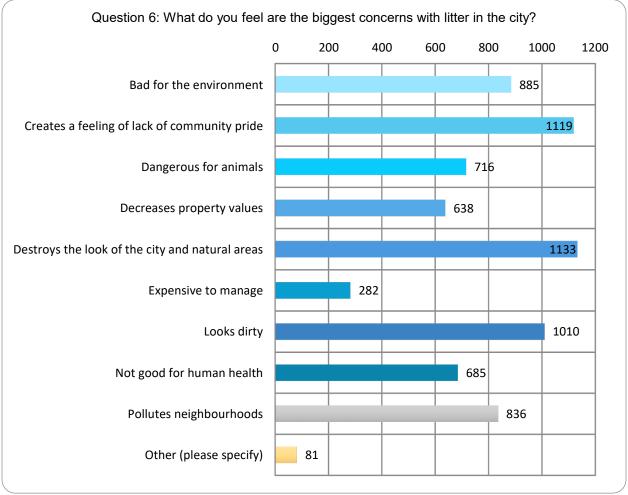


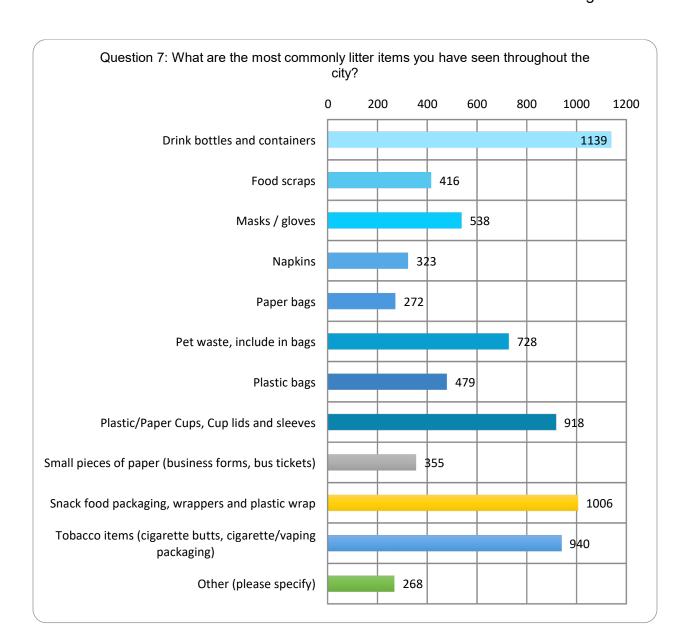


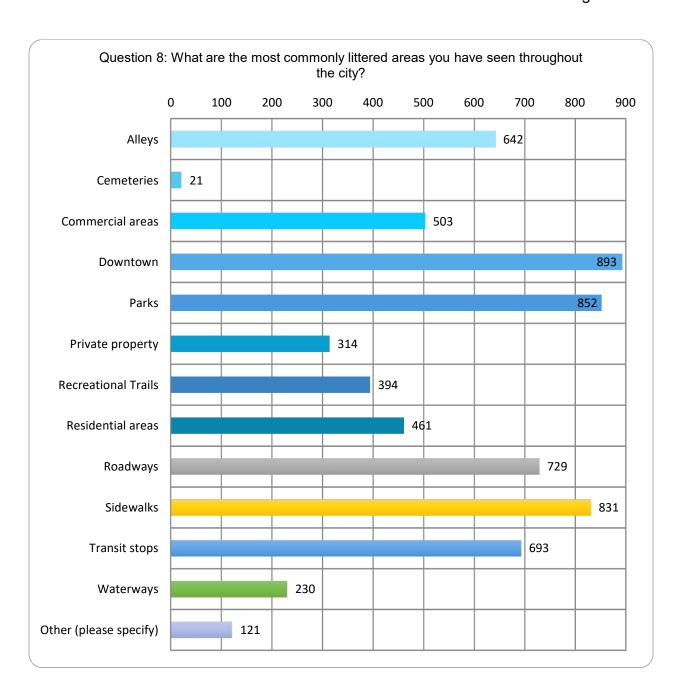


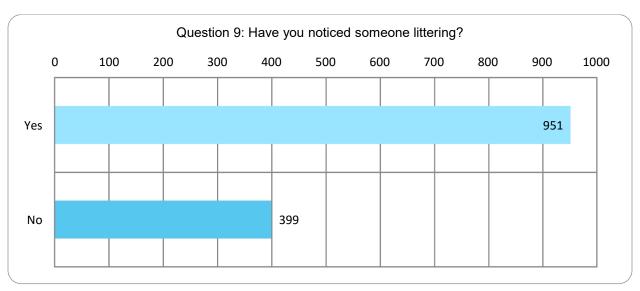


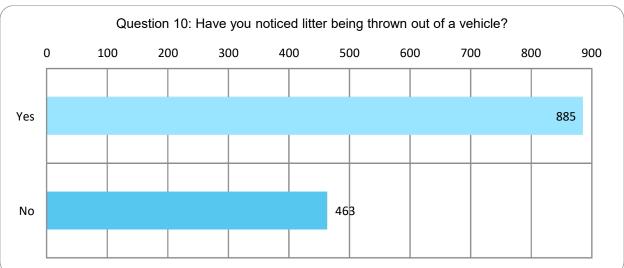


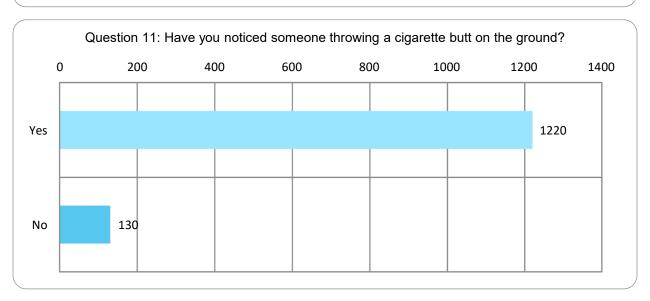


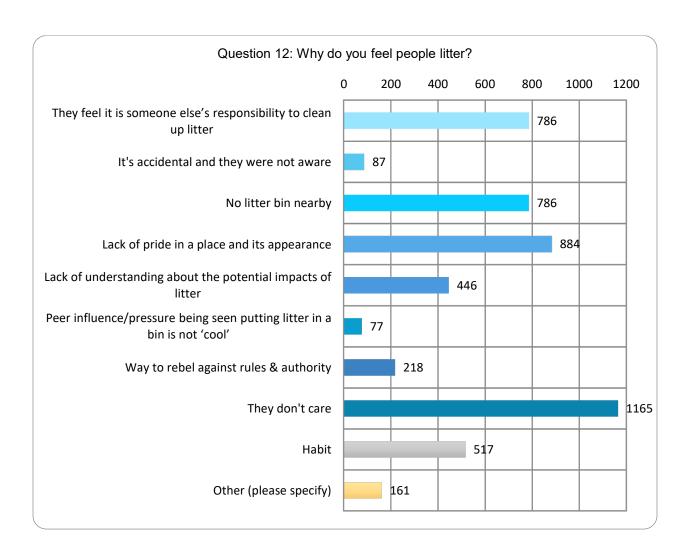


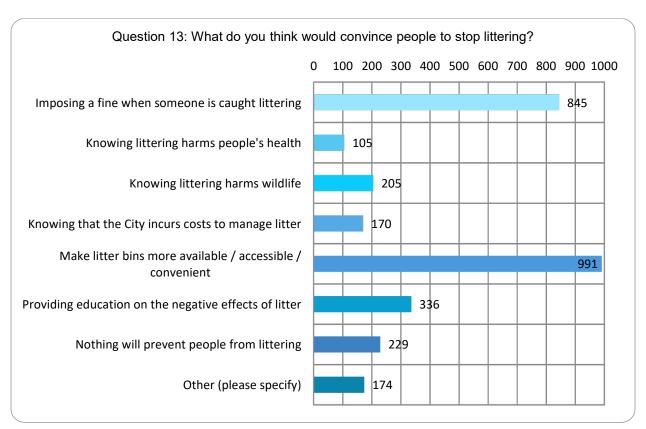


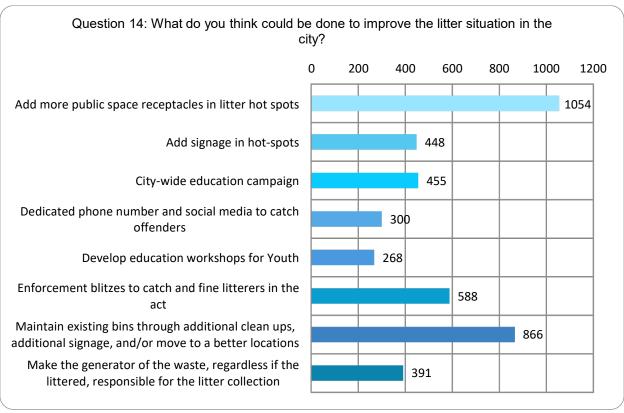


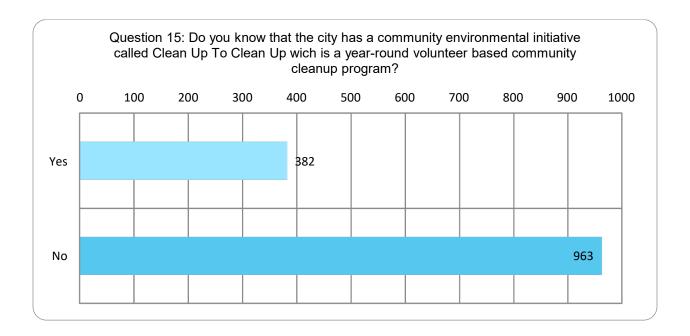














LITTER MANAGEMENT SERVICE ENHANCEMENTS

December 4, 2023



- Council Direction
- Policy and Priority Alignment
- Clean & Green Hamilton Strategy
- Engagement
- Recommended Enhancements
- Report Impacts





COUNCIL DIRECTION

Public Works Committee: May 15, 2023 - MOTION 12.1

- Conduct a service level review across all divisions in the Public Works
 Department that are responsible for proactive and reactive litter collection
 in the public realm including but not limited to parks, cemeteries, right of
 ways inclusive of roadways, sidewalks, streams and municipal properties.
- Report back to Public Works Committee for consideration any operational or budgetary changes that may be required to address service levels respecting litter collection.

General Issues Committee: June 14, 2023 - REPORT PED23081 (Downtown Hamilton Office Report)

 Identify opportunities to introduce enhanced service levels within the Downtown Core for critical street level issues such as waste collection, street sweeping, graffiti removal and boulevard maintenance, and that the General Manager of Public Works be authorized to introduce temporary increased service levels.



POLICY & PRIORITY ALIGNMENT

- Clean & Green Hamilton Strategy Litter Prevention
- 2022 2026 Council Priorities
 - Priority 2: Safe & Thriving Neighbourhoods;
 - Outcome 3: Provide vibrant parks, recreation, and public space
 - Measure of Success: Increase cleanliness of public spaces through the expansion of Public Works standards related to garbage and litter collection, street cleaning and park maintenance
- The Downtown Secondary Plan
- Urban Official Plan Amendments (OPA 167)







CLEAN & GREEN HAMILTON STRATEGY

The Strategy is governed by three principles:

- To contribute to an enhanced quality of life for citizens through clean and green initiatives.
- To support community and stakeholder engagement through partnerships, collaboration and consultation.
- To contribute to the social, economic and environmental well-being of Hamilton.

Clean & Green Programs and Initiatives:

- Litter
- Illegal Dumping
- Graffiti
- Beautification
- Environmental Stewardship



PUBLIC ENGAGEMENT

Goal:

To better understand the concerns from stakeholders such as city residents, businesses, city staff and Council regarding litter.

Engagement Methods:

- One-on-one interviews
- Public survey through Engage Hamilton

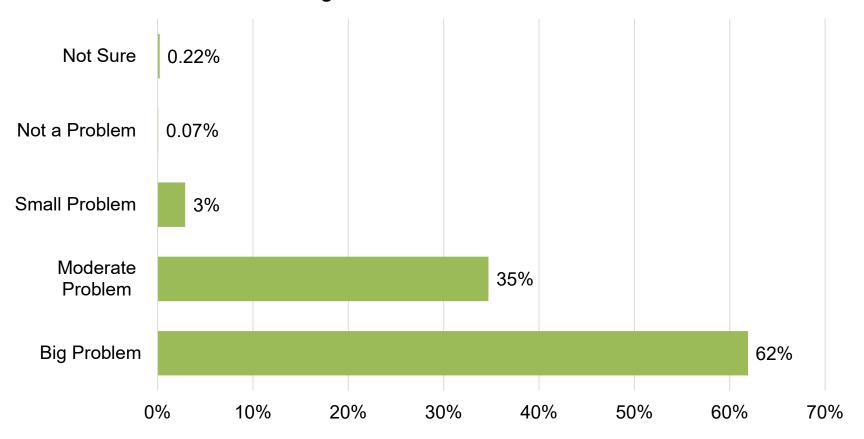
Public Survey Details:

- Total Survey Responses 1,358
- 87% Residential
- 13% Commercial



PUBLIC FEEDBACK

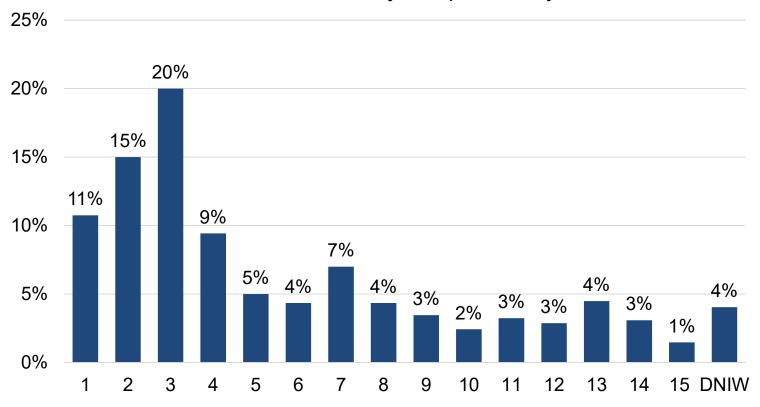
How Big of a Problem is Litter in Hamilton?





PUBLIC ENGAGEMENT

% Distribution of Survey Responses by Ward

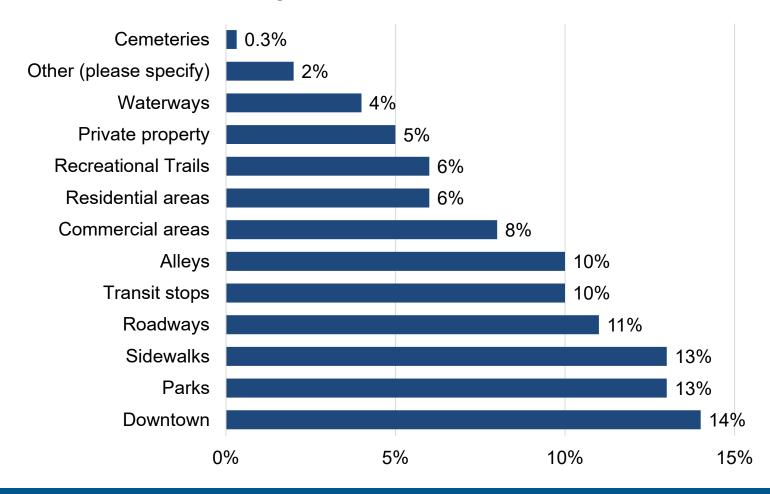


DNIW – Did not indicate Ward



PUBLIC ENGAGEMENT

Most Common Littered Public Assets





9

RECOMMENDED ENHANCEMENTS

Division	Service	Enhancement	
Environmental Services	Parks & Trails - Manual Litter and Litter Container Collection	Current level based on priority. Enhancement includes dedicated staff collection during the high seasons (Spring/Summer/Fall)	
Environmental Services	Community engagement, environmental stewardship and outreach)	Enhancement creates a funding source for communication and education campaigns	
Transportation	Roadway Sweeping - Transit Routes	Enhancement from one time per month to two times per month	
Transportation	Roadway Sweeping - Business Improvement Areas	Enhancement from one time per week to two times per week	
Transportation	Roadway Sweeping - Cycling Lanes	Enhancement from one time per month to one time per week	
Transportation	Proactive Litter Cleaning - City Wide (excluding Downtown)	Enhancement creates four proactive, dedicated litter cleaning crews (outside of the downtown).	
Waste Management	By-law Enforcement	Enhancement will enable enforcement of illegal dumping and litter in public spaces specifically in Wards 1, 2 and 3	
Waste Management	Downtown Cleanliness - Sidewalk Sweeping	Enhancement from five days per week to seven days per week (in the downtown core)	
Waste Management	Downtown Cleanliness - Sidewalk Manual Litter Cleaning	Enhancement from six days per week to seven days per week (in the downtown core)	



REPORT IMPACTS

	Full-Time	2024 Tax Supported Budget	
	Equivalent	Operating (000s)	Capital (000s)
Recommendations	27.96	\$2,378	\$2,245
Alterative 1	15.64	\$1,372	\$0.9575
Alternative 2	7.64	\$0.6038	\$0.575

Alternative 1

Recommends enhancements specific to Business Improvement Areas, downtown core, and proactive litter collection in the public realm city-wide

Alternative 2

Recommends enhancements specific to the downtown core only to make permanent the enhancements temporarily established in 2023





THANK YOU.

December 4, 2023



CITY OF HAMILTON

PUBLIC WORKS DEPARTMENT

Transportation Division and

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT Transportation Planning and Parking Division

ТО:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 4, 2023
SUBJECT/REPORT NO:	Main Street Two-Way Conversion Implementation and Oneway Street Conversion Considerations (PW23074/PED23248) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Mike Field (905) 546-2424 Ext. 4576 Dipankar Sharma (905) 546-2424 Ext. 3016 Steve Molloy (905) 546-2424 Ext. 2975
SUBMITTED BY:	Carolyn Ryall Director, Transportation Division Public Works Department
SIGNATURE:	Rynla
SUBMITTED BY:	Jackie Kennedy Director, Engineering Services Division Public Works Department
SIGNATURE:	fri fandy
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	Bria Hollingworth

SUBJECT: Main Street Two-Way Conversion Implementation and One-way Street Conversion Considerations (PW23074/PED23248) (City Wide) – Page 2 of 16

RECOMMENDATION

- (a) That funding for the detailed engineering design of the two-way conversion of Main Street between Dundurn Street South and Main Street East/King Street East (Delta) in alignment with the principles established by the Main Street Two-Way conversion study, be submitted as Capital Project ID #4032411048 at a value of \$1,000,000 through the 2024 annual capital budget process for consideration of Council;
- (b) Funding for the implementation of Main Street between Dundurn Street South and Main Street East/King Street East (Delta), following the completion of detailed engineering design, be earmarked in the 2026 capital budget at a value of \$26,492,000 and considered for future approval by Council to enable construction targeted to begin in 2026 and completion in 2028;
- (c) That the remaining unbudgeted candidate one-way to two-way street conversions and alternative complete street interventions as identified in Appendix "E" to Report PW23074/PED23248 be programmed, and that funding associated with the conversions be identified and brought forward as part of future annual capital budget submissions for consideration of Council.

EXECUTIVE SUMMARY

Between 2017 and 2022, the Main Street corridor from Dundurn Street South to Main Street East/King Street East (Delta) experienced 2,065 collisions, with 73% occurring at intersections and 27% at mid-block locations. Notably, 84 of total collisions involved pedestrians, and 37 involved cyclists. Pedestrians and cyclists have high injury rates when involved in collisions, emphasizing the need for safety improvements. The intersection of Main Street and John Street had the highest frequency of fatal and injury-related collisions in the city, followed by Main Street at Wellington Street. Sideswipe collisions on Main Street were significantly more prevalent compared to the city average, with a higher severity rate, partly attributed to the historical one-way configuration of Main Street.

In May 2022 Council provided direction by motion to convert Main Street from a one-way operation to two-way operation and to report back on how it could be implemented and what resources are required. Further, Council directed to report back on the state of the conversion of other one-way streets to two-way operations, in addition to Main Street. Council also directed that interim immediate safety measures be implemented on Main Street and King Street.

SUBJECT: Main Street Two-Way Conversion Implementation and One-way Street Conversion Considerations (PW23074/PED23248) (City Wide) – Page 3 of 16

Immediate safety measures were implemented in 2022 to improve safety ahead of two-way conversion. Measures deployed in various locations included lane reductions, traffic barriers, parking changes, pedestrian crossing enhancements, No Right Turn on Red restrictions, signal timing changes, pedestrian count down timers, leading pedestrian interval signals, and selected painted transit lanes. These measures led to a notable reduction in collisions on Main Street and King Street, by about 42%.

WSP Canada Inc. was selected to examine the conversion of Main Street to a two-way operation as per the Council direction. This study focused on finding the most effective method for conversion rather than questioning its necessity. Guiding principles were established to identify opportunities and address safety concerns, pedestrian and cyclist-friendly infrastructure, transit, accessibility, greenery, and parking.

The study excluded a segment of Main Street West, which falls under the jurisdiction of the Ministry of Transportation Ontario. To facilitate the comprehensive conversion, reconfiguration of exit ramps from Highway 403 is essential, and discussions with the Ministry are ongoing. This segment of Main Street would be completed as a future second phase in coordination with Light Rail Transit works, as necessary.

Three design alternatives were evaluated based on safety, traffic flow, pedestrian-friendliness, cyclist network, social equity, transit, parking, and cost. Option three, Asymmetric Lane Capacity, was selected as the preferred solution due to its comprehensive benefits.

Extensive consultations, including public engagement, were conducted, and feedback emphasized pedestrian and cyclist prioritization, cycling infrastructure, reduced side street access, and traffic congestion concerns.

The Main Street Two-Way Functional Design Plans (Option three) are conceptual and need further detailed engineering using a consulting assignment at a cost of approximately \$1,000,000. The estimated construction budget includes traffic signal reconstruction (\$8,425,000), roadway rehabilitation (\$10,000,000), corridor improvements (\$3,557,000), and contingency/miscellaneous costs (\$4,510,000), totalling \$26,492,000. Detailed design is expected to take 24-30 months, with construction over two years, starting in 2026-2028 to avoid disruptions due to light rail transit construction on King Street.

Further to the one-way conversion of Main Streets, Council provided additional direction to be provided with an update and reassessment of all remaining one-way streets in the City. This report also includes a high-level review of all other one-way arterial and collector streets in the City. This review utilized the evaluation framework that was developed as part of the 2018 Transportation Master Plan while taking into

SUBJECT: Main Street Two-Way Conversion Implementation and One-way Street Conversion Considerations (PW23074/PED23248) (City Wide) – Page 4 of 16

consideration more recent experience collected through the development of the City's Complete Streets Design Manual. The review re-confirmed the benefits of converting many of the remaining one-way streets to two-way operations, which include safer traffic speeds and improved routing opportunities. However, the review also recommends that some streets remain one-way, but with lane reductions. These lane reductions would serve to re-prioritize under-utilized vehicle lanes for other purposes including cycling facilities, expanded pedestrian space, green infrastructure or on-street parking and loading.

A summary of the evaluation of 14 street conversions (excluding Main Street) in Appendix "E" of Report PW23074/PED23248.

Alternatives for Consideration – see page 16

FINANCIAL - STAFFING - LEGAL IMPLICATIONS

Financial: Undertaking an engineering consultant assignment to prepare the detailed design drawings and tender documents is estimated to cost approximately \$1,000,000. Capital Project ID #4032411048 at a value of \$1,000,000 has been included in the 2024 annual capital budget process for consideration by Council.

Implementation (construction) of the Main Street two-way conversion is estimated to cost approximately \$26,492,000. Completion of detailed engineering design will further refine the project's budget cost estimate. It is proposed that funding be identified, for Council approval, through the annual capital budgeting process. Funding for implementation would be required for the construction phases, anticipated to begin in 2026 and be completed in 2028. Project costs would be shared across the 2026-2028 budget years. A detailed cost breakdown is included in Appendix "F" to Report PW23074/PED23248.

Staffing:

It is proposed that external services, through an engineering consulting assignment, be used to deliver detailed design/contract documents. Internal resources would oversee the work of the consultant and it is anticipated that a project team will be required consisting of approximately four temporary positions within the Engineering Services and Transportation sections, which would be funded through gapping or the capitalization of the project budget. Further, external contract administration support can supplement existing internal resources to aid in delivering the implementation phase of the project.

SUBJECT: Main Street Two-Way Conversion Implementation and One-way Street Conversion Considerations (PW23074/PED23248) (City Wide) – Page 5 of 16

Legal: N/A

HISTORICAL BACKGROUND

On February 13, 2019, Council approved the Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019-2025 (Report PW19015) that identifies that no loss of life is acceptable, and that traffic fatalities and injuries are preventable. Further, that the City's goal is to eliminate traffic related injuries and fatalities.

On May 11, 2022, Council unanimously passed a motion entitled 'Safety Enhancements to Major Arterial Roads' which provided direction to undertake the following actions:

- (a) That staff identify actions that can be taken immediately to improve safety for all users along Main Street and King Street such as expanded and enhanced pedestrian space, temporary lane reductions, removal of parking restrictions, reduced speed limit, synchronized traffic signal options, no right turn on red restrictions at intersections, and leading pedestrian intervals;
- (b) That the conversion of Main Street from one-way to two-way be approved as an immediate safety intervention and that an implementation plan be developed for the conversion of Main Street from one-way to two-way that integrates a Complete Streets redesign that will enable safer use for all people who need to use the streets including public transit riders, pedestrians, motorists and cyclists and that these spaces also contribute to climate resilience by providing shade trees and permeable surfaces;
- (c) That staff be directed to undertake engagement with the public and advisory committees on the medium- and long-term vision of Main Street that leverages a Complete Streets, Equity Diversity and Inclusion and Climate Change approach;
- (d) That staff consult with Metrolinx and the Ministry of Transportation on the implications of the implementation plan on Light Rail Transit and Highway 403 interchanges;
- (e) That staff report back in early 2023 with an implementation plan for the two-way conversion of Main Street that includes an assessment of costs, construction timing and resource requirements;
- (f) That the City retain a consultant to prepare the implementation plan for Main Street funded from Vision Zero Priorities Capital Budget (#4662020050) at an upset limit of \$400,000; and

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(g) That staff update and reassess all remaining one-way streets in the City of Hamilton utilizing the street conversion framework identified in the Transportation Master Plan and report back to Council.

Between May and November 2022, short-term roadway safety enhancements on Main Street and King Street were planned and implemented, including several amendments to By-law No.01-215 (Traffic) and By-law No.01-218 (On-Street Parking) to support the changes (refer to Appendix "D" to Report PW23074/PED23248, pages 25-27).

On June 16, 2022, the Main Street Two-Way Conversion informational webpage (www.hamilton.ca/mainstreetconversion) was published.

On July 5, 2022, a Communications update: Safety Enhancements to Main Street and King Street (CRO22022) was issued to Council outlining progress on the immediate safety enhancements on Main Street and King Streets.

On July 8, 2022, Council approved the Complete Streets Design Manual (PED21020(a)/PW21002(a)) which supports the design of roadways and considers the needs of all road users and supports the principles of Vision Zero.

On July 13, 2022, WSP Canada Inc. was contracted through the City's Roster Consultant procurement process to undertake a Main Street Two-Way Conversion Implementation Study assignment.

On July 27, 2022, a second communications update: Safety Enhancements to Main Street and King Street (CRO22022a) was issued to Council outlining progress on the immediate safety enhancements on Main Street and King Streets.

On August 12, 2022, Council approved five Community Safety Zones (PW22066) and four Automated Speed Enforcement Program operating locations along Main Street and King Street for implementation in 2023.

On September 20, 2022, a third communications update: Safety Enhancements to Main Street and King Street (CRO22022b) was issued to Council outlining progress on the immediate safety enhancements on Main Street and King Streets.

On May 2, 2023, the Engage Hamilton Main Street Two-Way conversion webpage was published publicly (https://engage.hamilton.ca/mainstreetconversion).

On May 10, 2023, the Main Street Two-Way Functional Design Plans were made available for public viewing through the City's Main Street Two-Way Conversion

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webpage (<u>www.hamilton.ca/mainstreetconversion</u>), in advance of the Public Information Centre and Community Meetings.

On May 18, 2023, the City hosted a virtual Public Information Centre regarding the Main Street Two-Way Conversion initiative. Further, the Main Street Two-Way Functional Design Plans were added to the Engage Hamilton platform utilizing an interactive online public commenting tool.

On May 25, 2023, an in-person Community Meeting at City Hall was jointly hosted by Ward 1 and Ward 2 offices regarding the Main Street Two-Way Conversion initiative.

On May 29, 2023, an in-person Community Meeting at the Bernie Morelli Recreation Centre was jointly hosted by Ward 2 and Ward 3 offices regarding the Main Street Two-Way Conversion initiative.

On June 5, 2023, the public commenting period concluded for the Main Street Two-Way Functional Design Plans interactive online public commenting tool.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The conversion of Main Street from one-way operation to two-way operation supports the Council approved Vision Zero Action Plan 2019-2025 and Complete Streets Design Manual. Conversion of Main Street from one-way to two-way operation will require amendments to By-law No.01-215 (Traffic) in accordance with the Ontario Highway Traffic Act, R.S.O. 1990, c. H.8.

RELEVANT CONSULTATION

The following internal and external parties have been consulted during the Main Street Two-Way Conversion study phase and in the development of this report:

- Transportation Division
- Transportation Planning & Parking Division
- Engineering Services Division
- Transit Division
- Financial Planning Administration & Policy Division
- Communication & Strategic Initiatives Division
- LRT Project Office
- Healthy Built Environments Division
- Ministry of Transportation Ontario
- Metrolinx
- Hamilton Strategic Road Safety Committee

SUBJECT: Main Street Two-Way Conversion Implementation and One-way Street Conversion Considerations (PW23074/PED23248) (City Wide) – Page 8 of 16

- Business Improvement Area Sub-Committee
- Hamilton Police Services
- Ward 1, Ward 2, and Ward 3 Councillor Offices

Studying the conversion of Main Street from one-way operation to two-way operation is exempt from the Municipal Engineers Association Municipal Class Environmental Assessment based upon the provincial framework requirements. Regardless, because of the significance of the project and its importance to the safety of residents and all road users, it was carried out to generally follow the Municipal Class Environmental Assessment process, specifically phases one and two of Schedule B projects. Public and external stakeholder consultation and engagement was undertaken under the environmental assessment framework.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Council's direction included two components, the first being the implementation of the Main Street two-way conversion and second the plan for conversion of other existing on-way streets to two-way operation.

Main Street Two-Way Conversion Implementation:

From 2017 to 2022, the stretch of Main Street between Dundurn Street South and Main Street East/King Street East (refer to Appendix "A" to Report PW23074/PED23248 – Study Area) experienced a total of 2,065 collisions. It's worth noting that the majority, 73% of these collisions, happened at intersections, while 27% occurred at mid-block locations. When compared to the citywide data, intersections had 16% fewer collisions, while mid-block locations had 15% more compared to Main Street. In terms of safety, Main Street's intersection with John Street has the highest frequency of fatal and injury-related collisions in the entire city. Following closely, the Main Street and Wellington Street intersection takes the second spot, and the Main Street and Victoria Avenue intersection comes in sixth. These numbers highlight that road users face a higher risk of collisions at Main Street intersections compared to other parts of the city.

Out of the 2,065 collisions that occurred on Main Street, 84 of them involved pedestrians, and 37 involved cyclists. Annual collision data shows that 89.7% of pedestrians involved in a collision sustained injuries, and 77.4% of cyclists involved in a collision are injured. These statistics, which reflect both the high injury rates among vulnerable road users and the collision frequency at Main Street intersections, strongly justify the benefit of safety improvements.

Main Street exhibits a notable prevalence of sideswipe collisions, accounting for 49% of all collisions, in contrast to the citywide average of 17%. This pattern also extends to the

SUBJECT: Main Street Two-Way Conversion Implementation and One-way Street Conversion Considerations (PW23074/PED23248) (City Wide) – Page 9 of 16

severity of sideswipe collisions, with 26% of these incidents resulting in fatalities or injuries, whereas the citywide figure stands at only 8%. The historical one-way setup of Main Street stands out as a contributing factor to both the rate and nature of collisions experienced along the corridor.

Main Street and King Street saw the implementation of immediate short-term safety measures in 2022. The primary goal of these measures was to enhance safety temporarily until the transition to a two-way operation could be realized. These measures were designed to prioritize the protection of vulnerable road users by implementing strategies that create time or space separation between pedestrians and vehicles. The changes encompassed several aspects, including lane reconfiguration. the installation of ladder crosswalks, the establishment of pedestrian buffers, the incorporation of leading pedestrian intervals at signalized intersections, temporary lane control bump outs, expanded street parking, restrictions on right turns on red, enhancements to transit facilities, the establishment of community safety zones, and the operation of automated speed enforcement. To gauge the effectiveness of these safety measures, it is typically necessary to analyze multiple years of data, normally spanning five years. While a full five-year dataset is currently unavailable, an examination of the available collision data following the implementation of these short-term measures reveals a notable reduction in collisions on Main Street and King Street, amounting to an approximate 42% reduction.

WSP Canada Inc. was selected via the roster consultant process to assist in the examination of the conversion of Main Street from a one-way to a two-way operation, as per the Council direction. It is important to note that Council had already made the decision to proceed with the conversion, so the project's scope was explicitly narrowed to determine the most effective method for carrying out this conversion, rather than questioning whether it should be done.

Guiding principles were formulated, and these principles served as a foundation for identifying opportunities by capitalizing on existing safety concerns, Council and public input, and available frameworks, such as the Vision Zero Action Plan, Pedestrian Mobility Plan, Transportation Master Plan, and Complete Streets Design Manual, among others. These identified opportunities encompassed various aspects, including:

- 1. Enhancing safety for all road users.
- 2. Developing a pedestrian-friendly corridor.
- 3. Improving connectivity for cyclists.
- 4. Prioritizing the efficiency of two-way transit operations.
- 5. Enhancing accessibility.
- 6. Addressing parking and loading requirements.
- 7. Incorporating greenery and streetscaping elements into the design.

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The segment of Main Street West, spanning from Paradise Road South to Dundurn Street South, has been excluded from the study. This decision is driven by the fact that a significant portion of this segment falls under the jurisdiction of the Ministry of Transportation Ontario, necessitating their formal endorsement and agreement for any modifications. The recent revisions to the realignment of the light rail transit corridor aids in permitting the full conversion of Main Street, which will incorporate reconfiguration of the Highway 403 exit ramps and intersections. The scheduling of this work, and the future expanded two-way of Main Street will be coordinated with the light rail transit works. In the interim, it is proposed that minor adjustments to this section of Main Street be made. These alterations are strategically recommended to support the initiation of the Main Street conversion process, commencing from Dundurn Street South.

As part of the comprehensive study, three distinct design alternatives for Main Street were identified and evaluated. These alternatives were developed and subjected to a thorough assessment against the backdrop of the opportunities previously identified. In order to systematically analyze and rank these alternatives, in accordance with the guiding principles and Council direction, a set of evaluation criteria was established by the project team. These criteria were pivotal in shaping the alternative designs and ultimately guided the selection of the most viable option.

The key evaluation criteria that informed the decision-making process include:

- 1. Safety and Conflict Mitigation: Prioritizing the minimization and mitigation of conflicts between motorists and vulnerable road users, ensuring their safety.
- 2. Traffic Operation: Methodically evaluating the impact of each alternative on roadway capacity and the operational dynamics of intersections.
- 3. Pedestrian Friendliness: Focusing on the provision of safe, pedestrian-friendly routes that are convenient and accessible.
- 4. Cyclist Network: Assessing the extent to which each design facilitates cycling, including connectivity to key destinations.
- 5. Social Health and Equity: Emphasizing the creation of an inclusive and equitable environment for all users of the roadway.
- 6. Transit Operations: Scrutinizing the impact and compatibility of each design alternative with local transit operations.
- 7. On-Street Parking: Deliberate on the consequences of each alternative for onstreet parking availability.

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8. Cost: Carefully estimating the anticipated construction costs associated with the implementation of each conceptual design.

These evaluation criteria were systematically applied to assess each design alternative, ensuring that the ultimate selection aligns with the overarching objectives and principles.

Three distinct design alternatives were formulated to address the challenges and opportunities presented by the corridor:

(i) Alternative One - Do Nothing:

The "Do Nothing" alternative entails maintaining the existing roadway configuration without any significant changes. This option, also referred to as Option One, was assessed based on several key considerations:

- Does not fulfil the objective of enhancing westbound capacity.
- Lacks provisions for pedestrian and cyclist-friendly infrastructure.
- Safety outcomes remain suboptimal under this option.
- Least opportunity for improving social health and equity.
- Does not align with Council's directives.
- (ii) Alternative Two Symmetric Lane Capacity:

Option Two proposes a reconfiguration of the roadway, converting the existing four eastbound lanes into two eastbound lanes and two westbound lanes. Key points regarding this option are:

- Provides balanced eastbound and westbound traffic capacity on Main Street.
- Does not effectively address the high volume of existing eastbound traffic, potentially worsening congestion compared to the current conditions.
- Traffic analysis indicates that this option would likely result in more congestion when compared to Options One and Three.
- Eastbound transit travel times will degrade as a result of congestion.
- (iii) Alternative Three Asymmetric Lane Capacity:

Option three introduces a reconfiguration of the existing roadway, resulting in an asymmetric layout. This design entails one westbound vehicular lane and two to three eastbound vehicular lanes, the specific number depending on the segment of the corridor. This option's highlights are:

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- Provides additional east bound capacity (current prevailing travel demand) when compared to Alternative one and two.
- Provides better safety and conflict mitigation opportunities
- Pedestrian environment is the friendliest of the three options
- Allows for incorporation of cycling facilities Victoria to Sherman (short term) and Dundurn to Sherman (longer term post light rail transit construction)
- Provides improved opportunities for social health and equity
- Provides space to incorporate street trees and green infrastructure

Based on the evaluation of alternative solutions, Option Three – Asymmetric Lane Capacity was determined to be the preferred solution and used to focus the study's efforts, including consultation and engagement. Design alternative Option three, the Main Street Two-Way Functional Design Plan, has been attached as Appendix "B" to Report PW23074/PED23248 – Main Street Two-Way Functional Design Plans.

As previously noted, the study falls under an exemption from the Municipal Engineers Association Municipal Class Environmental Assessment. However, due to the project's significance, the evaluation and analysis for the preferred design underwent a process equivalent to a 'Schedule B' Municipal Class Environmental Assessment Study.

Ensuring comprehensive input, extensive internal and external consultations were conducted, including public engagement. An internal stakeholder group was formed to examine various aspects, including needs, opportunities, constraints, objectives, evaluation criteria, and alternative evaluation.

Three public engagement sessions were organized, and the Engage Hamilton platform was leveraged to supplement the interactive sessions. The primary engagement event was a virtual Public Information Centre held on May 18, 2023, with over 300 participants (see Appendix "D" in Report PW23074/PED23248 for the May 18, 2023, Public Information Centre presentation). Additionally, the public was encouraged to contact the city through email, phone calls, letters, social media, and other means to share their thoughts, desires, and concerns regarding the study.

While all three alternative options were presented, the focus was primarily on option three, as it was identified as the preferred choice based on evaluation criteria. A summary of the consultation and engagement efforts can be found in Appendix "C" in Report PW23074/PED23248 – Public Engagement Report.

Based on the engagement summary, seven key themes emerged:

- Prioritizing pedestrians, cyclists, and transit users.
- Allocating street space for cycling and green infrastructure.

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- Extending cycling options along Main Street with enhanced protection.
- Expanding Hamilton's cycling network.
- Reducing side street access to Main Street.
- Minimizing driveways along Main Street.
- Addressing traffic congestion concerns.

The level of public engagement was greater than typical City projects which demonstrates the high level of interest in the conversion of Main Street to two-way operations. Engagement is summarized as follows:

- 362 public engagement session attendees
- 81 unique questions from public engagement session attendees
- 149 e-mails received by the project general e-mail inbox
- 500 comments recorded on the interactive online public commenting tool

All comments from the consultation and engagement process were carefully reviewed and used to inform the development of the final Main Street two-way functional design plan. These comments will continue to guide the detailed design phase, evolving the functional plans into a construction-ready design that considers the feedback from the community collected during the engagement activities.

The Main Street Two-Way Functional Design Plans, referred to as Option Three, should be regarded as conceptual representations and do not constitute a fully engineered design for the Main Street two-way conversion. These functional plans serve the purpose of providing a "proof of concept" and illustrating the general appearance of the detailed design, including how key components will be integrated. These functional design plans played a pivotal role in soliciting public input during the study's engagement phase.

Advancing from a functional plan to a comprehensively detailed design suitable for tendering and construction requires a thorough engineering process. This ensures that the design aligns with the project's objectives, is pragmatic, and is ultimately feasible for construction. Given the substantial scope of transitioning from a functional design to a detailed one and taking into consideration the current limitations of available internal resources, the engagement of external consulting services would be necessary. It is estimated that a detailed engineering assignment would cost approximately \$1,000,000, and this process would be initiated through a formal request for proposal.

The conversion of Main Street from one-way operation to two-way operation represents a significant undertaking. Within the project scope, there are a total of thirty traffic signals, all currently configured to accommodate one-way traffic flow. These signals necessitate reconstruction to support the new two-way traffic flow only. Furthermore,

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many of the intersections do not currently meet the Accessibility for Ontarians with Disabilities Act requirements, which demands additional reconstruction efforts. The estimated budget allocation for the reconstruction of these traffic signals is \$8,425,000.

The resurfacing of Main Street has already been included in the existing five-year capital plan, due to the need for pavement rehabilitation. It is advantageous to synchronize the resurfacing work with the two-way conversion, capitalizing on economies of scale and enabling seamless coordination with other physical alterations along the corridor. The estimated budget for the resurfacing of Main Street within the project limits is \$10,000,000.

In alignment with the overarching objectives of the two-way conversion, a range of supplementary activities are needed. These include geometric adjustments, the creation of median islands, the integration of cycling facilities, the implementation of green infrastructure, and the incorporation of decorative elements such as crosswalks and intersections. The estimated budget allocation to cover the costs associated with these project enhancements is approximately \$3,557,000.

A detailed budget cost estimate is included as Appendix "F" to Report PW23074/PED23248– Project Budget Cost Estimate and summarized as follows:

<u>Item:</u>		Budget Estimate:
Traffic Signal Reconstruction		\$ 8,425,000
Roadway Rehabilitation		\$10,000,000
Corridor Improvements		\$ 3,557,000
Contingency & Miscellaneous		\$ 4,510,000
	Total:	\$26,492,000

The construction cost estimate will be further refined through the undertaking of the detailed design process and consider methods to reduce the overall project cost where possible.

Given the extensive nature of the Main Street conversion to two-way operation, it is reasonable to anticipate that the detailed design phase will span approximately 24-30 months. The complexity of the project makes it challenging to execute construction within a single construction season. Consequently, a phased approach is expected, with construction activities spread over a span of two-three years. The specifics of the staging and construction schedule will be defined during the detailed design process.

A preliminary assessment of the project's implementation indicates that the detailed design phase could commence in 2024 and be completed in 2025, followed by construction activities taking place in 2026/2028. This proposed delivery schedule is

SUBJECT: Main Street Two-Way Conversion Implementation and One-way Street Conversion Considerations (PW23074/PED23248) (City Wide) – Page 15 of 16

strategically planned to facilitate the conversion of Main Street to two-way operation in advance of the commencement of extensive light rail transit construction on King Street. This timeline aligns with the preference of Council, ensuring minimal disruption to the community.

Conversion of existing on-way streets to two-way operation:

The Citywide Transportation Plan identifies an evaluation framework to rebalance streets in a context-sensitive manner. The intent of the evaluation framework is to implement a best complete street outcome, which could be either a one-way or two-way street.

The framework considers a multi-modal transportation assessment, which integrates the application of complete streets typologies and vision zero principles. The evaluation includes a review of potential impacts, such as neighbourhood infiltration, on-street parking/loading, and service operations (example: transit, waste, and emergency response). The framework includes opportunities to facilitate city-building initiatives and opportunities as well as compatibility and/or integration with other transportation infrastructure and servicing plans.

An evaluation summary of fourteen streets conversions which includes existing and proposed implementation timing (excluding Main Street) is provided in Appendix "E" to Report PW23074/PED23248.

Future Enhancements

The conversion of Main Street to two-way operation will achieve several objectives including reduced traffic speeds, improved safety, and improved pedestrian experience. The preferred configuration represents the next step in the evolution of Main Street and Downtown/Lower City transformation. The preferred concept considers needs for transit and vehicular movement prior to and during light rail transit construction.

Following the completion of the light rail transit project, there are further opportunities to evolve Main Street because light rail transit will result in mode shifts away from car travel, and the need to maintain capacity for trunk transit bus routes will be reduced.

One of the key opportunities is the incorporation of a high-quality cycle track between Dundurn Street and Victoria Street which could be created by removing an additional eastbound lane and reconfiguration the sidewalk space. This option could also incorporate additional green infrastructure. A next step in advancing this option would be a community-wide visioning session that utilizes the preferred near-term conversion plan as the starting point.

SUBJECT: Main Street Two-Way Conversion Implementation and One-way Street Conversion Considerations (PW23074/PED23248) (City Wide)

- Page 16 of 16

ALTERNATIVES FOR CONSIDERATION

Council could direct staff to utilize Alternative 3 (symmetrical lane capacity) as the basis for the two-way street design. This alternative is not recommended as it would result in greater levels of congestion than other alternatives and have implications for eastbound transit movement.

Council could choose to maintain the existing road configuration. This alternative does not align with Council's directions and would not lead to the benefits of the two-way alternatives.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW23074/PED23248 – Study Area

Appendix "B" to Report PW23074/PED23248 – Main Street Two-Way Functional Design Plans

Appendix "C" to Report PW23074/PED23248 – Public Engagement Report

Appendix "D" to Report PW23074/PED23248 – May 18, 2023, Public Information Centre presentation

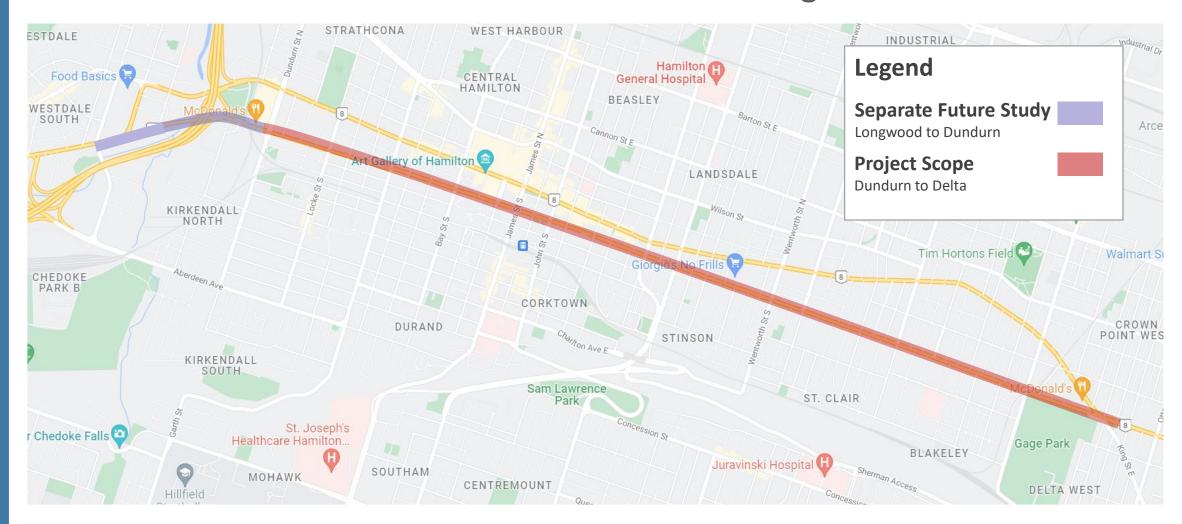
Appendix "E" to Report PW23074/PED23248 – Remaining One-way Street Conversion Summary

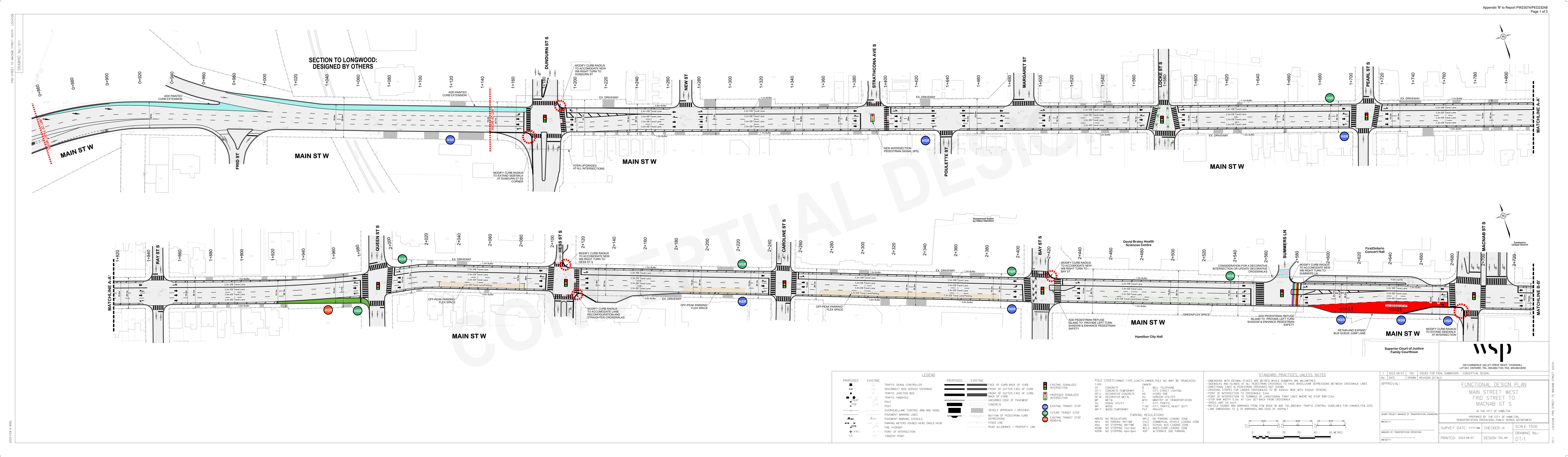
Appendix "F" to Report PW23074/PED23248 – Project Budget Cost Estimate

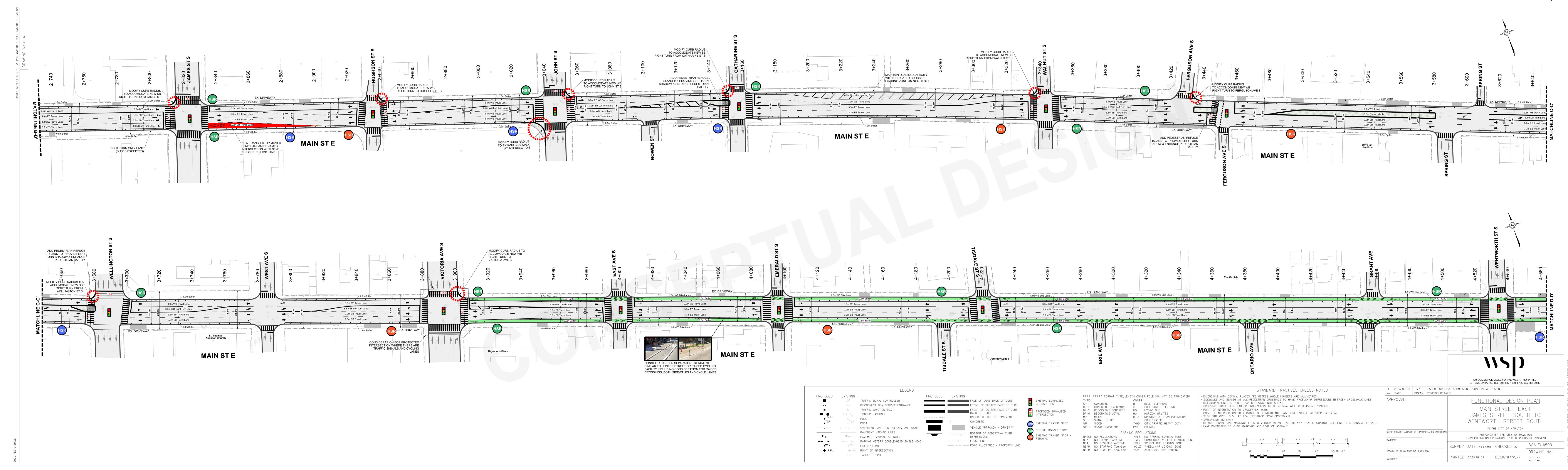


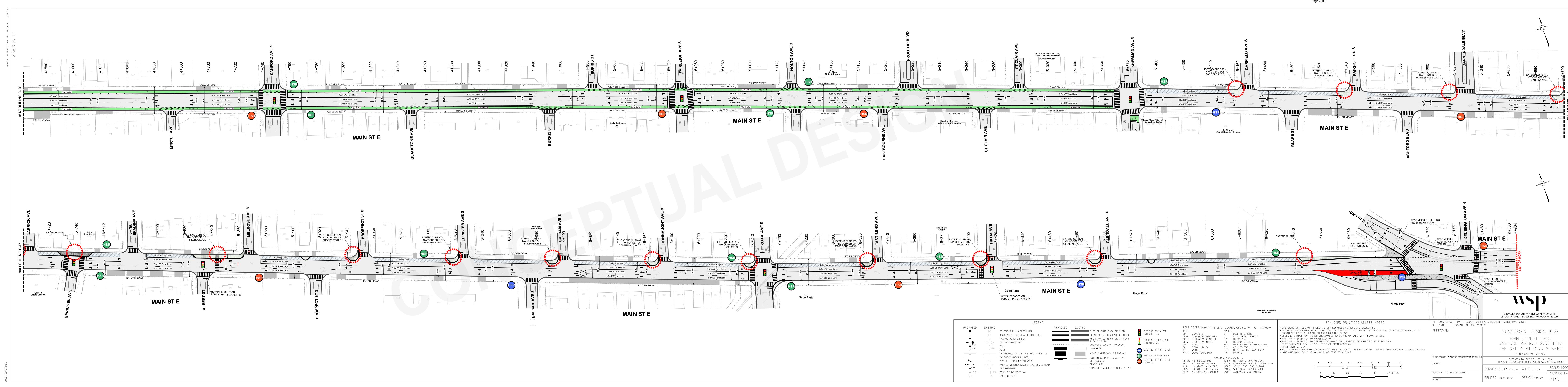
Project Scope

Focused Area: Main Street from Dundurn St to King Street









Hamilton Main Street Two-Way Conversion

Engagement Summary

September 2023





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PROJECT BACKGROUND

WSP was retained by the City of Hamilton to carry out a Main Street Two-Way Conversion Study for the two-way conversion of Main Street, from Longwood Drive North to King Street East, a 6.7 kilometre corridor.

The study was initiated following a Council direction to convert the street to two-way operations. Recognizing that the decision *to* convert the street had already been made by Council, the project explicitly did not consider whether the street *should* be converted, but instead focused on *how to* best convert it to two-way traffic.

The Study is *Exempt* from the Municipal Engineers Association Municipal Class Environmental Assessment (MCEA; as amended, 2023). However, the City of Hamilton recognizes the significance of this project to the City and its residents; as such, the project is being carried out to generally follow the MCEA process.

The overall structure of the Study is as follows:

- Develop a problem and opportunity statement
- Develop design alternatives for the corridor
- Evaluate the design alternatives
- Select a preferred design for the conversion of the Main Street from a one-way road to a two-way road, with a focus to improve safety for all road users.

FNGAGEMENT APPROACH

The City conducted internal and external engagement. Internal engagement began with an in-person workshop with representatives from a wide range of City departments to identify key opportunities and concerns, and to establish design priorities for the two-way conversion. A second internal engagement session was held following the development of a draft design concept, which allowed staff to share technical feedback on the design.

External engagement included an online Public Information Centre, three in-person neighbourhood meetings and meetings with stakeholder groups including businesses impacted by the project. The public was also encouraged to provide feedback through the City's "Engage Hamilton" web site. Draft design drawings were posted on the website to allow members of the public to provide comments on specific locations along the corridor. Finally, some members of the public engaged in discussion related to the project occurred on social media (e.g. Twitter).

The following sections provide a summary of:

- "What Was Said" verbatim quotes and summary data from engagement activities;
- "What We Heard" key themes that emerged from our engagement efforts; and
- "What We Did" overview of how we did or did not use the feedback received.



WHAT WAS SAID

Throughout the engagement process, two town halls, various BIA meetings and online engagement activities were held. In total, approximately 900-1000 people attended the sessions.

ONLINE PIC

On May 18th, 2023 a PIC meeting was held online for the discussion of the Main Street Conversion Study. 300 members of the public attended, with 55 leaving comments and suggestions.

Throughout the meeting, attendees had the opportunity to provide live comments through the "chat" functionality. The most common theme of these comments were related to concerns with traffic volumes or congestion. Many commenters were concerned that, with bike lanes and the future LRT project, reducing the number of vehicle lanes would increase traffic congestion along Main Street and nearby streets while also reducing accessibility to the downtown core. There was also confusion over the decision to use asymmetric lane configuration along the corridor. Some sample comments include:

With the Main Street conversion, there will be a re-direction of volume away from Main Street. How will this affect the residential streets for drivers trying to avoid traffic?"

Have there been any traffic studies of the impact of reducing traffic coming into Hamilton from the 403? Would vehicles be forced to stop in the driving lanes of the highway? This also seems like a safety issue.

3 or 4 westbound lanes on King Street West are being lost to LRT and you add 1 westbound lane on Main. How are commuters who work in the downtown office towers going to go west out of the downtown to 403, Westdale, Dundas at the end of the day?

The second most frequent topic was to request certain types of cycling infrastructure along Main Street. Many of these commenters were supportive of the project but were concerned that the proposed ideas were not enough to ensure cyclists' safety. Bi-directional cycle tracks, like those along Cannon Street, concrete or planter barriers, and crosswalks were all suggested. Some comments include:

Was there any consideration of a Cannon-style treatment where it's a bidirectional cycle track along a Iway street with parking on the opposite side? Wide bidirectional tracks are easier to protect, and protected tracks are much much safer for cyclists and easier to plow. Montreal has proven how nice Iway+bidirectional cycling can be.

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RE: bike lane physical separation from cars - those concrete flower planters would be really pretty, feel safer, and would help with that greenification (if there's room!)

As a cyclist I am very excited at the idea of a separated bike lane in the Main Street Corridor! But it's SO important to include STRONG separation between the bike lane and traffic - not just little plastic posts that cars can more or less drive over. It just doesn't feel safe otherwise. In a previous city I lived in they used concrete planters with flowers to divide the bike lane from the traffic lane which was lovely and very functional.

There were also many comments related to the timeline of the project, especially as it relates to the construction of the LRT. Members of the audience felt that it is important to keep the public up to date with projected timelines as they change so that residents can have positive expectations for the completion of current and future active transportation projects. One such comment states:

"The stretches of bike lane west of Victoria and (if I remember correctly) east of Sherman are slated for "post-LRT." Are there any more specific dates or criteria you might provide for this to happen? (I think it's critical to connect existing cycle infrastructure - in this case all the way from Locke to Gage - as early as possible to encourage a modal shift from car to active transportation DURING the LRT construction)."

Safety, connectivity of the cycling network, and beautification of public space were also topics of concern. Concerns for the supposed safety of the proposed designs were expressed. One person suggested that one-way streets are safer than two-way, while others expressed safety concerns related to the increase of two-way vehicle left turns or signal timing for pedestrian crossings.

One-way streets are demonstrably safer than two-way streets. This has been known since the original one-way conversion was implemented back in the 1950s.

Will signal timing at the Delta intersection be evaluated? The current two stage process crossing on the east side feels unsafe as you sit at the point with traffic flying by at high speeds.



Some commenters identified themselves as cyclists supporting the project, but expressed a desire to see more connectivity with the proposed Main Street bike lanes and the surrounding cycling network.

Why are bike lanes only proposed from Victoria to Sherman? To be meaningful connection should extend as far as possible on the corridor. Understand interim, but this is an important corridor to link cycling facilities across the lower city.

Having plenty of experience with urban cycling, I am concerned about the inconvenience and potential safety issues of having to connect to bike lanes on other streets rather than travelling along a continuous dedicated cycling route.... Could bike lanes not be implemented all the way along Main Street, with concessions made for rail crossings? I would hope to see this as part of a complete Main Street revitalization in the future.

There were many enthusiastic comments related to proposed beautification ideas for the public realm. Street trees, decorative crosswalks, and flexible green spaces were all supported by participants.

Decorative crosswalks would be awesome! We need to put aesthetics closer to the top of our development priorities.

Seattle has some great examples of integrating green and pervious elements into the streetscape, would encourage inspiration from there.

TWITTER THREAD

A comment thread on Twitter on May 30th, 2023, expressed a desire for a heavy reduction of driveways along Main St:

Something I'd really like to see [Maureen Wilson], [Cameron Kroetsch], [Nrinder Nann] push for is reduction of driveways, and modal filters onto Main St. It's possible to remove hundreds, if not thousands of conflict points from Main St by doing this.

This particular tweet was liked 19 times, retweeted 4 times, and viewed 2,865 times. The thread continues with a discussion about the effectiveness of fewer driveways on reducing conflict possibilities between cyclists, pedestrians, and motor vehicles. Raised sidewalks were mentioned as an alternative with a similar result, but it was noted these could possibly encumber those with mobility issues by forcing them to move up and down at every crossing.



In the same thread regarding the removal of conflict points, one user comments a suggestion to have less side streets feeding out onto Main St and King St:

I'd love if there were fewer through streets to Main and King. Every side street doesn't need feed out to them- make them dead ends, which reduces traffic within the neighbourhoods and increases safety of main and king.

This would have the benefit of reducing conflict points even further while increasing safety on side streets, as stated by one of the replies.

IN-PERSON TOWN HALLS

Two Town Hall Community Meetings were held on May 25 and May 29, 2023. 12 respondents left a total of 26 comments that were collected on paper. Many respondents had concerns about the cost of the conversion project, and whether Metrolinx would be covering the expected costs. Others were also concerned about the traffic volumes on nearby streets, such as King St, and how these would be affected by the conversion, stating that the expected increased traffic volume on other streets needs considering. Finally, there were a couple positive comments regarding the idea for decorative crosswalks, raised cycle tracks, and off-peak parking. Some samples include:

I am hoping that a continuous bike lane will be built into the plan. I know that it may not work in phase I, but I hope that it is taken into consideration.

...we need to understand where traffic can flow elsewhere when Main converts. People using Main as a solution to other roadways not functioning well. Yes there's also a volume issue, but I think its worthwhile to see where traffic flows elsewhere and what could be done from there.

is Metrolinks paying for the conversion if no why not?

STAKEHOLDER COMMENTS

LOCAL BUSINESS OWNERS

Comments were received by email from two businesses on nearby King St. with a longstanding history in the area. The businesses are concerned about the project, namely that the conversion will slow traffic into the downtown, negatively affecting the ease with which their employees and customers can reach their business. They specifically note the impact this will have on the Highway 403 access ramp and express concerns related to emergency vehicle navigation. Furthermore, they worry that this traffic issue on Main St will flow into nearby streets, negatively affecting their east and westbound traffic flows as well. They would like to see more traffic modeling done for this project showing that these issues have been considered and accounted for.



The businesses final concern is the topic of the project timeline. They would like to see a general schedule and scope of construction so they may prepare accordingly. They would also like to know how this is integrated with the construction of the LRT line, and are confused why this project is underway when these things have not yet been outlined.

A summary of their concerns, as stated by the business, is as follows:

as businesses - we need easy access for our customers, staff and supply chain - we feel that the results of the 1st stage of traffic slowing need to be evaluated before further actions are taken - there is no need to change main street @ this time without definitive plans on the timing and scope of construction of LRT and a complete review of the traffic flow which will include the ingress and egress to the 403.

DOWNTOWN HAMILTON BIA SUBCOMMITTEE

Comments were received from a representative of the Downtown Hamilton BIA that were collected during a subcommittee meeting.

One of the main concerns of the committee was the amount of westbound lanes on Main and nearby King St., due to the upcoming LRT project construction. They believe this will culminate in an increase in traffic congestion in the downtown area. Adding to this would be the permission of left turns and bus stops in the westbound lane along Main St. Members of the BIA subcommittee would like to see these concerns considered in some way in the final design.

The BIA members were also excited at the idea of painted crosswalks and streetscape improvements, and are willing to work with the City in accomplishing these ideas.

ONLINE MAP COMMENTS

The City of Hamilton presented three technical drawings of proposed redesigns for Main Street on their Engage Hamilton site. Over the course of three weeks, members of the public could leave comments on specific locations of the drawings; in total, over 500 comments were received. Each comment was categorized by sentiment, namely if it was negative, positive, or neutral, and assigned a sentiment score ranging from -1 as wholly negative to +1 as wholly positive.

DESIGN DRAWING 1

For Design Drawing 1, 176 comments were received. Of the 176 comments, 48% were negative, 7% were positive, and 45% were neutral. The main themes that emerged are as follows:

- Reduce lane widths to 3.0 metres
- Reduce number of driveways, or where there are driveways, introduce continuous/raised sidewalks



- Reduce side street access to Main St
- No on-street parking anywhere along Main
- Replace one of the EB vehicle lanes with a bike lane
- Increase corner curb bump-outs to reduce turning speed and reduce pedestrian crossing time
- Extend centre medians at intersections to provide pedestrian refuges when crossing
- Include a bus-only or HOV lane throughout the length of Main St

Some sample comments include:

Remove on-street parking on all parts of Main St - especially west of downtown. Traffic is already going to struggle with volumes on 3 lanes only, on street parking is going to make it awful and slow both transit and private vehicles for the benefit of a select few private vehicles. It makes no sense.

Suggest tall grasses, pollinator gardens and/or other beautification to increased curbs. See new Montreal streetscapes for examples.

Do not have Frid Street exit onto Main Street. This can only increase traffic around an already busy intersection. Have them exit onto Dundurn from Chatham.

Rather then just a painted buffer, utilize this area to pull out the curb, improve the cycling and pedestrian crossing of the ramp, and reduce perceive speed on the corridor. Paint alone does nothing to influence driver speeds.

DESIGN DRAWING 2

For Design Drawing 2, 183 comments were received. Of the 183 comments, 42% were negative, 3% were positive, and 56% were neutral. The main themes that emerged are as follows:

- Reduce number of driveways along Main
- Reduce turn lanes onto smaller side streets, with some suggested to become pedestrianized or one-way (such as Hughson St S)
- Limit access onto Main from smaller side streets
- Add corner curb bump-outs on many of the crosswalks to reduce pedestrian crossing time, and/or make the crosswalks raised
- Any cycling facilities must be separated with a concrete curb at the minimum. The traffic speeds and volumes on Main are too high for a painted buffer to be a safe option for cyclists
- Bike lanes should extend throughout the length of Main (many comment this segment is too short)



Some sample comments include:

This parking lot [at Giorgio's No Frills] already has accesses on Main, King and Erie (which goes to both Main and King); the other Main access is literally 20 feet west. Lets eliminate this driveway.

The stretch between Wentworth and Tisdale is too long to not have a designated (lighted) pedestrian crossing. Its hot in the summer, and cold and windy in the winter. Pedestrians will be tempted to rush across the three lanes of road, risking collisions. I suggest a pedestrian crossing (zebra stripes and flashing lights on request) close the the HSR stop on the south side of Main. Maybe at Ontario, maybe at Erie.

Bus-Only lane should extend through entire city core at the very least during rush hour.

Sidewalk on main here [at Main and James St S] is very narrow, I would not recommend increasing the turn radius here without increasing sidewalk width.

It would be irresponsible to put a bike lane here without physical protection. The speeds here will be too fast, there is too much traffic, there will be too many temptations for drivers and delivery trucks to park in it, and it will be impossible to keep clear of snow in the winter since car and truck tires will squash any windrows and knock snow into the bike lane.

DFSIGN DRAWING 3

Design Drawing 3, 220 comments were received. Of the 220 comments, 25% were negative, 7% were positive, and 68% were neutral. The main themes that emerged are as follows:

- Replace street parking with bike lanes or space for green infrastructure (many of the businesses along Main St are already serviced by ample parking lots. Many comments note that additional on-street parking would be redundant)
- Add corner curb bump-outs on many of the crosswalks to reduce pedestrian crossing time, and/or make the crosswalks raised
- Add more crosswalks for pedestrians (one comment notes that from Albert to Gage, a distance of 8 blocks, has no safe pedestrian crossing options)
- Reduce the speed limit to 40km/h
- Extend bike lanes to Gage Ave S as this would provide connectivity to an already established cycling facility on Gage, as well as provide bike access to Gage Park
- Many comments cited issues with the Main and King intersection. Many children jaywalk across Main to access Gage Park. The alignment of the eight lanes of traffic are confusing, while the landing in front of Pizza Pizza is too narrow and exposed to oncoming traffic;



many people have been injured or killed there in the past. A realignment of the roads and (pedestrian controlled) crossings would be helpful here.

Some sample comments include:

Shoppers Drugmart has a large parking lot. There is no need for a parking lane on this block and this section should be entirely greenspace/planting with at least one shade tree.

Agree 100%. Propose extension of cycling facilities in lieu of on-street parking, shown to generate more revenue for businesses then street parking and improves the network connectivity.

Bike lanes that just end suddenly are moderately dangerous, and they discourage cycling. If a person can't follow an intuitive route on a bicycle, they are less likely to try again. Extend the bike lanes to Gage.

Place METAL or CONCRETE bollard here [at Main and King] to stop vehicles that exit the roadway. After multiple people were killed here ensuring nobody gets hurt here again should be a priority. Could make it a nice concrete planter too with a tree or something. There are no sitelines [sic] to maintain here.

From Albert to Gage there is not one single place for pedestrians to safely cross Main. That's a long stretch and people are going to cross it unsafely unless at least 2 safe crossings are added. People live here and have to play chicken to cross this street.

WHAT WE HEARD

The feedback received throughout the project's initial engagement sessions was incredibly valuable to help provide a foundation for the study and ensure the team is aware of the community's priorities and objectives for Main Street. The following section highlights some of the common themes that emerged through the engagement activities.

KEY THEMES

- Prioritize people walking, cycling, and using transit: Streets should be designed with
 all users in mind and should make all community members feel safe and comfortable
 regardless of what type of transportation they are using. More pedestrian crossings
 should be added, while some existing crossings should have pedestrian-controlled
 signals. Bike lanes should be prioritized over on-street parking. Bus-only lanes should be
 added throughout the length of the corridor.
- Prioritize street space for cycling and green infrastructure: Many of the businesses along the roadway have large parking lots. As such, Main Street should be reducing its

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on-street parking in favour of increased cycling options or beautification efforts such as planters and street trees.

- Cycling options along Main Street should be lengthened and have increased protection: in addition to the bike lanes proposed, cycling infrastructure should be expanded throughout the length of the corridor. In addition, more protected facilities should be included, such as concrete curbs or planters.
- Expand Hamilton's cycling network: there should be more connectivity to the existing bike lanes that connect directly to Main St, such as on Gage Ave.
- Reduce side street access to Main St: many of the smaller side streets do not need direct access to Main St. Reducing the number of access points would also reduce the number of potential conflict zones along the corridor
- Reduce driveways along Main St: there is a redundancy in the amount of driveways along the corridor as many of these offer multiple access points to the same parking lot. Reducing or narrowing the driveways along Main St can help reduce potential conflict points between cyclists and vehicles.
- Traffic congestion must be addressed: many respondents expressed concern with
 potential issues with increased traffic congestion both along Main St and smaller side
 streets due to the proposed redesigns. Members of the public and key stakeholders
 would like to see a more clear and structured process for addressing traffic concerns.

WHAT WE DID

The project team has carefully reviewed all comments received and will be carrying this feedback forward as the project advances to detailed design.

The team has also completed a detailed review of side street accesses onto Main Street and has identified several candidate locations for a partial closure or one-way conversion of the side street to deter cut-through traffic on local neighbourhood streets and to minimize conflicts.

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Main Street Two-Way Conversion

Public Information Centre

May 18, 2023







Land Acknowledgment

The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. We further acknowledge that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation.

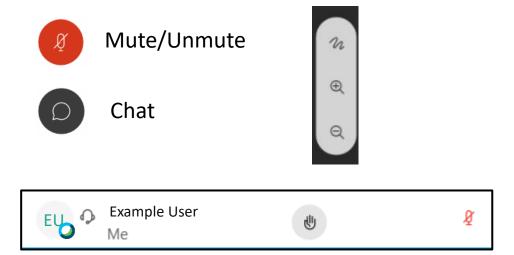
Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.



Webex Instructions

Rules and How-To:

- Participants will remain muted during presentation
- Questions can be asked by using the Chat Function
- Please keep questions as brief as possible
- Magnifying glass can be used to zoom in on an item





Introductions

Mike Field
Acting Director of Transportation
Transportation Division
Public Works Department

Dipankar Sharma
Manager, Infrastructure Renewal
Engineering Services Division
Public Works Department

Danny Pimentel
Project Manager, Active Transportation
Transportation Planning & Parking Division
Planning & Economic Development Department

Justin Jones
Community Engagement Specialist and
Active Transportation Planner
WSP Canada

Olivia Falcone
Transportation Planner
Planning, Transportation & Infrastructure
WSP Canada

Regrets:
Brian Hollingworth
Director of Transportation Planning & Parking

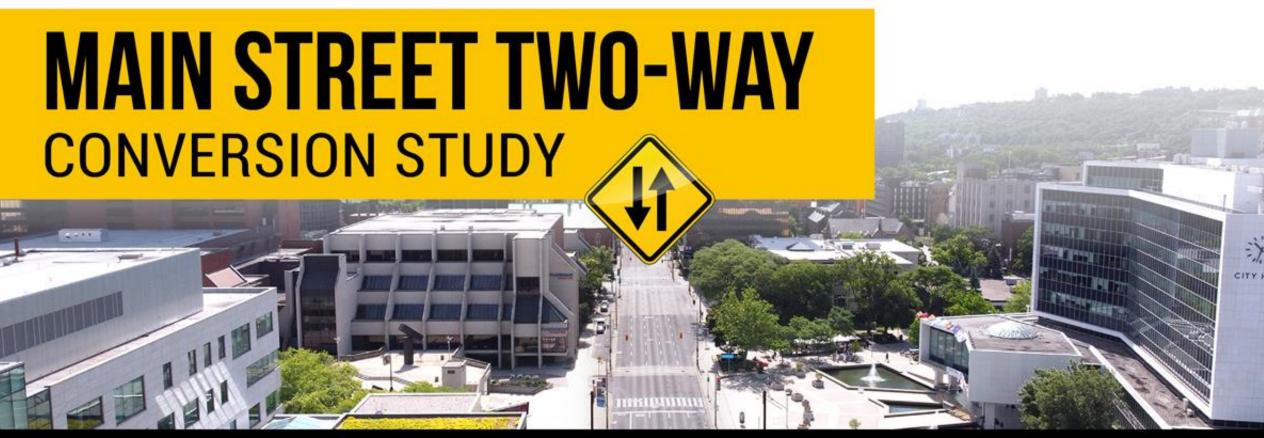
Jackie Kennedy
Director of Engineering Services

James Schofield
Project Manager, WSP Canada

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WE WANT TO HEAR FROM YOU!





engage.hamilton.ca







Agenda

1 Project Background

4 Next Steps

2 Existing Conditions

5 Q&A

3 Design Alternatives





Council's Direction

Safety Enhancements to Major Arterial Roads: May 11, 2022

- Identify actions that can be taken immediately to improve safety for all users along Main Street and King Street;
- Convert Main Street to two-way operation integrating complete streets and climate resiliency to enable the safer use of road users including transit riders, pedestrians, motorists and cyclists;
- Undertake public engagement that leverages a Complete Streets, EDI and Climate Change approach; and
- Consult with Metrolinx and MTO regarding two-way conversion considerations for LRT and the 403 interchanges.

Note that above is paraphrased based on Hamilton City Council 22-011 Minutes, May 11, 2022



Problem and Opportunity Statement

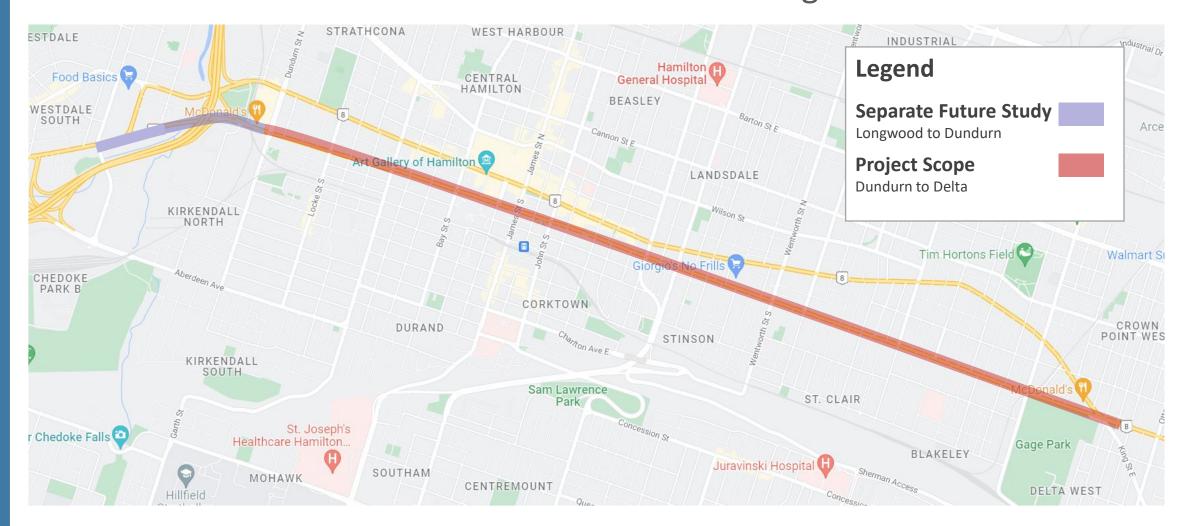
Main Street has historically been a corridor that is unsafe for vehicles, pedestrians and cyclists. In recent years, three major intersections on Main Street were among the top ten intersections with the highest collision rates in the City. In 2022, Council approved a motion focused on the development of further safety enhancements on major arterial roads, including the conversion of Main Street from a one-way to a two-way road. In the coming years, the lower city will also be transformed through the LRT project.

The City has identified an opportunity to plan and implement a roadway redesign for Main Street that is safe, comfortable and vibrant for residents and visitors. In a first phase, an interim solution is needed to convert to a two-way street, to improve safety for all users, to create a more pedestrian-friendly corridor, and to provide two-way transit services along Main Street, targeted prior to the start of LRT construction.



Project Scope

Focused Area: Main Street from Dundurn St to King Street



Study Project Timeline

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Page 11 of 58
We are
Here

May

Public Information Center

July

Report to Council



Fall 2022

Winter 2022/23

Spring 2023



Data
Collection and
Background
Research



Development and Evaluation of Alternatives



Evaluate and Select Preferred Alterative



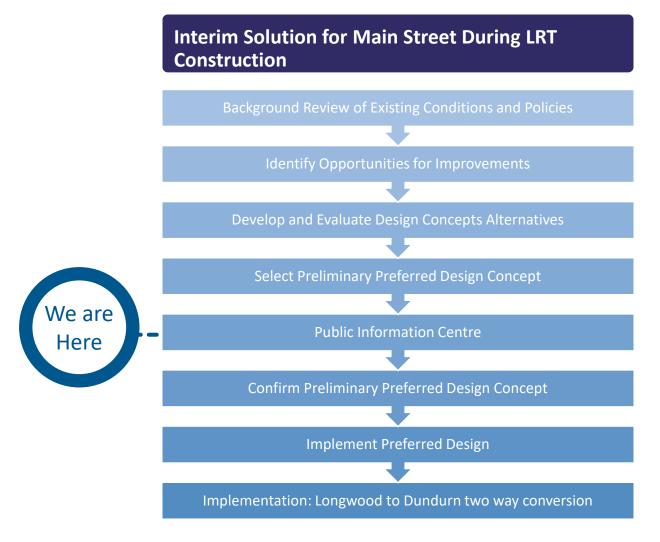
Internal and External Engagement



Finalize Plan & Confirm Design Concept



Study Project Phases





Municipal Class Environmental Assessment

The current project (interim solution) is Exempt from the MCEA:

• Exempt from Phases 1-4 of the MCEA; it can go straight to Phase 5: Implementation

Recognizing the high public profile of this project, and the value of community engagement, we are going **above and beyond** the MCEA requirements by engaging the community and following an MCEA style process.



Existing Conditions



Vision Zero Hamilton

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.



TRADITIONAL APPROACH Traffic deaths are INEVITABLE PERFECT human behaviour Prevent COLLISIONS INDIVIDUAL responsibility Saving lives is EXPENSIVE VISION ZERO Traffic deaths are PREVENTABLE Integrate HUMAN FAILING in approach Prevent FATAL AND SEVERE CRASHES SYSTEMS approach Saving lives is NOT EXPENSIVE



Corridor Collision Review



2,065 collisions from on Main Street between 2017-2022

Intersection Collisions 1,517

 Make up 73% of the collisions (City-wide average is 57%)

 Make up 27% of the collisions (City-wide average is 42%)



• 89.7% of pedestrians involved in a collision are injured

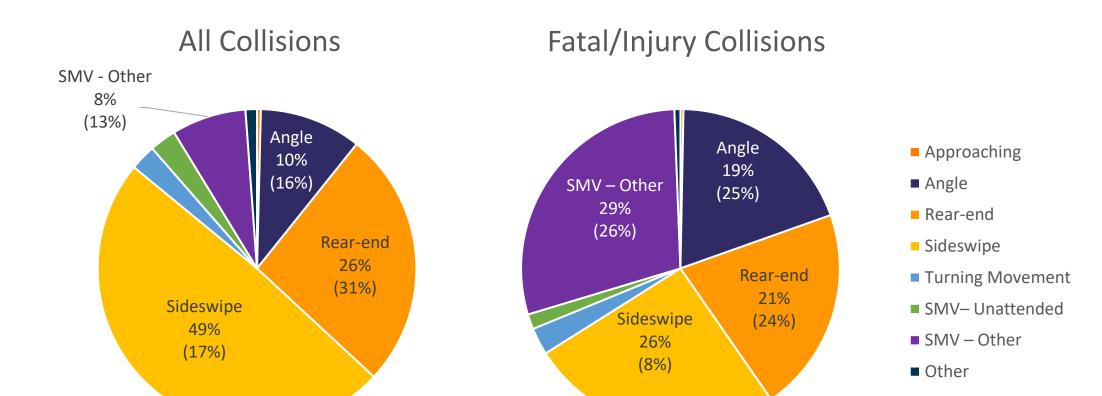


37 Cyclist-involved Collisions

• 77.4% of cyclists involved in a collision are injured



Types of Collisions along the Corridor



Note: City-wide Averages displayed in brackets

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Intersections with the Highest Fatal & Injury





Speeding On Main Street

 Speeding accounted for 18% of all reported collisions in 2021 City-wide

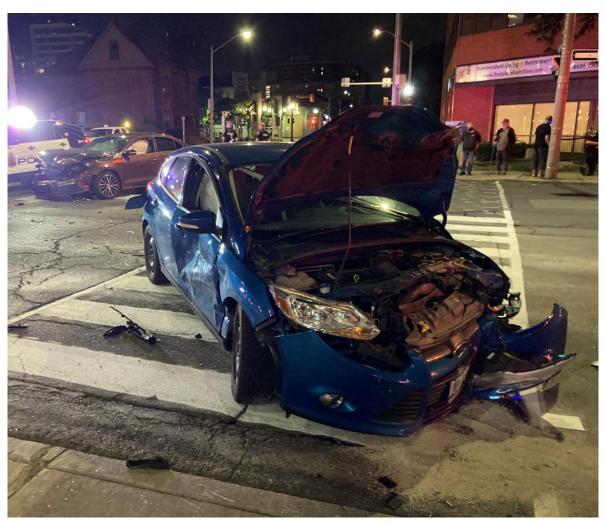
Maximum Speed on Main Street is
 50 km/h

• The 85th percentile speed of vehicles exiting from Highway 403 is **70 km/h**





Safety Concerns



Existing Issues

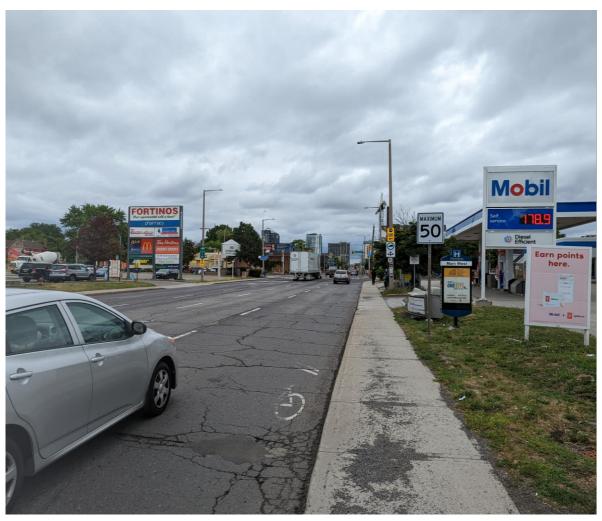
- High number of recorded collisions
- Elevated risk to pedestrians and cyclists due to traffic volumes, operating speeds, and exposure
- Limited separation between motor vehicle traffic and pedestrians/cyclists



The City's Vision Zero Action Plan calls for the elimination of fatal and injury collisions.



Active Transportation Facilities



Existing Issues

- Non-continuous cycling facilities in poor condition with poor markings
- Lack of complete streets design
- Hostile pedestrian environment
- Poor connectivity to other travel routes



The City's Complete Streets Guideline was approved by Council in 2022.



Land use and Built form



Existing Issues

- Buildings close to the right-of-way limit opportunities to widen right of way
- Improvements will generally require reallocation of space within existing right of way
- Multiple planned developments

The City hit an all-time record for building permits in 2022 valued at \$2.1 billion.



Infrastructure condition



Existing Issues

- Deteriorating roadway surfaces
- Sidewalk discontinuities
- Inconsistent AODA compliance
- Decreased ride quality for Transit vehicles
- Increased maintenance costs

AODA says accessible exterior paths of travel ensure that everyone has the basic freedom of movement.



Opportunities



Safety

- Improved pedestrian and cycling safety at intersections
- Additional pedestrian crossing locations
- Reduced pedestrian crossing distances and slow turning motor vehicles



Accessibility

- Plans for accessible transit stops
- Wider pedestrian facilities to increase accessibility, comfort and safety
- Address other accessibility concerns along the corridor
- Additional on street parking



Connectivity

- Enhanced cycling network connectivity with new cycling facilities
- Improved connectivity to transit terminals for pedestrians and cyclists

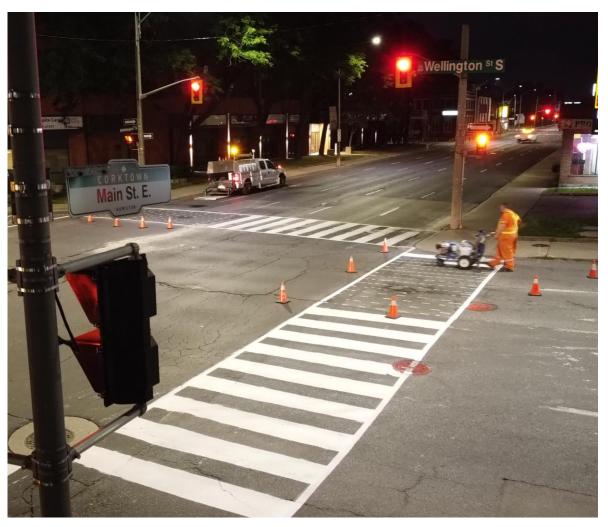


Infrastructure Condition

 Improve the condition of infrastructure, including pavement, sidewalks, etc.



2022 Immediate Safety Measures



Interim Safety Solutions:

- Council directed immediate actions for improving safety for road all users on Main Street and King Street.
- Goal to improve safety, particularly vulnerable users through the measures that separate pedestrians by either time or space from vehicles.
- July 2022 implementing of short-term roadway safety enhancements on Main Street and King Street began and completed in the fall.

Implementing Interim Changes



Lane Reconfiguration



Ladder Crosswalks



Pedestrian Buffers



Leading Pedestrian Intervals
& Countdown Timers



Lane Control Bump Outs



Expanded Street Parking

Implementing Interim Changes



Transit Enhancement



Transit Signal Priority



King St Bus Only Lane



No Right Turn on Red



Community Safety Zones



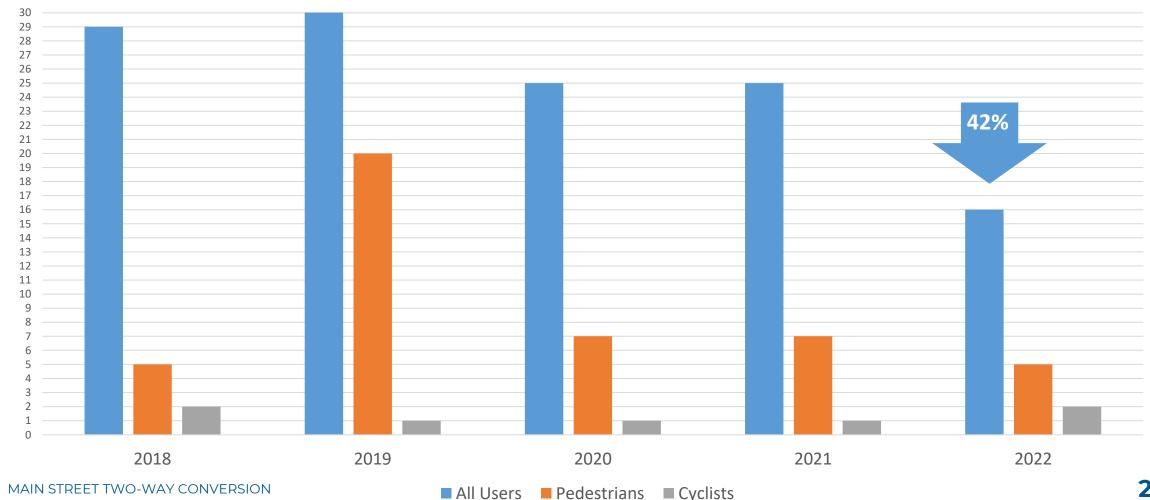
Automated Speed Enforcement

27



2022 Immediate Safety Measures

Main Street Injury Collision Summary Dundurn Street to King Street Time Period: September 1 - January 31



Design Alternatives



Design Objectives

- Increase safety for all road users
- Pedestrian-friendly corridor
- Improved cycling connectivity
- Prioritize 2-way transit
- Enhance accessibility
- Consider parking and loading needs
- Add greenery and streetscaping elements



Existing Policy Framework



Vision Zero Action Plan (2019)



Pedestrian Mobility Plan (2012)



Cycling Master Plan (2018)



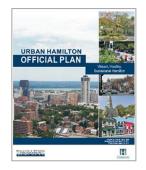
(re)Envision the HSR (2019)



Parking Master Plan (2021)



Transportation Master Plan (2018)



Urban Hamilton Official Plan (2013)



Complete Streets
Design Manual
(2022)



Evaluation Criteria



Safety/Conflict Mitigation

Mitigate conflicts between motorist and cyclists



Two-Way Traffic Operations

Impact to two-way roadway capacity and intersection operations



Pedestrian Friendliness

Have access to safe, walkable and convenient pedestrian routes



Cyclist Network

Provide cycling facilities and connectivity to destinations



Social Health & Equity

Provides a fair and accessible environment for users



Transit Operations

Impact and compatibility with local transit



On-street Parking

Impact to on-street parking supply



Cost

Anticipated cost to construct the conceptual design



Green and Resilient Infrastructure

Provide opportunities for greening, permeable surfaces and beautification



Design Options

- 1 Option 1: Do Nothing
- 2 Option 2: Symmetric Lane Capacity
- Option 3: Asymmetric Lane Capacity*

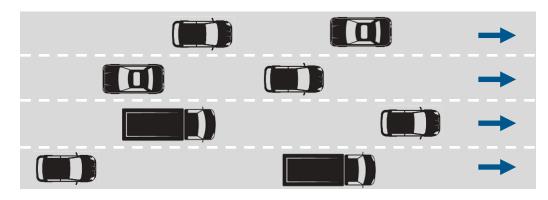
*Note – design changes along the corridor, but with favour to eastbound direction

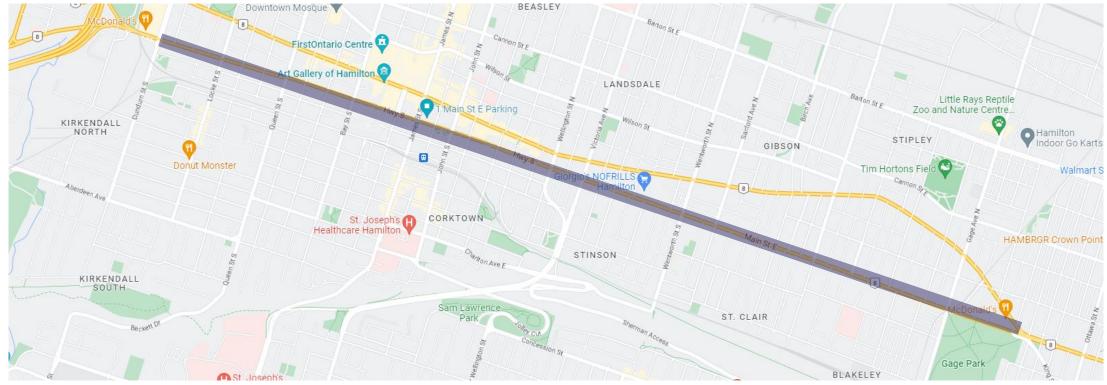
Appendix "D" to Report PW23074/PED23248
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Option 1 Do Nothing

Option 1: Do Nothing – 4 Eastbound Lanes

- Does not address objective of improving westbound capacity
- Not pedestrian- and cyclist-friendly
- Poor safety outcomes
- Does not improve social health and equity



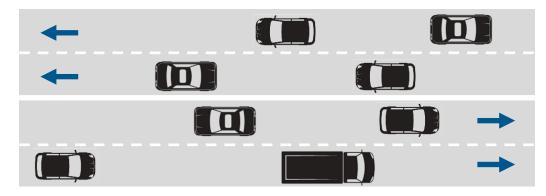


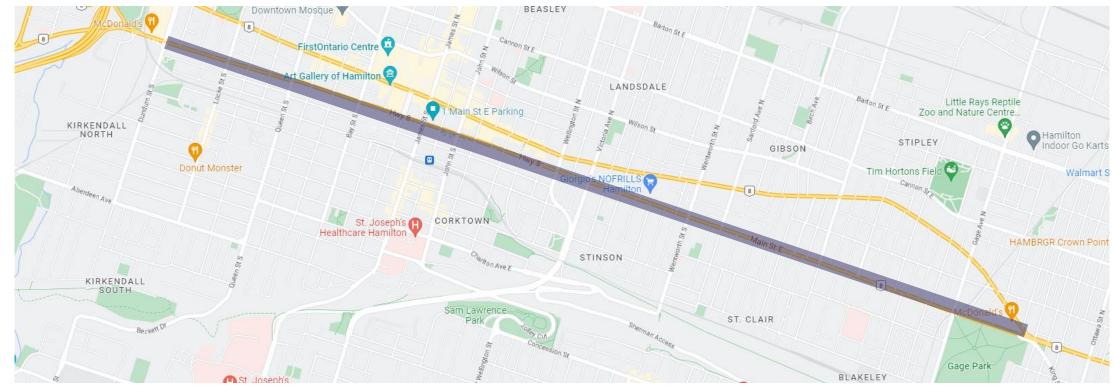
Option 2 Symmetrical Lane Capacity

Option 2: Symmetrical Lane Capacity

 Provides equal amounts of westbound and eastbound capacity on Main Street

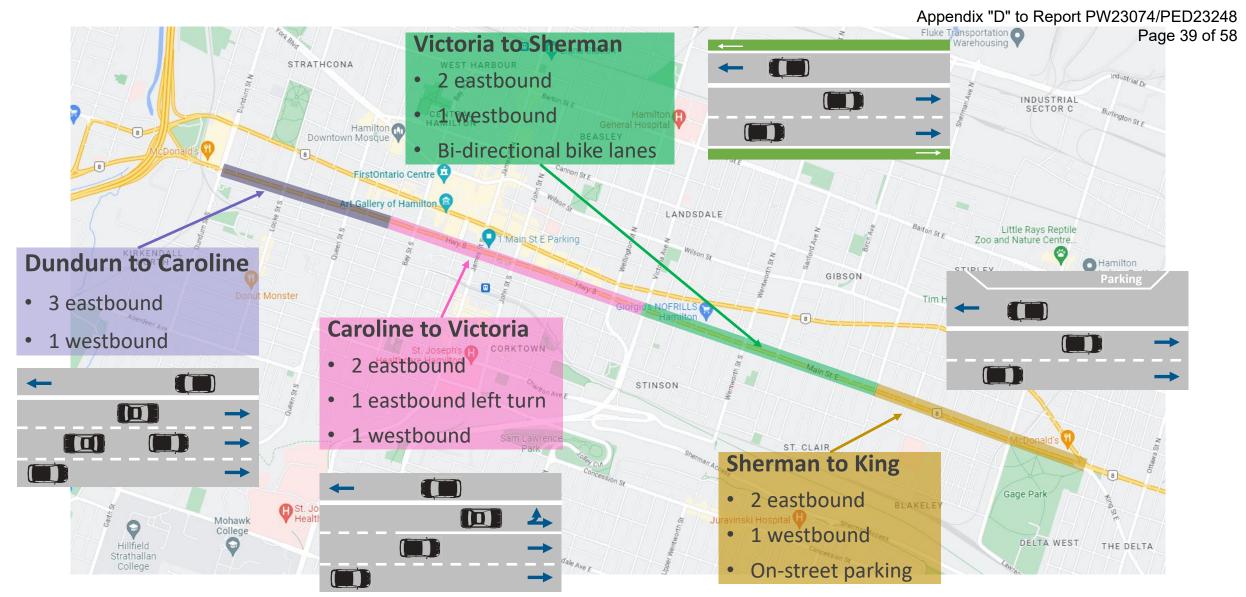
 Traffic congestion worse than Option 1 or Option 3





Option 3 Asymmetrical Lane Capacity

Option 3: Asymmetric Lane Capacity Overview 379





MAIN STREET TWO-WAY CONVERSION

Design Alternatives Ranking & Evaluation



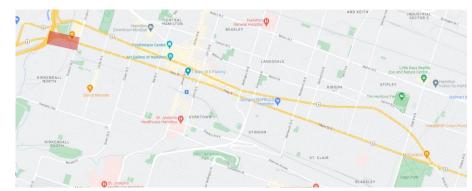


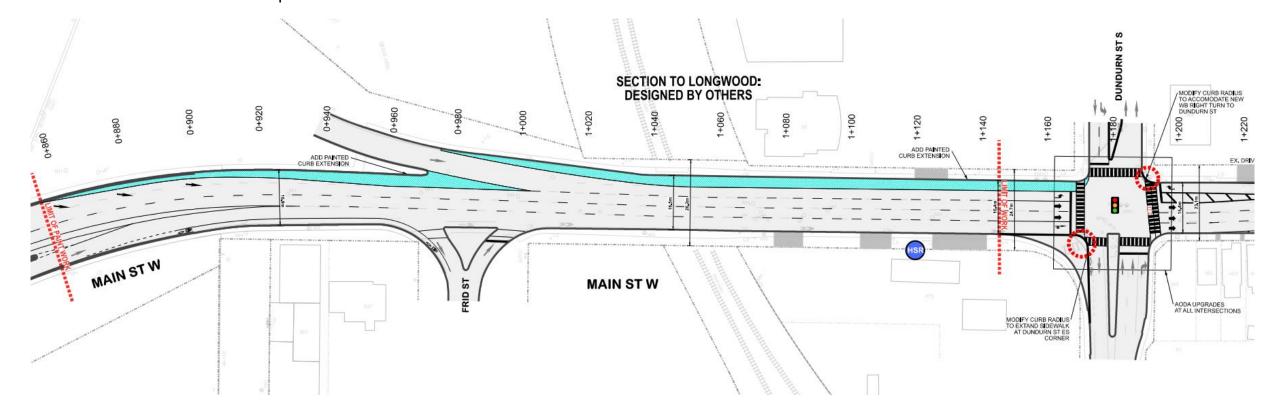


Criteria	Option 1 Do Nothing	Option 2 Symmetric Lanes	Option 3 Asymmetric Lanes
Two-Way Traffic Operations			
Safety/Conflict Mitigation			
Pedestrian Friendliness			L
Cyclist Network			
Transit Routing			
On-street Parking			
Cost			L
Social Healthy & Equity			
Green and Resilient Infrastructure			L
Carry Forward	No	No	Yes

A Closer Look: Hwy 403 to Dundurn

Note: Ramp realignments are subject to endorsement/agreement by the Ministry of Transportation



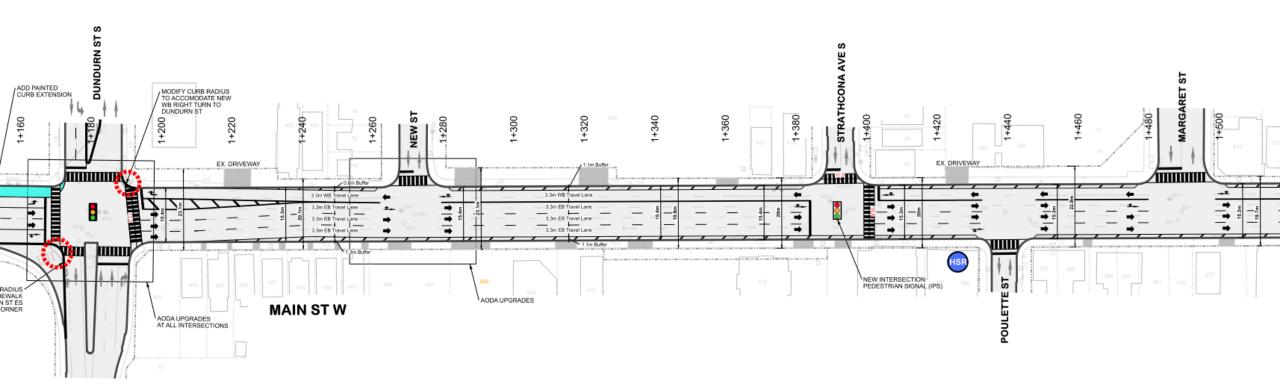


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A Closer Look: Dundurn to Caroline

3 eastbound lanes and 1 westbound lane

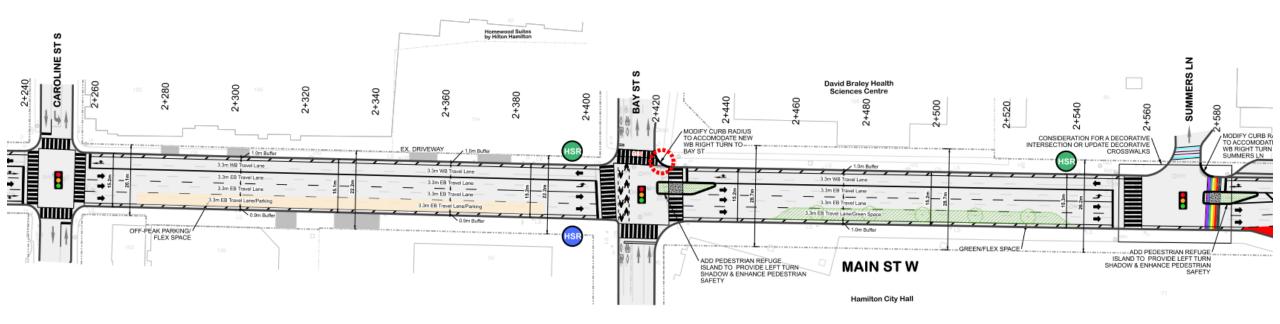




A Closer Look: Caroline to Victoria

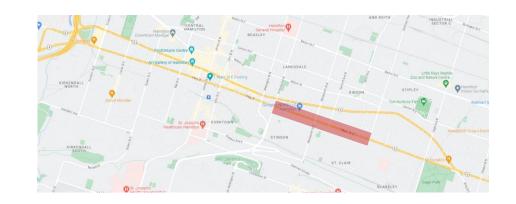
2 eastbound lanes, 1 eastbound left turn lane, and 1 westbound lane

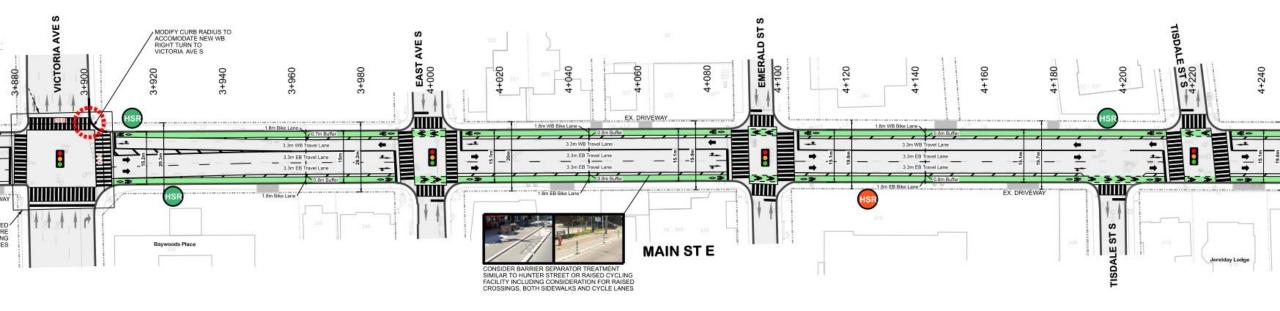




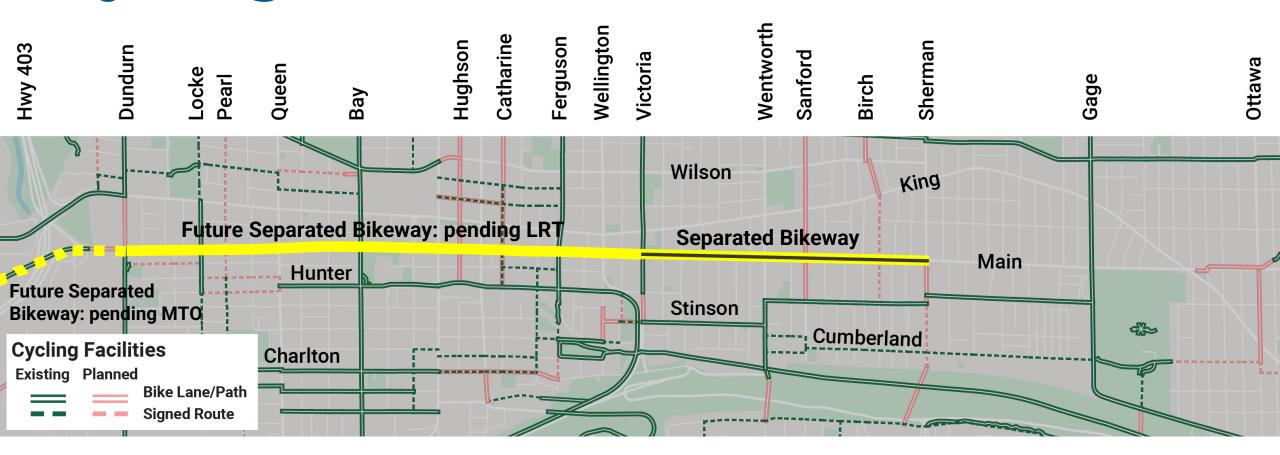
A Closer Look: Victoria to Sherman

2 eastbound lanes, 1 westbound lane, and bi-directional cycling lanes





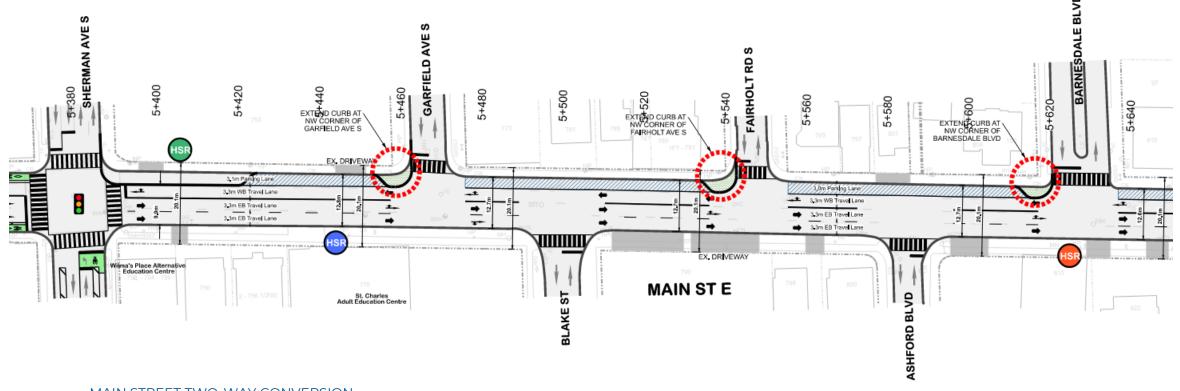
Cycling Network Context



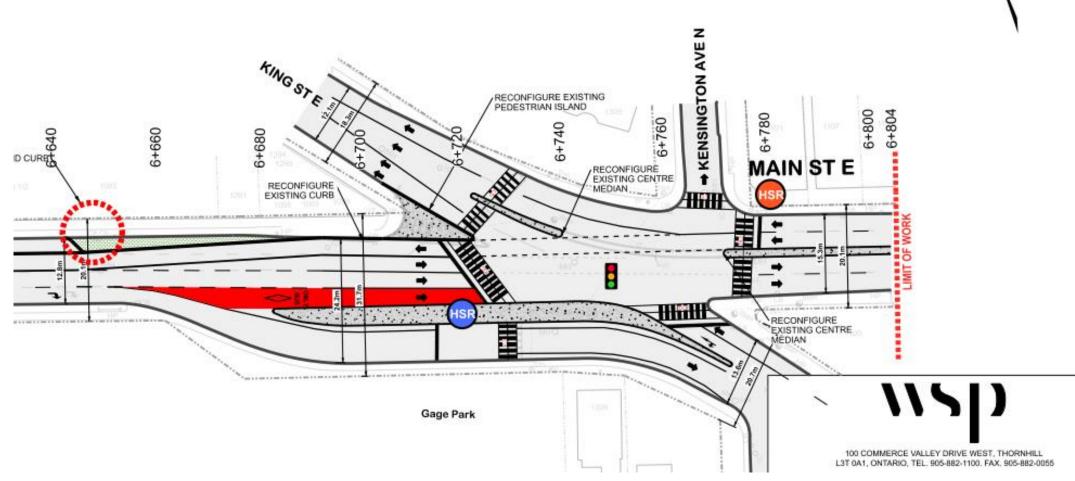
A Closer Look: Sherman to Delta

2 eastbound lanes, 1 westbound lane, and on-street parking

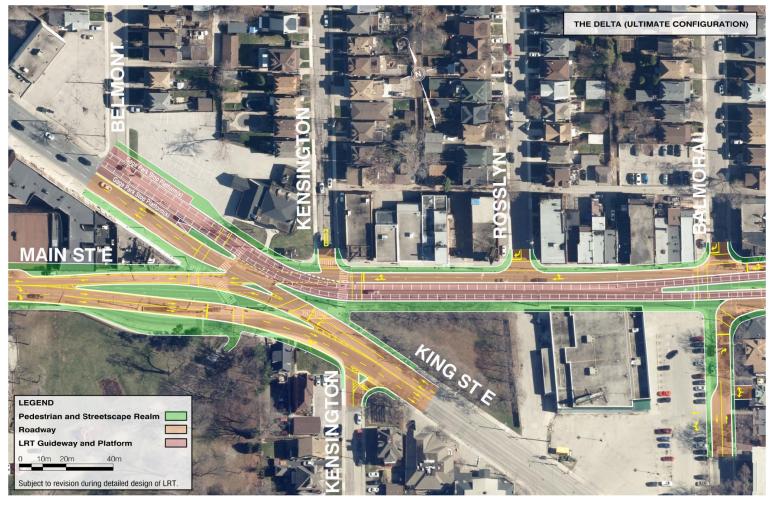




A Closer Look: Delta Intersection



Ultimate Configuration: Post LRT Delta Intersection

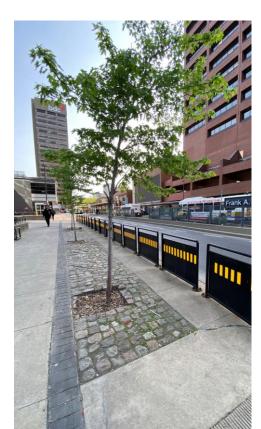






Imagining Main Street

- During LRT construction flexibility will be needed through the downtown to provide sufficient movement for transit and other vehicles
- Post LRT Construction, there is an opportunity to re-construct Main Street through the core as a signature Complete Street
- Concepts could include reduced lanes, a raised cycle track and greening opportunities





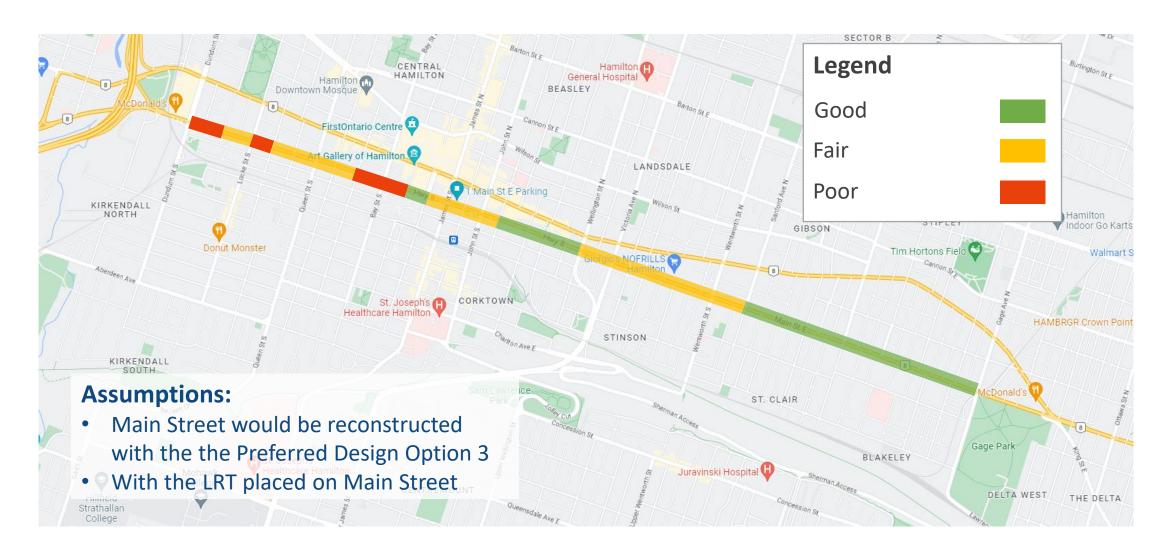








Projected Future Traffic Operations (2041)



50



Summary



- Provide
 Westbound flow
 for public transit
 and vehicles
- Eastbound traffic will be slowed



Slower speeds
addresses the
Problems and
Opportunities
identified at the
onset of the
Study



Traffic calming and improved safety in this corridor results in a net gain for the community



Opportunities for green and resilient infrastructure (e.g. permeable surfaces, trees) and roadway beautification



Opportunities to improve infrastructure conditions along Main Street



Next Steps



Next Steps

- Provide your input and comments!
 - Interactive map will be activated the week of May 22nd
 - Commenting period open until Monday June 5, 2023
- The ideas and comments gathered during this meeting will be summarized, assessed and applied (where possible) to refining the design alternatives.
- Confirmation of Preliminary Preferred Design
- Report to Council in July 2023



Future Work

Following the two-way conversion, the City will:

- Review and evaluate performance of the two-way conversion.
- Evaluate and implement further design enhancements.
- Coordinate with future infrastructure project e.g., underground services.
- Leverage opportunities post LRT completion.



Town Halls

Ward 1 & 2 Community Meeting
Hamilton City Hall, 71 Main Street West
Thursday May 25, 2023
7:00 p.m. – 9:00 p.m.

Ward 1 & 3 Community Meeting
Bernie Morelli Recreation Centre, 876 Cannon Street East
Monday May 29, 2023
6:30 p.m. – 8:00 p.m.



Contact Information

If you have any further questions or comments, please feel free to contact:

James Schofield

Project Manager, WSP

james.schofield@wsp.com

Dipankar Sharma

Project Manager, City of Hamilton

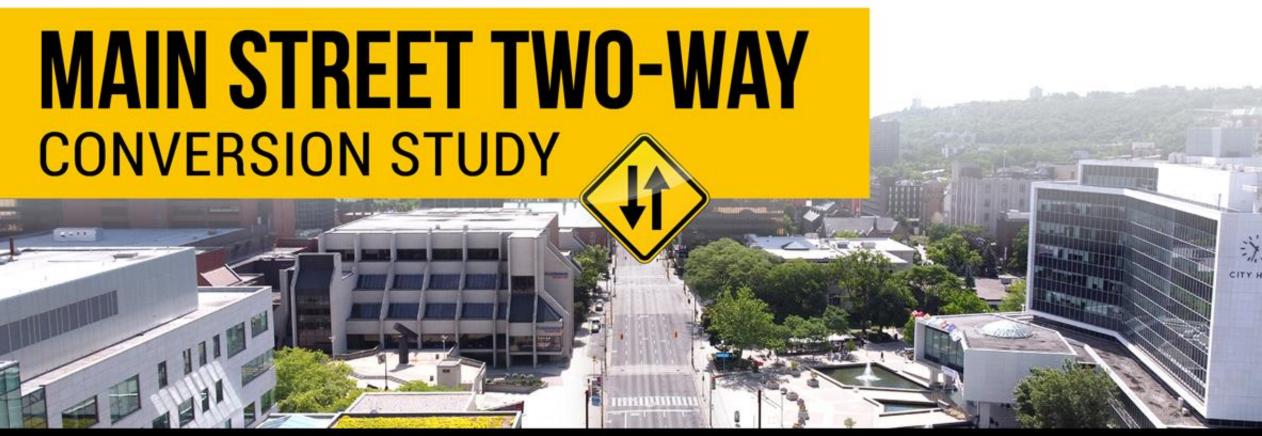
dipankar.sharma@hamilton.ca

Q & A

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WE WANT TO HEAR FROM YOU!





engage.hamilton.ca





Two-Way Conversion (Complete Streets Integration)

The following outlines the remaining two-way conversion have been assessed through the Complete Streets lens and applicable street typology to identify the best potential outcomes. In addition, consideration of the Hamilton Street Railway's re-envision network and Light Rail Transit have been incorporated.

Birch Avenue (Burlington Street to Barton Street)

This two-way conversion was identified in the Citywide Transportation Plan. Additionally, a Schedule B Environmental Assessment was completed for Birch Avenue in 2020 to support the mobility options for the new bus storage and maintenance facility. The two-way conversion will include a multi-use path for cyclists and pedestrians on the west side of Birch Avenue, this is consistent with an Industrial Street Complete Streets typology. Construction will commence once discussions with Canadian National Railway addresses issues relating to the mainline rail bridge over Birch Avenue. The portion of Birch Avenue between Barton and Wilson Streets was converted to two-way in 2020.

Wilson Street (Victoria Avenue to Sherman Avenue)

The Citywide Transportation Plan identified opportunities to improve westbound routing options as a result of the B-Line Light Rail Transit project. Wilson Street from James Street to Victoria Avenue was converted to two-way in 2010. The conversion of the remaining section will also support the routing of transit in both directions along Wilson Street. Currently, this Light Rail Transit enabling project is in the design stage. A public information centre was held in June 2023. Input received through this process included opportunities to support the Connector Street Complete Street typology including wider pedestrian clear zones, tree plantings, and curb extensions to formalize on-street parking areas and reduce pedestrian crossing distances.

Sherman Avenue (Burlington Street to Wilson Street)

Similar to Wilson Street, Sherman Avenue was identified as part of the Light Rail Transit project and is being coordinated with those capital works projects. The segment between Barton Street and Wilson Street will be converted to two-way operation to support routing options and align with the Wilson Street conversion. The conversion would accommodate one-lane in each direction and on-street parking. Other design elements to improve the pedestrian realm are also being considered. This project is currently in the design process and is anticipated to be implemented in 2024. The remaining segment between Burlington Street and Barton Street will apply a consistent design approach and will be completed as a separate project due to coordination with the Canadian National Railway and the railway crossing requirements and approvals with a target implementation timeframe of 2025.

Queen Street (Barton Street to King Street)

Queen Street was examined as part of the holistic review within the Citywide Transportation Plan. Implementation of various segments have occurred over the past several years. The segment between Barton Street and York Boulevard fits a neighbourhood typology can accommodate one travel lane in each direction plus onstreet parking to accommodate the single detached dwellings that do not have a driveway or rear alley access. The segment between York and King Street observes a higher demand in the southbound direction and will require two southbound travel lanes to be maintained. However, in the northbound direction, the conversion of the parking lane to accommodate the future transit route (Route 29 - Garth) identified as part of the transit network redesign will be required. Implementation of the conversion will need to be coordinated prior to introduction of service, which is subject to budget approval as part of the implementation of the transit network.

Caroline Street (York Boulevard to King Street)

Both the Downtown and Citywide Transportation Plans included the conversion of Caroline Street and much of the street has been implemented except for the segment between York Boulevard and King Street. Accommodations for the conversion along this short section has been included within the York Boulevard reconstruction project. The expected delivery of this project is anticipated to occur in 2024/2025.

Sanford Avenue (Barton Street to Main Street)

The function of Sanford Avenue will change as a result of the Light Rail Project and vehicles will no longer be able to travel north through King Street. However, pedestrians and cyclists will be able to cross safely. This presents an opportunity to implement complete streets through the Sanford corridor. Although identified as a two-way conversion project, there is currently a feasibility assessment being undertaken to accommodate cycling infrastructure and apply the complete streets approach. Currently, Sanford is identified as a 2029 project.

King Street (Dundurn Street to Delta)

The Hamilton Light Rail project identifies a conversion of King Street along much of the project corridor. To support the project, King Street will operate with one lane in each direction. Westbound trips through the corridor will be absorbed by both transit ridership and use of parallel corridors such as Cannon, Wilson, and Main Street.

Hunter Street (Queen Street to Wellington Street)

Hunter Street was evaluated as part of the Citywide Transportation Plan but was not carried forward for conversion. Hunter Street provides more value as mobility spine for active transportation by providing connectivity to the Hunter GO Station, the downtown and central Hamilton mountain via the Keddy Trail (Claremont access).

Cannon Street (Queen Street to Sherman Avenue)

Similar to Hunter Street, Cannon Street was evaluated as part of the Citywide Transportation Plan but was not carried forward for conversion. The conversion was not carried forward as Cannon Street provides a critical continuous east-west active transportation spine through the lower City. Cannon Street is also a westbound routing alternative needed as part of the Light Rail Transit project.

Catharine Street (Barton Street to Hunter Street)

Catharine Street was evaluated and identified holistically as a conversion opportunity as part of the Citywide Transportation Plan. In undertaking a context-sensitive approach to the corridor and applying complete streets principles Catharine Street has two distinct areas. North of Cannon Street, Catharine functions as a neighbourhood street. A conversion from one to two-way operation would provide opportunities to improve circulation and calm the street. South of Cannon Street, Catharine bisects the downtown and provides an opportunity to support a more refined and dense active transportation grid through the implementation of a bi-directional cycle track. This route would improve connectivity between the Hunter GO Station and other destinations with the increased mobility demand from dense developments in this area of downtown. Implementation of these improvement is expected to occur in 2027 and is subject to coordination with road resurfacing.

Hess Street (Barton Street to King Street)

The segment of Hess Street between York Boulevard and Barton Street has been incorporated into the design of the York Boulevard reconstruction project, which is expected to occur in 2024. Based on the approved Light Rail Transit project design, there is no through vehicular access across King Street or on King Street between Queen Street and Hess Street. As a result, there is routing benefits to convert this segment of Hess Street. However, there are complete street opportunities to improve the pedestrian realm along Hess Street and accommodate displaced on-street parking demand that may result of the Queen Street conversion.

Bay Street (Cannon Street to Herkimer Street)

Bay Street has long been established as an important north-south active transportation corridor. The initial evaluation occurred as part of the Downtown Transportation Plan but was not carried forward for conversion. This north-south spine connects the waterfront to the escarpment as well to the Hunter and Cannon Street higher order active transportation routes.

Victoria Avenue (Ferrie Street to Main Street)

The segment of Victoria Avenue from Burlington Street to Ferrie Street was converted from one-way to two-way in 2020 and included unidirectional bicycle lanes. The segment from Ferrie Street to Barton Street has not moved forward due to both the

approval process for the at-grade rail crossing of the Canadian National mainline rail corridor and the lack of support of the conversion by the Hamilton General Hospital, who is a major stakeholder. The remaining segments from Barton to Main provide a complete streets opportunity representative of an Urban Avenue typology. Consistent with this typology, a two-way cycle track has been implemented. Further refinements to the street design will occur as part of the Light Rail Transit enabling works, which will include more positive guidance to vehicles and the pedestrian realm between Main and King Streets.

Wellington Street (Burlington Street to Main Street)

Maintaining Wellington Street as a one-way street between Burlington Street and Barton Street is consistent with the North End Traffic Management Plan, which aims to divert vehicular trips around the North End and not through the neighbourhood. There are opportunities to improve this segment of Wellington Street to facilitate a better pedestrian, cycling and transit experience through a reducing the number of travel lanes. Curb extensions have been implemented on the southwest corner of the Wellington / Barton and the northwest corner of the Wellington / Cannon intersections. These interventions provide improved visibility and reduced crossing distances for pedestrians. It also provides a buffer for pedestrians through on-street parking and reduces aggressive driving behaviour as a result of speeding and weaving.

The segment of Wellington Street will require a redesign as a result of the Main Street conversion (if approved by Council). This segment is also impacted by the King Street design as part of the Light Rail Transit enabling works. A redesign will provide positive guidance to vehicles and improved the pedestrian realm between Main and King Streets.

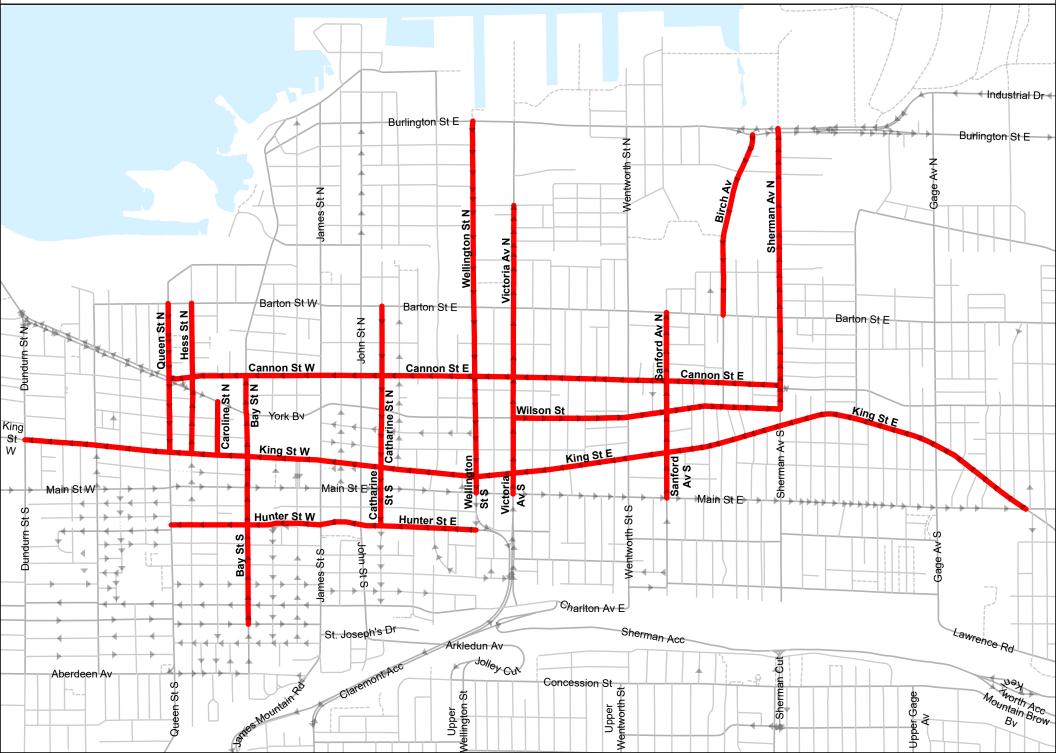
In order to maintain design consistency as well as accommodate future transit service along Wellington Street south of Barton Street, maintaining a one-way street operation is recommended and is also consistent with Victoria Street. In terms of improving Wellington Street, opportunities to improve the pedestrian realm through the provision of sidewalk buffers and additional curb extensions to reduce pedestrian crossing distances should be further evaluated as opportunities arise through capital infrastructure planning. Buffers could include, on-street parking regulations, street trees, and landscape strips. These combined attributes are consistent with an Urban Avenue Complete Streets typology.

Street Conversion Summary Table

Street			Street	Two-way	One-way with	Anticipated	
Name	From	То	Typology	Conversion	Enhancements	Implementation	
Birch	Burlington	Barton	Connector	Υ		2024-2026	
Wilson	Victoria	Sherman	Connector	Υ		2023-2024	
	Burlington	Barton	Neighbourhood	Y		2025-2026	
Sherman	Barton	Wilson	Neighbourhood	Υ		2024	
				Υ		Coordination	
	Barton	York	Neighbourhood	ı		required (HSR)	
				Υ		Coordination	
Queen	York	King	Urban Avenue	'		required (HSR)	
				Υ		Coordinate with	
Caroline	York	King	Neighbourhood			LRT project	
	Barton	King	Connector		Y	2029	
Sanford	King	Delaware	Neighbourhood		Υ	2029	
Main	Paradise	Delta	Urban Avenue	Υ		2025-2026	
			Main Street /	Υ		2025-2029	
King	Dundurn	Delta	Urban Avenue	'		2023 2023	
Hunter	Queen	Wellington	Connector		Υ	not applicable	
Cannon	Sherman	Queen	Transitioning	Υ		not applicable	
	Barton	Wilson	Neighbourhood		Υ	2026 or beyond	
					Υ	Coordinate with	
Catharine	Wilson	Hunter	Connector		'	LRT Project	
	Barton	York	Neighbourhood	Υ		2024-2025	
Hess	York	King	Connector		Υ	not applicable	
Bay	Cannon	King	Urban Avenue		Υ	not applicable	
			Connector /		Υ	not applicable	
	King	Hunter	Urban Avenue		ľ	пот аррисавте	
	Ferrie	Barton	Urban Avenue	Υ		not applicable	
Victoria	Barton	Wilson	Urban Avenue		Υ	2024-2026	
	Wilson	Main	Urban Avenue		Υ	2024-2026	
					V	Timing not	
	Burlington	Barton	Urban Avenue		Υ	determined yet	
					Υ	Timing not	
	Barton	Wilson	Urban Avenue		ı	determined yet	
Wellington					Υ	Timing not	
	Wilson	Main	Urban Avenue		'	determined yet	

WNE

Two-Way Street Conversions Appendix "E" to Report PW23074/PED23248 Page 174agfe378f 6 and Alternative Complete Street Interventions



Main Street - Hamilton

PRELIMINARY (BALLPARK) COST ESTIMATE - Roadworks Items

ITEM NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL
1	Curb Removal	m	2700	30.00	\$81,000.00
2	Concrete Pad Removal	m^2	2300	30.00	\$69,000.00
3	Asphalt Removal	m^2	700	25.00	\$17,500.00
4	New Curb - All Types as per OPSD	m	3200	120.00	\$384,000.00
5	New Concrete Pad	m^2	2400	120.00	\$288,000.00
6	Concrete Area (Median/ Island)	m^2	1100	120.00	\$132,000.00
7	10cm Broken white 1.5-1.5-1.5	m	430	10.00	\$4,300.00
8	10cm Broken white 1-1-1	m	100	10.00	\$1,000.00
9	10cm Broken white 3-3-3	m	620	10.00	\$6,200.00
10	10cm Broken White 3-6-3	m	2600	10.00	\$26,000.00
11	10cm Broken Yellow 3-3-3	m	45	10.00	\$450.00
12	10cm Solid White		5800	10.00	\$58,000.00
13	10cm Solid yellow		5000	10.00	\$50,000.00
14	Double Solid Yellow (10cm+10cm two lines)		120	10.00	\$1,200.00
15	60cm Stop Bar		1050	50.00	\$52,500.00
16	60cm Pedestrian Zebra Crossing	m	6700	50.00	\$335,000.00
17	Buffer Area Painting	m^2	8900 40.00		\$356,000.00
18	Blue Colored Hatch at Start of Project	m^2	880	220.00	\$193,600.00
19	Busbay Red Colored Hatch	m ²	860	220.00	\$189,200.00
20	Colored Pedestrian Crossing At intersection	m ²	90	220.00	\$19,800.00
21	Green Colored area near Curbs at intersections	m ²	450	220.00	\$99,000.00
22	Tactile Plates / Surface	m^2	750	600.00	\$450,000.00
23	Decorative Intersection Traetment (For 5 Intersections: James St., Wellington St S, Wentworth St S, Fairleigh Ave. S and Sherman Ave. S)	m ²	1150	480.00	\$552,000.00
24	Pavement Symbols	no.	765	250.00	\$191,250.00
			S	UB TOTAL	\$3,557,000.00

ITEM NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL		
1	10% Contingencies				\$356,000.00		
2	1.76% Non-recoverable HST				\$63,000.00		
3	10% Traffic Safetty Improvements				\$356,000.00		
4	5% Traffic Control				\$178,000.00		
	\$4.510.000.00						

ITEM NO.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL
1	Main Street- Resurfacing (Hwy403 to James)				\$3,500,000.00
2	Main Street- Resurfacing (James to Wentworth)				\$3,000,000.00
3	Main Street- Resurfacing (Wentworth to the Delta)				\$3,500,000.00

SUB TOTAL B

\$10,000,000.00

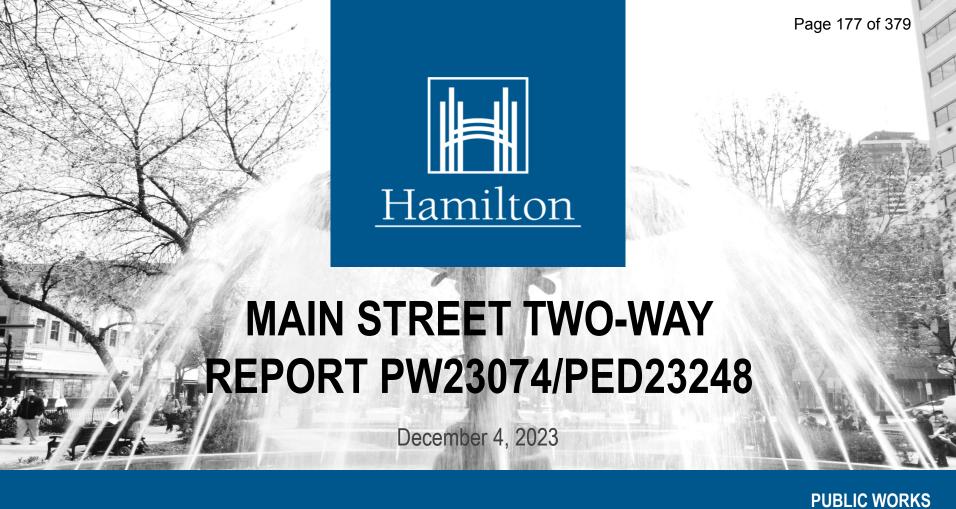
TOTAL A+B

\$14,510,000.00

TOTAL (ROUNDED UP TO NEAREST \$100k)

\$14,600,000.00

HAMILTON MAIN STREET - ONE-WAY TO TWO-WAY CONVERSION Page 2 of 2										
		Construction Cost Estimate								
NO.	INTERSECTION	Temporary Traffic Signals Permanent					Permanent T	Traffic Signals		
			3 - Legged 4 - Le		4 - Legged	- Legged			4 - Legged	
1	Main Street and Dundurn Street		N/A	\$	50,000.00		N/A	\$	250,000.00	
2	Main Street and Strathcona Street		N/A		N/A	\$	225,000.00		N/A	
3	Main Street and Locke Street		N/A	\$	40,000.00		N/A	\$	240,000.00	
4	Main Street and Pearl Street		N/A	\$	40,000.00		N/A	\$	240,000.00	
5	Main Street and Queen Street		N/A	\$	50,000.00		N/A	\$	250,000.00	
6	Main Street and Hess Street		N/A	\$	50,000.00		N/A	\$	250,000.00	
7	Main Street and Caroline Street		N/A	\$	40,000.00		N/A	\$	240,000.00	
8	Main Street and Bay Street		N/A	\$	40,000.00		N/A	\$	240,000.00	
9	Main Street and Summers Lane	\$	30,000.00		N/A	\$	225,000.00		N/A	
10	Main Street and MacNab Street		N/A	\$	60,000.00		N/A	\$	250,000.00	
11	Main Street and James Street		N/A	\$	50,000.00		N/A	\$	250,000.00	
12	Main Street and Hughson Street		N/A	\$	40,000.00		N/A	\$	230,000.00	
13	Main Street and John Street		N/A	\$	55,000.00		N/A	\$	250,000.00	
14	Main Street and Catharine Street		N/A	\$	50,000.00		N/A	\$	250,000.00	
15	Main Street and Walnut Street		N/A	\$	40,000.00		N/A	\$	240,000.00	
16	Main Street and Ferguson Avenue	\$	30,000.00		N/A	\$	225,000.00		N/A	
17	Main Street and Wellington Street		N/A	\$	50,000.00		N/A	\$	250,000.00	
18	Main Street and Victoria Avenue		N/A	\$	50,000.00		N/A	\$	250,000.00	
19	Main Street and East Avenue		N/A	\$	40,000.00		N/A	\$	230,000.00	
20	Main Street and Emerald Street		N/A	\$	40,000.00		N/A	\$	240,000.00	
21	Main Street and Tisdale Street	\$	120,000.00		N/A	\$	310,000.00		N/A	
22	Main Street and Wentworth Street		N/A	\$	50,000.00		N/A	\$	250,000.00	
23	Main Street and Sanford Avenue		N/A	\$	50,000.00		N/A	\$	250,000.00	
24	Main Street and Fairleigh Avenue		N/A	\$	40,000.00		N/A	\$	240,000.00	
25	Main Street and Sherman Avenue		N/A	\$	50,000.00		N/A	\$	250,000.00	
26	Main Street and Springer Avenue	\$	30,000.00		N/A	\$	225,000.00		N/A	
27	Main Street and Albert Street		N/A		N/A	\$	225,000.00		N/A	
28	Main Street and Gage Avenue		N/A	\$	50,000.00		N/A	\$	250,000.00	
29	Main Street and Hilda Avenue		N/A		N/A	\$	225,000.00		N/A	
30	Main Street and King Street		N/A	\$	60,000.00		N/A	\$	260,000.00	
	TOTAL	\$	120,000.00	\$	1,080,000.00	\$	1,575,000.00	\$!	5,650,000.00	
TOTAL ESTIMATE			\$8,425,000.00							



Council Direction: May 11°, 20°22

- Identify actions that can be taken immediately to improve safety for all users along Main Street and King Street;
- Convert Main Street to two-way operation integrating complete streets and climate resiliency to enable the safer use of road users including transit riders, pedestrians, motorists and cyclists;
- Undertake public engagement that leverages a Complete Streets, EDI and Climate Change approach;
- Consult with Metrolinx and MTO regarding two-way conversion considerations for LRT and the 403 interchanges;
- Report back with an implementation plan for two-way conversion that includes an assessment of costs, construction timing and resource requirements; and
- Update and reassess all remaining one-way streets in the city utilizing the street conversion framework identified in the Transportation Master Plan and report back.

Main Street Collision Review

2,065 collisions from on Main Street between 2017-2022

1,517 Intersection Collisions

 Make up 73% of the collisions (City-wide average is 57%)



84 Pedestrian-involved Collisions

89.7% of pedestrians involved in a collision are injured

548 Midblock Collisions

 Make up 27% of the collisions (City-wide average is 42%)



37 Cyclist-involved Collisions

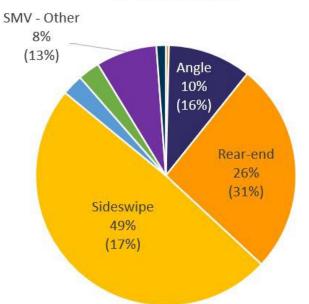
77.4% of cyclists involved in a collision are injured



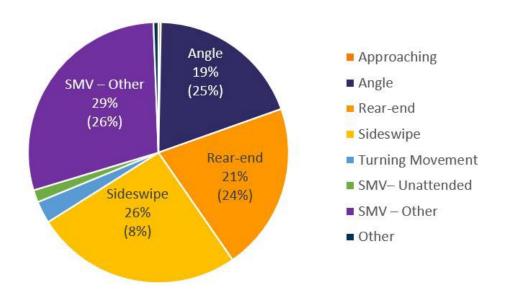
\$\$\$ Societal Cost of Collisions

Types of Collisions on Main Street





Fatal/Injury Collisions



Note: City-wide Averages displayed in brackets



Safety Enhancements



Lane Reconfiguration



Ladder Crosswalks



Pedestrian Buffers



LPI & Countdown Timers



Lane Control Bump Outs



Expanded Street Parking



Transit Enhancement



Transit Signal Priority



No Right Turn on Red



Community Safety Zones



Automated Speed Enforcement



King Street Bus Only Lane



Conversion Opportunities



- Improved pedestrian and cycling safety at intersections
- Additional pedestrian crossing locations
- Reduced pedestrian crossing distances and slow turning motor vehicles



Accessibility

- Plans for accessible transit stops
- Wider pedestrian facilities to increase accessibility, comfort and safety
- Address other accessibility concerns along the corridor
- Additional on street parking



- Enhanced cycling network connectivity with new cycling facilities
- Improved connectivity to transit terminals for pedestrians and cyclists



Infrastructure Condition

- Improve the condition of infrastructure, including pavement, sidewalks, etc.
- AODA Compliance



Policy Framework



Vision Zero Action Plan



Pedestrian Mobility Plan



Cycling Master Plan



(re)Envision the HSR



Parking Master Plan



Transportation Master Plan



Urban Hamilton Official Plan

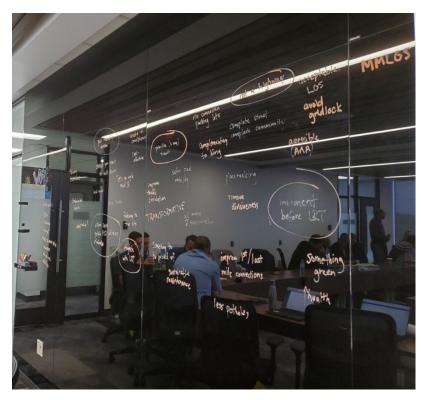


Complete Streets
Design Manual



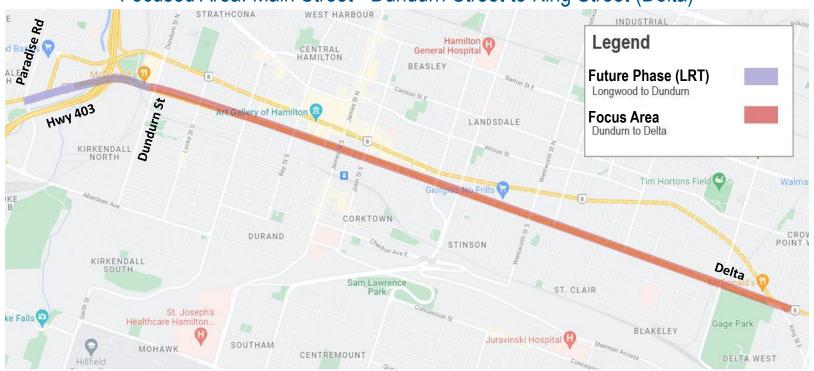
Main Street Two-way Study Objectives

- Increase safety for all road users
- Pedestrian-friendly corridor
- Improved cycling connectivity
- Prioritize 2-way transit
- Enhance accessibility
- Consider parking and loading needs
- Add greenery and streetscaping elements



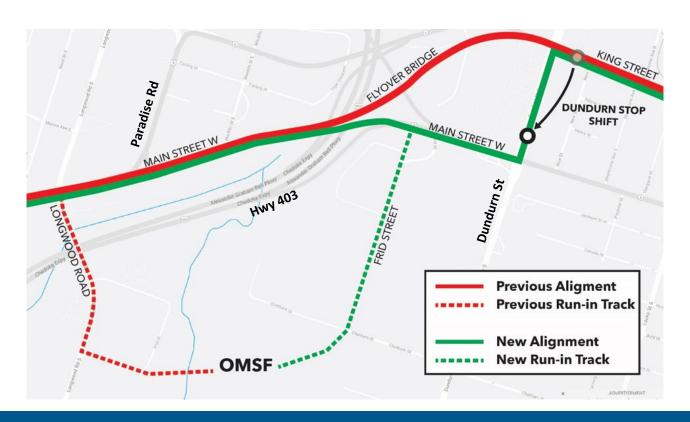
Conversion Study Stope

Focused Area: Main Street - Dundurn Street to King Street (Delta)





Main Street and LRT Realignment





Evaluation Chiteria



Safety/Conflict Mitigation

Mitigate conflicts between motorist and cyclists



Two-Way Traffic Operations

Impact to two-way roadway capacity and intersection operations



Pedestrian Friendliness

Have access to safe, walkable and convenient pedestrian routes



Cyclist Network

Provide cycling facilities and connectivity to destinations



Transit Operations

Impact and compatibility with local transit



Social Health & Equity

Provides a fair and accessible environment for users



On-street Parking

Impact to on-street parking supply



Cost

Anticipated cost to construct the conceptual design



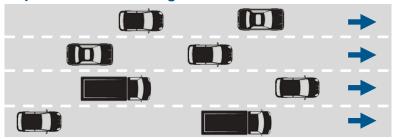
Green and Resilient Infrastructure

Provide opportunities for greening, permeable surfaces and beautification



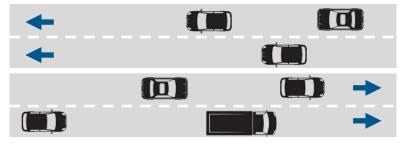
Configuration Alternatives

Option 1: Do Nothing – 4 Eastbound Lanes



- Does not provide two-way traffic flow as directed by Council
- Not pedestrian- and cyclist-friendly
- Poor safety outcomes
- Does not improve social health and equity

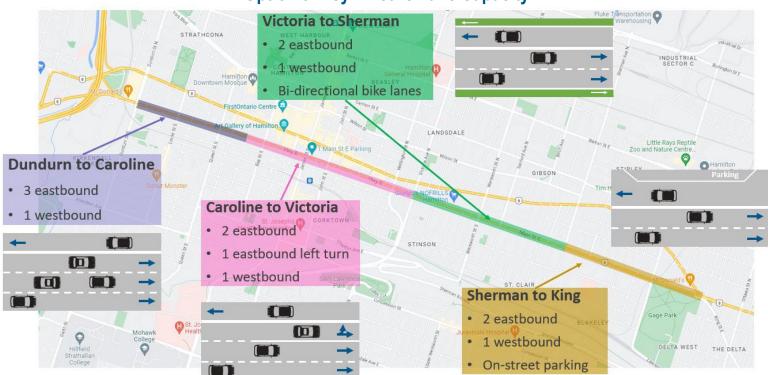
Option 2: Symmetrical Lane Capacity



- Current four lanes reconfigured to two lanes eastbound and two lanes westbound
- Provides equal amounts of westbound and eastbound capacity on Main Street
- Most traffic congestion of three options

Preferred Configuration

Option 3: Asymmetric Lane Capacity





Configuration Ranking & Evaluation



Criteria	Option 1 Do Nothing	Option 2 Symmetric Lanes	Option 3 Asymmetric Lanes	
Two-Way Traffic Operations	4	4		
Safety/Conflict Mitigation	4	•	6	
Pedestrian Friendliness		•	•	
Cyclist Network	4	(
Transit Routing	4	L		
On-street Parking		(6	
Cost		•	6	
Social Healthy & Equity	4		•	
Green and Resilient Infrastructure	4	4	6	
Carry Forward	No	No	Yes	



Public Engagement



Engage Hamilton Platform: May 2, 2023 (launched)

Online Public Information Centre: May 18, 2023

Ward 1 and 2 Public In-person Townhall: May 25, 2023

Ward 2 and 3 Public In-person Townhall: May 29, 2023

Business Improvement Area Sub-Committee: June 13, 2023

362
residents participated in the public engagement sessions

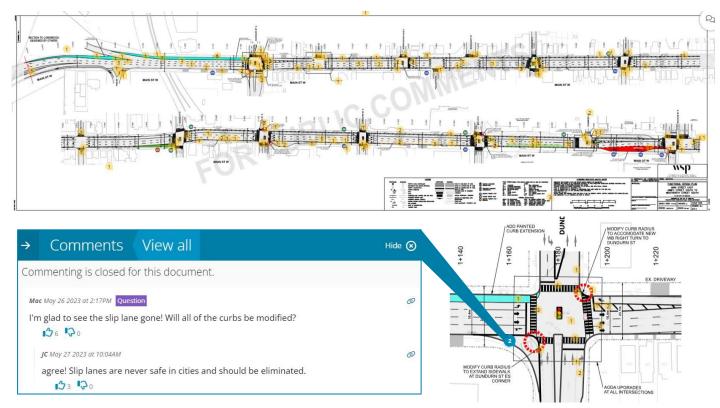
81
unique questions asked
during the public
engagement sessions

149
e-mails sent by the public to project general in-box

public comments made on the online design commenting tool



Interactive Online Comments of the Comment of the C





Influencing Outcomes

MAIN STREET TWO-WAY

CONVERSION STUDY











Public Engagement Key Themes:

- Prioritizing pedestrians, cyclists and transit users
- Allocating street space for cycling and green infrastructure
- Extending cycling options along Main Street with enhanced protection
- Expanding Hamilton's cycling network
- Reducing side street access to Main Street
- Minimizing driveways along Main Street
- Addressing traffic congestion concerns



Implementation Plan



Key Components of Main Street Two-Way Conversion:

- Reconstruction of 29 traffic signals
- Reconstruction of railway crossing at Gage Avenue
- 5 kilometers of roadway rehabilitation
- Various civil corridor improvements
- Installation of green infrastructure
- Placemaking





Project Cost and Resourcing Plan

Item:	Budget Estimate:
Traffic Signal Reconstruction	\$ 8,420,000
Roadway Rehabilitation	\$10,000,000
Corridor Improvements	\$ 3,557,000
Contingency & Miscellaneous	\$ 4,510,000*
Total:	\$26,492,000

- Establish an internal multi-divisional project team including approximately 4 temporary staff*
- Leverage conversion study concept design, public comments and desires
- Utilize external consulting services, via a formal request for proposal, for detailed design
- Undertake additional public input on detailed design
- Coordinate with LRT design, scheduling and construction phasing



Main Street Two-way Value Proposition



Provide **Westbound flow** for public transit and vehicles

Eastbound traffic speeds will be **slowed**



Slower speeds
addresses the
Problems and
Opportunities
identified at the
onset of the Study



Traffic calming and improved safety in this corridor results in a net gain for the community



Opportunities for green and resilient infrastructure (e.g. permeable surfaces, trees) and roadway beautification



Opportunities to improve infrastructure conditions along Main Street

Remaining One-Way Streets

- 2018 Transportation Master Plan included an evaluation framework to assess one-way street conversions with a focus on Complete Streets
- Framework was used to review fourteen remaining one-way collector and arterial streets
- Review also took into account recent experience in Hamilton and other municipalities on different approaches for one-way streets that can achieve Complete Streets and multimodal opportunities
- Recommendations on future conversions are provided in Appendix "E" and will be included into future annual capital budgets for Council consideration





PW23074/PED23248 Recommendations

- a) That funding for the detailed engineering design of the two-way conversion of Main Street between Dundurn Street South and Main Street East/King Street East (Delta) in alignment with the principles established by the Main Street Two-Way conversion study, be submitted as Capital Project ID #4032411048 at a value of \$1,000,000 through the 2024 annual capital budget process for consideration of Council;
- b) Funding for the implementation of Main Street between Dundurn Street South and Main Street East/King Street East (Delta), following the completion of detailed engineering design, be earmarked in the 2026 capital budget at a value of \$26,492,000 and considered for future approval by Council to enable construction targeted to begin in 2026 and completion in 2028; and
- c) That the remaining unbudgeted candidate one-way to two-way street conversions and alternative complete street interventions as identified in Appendix "E" to Report PW23074/PED23248 be programmed, and that funding associated with the conversions be identified and brought forward as part of future annual capital budget submissions for consideration of Council.

Thank You





INFORMATION REPORT

ТО:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 4, 2023
SUBJECT/REPORT NO:	Review of Level of Service for Winter Control in Alignment with the Principles of Vision Zero (PW23077) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Peter Sniuolis (905) 546-2424 Ext. 7646 Robert Marques (905) 546-2424 Ext. 7642
SUBMITTED BY:	Carolyn Ryall Director, Transportation Public Works Department
SIGNATURE:	Chall

COUNCIL DIRECTION

On March 20, 2023 Public Works Committee provided the following direction:

- a) That staff undertake a review of the City of Hamilton's current level of service for winter control and provide options on how operations could be adapted to enhance accessibility and safety in alignment with the principles of Vision Zero, thereby protecting the interests of vulnerable road users;
- b) That staff report back to the Public Works Committee with the results of the review of the City of Hamilton's current level of service for winter control in advance of August 31, 2023, with possible level of service revisions and best practices including any cost and resourcing implications; and
- c) That staff ensure the following areas of focus are included in the review of the City of Hamilton's current level of service for winter control:
 - i. HSR transit stops including boarding access;

SUBJECT: Review of Level of Service for Winter Control in Alignment with the Principles of Vision Zero (PW23077) (City Wide) – Page 2 of 11

- ii. Controlled crosswalks, crosswalks with stationed crossing guards, school crossings, sidewalks with sloped access, neighbourhood pedestrian and multimodal pathways; and
- iii. School zones
- d) That staff consult with the Advisory Committee for Persons with Disabilities and the Seniors Advisory Committee when reviewing snow clearing needs of the community; and
- e) That staff report back in full the comments and opinions of the disability and senior's communities including the Committee for Persons with Disabilities and the Seniors Advisory Committee.

BACKGROUND AND OVERVIEW

The focus of this information report is on potential enhancements or changes to winter operations, where applicable. This includes best practices surrounding Hamilton Street Railway transit stops, controlled crosswalks, crosswalks with stationed school crossing guards, school crossings, sidewalks with sloped access, neighbourhood pedestrian and multimodal pathways, and school zones. Staff have provided options on how to adapt winter operations in these areas to enhance overall safety and accessibility in alignment with the principles of Vision Zero for the upcoming 2023/2024 winter season as well as future winter seasons. Additionally, staff proactively sought out information regarding driveway snow windrow clearing, which has been included.

The City has a 24/7 winter response team equipped with; over 500 total pieces of winter equipment (in-house and contracted), which includes 164 road plow salt/sanders and 34 sidewalk plows. The response team maintains the City's 6,478 lane-kilometres of roadway, approximately 1,100 cul-de-sacs, and over 2,300 bus stops.

The City currently clears snow from 882 km of the approximately 2,468 km of sidewalks. This includes sidewalks on municipally owned property, reverse frontage lots, all sidewalks in Ward 12, adjacent to school property owned by the Hamilton-Wentworth District School Board and the Hamilton-Wentworth Catholic District School Board, and along all Priority 1 roadways and Priority 2A roadways where transit operates, in conjunction with the Snow and Ice By-law No. 03-296.

In November 2021, Report PW19022(d) presented financial and contract details regarding the expansion of sidewalk snow clearing, integrating an Equity, Diversity, and Inclusion lens into the development of new service standards related to winter snow clearing from sidewalks. This initiative was approved and following a year of program implementation during the 2022/2023 winter season, Council provided direction to

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explore further improvements focusing on winter snow clearing, particularly related to sidewalks, transit, multimodal pathways, and services in school zones. 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 streets can be made 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. Roadway operations is an important component of roadway safety, particularly during the winter season. Winter weather can increase vulnerable road users exposure to potentially unsafe conditions and therefore it is critical to ensure that operations take this into consideration.

Current Levels of Service:

Ontario Regulation 239/02 to the *Municipal Act, 2001* "Minimum Maintenance Standards for Municipal Highways" describes the base level of service for roadways, including winter maintenance. In addition to these defined levels of service, the City also has self-imposed enhanced winter levels of service which are greater than and in addition to the Minimum Maintenance Standard for Municipal Highways. City approved enhanced levels of service versus Minimum Maintenance Standards for Municipal Highways is attached to Report PW23077 as Appendix "A" for reference.

The City's ability to provide winter operations in compliance with the required levels of service is contingent upon weather conditions such as the severity of weather events, extreme cold cycles and fluctuating freeze and thaw events. The operational response to any of these situations can vary greatly and are dependent on the severity and frequency of each weather event. In circumstances where winter weather conditions exceed or hinder the City's capability to meet levels of service, particularly through delayed response times, a Significant Weather Event is declared to clearly indicate to the public a delay in response in achieving levels of service.

In the 2022/2023 winter season (November 2022 through the end of April 2023), the Transportation Division fielded over 10,000 phone calls regarding winter activities, processed approximately 2,600 service requests, and received over 13,000 emails. Public inquiries and requests peak during and after severe weather events and can place a strain on internal resources. Many public inquiries and requests ask for work that is not in alignment with the approved levels of service, which is why it is important

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that regular public communications are provided to educate residents on the levels of service that the City provides. Maintenance Standards for Municipal Highways Policy (PW18096(a)) (City Wide) has also been provided in Report PW23077 as Appendix "B", which outlines the guidelines for delivering levels of service for maintenance operations. In addition to the Maintenance Standards for Municipal Highways Policy, Council approved an enhanced level of service for sidewalk snow clearing, which was first used during the 2022/2023 winter season.

Based on examining the first operational winter season for the enhanced level of service for sidewalk snow clearing, applying lessons learned, and working in collaboration with the City's sidewalk snow clearing contractor, opportunities for increased efficiencies and process improvements have been identified. Many of these opportunities can be leveraged and applied to the 2023/2024 winter season with minimal resourcing implications. The existing sidewalk snow-clearing contract expires after the 2026/2027 winter season, after which substantive modifications can be included in a subsequent tender.

2023/2024 Winter Season Opportunities:

Several improvement opportunities were identified through examination of the 2022/2023 winter operations program performance. These opportunities will be leveraged during the 2023/2024 winter season and are anticipated to result in an enhanced ability to meet levels of service and improve the performance of the winter operations program.

Winter Status Dashboard

A comprehensive storm update dashboard was developed to assist internal operations as it provides visual tracking of the status of completion for roadway snow clearing, predictive completion timelines, and resource allocation status. Before the development of this dashboard, operational activities were tracked manually which was found to be inefficient and not enabling the availability of information in a timely manner that the program requires. Future enhancements to the dashboard will be progressed, and the option to make this public facing will be explored. An example of the Winter Maintenance Dashboards have been attached to Report PW23077 as Appendix "C".

Digital Activity Logs

Digital activity logs will be implemented this winter season for the use of the City's sidewalk contractors. The digital logging process ensures that contractor operation activities are tracked in a format that is accessible on demand to internal staff who manage the contractors. The digital logs replace paper logging which had to be filled in by contractors and submitted to the City and processed. The digital activity logs

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increase information accuracy, and legibility and eliminate the delay that is associated with using paper logs which need to be passed from the contractor to the City. An example of a Digital Activity Log for snow-clearing has been attached to Report PW23077 as Appendix "C".

Quality Control Based Internal Resource Allocation

A strategy was identified to adjust five available internal resources which will improve quality control through prioritized inspections during storm events during the week, as it pertains to monitoring the operations of the City's sidewalk snow-clearing contractor. This will enhance the ability to identify and rectify issues earlier during, and after winter events.

Contract Considerations for Future

Winter maintenance contracts are being examined and updated in anticipation of future tenders after the existing tenders expire. These contracts, coupled with strategic optimizations, are poised to enhance the efficiency and modernization of resource utilization in the provision of winter maintenance services, incorporating Council discussions, direction and applying lessons learned through continuous improvement principles.

Future Potential Levels of Service Opportunities (2024 onwards):

Identified opportunities are summarized in Appendix "D" attached to Report PW23077 which is organized by options identified within the March 20, 2023 Council motion. The summary includes information on how the issues could be addressed during the 2023/2024 winter season and during future winter seasons. Some opportunities, as noted above, will be incorporated in the 2023/2024 winter season operations and do not require direction from Council, while other future opportunities are presented here for Council's consideration. Opportunities took into consideration consultation with the Seniors Advisory Committee and Advisory Committee for Persons with Disabilities as attached in Report PW23077 as Appendix "E".

Option 1 - Additional sidewalk clearing and support equipment

This option increases the quantity of equipment under the existing sidewalk clearing contract by introducing additional equipment, notably eight sidewalk plows and eight filler trucks, to complement the current fleet of 34 sidewalk plows and 21 filler trucks. The objective is to enhance operational efficiency and reduce route lengths, enabling earlier commencement of clearing operations and facilitating secondary sidewalk clearing when needed. Implementation would be targeted for future winter seasons.

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In conjunction with the increased equipment, this enhancement necessitates additional operational hours to activate the sidewalk and transit clearing contractor earlier during storms. This proactive measure mitigates snow depths, benefiting pedestrians and impeding snow accumulation on sidewalks.

Furthermore, the introduction of this service level enhancement entails utilizing supporting equipment, such as skid steers, to expedite windrow removal at critical points like crosswalks, intersections, transit stops, school crossings, and other high pedestrian areas. It is important to note that while this service will be activated toward the end of the storm, it will not instantaneously resolve windrow issues. Rather, it expedites the final clean-up process. Implementation of this enhancement, if approved by Council, could be targeted to begin in the 2024/2025 winter season and continue with subsequent winter seasons.

It is also worth noting that this option would yield additional minor tangible benefits, notably an enhanced level of service around schools. The City's earlier activation of snow removal services will prompt the contractor to attend to sidewalks around schools earlier, ensuring safer pedestrian pathways during winter.

To enhance the existing level of service, this change would require a total investment of \$5.46 million. This comprises a projected cost for contractual services of \$2,920,713 in 2024 and a projected cost for contractual services of \$2,043,317 in 2025. Staffing compliment included in this total cost includes for:

 Supervisors – Roadway Maintenance (four permanent full-time employees) representing an estimated annual cost of \$495,448; inclusive of salary and benefit costs.

With the additional four Roadway Maintenance Supervisors required to oversee the program, their roles would encompass inspecting contracted work, identifying any deficiencies, and enhancing communication with the contractor, staff, and residents. During non-winter seasons, these supervisory staff will also ensure property restoration by the Contractor and provide support for summer contracts like grass cutting.

It should be noted that the additional supporting equipment for the 2024/2025 winter season onwards is estimated since contract pricing would need to be confirmed by a competitive bidding process.

Option 2 - School Zone Level of Service Increase

The Minimum Maintenance Standards and the City's current Council approved enhanced levels of service will not elevate school zones to a heightened level of service. Clearing operations follow a hierarchy based on roadway classification,

SUBJECT: Review of Level of Service for Winter Control in Alignment with the Principles of Vision Zero (PW23077) (City Wide) – Page 7 of 11

commencing from main roads and escarpment crossings, progressing to collector roads, and concluding with neighbourhood streets. Consequently, this approach yields perceived service disparities among schools, given their varying roadway classifications. Attached to Report PW23077 as Appendix "F" is a map of all Hamilton-Wentworth District School Board and Hamilton-Wentworth Catholic District School Board school locations found on all road classifications throughout the City.

The enhancement being proposed involves clearing roadways and sidewalks before and after school hours, superseding roadway class distinctions. This option does not include sidewalks or locations directly across from schools or anything on school property, such as internal pathways or parking lots. Deadhead of the roadway and sidewalk plows will occur as they are moving between prioritized locations; not clearing the surrounding roadway or sidewalk enroute to the school.

Enhancing the level of service around School Zones would result in an estimated total annual cost increase of \$12 to \$13 million with an implementation date targeting 2025/2026. The City would need to issue a new procurement to implement this enhancement with multiple contracts with the private sector to fulfil the increased service demands and specified timelines. Staffing compliment included in this cost includes for:

 Supervisors – Roadway Maintenance (eight permanent full-time employees) representing an estimated annual cost of \$990,903.52; inclusive of salary and benefit costs.

With the additional eight Roadway Maintenance Supervisors required to oversee this program, these staff will be able to inspect contracted work, identify deficiencies, and improve communication to contractors, staff, and residents. During the non-winter season, these supervisory staff members will also ensure property restoration is completed by the Contractor and assist with summer contracts like grass cutting.

Again, it should be noted that the cost identified is estimated, as contract pricing would need to be confirmed by a competitive bidding process.

Option 3 - Clearing all Sidewalks

The City of Hamilton currently clears 882 km of the approximately 2,468 km of sidewalks. This proposed enhancement is like Option 1 but includes the cost to clear the remainder of the 2,468 km network of City sidewalks; the entire City sidewalk network.

In order to maintain all sidewalks across the City, an increase in equipment and operational hours will be required. To fulfil this enhancement, the required equipment

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includes an additional 88 sidewalk plows and 39 filler trucks, supplementing the existing fleet of 34 sidewalk plows and 21 material trucks. Implementation would be targeted for the 2027/2028 and future winter seasons once the existing contract expires. In conjunction with the increased equipment, this enhancement necessitates additional operational hours to activate the sidewalk and transit clearing contractor earlier during storms. This proactive measure mitigates snow depths, benefiting pedestrians and impeding snow accumulation on sidewalks.

Furthermore, the introduction of this service level enhancement entails utilizing supporting equipment, such as skid steers, to expedite windrow removal at critical points like crosswalks, intersections, transit stops, school crossings, and other high pedestrian areas. It is important to note that while this service will be activated toward the end of the storm, it will not instantaneously resolve windrow issues. Rather, it expedites the final clean-up process.

The City already has a Council approved enhanced completion time of 24 hours following the completion of the winter event when compared to the Minimum Maintenance Standards timeline of 48 hours and reduced to a depth of eight centimetres or less following the completion of a winter event. Increasing these timelines any further would introduce additional risk and liability to the City.

The proposed service enhancement could be implemented commencing the 2027/2028 winter season, coinciding with the expiration of the existing contract. Importantly, adopting this option would alleviate the need for additional Municipal Law Enforcement support to monitor negligent property owners who fail to comply with By-Law 03-296, as identified in Option 4.

This option would result in an annual cost increase of approximately \$11.7 million based on current contract prices. These prices are expected to increase prior to the contract being posted for competitive bidding ahead of the 2027/2028 winter season. To support the increase of levels of service and contracted equipment, the following staffing resources are required:

- Supervisors Roadway Maintenance (12 permanent FTE's) representing an estimated annual cost of \$1,486,335.28; inclusive of salary and non-salary costs:
- Investigators Roadway Maintenance (two permanent FTE's) representing an estimated annual cost of \$196,881.28; inclusive of salary and non-salary costs;
- Project Manager Roadway Maintenance (one permanent FTE) representing an estimated annual cost of \$138,745.25; inclusive of salary and non-salary costs.

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Option 4 - Municipal Law Enforcement Increase

In consultation with both the Advisory Committee for Persons with Disabilities and the Seniors Advisory Committee, it was recommended that there be more enforcement from Municipal Law Enforcement Officers to proactively enforce sidewalks under the Snow and Ice By-law 03-296.

At present, Municipal Law Enforcement responds proactively to enforce the Snow and Ice By-law 03-296 only when Public Works declares a snow emergency. All other enforcement under the Snow and Ice By-law 03-296 is reactive. Procedurally, Municipal Law Enforcement issues residents with an order to comply, providing residents 24 hours to clear and clean snow from the sidewalk. Municipal Law Enforcement may enhance proactive and reactive enforcement efforts by proceeding with fines and charges, opposed to an order to comply for non-compliance.

To enhance Municipal Law Enforcement's ability to enforce sidewalk snow clearing under By-Law 03-296, Transportation will work with Municipal Law Enforcement on an enforcement strategy and model in 2024 to assist the Division.

During the non-winter season, there is an opportunity to transfer any enhanced services to summer to proactively enforce residents who do not cut their grass within the timelines outlined under the City's By-Law 10-118.

If Option 3, clearing all sidewalks, is utilized then enhanced Municipal Law Enforcement would not be required as the City would be completing the clearing of all sidewalks over residents.

Option 5 - Residential driveway windrow snow clearing

A snow windrow is a pile of snow at the end of the driveway created by plows when the road is cleared. The clearing of driveway windrows caused by plowing roads can be a challenge for many residents, with difficulty being compounded by the amount of snowfall and its hardness from temperature fluctuations occurring during/after the snowfall event.

Currently, the City of Hamilton does not have a windrow snow clearing program but operates a Snow Angels program to assist Hamilton seniors and disabled residents with a financial subsidy to help them meet the requirements of the City of Hamilton Sidewalk Snow Clearing By-law. The subsidy can be used to pay for snow removal needed to clear the sidewalk and to provide safe walking access to the front door and through the windrow.

SUBJECT: Review of Level of Service for Winter Control in Alignment with the Principles of Vision Zero (PW23077) (City Wide) – Page 10 of 11

A municipal scan (Attached to Report PW23077 as Appendix "G") illustrates a wide variety in the way neighbouring municipalities manage windrows. Several municipalities do not provide this service, while some municipalities clear the windrows from all driveways (fee based), and other municipalities have a program for select residents that meet eligibility criteria.

A future windrow clearing program for the entire City (approximately 165,000 single family homes) would require contracting out over 300 pieces of equipment to clear the windrows in front of driveways to a width of approximately three metres. The target completion service level for the clearing of the windrow would be approximately 12 hours after the roadway has been plowed.

Some limitations to providing this service include but are not limited to:

- On-street and lower boulevard parking will impact the service from being completed;
- Town homes and homes within cul-de-sacs may not all be serviced as there is
 often no boulevard space available to move the windrow snow to;
- Waste pickup may hinder and prevent operations from occurring within service levels;
- The level of service would include the provision to provide a three metre wide opening however, larger accumulations of snow and more frequent winter events would limit where snow could be piled, ultimately reducing the ability to provide a three metre wide opening;
- Property damage may occur to driveway surfaces or encroachments; therefore increasing risks, liability, and costs to the municipalities;
- Delay in service after the roadway plow has gone by, ultimately resulting in more complaints;
- Windrows will continue to occur as the roads are continuously plowed; and
- Contractors bidding on these contracts would need to purchase specific equipment and have property to store the equipment.

Implementing a city-wide driveway windrow clearing program would result in an estimated total annual cost increase of \$24 - \$27 million to contract out the service. Cost estimations were based on a recent Request for Proposal by the City of Mississauga. To support the increase level of service and contracted equipment, the following resources are required:

 Project Manager - Roadway Maintenance (one permanent full-time employee) representing an estimated annual cost of \$ 138,745.25; inclusive of salary and non-salary costs;

SUBJECT: Review of Level of Service for Winter Control in Alignment with the Principles of Vision Zero (PW23077) (City Wide) – Page 11 of 11

- Inspector Roadway Maintenance (four permanent full-time employees) representing an estimated annual cost of \$501,808.00; inclusive of salary and non-salary costs;
- Investigators Roadway Maintenance (one permanent full-time employee) representing an estimated annual cost of \$103,140.00; inclusive of salary and non-salary costs;
- Operational Support Coordinator Roadway Maintenance (two permanent fulltime employees) representing an estimated annual cost of \$166,162; inclusive of salary and non-salary costs;
- Supervisors Roadway Maintenance (four permanent full-time employees) representing an estimated annual cost of \$495,448; inclusive of salary and non-salary costs; and
- Supervisor Claims Administration (one permanent full-time employee) representing an estimated annual cost of \$137,118; inclusive of salary and non-salary costs.

Should this option be considered, the City's Risk and Legal team will need to complete a comprehensive review of the implications, such as the significant potential for claims.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW23077 – City Approved Enhanced Levels of Service versus Minimum Maintenance Standards for Municipal Highways

Appendix "B" to Report PW23077 – Maintenance Standards for Municipal Highways Policy (PW18096(a)) (City Wide)

Appendix "C" to Report PW23077 – Winter Maintenance Dashboards

Appendix "D" to Report PW23077 – Future Potential Levels of Service Opportunities (2024 onwards)

Appendix "E" to Report PW23077 – Relevant Consultation and Citizen Committee Report

Appendix "F" to Report PW23077 – Map of Schools on Different Road Classifications

Appendix "G" to Report PW23077 – Windrow Snow Removal Municipal Scan

Appendix "A"

City Approved Enhanced Levels of Service versus Minimum Maintenance Standards for Municipal Highways

Ontario Regulation 239/02 - Minimum Maintenance Standards for Municipal Highways outlines the minimum maintenance standards for municipal highways in Ontario. The Minimum Maintenance Standards for Municipal Highways were implemented by the Province to assist municipalities with managing the risk associated with the maintenance of roads and as a defense from claims citing negligence. Although compliance is voluntary; the City is not aware of any municipalities that do not follow these standards. Providing proof of compliance through documentation has become an industry standard used by the courts to assess the Municipalities' compliance.

In addition to the Minimum Maintenance Standards, the City has established enhanced Levels of Service, which are detailed below.

Roadway Snow Clearing

Roads are plowed based on priority. Main roads and escarpment crossings are given the highest priority, followed by collector roads, and then neighbourhood streets. The table below shows the Council-approved enhanced roadway level of service when compared to the Minimum Maintenance Standards:

ROAD CLASSIFICATION HAMILTON/PROVINCIAL		CITY ENHANCED LEVEL OF SERVICE			PROVINCIAL MMS (O.Reg. 239/02)		
TYPE	PRIORITY RATING	PROVINCIAL CLASS	TARGET SURFACE CONDITION	REASONABLE RESPONSE TIME	TARGET COMPLETION TIME	TARGET SURFACE CONDITION	TARGET COMPLETION TIME
Linc/ Arterials	1	1	Bare	Immediate	4 hrs	2.5 cm	4 hrs

ROAD CLASSIFICATION HAMILTON/PROVINCIAL		CITY ENHANCED LEVEL OF SERVICE			PROVINCIAL MMS (O.Reg. 239/02)		
TYPE	PRIORITY RATING	PROVINCIAL CLASS	TARGET SURFACE CONDITION	REASONABLE RESPONSE TIME	TARGET COMPLETION TIME	TARGET SURFACE CONDITION	TARGET COMPLETION TIME
Escarpment Crossings	1	1 – 5	Bare	Immediate	4 hrs	5 cm	6 hrs
Collectors Primary	2A	2	Bare	4hrs (Or activate at 8cm, whichever comes first)	8 hrs	5 cm	6 hrs
Collectors Secondary	2В	2-3	Centre bare	4hrs (Or activate at 8cm, whichever comes first)	8 hrs	5-8 cm	6-12 hrs
Rural Roads Hard Surface	3	4-6	Centre bare	8hrs (Or activate at 10cm, whichever comes first)	24 hrs	8-10 cm	12-24 hrs
Residential	3	5	Bare	8hrs (Or, activate at 10cm, whichever comes first)	24 hrs	10 cm	24 hrs
Loose top Rural Roads	3	6	Snow packed	12hrs(Or, activate at 10cm, whichever comes first)	24 hrs	10 cm	24 hrs

ROAD CLASSIFICATION HAMILTON/PROVINCIAL		CITY ENHANCED LEVEL OF SERVICE			PROVINCIAL MMS (O.Reg. 239/02)		
TYPE	PRIORITY RATING	PROVINCIAL CLASS	TARGET SURFACE CONDITION	REASONABLE RESPONSE TIME	TARGET COMPLETION TIME	TARGET SURFACE CONDITION	TARGET COMPLETION TIME
Cycling Lanes Arterials	1	1	Bare	Immediate	4 hrs	2.5 cm	8 hrs
Cycling Lanes Collector Primary	2A	2	Bare	4hrs	8 hrs	5 cm	12 hrs
Cycling Lanes Secondary	2B	2-3	Centre Bare	4hrs	8 hrs	8 cm	24 hrs
Cycling Lanes Rural Hard Surface	3	4-6	Centre Bare	8hrs	24 hrs	8 cm	24 hrs
Cycling Lanes Residential	3	5	Bare	8hrs	24 hrs	10 cm	24 hrs
Sidewalk			Snow packed	Activate at 5cm	24 hrs	8 cm	48 hrs

Sidewalks and Transit Stops

Ontario Regulation 239/02 - Minimum Maintenance for Sidewalks set the standard for addressing snow accumulation on a sidewalk after the snow accumulation has ended to reduce a one metre-wide section to a depth of 8 cm or less within 48 hours.

The City of Hamilton has an enhanced maintenance standard for property owners under the Snow and Ice By-law No. 03-296. This by-law requires property owners to clear sidewalks within 24 hours of the cessation of the previous storm event.

Currently, the City of Hamilton (City) currently clears snow from 882 km of the approximately 2,468 km of sidewalks across Hamilton including sidewalks on municipally owned property, along reverse frontage lots, formerly Ward 12 in its entirety, sidewalks adjacent to school property owned by either the Hamilton-Wentworth District School Board or the Hamilton-Wentworth Catholic District School Board, along all Priority 1 roadways and Priority 2A roadways where transit operates, in conjunction with the Snow and Ice By-law No. 03-296.

Schools

Roadways and sidewalks around schools are cleared in accordance with the Minimum Maintenance Standards and the City enhanced approved Levels of Service. They currently receive no special prioritization.

Cycling Lanes

Snow in unprotected bicycle lanes is cleared while the roadways are being cleared at the same City enhanced approved level of service. The protected cycling snow clearing equipment is activated simultaneously with the Roadway Plows but may experience some delays due to its slower speed.

Windrows

A windrow is a longitudinal pile of snow left adjacent to a crossing, such as a roadway-to-roadway intersection, sidewalk to roadway intersection, across a driveway, or any other intersecting travelled pathway.

Windrows are an inevitable by-product of routine snow clearing. All urban and residential streets currently have snow plowed against the curb but not onto the sidewalk, ultimately leaving a snow windrow along the curb. Presently, there is no program or service that targets windrow removal for residents. Windrow removal service across driveways is not an approved Council Level of Service.



CITY OF HAMILTON PUBLIC WORKS DEPARTMENT Transportation Operations and Maintenance Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	February 1, 2021
SUBJECT/REPORT NO:	Maintenance Standards for Municipal Highways Policy (PW18096(a)) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Mike Field (905) 546-2424 Ext. 4576 Bob Paul (905) 546-2424 Ext. 7641 Greg Witt (905) 546-2424 Ext. 4818
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	Colward Tolder

RECOMMENDATIONS

- (a) That Appendix "A" to Report PW18096(a) respecting Maintenance Standards for Municipal Highways Policy be approved; and
- (b) That the Outstanding Business List Item, Minimum Maintenance Standards Changes, be identified as completed and removed from the list.

EXECUTIVE SUMMARY

The Minimum Maintenance Standards for Municipal Highways (MMS), established by the Province under the Municipal Act, provide for a consistent level of service and maintenance of roads, sidewalks, lighting and related infrastructure in the right-of-way across Ontario.

The standards assist in minimizing the risk of accidents and injury and providing a level of safety for the public and citizens, while allowing municipalities an ability to manage costs and liability. The standards were developed to provide municipalities with a defence against liability from actions arising with regard to levels of care on roads and

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SUBJECT: Maintenance Standards for Municipal Highways Policy (PW18096(a)) (City Wide) - Page 2 of 7

bridges. Meeting or exceeding this level of service will reduce the overall cost of defence of claims arising from issues of road maintenance.

Through Report PW18096(a), it is recommended that Council affirm the City's approach to transportation infrastructure maintenance as it relates to the different classifications of municipal highways.

The principles and desired objectives for the level of maintenance are defined in the Maintenance Standards for Municipal Highway Policy, attached to Report PW18096(a) as Appendix "A". To ensure appropriate maintenance levels are achieved, staff will reference its Maintenance Guidelines for Levels of Service for Highways, which is attached to Report PW18096(a) as Appendix "B".

While the common law test of reasonableness continues to apply to the City's duty to provide a reasonably safe transportation system, the Road Authority uses the MMS as a framework and benchmark for providing service and the continual and ongoing development of the Transportation Quality Management System (TQMS) Operational Plan.

The TQMS is a framework that documents processes, procedures, and responsibilities to safely, effectively and efficiently maintain and operate the transportation system while meeting applicable legislative and regulatory requirements.

Alternatives for Consideration - N/A

FINANCIAL - STAFFING - LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal:

Meeting the standard(s) prescribed by the MMS is intended to provide municipalities with a complete defence to a claim alleging failure to maintain the roadway or sidewalks. Therefore, where the City is able to meet or exceed the MMS within this policy, a complete defence based upon the MMS will be available to the City. Meeting or exceeding this level of service will reduce the overall cost of defence of claims arising from issues of road maintenance.

The purpose of this policy is to establish an approach which is reflective of an operational plan established pursuant to available staffing, equipment, and budget resources.

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HISTORICAL BACKGROUND

The second 5-year review of the MMS was completed in 2018 by the Province and the current version of the MMS came into force on May 3, 2018.

In December 2018, Council approved "Minimum Maintenance Standards Changes" (PW18096) and recommendations including:

(a) That staff be directed to develop, and report back to Council, an updated policy setting out maintenance standards of repair for highways under the jurisdiction of the City of Hamilton, with consideration of the standards contained in the *Municipal Act, 2001*, Ontario Regulation (O.Reg.) 239/02 – Minimum Maintenance Standards for Municipal Highways, and the existing Winter Control Level of Service (attached as Appendix "D" to Report PW18096(a)).

Since that time, staff have reviewed the amended MMS and current programs from an operational and resourcing perspective to ensure that all regulated activities within the Road Authority generally align with the MMS while addressing the City's needs and expectations of divisions to operate within approved budget.

Through the development of the Transportation Quality Management System (TQMS) Operational Plan, documentation and data management practices are continually being improved to ensure that evidence is readily accessible to support that service standard levels are being met.

Establishing a Policy for maintenance standards reflective of provincial regulation and best practices will enable the City to capture the benefits of improved public safety, and a greater ability to defend claims against the municipality.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The provincial Minimum Maintenance Standards (MMS) O. Reg. 239/02 amended by 366/18 clarify the scope of the statutory defence available to the City under clause 44(3)(c) of the *Municipal Act, 2001*, as it relates to its roadway and sidewalk maintenance obligations. The Policy recommended in Report PW18096(a) aligns with the minimum standards outlined in the MMS. In some areas, the City has established higher levels of service, such as in the City's Winter Control Level of Service where certain priority roads exist during inclement weather conditions.

Council has approved Winter Control Level of Service at the Public Works Committee on March 18, 2013 Report PW13022 – attached to Report PW18096(a) as Appendix "B". The level of service exceeds the MMS and will continue.

SUBJECT: Maintenance Standards for Municipal Highways Policy (PW18096(a)) (City Wide) - Page 4 of 7

Council approved Streetlighting Maintenance Program Service Levels at the Public Works Committee on February 5, 2007 and updated on October 15, 2020, Report PW07024 – attached to Report PW18096(a) as Appendix "B". The level of service exceeds the MMS and will continue.

RELEVANT CONSULTATION

Corporate Services Department – Legal & Risk Management Services Division were consulted in the preparation of this report and have provided their feedback.

Public Works Department – Engineering Services Division provided feedback on the Policy and report.

Planning and Economic Development Department – Transportation Planning and Parking Division have provided their feedback on the Policy and report.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

The MMS identifies six basic categories of roads all of which are defined only by traffic volume and speed limit. In 2001, when levels of service standards were harmonized, the application of provincial standards in Hamilton's large urban setting would have resulted in a fragmented operating plan that may not have met the broader socioeconomic needs of the community for transit and emergency response groups such as police, fire and ambulance.

Therefore, the City of Hamilton decided to instead incorporate three priorities for the roadway network designed to meet the needs of the community from the perspective of driver safety and emergency service provisions. Over the years, Council has modified service levels and some remain higher than the standards in provincial regulations.

Recognizing that roads are a necessary part of municipal infrastructure relied upon by the public, the City has established service levels to inspect, maintain and repair that infrastructure to reduce the risk to users. In cases of serious collisions or personal injury, municipalities are often faced with liability claims. A significant number of claims are related to road and sidewalk maintenance (both summer and winter), road design, and signage. The MMS is designed to provide municipalities with a "due diligence" defense in the event of vehicular collisions, slips, trips and falls, or other incidents.

Operational Assessment

After completing a comprehensive review and gap analysis of the MMS, it has identified the City is consistent with the minimum level of service for all substantive maintenance activities except for the following areas:

SUBJECT: Maintenance Standards for Municipal Highways Policy (PW18096(a)) (City Wide) - Page 5 of 7

Parking Signs – These signs are a sub-segment of regulatory and warning signs. On street parking is managed through the Transportation Planning and Parking Division (TPP) in the Planning & Economic Development Department. The signs are implemented in the field by the Transportation Operations & Maintenance Division (TOM) in Public Works.

There is currently no comprehensive inventory of on-street parking signs and a comprehensive plan for state of repair inspections is required. All other regulatory and warning signs are inventoried, inspected, serviced and repaired as per the guidelines out by the TOM division. Through analysis, this gap has been identified and the two divisions are working to clarify roles and responsibilities in order to determine how the levels of service will be met.

Winter Sidewalk Snow Removal - In November of 2020, Report PW19022(b) Sidewalk Snow Removal provided an overview of the existing practice and enhancement options to the level of service for winter sidewalk maintenance to be considered as part of the 2021 Operating Budget deliberations.

The Minimum Maintenance Standards (Ontario Regulation 239/02) was changed in May 2018 to contain specific sections dealing with sidewalk winter maintenance. Refer to Minimum Maintenance Standards Changes (Report PW18096).

Section 16.3 of the MMS provides a standard for snow removal on sidewalks. It states that snow accumulation on sidewalks shall be reduced to less than or equal to eight centimetres within 48 hours of the end of a snow event. The section further provides a standard of a minimum maintained width of one metre. The section does not require clearing to bare pavement; rather, simply reducing the depth to less than or equal to eight centimetres.

Sidewalks are deemed to be in a state of repair with respect to snow accumulation (a) where snow depth is less than or equal to eight centimetres; and (b) during ongoing snow accumulation, even where it exceeds eight cm, until 48 hours after the snow accumulation ends.

The current level of service is defined in By-law No. 03-296 which requires that every occupant or owner shall, within 24 hours of the cessation of a winter storm event, or within 24 hours of the cessation of a series of consecutive winter storm events, remove and clear all snow and ice from sidewalks abutting the highways in front of, or alongside, or at the rear of any occupied or unoccupied lot or vacant lot.

By-law No. 03-296 provides a higher level of service than is required through Section 16.3 of the MMS when complied with by the property owners.

SUBJECT: Maintenance Standards for Municipal Highways Policy (PW18096(a)) (City Wide) - Page 6 of 7

The City does not deflect or transfer liability to property owners through the sidewalk clearing by-law. As the owner of the sidewalk the City carries a full liability exposure for sidewalk slip and falls. If it can be established that the City has not satisfied the MMS in relation to a particular slip and fall incident, the City will most likely be found liable in a court of law.

Policy

The standards outlined in the MMS are not mandatory; as such, the City does not have to explicitly follow them. If the City cannot meet the MMS as established, it may continue to rely upon the defences that were available before the MMS were introduced (i.e. the City met its duty of keeping highways in a reasonable state of repair, by establishing a reasonable program of inspection and maintenance of highways within its jurisdiction, based upon available municipal resources). In short, the City can set its own Maintenance Standards based on its needs and resources.

To meet its duty as described above, the City's program reflects the MMS and are supported by the guidelines outlined in Appendix "B" to Report PW18096(a). These levels of service are based upon highway and sidewalk classification, and priorities based upon expected levels of pedestrian and vehicular traffic.

Meeting the MMS is a complete defence, as prescribed by section 44 of the *Municipal Act*. However, in some cases, the City is not able to meet the MMS due to available municipal resources. For this reason, it is not recommended that the MMS be adopted in its entirety. Instead, it is recommended that the program outlined in Appendix "B" to Report PW18096(a) be accepted as "guidelines".

It is recommended that the Maintenance Standards for Municipal Highways Policy in Appendix "A" to Report PW18096(a) be approved. The purpose of the policy is to clarify that the City of Hamilton will reference the MMS as a guideline for delivering a level of service for maintenance operations. The policy will provide the Road Authority with clear direction from Council on the level of maintenance effort as it relates to the different classification of municipal highways.

Under circumstances where situations fall outside of the scope of guidelines, the Road Authority will respond as deemed appropriate with respect to budgetary constraint and reasonable best practice.

ALTERNATIVES FOR CONSIDERATION

N/A

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ALIGNMENT TO THE 2016 - 2025 STRATEGIC PLAN

Built Environment and Infrastructure

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

Our People and Performance

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

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW18096(a) - Maintenance Standards for Municipal Highways Policy

Appendix "B" to Report PW18096(a) - Maintenance Guidelines for Levels of Service for Highways

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Maintenance Standards for Municipal Highways Policy

POLICY STATEMENT

Part III of the *Municipal Act, 2001 S.O. 2001, Chapter 25*, gives municipalities jurisdiction over highways and provides for the municipality to keep the highway or bridge in a state of repair that is reasonable in the circumstances, including the character and location of the highway or bridge, 2001, c. 25, s. 44(1).

In addition, the Minister of Transportation may make regulations establishing minimum standards of repair for highways and bridges or any class of them, 2001, c. 25, s. 44(4).

The Minister made Ontario Regulation 239/02, amended by Ontario Regulation 366/18, filed on May 3, 2018 which provides for Minimum Maintenance Standards for Municipal Highways and is the foundation for the highway maintenance program.

The City of Hamilton is committed to providing a safe, accessible and efficient transportation system for the movement of people, goods and services across the City in keeping with applicable provincial legislation, accepted standards, and Council approved service levels. This Policy outlines the City's approach to maintenance of its municipal highways.

PURPOSE

The purpose of this policy is to clarify that the City of Hamilton will reference the Minimum Maintenance Standards for Municipal Highways (O. Reg. 239/02 as amended) as a guideline for delivering a level of service for maintenance operations.

This policy will provide the Road Authority with clear direction from Council on the level of maintenance effort as it relates to the different classification of municipal highways.

The provisions and standards in this policy should be followed to manage the City's liability and risk to keep its highway infrastructure, including sidewalks in a good state of repair.

SCOPE

This policy shall apply to all highways assumed and maintained as public highways by the City of Hamilton. Not withstanding the foregoing, neither the City of Hamilton nor its officials or employees make any promise, assurance or guarantee that the services provided by the Road Authority will be in excess of the minimum standard, as required by regulation and detailed herein. Inherent within the standard is the expectation that drivers will act responsibly and will operate their vehicles, at all times, reasonably

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with due regard for the prevailing weather and roadway conditions.

The Minimum Maintenance Standards in O. Reg. 239/02 (MMS) identifies road classifications, levels of maintenance and service frequencies for various highway components. The standards apply to a range of infrastructure elements including but not limited to:

- Pavement surface
- Street Light Luminaires
- Signs
- Traffic Control
- Winter maintenance
- Monitoring

In the MMS, municipally owned highways are classified based on their average daily traffic and posted speed limits. Based on the classification, the MMS defines minimum levels of inspection and repair.

Associated maintenance activities will be established to protect the quality, integrity and safety of the transportation infrastructure.

PRINCIPLES (if applicable)

The following principles apply to this Policy:

- Operational activities of the Road Authority shall be directed to maintain the City of Hamilton's public highways to the prescribed standards herein. Care shall be taken first to assure that the minimum standards are maintained and secondly that such services are efficiently and effectively rendered.
- 2. Neither the City nor its officials make any promises or assurance that public highways or any public highway in particular will be maintained in excess of the minimum standards herein defined now or in the future. The fact that the City may exceed those standards, when the resources available permit it to do so, does not change the minimum standards prescribed herein.
- 3. The Maintenance Standards Policy is based on the assumption that not all infrastructure need be maintained at the same level of service but depends on its role in the total transportation network and on other various services the City provides, be they emergency or non-emergency.
- 4. This policy uses the MMS as a guide to set out the level of

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service for maintenance of highways, with the exception of winter maintenance and streetlighting, which is a higher Council approved level of service.

- 5. That where situations arise or applications be made which fall outside of the scope of standards, the Road Authority shall respond in a manner that is appropriate with respect to budgetary constraint and reasonable best practice.
- 6. This policy will promote environmental stewardship by managing lifecycle costs of asset ownership and making use of acceptable recycled materials.
- 7. The standards will assist in inform preparing budgets and decisions prioritizing resources.

TERMS & CONDITIONS

The following terms and conditions apply to this Policy:

(From the *Highway Traffic Act*, R.S.O. 1990, c. H.8) **Highway** – includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof

Roadway – means the part of the highway that is improved, designed or ordinarily used for vehicular traffic, but does not include the shoulder, and, where a highway includes two or more separate roadways, the term "roadway" refers to any one roadway separately and not to all of the roadways collectively

(From the Minimum Maintenance Standards for Municipal Highways, O. Reg. 239/02 as amended)

Classification of Highways – every highway or part of a highway under the jurisdiction of a municipality in Ontario is classified as a Class 1, Class 2, Class 3, Class 4, Class 5 or Class 6 highway, based on the speed limit applicable to it and the average daily traffic on it. O. Reg. 239/02, s. 1 (2); O. Reg. 366/18, s. 1 (3).

(From the *Public Transportation and Highway Improvement Act*, R.S.O. 1990, c. P.50)

Road Authority – means a body having jurisdiction and control of a highway.

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	Maintenance – includes repair.
COMPLIANCE	The City is required to maintain all highways and sidewalks within its jurisdiction in a reasonable state of repair. The City must keep records to prove that at the time an action arose the alleged default was covered by the standard and that the service provided by the municipality met or exceeded the standard. The policy recognizes that operational decisions during the winter season will need to be made based on local conditions in the field depending upon the extent and severity of a winter storm event, and as a result, there may need to be some reasonable deviations from this policy. Under such circumstances, the City will endeavour to recover winter maintenance operations in accordance with the level of service as soon as practicable. This policy is based on normal circumstances (e.g. winter weather conditions), reliability and availability of resources both human and physical. The City does not guarantee a level of service under abnormal, emergency, or extreme winter conditions nor in the event of a work stoppage. It is acknowledged that conditions may occur which temporarily prevent achieving levels assigned. In such cases, efforts will be made to keep roads open and in a reasonable state, consistent with available resources.
RELATED	 The following documents are related to the Maintenance Standards for Municipal Highways Policy and employees must be aware and abide by these as well: City of Hamilton Maintenance Guidelines for Levels of Service for Highways By-Law 03-296, the Snow Removal By-Law Strategic Asset Management Policy Municipal Act 2001, S. O. 2001, c. 25 Minimum Maintenance Standards for Municipal Highways (O. Reg. 239/02 as amended) Highway Traffic Act, R.S.O. 1990, c. H.8 Standards for Bridges (O. Reg. 104/97) Ontario Traffic Manual, Book 11
HISTORY	The following stakeholders were consulted in the creation or revisions made to this Policy:
I	

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Public Works Department, Transportation Operations & Maintenance Division – Roadway Maintenance Section, Transportation Operations Section

Public Works Department, Engineering Services Division – Asset Management Section

Planning and Economic Development Department - Transportation Planning and Parking Division

Corporate Services Department, Legal & Risk Management Services Division – Legal Services Section, Risk Management Section

	City of Hamilton Maintenance Guidelines for Levels of Service for Highways				
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports	
	Roadway Patrol	Consists of observing the highway, either by driving on or by electronically monitoring and may be performed by persons responsible for patrolling highways or performing highway maintenance activities.	Patrolling frequency: Class 1 - 3 times every 7 days Class 2 - 2 times every 7 days Class 3 - once every 7 days Class 4 - once every 14 days Class 5 - once every 30 days		
	Weather Monitoring	To monitor the current weather and forecast for next 24 hours	From October 1 to April 30, the standard is to monitor the weather, both current and forecast to occur in the next 24 hours, once every shift or 3 times per calendar day, whichever is more frequent. From May 1 to September 30, the standard is to monitor the weather, both current and forecast to occur in the next 24 hours, once per calendar day.		
	Sidewalk Winter Patrol	Patrol sidewalks that the municipality selects as representative of its sidewalks at intervals deemed necessary by the municipality	If weather monitoring indicates there is a substantial probability of snow accumulation on sidewalks in excess of 8 cm, ice formation on sidewalks or icy sidewalks, the standard is to patrol representative sidewalks at intervals deemed necessary by the municipality.		

	City of Hamilton Maintenance Guidelines for Levels of Service for Highways				
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports	
	Discontinuities and Encroachments, area adjacent to sidewalk	means a vertical discontinuity creating a step formation at joints or cracks in the surface	The standard for the frequency of inspecting sidewalks to check for surface discontinuity and the area adjacent to sidewalks for encroachments is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. Treat encroachment within 28 days, if required.		

	City of Hamilton Maintenance Guidelines for Levels of Service for Highways				
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports	
Winter Maintenance	Accumulation - Roadways	accumulation of any of the following that, alone or together, covers more than half a lane width of a roadway: Newly-fallen snow Wind-blown snow Slush	Class 1/Priority 1 (Parkways/Arterials) - 2.5 cm depth - 4-hour response Class 1-5/Priority 1 (Escarpment Crossings) - 5 cm depth - 4-hour response Class 2/Priority 2A (Collectors Primary) - 8 cm depth - 8 hour response Class 2-3/Priority 2B (Collectors Secondary) - 8 cm depth - 8-hour response Class 4-6/Priority 3 (Rural Hard top) - 10 cm - 24-hour response Class 5/Priority 3 (Residential) - 8 cm - 24-hour	PW13022 Winter Control Program Service Level Review http://www2.hamilton.c a/NR/rdonlyres/ 6F5643A3-C6D0- 4AE9-942D- 05DF5FE9F3DE/0/Mar 18Item83_PW1302 2.pdf PW18096 https://pub- hamilton.escribemeetin gs.com/filestream .ashx?DocumentId=17 3914	

			16 Of 2
Snow		Note - snow on bicycle lanes are generally cleared	PW10096a Winter
Accumulati			Control Program
,	that has been		Maintenance Service
	designated by		Levels for Cycling
			Infrastructure - Pilot
		· · · · · · · · · · · · · · · · · · ·	Program
	preferential or exclusive	Class 2 - 5 cm - 12-hour response	
	use of cyclists, or	· •	http://www2.hamilton.c
	ຫa portion of a	Class 4 - 8 cm - 24-hour response	a/NR/rdonlyres/
	roadway that has	Class 5 - 10 cm - 24-hour response.	1FB374FF-010F-
	been designated for		496B-833B-
	the exclusive use of		0B21B7C927EE/0/Jun
	cyclists by signage		20EDRMS_n180033
	and a physical or		_v1_8_1
	marked buffer		PW10096a.pdf
	Does not apply to other		
	types of bicycle		
	facilities.		

	City of Hamilton Maintenance Guidelines for Levels of Service for Highways			
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
	Accumula- tion - Segregated Bicycle Lanes	that has been designated for the exclusive use of cyclists by signage and a physical or marked	Within 24 hours of the cessation of any precipitation and/or accumulation of snow or ice (event), or within 24 hours of the cessation of a series of Consecutive events, remove and clear all snow and ice from sidewalks abutting the highways in front of, or alongside, or at the rear of any occupied or unoccupied lot, or vacant lot*	
	Snow Accumula- tion on Sidewalks		provide a minimum sidewalk width of 1 m. If the depth of snow accumulation on a sidewalk is less than or equal to 8 cm, the sidewalk is deemed to be in a state of repair If the depth of snow accumulation on a sidewalk exceeds 8 cm while the snow continues to accumulate, the sidewalk is deemed to be in a state of repair	The City of Hamilton's Snow and Ice By- law No. 03-296 requires property owners and/or occupants to clear snow and ice within 24 hours after the end of a snow event from: sidewalks adjacent to their property, roofs that overhang the City sidewalk http://www2.hamilton.c a/NR/rdonlyres/2BB4752B-D56A-4C2E-8DCC-5FD5093F9D2A/0/032 96.pdf

	City of Hamilton Maintenance Guidelines for Levels of Service for Highways			
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports
	on roadways and icy roadways	Treating a roadway means applying material to the roadway, including but not limited to, salt, sand or any combination of salt and sand.	The standard for the prevention of ice formation on roadways is doing the following in the 24-hour period preceding an alleged formation of ice on a roadway: Class 1 - 6-hour response Class 2 - 8-hour response Class 3 - 16-hour response Class 4 and 5 - 24-hour response If ice forms on a roadway, the roadway must be treated once the City becomes aware of that within the following times: Class 1 - 3 hours Class 2 - 4 hours Class 3 - 8 hours Class 5 - 16 hours.	PW13022 Winter Control Program Service Level Review http://www2.hamilton.c a/NR/rdonlyres/ 6F5643A3-C6D0- 4AE9-942D- 05DF5FE9F3DE/0/Mar 18Item83_PW1302 2.pdf PW18096 https://pub- hamilton.escribemeetin gs.com/filestream .ashx?DocumentId=17 3914

	City of Hamilton Maintenance Guidelines for Levels of Service for Highways					
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports		
Pavement Surface		If a pothole exceeds both the surface area and depth set out in Level of Service column the standard is to repair the pothole within the time set out in the Level of Service Column, as appropriate, after becoming aware of the fact.	Potholes on Paved Surface of Roadway (minimum depth of 8 cm): Class 1 - 600 cm2 (surface area) 4 days Class 2 - 800 cm2 - 4 days Class 3 - 1000 cm2 - 7 days Class 4 - 1000 cm2 - 14 days Class 5 - 1000 cm2 - 30 days Potholes on Non-paved Surface of Roadway (minimum surface area of 1500 cm2): Class 3 - 8 cm (depth)- 7 days Class 4 - 10 cm- 14 days Class 5 - 12 cm - 30 days Potholes on Paved or Non-Paved Surface of Shoulder (minimum surface area of 1500 cm2): Class 1 - 8 cm - 7 days Class 2 - 8 cm - 7 days Class 3 - 8 cm - 14 days Class 3 - 8 cm - 14 days Class 5 - 12 cm - 60 days.			

	City of Hamilton Maintenance Guidelines for Levels of Service for Highways				
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports	
	drop-offs	differential, where the paved surface of the roadway is higher than			

	City of Hamilton Maintenance Guidelines for Levels of Service for Highways				
Maintenance Category	Description		Level of Service / Minimum Maintenance Standard	Related Reports	
	Cracks	If a crack on the paved surface of a roadway is greater than 5 cm wide and 5 cm deep for a continuous distance of 3 m or more, the standard is to repair the crack within the time set out in Level of Service column.	After becoming aware of the fact, address within: Class 1 - 30 days Class 2 - 30 days Class 3 - 60 days Class 4 - 180 days Class 5 - 180 days		
	Debris	Debris means any material (except snow, slush or ice) or object on a roadway.	Deploy resources, as soon as practicable after becoming aware of the fact, to remove the debris.		
	Bridge Deck Spalls	Bridge deck spall means a cavity left by one or more fragments detaching from the paved surface of the roadway or shoulder of a bridge. Repair if a bridge deck spall exceeds both the surface area and depth set out in the Level of Service column.	Class 1 - 600 cm2 (surface area) - 8 cm (depth) - 4 days Class 2 - 800 cm2 - 8 cm - 4 days Class 3 - 1,000 cm2 - 8 cm - 7 days Class 4 - 1,000 cm2 - 8 cm - 7 days Class 5 - 1,000 cm2 - 8 cm - 7 days		

	enance Description	Level of Service / Minimum Maintenance Standard	Related Report
Roady Surface Discor ities	ce vertical discontinuity cr	cating a or cracks or cracks the Class 3 - 5 cm - 7 days Class 4 - 5 cm - 21 days Class 5 - 5 cm - 21 days and dge. If a surface e deck, out in the or repair y within Level of	

	City of Hamilton Maintenance Guidelines for Levels of Service for Highways					
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports		
Street Light Luminaires	Luminaires	The primary objective for streetlighting maintenance is to have all equipment in proper working order at all times.	The standard* for maintaining streetlighting: A. Light-outs or cycling lights, public or staff complaint - Standard repairs to be completed within 7 calendar days B. Night inspection frequency Night inspections to identify light-outs on Class 1 and 2 to be conducted 4 times per year (includes major arterials) Night inspections to identify light-outs on Class 3-6 to be conducted 2 times per year (generally residential neighbourhoods). C. Light-outs or cycling lights identified via Patrol - Standard repairs identified through night patrol be repaired within 14 days of the end of the night patrol cycle.	Maintenance		

City of Hamilton Maintenance Guidelines for Levels of Service for Highways					
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports	
Signs	Signs	To inspect signs of a type listed in MMS to check to see that they meet the retro-reflectivity requirements of the Ontario Traffic Manual.	Inspection is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. Repair or replace any of the following types of signs that are illegible, improperly oriented, obscured or missing: 1) Checkerboard 2) Curve sign with advisory speed tab 3) Do not enter 3.1) Load Restricted Bridge 3.2) Low Bridge 3.3) Low Bridge Ahead 4) One Way 5) School Zone Speed Limit 6) Stop 7) Stop Ahead 8) Stop Ahead, New 9) Traffic Signal Ahead, New 10) Two-Way Traffic Ahead 11) Wrong Way 12) Yield 13) Yield Ahead 14) Yield Ahead, New as soon as practicable after becoming aware of the fact.		

	City of Hamilton Maintenance Guidelines for Levels of Service for Highways					
Maintenance Category	Description Leave of Col vice / Imministration		Related Reports			
		To repair regulatory signs or warning signs to check to see that they meet the retroreflectivity requirements of the Ontario Traffic Manual.	The standard frequency of inspecting regulatory signs or warning signs is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. If a regulatory sign or warning sign is illegible, improperly oriented, obscured or missing, the standard is to repair or replace the sign within the time set out below: Class 1 - 7 days Class 2 - 14 days Class 3 - 21 days Class 4 - 30 days Class 5 - 30 days			
Traffic Control	Control	If a traffic control signal system is defective in any way described in MMS, s. 13 (2).	Deploy resources as soon as practicable after becoming aware of the defect in a traffic control signal system.			

	City of Hamilton Maintenance Guidelines for Levels of Service for Highways				
Maintenance Category	Maintenance Activities	Description	Level of Service / Minimum Maintenance Standard	Related Reports	
	Traffic Control Signal System Sub- Systems		Inspect and maintain (if necessary) once per year, not more than 16 months apart.		
		2) The traffic control subsystem, including the traffic control signal cabinet and internal devices such as timer, detection devices and associated hardware, but excluding conflict monitors.			
		3) The external detection subsystem, consisting of detection sensors for all vehicles, including emergency and railway vehicles and pedestrian push- buttons.			
	Conflict monitors	To test and maintain conflict monitors at each signalized intersection.	Inspect and maintain (if necessary) two times per year, not more than 7 month apart, and not less than 5 months apart.		

Additional Definitions / Notes:

	Declaration of a Significant Weather Event	That the General Manager of Public Works or designate, be authorized and directed to declare the beginning and end of a significant weather event for the purposes of the Municipal Act, 2001, O.Reg. 239/02 – Minimum Maintenance Standards for Municipal Highways, on such terms as the General Manager of Public Works or designate considers appropriate;
	•	Municipal Act, 2001, O.Reg. 239/02 – Minimum Maintenance Standards for Municipal Highways, on terms as the General Manager of Public Works or designate considers

Notes:

*Council approved standard

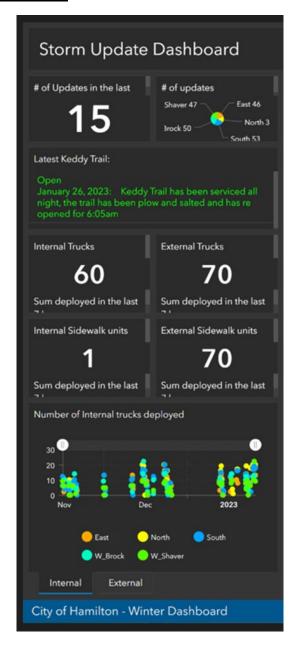
Municipal Act, 2001, O.Reg. 239/02 – Minimum Maintenance Standards

Levels of Service correspond to O. Reg. 366/18, s. 15, unless otherwise stated

Appendix "C"

Winter Maintenance Dashboards

Storm Update Dashboard (Internal)



Sidewalk Contractor Clearing Dashboard (Internal)



Appendix "D"

Future Potential Levels of Service Opportunities (2024 onwards)

Item	Issue	2023/2024 Action Plan	Future Opportunities
HSR transit stops including boarding access	Clearing of windrows around HSR transit stops to City Approved Service Level Enhancement	 Prioritize inspection/patrol at HSR stops with high ridership after a snow event Activate current contract earlier and 	Option 1 - Increase the quantity of equipment and staffing under the existing sidewalk clearing contract
	Approved service level enhancement to clear windrows within 24 hours after the completion of a	more frequently during a snow event. This will result in increased contract	 Timing to implement:2024/2025 Estimated Cost: \$5.46M
	snow event with current staffing and equipment is difficult to meet	costs • Continue to work with HSR on accessing stops/ramps	 Reduction of route length in current and future contracts Public facing
	This is an enhanced level of service greater than MMS	Contractor now to use digital logs for winter and summer operations to assist	dashboards; future implementation TBD
		 with achieving level of service New internal storm dashboard indicates percentage of roads 	Option 3 – Increase the quantity of equipment and staffing under a new contract to clear all 2,468 km of
		 Shifting existing staffing resources to assist with sidewalk inspection ensuring issues are rectified quickly 	 sidewalks Timing to implement:2027/2028 Estimated Cost: \$11.7M

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					•	Public facing dashboards; future implementation TBD
Controlled crosswalks, crosswalks with stationed	•	Clearing of windrows around crosswalks to City Approved Service	•	Prioritize inspection/patrol after a snow event	•	Option 1 – Increase the quantity of equipment and staffing under the
crossing guards, school crossings,		Level Enhancement	•	Activate current contract earlier and more frequently		existing sidewalk clearing contract
sidewalks with sloped access, neighbourhood	•	Approved service level enhancement to		during a snow event.	•	Timing to implement:2024/2025
pedestrian and multimodal pathways		clear windrows within 24 hours after the	•	This will result in increased contract costs	•	Estimated Cost: \$5.46M
		completion of a snow event with current staffing and equipment is	•	Work with crossing guards to have any issues flagged with	•	Public facing dashboards; future implementation TBD
		difficult to meet		windrows on crosswalks	OI	R
	•	This is an enhanced level of service greater than MMS	•	Contractor now to use digital logs for winter and summer operations to assist with achieving level of service	•	Option 3 – Increase the quantity of equipment and staffing under a new contract to clear all 2,468 km of sidewalks
			•	New internal storm dashboard indicates percentage of roads	•	Timing to implement:2027/2028
				completed	•	Estimated Cost: \$11.7M
			•	Shifting existing staffing resources to assist with sidewalk inspection ensuring issues are rectified	•	Reduction of route length in current and future contracts
			•	quickly Declare a significant	•	Public facing dashboards; future implementation TBD
				weather event		implementation 100

School Zones	Clearing operations follow a hierarchy based on roadway classification, which yields perceived service disparities among schools, given their diverse roadway classifications	 Start winter routes at roads around schools and work way out where practicable Sidewalk contractor now to use digital logs for winter and summer operations to assist with achieving level of service New internal storm dashboard indicates percentage of roads completed 	 Option 2 - Enhance the Level of Service around School Zones Timing to implement:2024/2025 Estimated Cost: \$12 to \$13 million Speak with schoolboards on enhanced levels of service that they can assist with and City to reimburse
Municipal Law Enforcement	Municipal Law Enforcement to enforce sidewalks under the Snow and Ice By-law	 Transportation to continue to notify Municipal Law Enforcement of all non-compliances seeking resolution Bylaw Services will give residents 24 hour notice to clear sidewalks 	 Option 4 – Transportation Staff to work with Municipal Law Enforcement on enhanced enforcement opportunities Municipal Law Enforcement may enhance enforcement efforts by proceeding with fines and charges
Residential driveway windrow snow removal	Councillors requested staff to investigate options on clearing windrows, after issuing the 2023 motion to staff.	 Snow Angels program Pilot is not an option for 2023/2024 due to purchase of specialized equipment 	 Option 5 - City-wide driveway windrow clearing program Timing to implement: 2024/2026 Estimated Cost: \$24 - \$27 million annually

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	+ claims for property damage

Appendix "E"

Relevant Consultation

As per the March 20, 2023 motion, staff were directed to report back in full, the comments and opinions of the disability and senior communities including the Committee for Persons with Disabilities and the Seniors Advisory Committee. A summary of the meetings' comments and opinions is detailed below.

Seniors Advisory Committee

Staff met with the Seniors Advisory Committee on June 2, 2023, which resulted in the following comments:

- Windrows
 - There are timing discrepancies when plowing the roadway and sidewalks, ultimately leaving windrows in front of the sidewalk
 - Would like windrows cleared where it's City property
 - o Windrows should be cleared around medical and essential service areas
 - Windrows at bus stops should be cleared quicker
- Sidewalks
 - Should be cleared after the roadway
 - All sidewalks should be cleared by the City
- Transit stops
 - Clear transit stops earlier
- Snow Angels
 - Increase the Snow Angels Program
- Communication
 - People aren't aware that they need to clear 24 hours after a snow event
 - Suggestion to develop an awareness campaign for residents
- A citizen committee Report was provided to Council on December 16, 2020, asking the City to clear all sidewalks across the City
- Municipal Law Enforcement
 - Increase enforcement to charge negligent owners
 - Bylaw enforcement should be more proactive

Advisory Committee for Persons with Disabilities

Staff met with the Advisory Committee for Persons with Disabilities on June 13, 2023, which resulted in the following comments:

- Windrows
 - Windrows at bus stops should be cleared quicker

- Remove all windrows left on the side of roadways since it is in contravention of the Supreme Court not clearing snow
- Use additional equipment to clear windrows
- Sidewalks
 - Clear the full width of the sidewalk with two passes rather than one on adjacent sidewalks
- Transit Stops
 - Ensure full transit stop is cleared to allow for ramps to be deployed
- Municipal Law Enforcement
 - Increase enforcement to charge negligent owners
 - Bylaw enforcement should be more proactive
- Bylaw changes
 - Snow does not need to be cleared by any property owner until 24 hours after the end of a snowfall
 - By the time the complaint comes in, Bylaw goes and looks, snow falls again, timer starts again
 - Would like it to be 24 hours after the start of a snowfall

Appendix "E" to Report PW23077
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CITIZEN CONNITTEE REPORT



Re:	Snow Removal Recommendations and HSR Service	es
Date:	December 16, 2020	
		(Penelope Petrie, Chair)
From:	Cernors Advisory Committee	
10.	Seniors Advisory Committee	
To:	Emergency and Community Services Committee	

Recommendation:

The Seniors Advisory Committee requests that the City of Hamilton sidewalk snow plowing be fully implemented by the winter of 2020/2021.

Background:

The Seniors Advisory Committee carried unanimously the following motions at the March 6,2020 committee meeting:

WHEREAS, in 2012, Hamilton City Council endorsed the development of the 2014 - 2019 Age Friendly Hamilton plan as a strategic priority for Hamilton which included the frame work for Getting Around Hamilton;

WHEREAS, the City of Hamilton received a detailed report from city staff in 2014 providing information regarding the snow removal from all city-wide sidewalks which Council has yet to act on;

WHEREAS, the City of Hamilton has once again sent back the latest report on sidewalk snow removal for further study;

WHEREAS inaction in snow clearing is contrary to the City's vision statement; and.

WHEREAS the Seniors Advisory Committee deplores the action of reduced HSR services and requests that full HSR service be reinstated.

This is the Corresponding Citizen Committee Report.

Analysis/Rationale:

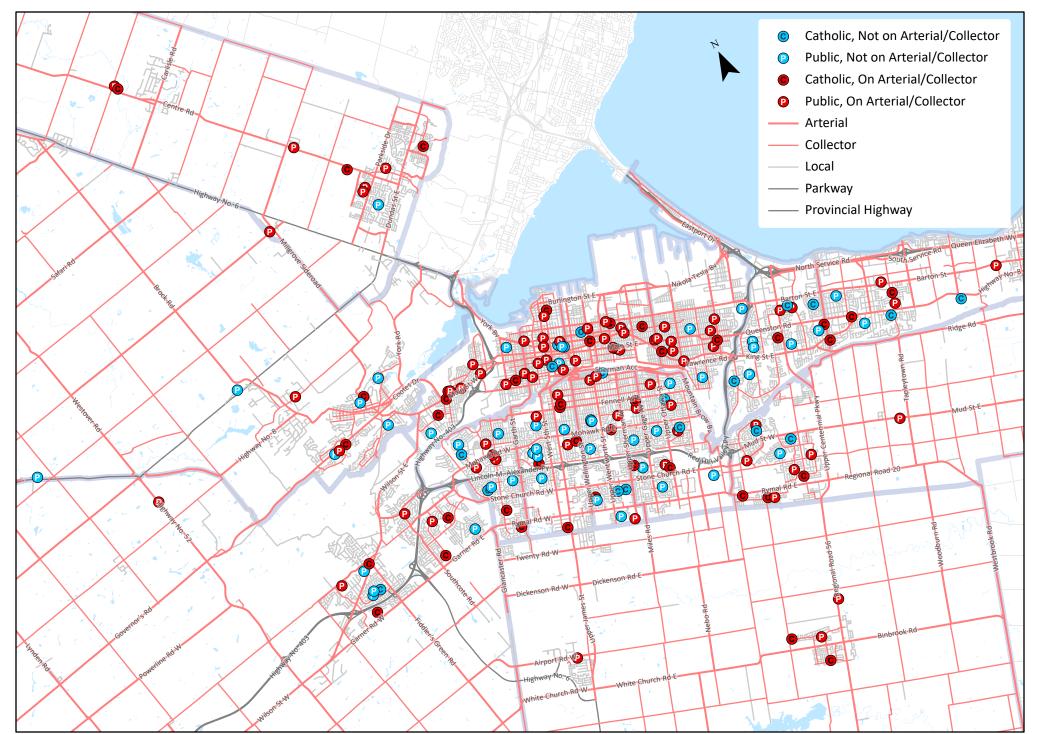
A lack of snow clearing on the City owned sidewalks is affecting the mobility of older adults in Hamilton. Private vendors are charging upwards of \$1000 to clear sidewalks for the winter season. As a result, seniors are becoming shut-ins and are not able to move about or access resources in Hamilton.

The Seniors Advisory Committee do not believe the City has taken enough action to ensure City owned sidewalks are cleared during the winter season. They believe that the committee has presented reports such as the 2010 – 2014 Age Friendly Plan to support the motions and, has been met with inaction. Therefore, the Seniors Advisory Committee implores the City of Hamilton to fully remove snow from all City owned sidewalks.

With Respect to the reduction in HSR services, the Seniors Advisory Committee reports that a reduction in HSR services, will affect the most vulnerable populations as they depend on the services the most. Reduced mobility will negatively impact the quality of life of seniors. Therefore, the Seniors Advisory Committee implores City Council to fully re-instate HSR Services.



Map of Schools on Different Road Classifications



Appendix "G" Windrow Snow Removal – Municipal Scan

Municipality	Windrow Program	Approximate Number of driveways	Level of Service	Cost to Resident
City of Vaughan	City Wide	90,000 Residents also have the option to "optout"	Deployed once road plowing operations begin (5 cm of snow accumulation)	Included in the tax levy
City of Burlington	Selective	1,000 (2023/24 season)	Completed within 36-hours of snowfall stopping and within 12-hours of residential road plowing	Registrants enrolled in the windrow program must pay a non-refundable fee of \$125 + HST, per driveway entrance for the season (2023/2024 season)
City of Mississauga	Similar to Snow Angels program	349 residents enrolled during the 2022/2023 winter season Increased to 750 for 2023/2024 season Criteria = residents 65 years and older	Winter crews will clear a space in a resident's driveway beginning up to 36 hours after the end of a snow storm and when road plowing is completed. Windrow snow clearing may not be to bare pavement, but will make the driveway safe and passable for one car to get in and out.	The program costs \$200 for the season but is free for residents who meet the financial assistance criteria.

		and persons with disabilities		
Richmond Hill	City wide	44,000 local, residential driveways Residents also have the option to "opt-out"	Snow windrow clearing begins after road plows begin their routes and may take up to 13 hours to complete after the end of a snowfall.	Included in the tax levy
City of St.	No	эргэл		
Catharines	Program			
Niagara	No			
Region	Program			
City of	No			
London	Program			
City of	Similar to	2,900 Residents		\$300 – 400 Grant reimbursements
Brampton	Snow	enrolled		
	Angels			
	program	Criteria based		
City of Barrie	No			
	Program			



Current Winter Services

- Roadway Patrol
- Anti-icing
- Snow plowing Roadway & Cycling Facilities
- Sidewalk & Transit Stop Clearing
 - Along Priority 1 & 2A Roadways where Transit Operates
- Multiuse Pathway Clearing
 - Road-to-road Connections
- Snow Removal & Haulage

*combination of Minimum Maintenance Standards and Enhanced Levels of Service approved by Council



Winter Maintenance Statistics

- 24/7 Winter Response from November to Mid-April
- 500+ Total Pieces of Winter Equipment City & Contracted
- Winter Maintenance Maintains the City's Approximate:
 - Lane km of Road: 6,478
 - Km of sidewalk: 882 of 2,445 (total sidewalks)
 - Cul-de-sacs: 1,100
 - Bus stops: 2,300
- Winter Events
 - Average 28-35 winter events each winter season
 - On average, Transportation receives over 24,000 calls throughout the year generating over 15,000 service requests requiring action

Minimum Maintenance Standards Ontario Regulation 239/02

- Ontario Regulation 239/02
 - Minimum Maintenance Standards were implemented by the Province to assist Municipalities in managing the maintenance of different road classifications
 - The Regulation outlines minimum standards for Municipal highways in Ontario
- Compliance is voluntary
- In addition, the City operates an Enhanced Level-of-Service Higher than the Minimum Maintenance Standards
 - Approved in 2013 (PW13022)

Roadways – City Enhanced Levels of Service versus Minimum Maintenance Standards

ROAD CLASSIFICATION HAMILTON/PROVINCIAL		CITY ENHANCED LEVEL OF SERVICE			PROVINCIAL MMS (O.Reg. 239/02)		
ТҮРЕ	PRIORITY RATING	PROVINCIA L CLASS	TARGET SURFACE CONDITION	REASONABLE RESPONSE TIME	TARGET COMPLETION TIME	TARGET SURFACE CONDITION	TARGET COMPLETION TIME
Linc/ Arterials	1	1	Bare	Immediate	4 hrs	2.5 cm	4 hrs
Escarpment Crossings	1	1-5	Bare	Immediate	4 hrs	5 cm	6 hrs
Collectors Primary	2A	2-3	Bare	4hrs (Or activate at 8cm, whichever comes first)	8 hrs	5-8 cm	6-12 hrs
Collectors Secondary	2B	2-3	Centre bare	4hrs (Or activate at 8cm, whichever comes first)	8 hrs	5-8 cm	6-12 hrs
Rural Roads Hard Surface	3	4-6	Centre bare	8hrs (Or activate at 10cm, whichever comes first)	24 hrs	8-10 cm	12-24 hrs
Residential	3	5	Bare	8hrs (Or, activate at 10cm, whichever comes first)	24 hrs	10 cm	24 hrs

^{*}Target completion time is after the completion of the winter event which includes, but is not limited to, the cessation of snowing, drifting, blowing snow, freezing rain.



Cycling Lanes

- Unprotected
 - Completed with a Roadway Plow Simultaneously as the Roadway
- Protected
 - Equipment Activated
 Simultaneously with
 Roadway Plows
 - Completed following Roadways due to Slower Speed of the Equipment







Cycling Lanes – City Enhanced Levels of Service versus 261 of 379 Minimum Maintenance Standards

ROAD CLASSIFICATION HAMILTON/PROVINCIAL		CITY ENHANCED LEVEL OF SERVICE			PROVINCIAL MMS (O.Reg. 239/02)		
ТҮРЕ	PRIORITY RATING	PROVINCI AL CLASS	TARGET SURFACE CONDITION	REASONABLE RESPONSE TIME	TARGET COMPLETION TIME	TARGET SURFACE CONDITION	TARGET COMPLETION TIME
Cycling Lanes Arterials	1	1	Bare	Immediate	4 hrs	2.5 cm	8 hrs
Cycling Lanes Collector Primary	2A	2-3	Bare	4hrs	8 hrs	5-8 cm	12-24 hrs
Cycling Lanes Secondary	2B	2-3	Centre Bare	4hrs	8 hrs	5-8 cm	12-24 hrs
Cycling Lanes Rural Hard Surface	3	4-6	Centre Bare	8hrs	24 hrs	8 cm	24 hrs
Cycling Lanes Residential	3	5	Bare	8hrs	24 hrs	10 cm	24 hrs

^{*}Target completion time is after the completion of the winter event which includes, but is not limited to, the cessation of snowing, drifting, blowing snow, freezing rain.



Sidewalk Clearing

- The City provides Snow Clearing of 882km (36%) of the approximate 2,445 km of Sidewalks across Hamilton, including:
 - Municipal Property
 - Along Reverse Frontage Lots
 - Ward 12
 - Sidewalks Adjacent to School Property
 - Transit Stops
 - Multiuse Paths Roadway-to-Roadway
- Snow and Ice By-law No. 03-296 Property Owner Specific

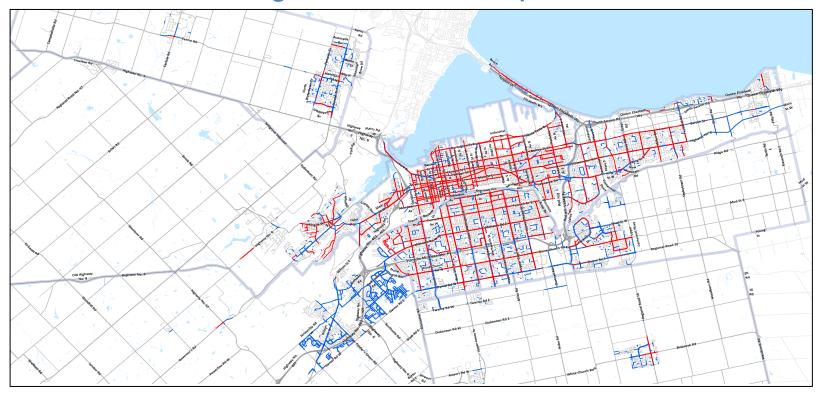
Sidewalk Clearing – City Enhanced Levels of Service Page 263 of 379 versus Minimum Maintenance Standards

ROAD CLASSIFICATION HAMILTON/PROVINCIAL		CITY ENHANCED LEVEL OF SERVICE			PROVINCIAL MMS (O.Reg. 239/02)		
ТҮРЕ	PRIORITY RATING	PROVINCI AL CLASS	TARGET SURFACE CONDITION	REASONABLE RESPONSE TIME	TARGET COMPLETION TIME	TARGET SURFACE CONDITION	TARGET COMPLETION TIME
Sidewalks	N/A	N/A	Snow packed	Activate at 5cm	24 hrs	8 cm	48 hrs

^{*}Target completion time is after the completion of the winter event which includes, but is not limited to, the cessation of snowing, drifting, blowing snow, freezing rain.



Sidewalk Clearing – Location Map





Sidewalk Clearing - Schools

- Hamilton-Wentworth District
 School Boards (Public & Catholic)
- 155 Schools
- 48km of Sidewalk Cleared around Schools



*Westdale Secondary School, Ward 1



Windrows

- Definition
 - The snow accumulation left behind by a plow; typically at the end of driveways and intersections
- Natural Result of Routine Winter Maintenance
- To-date Removal has Not Been an Approved Level of Service



Significant Weather Event

- As per the Ontario Municipal Act, a municipality may declare a significant weather event when a weather hazard, either forecasted or occurring, has the potential to pose a significant danger to road users on roads maintained by the City of Hamilton.
- Completion times are suspended and restarted once the declaration is declared over



The City has declared the end of the Significant Weather Event. We will continue to work on cleanup over the next few days. We thank residents for their patience as crews continue to work diligently to respond to this storm. #HamOnt #HamOntSnow

8:01 PM · Jan 19, 2022 · Brandwatch

Council Direction: March 20, 2023

- That staff undertake a review of the City of Hamilton's current level of service for winter control and provide options on how operations could be adapted to enhance accessibility and safety in alignment with the principles of Vision Zero, thereby protecting the interests of vulnerable road users;
- b) That staff report back to the Public Works Committee with the results of the review of the City of Hamilton's current level of service for winter control in advance of August 31, 2023, with possible level of service revisions and best practices including any cost and resourcing implications; and
- c) That staff ensure the following areas of focus are included in the review of the City of Hamilton's current level of service for winter control;
 - HSR transit stops including boarding access;
 - Controlled crosswalks, crosswalks with stationed crossing guards, school crossings,
 sidewalks with sloped access, neighbourhood pedestrian and multimodal pathways; and
 - iii. School zones
- d) That staff consult with the Advisory Committee for Persons with Disabilities and the Seniors Advisory Committee when reviewing snow clearing needs of the community; and
- e) That staff report back in full the comments and opinions of the disability and senior's communities including the Committee for Persons with Disabilities and the Seniors Advisory Committee.

Proposed Enhancement Options

Option	Implementation Timing	Cost (Million)
Option 1 – Additional Sidewalk Clearing with Support Equipment	2024/2025	\$5.46
Option 2 – School Zone Levels of Service Increase	2025/2026	\$12-\$13
Option 3 – Clearing All City Sidewalks (Additional 65%)	2027/2028	\$11.7
Option 4 – Municipal Law Enforcement	2024 onwards	TBD
Option 5 – Residential Driveway Windrow Snow Clearing	2026/2027	\$24-\$27



Option 1 – Additional Sidewalk with Support Equipment

- Purpose
 - Additional Sidewalk and Transit Stop Support Equipment
 - Activate Earlier and More Frequently
- Cost
 - \$5.46M
- Commencement
 - 2024/2025
- Sidewalk Clearing Equipment Requirements
 - Increase sidewalk plows from 34 to 42
 - Increase filler trucks from 21 to 29
 - Increase supporting equipment from 28 to 58
- Staffing Requirements
 - Four (4) Permanent Roadway Maintenance Supervisors



Option 1 – Additional Sidewalk with Support Equipment

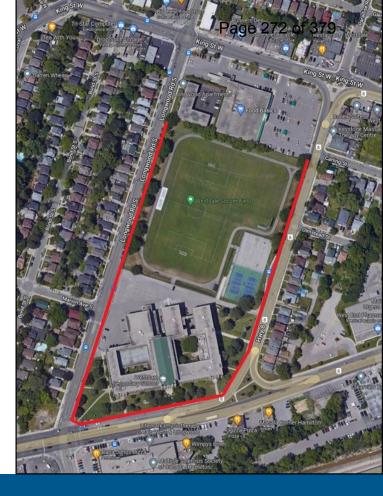
Benefits

- Reduce Average Route Length from 22km to 17km
- Enhance Operational Efficiencies
- Activate Earlier and More Frequently During Winter Events
- Increased Ability to Manage Heavier Winter Events
- Support Equipment (skid steers) activated in coordination with sidewalk plows
- Expediate clean-up of snow piles at intersections



Option 2 – School Zone Levels of Service Increase

- Purpose
 - Create priority snow clearing at 155 school zones
 - Clear roadways and sidewalks prior to/after school bell times
 - Remove and haul snow away from school zones
- Cost
 - \$12M to \$13M
- Commencement
 - 2025/2026
- Staffing Requirements
 - Eight (8) Permanent Roadway Maintenance Supervisors



Option 3 – Clearing All City Sidewalks (Additional 65%)

- Purpose
 - Clear all 2,445km of sidewalks across the City
- Cost
 - \$11.7M
- Commencement
 - 2027/2028
- Sidewalk Clearing Equipment Requirements
 - Increase sidewalk plows from 34 to 122
 - Increase filler trucks from 21 to 60
 - Increase skid steers from 28 to 58
- Staffing Requirements
 - Twelve (12) Permanent Roadway Maintenance Supervisors
 - Two (2) Permanent Roadway Maintenance Investigators
 - One (1) Permanent Project Manager

Option 4 – Municipal Law Enforcement

- Purpose
 - Enhance enforcement under By-Law 03-296
 - MLE and Transportation to Develop Enforcement Strategy in 2024
- Cost
 - TBD
- Commencement
 - Initiate Discussion in 2024

Option 5 – Residential Driveway Windrow Clearing

- Purpose
 - Remove residential driveway windrows 12 hours after the roadway has been plowed
- Cost
 - \$24M to \$27M
- Commencement
 - 2026/2027
- Staffing Requirements
 - Four (4) Permanent Roadway Maintenance Supervisors
 - One (1) Permanent Project Manager
 - Four (4) Permanent Roadway Maintenance Inspectors
 - One (1) Permanent Roadway Maintenance Investigator
 - Two (2) Permanent Operational Support Coordinators
 - One (1) Permanent Supervisor Claims Administration



Option 5 – Residential Driveway Windrow Clearing

Notes

- Service approximately 165,000 residential homes
- Provide 3m wide opening
- Activate at 5cm or more snowfall

Challenges

- On-street parking will impact service
- Limited snow storage around townhomes and cul-de-sacs
- Property damage may occur with an increase in number of claims
- Delay in service due to slow moving machines
- Windrows will reoccur due to continuous plowing







INFORMATION REPORT

то:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 4, 2023
SUBJECT/REPORT NO:	Terms of Reference – Red Hill Business Park to Highway 6 South Conceptual Link (PED23246) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Steve Molloy (905) 546-2424 Ext. 2975
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	Bria Hollingworth

COUNCIL DIRECTION

In April 2022, Council adopted an updated Truck Route Master Plan. As part of the discussion of the plan, the lack of suitable truck routes through Glanbrook was highlighted. At the April 4, 2022 Public Works Committee meeting, the following motion was approved:

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

INFORMATION

The need for a conceptual roadway corridor connecting the Red Hill Business Park to the Airport Employment Growth District and Highway 6 South has been identified in several strategic planning documents. The link was first identified as part of the City's 2005 Goods Movement Strategy in recognition of the growing needs and opportunities in the Red Hill Business Park and the Airport Employment Growth District. The conceptual link was also identified in the 2018 City-wide Transportation Plan as part of the strategic road network. The conceptual corridor spans approximately 12 kilometres from the area near Upper Red Hill Valley Parkway to the existing Highway 6 South

SUBJECT: Terms of Reference – Red Hill Business Park to Highway 6 South Conceptual Link (PED23246) (City Wide) - Page 2 of 4

terminus at Upper James. Appendix "A" attached to Report PED23246 identifies the study area for the conceptual corridor.

During the Truck Route Master Plan review, the conceptual link was highlighted as part of the strategic goods movement network for further investigation to address network gaps in the rural community of Glanbrook.

The creation of a new link between Highway 6 South and the Red Hill Valley Business Park has the potential to address a number of historical and on-going issues associated with goods movement in South Hamilton. At present, there is no suitable east-west route for goods movement between Rymal Road and the South Hamilton boundary. This has created difficulties for operators that provide goods and services to the rural community and has resulted in increased demands for enforcement. Several trip kilometres are added to good movement providers in order to comply with the existing truck route network.

The creation of a new link between Highway 6 South and the Red Hill Valley Business Park would be a significant undertaking requiring extensive study. Although previous plans have assumed that the corridor would be a new route, there are many possible alignment alternatives including a combination of new and existing corridors. Extensive work is required to evaluate different alternatives, including the Do Nothing alternative in terms of environmental impacts, capital and lifecycle costs and associated benefits, and impacts to growth and economic development.

Based on Council Direction, the next step in the advancement of the corridor would be to initiate an Environmental Assessment Study. The purpose of the Environmental Assessment Study would be to confirm transportation system needs, as well as, identified alternative route alignments that minimize impacts to the natural environment, sensitive cultural heritage resources, and individual property owners. The Environmental Assessment Study would help to identify land to be protected for a future corridor, thus avoiding missed opportunities to address network needs and/or reduce impacts associated with corridor planning.

The delivery of the project would be carried-out in coordination with the appropriate City departments and will be undertaken consistent with the phases for a Schedule C Municipal Class Environmental Assessment project. Phases 1 and 2, of the Municipal Class Environmental Assessment process, would be completed by Transportation Planning, in the Planning and Economic Development Department, while Phases 3 and 4 would be undertaken and led by Engineering Services in Public Works. Council would be provided an opportunity to approve the results of Phases 1 and 2 of the Environmental Assessment Study before authorizing staff to proceed with Phases 3 and 4.

SUBJECT: Terms of Reference – Red Hill Business Park to Highway 6 South Conceptual Link (PED23246) (City Wide) - Page 3 of 4

Overall, the Environmental Assessment Study is intended to provide a clearer understanding of the issues and alternatives for addressing goods movement and overall travel demands in the Highway 6 South to Red Hill Valley Parkway corridor. An Environmental Assessment Study will provide both a broad and detailed assessment and communication of all the impacts in a clear and transparent manner. The study area covers a wide area, and contains a number of watercourses, woodlots, wildlife, and cultural resources, which will require detailed evaluation and assessment. Due to the large study area, the process will take a number of years to complete and does not commit the City to any immediate or short-term infrastructure improvements.

Based on Council direction, funding for this project was identified within the 2023 Ten-year Capital Budget under Project Identification Number 4032455224, \$730 K. Subsequent budgets have been identified in the future Capital Budget forecast years and would be refined based on the outcomes of the Environmental Assessment (Design Study). A summary of the scope of work is provided below and will include extensive public consultation. A more detailed summary of the scope of work is provided in Appendix "B" attached to Report PED23246.

o The Environmental Assessment will comprise of a number of phases as follows:

Phase 1: Problem and Opportunity

Undertake various background studies such as natural and cultural heritage inventories and mapping updates as well as a transportation needs assessment to identify a clear problem and opportunity statement. This phase is critically important to establishing the need for the corridor or identifying potential alternatives.

Phase 2: Alternative Solutions

Identify long list of alternatives and evaluate route alignments to select a short-list and ultimately a preferred alternative solution. This could include a new corridor, use and upgrade of existing roadways, a combination of new road segments and existing roadways, or other solution as identified through the process.

Subject to Council approval following the completion of Phases 1 and 2:

Phase 3: Alternative Design Concepts for Preferred Solution

Identify design alternatives with the preferred corridor identified in Phase 2. Undertake various detailed field studies such as noise and archaeological assessments, stormwater management plans, and identify right-of-way requirements and property impacts. Evaluate and select preferred design alternative and provide detailed next steps including costing and an implementation phasing strategy.

SUBJECT: Terms of Reference – Red Hill Business Park to Highway 6 South Conceptual Link (PED23246) (City Wide) - Page 4 of 4

Phase 4: Environmental Study Report

Provide comprehensive documentation of study findings and all associated preliminary design drawings.

Project Schedule

The various Environmental Assessment phases will take several years to complete. Phases 1 and 2 is anticipated to commence in 2024 and completed at the end of 2025. Based on the outcomes of theses project phases, the timing of schedule of the project will be updated to reflect the preliminary preferred alternative.

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PED23246 - Conceptual Corridor Study Area Appendix "B" to Report PED23246 - Draft Scope of Work

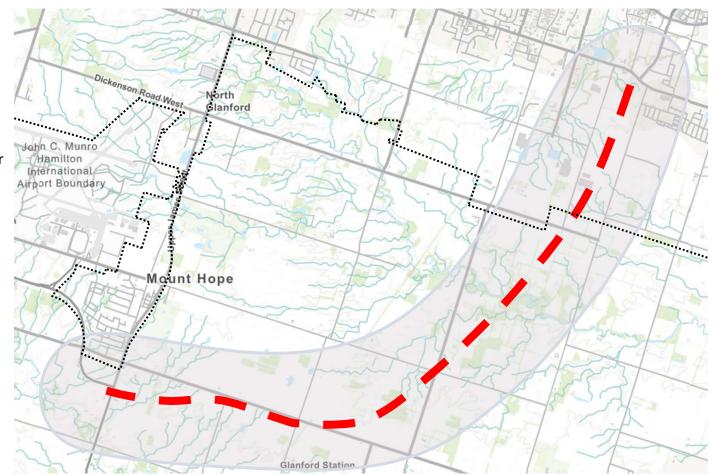
Appendix "A" - Study Area Map

Legend

Study Area

Conceptual Corridor

Urban Boundary



APPENDIX B

Red Hill Business Park to Highway 6 South Conceptual Link

Draft Scope of Work

A high-level preliminary scope of work of the project has been identified to undertake the design study. The study will be undertaken consistent with Environmental Assessment guidelines, as amended 2007, 2011, 2015, 2023 to satisfy Phases 1 through 4 requirements identified through this process. The scope of work within the terms of reference will address the following:

Phase 1 (Problem and Opportunity) and Phase 2 (Alternative Solutions):

Planning Phase Scope

- Review policies and previous studies to identify existing conditions and sensitive areas including a review and documentation of socio-economic data to consider in identifying and evaluating route alignment and design alternatives
- Identify long-list of route alternatives
- Confirm needs and justification of previous initiatives to establish a clear problem / opportunity statement
- Identify and evaluate impacts relating to planning alternatives
- Selective Preferred Route alternative
- Transportation Assessment
 - Existing conditions and Future Conditions
 - Network connectivity and intersection control
 - Baseline noise and vibration assessment
 - Road safety assessment
 - Condition assessment of roadways
 - Identification of long list of alternatives and alignments using new and existing right-of-way corridors or combination thereof
 - Selection of preferred alignment

Design

- Including complete streets typologies
- o Lighting requirements
- o Infrastructure upgrades
- Design alternatives will be developed and evaluated based on the preferred alignment
- Natural Heritage Inventory
 - Desktop review including environmental inventories, databases and studies completed by agencies and stakeholders
 - Constraints mapping
 - Identify scope for future study

- Cultural and Built Heritage Inventory
 - Desktop review of cultural sites, structures and landscapes inventories, databases and studies completed by agencies and stakeholders
 - Mapping of cultural resources
 - Identify scope for future study
- Stormwater and Climate Change Impacts
 - Stormwater management strategy, identification of watercourses and drainage boundaries to identify issues and future detail scope of work
 - Mitigation / Adaption opportunities
- Public Engagement
 - o Indigenous engagement
 - Businesses
 - Local residents
- Documentation
 - All supportive mapping
 - Public consultation report
 - Final report documenting study findings
- Provision Item
 - Available to support any Part II orders

Phase 3 (Alternative Design Concepts for the Preferred Solution) and Phase 4 (Environmental Study Report):

Design Phase Scope

- > Based on the preferred planning route alternative
- Identify and evaluate impacts of design alternatives
- Noise and vibration assessment of
- Property impacts
- Identify and evaluate impacts relating to design alternatives
- Selective Preferred Design alternative
- Natural Heritage Inventory / Impact Assessment
 - Conduct field studies
 - Undertake tree inventories
 - Phase 1 Environmental Site Assessment
- Cultural and Built Heritage Inventory / Impact Assessment
 - Undertake Stage 1 Archaeological Assessment and Stage 2 (if applicable)
 - Detailed mapping and documentation

Property Impacts

- Property acquisitions (if applicable)
- Well and septic bed inventory: Properties within the study area that have wells and/or septic beds should be identified and the exact location of the well on the property should be confirmed
- Confirm required ROW widths based on the preferred solution and design alternative. The ROW width should also accommodate storm conveyance and LID for the preferred design alternative

Stormwater and Climate Change Impacts

- A comprehensive stormwater management plan and identify hydrology, drainage and stormwater management requirements through the completion of a Stormwater Management Assessment including:
 - stream classifications, drainage boundary for each tributary, flood line and the road location
 - Hydraulic analysis with a level of detail enough for functional design
 - A geotechnical investigation through completion of a Phase 1 Environmental Site Assessment
- Mitigation / Adaption opportunities

Design

- Including complete streets typologies and Vision Zero principles
- o Lighting requirements
- Infrastructure upgrades
- Design alternatives will be developed and evaluated based on the preferred alignment

Public Engagement

- o Indigenous engagement
- Public agencies and stakeholders
- Businesses
- Local residents

Implementation Strategy

- Cost estimate of works associated with the preferred alternative
- o Permits and approvals required for implementation
- Phasing and prioritization of improvements
- Funding strategy

Documentation

- o 30% preliminary design drawings
- Public Consultation Report
- o Final Environmental Study Report documenting findings

Provision Item

Available to support any Part II orders



INFORMATION REPORT

то:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 4, 2023
SUBJECT/REPORT NO:	Winterizing Public Washrooms - Winter Operations (PW21031(c)) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Kara Bunn (905) 546-2424 Ext. 4334
SUBMITTED BY:	Cynthia Graham Director, Environmental Services Public Works Department
SIGNATURE:	C. Galan

COUNCIL DIRECTION

At the October 16, 2023 Public Works Committee meeting, in response to public feedback, staff were directed to report back respecting the extension of operating hours (for parks winter washroom availability) during the winter months.

INFORMATION

On October 25, 2023, in response to report PW21031(b), Council voted in favour of continuing with the winter washroom provision for the 2023/24 season. The winter program proposed followed the model used during the 2021-2023 pilot program. In order to operationalize this as a permanent program in 2024, the costs of the program will be referred to the 2024 Tax Budget process.

The 2023/24 program started on November 1, 2023 with two notable changes that were noted in the Report and additionally requested by Council.

The first change was to add in Confederation Park washrooms that were newly constructed and winterized, and per Council request, to put portable toilets at Mountain Drive Park as an interim measure while the new washroom building is constructed and to add Montgomery Park washroom as a location because there were no locations in Ward 4 throughout the pilot program.

SUBJECT: Winterizing Public Washrooms - Winter Operations (PW21031(c)) (City Wide) - Page 2 of 2

The second request was to report back on the feasibility of longer washroom hours for the winter season, in response to the community consultation. During the pilot program winter washrooms were available daily only during daylight hours starting November 1, 2022 until May 1, 2023.

Parks and Facilities Sections have worked with our contractors to implement the extension of the washroom hours to start opening as early as 6:00 a.m. and to start closing by 6:00 p.m. Washroom hours will vary based on where they are on the route, as contractors move across the City opening them. This change has been implemented to allow for an extra two hours of availability in both the morning and evening, seven days a week, from November 1, 2023 to May 1, 2024. There is no additional cost to providing extra opening hours.

APPENDICES AND SCHEDULES ATTACHED

N/A



CITY OF HAMILTON PUBLIC WORKS DEPARTMENT Environmental Services Division

то:	Chair and Members Public Works Committee
COMMITTEE DATE:	October 30, 2023
SUBJECT/REPORT NO:	Wild Waterworks and Confederation Beach Park - Future Direction (PW23067) (Ward 5)
WARD(S) AFFECTED:	Ward 5
PREPARED BY:	Cynthia Graham (905) 546-2424 Ext. 2337
SUBMITTED BY:	Cynthia Graham Director, Environmental Services Public Works Department
SIGNATURE:	C. Salan

RECOMMENDATION

- (a) That staff be directed to begin a comprehensive review of the Wild Waterworks area within the Confederation Beach Park master plan with consideration of how changes to Wild Waterworks may impact other parts of the larger park master plan, to support work including:
 - (i) A report back to committee with the results of public consultation to establish guiding principles for the master plan design;
 - (ii) A report back to committee with the final draft master plan for approval; and
- (b) That the cost of the review be funded by reallocating \$200,000 from existing Project ID 4401956802 Beach Park Dev Program to a new Project ID.

EXECUTIVE SUMMARY

On August 12, 2016, City Council approved item 9 of the Public Works Committee Report 16-013, Confederation Beach Park Master Plan – Feasibility Study (Report PW11005(d)), which outlined the master plan for Confederation Beach Park including an implementation strategy, priorities for redevelopment and funding requirements (the "Confederation Beach Park Master Plan").

SUBJECT: Wild Waterworks and Confederation Beach Park – Future Direction (PW23067) (Ward 5) – Page 2 of 7

Since that time, staff have worked to implement projects outlined in the Confederation Beach Park Master Plan, including Stoney Creek Pond Trail in 2016, the wayfinding strategy in 2017, sports park development with design in completed in 2018, construction of phase 1 in 2020 and construction of phases 2 and 3 in 2023, and design of an improved pedestrian entrance at Centennial Parkway in 2022.

In the yearly capital budget submission for Confederation Beach Park, and in the Development Charges background study, the remaining projects to implement the approved Confederation Beach Park Master Plan have been costed and projected for implementation.

In 2020, the task of completing a master plan study, including economic feasibility, for Wild Waterworks (the "Wild Waterworks Master Plan") was completed, and on November 11, 2020, City Council approved item #1(b) of the Emergency and Community Services Committee Report 20-009, Status and Strategy for Wild Waterworks (Report HSC20048) (the "Information Report"). The Information Report outlined the four options for the future of Wild Waterworks considered in the Wild Waterworks Master Plan.

The Wild Waterworks Master Plan study recommended option 3 – Modest Enhancements at a cost of \$40.14M (2020 dollars) as the most financially viable option for continued operation of the water park. The Information Report did not include a staff recommendation but provided the commitment to report back with a staff recommendation for the future of the area, in the context of city recreation, tourism, parkland need and financial strategy. Report PW23067 fulfils the commitment to report back to committee and council.

When staff reviewed the Wild Waterworks Master Plan options against a changed perspective following COVID-19, including renewed public desire for free and available public open space, financial pressures following COVID-19 expenses, increased costs of capital projects, inflation and decreased city revenues, it was difficult to see how the operation of a pay-for-entry water park that operates only 9-10 weeks of the year but occupies significant waterfront lands is the highest and best use of the space.

Given the significant investment required to reimagine a water park at this location - \$40.14M, staff recommend through PW23067 that a fulsome master plan review be conducted to bring back to council any and all options that would meet highest and best use of the lands in the context of current council priorities, specifically those under Sustainable Economic and Ecological Development – reduce the burden on residential tax payers, climate change/decarbonization progress, and protection of green spaces and water that might be achievable for the greatest benefit to Hamilton, including financial implications and opportunities.

SUBJECT: Wild Waterworks and Confederation Beach Park – Future Direction (PW23067) (Ward 5) - Page 3 of 7

The first step of the Confederation Beach Park Master Plan review would be to complete a public and stakeholder consultation to establish the guidelines and principles to apply to the master plan design, and it is anticipated that this would be complete by Q3 2024. These guidelines and principles will be confirmed through a report back to committee before completing the remainder of the master plan design review. The final proposed master plan will be prepared and brought back to committee for approval, including proposed phasing and financial requirements, by the end of 2025.

Anticipating that the master plan review will take some time, the Wild Waterworks facility will continue to open in the summer, operated by the Hamilton Conservation Authority. Yearly inspections by the Technical Safety Standards Authority (TSSA) and Hamilton Public Health are a legislated requirement and will continue to be completed to ensure that the slides, pools and other features are safe for public use. If there are features that do not pass inspection, and cannot be repaired, staff will review if the water park will open with that feature closed off, and this will be communicated to council and the public through a communication update as needed.

Alternatives for Consideration – See Page 5

FINANCIAL - STAFFING - LEGAL IMPLICATIONS

Financial: The Confederation Beach Park Master Plan review is estimated to cost \$200,000 for a consulting assignment to complete the study. \$200,000 of funding be reallocated from an existing Project ID 4401956802 Beach Park Dev Program to a new Project ID within Landscape Architectural Services to support this work.

> Wild Waterworks can continue to operate in its current condition, with yearly Technical Safety Standards Authority inspections to ensure it is safe for use. There are existing funds allocated yearly to complete repairs, however if a repair exceeds the funding, it is possible to open the water park with that feature closed.

> When a future design is approved for the Wild Waterworks areas, the existing features on the park will need to be removed, and this is anticipated to cost approximately \$5M. Staff will include costs to remove existing features and create new features as part of the reporting back for the Confederation Beach Park Master Plan review recommended in Report PW23067.

Staffing: The Confederation Beach Park Master Plan review can be completed using existing staff resources.

SUBJECT: Wild Waterworks and Confederation Beach Park – Future Direction (PW23067) (Ward 5) – Page 4 of 7

Legal:

None. The existing agreement with the Hamilton Conservation Authority who operates and maintains Wild Waterworks and much of the lands of Confederation Beach Park will require review in 2026 and can incorporate any revision as a result of the reviewed Confederation Beach Park Master Plan.

HISTORICAL BACKGROUND

Confederation Beach Park is a 93-hectare city owned park located on the Lake Ontario waterfront in Ward 5. The Hamilton Conservation Authority has operated the majority of the lands including Wild Waterworks since the 1980's.

Confederation Beach Park (then called Confederation Park) was opened in the early 1960's, an idea presented to then Mayor Jackson by Jennie Florence Parker (after whom the newly opened sports park within the larger Confederation Beach Park is named).

In 2011, the Hamilton Conservation Authority identified that many of the features in the park were aged and needed renewal. From the initial master plan presented by the Hamilton Conservation Authority, a revised City-led Confederation Beach Park Master Plan was presented to Public Works Committee on August 11, 2016 and was approved by Council on August 12, 2016. Subsequently, the Wild Waterworks Water Park master plan was completed in 2020 and identified that many of the features of the water park were near or past expected lifespan, although still certified as safe yearly to ensure operations can continue.

Since 2016, staff have been working to implement the recommended projects outlined in the Confederation Beach Park Master Plan. The first priority identified was to transition the campground at the far east side of the park to a sports park – work that is now complete with the official opening of the Jennie Florence Parker Sports Park on September 7, 2023.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION

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

SUBJECT: Wild Waterworks and Confederation Beach Park – Future Direction (PW23067) (Ward 5) – Page 5 of 7

Recreation – staff from Recreation are the leads for the City's park amenity strategy and led the Wild Waterworks Master Plan.

Tourism and Culture – staff from Tourism and Culture have confirmed that additional bookable park space for events would benefit the City's tourism industry.

The following external groups were consulted on the recommendations of this report:

Hamilton Conservation Authority staff: Staff at the Hamilton Conservation Authority acknowledge that changes to the Wild Waterworks space may trigger amendments to the management agreement for the park, and possibly other components of the master plan in order to balance budgets and staffing. At this time, Hamilton Conservation Authority staff indicate that they are willing to work with the city to revise the agreement to continue to operate the park.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The 2024 Budget Outlook presented to General Issues Committee on September 20, 2023, anticipates a tax increase of 14.2%. This is significantly higher than past years tax increases, and the pressures on Hamilton to increase services related to housing, litter, programming, and public open spaces is felt across the City. The COVID-19 pandemic highlighted the need to have free, available, accessible and quality open spaces year-round. Public spaces provide needed recreation space, mental and physical health benefits, especially in areas where residents have little or no private open space in backyards or balconies.

Wild Waterworks has been a beloved water park amenity that drew visitors from all over the greater Hamilton region for the life of the park. It was designed and constructed at a time when there few many other water parks to visit. It has continued to be a highlight of summer for Hamiltonians and has remained a relatively low-cost way to cool off and have fun in the summer.

The slides, pools and structures at Wild Waterworks are at their end of expected lifespan. Report HSC20048, presented to Emergency and Community Services Committee on November 5, 2020 outlines the costs associated with various levels of redevelopment to renew the water park. When the economics of visitation is factored in, the recommended redevelopment that will be economically viable will cost over 40 million dollars.

Given the significant financial pressures currently faced by the City, and the fact that a redeveloped Wild Waterworks would need to have an increased entry fee to make the park viable, staff have difficulty recommending this path as a responsible way forward for the City.

SUBJECT: Wild Waterworks and Confederation Beach Park – Future Direction (PW23067) (Ward 5) – Page 6 of 7

In discussions with various staff across the city, there is an identified pressure on existing parkland to fill the desire of residents and organizations for the use of parks. As an example, a quick analysis was done on how many large event bookings are hosted at the top desired parks in the city – Bayfront, Dundas Driving Park, Gage Park, Joe Sam's Park, Pier 4 park, T.B. McQuesten Park, and Waterdown Memorial Park – in total 137 events were booked in 2023, encompassing most weekends from April until October. This is a significant burden on the infrastructure in those parks and takes away from the regular neighbourhood use of those parks. In speaking with tourism staff, additional park space that would be bookable for larger events would be welcome within the city. This is the type of use that can be considered in a redevelopment envisioning for the Wild Waterworks space within Confederation Beach Park, as a city-wide resource.

With the term of council priorities set through Report CM23020, which was presented to General Issues Committee on September 20, 2023 focussing the priorities of the City on "Sustainable Economic and Ecological Development", "Safe and Thriving Neighbourhoods", and "Responsiveness and Transparency", the recommendation of Report PW23067 can tie into all three of these priorities by undertaking a fulsome review of the lands encompassed by Wild Waterworks, and the larger Confederation Beach Park in light of current economic, ecological and financial conditions being faced by Hamilton.

ALTERNATIVES FOR CONSIDERATION

An alternative to the recommendation of Report PW23067 is to direct staff to implement one of the four alternatives for the redevelopment of Wild Waterworks outlined in Report HSC20048, being:

Option 1 – Do Nothing. As infrastructure, rides and attractions continue to age and are taken out of service, it is expected that the park will become increasingly expensive to operate and would eventually be closed.

Option 2 - Replace Like for Like. Replacement of existing rides, attractions and facilities with same/similar

Option 3 – Modest Enhancements. Replacement of some rides, attractions, dryland climber, sheltered recreation area for adverse rain conditions, improved ticketing systems and Radio frequency identification (RFID) wristbands.

Option 4 – New Design, New Program. New design, rides and attractions and facilities to meet future guest needs and attendance.

SUBJECT: Wild Waterworks and Confederation Beach Park – Future Direction (PW23067) (Ward 5) – Page 7 of 7

Staff do not recommend any of these options as an alternative because it does not consider the use of the lands as anything other than pay-for-entry waterpark which is anticipated to be a barrier for many Hamiltonians to enjoy the park. Additionally, the site is only active for 9 weeks of the year, when open and accessible parks across Hamilton are available for use year-round.

Financial: As outlined in Report HSC20048, the options will cost:

- Option 1 Do Nothing: \$5M. This option will see the water park run until each feature is no longer safe, and then include the removal of structures to establish a safe site for public access.
- Option 2 Replace Like for Like: \$24.92M. This option includes a replacement of single use slides, wave pool and amenities to be similar to what is at the water park today.
- Option 3 Modest Enhancements: \$40.14M. This option imagines a waterpark with newer attractions as well as increased levels of service, additional park space for parking and improvements to entrance areas.
- Option 4 New Design, New Program: \$61.12M. This option is a complete redesign of the area that will include new rides and attractions and will require additional park space for parking and program areas.
- Staffing: Wild Waterworks is operated by the Hamilton Conservation Authority and it would be anticipated that a redeveloped waterpark would continue to be operated by the staff in place. During redevelopment, a shutdown period would be required.
- Legal: Legal Services staff would assist with any agreements or amendments to existing agreements that arise as a result of a Council decision to implement one of the alternative options.

APPENDICES AND SCHEDULES ATTACHED

N/A



CITY OF HAMILTON PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT Transportation Planning and Parking Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 4, 2023
SUBJECT/REPORT NO:	Hamilton Cycling Committee Budget 2024 (PED23247) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Danny Pimentel (905) 546-2424 Ext. 4581
SUBMITTED BY: Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department	
SIGNATURE:	Bria Hollingworth

RECOMMENDATION

- (a) That the Hamilton Cycling Committee 2024 Base Budget submission, in the amount of \$10,000, as described in Appendix "A" attached to Report PED23247, be approved and referred to the 2024 Budget process for consideration;
- (b) That, in addition to the base funding, a one-time budget allocation for 2024 of \$4,000 to support community events and initiatives that meet the mandate of the Hamilton Cycling Committee, funded by the Hamilton Cycling Committee Reserve, be approved and referred to the 2024 Budget process for consideration;
- (c) That remaining funds from the 2023 Hamilton Cycling Committee Budget be allocated into the Hamilton Cycling Committee Reserve, to the upmost allowable amount.

EXECUTIVE SUMMARY

Historically, the Hamilton Cycling Committee has developed a request for funding for planned activities annually. With the recent pause of the Hamilton Cycling Advisory Committee, members were not able to motion and approve a 2024 budget. As a result, the 2024 budget request will match the previous years' budget requests.

SUBJECT: Hamilton Cycling Committee Budget 2024 (PED23247) (City Wide) - Page 2 of 4

The proposal is for a 2024 budget of \$14 K. Their proposed budget would be financed with \$10 K from the Levy through the Public Works Standing Committee and \$4 K from the Hamilton Cycling Committee Reserve. As of August 2023, the Hamilton Cycling Committee has a Reserve of \$16,452.78, therefore, there is no request to increase from the Levy in 2024.

Alternatives for Consideration – Not Applicable

FINANCIAL - STAFFING - LEGAL IMPLICATIONS

Financial:

Annually, citizen advisory committees are funded by the Levy to fund activities that supports the Hamilton Cycling Committee's Mandate. Typically, the annual budget for advisory committees is \$10 K. For 2024, the Hamilton Cycling Committee has requested a budget of \$14 K. The proposed budget will finance community educational activities, plus the production of safety and promotional materials. The \$4 K from the Reserve will be used to support community events and initiatives that meet the mandate of the Hamilton Cycling Committee. As of August 2023, the Hamilton Cycling Committee has a Reserve of \$16,452.78.

The following table highlights the proposed 2024 Budget.

Item	Proposed 2024 Budget
Social Media Campaign	\$500
Special Projects	\$5,000
Tourism Promotions - Supporting Ontario By Bike	\$500
Supporting Community Events to Raise Awareness for Cycling	\$3,000
Special Committee Cycling Events	\$2,000
Training, Conferences and Memberships	\$2,000
Meeting Expenses	\$1,000
TOTAL	\$14,000
Funds from Levy	\$10,000
Funds from Reserve	\$4,000

Staffing: Not Applicable

Legal: Not Applicable

SUBJECT: Hamilton Cycling Committee Budget 2024 (PED23247) (City Wide) -

Page 3 of 4

HISTORICAL BACKGROUND

The Hamilton Cycling Committee advises the City of Hamilton on all matters related to cycling and micro-mobility, monitors the implementation of the Hamilton Cycling Master Plan, encourages and participates in planning for bicycling and micro-mobility facilities, encourages citizens to cycle instead of drive, educates the public about the benefits and necessities of cycling, integrates the work of area municipal bicycle and active transportation committees. Cycling helps to maintain personal health; thus, it helps to foster a healthier community.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

In preparation of this Report, the Hamilton Cycling Committee; the City of Hamilton Corporate Services, Financial Planning, Administration, and Policy staff; and, the Office of the City Clerk were consulted. This Report is consistent with the legislative requirements to request funding for advisory committees.

RELEVANT CONSULTATION

In preparation of this Report, the Hamilton Cycling Committee; the City of Hamilton Corporate Services, Financial Planning, Administration, and Policy staff; and, the Office of the City Clerk were consulted. This Report has been prepared in consistency with the legislative requirements to request funding for advisory committees.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

With the pause in the Hamilton Cycling Advisory Committee, members were not able to consider, motion, and approve a 2024 budget. As a result, the budget request will match what was previously requested in 2023.

The Hamilton Cycling Committee promotes cycling safety through their very successful distribution of Share the Road car magnets and stickers, and the distribution of bicycle lights at special events, to stress the importance of improved visibility of cyclists.

Hamilton Cycling Committee Members, in conjunction with community groups, promote cycling in Hamilton during events like Bike Day, Supercrawl, and other City festivals. The Hamilton Cycling Committee also proposes to grow the profile of cycling in Hamilton by promoting and hosting more cycling events across the City, like Movie Night.

Historically, projects or events have typically included film screenings, bicycle rides, various campaigns and project research. Members have also served as volunteer staff for the Hamilton Cycling Committee booth at the Toronto International Bike Show,

SUBJECT: Hamilton Cycling Committee Budget 2024 (PED23247) (City Wide) - Page 4 of 4

promoting Hamilton as a cycling destination. They receive and share feedback from people that cycle on Hamilton facilities, including Hamilton residents attending the show. The Hamilton Cycling Committee works with Tourism Hamilton to promote the City's recreational assets by distributing the City map "Bike Routes, Trails & Parks", pamphlets printed by the Hamilton Conservation Authority, and financially contributes to the Ontario Cycling Organization - Ontario By Bike, to provide Hamilton specific information online.

Feedback received by Hamilton Cycling Committee Members ensures cycling projects are well vetted by the community, thereby, improving the quality of cycling facilities for both recreation and commuting purposes.

ALTERNATIVES FOR CONSIDERATION

Not Applicable

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PED23247 - 2024 Advisory Committee Budget Submission Form

CITY OF HAMILTON

2024

ADVISORY COMMITTEES

BUDGET SUBMISSION FORM

HAMILTON CYCLING ADVISORY COMMITTEE

PART A: General Information

PAST ADVISORY COMMITTEE MEMBERS:

Roman Caruk	Kate Berry	
Jane Jamnik	Sharon Gibbons	
Ann McKay	William Oates	
Cora Muis	Gary Rogerson	
Chris Ritsma	Dan van den Beukel	
Kevin Vander Meulen	Christine Yachouh	

MANDATE:

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

PART B: Strategic Planning

STRATEGIC OBJECTIVES:

The Committee's goals are:

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

Please check off which Council approved Strategic Commitments your Advisory Committee supports

Community Engagement & Participation	Ø	2) Economic Prosperity & Growth	Ø
3) Healthy & Safe Communities	N I	4) Clean & Green	Ø
5) Built Environment & Infrastructure	Ø	6) Culture & Diversity	Ø
7) Our People & Performance	Ø		

ALIGNMENT WITH CORPORATE GOALS:

PART C: Budget Request

INCIDENTAL COSTS:

Meeting Expenses	\$1,000
SUB TOTAL	\$1,000

SPECIAL EVENT/PROJECT COSTS:

Social Media Campaign	\$500
Special Projects	\$5,000
Tourism Promotions - supporting Ontario By Bike	\$500
Supporting Community Events to Raise Awareness for Cycling	\$3,000
Special Committee Cycling Events	\$2,000
Training, Conferences and Memberships	\$2,000
SUB TOTAL	\$13,000

TOTAL COSTS	\$14,000
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Funding from Advisory Committee Reserve (only available to Advisory	\$4,000
Committees with reserve balances)	

TOTAL 2024 BUDGET REQUEST (net of reserve funding)	\$10,000
PREVIOUS YEAR (2023) APPROVED BUDGET (2023 Request \$14,000)	\$14,000

CERTIFICATION:

Please note that this document is a request for a Budget from the City of Hamilton Operating budget. The submission of this document does not guarantee the requested budget amount. Please have a representative sign and date the document below.

Representative Name: Chris Ritsma

Signature: Chiff

Date: October 9, 2023



CITY OF HAMILTON PUBLIC WORKS DEPARTMENT Environmental Services Division

ТО:	Chair and Members Public Works Committee	
COMMITTEE DATE:	December 4, 2023	
SUBJECT/REPORT NO:	Crime Prevention Through Environmental Design (CPTED) Recommendation Report (PW23075) (City Wide) (Outstanding Business List Item)	
WARD(S) AFFECTED:	City Wide	
PREPARED BY:	Shauna Hasselman (905) 546-2424 Ext. 7734	
SUBMITTED BY: SIGNATURE:	Cynthia Graham Director, Environmental Services Public Works Department	
	C. franco	

RECOMMENDATION

- (a) That the recommended actions in Appendices "A", "B", "C", "D", and "E" to Report PW23075 be supported approved and that all capital or operational financial enhancements, \$254,500 operational and \$165,000 capital be referred to the 2024 budget process for consideration; and
- (b) That the Crime Prevention Through Environmental Design study for the City owned escarpment stairs be identified as complete and removed from the Public Works Committee Outstanding Business List.

EXECUTIVE SUMMARY

On February 13, 2023 at the Public Works Committee meeting, staff were directed to conduct a Crime Prevention Through Environmental Design review of the five Cityowned escarpment staircases and report back on recommendations to improve the safety of escarpment staircase use, specifically to prevent sexual violence, including any considerations to be referred to the 2024 budget process for consideration.

There are five sets of stairs along the Niagara Escarpment linking the lower city to the upper city. These staircases at Chedoke, Dundurn, James Street, Kenilworth/Margate,

SUBJECT: Crime Prevention Through Environmental Design (CPTED) Recommendation Report (PW23075) (City Wide) – Page 2 of 8

and Wentworth streets are managed by the Parks and Cemeteries section of Public Works.

At the February 13, 2023 Public Works Committee meeting, council recognized the need to ensure resident safety in these spaces. Sexual assault cases are on the rise in the City of Hamilton. In 2022, Hamilton Police Services counted 605 sexual assault cases. This is up 4.1% from 2021's 580 cases. The City's Sexual Assault Centre has seen a dramatic increase in calls to their 24-hour support line over the past three years. Many residents of Hamilton who have experienced sexual violence on the escarpment stairs have asked the City of Hamilton to provide safer pathways for both commuting and exercise.

Public Works Parks and Cemeteries Section along with Hamilton Police Services completed a Crime Prevention Through Environmental Design review in June of 2023. The focus of the recommendations from the Crime Prevention Through Environmental Design report were on the ability to 'see and be seen'. The focus of the report speaks to ensuring the current lighting is adequate and in good working order, and that the vegetation in and around the stairs is maintained to allow sight lines. These recommendations will allow residents to see within their surroundings and to reduce criminal activity.

This Crime Prevention Through Environmental Design review and the recommendations will be used to create a safer environment for all residents, as outlined in Appendices "A", "B", "C", "D", and "E" to Report PW23075.

Alternatives for Consideration – Not Applicable

FINANCIAL - STAFFING - LEGAL IMPLICATIONS

Financial: In order to implement the recommendations of the Crime Prevention Through Environmental Design review as outlined in the Appendices of Report PW23075, an estimated operating budget increase of \$254,500, and an estimated capital budget increase of \$165,000 are required and will be referred to the 2024 Budget process.

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Originally, the City had seven stairs – Chedoke Park, Dundurn Street, Ferguson Avenue, James Street, John Street, Ottawa Street, and Wentworth Street. When the

SUBJECT: Crime Prevention Through Environmental Design (CPTED) Recommendation Report (PW23075) (City Wide) – Page 3 of 8

Jolley Cut was rebuilt, the steps at John and Ferguson Streets were incorporated in the walkways at Sam Lawrence Park. Currently, the City has five sanctioned staircases that connect

the upper and lower city along the Niagara Escarpment. These stairs allow City residents to commute to work without driving and are popular exercise locations. The Wentworth Stairs built in 1903 were the first stairs in Hamilton. These wooden steps were located next to the Eastend Incline railway (closed in 1936). Following a rockslide, these steps were rebuilt using metal in 1983 and now follow the path of the Incline railway. They connect with the Rail Trail as well as the Bruce Trail. The Dundurn Stairs were wooden until the 1990's when they were replaced with metal. These stairs are within one kilometre of the Chedoke Stairs, and both are often used together for exercising.

The Chedoke Stairs were built to accommodate two pedestrian lanes and two bike troughs. These are widely known as the busiest stairs in the City. In 2022, Hamilton Pedestrian and Cyclists Counts reported more than 710,000 visitors, with a daily average of just under 2,000 visitors. The Kenilworth Stairs (also known as the Kimberly Drive Stairs) in combination with the Margate Stairs are the most popular stairs this year to date. Hamilton's Pedestrian and Cyclists Counts have calculated a running total of 631,256 visitors (as of October 11, 2023). The stairs were built to connect the East Mountain to the Escarpment Rail Trail. The James Street Stairs are located on the former site of Hamilton's first Incline Railway. The stairs were first built using wood but were replaced with metal stairs in 1987.

In December 2021, an unknown man approached a resident and attempted to sexually assault her during her morning daylight workout on the James Street escarpment stairs. Before and after this date there have been other sexual assaults while on the stairs in Hamilton. In 2022, the Sexual Assault Centre (SACHA) received more than 2,000 calls regarding sexual assaults from across the City. This is up by 22% from 2021. Hamilton Police Services received over 600 sexual assault calls from across the city. Due to a lack of specific addresses, it is not possible to aggregate the numbers of sexual assault cases on the stairs themselves.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Below are policy implications for the subject report:

The City of Hamilton vision to be the best place to raise a child and age successfully. To meet that standard, it's important for the City to prioritize the health and safety of its residents.

SUBJECT: Crime Prevention Through Environmental Design (CPTED) Recommendation Report (PW23075) (City Wide) – Page 4 of 8

United Nations Gender Policy and Plan: United Nations-Habitat Policy and Plan for Gender Equality and the Rights of Women in Urban Development and Human Settlements. This report urges cities to become safer by applying a gender-responsive approach to urban planning.

United Nations report Cities Alive: Designing Cities That Work for Women published in October 2022, it is stated that "without a gender-responsive approach to urban planning, cities often compound gender inequalities that restrict women's social and economic opportunities, health and wellbeing, sense of safety and security, and access to justice and equity"

RELEVANT CONSULTATION

Hamilton Police Services, Crime Prevention Unit completed a Crime Prevention though Environmental Design report for five escarpment stairs and provided input regarding all policing aspects.

Facilities Department, Corporate Security Management staff provided input on all security aspects.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Many recommendations in the Crime Prevention Through Environmental Design reports (Appendices "A", "B", "C", "D", and "E") were similar, with vegetation overgrowth and lighting concerns being the main issues.

A recommendation not reflected in the table below refers to consideration for widening the stairs at Dundurn, James Street, and Wentworth to accommodate two pedestrian lanes and bike troughs. Specifically, the recommendation requests that this would be completed at the end of the respective stairs' life cycle.

Operating Budget			
Recommendations	Estimated Costs	Comments	
Increase the number of times stairs get inspected	\$3,000.00	Current operational budget is for one visit per year. One additional visit is reflected in this estimated cost.	
Increase the number of times vegetation in and around the stairs are pruned/trimmed/removed	\$25,000.00	Current operational budget is one vegetation trim and removal per year. One additional vegetation trim	

SUBJECT: Crime Prevention Through Environmental Design (CPTED) Recommendation Report (PW23075) (City Wide) – Page 5 of 8

	<u> </u>	1 1 2 2 2 2 2 2
		and removal is reflected in
		this estimated cost based
		on recommendations from
		one additional inspection.
Continue converting halogen lights	\$0.00	The final light replacement
to LEDs for better visibility		was completed in August
		2023 and this item is
		deemed complete.
Complete light audit for Dundurn,	\$7,500.00	\$2,500 per staircase
Kenilworth, and Wentworth Stairs		
Update addresses for stairs for	\$0.00	The work for this is being
easier emergency services		completed and city records
response and police analytics		and website will be
-		updated.
Hiring additional security staff (staff	\$219,000	Security recommends a
or contractor) to patrol the areas		dedicated security
during after hours		presence is implemented.
		As an alternate, a random
		security patrol program
		could be considered but
		would require additional
		dedicated contract
		resources. Costing reflects
		this recommendation.
Increase community involvement by		A community garden is
way of a neighbourhood watch		managed by the City
program, community gardens, and		through Neighbourhood
fitness programs to increase use of		Development. A
stairs and access points to prevent		neighbourhood watch
criminal activity		program would be led by
		the Hamilton Police.
		Fitness programs could be
		led by both Hamilton Rec
		and outside organizations
Continue with a collaborative	\$0.00	Create a subcommittee to
relationship between Hamilton		the Parks Security to
Police Services, the City's Security		discuss stair safety, to
departments, and Parks and		meet twice a year to share
Cemeteries departments to share		ideas and work with
information and statistics that affect		partners in the community
the overall safety of the stairs		to implement activations
_		on/near the stairs.

SUBJECT: Crime Prevention Through Environmental Design (CPTED) Recommendation Report (PW23075) (City Wide) – Page 6 of 8

Total Operating Budget	\$254,500

Capital Budget			
Recommendations	Estimated Cost	Comments	
Installation of more lights in areas of low visibility, as per light audit	TBD	Costs will be confirmed when light audit is completed, and costs will be reflected in a future capital budget ask.	
Installation of a section of James Street Stairs to mitigate a 'blind corner'	\$90,000.00	Expand platforms to connect with newly proposed Pedestrian Pathway.	
Installation of signage identifying the location's address for quicker response from emergency services – Green archway sign (Parks standard). One at each main access to the stairs	\$70,000.00	New sign installation at the bottom and top of each stairway access. (14 signs x \$5,000 each)	
Install signage along the stairs that provide information on how to report deficiencies to the City of Hamilton to ensure safety related items are mitigated in between stair inspections	\$5,000.00	Cost includes signs and installation (\$1,000 per location)	
Choose one stair location to pilot a one-year pilot initiative to install motion-activated, self-recording, unmonitored security cameras for the purpose of identifying suspects in the event of an assault. This pilot will include signage identifying the cameras and a statistical analysis to prove its effectiveness.	TBD	The required infrastructure to support this type of project will need to be determined through support by electrical cabling and networking contractors. The deployment of CCTV systems would require the frequency of 1 camera per staircase run section up to 50 feet in length. A rough estimate to support a resilient installation may exceed an estimate of \$15,000 per camera, including the backend	

SUBJECT: Crime Prevention Through Environmental Design (CPTED) Recommendation Report (PW23075) (City Wide) – Page 7 of 8

		T
		infrastructure. A typical for
		budget calculation used in
		a building environment is
		\$3,000 per camera. The
		use of CCTV will provide a
		recording of the activities
		that are captured within its
		view abilities; however it is
		unlikely to provide
		identifiable features of
		suspects. Disguises and
		means of preventing
		identifiable features of an
		individual from being
		viewed are practiced
		frequently in criminal
		behaviour. The use of
		CCTV cameras may be
		supportive for investigative
		measures by law
		enforcement, but they do
		not appear to be a
		deterrent to criminal
		behaviour in general. The
		installation of a CCTV
		system can be supportive
		to an overall program,
		where it compliments other
		elements such as physical
		presence and other
		deterrent and good use
		behaviours that are
		identified in this report.
Total Capital Budget	\$165,000	

ALTERNATIVES FOR CONSIDERATION

N/A

SUBJECT: Crime Prevention Through Environmental Design (CPTED) Recommendation Report (PW23075) (City Wide) – Page 8 of 8

APPENDICES AND SCHEDULES ATTACHED

Appendix "A" to Report PW23075 – Chedoke Stairs

Appendix "B" to Report PW23075 – Dundurn Stairs

Appendix "C" to Report PW23075 – James Street Stairs

Appendix "D" to Report PW23075 - Kenilworth Stairs

HAMILTON POLICE SERVICE

CPTED PROPERTY AUDIT

Cst. Ryan Clarke #317 905-546-1577 rclarke@hamiltonpolice.on.ca



Statement of purpose:

Crime Prevention Through Environmental Design, or CPTED as it is more commonly known, is a proactive design technique that believes that the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime, **as well as an improvement in the quality of life.**

The CPTED recommendations prepared for your site are not intended to make your site "vandal-proof", "assault-proof", "bomb-proof" etc. They are intended to improve the function of the space while addressing a number of safety and security issues by providing ways to improve your property's natural surveillance, natural access control and territoriality.

Implementation of the enclosed recommendations should not be fragmented. Many times the incorporation of one phase depends upon the implementation of other security recommendations and failure to utilize the systems approach can breach all elements of the system.

Overview of CPTED:

CPTED's underlying objective is to help various disciplines do a better job of achieving their primary objectives, with the added by-product of improved security and loss prevention. This objective is based upon the belief that crime and loss is a by-product of human functions that are <u>not</u> working.

How does CPTED differ from traditional crime fighting techniques?

CPTED's emphasis is based on design and use. In this way, it deviates from the traditional target hardening approach to crime prevention.

The target-hardening approach traditionally focused on denying access to a crime target through physical or artificial barriers (such as locks, alarms, fences and gates). This approach often overlooked the opportunities for natural access control and surveillance while placing a constraint on the use, access and enjoyment of the hardened environment.

CPTED emphasizes and exploits these lost opportunities through the development of three overlapping CPTED strategies. These strategies are:

- *Natural Surveillance
- *Natural Access Control
- *Territorial Reinforcement

Natural Surveillance is a design strategy that is directed primarily at keeping intruders under observation.

Natural Access Control is a design strategy that is directed at decreasing crime opportunity.

Territorial Reinforcement is a design strategy that realizes that physical design can create or extend a sphere of influence so that users develop a sense of proprietorship or territoriality.

Appendix "A" for Report PW23075 Page 3 of 14

Chedoke Stairs Hamilton Ontario

Audit prepared by: Hamilton Police Service - Crime Prevention Branch

Cst. Ryan Clarke #317 905-546-1577 rclarke@hamiltonpolice.on.ca

Date of Audit: 2020-06-06 - Daylight Hours

This document has been created as a result of the Hamilton Police Service receiving a request for a CPTED Audit. CPTED is an acronym for Crime Prevention through Environmental Design and it is the philosophy of a multichanneled approach to deterring criminal behaviour by utilizing the community (people), structural design and the natural environment. Essentially, CPTED is used promote the target hardening of any location by using its own environment in the process. Police were accompanied by Brian Hughes, Supervisor, Parks North Public Works Environmental Services, City of Hamilton.

There are 5 escarpment stairs that connect the lower City to the upper City. The Chedoke Stairs are located between Beddoe Dr and the corner of Upper Paradise Rd. and Scenic Dr.

The Chedoke Stairs were built to accommodate 2 lanes as well as 2 bike troughs. These are widely known as the busiest steps in the City. They are within 1 kilometer of the Dundurn Stairs, and both are often used together for exercising.

The stairs are mostly located in a forested area, allowing people to loiter and utilize the environment for illegal activities. There is a history of assaults on the stairs, both physical and sexual in nature. The stairs are used by commuters and exercise enthusiasts. There is a maintenance building located close to the stairs as well as a parking lot. The purpose of the audit is to find the best way to continue encouraging the positive use of the escarpment stairs in Hamilton and deter the illegal and criminal activities which occur in the park.

Appendix "A" for Report PW23075 Page 4 of 14

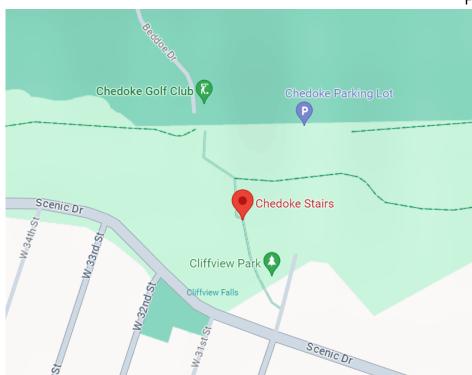


Image taken on June 6 at the bottom of the Chedoke Stairs.



During the audit the following observations were made:

Natural Surveillance:

All trees in the open space around the stairs should be trimmed up 7 feet from the ground to allow for clear sight lines. Any foliage overhanging the stairs and handrails should be pruned. Shrubbery adjacent to the stairs should be trimmed to a maximum of 3 feet high to prevent people from hiding behind them. When new trees and shrubs are added to increase the overall canopy across the City, plant material should be carefully selected as to not create more hidden hazards. Some examples of this include trees that grow tall and narrow with minimal low hanging branches and low growing shrubs that don't affect sight line issues.

Recommendation: all bushes or hedges that line a chain-linked fence at the upper entrance are removed, such as seen in the image below. As they are right now, they prohibit Police or any witnesses from having clear sight lines into that area of the property. Thus, they are creating an environment conducive for criminal activities and trespassers.



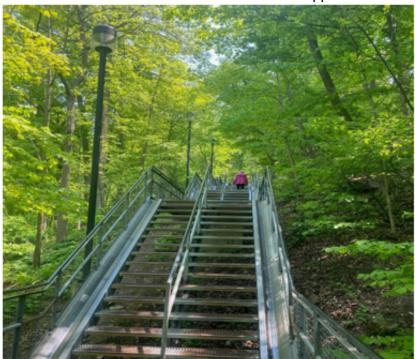
Appendix "A" for Report PW23075 Page 6 of 14



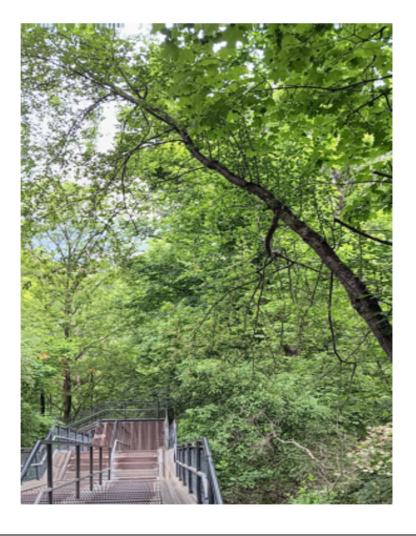
The approach to the lower entrance to the stairs is not visible from the parking lot due to overgrowth of trees and shrubs. These should be trimmed back. The area around the parking lot should be trimmed back into the slope at least 8' in order to improve sight lines and prevent foliage from covering parking signage. There is a Manitoba maple currently leaning over the parking lot. This should be removed.



Appendix "A" for Report PW23075
Page 7 of 14



Trees need to be trimmed that are growing over the stairs and handrails.



Appendix "A" for Report PW23075 Page 8 of 14



The approach to the upper entrance to the stairs has good sight lines. There is some vegetation growing through the chain-link fence. This can be pruned back. The garbage cans should be relocated further from the stairs. This will eliminate a potential concealment area.



Appendix "A" for Report PW23075 Page 9 of 14



Buildings: There is a lot of debris around the maintenance building. Dead wood and standing dead trees should be removed and disposed.



Appendix "A" for Report PW23075 Page 10 of 14



Buildings: There are areas of concealment around the maintenance building. Overgrown shrubs should be trimmed or removed to improve sight lines.

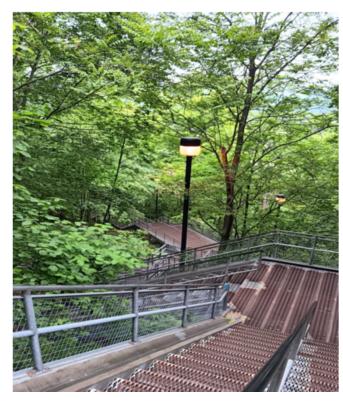


Signage: Signage can help establish territory and can clearly distinguish private from public property. With signs being properly displayed throughout the property, this helps to eliminate the "I did not know" excuse for trespassers and loiterers alike. The signs currently posted in the lower access parking lot are being covered by vegetation.

Recommendation to clear vegetation overgrowth.







Lighting: One of the most important components of CPTED is lighting. Effective lighting allows for natural surveillance by providing the ability for people to see. It can also generate witness potential by giving people a reason to look. There are many different types of lighting available and the goal is to select a light type that is appropriate for the area. The area should be well illuminated without creating a visual nuisance for onlookers. It should also be placed along the stairs so that all hidden areas are illuminated to reduce people gathering or hiding. All pathways should be illuminated as well to provide a secure environment for those walking near and through the park. The spacing of the lights should be that there are no blind spots or shaded areas along buildings and paths. To reduce cost motion activated lights can be installed in some areas that only come on when there is motion or people walking through the area. Maintenance is also a consideration with a good lighting plan to replace broken lights and burned out bulbs on a regular schedule. All lighting should be installed to light from the inside out and with protection to stop vandals and damage; deterring crime. When an area is well-lit, people who wish to engage in illegal activities will tend to move to darker more discrete areas. Studies have shown that graffiti and other activities happen more often in dark unlit areas. While climbing the stairs we found lights that were turned on and lights that were not operational.

Recommendation: Replace halogen lighting with LEDs. Ensure that lights are in proper working order.

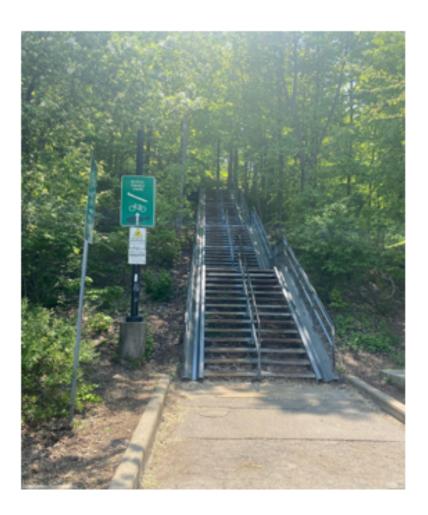
Territoriality and the "Broken Window Theory":

Factors affecting territoriality are what creates a defensible or ambiguous space. The Broken Window Theory can be easily related to the lack of territoriality at a given location where crime has occurred.

The "Broken Window Theory" states that when a property or building appears to have lack of pride, no ownership or has property in need of desperate repair, it becomes an easy target to thieves, loitering, and other criminal activities.

Recommendation: Keep up with the maintenance of all areas of the stairs. Remove dead trees or broken equipment in an attempt to maintain the overall appearance of the park in an attempt to deter criminal activities. .

Graffiti – Graffiti is a common issue in many major cities. This is not only a cost to the city, it also takes away from the clean image which the City is attempting to portray in its parks. The light standards have become a target for graffiti. Regular maintenance and inspections should be completed to clean up graffiti.



Overall Recommendations:

- Regular maintenance including pruning of trees to restrict foliage over the stairs.
- Improve site lines from the street including the removal of undesirable shrubs and overhanging trees in order to increase visibility
- Removal of overhanging foliage over the stairs and along both handrails.
- Regular maintenance of stair lighting to ensure proper illumination and light distribution.
- Removal of graffiti on light standards.
- Ensure signage is current.
- Install signage to identify the site location to ensure a rapid response by emergency services.

Appendix "A" for Report PW23075 Page 14 of 14

Some images are actual unaltered photographs of the location. Other images and maps are from public open-sourced websites.

Please note that there are no guarantees in preventing crime. This report is comprised of suggestions based on CPTED Principles that may lead to the reduction in the fear and incidence of crime and disorder, leading to an improvement in the overall quality of life of the property.

If there are any questions, please feel free to contact the writers.

Report Completed by: Cst. Ryan Clarke # 317

DISCLAIMER

CPTED audits are designed to make recommendations to reduce the likelihood of criminal activity in and around a physical structure such as a building. Compliance with the recommendations does not guarantee protection from crime. The persons conducting CPTED audits are trained in crime prevention techniques, not in the enforcement of property standards, fire regulations, or other such regulations or by-laws. Accordingly, since these are only recommendations, the Hamilton Police Service, the Hamilton Police Service's Board and the City of Hamilton disclaims any responsibility for any claims or actions arising from the effectiveness, completeness or the implementation of some or all of the recommendations contained within this audit.

HAMILTON POLICE SERVICE

CPTED PROPERTY AUDIT

Cst. Ryan Clarke #317 905-546-1577 rclarke@hamiltonpolice.on.ca



Statement of purpose:

Crime Prevention Through Environmental Design, or CPTED as it is more commonly known, is a proactive design technique that believes that the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime, **as well as an improvement in the quality of life.**

The CPTED recommendations prepared for your site are not intended to make your site "vandal-proof", "assault-proof", "bomb-proof" etc. They are intended to improve the function of the space while addressing a number of safety and security issues by providing ways to improve your property's natural surveillance, natural access control and territoriality.

Implementation of the enclosed recommendations should not be fragmented. Many times the incorporation of one phase depends upon the implementation of other security recommendations and failure to utilize the systems approach can breach all elements of the system.

Overview of CPTED:

CPTED's underlying objective is to help various disciplines do a better job of achieving their primary objectives, with the added by-product of improved security and loss prevention. This objective is based upon the belief that crime and loss is a by-product of human functions that are <u>not</u> working.

How does CPTED differ from traditional crime fighting techniques?

CPTED's emphasis is based on design and use. In this way, it deviates from the traditional target hardening approach to crime prevention.

The target-hardening approach traditionally focused on denying access to a crime target through physical or artificial barriers (such as locks, alarms, fences and gates). This approach often overlooked the opportunities for natural access control and surveillance while placing a constraint on the use, access and enjoyment of the hardened environment.

CPTED emphasizes and exploits these lost opportunities through the development of three overlapping CPTED strategies. These strategies are:

- *Natural Surveillance
- *Natural Access Control
- *Territorial Reinforcement

Natural Surveillance is a design strategy that is directed primarily at keeping intruders under observation.

Natural Access Control is a design strategy that is directed at decreasing crime opportunity.

Territorial Reinforcement is a design strategy that realizes that physical design can create or extend a sphere of influence so that users develop a sense of proprietorship or territoriality.

Dundurn Stairs Hamilton Ontario

Audit prepared by: Hamilton Police Service - Crime Prevention Branch

Cst. Ryan Clarke #317 905-546-1577 rclarke@hamiltonpolice.on.ca

Date of Audit: 2023-06-06 - Daylight Hours

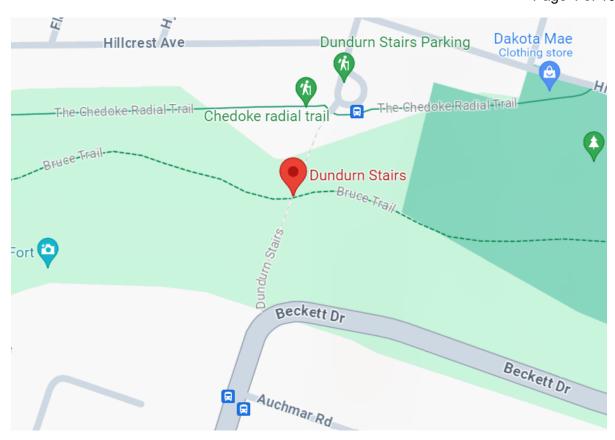
This document has been created as a result of the Hamilton Police Service receiving a request for a CPTED Audit. CPTED is an acronym for Crime Prevention through Environmental Design and it is the philosophy of a multichanneled approach to deterring criminal behaviour by utilizing the community (people), structural design and the natural environment. Essentially, CPTED is used promote the target hardening of any location by using its own environment in the process. Police were accompanied by Brian Hughes, Supervisor, Parks North Public Works Environmental Services, City of Hamilton.

There are 5 Escarpment stairs that connect the lower City to the upper City. The Dundurn Stairs start at the corner of Dundurn St. S. and Hillcrest Ave. and ends at the corner of Garth St. and Beckett Dr. (Queen Street Hill).

The Dundurn Stairs were originally wooden stairs until the 1990's when they were replaced with metal stairs. These stairs are located within 1 kilometer of the Chedoke Stairs and both are often used together for commuting and exercise. The base of the stairs connects with the Chedoke Radial Trail. The Bruce Trail cuts across the stairs about halfway up creating an additional access point.

The stairs are mostly located in a forested area, allowing people to loiter and utilize the environment for illegal activities. There is a history of assaults on the stairs, both physical and sexual in nature. The stairs are used by commuters and exercise enthusiasts. The purpose of the audit is to find the best way to continue encouraging the positive use of the escarpment stairs in Hamilton and deterring the illegal and criminal activities which occur on the stairs.

Appendix "B" for Report PW23075 Page 4 of 10



Google Street view at the bottom of the Dundurn Stairs.

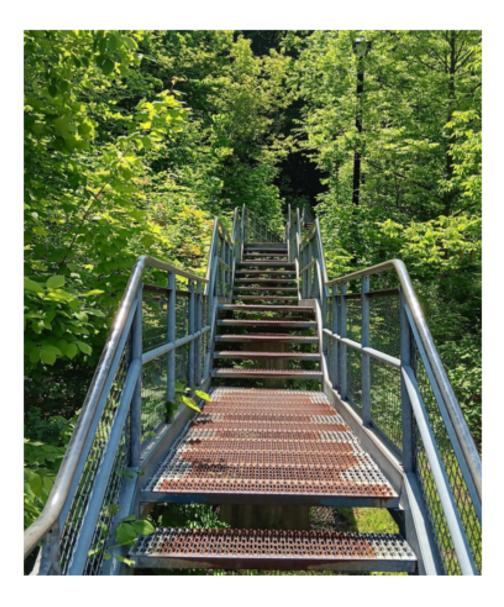


During the audit, the following observations were made:

Natural Surveillance:

All trees in the open space around the stairs should be trimmed up 7 feet from the ground to allow for clear sight lines. Any foliage overhanging the stairs and handrails should be pruned. Shrubbery adjacent to the stairs should be trimmed to a maximum of 3 feet high to prevent people from hiding behind them. When new trees and shrubs are added to increase the overall canopy across the City, plant material should be carefully selected as to not create more hidden hazards. Some examples of this include trees that grow tall and narrow with minimal low hanging branches and low growing shrubs that don't affect sight line issues.

Recommendation: Vegetation could be thinned to improve visibility.





Regular maintenance should be completed at this site. There is a lot of vegetation along the side of the stairs that will need to be thinned, as seen above. Vegetation at the top of the stairs (below) is overhanging the wall. This can be a location for hiding. This should be pruned to allow for ample walking space.



Google Street view at the top of the Dundurn Stairs.



Alternate Access Point: About halfway up there is an access point for the Bruce Trail to cross the Dundurn Stairs. This access point is a concern as this can be a concealment area and it leads to a forest path.



Recommendation: Install additional lighting to allow for more illumination in hidden areas.

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Graffiti – Graffiti is a common issue in many major cities. This is not only a cost to the city, it also takes away from the clean image which the City is attempting to portray in its parks. The light standards have become a target for graffiti. Regular maintenance and inspections should be completed to clean up graffiti.



Lighting: One of the most important components of CPTED is lighting. Effective lighting allows for natural surveillance by providing the ability for people to see. It can also generate witness potential by giving people a reason to look. There are many different types of lighting available and the goal is to select a light type that is appropriate for the area. The area should be well illuminated without creating a visual nuisance for onlookers. It should also be placed along the stairs so that all hidden areas are illuminated to reduce people hiding and to provide a secure environment for those climbing. The spacing of the lights should be that there are no blind spots or shaded areas along buildings and paths. To reduce cost motion activated lights can be installed in some areas that only come on when there is motion or people walking through the area. Maintenance is also a consideration with a good lighting plan to replace broken lights and burned out bulbs on a regular schedule. All lighting should be installed to light from the inside out and with protection to stop vandals and damage; deterring crime. When an area is well-lit, people who wish to engage in illegal activities will tend to move to darker more discrete areas. Studies have shown that graffiti and other activities happen more often in dark unlit areas.

Recommendation: Have an official lighting audit conducted for the Bruce Trail access to the stairs. Install LED lights to further illuminate the area if necessary and possibly put these lights on a sensor so they only operate while people are walking in the area to minimize the impact of lighting on the natural area. Ensure that foliage is pruned to allow for increased visibility (bottom of previous page).

Territoriality and the "Broken Window Theory":

Factors affecting territoriality are what creates a defensible or ambiguous space. The Broken Window Theory can be easily related to the lack of territoriality at a given location where crime has occurred.

The "Broken Window Theory" states that when a property or building appears to have lack of pride, no ownership or has property in need of desperate repair, it becomes an easy target to thieves, loitering, and other criminal activities.

Recommendation: Keep up with the maintenance of all areas of the stairs. Remove dead trees or broken assets in an attempt to maintain the overall appearance of the park in an attempt to deter criminal activities.

Appendix "B" for Report PW23075 Page 10 of 10

Overall Recommendations:

- Regular maintenance including pruning of trees to restrict foliage over the stairs.
- Improve site lines from the street including the removal of undesirable shrubs and overhanging trees in order to increase visibility.
- Removal of overhanging foliage over the stairs and along both handrails.
- Regular maintenance of stair lighting to ensure proper illumination and light distribution.
- Removal of graffiti on light standards.
- Ensure signage is current.
- At the end of the stairs life cycle (Capital replacement), consideration should be made for widening the stairs to allow pedestrians to safely pass each other and add improvements such as a bike trough and a railing to separate the two lanes.
- Install signage to identify the site location to ensure a rapid response by emergency services.

Some images are actual unaltered photographs of the location. Other images and maps are from public open-sourced websites.

Please note that there are no guarantees in preventing crime. This report is comprised of suggestions based on CPTED Principles that may lead to the reduction in the fear and incidence of crime and disorder, leading to an improvement in the overall quality of life of the property.

If there are any questions, please feel free to contact the writers.

Report Completed by: Cst. Ryan Clarke #317

DISCLAIMER

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Appendix "C" for Report PW23075 Page 1 of 10

HAMILTON POLICE SERVICE

CPTED PROPERTY AUDIT

Cst. Ryan Clarke #317 905-546-1577 rclarke@hamiltonpolice.on.ca



Statement of purpose:

Crime Prevention Through Environmental Design, or CPTED as it is more commonly known, is a proactive design technique that believes that the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime, **as well as an improvement in the quality of life.**

The CPTED recommendations prepared for your site are not intended to make your site "vandal-proof", "assault-proof", "bomb-proof" etc. They **are intended to improve the function of the space** while addressing a number of safety and security issues by providing ways to improve your property's natural surveillance, natural access control and territoriality.

Implementation of the enclosed recommendations should not be fragmented. Many times the incorporation of one phase depends upon the implementation of other security recommendations and failure to utilize the systems approach can breach all elements of the system.

Overview of CPTED:

CPTED's underlying objective is to help various disciplines do a better job of achieving their primary objectives, with the added by-product of improved security and loss prevention. This objective is based upon the belief that crime and loss is a by-product of human functions that are <u>not</u> working.

How does CPTED differ from traditional crime fighting techniques?

CPTED's emphasis is based on design and use. In this way, it deviates from the traditional target hardening approach to crime prevention.

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Territorial Reinforcement is a design strategy that realizes that physical design can create or extend a sphere of influence so that users develop a sense of proprietorship or territoriality.

James Street Stairs Hamilton Ontario

Audit prepared by: Hamilton Police Service - Crime Prevention Branch

Cst. Ryan Clarke #317 905-546-1577 rclarke@hamiltonpolice.on.ca

Date of Audit: 2023-06-06 - Daylight Hours

This document has been created as a result of the Hamilton Police Service receiving a request for a CPTED Audit. CPTED is an acronym for Crime Prevention through Environmental Design and it is the philosophy of a multichanneled approach to deterring criminal behaviour by utilizing the community (people), structural design and the natural environment. Essentially, CPTED is used promote the target hardening of any location by using its own environment in the process. Police were accompanied by Brian Hughes, Supervisor, Parks North Public Works Environmental Services, City of Hamilton.

There are 5 Escarpment stairs that connect the lower City to the upper City. The James Street Stairs starts near James St. S. and James Mountain Rd. and ends at the Claremont Access.

The James Street Stairs are built on the site of Hamilton's first incline railway. The railway was replaced with wooden stairs. The current metal stairs were built in 1987 and follows the path of the original railway.

The stairs are mostly located in a forested area, allowing people to loiter and utilize the environment for illegal activities. There is a history of assaults on the stairs, both physical and sexual in nature. The stairs are used by commuters and exercise enthusiasts. The purpose of the audit is to find the best way to continue encouraging the positive use of the escarpment stairs in Hamilton and deterring the illegal and criminal activities which occur on the stairs.

Appendix "C" for Report PW23075 Page 4 of 10

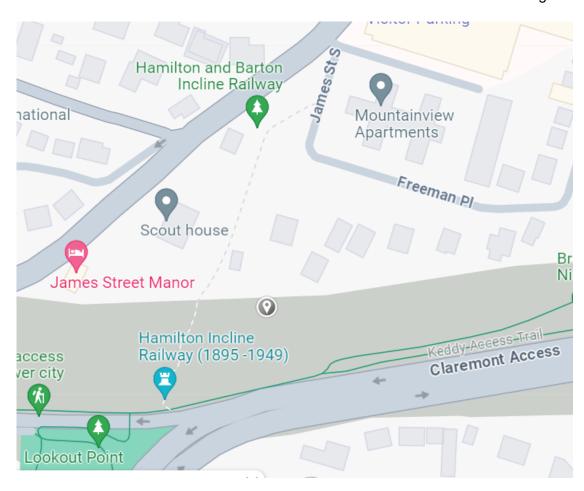


Photo taken at the bottom of the James Street Stairs.



Appendix "C" for Report PW23075 Page 5 of 10

During the audit the following observations were made:

Natural Surveillance:

All trees in the open space around the stairs should be trimmed up 7 feet from the ground to allow for clear sight lines. Any foliage overhanging the stairs and handrails should be pruned. Shrubbery adjacent to the stairs should be trimmed to a maximum of 3 feet high to prevent people from hiding behind them. When new trees and shrubs are added to increase the overall canopy across the City, plant material should be carefully selected as to not create more hidden hazards. Some examples of this include trees that grow tall and narrow with minimal low hanging branches and low growing shrubs that don't affect sight line issues.

Recommendation: Vegetation could be thinned to improve visibility. There is a lot of overhanging trees and foliage growing through the chain link fence. This should be removed or pruned.





Regular maintenance should be completed at this site. There is a lot of vegetation along the side of the stairs that will need to be thinned, as seen above and below.



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Page 7 of 10



Blind Corner: At the bottom of the stairs, there is a blind corner. This is a safety hazard due to low lighting and restricted visibility by way of a wooden fence. **Street Crossing:** Access to the James Street Stairs requires users to jaywalk across James St. S.



Recommendation: Rebuild this section of the stairs to eliminate the corner. This will ensure good visibility straight up the stairs and users will cross the street at a proper intersection with a stop sign.

Appendix "C" for Report PW23075 Page 8 of 10



Photo from Google Street view.

Graffiti – Graffiti is a common issue in many major cities. This is not only a cost to the city, it also takes away from the clean image which the City is attempting to portray in its parks. The light standards have become a target for graffiti. Regular maintenance and inspections should be completed to clean up graffiti.



Photo by Smart Commute Hamilton. Top access of stairs shows vegetation covering lighting causing visibility issues.

Lighting: One of the most important components of CPTED is lighting. Effective lighting allows for natural surveillance by providing the ability for people to see. It can also generate witness potential by giving people a reason to look. There are many different types of lighting available and the goal is to select a light type that is appropriate for the area. The area should be well illuminated without creating a visual nuisance for onlookers. It should also be placed along the stairs so that all hidden areas are illuminated to reduce people hiding and to provide a secure environment for those climbing. The spacing of the lights should be that there are no blind spots or shaded areas along buildings and paths. To reduce cost motion activated lights can be installed in some areas that only come on when there is motion or people walking through the area. Maintenance is also a consideration with a good lighting plan to replace broken lights and burned out bulbs on a regular schedule. All lighting should be installed to light from the inside out and with protection to stop vandals and damage; deterring crime. When an area is well-lit, people who wish to engage in illegal activities will tend to move to darker more discrete areas. Studies have shown that graffiti and other activities happen more often in dark unlit areas.

Recommendation: Ensure that foliage is pruned to allow for increased visibility (bottom of previous page).

Territoriality and the "Broken Window Theory":

Factors affecting territoriality are what creates a defensible or ambiguous space. The Broken Window Theory can be easily related to the lack of territoriality at a given location where crime has occurred.

The "Broken Window Theory" states that when a property or building appears to have lack of pride, no ownership or has property in need of desperate repair, it becomes an easy target to thieves, loitering, and other criminal activities.

Recommendation: Keep up with the maintenance of all areas of the park. Remove dead trees or broken assets in an attempt to maintain the overall appearance of the park in an attempt to deter criminal activities.

Appendix "C" for Report PW23075 Page 10 of 10

Overall Recommendations:

- Regular maintenance including pruning of trees to restrict foliage over the stairs.
- Improve site lines from the street including the removal of undesirable shrubs and overhanging trees in order to increase visibility.
- Removal of overhanging foliage over the stairs and along both handrails.
- Regular maintenance of stair lighting to ensure proper illumination and light distribution.
- Removal of graffiti on light standards.
- Ensure signage is current.
- At the end of the stairs life cycle (Capital replacement), consideration should be made for widening the stairs to allow pedestrians to safely pass each other and add improvements such as a bike trough and a railing to separate the two lanes.
- Install signage to identify the site location to ensure a rapid response by emergency services.

Some images are actual unaltered photographs of the location. Other images and maps are from public open-sourced websites.

Please note that there are no guarantees in preventing crime. This report is comprised of suggestions based on CPTED Principles that may lead to the reduction in the fear and incidence of crime and disorder, leading to an improvement in the overall quality of life of the property.

If there are any questions, please feel free to contact the writers.

Report Completed by: Cst. Ryan Clarke #317

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HAMILTON POLICE SERVICE

CPTED PROPERTY AUDIT

Cst. Ryan Clarke #317 905-546-1577 rclarke@hamiltonpolice.on.ca



Statement of purpose:

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The CPTED recommendations prepared for your site are not intended to make your site "vandal-proof", "assault-proof", "bomb-proof" etc. They **are intended to improve the function of the space** while addressing a number of safety and security issues by providing ways to improve your property's natural surveillance, natural access control and territoriality.

Implementation of the enclosed recommendations should not be fragmented. Many times the incorporation of one phase depends upon the implementation of other security recommendations and failure to utilize the systems approach can breach all elements of the system.

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Territorial Reinforcement is a design strategy that realizes that physical design can create or extend a sphere of influence so that users develop a sense of proprietorship or territoriality.

Kenilworth Stairs (aka Kimberly Stairs) and Mountain Brow-Margate Stairs Hamilton Ontario

Audit prepared by: Hamilton Police Service - Crime Prevention Branch

Cst. Ryan Clarke #317 905-546-1577 rclarke@hamiltonpolice.on.ca

Date of Audit: 2023-06-06 - Daylight Hours

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There are 5 Escarpment stairs that connect the lower City to the upper City. The Kenilworth Stairs are located between Kimberly Dr. leading to the Escarpment Rail Trail. The Mountain Brow-Margate Stairs continue scaling the escarpment from the Escarpment Rail Trail and exiting at the corner of Mountain Brow Blvd. and Margate Ave.

The stairs are mostly located in a forested area, allowing people to loiter and utilize the environment for illegal activities. There is a history of assaults on the stairs, both physical and sexual in nature. The stairs are used by commuters and exercise enthusiasts. This year these stairs are the most used across the City. The purpose of the audit is to find the best way to continue encouraging the positive use of the escarpment stairs in Hamilton and deter the illegal and criminal activities which occur on the stairs.

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Page 4 of 11

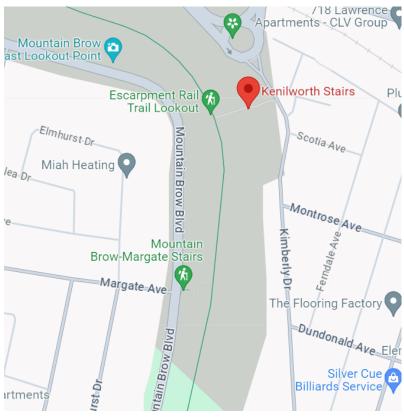


Image taken on June 6 at the top of the Mountain Brow-Margate Stairs.



Appendix "D" for Report PW23075
Page 5 of 11

During the audit the following observations were made:

Natural Surveillance:

All trees in the open space around the stairs should be trimmed up 7 feet from the ground to allow for clear sight lines. Any foliage overhanging the stairs and handrails should be pruned. Shrubbery adjacent to the stairs should be trimmed to a maximum of 3 feet high to prevent people from hiding behind them. When new trees and shrubs are added to increase the overall canopy across the City, plant material should be carefully selected as to not create more hidden hazards. Some examples of this include trees that grow tall and narrow with minimal low hanging branches and low growing shrubs that don't affect sight line issues.

Recommendation: the vegetation at the bottom of the stairs will improve sight lines to the stairs while also improving the ability to view oncoming traffic.



Appendix "D" for Report PW23075 Page 6 of 11



Overhanging trees should be cleared as well as vegetation growing through the grates, through the sides, and over the handrails.



Tripping Harzards, such as the one seen below, should be repaired to ensure good footing while using the stairs.



Appendix "D" for Report PW23075 Page 8 of 11

Signage: Signage can help establish territory and can clearly distinguish private from public property. With signs being properly displayed throughout the property, this helps to eliminate the "I did not know" excuse for trespassers and loiterers alike.

Recommendation: Post clear, concise messaging for those who are using the stairs. Repair or replace broken or graffitied signage.



Graffiti: Graffiti is a common issue in many major cities. This is not only a cost to the city, it also takes away from the clean image which the City is attempting to portray in its parks. The light standards have become a target for graffiti. Regular maintenance and inspections should be completed to clean up graffiti.

Below is a good example of a light fixture that is clear from vegetation.



Many lights along these stairs are being impeded by vegetation (below), blocking the beam and darkening the area. Vegetation should be aggressively removed from light standards and fixtures.



Appendix "D" for Report PW23075 Page 10 of 11

Lighting: One of the most important components of CPTED is lighting. Effective lighting allows for natural surveillance by providing the ability for people to see. It can also generate witness potential by giving people a reason to look. There are many different types of lighting available and the goal is to select a light type that is appropriate for the area. The area should be well illuminated without creating a visual nuisance for onlookers. It should also be placed along the stairs so that all hidden areas are illuminated to reduce people hiding and to provide a secure environment for those climbing. The spacing of the lights should be that there are no blind spots or shaded areas along buildings and paths. To reduce cost motion activated lights can be installed in some areas that only come on when there is motion or people walking through the area. Maintenance is also a consideration with a good lighting plan to replace broken lights and burned out bulbs on a regular schedule. All lighting should be installed to light from the inside out and with protection to stop vandals and damage; deterring crime. When an area is well-lit, people who wish to engage in illegal activities will tend to move to darker more discrete areas. Studies have shown that graffiti and other activities happen more often in dark unlit areas.

Recommendation: Have an official lighting audit conducted for the Escarpment Rail Trail access to the stairs. Install additional LED lights to further illuminate the area if necessary and possibly put these lights on a sensor so they only operate while people are walking in the area to minimize the impact of lighting on the natural area. Ensure that foliage is pruned to allow for increased visibility (previous page).

Territoriality and the "Broken Window Theory":

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Recommendation: Keep up with the maintenance of all areas of the park. Remove dead trees or broken assets in an attempt to maintain the overall appearance of the park in an attempt to deter criminal activities.

Appendix "D" for Report PW23075 Page 11 of 11

Overall Recommendations:

- Regular maintenance including pruning of trees to restrict foliage over the stairs.
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- Ensure current signage.
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Appendix "E" for Report PW23075 Page 1 of 11

HAMILTON POLICE SERVICE

CPTED PROPERTY AUDIT

Cst. Ryan Clarke #317 905-546-1577 rclarke@hamiltonpolice.on.ca



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Wentworth Stairs Hamilton Ontario

Audit prepared by: Hamilton Police Service - Crime Prevention Branch

Cst. Ryan Clarke #317 905-546-1577 rclarke@hamiltonpolice.on.ca

Date of Audit: 2023-06-06 - Daylight Hours

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There are 5 Escarpment stairs that connect the lower City to the upper City. The Wentworth Stairs are located between Wentworth St. S (at the corner of Charlton Ave. E.), transversing the Sherman Access and ending at the intersection of Mountain Park Ave and Upper Wentworth St.

The Wentworth Stairs were originally wooden stairs built in 1903. These burned down and were replaced by metal stairs in 1983. At the lower end, the stairs connect with the Escarpment Rail Trail. The Bruce Trail connects with the stairs on the lower half of the stairs, between Wentworth St. S. and the Sherman Access.

The stairs are mostly located in a forested area, allowing people to loiter and utilize the environment for illegal activities. There is a history of assaults on the stairs, both physical and sexual in nature. The stairs are used by commuters and exercise enthusiasts. The purpose of the audit is to find the best way to continue encouraging the positive use of the escarpment stairs in Hamilton and deter the illegal and criminal activities which occur on the stairs.

Appendix "E" for Report PW23075 Page 4 of 11

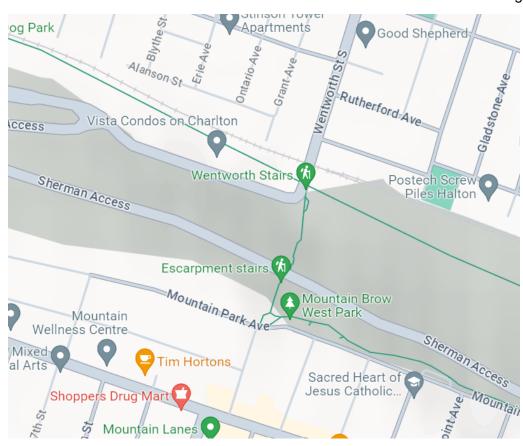


Image taken on June 6 at the bottom of the Wentworth Stairs.



During the audit the following observations were made:

Natural Surveillance:

All trees in the open space around the stairs should be trimmed up 7 feet from the ground to allow for clear sight lines. Any foliage overhanging the stairs and handrails should be pruned. Shrubbery adjacent to the stairs should be trimmed to a maximum of 3 feet high to prevent people from hiding behind them. When new trees and shrubs are added to increase the overall canopy across the City, plant material should be carefully selected as to not create more hidden hazards. Some examples of this include trees that grow tall and narrow with minimal low hanging branches and low growing shrubs that don't affect sight line issues.

Recommendation: the Manitoba Maple located at the base of the stairs is overhanging the approach area should be removed, such as seen in the image below. As it is right now, it prohibits Police or any witnesses from having clear sight lines into that area of the property. Thus, it is creating an environment conducive for criminal activities and trespassers.





Regular maintenance should be completed at this site. The base of the stairs present a shadowed area due to extreme tree cover (above). Thinning of the trees would allow natural light into the area. As seen below, the vegetation at the top of the stairs will need to be pruned to allow for a 180° visibility at the top of the stairs.



Image from Google Street view.

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Alternate Access Points: About 3/4 of the way up the lower staircase is an access point for the Bruce Trail to connect with the Wentworth stairs. This access point is a concern as this can be a concealment area and it leads to a forest path.

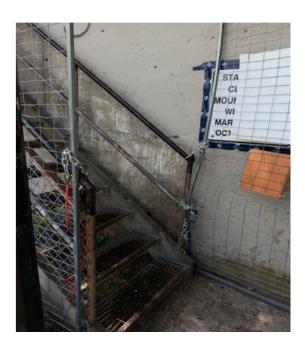


Recommendation: Install additional lighting to allow for more illumination in hidden areas.



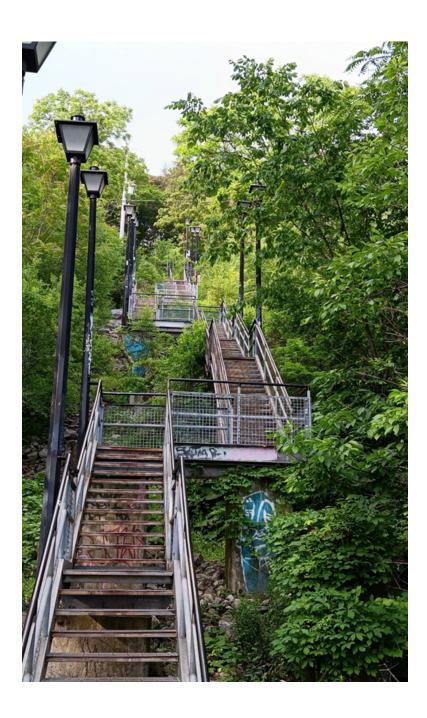
Signage: Signage can help establish territory and can clearly distinguish private from public property. With signs being properly displayed throughout the property, this helps to eliminate the "I did not know" excuse for trespassers and loiterers alike. The sign (above) was displaying incorrect information. As seen below, the stairs were open.

Recommendation: Post clear, concise messaging for those who are using the stairs. When repair work is completed, remove signage.



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Graffiti – Graffiti is a common issue in many major cities. This is not only a cost to the city, it also takes away from the clean image which the City is attempting to portray in its parks. The light standards have become a target for graffiti. Regular maintenance and inspections should be completed to clean up graffiti.



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Lighting: One of the most important components of CPTED is lighting. Effective lighting allows for natural surveillance by providing the ability for people to see. It can also generate witness potential by giving people a reason to look. There are many different types of lighting available and the goal is to select a light type that is appropriate for the area. The area should be well illuminated without creating a visual nuisance for onlookers. It should also be placed along the stairs so that all hidden areas are illuminated to reduce people hiding and to provide a secure environment for those climbing. The spacing of the lights should be that there are no blind spots or shaded areas along buildings and paths. To reduce cost motion activated lights can be installed in some areas that only come on when there is motion or people walking through the area. Maintenance is also a consideration with a good lighting plan to replace broken lights and burned out bulbs on a regular schedule. All lighting should be installed to light from the inside out and with protection to stop vandals and damage; deterring crime. When an area is well-lit, people who wish to engage in illegal activities will tend to move to darker more discrete areas. Studies have shown that graffiti and other activities happen more often in dark unlit areas.

Recommendation: Have an official lighting audit conducted for the Bruce Trail access to the stairs. Install LED lights to further illuminate the area if necessary and possibly put these lights on a sensor so they only operate while people are walking in the area to minimize the impact of lighting on the natural area. Ensure that foliage is pruned to allow for increased visibility (previous page).

Territoriality and the "Broken Window Theory":

Factors affecting territoriality are what creates a defensible or ambiguous space. The Broken Window Theory can be easily related to the lack of territoriality at a given location where crime has occurred.

The "Broken Window Theory" states that when a property or building appears to have lack of pride, no ownership or has property in need of desperate repair, it becomes an easy target to thieves, loitering, and other criminal activities.

Recommendation: Keep up with the maintenance of all areas of the park. Remove dead trees or broken assets in an attempt to maintain the overall appearance of the park in an attempt to deter criminal activities.

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Overall Recommendations:

- Regular maintenance including pruning of trees to restrict foliage over the stairs.
- Improve sight lines from the street including the removal of undesirable shrubs and overhanging trees in order to increase visibility.
- Removal of overhanging foliage over the stairs and along both handrails.
- Regular maintenance of stair lighting to ensure proper illumination and light distribution.
- Removal of graffiti on light standards.
- Ensure current signage.
- At the end of the stairs life cycle (Capital replacement), consideration should be made for widening the stairs to allow pedestrians to safely pass each other and add improvements such as a bike troughs and a railing to separate the two lanes.
- Install signage to identify the site location to ensure a rapid response by emergency services.

Some images are actual unaltered photographs of the location. Other images and maps are from public open-sourced websites.

Please note that there are no guarantees in preventing crime. This report is comprised of suggestions based on CPTED Principles that may lead to the reduction in the fear and incidence of crime and disorder, leading to an improvement in the overall quality of life of the property.

If there are any questions, please feel free to contact the writers.

Report Completed by: Cst. Ryan Clarke #317

DISCLAIMER

CPTED audits are designed to make recommendations to reduce the likelihood of criminal activity in and around a physical structure such as a building. Compliance with the recommendations does not guarantee protection from crime. The persons conducting CPTED audits are trained in crime prevention techniques, not in the enforcement of property standards, fire regulations, or other such regulations or by-laws. Accordingly, since these are only recommendations, the Hamilton Police Service, the Hamilton Police Service's Board and the City of Hamilton disclaims any responsibility for any claims or actions arising from the effectiveness, completeness or the implementation of some or all of the recommendations contained within this audit.

CITY OF HAMILTON

MOTION

Public Works Committee: December 4, 2023

MOVED BY COUNCILLOR J. BEATTIE	
SECONDED BY COUNCILLOR	

Remembrance Day Crosswalk Design for the Stoney Creek Saltfleet Memorial and at other Memorial Locations in the City

WHEREAS, Remembrance Day, marks the end of hostilities during the First World War, which ended on the 11th hour of the 11th day of the 11th month in 1918;

WHEREAS, Remembrance Day in Canada honours the service and sacrifice of our Armed Forces, Veterans, and their families, who have served, and continue to serve our country during times of war, conflict and peace. Particularly the First & Second World Wars, the Korean War, and all conflicts since then in which members of the Canadian Armed Forces have participated;

WHEREAS, Since 1921, the Poppy has stood as a national symbol of Remembrance to recognize the sacrifice of soldiers in times of war and is often worn on the left lapel close to the heart. The Poppy is a powerful symbol of Remembrance, worn by millions of Canadians and our Commonwealth partners, each year;

WHEREAS, the Dominion Command of The Royal Canadian Legion has registered the trademark of the Poppy image and the Poppy insignia as a protected mark through an Act of Parliament in 1948;

WHEREAS, any proposed usage of the Poppy symbol must be submitted to and approved by the Dominion Command of The Royal Canadian Legion in compliance with the Legion Poppy Manual; and

WHEREAS, the Stoney Creek Saltfleet Memorial located at the south-west corner of King Street and Queenston Road (Highway 8) was constructed in 1922, in memory of the men of Saltfleet Township, who gave their lives in the First World War and is one of the many locations throughout the City that is used to observe Remembrance Day every November 11th.

THEREFORE, BE IT RESOLVED:

(a) That the Transportation Division contact the Dominion Command of The Royal Canadian Legion and seek permission to use the poppy and/or other significant symbols in the crosswalk on King Street closest to the Stoney Creek Saltfleet

Memorial in the name of honoring those who served and continue to serve in the nation's defense; and

(b) That upon the conclusion of the application process with the Dominion Command of The Royal Canadian Legion the Transportation Division work with Wards 10 and 5 on a final crosswalk design for the Stoney Creek Saltfleet Memorial, and at other memorial locations in the City, to be implemented for Remembrance Day 2024.

CITY OF HAMILTON

MOTION

Public Works Committee: December 4, 2023

MOVED BY COUNCILLOR M. SPADAFORA
SECONDED BY COUNCILLOR M. TADESON
Baseball Diamond Improvements to William McCulloch Park, 200 Bonaventure Drive (Ward 14)

WHEREAS, the baseball backstop on Diamond 5 at William McCulloch Park, 200 Bonaventure Drive, has deteriorated and would benefit from replacement;

WHEREAS, lighting one of the baseball diamonds, subject to public engagement and feasibility would extend the programming opportunities at this park;

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

WHEREAS, resources are limited, and this work will be initiated in 2024, scheduled to be completed within 12-24 months, subject to unforeseen challenges such as procurement timing, supply chain issues, weather, or other factors.

- (a) That the replacement of the baseball backstop (Diamond 5) at William McCulloch Park, 200 Bonaventure Drive, at a cost of \$85,000, including contingency, to be funded from the Ward 14 Capital Re-Investment Reserve (#108064), be approved;
- (b) That the addition of sport lighting to one of the baseball diamonds at William McCulloch Park, 200 Bonaventure Drive, at a cost of \$300,000, including contingency, to be funded from the Ward 14 Capital Re-Investment Reserve (#108064), be approved;
- (c) That \$2,500 be added to the 2025 operating budget to fund the operational impact to the Parks budget for the ongoing electrical costs and maintenance of the new lighting asset; and

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(d) That the General Manager of Public Works be authorized and directed to approve and execute any and all required agreements and ancillary documents, in a form satisfactory to the City Solicitor, related to the replacement of the baseball backstop (Diamond 5) at William McCulloch Park, 200 Bonaventure Drive.

CITY OF HAMILTON

MOTION

Public Works Committee: December 4, 2023

MOVED BY COUNCILLOR J. BEATTIE
SECONDED BY COUNCILLOR
Stop Controls at the Intersection of Hemlock Avenue and Henley Drive (Ward 10)
WHEREAS, the City of Hamilton is committed to creating safe neighborhoods and vibrant communities;
WHEREAS, ensuring the safety of both pedestrians and motorists is a priority; and
WHEREAS, this request was initiated by resident concerns to the Ward 10 Councillor's Office and confirmed by the Transportation Division after review to be warranted.
THEREFORE, BE IT RESOLVED:

That the Transportation Division be authorized and directed to convert the intersection of Hemlock Avenue and Henley Drive in Ward 10 to an all-way stop and that Schedule 5 of the Traffic By-Law No. 01-215 be amended accordingly.

CITY OF HAMILTON

MOTION

Public Works Committee: December 4, 2023

MOVED BY COUNCILLOR M. FRANCIS
SECONDED BY COUNCILLOR J.P. DANKO
Wild Waterworks Commercial Opportunities and Strategic Review (Ward 5)
WHEREAS, the Wild Waterworks facilities are owned by the City and operated by the Hamilton Conservation Authority;

WHEREAS, the structures at the park were built in the 1980's and therefore are anticipated to reach end-of-life condition in the next several years;

WHEREAS, significant capital reinvestment is required to redevelop Wild Waterworks facilities once the structures can no longer safely operate and was outlined in Report HC20048 which was received by Emergency and Community Services committee on November 5, 2020;

WHEREAS, the venue has historically attracted around 100,000 visitors annually, and has the potential to continue to provide an economic and tourist benefit to the City; and

WHEREAS, the current venue and site within Confederation Beach Park provides a strategic opportunity to leverage City property to achieve realizable outcomes related to the City's Council and Strategic priorities include the City's Tourism Plan, the Recreation Master Plan, and the goals laid out in the Confederation Beach Park Master Plan.

- (a) That staff be directed to investigate opportunities for the redevelopment of the Wild Waterworks site and surrounding lands within Confederation Beach Park, with a focus on, but not limited to, examination of:
 - (i) Investment community and operator/developer interest in creating a water themed entertainment/recreation attraction/venue at Confederation Beach Park:

- (ii) The potential for the venue to include a broad range of attractions/uses to make a viable destination;
- (iii) Viable development concepts identified through financial and market feasibility testing;
- (iv) Various models and options that maximize the contributions of private sector partners with the required experience and know how to execute on the City's objectives; and
- (v) Processes for securing a viable development and proponent.
- (b) That Corporate Real Estate staff, in collaboration with Parks, Finance and other divisional staff, be directed and authorized to seek input and support from industry experts, and that the cost of the work be funded by reallocating up to \$200,000 from existing Project ID 4401956802 Beach Park Development Program to a new Project ID, to be used to fund the analysis, including retention of requisite advisors/consultants, be approved;
- (c) That staff be directed to report back to the General Issues Committee with recommendations regarding the scope of work and the process to move forward, based on findings; and
- (d) That the General Manager of Planning and Economic Development be authorized and directed to approve and execute any and all required agreements and ancillary documents, in a form satisfactory to the City Solicitor, related to the investigation of opportunities for the potential redevelopment of the Wild Waterworks site and surrounding lands within Confederation Beach Park.

CITY OF HAMILTON

MOTION

Public Works Committee: December 4, 2023

MOVED BY COUNCILLOR M. WILSON
SECONDED BY COUNCILLOR
Victoria Park Tennis Court Replacement, 500 King Street West, Hamilton (Ward
WHEREAS, Victoria Park has three tennis courts and a practice pad to serve the community's recreation needs;
WHEREAS, this is a public tennis court amenity, with open access to all residents;
WHEREAS, the existing tennis court amenities at this park have surpassed the

useful life cycle and require replacement;

WHERAS, the proposed 2024 Parks capital commitment towards the project will fund \$110,000; and

WHEREAS, the existing tennis sport lighting has also surpassed the useful life cycle and will be removed as part of the court replacement but not replaced until a future budget source is available.

- (a) That the replacement of 3 existing tennis courts and practice pad at Victoria Park, 500 King Street West, at a cost of \$500,000 including contingency, be funded from the Ward 1 Capital Re-investment Reserve Account (#108051), be approved;
- (b) That the 2024 Parks capital commitment towards the project will be funded through a \$110,000 appropriation from Project 4402154699 Tennis and Multi use Court Rehabilitation Program; and

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(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.

CITY OF HAMILTON

MOTION

Public Works Committee: December 4, 2023

MOVED BY COUNCILLOR C. KROETSCH

SECONDED BY COUNCILLOR.....

Ferguson Station Fence Improvements, 244 King Street East (Ward 2)

WHEREAS, Ferguson Station, located at 244 King Street East, is a unique parkette and public space for the Ward 2 community and beyond;

WHEREAS, the existing wooden property fence along the parkette's southern walkway and perimeter require replacement; and

WHEREAS, the Parks & Cemeteries capital budget does not have capacity to fund this improvement in 2023/2024.

- (a) That the privacy fencing at Ferguson Station at 244 King Street East to be funded from the Ward 2 Capital Re-Investment Reserve #108052 at an upset limit, including contingency, not to exceed \$45,000 be approved; and
- (b) That the General Manager of Public Works be authorized and directed to approve and execute any and all required agreements and ancillary documents, in a form satisfactory to the City Solicitor, related to the fencing improvements at Ferguson Station, 244 King Street East, Hamilton.

CITY OF HAMILTON

NOTICE OF MOTION

Public Works Committee: December 4, 2024

MOVED BY COUNCILLOR M. SPADAFORA.....

Road Rehabilitation on Argon Court, Elsa Court, Glenhaven Drive, Greendale Drive, Gretna Court, Sonesto Court, Trevi Road, Hamilton (Ward 14)

WHEREAS, Argon Court, Elsa Court, Glenhaven Drive, Greendale Drive, Gretna Court, Sonesto Court, Trevi Road, all in Ward 14, are in need of road rehabilitation to extend the life of these roadways and therefore improve service levels and reduce maintenance costs.

- (a) That Public Works staff be authorized and directed to rehabilitate the road and associated concrete works on Argon Court, Elsa Court, Glenhaven Drive, Greendale Drive, Gretna Court, Sonesto Court, Trevi Road;
- (b) That all costs associated with the road resurfacing scope of work be funded from the Ward 14 Capital Re-Investment Reserve Fund #108064 at an upset limit, including contingency, not to exceed \$1,500,000, with design anticipated to commence in 2024 and construction to be completed in 2025, on the following roads:
 - (i) Argon Court from Glenhaven Drive to the east terminus of Argon Court;
 - (ii) Elsa Court from Greendale Drive to the south terminus of Elsa Court;
 - (iii) Glenhaven Drive from Cranbrook Drive to Greenshire Drive;
 - (iv) Greendale Drive from Cranbrook Drive to Garrow Drive;
 - (v) Gretna Court from Cranbrook Drive to the south terminus of Gretna Court;
 - (vi) Sonesto Court from Trevi Road to the south terminus of Sonesto Court;
 - (vii) Trevi Road from Guildwood Drive to Upper Paradise Road;
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

CITY OF HAMILTON

NOTICE OF MOTION

Public Works Committee: December 4, 2023

MOVED B'	COUNCILLOR N.	NN
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Ward 3 Neighbourhood Traffic Calming Enhancements

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

WHEREAS, a Complete Streets study of neighbourhoods in Ward 3 has been undertaken to determine the options and methods to improve traffic calming and the application of Vision Zero principals; and

WHEREAS, Ward 3 residents routinely contact the Councillor's office regarding their desire to improve the safety of their neighbourhoods.

- (a) That the Transportation Division reviews and assess the following roadways to identify traffic calming opportunities, through leveraging the Ward 3 Complete Streets Project, to enhance neighbourhood safety, including but not limited to speed cushions:
 - (i) Cumberland Avenue between Sanford Avenue South and Wentworth Street South;
 - (ii) St. Matthew Street and Cheever Street between Barton Street and Birge Street;
 - (iii) Balsam Avenue between Maplewood Avenue and Cumberland Avenue;
 - (iv) East Avenue between King Street and Barton Street;
 - (v) Kensington Street North between Cannon Street and Roxborough Avenue;
 - (vi) Spadina Avenue between Dunsmure Road to King Street; and
 - (vii) The intersection and adjacent roads on all sides of Bishop Park.
- (b) That the Transportation Division completes the above noted review of roadways listed (i) through (vii) and determines implementation and scheduling details through consultation with the Ward 3 office and that work be funded from the existing remaining available funds from the Ward 3 Complete Streets Capital Project ID #4242009306 and topped off, as required, from the Ward 3 Minor Maintenance Fund Account #4031911603 to a combined upset limit of \$350,000.

(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.