



City of Hamilton

PUBLIC WORKS COMMITTEE REVISED

Meeting #: 24-002
Date: February 5, 2024
Time: 1:30 p.m.
Location: Council Chambers
Hamilton City Hall
71 Main Street West

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

	Pages
1. CEREMONIAL ACTIVITIES	
2. APPROVAL OF AGENDA	
(Added Items, if applicable, will be noted with *)	
3. DECLARATIONS OF INTEREST	
4. APPROVAL OF MINUTES OF PREVIOUS MEETING	
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5. COMMUNICATIONS	
5.1 Correspondence from Gottfried Schwarzer respecting Waste Enforcement at City of Hamilton in lower part of town	15
Recommendation: Be received.	
6. DELEGATION REQUESTS	
7. DELEGATIONS	
7.1 Delegation Requests Respecting Accessibility Issues with the HSR (Approved January 15, 2024)	

- a. James Kemp, Accessibility Committee for Persons with Disabilities

- *a. James Kemp, Accessibility Committee for Persons with Disabilities - Presentation

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- b. Mark McNeil, Accessibility Committee for Persons with Disabilities

- c. Paula Kilburn, Accessibility Committee for Persons with Disabilities - WITHDRAWN

- *a. WITHDRAWN

8. STAFF PRESENTATIONS

9. CONSENT ITEMS

- 9.1 Intersection Control List – PW24001 (Wards 1, 3, 7, 8, 9, 10, 12 and 14)

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10. PUBLIC HEARINGS

11. DISCUSSION ITEMS

- 11.1 HSR Ridership Recovery Outstanding Business List Item (PW21056(b)) (City Wide)

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- 11.2 Garner Road and Highway 6 Ministry of Transportation Agreement (PW24006/PED24030) (Ward 12)

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- *11.3 Delegated Authority for the Locates Program (PW24008) (City Wide)

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12. MOTIONS

- 12.1 Re-instating the Tree Canopy within Westdale Business Improvement Area (Ward 1)

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13. NOTICES OF MOTION

14. GENERAL INFORMATION / OTHER BUSINESS

- 14.1 Amendments to the Outstanding Business List

- a. Items Considered Complete and Needing to be Removed:

- a. HSR Ridership Recovery through Fare Incentives

Addressed as Item 11.1 on today's agenda - Report
(PW21056(b)) (City Wide)

- b. HSR Ridership Recovery through Fare Incentives,
Adjusting the Age Group of Children who can Ride
Free with a PRESTO card

Addressed as Item 11.1 on today's agenda - Report
(PW21056(b)) (City Wide)

- c. Feasibility of Expanding HSR Free Ridership to ages
14 and under

Addressed as Item 11.1 on today's agenda - Report
(PW21056(b)) (City Wide)

- b. Items Requiring a New Due Date:

- a. Main Street Two-Way Conversion Implementation
and One-way Street Conversion Considerations

Current Due Date: February 5, 2024

Proposed New Due Date: February 20, 2024

15. PRIVATE AND CONFIDENTIAL

16. ADJOURNMENT

4.1



**PUBLIC WORKS COMMITTEE
MINUTES 24-001**

1:30 p.m.

Monday, January 15, 2024

Council Chambers

Hamilton City Hall

71 Main Street West

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

Also Present: Councillor B. Clark

THE FOLLOWING ITEMS WERE REFERRED TO COUNCIL FOR CONSIDERATION:

1. The Canada Community Building Fund (CCBF) Projects Update (PW21073(b)) (City Wide) (Item 9.1)

(A. Wilson/Tadeson)

That Report PW21073(b), respecting The Canada Community Building Fund (CCBF) Projects Update, 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
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

2. Accessible Transportation Services Performance Report (PW22079(e)) (City Wide) (Item 9.2)

(Pauls/Tadeson)

That Report PW22079(e), respecting Accessible Transportation Services Performance Report, 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
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

3. Accelerated Active Transportation Plan (PED24023/PW24002) (City Wide) (Item 9.3)

(Hwang/Jackson)

That Report PED24023/PW24002, respecting Accelerated Active Transportation Plan, be received.

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

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Not Present – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

4. 2022-2023 Annual Corporate Safety & Security Report PW20053(b) (City Wide) (Item 9.4)

(A. Wilson/Francis)

That Report PW20053(b), respecting 2022-2023 Annual Corporate Safety & Security Report, be received.

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

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 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
 Not Present – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

5. Contract Extension for Project Management Services for the Enterprise Asset Management Systems – Phase 3 (PW19035(d) (City Wide) (Item 11.1)

(A. Wilson/Cassar)

- (a) That Council pursuant to Procurement Policy #11 – Non-competitive Procurements approve the extension to the contract for the provision of project management services for the Enterprise Asset Management Project, for a term of one year with the option to extend for an additional two years, and that the General Manager, Public Works Department be authorized to negotiate, enter into and execute the extension and any ancillary documents required to give effect thereto with 2448653 Ontario Ltd (operating as Caliberr Professional Services), in a form satisfactory to the City Solicitor;
- (b) That Confidential Appendix “A” to Report PW19035(d) remain confidential as it contains proprietary and sensitive competitive financial information of 2448653 Ontario Ltd (operating as Caliberr Professional Services), which was provided to the City of Hamilton in confidence in preparation for the negotiation of the Contract; and
- (c) That the negotiated awarded cost of the contract extension be publicly reported in the applicable quarterly status report for Emergency and Non-competitive Procurements.

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

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 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
 Not Present – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

**6. 2024 Volunteer Committee Budget - Keep Hamilton Clean and Green
(PW24003) (City Wide) (Item 11.2)**

(Nann/McMeekin)

That the Keep Hamilton Clean and Green Committee's 2024 base budget submission, attached as Appendix "A" to Report PW24003, in the amount of \$18,250 representing a zero-net levy increase from the previous year budget, be approved and referred to the 2024 operating budget process for consideration.

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

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 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
 Not Present – 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. Interim Service for Weigh Scale Operation at the City's Waste Management Facilities (PW24004) (City Wide) (Item 11.3)

(Nann/Tadeson)

- (a) That Council approve the single source procurement, pursuant to Procurement Policy #11 – Non-competitive Procurements, for the interim service for weigh scale operations at the City's Waste Management facilities until the award of Tender C11-58-23 for Operation of Weigh Scales at the City's Transfer Stations, Community Recycling Centres and Resource Recovery Centre; and
- (b) That the General Manager, Public Works Department be authorized to negotiate, enter into and execute the extension and any ancillary documents required to give effect thereto with 2648442 Ontario Inc., in a form satisfactory to the City Solicitor.

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

8. Road Rehabilitation on Argon Court, Elsa Court, Glenhaven Drive, Greendale Drive, Gretna Court, Sonesto Court, Trevi Road, Hamilton (Ward 14) (Item 12.1)

(Spadafora/Jackson)

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.

THEREFORE, BE IT RESOLVED:

- (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.

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

9. Road Rehabilitation on Bermuda Court, Clearwater Drive, Marriott Place, Miami Drive, Sarasota Avenue, Talisman Court, and Tampa Court, Hamilton (Ward 8) (Item 12.2)

(Danko/Spadafora)

WHEREAS, Bermuda Court, Clearwater Drive, Marriott Place, Miami Drive, Sarasota Avenue, Talisman Court, and Tampa Court, all in Ward 8, are in need of road rehabilitation to extend the life of these roadways and therefore improve service levels and reduce maintenance costs.

THEREFORE, BE IT RESOLVED:

- (a) That Public Works staff be authorized and directed to rehabilitate the road and associated concrete works on Bermuda Court, Clearwater Drive, Marriott Place, Miami Drive, Sarasota Avenue, Talisman Court, and Tampa Court;
- (b) That all costs associated with the road resurfacing scope of work be funded from the Ward 8 Capital Re-Investment Reserve #108058 at an upset limit, including contingency, not to exceed \$950,000 with design anticipated to commence in 2024 and construction to be completed in 2025, on the following roads:
 - (i) Bermuda Court, from Mountbatten Drive to the west terminus of Bermuda Court,
 - (ii) Clearwater Drive, from Mountbatten Drive to Burrwood Drive,
 - (iii) Marriott Place, from Sarasota Avenue to west terminus of Marriott Place,
 - (iv) Miami Drive, from Rolston Drive to Mountbatten Drive,
 - (v) Sarasota Avenue, from Rolston Drive to Miami Drive,
 - (vi) Talisman Court, from Sarasota Avenue to the west terminus of Talisman Court, and
 - (vii) Tampa Court, from Sarasota Avenue to the west terminus of Tampa Court
- (c) That the Mayor, or Mayor’s delegate, 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 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

FOR INFORMATION:

(a) APPROVAL OF AGENDA (Item 2)

The Committee Clerk advised that there were no changes to the agenda.

(Nann/Beattie)

That the Agenda for the January 15, 2024, Public Works Committee meeting be approved, as presented.

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

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Not Present – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Not Present – 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) December 4, 2023 (Item 4.1)

(Tadeson/Beattie)

That the Minutes of the December 4, 2023, meeting of the Public Works Committee be approved, as presented.

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

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Not Present – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Not Present – Ward 15 Councillor Ted McMeekin

(d) DELEGATION REQUESTS (Item 6)

(i) (Tadeson/Cassar)

That the Delegation Requests be approved, as follows:

- (i) Sean Forde respecting the change in bus service to Stoney Creek (for today's meeting) (Item 6.1)
- (ii) Nick Becker respecting making sure the water will be left on for ice making at Victoria Park rink (for today's meeting) (Item 6.2)
- (iii) Delegation Requests Respecting Accessibility Issues with the HSR (for a future meeting) (Item 6.3)
 - (a) James Kemp, Advisory Committee for Persons with Disabilities (Item 6.3(a))

- (b) Mark McNeil, Advisory Committee for Persons with Disabilities (Item 6.3(b))
- (c) Paula Kilburn, Advisory Committee for Persons with Disabilities (Item 6.3(c))

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

Yes – Ward 1 Councillor Maureen Wilson
 Yes – Ward 2 Councillor Cameron Kroetsch
 Yes – Ward 3 Councillor Nrinder Nann
 Yes – Ward 5 Councillor Matt Francis
 Yes – Ward 4 Councillor Tammy Hwang
 Yes – Ward 6 Councillor Tom Jackson
 Not Present – Ward 7 Councillor Esther Pauls
 Yes – Ward 8 Councillor J. P. Danko
 Yes – Ward 10 Councillor Jeff Beattie
 Yes – Ward 11 Councillor M. Tadeson
 Yes – Ward 12 Councillor Craig Cassar
 Yes – Ward 13 Councillor Alex Wilson
 Yes – Ward 14 Councillor Mike Spadafora
 Yes – Ward 15 Councillor Ted McMeekin

(e) DELEGATIONS (Item 7)

- (i) **Sean Forde respecting the change in bus service to Stoney Creek (Item 7.1)**

Sean Forde was not present when called upon.

- (ii) **Nick Becker respecting making sure the water will be left on for ice making at Victoria Park rink (Item 7.2)**

Nick Becker was not present when called upon.

(f) MOTIONS (Item 12)

Councillor Spadafora relinquished the Chair to Councillor A. Wilson in order to introduce the following Motion:

- (i) **Road Rehabilitation on Argon Court, Elsa Court, Glenhaven Drive, Greendale Drive, Gretna Court, Sonesto Court, Trevi Road, Hamilton (Ward 14) (Item 12.1)**

For disposition of this matter, refer to Item 8.

Councillor Spadafora assumed the Chair.

(g) PRIVATE AND CONFIDENTIAL (ITEM 15)

Committee determined that discussion of Item 15.1 was not required in Closed Session; therefore, the matter was addressed in Open Session, as follows:

(i) Confidential Appendix "A" to Item 11.1 - Contract Extension for Project Management Services for the Enterprise Asset Management Systems – Phase 3 (PW19035(d) (City Wide) (Item 15.1)

For further disposition of this matter, refer to Item 5.

(h) ADJOURNMENT (Item 16)**(Hwang/Pauls)**

That there being no further business, the meeting adjourned at 2:39 p.m.

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

Respectfully submitted,

Councillor M. Spadafora, Chair,
Public Works Committee

Carrie McIntosh
Legislative Coordinator
Office of the City Clerk

To: Public Works Committee as part of January 16, 2024 public submission meeting

Re: Wasteenforcement at City of Hamilton in lower part of town. A very interesting development for me.

1. Hello. I am Gottfried Schwarzer, landlord of [REDACTED]
2. This all started in Sept/October of 2023 prior to Grey Cup and Santa week.
3. I have removed trash etc from the above address three times a week since 2009. Removal takes place Sun, Tues and Fri/Sat. PM. The location is a known spot for, as I call it silly stuff ie illegal dumping, occasional mattress, TV, furniture etc. Nothing I have not successfully dealt with myself.
4. All of a sudden I get a notice of too much garbage. Please consider my "trash spot" is entitled to a total of 26 items a week (11 residences + 3 commercial units) We must put the items on one spot due to no room at each individual unit due to fire exit doors for the 11 residences (15 people in total) above the three commercial units. We have never had a total of 26 items on the trash spot, ever. I believe the notice was just a general reminder.
5. Then suddenly I got a notice for a property 44 Ward St./Ave. For a "notice of non compliance" + a possible fine. I have no interest/do not own 44 Ward St./Ave. The file # was 17079724. I immediately called the "By-law Officer" whose name appeared on the notice. The response was a voice mail-explaining the officer was on some sort of "leave". By the time some one, I suppose got to my message it was too late and the fine went to my tax bill. I paid the fine to keep my property in good standing.
6. Then I got a call from some one telling me the notice was a "typo" but, too late the fine was set and paid.
7. Next, I was sent a picture of four bags on my trash spot at [REDACTED] . and issued a fine. So, here are my concerns.

1. My trash spot is not in the alley -as every one seems to think. It is directly adjacent to my property. There never was and never is trash in the laneway behind [REDACTED] The trash is further down the laneway. I have sent multiple pictures to waste enforcement to verify this.
2. I was told my an official in waste enforcement "There are rats in the alley and they are coming for you." No. there are no rats in the alley and they are not coming for me.
3. Now when I send via email multiple photos of lower City locations in need of attention the waste enforcement system doesn't seem to accept them.
4. If a notice of non compliance is put on the door of the restaurant, I would hope we/I have enough time to mitigate. I would think certain businesses in the lower part of the town have some wiggle room to respond. Of course, bylaws need to be enforced.
5. I have suggested to waste enforcement, if there is a "horrible issue" to call my Hamilton manager Leesa Nauss immediately at [REDACTED] to remedy the situation vs filling out and posting a notice for non compliance. I will immediately see to rectify the situation.

Thank you for letting me send you this. Carry on. Gottfried

Accessibility Committee for Persons with Disabilities

**Delegation to Public Works Regarding the
HSR, its Accessibility and AODA
Compliance in an Effort to Help Improve the
Service and Remove Barriers**



AODA Compliance Issues/Concerns Reg. 191/11

34. (1) All conventional transportation service providers and specialized transportation service providers **shall make available to the public current information on accessibility equipment and features of their vehicles, routes and services.** O. Reg. 191/11, s. 34 (1).

36. (1) In addition to the training requirements set out in section 7, conventional transportation service providers and specialized transportation service providers shall conduct employee and volunteer accessibility training. O. Reg. 191/11, s. 36 (1).

(2) The accessibility training shall include training on,

(a) the safe use of accessibility equipment and features;

(b) acceptable modifications to procedures in situations where temporary barriers exist or accessibility equipment on a vehicle fails; and

(c) emergency preparedness and response procedures that provide for the safety of persons with disabilities. O. Reg. 191/11, s. 36 (2).

41. (2) Every conventional transportation service provider shall annually hold at least one public meeting involving persons with disabilities to ensure that they have an opportunity to participate in a review of the accessibility plan and that they are given the opportunity to provide feedback on the accessibility plan. O. Reg. 191/11, s. 41 (2).

44. (1) Conventional transportation service providers shall, (b) ensure that adequate time is provided to persons with disabilities to safely board, be secured and deboard transportation vehicles and that assistance be provided, **upon request**, for these activities;

49. (2) The priority seating for persons with disabilities shall be located as close as practicable to the entrance door of the vehicle. O. Reg. 191/11, s. 49 (2); O. Reg. 165/16, s. 9 (1).

51. (2) Every conventional transportation service provider shall ensure that there are electronic pre-boarding announcements of the route, direction, destination or next major stop on its transportation vehicles and that these announcements satisfy the requirements set out in section 58. O. Reg. 191/11, s. 51 (2).

52. (1) Every conventional transportation service provider shall ensure that there are audible verbal announcements of all destination points or available route stops on its transportation vehicles while the vehicle is on route or while the vehicle is being operated. O. Reg. 191/11, s. 52 (1).

(2) Every conventional transportation service provider shall ensure that all destination points or available route stops,

(a) are announced through electronic means; and

(b) are legibly and visually displayed through electronic means. O. Reg. 191/11, s. 52 (2).

53. (1) Every conventional transportation service provider shall ensure that all of its transportation vehicles to which this section applies that are manufactured on or after January 1, 2013 are equipped with grab bars, handholds, handrails or stanchions that are provided where appropriate at,

(a) locations where passengers are required to pay fares;

56. (1) Every conventional transportation service provider shall ensure that all of its transportation vehicles manufactured on or after January 1, 2013 to which this section applies are equipped with accessible stop-requests and emergency response controls that are located throughout the transportation vehicle, including places within reach of allocated mobility aid spaces and priority seating locations. O. Reg. 191/11, s. 56 (1); O. Reg. 165/16, s. 12.

(2) Accessible stop-requests and emergency response controls must meet the following standards:

1. They must provide auditory and visual indications that the request has been made.
2. They must be mounted no higher than 1,220 millimetres and no lower than 380 millimetres above the floor.
3. **They must be operable with one hand and must not require tight grasping, pinching or twisting of the wrist.**
4. They must be high colour-contrasted with the equipment to which the control is mounted.
5. They must provide tactile information on emergency response controls. O. Reg. 191/11, s. 56 (2).

AODA Compliance Issues/Concerns Reg. 165/16

80.46 (1) In addition to the requirements in section 3, every provider shall develop, implement and maintain policies governing its provision of goods, services or facilities, as the case may be, to persons with disabilities.

(2) The provider shall use reasonable efforts to ensure that the policies are consistent with the following principles:

1. The goods, services or facilities must be provided in a manner that respects the **dignity** and **independence** of persons with disabilities.
2. The provision of goods, services or facilities to persons with disabilities must be integrated with the provision of goods, services or facilities to others, **unless an alternative measure is necessary, whether temporarily or on a permanent basis, to enable a person with a disability to obtain, use or benefit from the goods, services or facilities.**
3. Persons with disabilities must be given an opportunity equal to that given to others to obtain, use and benefit from the goods, services or facilities.
4. When communicating with a person with a disability, the provider shall do so in a manner that takes into account the person's disability.

(3) **Without limiting subsections (1) and (2), the policies must deal with the use of assistive devices by persons with disabilities to obtain, use or benefit from the goods, services or facilities or with the availability of other measures, if any, which enable them to do so.**

80.49 (1) In addition to the requirements in section 7, every provider shall ensure that the following persons receive training about the provision of the provider's goods, services or facilities, as the case may be, to persons with disabilities:

1. Every person who is an employee of, or a volunteer with, the provider.
2. Every person who participates in developing the provider's policies.
3. Every other person who provides goods, services or facilities on behalf of the provider.

(2) The training must include a review of the purposes of the Act and the requirements of this Part and instruction about the following matters:

- 1. How to interact and communicate with persons with various types of disability.**
- 2. How to interact with persons with disabilities who use an assistive device or require the assistance of a guide dog or other service animal or the assistance of a support person.**
- 3. How to use equipment or devices available on the provider's premises or otherwise provided by the provider that may help with the provision of goods, services or facilities to a person with a disability.**
- 4. What to do if a person with a particular type of disability is having difficulty accessing the provider's goods, services or facilities.**

(3) Every person referred to in subsection (1) shall be trained as soon as practicable.

(4) Every provider shall also provide training on an ongoing basis in respect of any changes to the policies described in section 80.46.

Original Yellow Strip Placement

Ever since the HSR began using these call buttons, we have been complaining about how difficult and often, painful, they are to activate. Furthermore, their placement causes issues getting the right leverage.

We have yet to hear any plan about addressing this issue and this is blamed on the procurement process, but it is not compliant with the AODA and needs to be addressed.



New Flyer '14 Series

Accessible Button with Tactile surface

Only issue with this button is it is fixed, if a mobility device has a large assembly on the back or it is an oversized scooter, the button can be too far back to reach easily. Not a big problem.

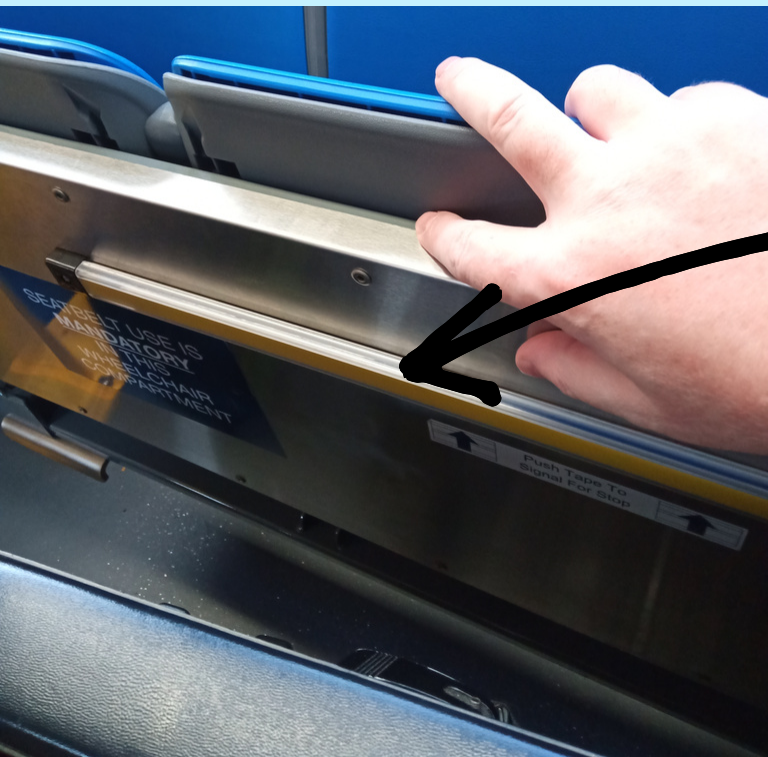


Nova

'21/'22

Inaccessible Series Yellow Strips

Yellow Strip forces us to strain, grip, pinch. It is too far down to even reach when chair in place. Huge Problem!



New Flyer '23 Series

Yellow Strip is completely unreachable without significant straining even if we could activate it.



**Hidden
Inaccessible
Yellow Call
Strip**



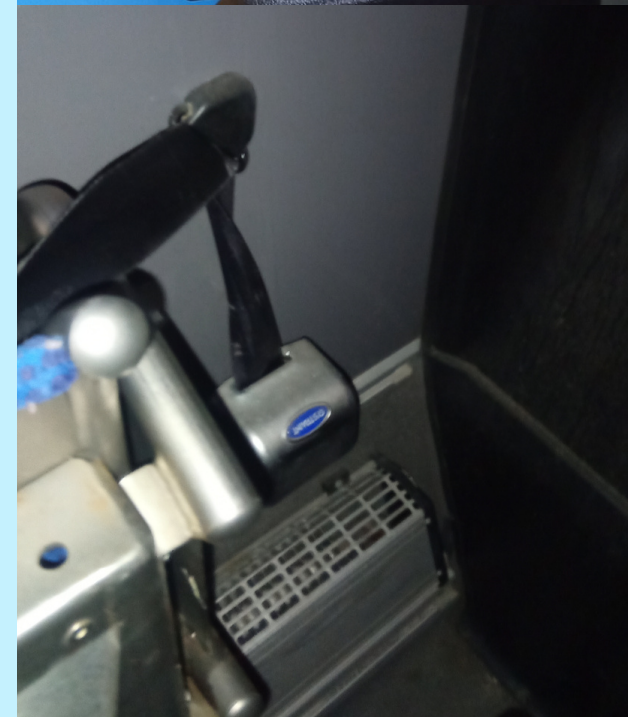


This really fuzzy graphic depicts to instructions on the bottom of every PMD position. They depict how to buckle oneself in safely and independently. Operators constantly tell us this is not adequate and insist on buckling us tight to the back pad, often in an unsafe manner. Despite the repeated request for clarification on why we do not have the option to buckle ourselves in as per the AODA, we have yet to hear their official policy or reasoning behind this. What does the HSR know that Q'Straint doesn't?

I did take other photos, but the software refused to upload them properly. Apologies.

Stabilizers

The Seatbelt or Stabilizer belt is something we have asked for improvements on. It is hard to reach in the rear, low down position it is in. We would like better independent access to buckle ourselves in. The Q'Straint belts on the right are actually easier to reach than the ones on the left due to their higher position.





A concerning change in design is the lack of protection beside the PMD Positions. These images show the most recent models of Nova buses with the back pad no longer centred, but shifted towards the window. There is also no protective stanchion on the individuals left side, leaving them open to being hit, shoved, sat on, etc... with no warning or ability to protect oneself. I made sure to include a picture of someone in the PMD position to show how exposed people are. The most recent Nova bus has exacerbated the problem due to the seating sticking out more prominently from the wall.



Stanchions

This is an example of the older stanchioned design. It provides good protection from being impacted from behind as well as prevents the chair from tipping over. This was standard on both Nova and New Flyer. There is talk about removing these stanchions in an effort to move ahead with front door entry only. We do not support this plan in any way.



This is the newest bus design. Please note that it is returning to a more protected centre position and, while the stanchion does not provide the same level of protection, it is a step back in the right direction. The seats have also been built to hug the wall tighter and provide more protection.

Both PMD positions are closest to the back door.

Seats provide too much resistance to lift without harm



Fare Box/ Presto Scanner Grab Bars/Hand Rails

There is no grab bar available around the farebox. There is a grab bar well behind the Presto Scanner. This is not helpful to an individual using either one.



Display Concerns

Have had some complaints about the small size of the Stop Requested Text. It looks a lot like a red blur for some people.



There are still vehicles on the road that do not have forward facing displays so people facing backwards can see them. Combine this issue with being unable to hear the stop announcements and it can be hard to know when to ring the bell.

Vicinity CNG 30' 2018 Series

Only Front Door Entry Model in the HSR Fleet

I have only had a few opportunities to test this model as it is used on routes with lower ridership and, as such, I cannot speak to how safe it is during rush hours. The alternate button was easy to use, but the seats provided too much resistance to lift and I hurt myself.

Alternate Call Button Design



Full Disclosure: This is not an HSR model in the photo

Parallel Mobility Device Positions



Thank You for Your Time and Attention!

Questions?



Hamilton



INTERSECTION CONTROL LIST (SUMMARY)
Public Works Committee – February 5, 2024
PUBLIC WORKS DEPARTMENT
Transportation Division
Transportation Operations Section

Sections 8, 9 and 10 of the Municipal Act, 2001, S.O. 2001, c. 25, authorize the City of Hamilton to enact By-Laws as necessary concerning the health and safety of public services, and protection of individuals and property.

On September 18, 2001, the Council of the City of Hamilton enacted By-law No. 01-215 enabling the City to regulate traffic and enhance roadway safety in the travelling public's best interest.

The Public Works Department, Transportation Division, conducts location reviews based on requests from various sources. Several intersections have been reviewed and it has been determined that changes in intersection traffic control are necessary.

The recommended traffic control changes for eight intersections (identified below) through Schedule 5 (Stop Control) of By-law No. 01-215.

Summary of Appendices:

Appendix "A" to PW24001 – are the recommended By-Law amendments

Appendix "B" to PW24001 – is a copy of the By-Law amendment for Committee approval

Appendix "C" to PW24001 – is a copy of the maps identifying the locations and the proposed locations

The City recommends the approval of the proposed amendments to By-Law No. 01-215 to effectively address the identified traffic control needs and ensure the safety of all road users.

Summary Cover to PW24001: Roadway Safety Intersection Control Amendments

- (a) The intersection of GRANDELL DRIVE and WHITTINGTON DRIVE in Ward 12 is stop controlled for WHITTINGTON DRIVE only. An all-way stop review was conducted and deemed to be warranted, therefore a stop sign will be added on GRANDELL DRIVE which will convert the intersection to all-way stop controlled.
- (b) The intersection of VANSICKLE STREET and PANABAKER DRIVE in Ward 12 is uncontrolled. It is standard practice to provide stop controls at all intersections, therefore a stop sign will be added on VANSICKLE STREET.
- (c) The intersection of BOOK ROAD EAST and SOUTHCOTE ROAD in Ward 12 is stop controlled for SOUTHCOTE ROAD only. An all-way stop review was conducted and deemed to be warranted, therefore a stop sign will be added on BOOK ROAD EAST which will convert the intersection to all-way stop controlled.
- (d) The intersection of SHIP STREET and HILLYARD STREET in Ward 3 is uncontrolled. It is standard practice to provide stop controls at all intersections, therefore a stop sign will be added on SHIP STREET.
- (e) The intersection of FOLKSTONE AVENUE and BELLINGHAM DRIVE in Ward 7 is stop controlled for BELLINGHAM DRIVE only. An all-way stop review was conducted and deemed to be warranted, therefore a stop sign will be added on FOLKSTONE AVENUE which will convert the intersection to all-way stop controlled.
- (f) The intersection of GURNETT DRIVE and GURNETT GATE in Ward 14 is stop controlled for GURNETT GATE only. An all-way stop review was conducted and deemed to be warranted, therefore a stop sign will be added on GURNETT DRIVE which will convert the intersection to all-way stop controlled.
- (g) The intersection of BOND STREET NORTH and GLEN ROAD in Ward 1 is stop controlled for GLEN ROAD only. An all-way stop review was conducted and deemed to be warranted, therefore a stop sign will be added on BOND STREET NORTH which will convert the intersection to all-way stop controlled.

- (h) The intersection of MARION AVENUE NORTH and NORTH OVAL in Ward 1 is stop controlled for NORTH OVAL only. An all-way stop review was conducted and deemed to be warranted, therefore a stop sign will be added on MARION AVENUE NORTH which will convert the intersection to all-way stop controlled.
- (i) The intersection of KINGs MEAD CRESCENT and LYNBROOK DRIVE in Ward 8 is uncontrolled. It is standard practice to provide stop controls at all intersections, therefore a stop sign will be added on KINGs MEAD CRESCENT.
- (j) The intersection of ROYCE AVENUE and GLEN CANNON DRIVE in Ward 10 is stop controlled for GLEN CANNON DRIVE only. An all-way stop review was conducted and deemed to be warranted, therefore a stop sign will be added on ROYCE AVENUE which will convert the intersection to all-way stop controlled.
- (k) The intersection of MORRISEY BOULEVARD and CRAFTER CRESCENT in Ward 9 is stop controlled for CRAFTER CRESCENT only. An all-way stop review was conducted and deemed to be warranted, therefore a stop sign will be added on MORRISEY BOULEVARD which will convert the intersection to all-way stop controlled.
- (l) The intersection of PINELANDS AVENUE and COMMUNITY AVENUE in Ward 10 is stop controlled for COMMUNITY AVENUE only. An all-way stop review was conducted and deemed to be warranted, therefore a stop sign will be added on PINELANDS AVENUE which will convert the intersection to all-way stop controlled.
- (m) The intersection of HEMLOCK AVENUE and HENLEY DRIVE in Ward 10 is stop controlled for HENLEY DRIVE only. An all-way stop review was conducted and deemed to be warranted, therefore a stop sign will be added on HEMLOCK AVENUE which will convert the intersection to all-way stop controlled. All-way stop conversion was also motioned at Public Works Committee on December 6, 2023.

INTERSECTION CONTROL LIST
Public Works Committee – February 5, 2024
PUBLIC WORKS DEPARTMENT
Transportation Division
Traffic Operations Section

RECOMMENDATION

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

Intersection		Stop/Yield Control Direction		Class	Comments	Ward	
Street 1	Street 2	Existing	Requested				
Section "A" Ancaster							
(a)	Grandell Drive	Whittington Drive	EB/WB	NB/SB	A	All-way stop warranted	12
(b)	Vansickle Street	Panabaker Drive	NC	EB	A	Missing stop control	12
(c)	Book Road East	Southcote Road	All	EB/WB	D	Housekeeping	12
Section "E" Hamilton							
(d)	Ship Street	Hillyard Street	NC	EB	A	Missing stop control	3
(e)	Folkestone Avenue	Bellingham Drive	EB	NB/SB	A	All-way stop warranted	7
(f)	Gurnett Drive	Gurnett Gate	NB	EB/WB	A	All-way stop warranted	14
(g)	Bond Street North	Glen Road	WB	NB/SB	A	All-way stop warranted	1
(h)	Marion Avenue North	North Oval	EB/WB	NB/SB	A	Safety Enhancements	1
(i)	Kings Mead Crescent	Lynbrook Drive	NC	SB	A	Missing stop control	8
Section "F" Stoney Creek							
(j)	Pinelands Avenue	Community Avenue	EB/WB	NB/SB	A	All-way stop warranted	10
(k)	Royce Avenue	Glen Cannon Drive	NB	EB/WB	A	All-way stop warranted	10
(l)	Morrissey Boulevard	Crafter Crescent	NB	EB/WB	A	All-way stop warranted	9
(m)	Hemlock Avenue	Henley Drive	NB/SB	EB/WB	A	All-way stop motioned	

Legend

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

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

Appendix "B" to Intersection Control List PW24001

Bill No.**CITY OF HAMILTON****BY-LAW NO. 24-****To Amend By-law No. 01-215
Being a By-law To Regulate Traffic**

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

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

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

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

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

Grandell Drive	Northbound/Southbound	Whittington Drive
Vansickle Street	Eastbound	Panabaker Drive
Book Road East	Eastbound/Westbound	Southcote Road

And by adding to Section "E" (Hamilton) thereof the following items, namely;

Ship Street	Eastbound	Hillyard Street
Folkestone Avenue	Northbound/Southbound	Bellingham Drive
Bond Street North	Northbound/Southbound	Glen Road

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

Gurnett Drive	Eastbound/Westbound	Gurnett Gate
Marion Avenue North	Northbound/Southbound	North Oval
Kings Mead Crescent	Southbound	Lynbrook Drive

And by adding to Section “F” (Stoney Creek) thereof the following items, namely;

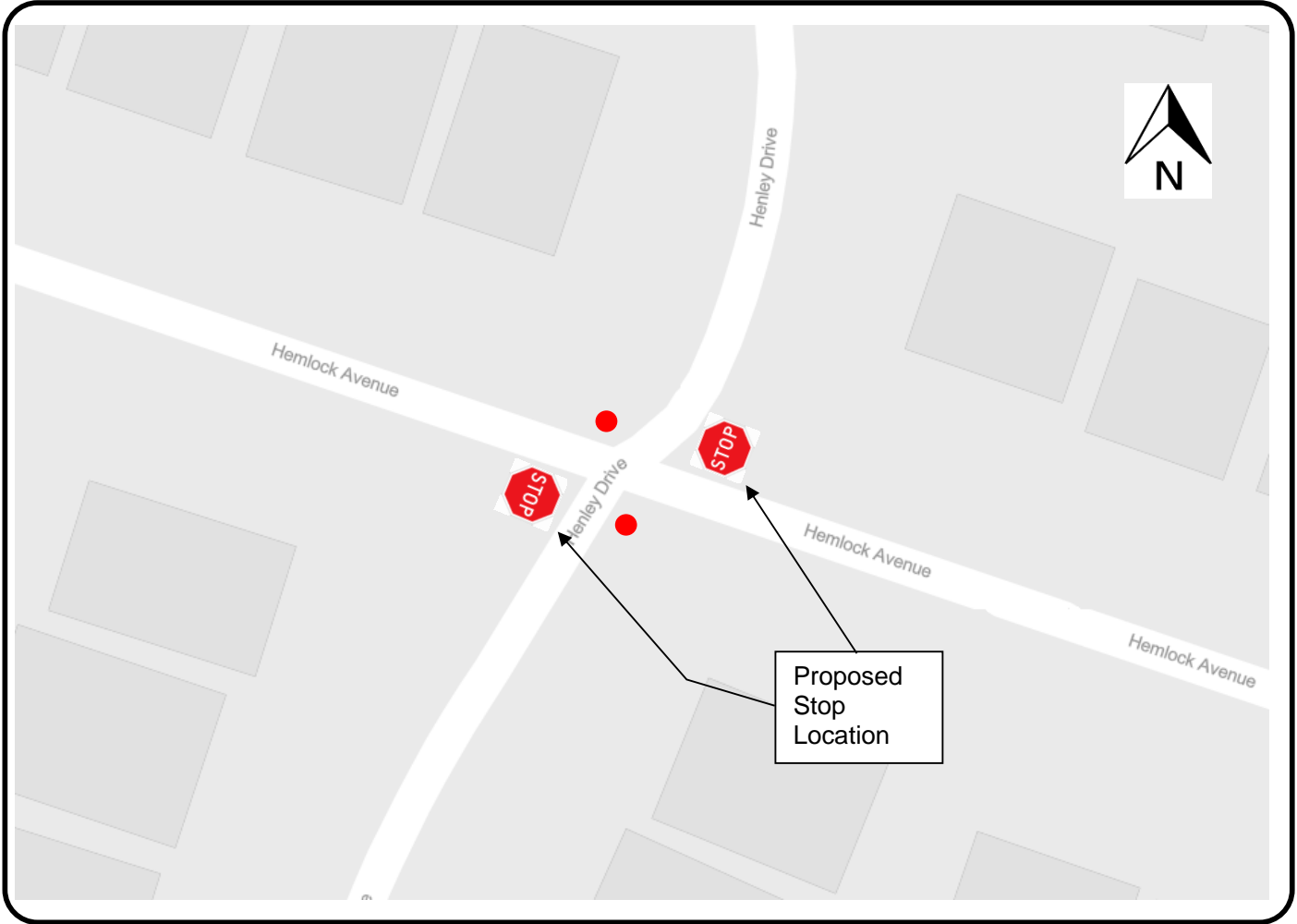
Royce Avenue	Eastbound/Westbound	Glen Cannon Drive
Morrisey Boulevard	Northbound/Southbound	Crafter Crescent
Pinelands Avenue	Northbound/Southbound	Community Avenue
Hemlock Avenue	Eastbound/Westbound	Henley Drive

2. Subject to the amendments made in this By-law, in all other respects, By-law No. 01-215, including all Schedules thereto, as amended, is hereby confirmed unchanged.
3. This By-law shall come into force and take effect on the date of its passing and enactment.

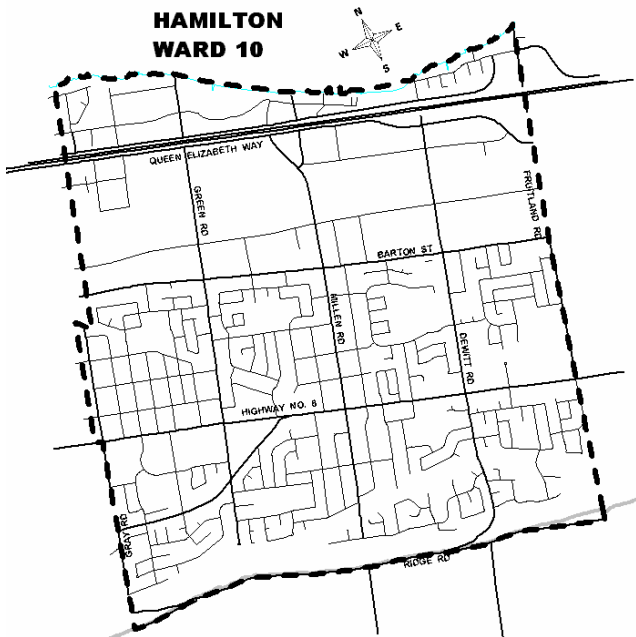
PASSED this day of February, 2024.

A. Horwath
Mayor

J. Pilon
Acting City Clerk



KEY MAP



PROPOSED STREET SEGMENTS

Hemlock Avenue at Henley Drive

Transportation Division
 PUBLIC WORKS DEPARTMENT

LEGEND



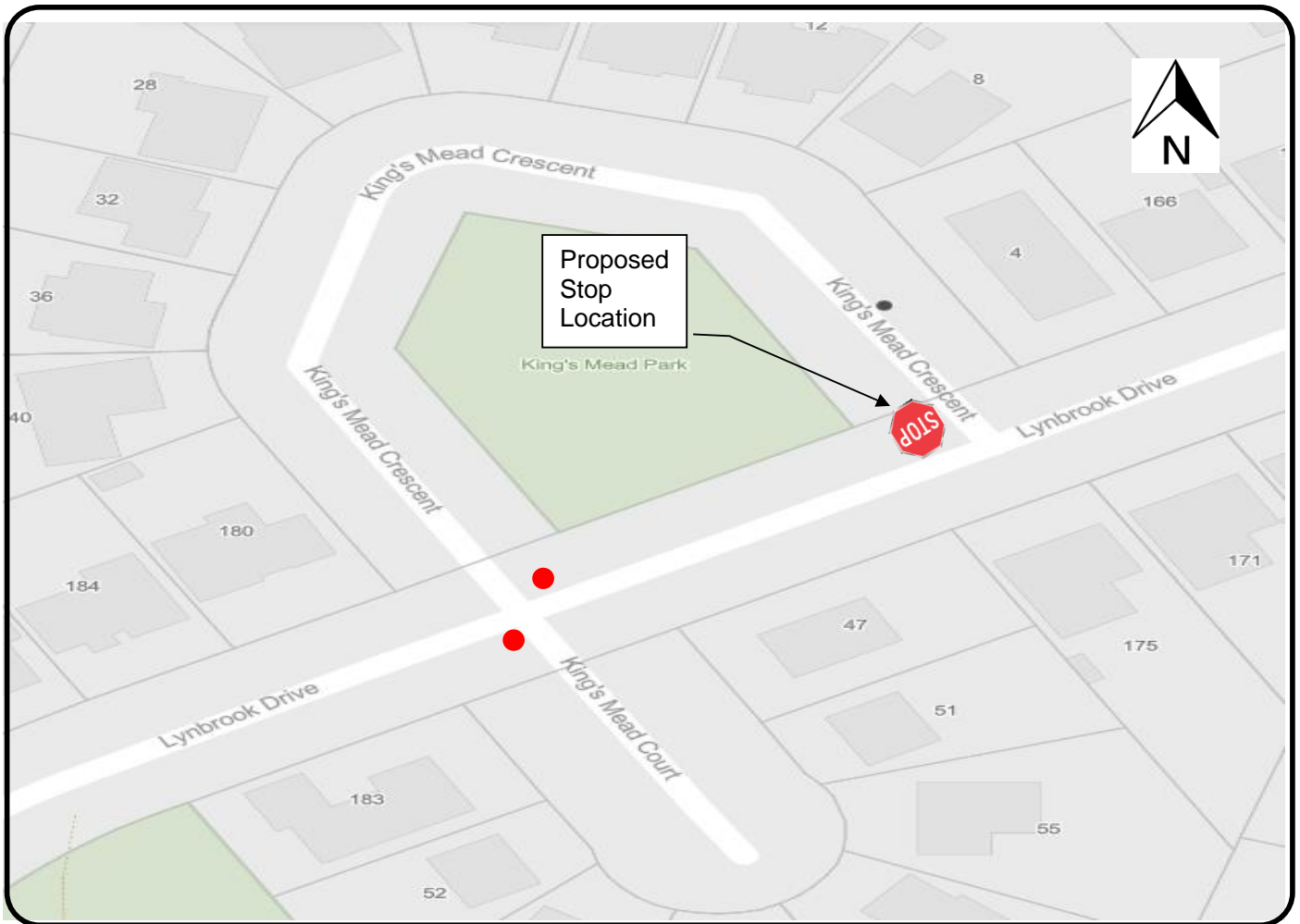
Proposed Stop Sign



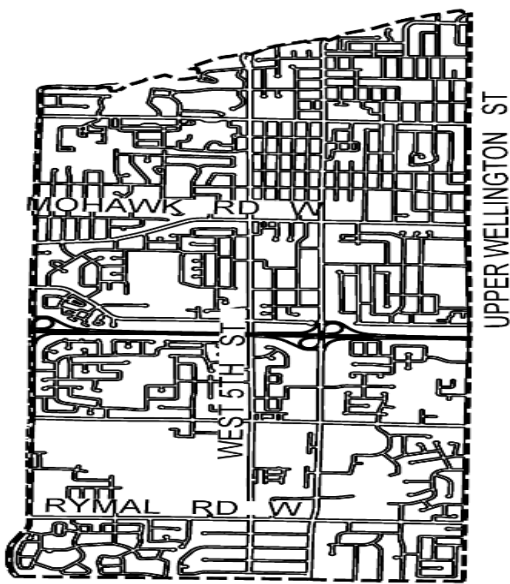
Existing Stop Sign

SCALE
NOT TO SCALE

DATE
February 5, 2024



KEY MAP



**HAMILTON
 WARD 8**



PROPOSED STREET SEGMENTS

Kings Mead Crescent and Lynbrook Drive

Transportation Division
 PUBLIC WORKS DEPARTMENT

LEGEND



Proposed Stop Sign



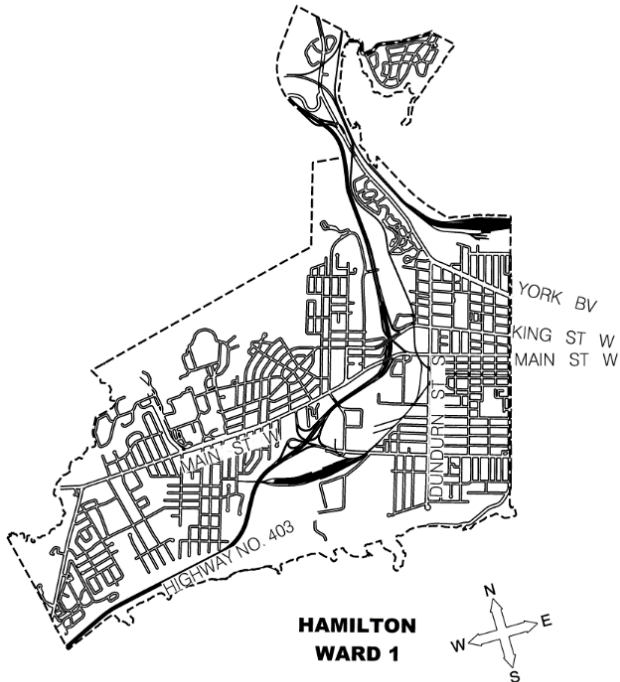
Existing Stop Sign

SCALE
NOT TO SCALE

DATE
February 5, 2024



KEY MAP



PROPOSED STREET SEGMENTS

Marion Avenue North and North Oval

Transportation Division
 PUBLIC WORKS DEPARTMENT

LEGEND

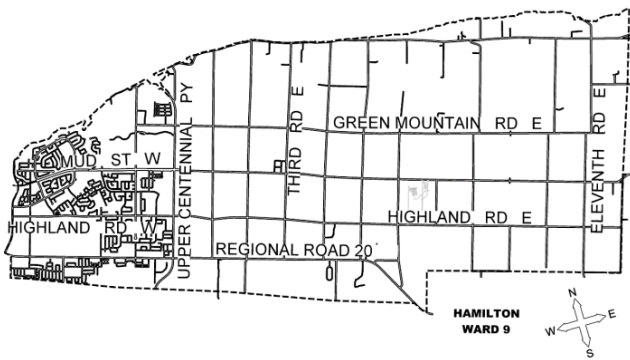
- Existing Stop Signs
- STOP Proposed Stop Signs

SCALE
NOT TO SCALE

DATE
February 5, 2024



KEY MAP



PROPOSED STREET SEGMENTS

Morrisey Boulevard and Crafter Crescent

Transportation Division
 PUBLIC WORKS DEPARTMENT

LEGEND

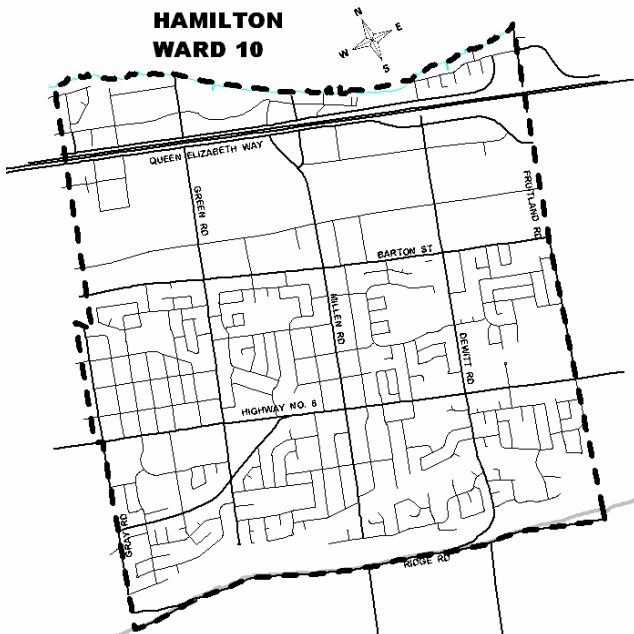
- Existing Stop Signs
- Proposed Stop Signs

SCALE
NOT TO SCALE

DATE
February 5, 2024



KEY MAP



PROPOSED STREET SEGMENTS

Community Avenue at Pinelands Avenue

Transportation Division
 PUBLIC WORKS DEPARTMENT

LEGEND



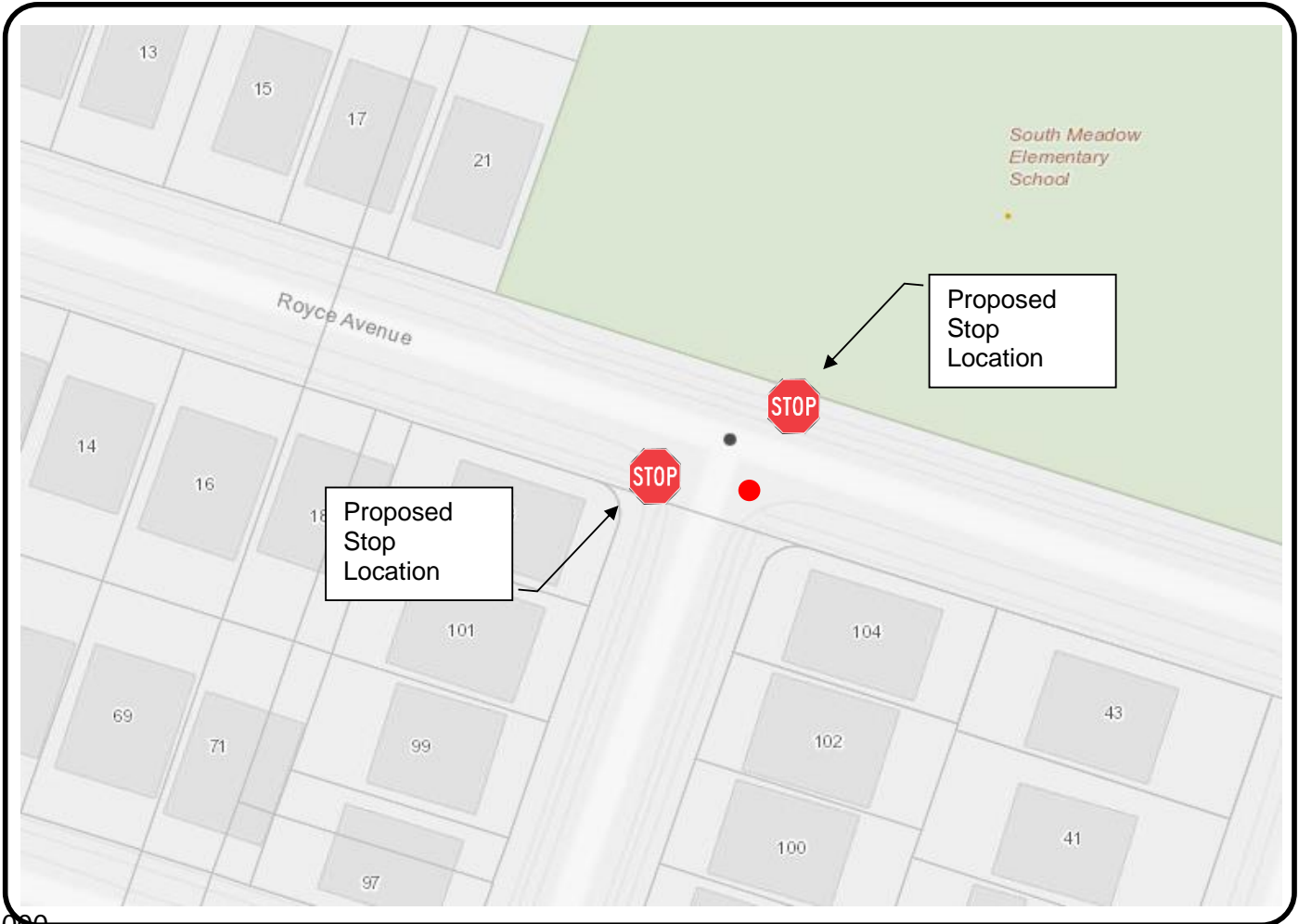
Proposed Stop Sign



Existing Stop Sign

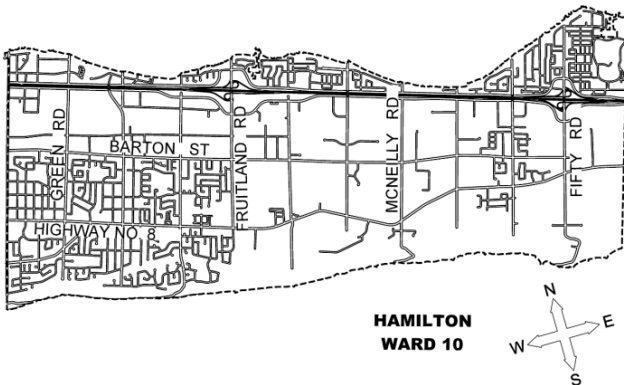
SCALE
NOT TO SCALE

DATE
February 5, 2024



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KEY MAP



PROPOSED STREET SEGMENTS

Royce Avenue and Glen Cannon Drive

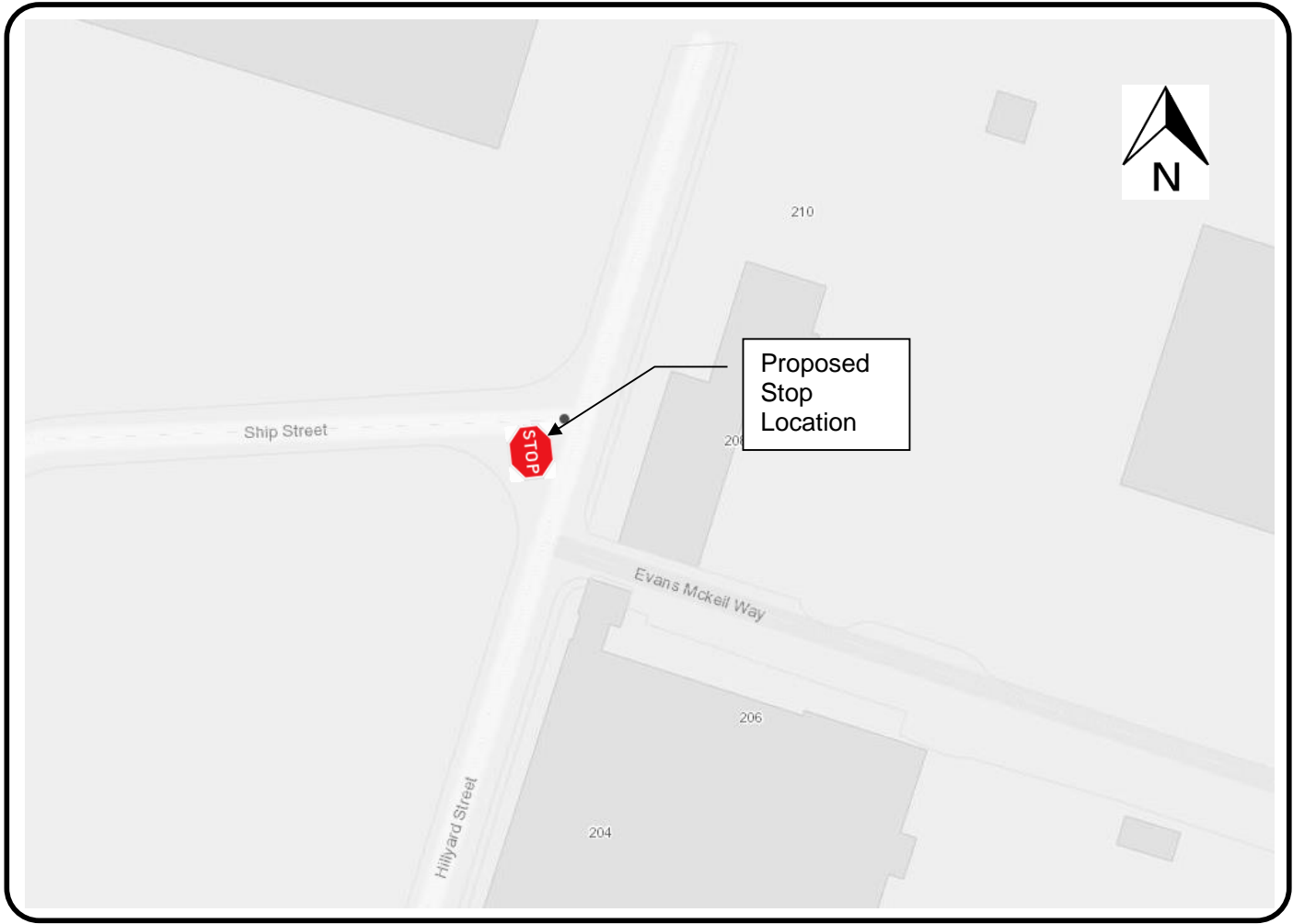
Transportation Division
 PUBLIC WORKS DEPARTMENT

LEGEND

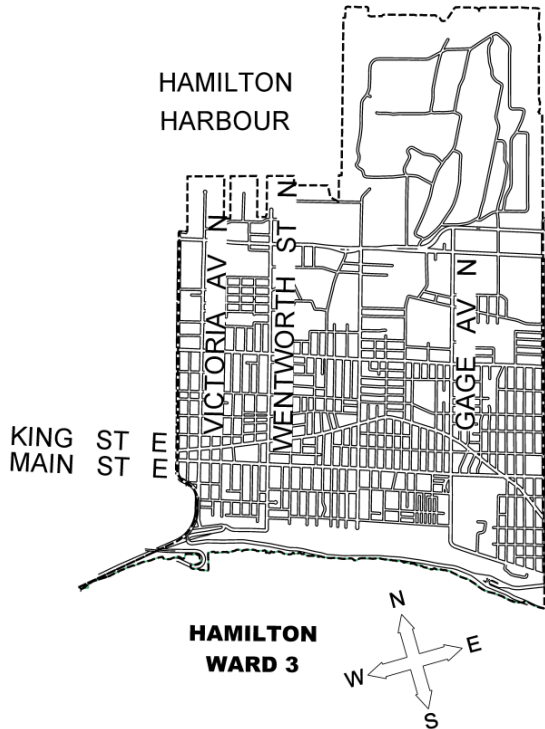
- Existing Stop Signs
- Proposed Stop Signs

SCALE
NOT TO SCALE

DATE
February 5, 2024



KEY MAP



PROPOSED STREET SEGMENTS

Ship Street at Hillyard Street

Transportation Division
PUBLIC WORKS DEPARTMENT

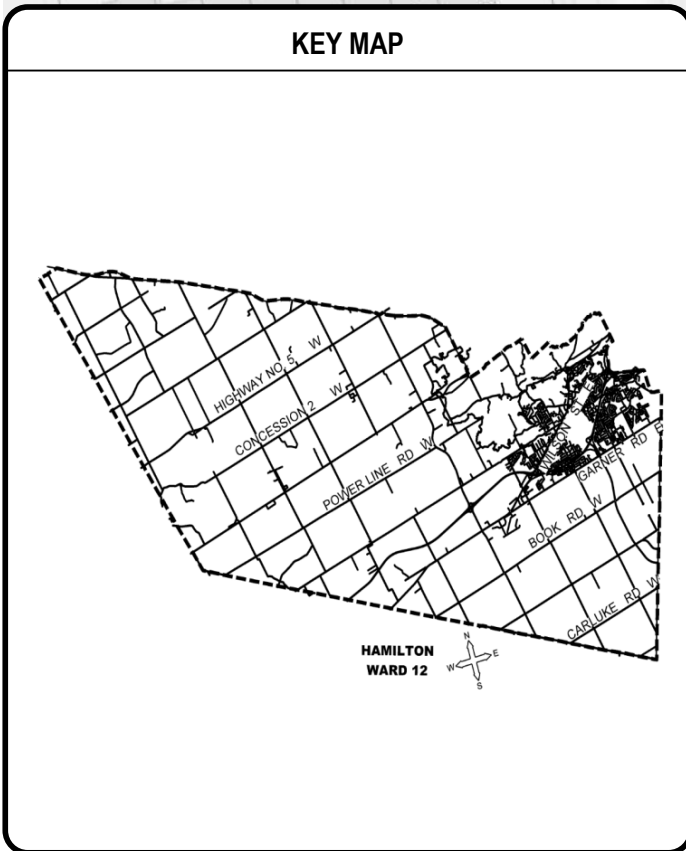
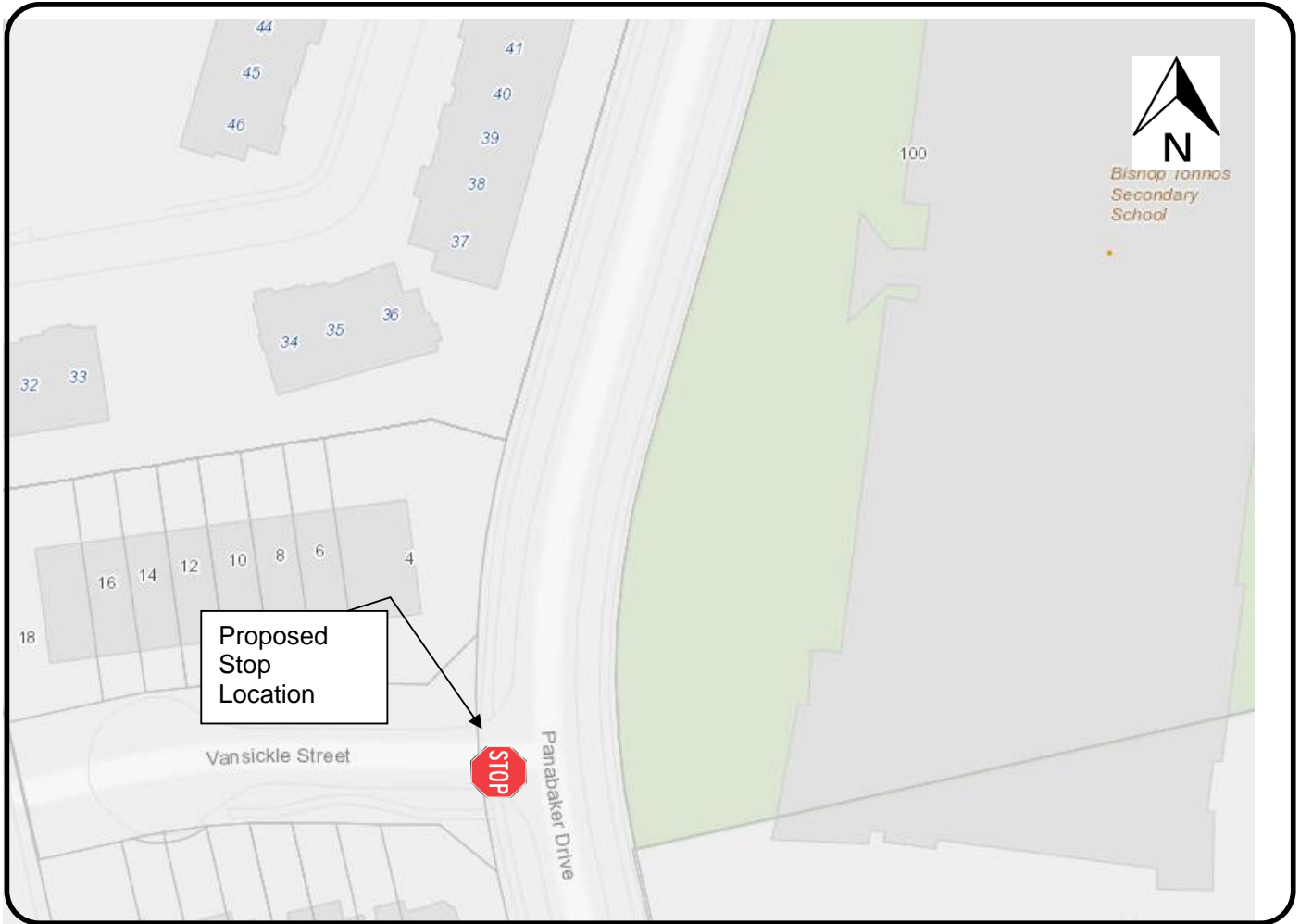
LEGEND



Proposed Stop Sign

SCALE
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DATE
February 5, 2024




PROPOSED STREET SEGMENTS

Vansickle Street and Panabaker Drive

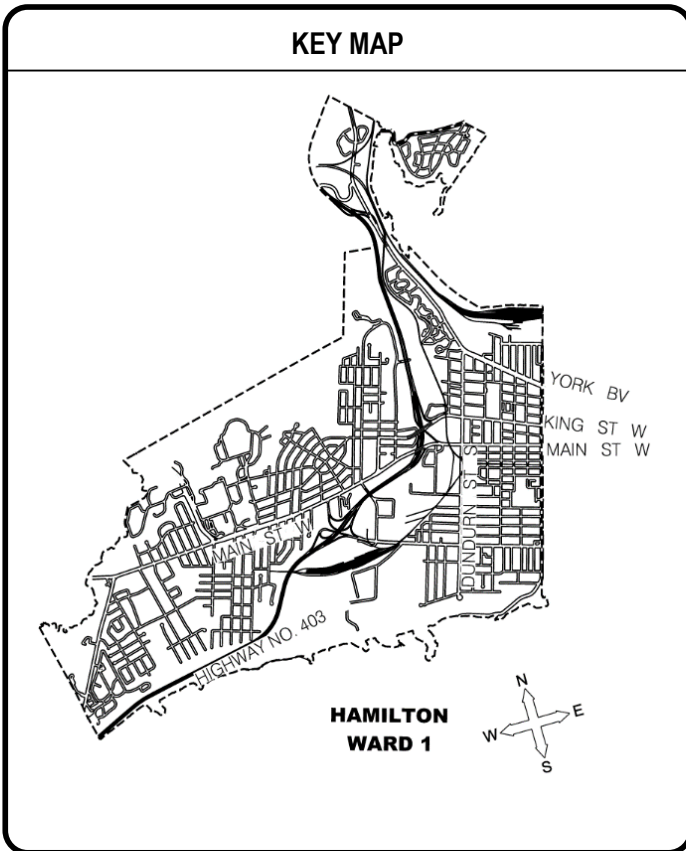
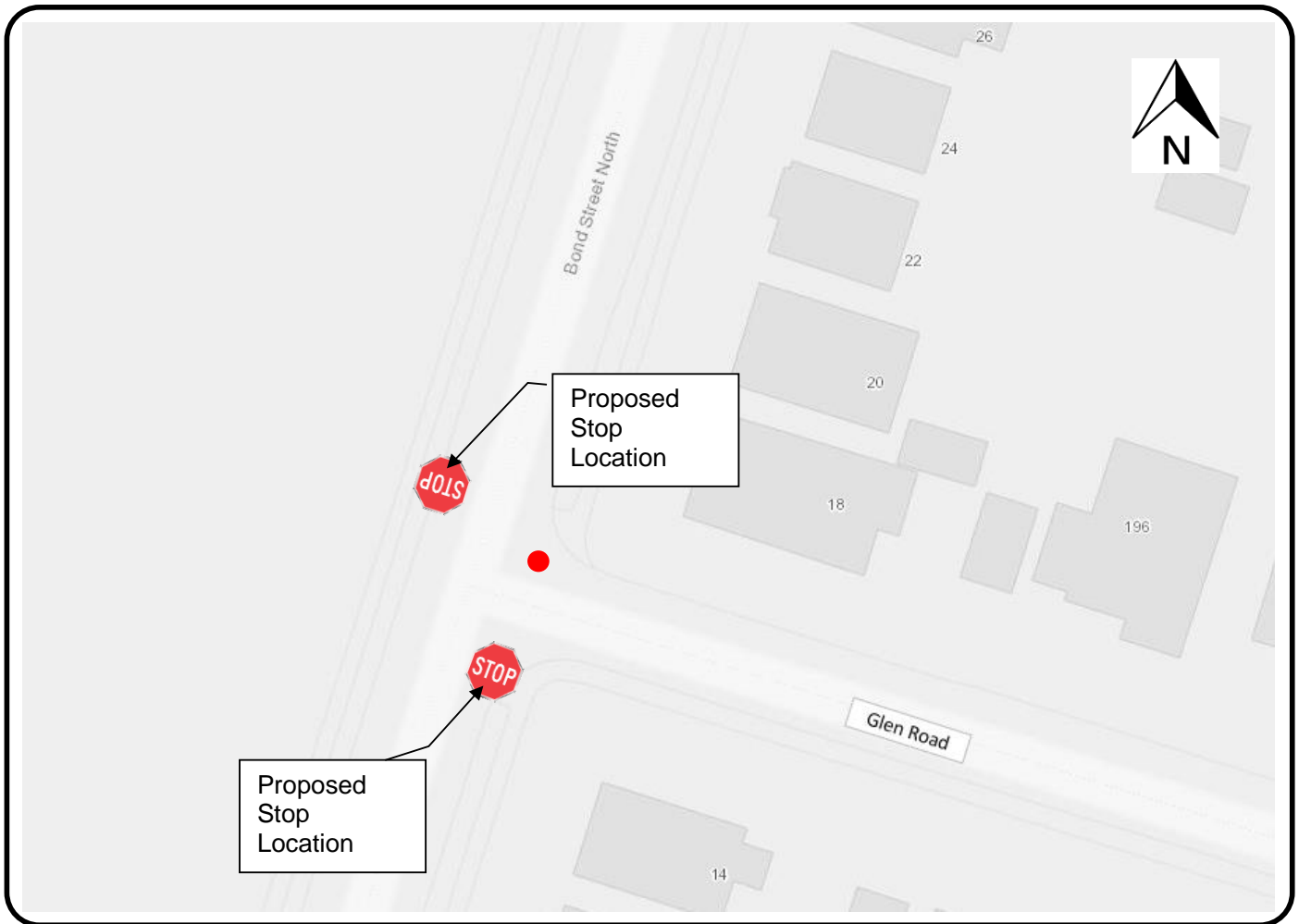
Transportation Division
PUBLIC WORKS DEPARTMENT

LEGEND


 Proposed Stop Sign

SCALE DATE

NOT TO SCALE **February 5, 2024**



PROPOSED STREET SEGMENTS

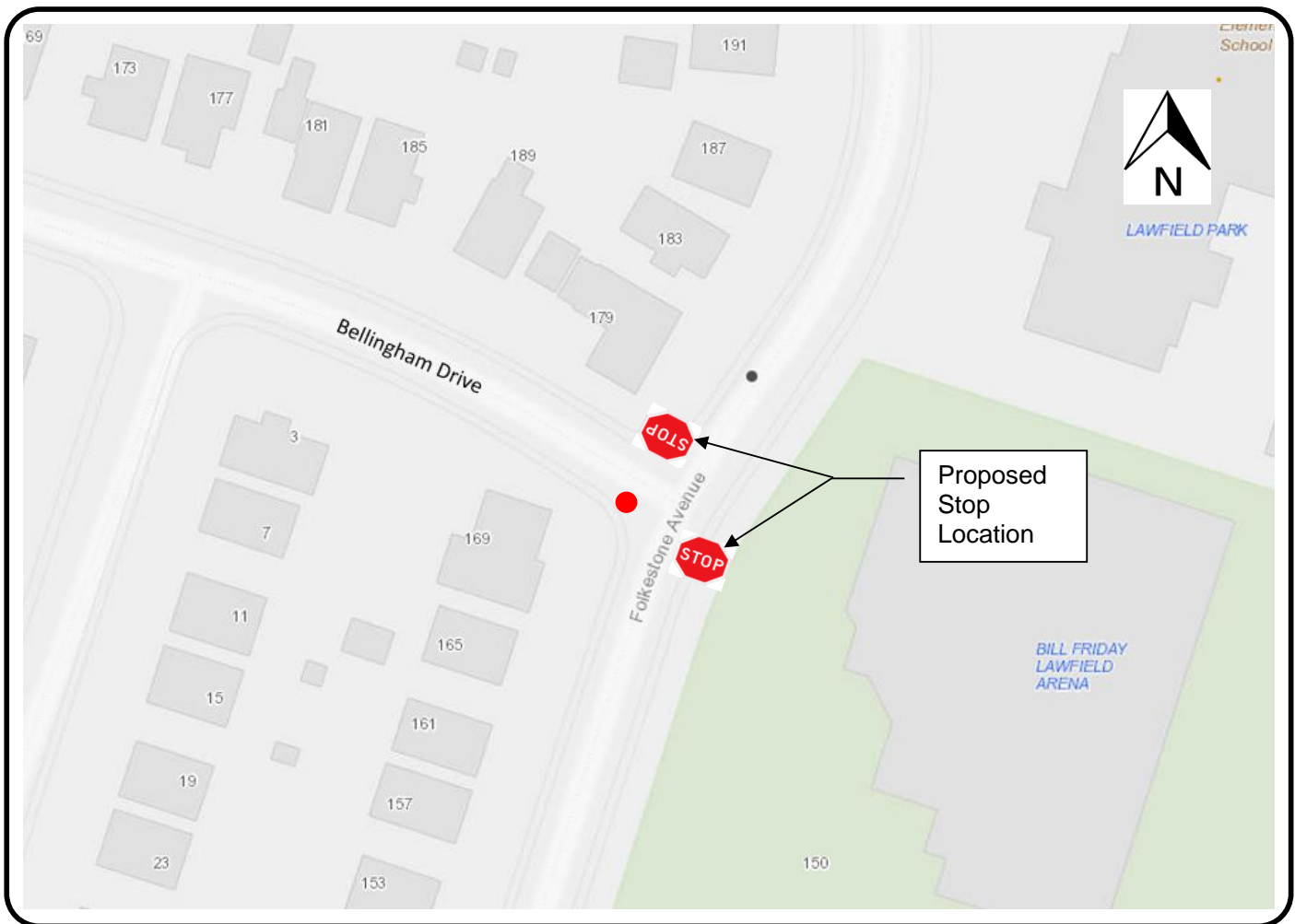
**Bond Street North and Glen Road
(Southerly Intersection)**

Transportation Division
PUBLIC WORKS DEPARTMENT

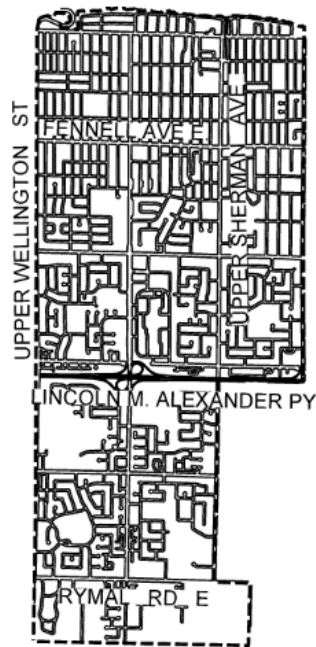
LEGEND

- Existing Stop Signs
- Proposed Stop Signs

SCALE
NOT TO SCALE
DATE
February 5, 2024



KEY MAP



**HAMILTON
WARD 7**



PROPOSED STREET SEGMENTS

Bellingham Drive at Folkestone Avenue

Transportation Division
PUBLIC WORKS DEPARTMENT

LEGEND



Proposed Stop Sign



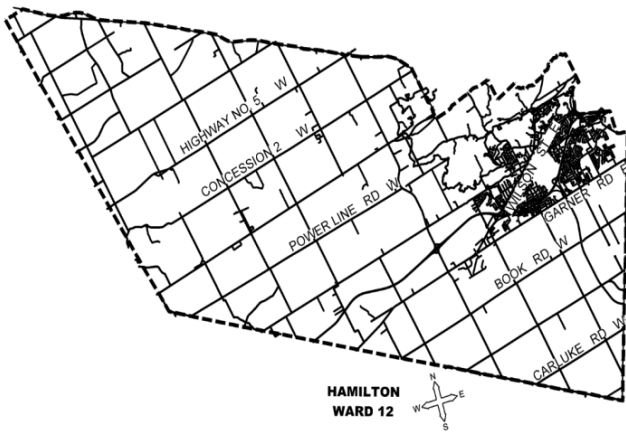
Existing Stop Sign

SCALE
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DATE
February 5, 2024



KEY MAP



PROPOSED STREET SEGMENTS

Grandell Drive and Whittington Drive

Transportation Division
 PUBLIC WORKS DEPARTMENT

LEGEND

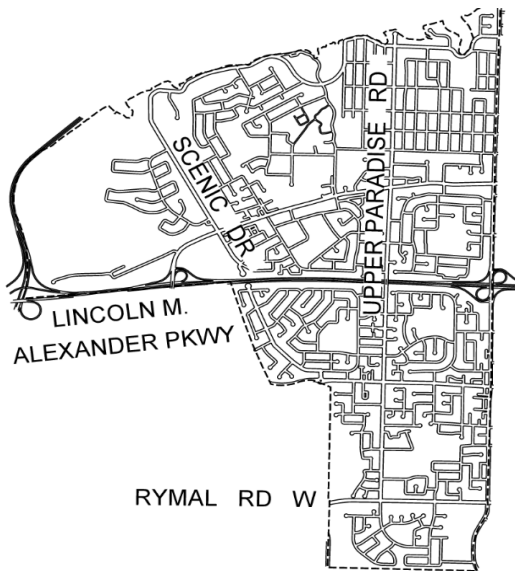
- Existing Stop Signs
- Proposed Stop Signs

SCALE
 NOT TO SCALE

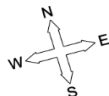
DATE
 February 5, 2024



KEY MAP



**HAMILTON
 WARD 14**



PROPOSED STREET SEGMENTS

Gurnette Drive and Gurnett Gate

Transportation Division
 PUBLIC WORKS DEPARTMENT

LEGEND

- Existing Stop Signs
- Proposed Stop Signs

SCALE
 NOT TO SCALE

DATE
 February 5, 2024



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
 Transit Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	February 5, 2024
SUBJECT/REPORT NO:	HSR Ridership Recovery Outstanding Business List Item (PW21056(b)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Nancy Purser (905) 546-2424 Ext. 1876
SUBMITTED BY:	Maureen Cosyn Heath Director, Transit Public Works Department
SIGNATURE:	

RECOMMENDATION

- a) That City Council, further to report PW21056(a), permanently provides delegated authority to the General Manager, Public Works to establish short-term fare promotions for the purposes of stimulating transit ridership recovery, encouraging new customers, and promoting the new network design;
- (b) That the General Manager, Public Works, or designate report back to City Council annually regarding any short-term fare promotion; and
- (c) That the 72-hour fare product priced at the equivalent of six (6) single rides be made a permanent fare concession effective March 1, 2024.

EXECUTIVE SUMMARY

On December 7, 2022, Council approved report PW21056(a), which provided delegated authority to the General Manager, Public Works to create and implement short-term fare promotions designed to assist with transit affordability and ridership recovery. The delegated authority ended on December 31, 2023. Part of the requirement of the delegated authority was an annual report back to Committee, which this fulfils. Beyond the prior use of delegated authority, this report seeks to make permanent the delegated authority to the General Manager, Public Works to establish short-term fare promotions for the reasons outlined in the Recommendations section.

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

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

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

**SUBJECT: HSR Ridership Recovery (Outstanding Business List Item)
(PW21056(b)) (City Wide) – Page 2 of 5**

The pandemic saw significant drops in ridership at transit agencies globally but impactfully highlighted the number of citizens for whom transit was an essential service. It also demonstrated that marginalized groups bore the brunt of the economic impact, and historically, price-sensitivity and affordability have always been identified areas of concern with transit customers. As such, HSR recognized that it could both support the community and implement new fare programs to welcome new customers to transit during the recovery period.

At the beginning of the pandemic in 2020, ridership was as low as 20% of the year prior (2019), while 2023 saw ridership recover to as high as 96% of the 2019 levels as seen in Appendix “A” attached to Report PW21056(b). With the pandemic largely behind us, hybrid work models remain in place and travel patterns are permanently changed. Therefore, HSR must continue to introduce new options to attract new customers through programs that stimulate greater community uptake while also offering affordable fare options.

During 2023, HSR implemented three fare tactics to stimulate ridership: enhanced the loyalty program, introduced a half-price promotion for youth during July and August and extended the 72-hour unlimited use pass. Children ages 6 – 12 ride free with a PRESTO card became a permanent concession, and a 30-month affordable transit program (Fare Assist), rolled out at the beginning of 2024.

In the coming years, there will be disruptions on transit routes from many construction projects, including the Main Street 2-way conversion and the LRT construction. Additionally, the network redesign will both introduce new service and, in some cases, change existing service. Detours and routing changes can be disruptive, but also provide an opportunity to offer enhanced and targeted short-term promotions to support the customer experience and influence new customers to try transit. The ability to offer promotions on specific routes to alleviate traffic or encourage adoption of transit will be beneficial. Therefore, HSR also recommends making permanent the delegated authority to the General Manager of Public Works so that HSR can be nimble and innovative and introduce short-term fare options as needed.

Alternatives for Consideration – N/A

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

**SUBJECT: HSR Ridership Recovery (Outstanding Business List Item)
(PW21056(b)) (City Wide) – Page 3 of 5**

HISTORICAL BACKGROUND

The following is a summary of the promotions initiated through delegated authority provided by Council on December 7, 2022 to assist with ridership recovery and address financial needs.

1. Children aged 6 – 12 ride free with a PRESTO card until April 30, 2023

This pilot program launched November 1, 2021 and concluded on April 30, 2023. In February 2022, the Hamilton Public Library partnered with us offering a free PRESTO card to children who were also library card holders. The Hamilton Public Library has extended this program for the foreseeable future with the allocation of additional funding to continue to provide PRESTO cards. Children ages 6 – 12 ride free with a PRESTO card was made a permanent fare concession by Council on April 12, 2023 through report PW23024.

2. Free Fare Faster – Loyalty

This program launched November 1, 2021 and has helped to address affordability issues for many of our riders, particularly during the height of COVID. This program, which allowed customers to receive free fare after 8 paid rides instead of 11 paid rides, continued into 2023 with a progressive increase throughout the year, returning to the regular 11 paid rides as of October 2, 2023. Over the life of this promotion many riders were able to receive 6 rides free on average per week versus 4 free rides per week when the level was set at 11. This program was intended to thank and welcome riders for their continued support during the pandemic and also provided affordability relief during a difficult time.

3. Summer Special - 50% off Youth Transit – Summer 2023

This program allowed youth to purchase youth fares, tickets or passes, at 50% off for the month of July and August. The promotion garnered an increase in youth ridership of 30,483 or 22%, compared to summer 2022. Based on this uptake, it will likely be repeated in the summer of 2024.

4. 72 hours for \$15 until December 31, 2023

This product has been made available on the PRESTO E-ticket platform since August 1, 2022, and is targeted largely at tourists or short-term visitors, who would typically be new customers to HSR. Customers who purchase this product have 72 hours of unlimited travel on HSR. To the end of 2023, 3,856 passes have been utilized with 18,089 trips taken.

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**SUBJECT: HSR Ridership Recovery (Outstanding Business List Item)
(PW21056(b)) (City Wide) – Page 4 of 5**

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION

N/A

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Youth will continue to be an important target audience. This group can be slow to adapt to transit as parents often provide rides to and from various destinations, and yellow school buses are the common means of transport to school for those outside of the school's transportation zone. Therefore, attracting youth can be difficult. Youth ridership remains slow to rebound from the pandemic. Education materials will be delivered to this group along with the school boards and parents to stimulate ridership.

Further promotions will be offered to continue to grow ridership in this demographic, noting that with the implementation of the Fare Assist program that addresses affordability for an entire household, we will not be actioning free fares for those 14 and under. As part of the evaluation process for the Fare Assist program, we will evaluate how improving pricing for youth 13 and 14 years of age could further benefit qualified low-income households.

The 72-hour pass has shown good growth in uptake over the last year. The data shows that more than 50% of the passes are purchased by unique customers, meaning they are new customers to the HSR, which suggests this fare concession is meeting the needs of its intended market. Visitors enjoy this product as it is easy to obtain and they have unlimited transit available for the entire three-day period. Regular HSR users have also found this product to be beneficial with a few loyal customers purchasing the pass multiple times since its inception as it offers a different fare choice to suit their particular usage pattern.

While many of these programs were implemented to increase ridership coming out of the pandemic, it highlights the greater need for Transit to continuously review fare concession offerings and its ability to think differently about responsiveness to service impacts. We know that over the course of the next 10 years, there will be many construction projects that will impact the effectiveness of transit and the flow of other vehicles, the largest being construction of the LRT. The ability to provide promotions for areas impacted by significant road construction projects would be designed to encourage single occupancy vehicle users to get on transit and will be beneficial for the environment, for the construction site, for the effectiveness of transit and for others utilizing the road.

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**SUBJECT: HSR Ridership Recovery (Outstanding Business List Item)
(PW21056(b)) (City Wide) – Page 5 of 5**

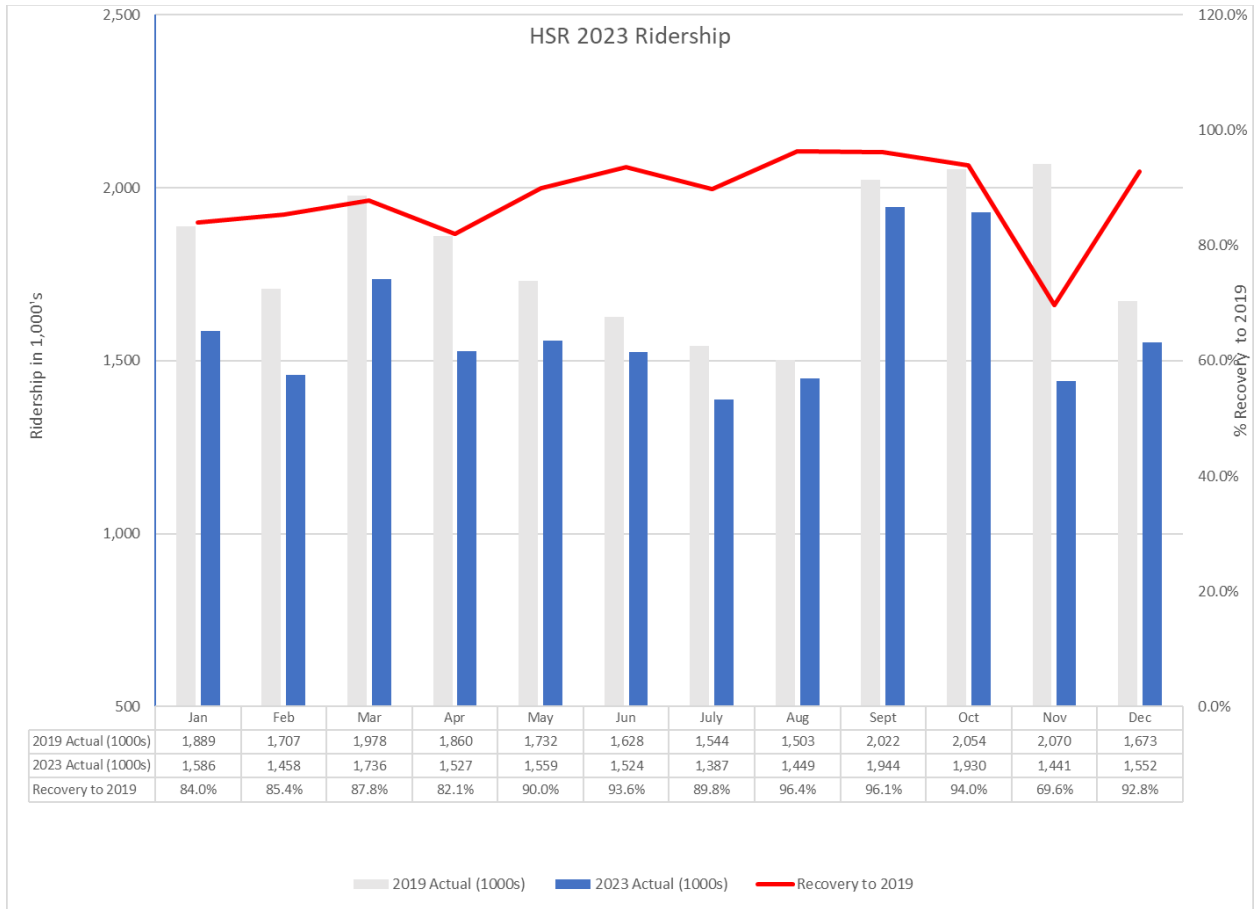
Additionally, with the implementation of the HSR (re)Designed network, the ability to encourage Hamiltonians to try new routes by offering specific discounts based on the route or time of day will help people get familiar with the new route and find out how easy it is to travel on the HSR.

ALTERNATIVES FOR CONSIDERATION

N/A



APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW21056(b) – HSR 2023 Ridership





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

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	February 5, 2024
SUBJECT/REPORT NO:	Garner Road and Highway 6 Ministry of Transportation Agreement (PW24006/PED24030) (Ward 12)
WARD(S) AFFECTED:	Ward 12
PREPARED BY:	Mike Field (905) 546-2424 Ext. 4576 Gavin Norman (905) 546-2424 Ext. 1255
SUBMITTED BY:	Carolyn Ryall Director, Transportation Division Public Works Department
SIGNATURE:	
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

That the General Manager, Public Works or his designate be authorized and directed to execute an agreement with the Ministry of Transportation Ontario, and all amendments and ancillary documents, for the purpose of completing the installation of a new traffic signal, on behalf of the Ministry of Transportation Ontario, at the intersection of Garner Road East and the Highway 6 South off-ramp in a form satisfactory to the City Solicitor.

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**SUBJECT: Garner Road and Highway 6 Ministry of Transportation Agreement
(PW24006/PED24030) (Ward 12) – Page 2 of 4**

EXECUTIVE SUMMARY

The need and warrants for a traffic signal at the Highway 6 South off-ramp terminal at Garner Road East were first established in 2016. At that time, the Ministry of Transportation indicated that a signal was required in conjunction with the now completed Ancaster Glen subdivision, located at John Frederic Drive in Ward 12. Since that time, the need has been further established through increased and planned development in the Airport Employment Growth District.

The implementation of a traffic signal at this location is critical to continued growth in the area and will be funded primarily through Development Charges. Specifically, the Ministry of Transportation has indicated that permits for development within their Permit Control Area, which includes all developments within a 300-metre radius of the intersection, as well some as other parcels within the Airport Employment Growth District, will not be approved until the new traffic signal is constructed.

The ramp terminal signal at Garner Road East is to be located within the Garner Road East right-of-way and within the Ministry of Transportation's Permit Control Area. In order to expedite the signal's implementation, the City has agreed to install the signal on behalf of the Ministry of Transportation, to their specifications and post construction, the ownership and the operation will be their responsibility.

In 2022, the Transportation Division commenced work to complete a detailed design for the traffic signal, as approved through Capital Project ID #4031980940. All design work is completed and ready to tender; however, Ministry of Transportation requirements include an executed agreement with the constructor which defines roles and responsibilities for the signal's construction. Staff do not have delegated authority to enter into such an agreement and requires Council's approval prior to issuing the tender for the works and ultimately commencing with the construction.

Alternatives for Consideration – N/A

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Funds for the design and construction of the new traffic signal were approved as part of the 2022 Budget Process Capital Project ID #4031980940. Most costs are funded through development charges.

Staffing: N/A

Legal: The proposed signals will be owned and operated by the Ministry of Transportation. For the City to construct the signals on their behalf, an agreement, which includes the Ministry of Transportation's approval of the

SUBJECT: Garner Road and Highway 6 Ministry of Transportation Agreement (PW24006/PED24030) (Ward 12) – Page 3 of 4

design of the traffic signal, construction requirements, and other details, is required. In order for the City to enter into such an agreement, Staff requires authorization from Council.

HISTORICAL BACKGROUND

In 2022, Transportation staff initiated the design for a new traffic signal at the Highway 6 South off-ramp terminal at Garner Road East. The design was an update of previous work undertaken by the developer of the Ancaster Glen Subdivision, and hence, was largely an update to the design which the Ministry of Transportation had previously approved.

In 2023, the Transportation Division prepared a tender package for the signal construction. As part of the preparation of the tender, it was identified that staff did not have delegated authority to enter into an agreement with the Ministry of Transportation needed to construct the signal on their behalf.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

To enter into contracts with others, staff require the delegated authority of Council. In this case, staff does not have an existing authority to enter into an agreement for the construction of traffic signals on behalf of the Ministry of Transportation at the Highway 6 South off-ramp terminal.

RELEVANT CONSULTATION

Throughout the design stage for the signal, staff consulted extensively with the Ministry of Transportation with respect to design standards and expectations.

Staff, from Transportation Planning, and Growth Management, have been involved extensively with the project given its importance to growth and development in the area.

Finally, staff from Legal Services have advised on the need to obtain authority to execute an agreement with the Ministry of Transportation. Staff from Legal Services have also been involved in the planning process for various developments within the vicinity of the signal.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Highway 6 South is a key gateway to the Airport Employment Growth District. Garner Road East is the first municipal road that Highway 6 South intersects with as it enters the area.

**SUBJECT: Garner Road and Highway 6 Ministry of Transportation Agreement
(PW24006/PED24030) (Ward 12) – Page 4 of 4**

The need for a traffic signal at the off-ramp to Garner Road East dates back to 2016 when it was identified as part of a development application for the Ancaster Glen Subdivision (at John Frederick Drive). Work commenced on the design of the signal by the applicant for that subdivision but was put on hold as it was recognized that the signal played a larger role in facilitating development in the nearby employment area. It was also paused to ensure that the design considered the design and timing of the widening of Garner Road East, as evaluated through an Environmental Assessment completed in 2014.

The need to complete the construction of the new signal is well established. The Ministry of Transportation has indicated that permits will not be issued for developments within its Permit Control Area within 300-meters of this intersection until such time as the signal is constructed.

Although the City has an existing agreement for the operation of signalized intersections within the Ministry of Transportation-owned corridors, established in February 2020 through Report PW20011, delegated authority does not exist to enter into agreements with the Ministry of Transportation for the City to construct signals that are intended to be owned and operated by the Ministry of Transportation, which is the case in this situation.

Transportation Division has completed the design of the signal and it has been approved by the Ministry of Transportation. Next steps in the process are to execute the legal agreement with the Ministry of Transportation, tender the project, and then proceed to construction.

ALTERNATIVES FOR CONSIDERATION


N/A

APPENDICES AND SCHEDULES ATTACHED

N/A



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Hamilton Water Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	February 5, 2024
SUBJECT/REPORT NO:	Delegated Authority for the Locates Program (PW24008) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Amanda Dubeckyj (905) 546-2424 Ext. 4743
SUBMITTED BY:	Shane McCauley Director, Water & Wastewater Operations Public Works Department
SIGNATURE:	

RECOMMENDATION

That the General Manager, Public Works, or their designate, be authorized and directed to enter into agreements and any ancillary agreements with Dedicated Locators as defined in the *Ontario Underground Infrastructure Notification System Act, 2012, S.O. 2012, c.4.*, in a form satisfactory to the City Solicitor.

EXECUTIVE SUMMARY

Changes in the *Ontario Underground Infrastructure Notification System Act, 2012, S.O. 2012, c.4* ("*OUINS Act*") allows for project owners to hire a dedicated locator (at their expense) to expedite the locate process. These changes also require Ontario One Call members (the City is a member as required by the *OUINS ACT*) and project owners to agree in writing on a dedicated locate service provider (locator). This must be done within 10 business days of being notified of a dedicated locator request through Ontario One Call.

In addition to agreeing upon a locator, the City is required within those 10 business days to provide the locator with mapping and any other additional information that the locator feels is necessary as it relates to the City owned underground infrastructure. As such, although not required by the *OUINS Act*, it is recommended by Ontario One Call as best practice for the City to enter into an agreement with the locator which outlines the City's requirements and limits the City's liability. This agreement should be in place prior to providing the locator with any information. Delegated authority is required to meet the

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SUBJECT: Delegated Authority for the Locates Program (PW24008) (City Wide)
– Page 2 of 4

10-business day requirement. As of May 1, 2024, failure to meet the 10-business day requirement could result in administrative penalties of \$250 per day late up to a maximum of \$10K. In addition, the City could be held liable for project costs and expenses that result from the delay.

It is being recommended that the General Manager, Public Works or their designate being responsible for the City's underground infrastructure be given delegated authority to enter into the necessary agreements and any ancillary agreements, in order to meet the 10-business day timeline as laid out in the legislation.

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: As of May 1, 2024, if the City does not agree to a dedicated locator and provide the necessary information within 10 business days, the City may be faced with administrative financial penalties of \$250 per day late up to a maximum of \$10K for each request. In addition, the City could be held liable for project costs and expenses that result from the delay.

Staffing: N/A

Legal: While it is not a requirement of the *OUINS Act* to have a formal written agreement with the locator it is an Ontario One Call recommended best practice. The purpose of this agreement would be to outline the City's requirements and limit the City's liability.

HISTORICAL BACKGROUND

The *OUINS Act* was amended in November 2022 to include provisions for dedicated locators. Project owners have had to weigh the benefits of having dedicated locators against the cost associated with hiring them. Across the industry underground infrastructure owners are beginning to see more requests from project owners to use dedicated locators.

The City received a request from a project owner on November 24, 2023, to use a dedicated locator. Public Works staff have been working with the City's Legal team to draft an appropriate agreement that can be used for these requests. During that process, it was determined that delegated authority to enter into an agreement with a dedicated locator did not exist and needed to be provided in order to meet the tight timelines. During this time, the City has been working with the project owner to ensure that locates are provided within their required timeframes to avoid project delays.

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SUBJECT: Delegated Authority for the Locates Program (PW24008) (City Wide)
– Page 3 of 4

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The *Ontario Underground Infrastructure Notification System Act*, 2012, S.O. 2012, c.4 requires within 10 business days of notification, that the City and the Project Owner agree in writing on a dedicated locator, and for the City to provide mapping and other necessary information to the locator.

RELEVANT CONSULTATION

The following groups have been consulted and are supportive of the recommendation:

- Solicitor for Legal and Risk Management Services Division
- Director, Hamilton Water Division
- Director, Environmental Services Division
- Director, Transportation Division

ANALYSIS AND RATIONALE FOR RECOMMENDATION

Under the dedicated locator provisions of the *OUIINS Act* the locator is providing locates using the mapping, information, and guidance the City provides as it relates to City owned underground infrastructure. While the *OUIINS Act* does not require a written agreement with the locator it is a recommended Ontario One Call best practice. The agreement will allow the City to set requirements and limitations on how the information is used, and limit City liability.

The *OUIINS Act* requires that any agreements and information needed under the dedicated locator provisions be completed and provided within 10 business days of being notified of a request. As of May 1, 2024, failure to meet the time requirements could result in administrative penalties of \$250 per day late to a maximum of \$10K per request. In addition, the City could be found liable for project costs and expenses associated with the delay. The timelines to bring a legal agreement to Council through a staff report is typically a minimum of six weeks. Therefore, to meet the required timeframes as set out in legislation, delegated authority is necessary.

While the City owns the underground infrastructure, the General Manager, Public Works is responsible for the operations and maintenance of it. Therefore, it is being recommended that the authority to enter into agreements as part of the dedicated locator provisions of the *OUIINS Act* be delegated to the General Manager, Public works or their delegate.

ALTERNATIVES FOR CONSIDERATION

N/A

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SUBJECT: Delegated Authority for the Locates Program (PW24008) (City Wide)
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APPENDICES AND SCHEDULES ATTACHED

N/A

12.1

CITY OF HAMILTON

MOTION

Public Works Committee: February 5, 2024

MOVED BY COUNCILLOR M. WILSON.....

SECONDED BY COUNCILLOR.....

Re-instating the Tree Canopy within Westdale Business Improvement Area (Ward 1)

WHEREAS, the City of Hamilton, was recognized as a 2022 Tree City of the World by the United Nations;

WHEREAS, Hamilton’s Urban Forest Strategy sets out the importance of the urban forest to the economic, social and environmental health of the city;

WHEREAS, trees are one tool that cities have to help mitigate the effects of climate change and create more livable cities while accommodating increased population and density;

WHEREAS, the streets along the Westdale Business Improvement Area has lost much of its original canopy to age and stress;

WHEREAS, the replacement trees that were installed throughout the Westdale Business Improvement Area to replace larger shade trees lack diversity and are all small ornamental tree species that provide minimal impact on the overall urban tree canopy; and

WHEREAS, the City wishes to increase the level of tree planting from the current rate of 10,000 to 12,000 trees per year to 20,000 trees per year and achieve a City-wide urban tree canopy target of 40% by 2050.

THEREFORE, BE IT RESOLVED:

- (a) That Public Works staff be authorized and directed to use a tree spade to transplant eight existing ornamental street trees from the Westdale Business Improvement Area into parks within Ward 1;
- (b) That Public Works staff be authorized and directed to purchase and install fourteen new replacement street trees along the Westdale King Street within the Westdale Business Improvement Area that will promote diversity and shade within the streetscape;

- (c) That the funding for the spading of the eight trees within the Westdale Business Improvement Area at a cost not to exceed \$5,100, including contingency, be funded from the Ward 1 Capital Re-Investment Reserve (108051) be approved; and
- (d) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.