



PUBLIC WORKS COMMITTEE REPORT 21-013

1:30 p.m.

Friday, September 20, 2021

Council Chambers

Hamilton City Hall

71 Main Street West

Present: Councillors A. VanderBeek (Chair), N. Nann (Vice-Chair), J.P. Danko, J. Farr, L. Ferguson, T. Jackson, E. Pauls and M. Pearson

Absent with Regrets: Councillor T. Whitehead – Leave of Absence
Councillors C. Collins and S. Merulla – Personal

THE PUBLIC WORKS COMMITTEE PRESENTS REPORT 21-013 AND RESPECTFULLY RECOMMENDS:

1. Feasibility of 5-Year and 10-Year Accelerated Lead Water Service Line Replacement Options (PW19094(b)) (City Wide) (Item 7.1)

That Report PW19094(b), respecting the Feasibility of 5-Year and 10-Year Accelerated Lead Water Service Line Replacement Options, be received.

2. Mountain Climber (PW17026(c)) (City Wide) (Item 7.2)

That Report PW17026(c), respecting the Mountain Climber Program, be received.

3. Proposed Permanent Closure of Portion of Trimble Road, Glanbrook (PW21051) (Ward 11) (Item 9.1)

- (a) That the application of the City of Hamilton's Transportation, Operations, and Maintenance division, to permanently close a portion of Trimble Road ("Subject Lands"), as shown on Appendix "A" attached to Public Works Committee Report 21-013, be approved, subject to the following conditions:

- (i) That the City Solicitor be authorized and directed to prepare all necessary by-laws to permanently close the highway, for enactment by Council;
- (ii) The Real Estate Section of the Planning and Economic Development Department be authorized and directed to enter into any requisite easement agreements, right of way agreements, and/or other agreements deemed necessary to affect the orderly disposition of the Subject Lands and to proceed to sell the Subject Lands at a future date if any interested parties come forward, as described in Report PW21051, in accordance with the City of Hamilton Sale of Land Policy By-law 14-204;
- (iii) That the City Solicitor be authorized and directed to register a certified copy of the by-law(s) permanently closing and selling the highway in the proper land registry office;
- (iv) That the City Solicitor be authorized to amend and waive such terms as she considers reasonable to give effect to this authorization and direction;
- (v) That the Public Works Department publish any required notice of the City's intention to pass the by-laws and/or permanently sell the closed highway pursuant to the City of Hamilton Sale of Land Policy By-law 14-204; and,
- (vi) That the applicant be fully responsible for the deposit of a reference plan in the proper land registry office, and that said plan be prepared by an Ontario Land Surveyor to the satisfaction of the Manager, Geomatics and Corridor Management Section, and that the applicant also deposit a reproducible copy of said plan with the Manager, Geomatics and Corridor Management Section.

4. Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12) (Referred from the August 13, 2021 Council meeting) (Item 10.1)

That Report PW14107(a), respecting an Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study, be received.

5. Old Dundas Road (HC005) Wastewater Pumping Station Upgrades (PW20018(a)) (Ward 12) (Item 10.2)

- (a) That procurement, pursuant to Procurement Policy #7 – Construction Contracts, for construction services at Old Dundas Road (HC005) Wastewater Pumping Station at the upset limit of \$650,000 be awarded to

E.S. Fox Limited and be added to Project ID No.5161267270 from Project ID No. 5162067275;

- (b) That procurement, pursuant to Procurement Policy #7 – Construction Contracts, for consultancy services including; project management, contract administration during construction, site inspection and commissioning / warranty services for the Old Dundas Road (HC005) Wastewater Pumping Station improvements, at the upset limit of \$75,000 be awarded to AECOM Canada Ltd. and be added to Project ID No.5161267270 from Project ID No. 5162067275; and,
- (c) That the General Manager of Public Works, or their designate, be authorized and directed to negotiate, enter into and execute contracts and any ancillary documents required to give effect thereto with E.S. Fox Limited and AECOM Canada Ltd. in a form satisfactory to the City of Hamilton Solicitor.

6. Water Treatment Plant Coagulant Single Source Supply (PW21052) (City Wide) (Item 10.3)

That a single source procurement and standardization be approved, pursuant to Procurement Policies #11 – Non-competitive Procurements and #14 Standardization, for the supply and delivery of chemical coagulant Sternpac70 for the Woodward Drinking Water Treatment Plant for a period of no more than five (5) years and that the General Manager, Public Works Department be authorized to negotiate, enter into and execute a Contract and any ancillary documents required to give effect thereto with the manufacturer, Kemira Water Solutions Canada Inc., in a form satisfactory to the City of Hamilton Solicitor.

7. Towards a Greater Golden Horseshoe (GGH) Transportation Plan (PED21169) (City Wide) (Item 10.4)

That a copy of Report PED21169, entitled Towards a Greater Golden Horseshoe (GGH) Transportation Plan, be forwarded to the Ministry of Transportation by the Office of the City Clerk, and considered the City of Hamilton's formal comments, as outlined in Appendix "B" attached to Public Works Committee Report 21-013, on the Province of Ontario's Towards a Greater Golden Horseshoe (GGH) Transportation Plan.

8. Automated Speed Enforcement Update (PW20002(a)/LS21035) (City Wide) (Item 10.5)

- (a) That the one-year automated speed enforcement (ASE) pilot approved through Report PW20002 be implemented as a permanent roadway safety program utilizing two mobile ASE units installed at rotating and scheduled operating locations;

- (b) That the proposed 24 ASE program operating locations and associated schedule, comprised of one location per Ward and nine school zones, attached to Public Works Committee Report 21-013 as Appendix “C”, be approved for implementation in 2022;
- (c) That the cost of transitioning from a pilot and operating a permanent ASE program be funded from the Red Light Camera (RLC) Reserve #112203;
- (d) That the ASE program operating locations, which have not previously been designated as Community Safety Zones (CSZ), be approved for designation and Traffic By-law 01-215 be amended accordingly, through passage of the amending by-law attached to Report (PW20002(a)/LS21035) as Appendix “B”; and,
- (e) That the General Manager of Public Works, or their designate, be authorized and directed to enter into and/or extend the appropriate agreements with the Ministry of Transportation, City of Toronto and Redflex Traffic Systems (Canada) Limited for the permanent ASE program.

9. Ontario Trillium Foundation Community Building Fund (PW21054) (City Wide) (Added Item 10.6)

- (a) That the Eastwood Park Spray pad, shown in Appendix “D” attached to Public Works Committee Report 21-013, be approved as the City of Hamilton’s submission to the Ontario Trillium Foundation, for their consideration of the requested funding amount of \$500,000, in accordance with the terms and conditions associated with Ontario Trillium Foundation Community Building Fund;
- (b) That, should the Ontario Trillium Foundation approve the requested funding, in the amount of \$500,000, toward the total cost of \$878,00 for the Eastwood Park Spray pad, shown in Appendix “D” attached to Public Works Committee Report 21-013, the City of Hamilton’s share of the funding, in the amount of \$378,000, be referred to the 2022 Tax Capital Budget (Open Space Block) for consideration; and,
- (c) That the Mayor and City Clerk be authorized and directed to execute any funding agreement(s) and ancillary documents required for the City to receive funding for the Eastwood Park Spray pad, shown in Appendix “D” attached to Public Works Committee Report 21-013, through Ontario Trillium Foundation Community Benefit Fund, in a form satisfactory to the City Solicitor.

10. Installation of Traffic Calming Measures on East 13th Street between Fennell Avenue East and Brucedale Avenue East, Hamilton (Ward 7) (Item 11.2)

WHEREAS, Ward 7 residents have repeatedly advocated for the installation of speed cushions on East 13th Street between Fennell Avenue East and Brucedale Avenue East to address roadway safety concerns as a result of speeding and cut-through traffic;

THEREFORE, BE IT RESOLVED:

- (a) That Transportation Operations and Maintenance staff be authorized and directed to install traffic calming measures on East 13th Street (1 speed cushion), between Fennell Avenue East and Brucedale Avenue East, as part of the 2022 Traffic Calming program;
- (b) That all costs associated with the installation of traffic calming measures on East 13th Street be funded from the Ward 7 Minor Maintenance Account (4031911607) at an upset limit, including contingency, not to exceed \$7,000; and,
- (c) That the Mayor and City Clerk be authorized and directed to execute any required agreement(s) and ancillary documents, with such terms and conditions in a form satisfactory to the City Solicitor.

FOR INFORMATION:

(a) CHANGES TO THE AGENDA (Item 2)

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

5. COMMUNICATIONS

5.1 Correspondence respecting Item 10.1 - Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12):

- 5.1(d) Kathy Cozens
- 5.1(e) Dr. Sally McKay, Friends of Ancaster Creek
- 5.1(f) Marie Covert
- 5.1(g) Dr. James S. Quinn
- 5.1(h) Alex Wilson
- 5.1(i) Nancy Hurst
- 5.1(j) Sue Carson
- 5.1(k) Doreen Stermann
- 5.1(l) Craig Cassar
- 5.1(m) Kelly Pearce

- 5.1(n) Richard & Sheila Ross
- 5.1(o) Anka Cassar
- 5.1(p) Katarzyna Bezner
- 5.1(q) John Chaffey
- 5.1(r) John Chaffey
- 5.1(s) Jean Brown

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

6. DELEGATION REQUESTS

6.1 Delegation Requests respecting Item 10.1 - Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12) (for today's meeting):

- 6.1(a) Robert Maton, Ancaster Village Heritage Community, Inc.
- 6.1(b) Allan Beattie, Friends of Ancaster Creek
(Video Submission)
- 6.1(c) Ian Borsuk, Environment Hamilton
- 6.1(d) Roberto Quinlan

10. DISCUSSION ITEMS

10.6 Ontario Trillium Foundation Community Building Fund (PW21054)
(City Wide)

The agenda for the September 20, 2021 Public Works Committee meeting was approved, as amended.

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

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

(i) September 10, 2021 (Item 4.1)

The Minutes of the September 10, 2021 meeting of the Public Works Committee were approved, as presented.

(d) COMMUNICATIONS (Item 5)

- (a) The following correspondence, respecting Item 10.1 - Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster

Creek Feasibility Study (PW14107(a)) (Ward 12), was received and referred to the consideration of Item 10.1:

- (i) Nancy Hurst (Item 5.1(a))
- (ii) David Hitchcock (Item 5.1(b))
- (iii) Wendy Leigh-Bell and E. Robert Ross (Item 5.1(c))
- (iv) Kathy Cozens (Added Item 5.1(d))
- (v) Dr. Sally McKay, Friends of Ancaster Creek (Added Item 5.1(e))
- (vi) Marie Covert (Added Item 5.1(f))
- (vii) Dr. James S. Quinn (Added Item 5.1(g))
- (viii) Alex Wilson (Added Item 5.1(h))
- (ix) Nancy Hurst (Added Item 5.1(i))
- (x) Sue Carson (Added Item 5.1(j))
- (xi) Doreen Stermann (Added Item 5.1(k))
- (xii) Craig Cassar (Added Item 5.1(l))
- (xiii) Kelly Pearce (Added Item 5.1(m))
- (xiv) Richard & Sheila Ross (Added Item 5.1(n))
- (xv) Anka Cassar (Added Item 5.1(o))
- (xvi) Katarzyna Bezner (Added Item 5.1(p))
- (xvii) John Chaffey (Added Item 5.1(q))
- (xviii) John Chaffey (Added Item 5.1(r))
- (xix) Jean Brown (Added Item 5.1(s))

For further disposition of this matter, please refer to Items 4 and (h)(i).

(e) DELEGATION REQUESTS (Item 6)

- (a) The following delegation requests, respecting Item 10.1 - Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12), were approved for today's meeting:
 - (i) Robert Maton, Ancaster Village Heritage Community, Inc. (Added Item 6.1(a))
 - (ii) Allan Beattie, Friends of Ancaster Creek (Video Submission) (Added Item 6.1(b))
 - (iii) Ian Borsuk, Environment Hamilton (Added Item 6.1(c))
 - (iv) Roberto Quinlan (Added Item 6.1(d))

For further disposition of this matter, please refer to Items 4 and (h)(i).

(f) CONSENT ITEMS (Item 7)

- (a) The following Consent Items, were received:
 - (i) Hamilton Cycling Committee Meeting Minutes - July 7, 2021 (Item 7.3)

- (ii) Hamilton Cycling Committee Staff Liaison Report - August 4, 2021 (Item 7.4)

(g) PUBLIC HEARINGS / DELEGATIONS (Item 9)

(i) Proposed Permanent Closure of Portion of Trimble Road, Glanbrook (PW21051) (Ward 11) (Item 9.1)

Councillor VanderBeek advised that notice of the Proposed Permanent Closure of Portion of Trimble Road, Glanbrook (PW21051) (Ward 11) was given as required under the City's By-law #14-204 – the Sale of Land Policy By-law.

No members of the public were registered as Delegations.

The public meeting was closed.

For further disposition of this matter, refer to Item 3.

(ii) Delegations

- (a) The following items were deferred until after Roberto Quinlan had an opportunity to speak later in the meeting:
 - (i) Delegation from Roberto Quinlan, respecting Item 10.1 - Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12) (Item 9.4(d))
 - (ii) Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12) (Item 10.1)
 - (iii) Receipt of all delegations
- (b) The following Delegations addressed the Committee respecting the Parkside Cemetery Archway Sign (Ward 13):
 - (i) Paula Crockett (Item 9.2(a))
 - (ii) Arianna Codeluppi (Item 9.2(b))
- (c) The following Delegation addressed the Committee respecting Parkside Cemetery and Parkside Avenue (Ward 13):
 - (i) Penny White (Item 9.3)

- (d) The following Delegations addressed the Committee respecting Item 10.1 - Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12):
 - (i) Robert Maton, Ancaster Village Heritage Community Inc., respecting (Item 9.4(a))
 - (ii) Allan Beattie, Friends of Ancaster Creek (Video Submission) (Item 9.4(b))
 - (iii) Ian Borsuk, Environment Hamilton (Item 9.4(c))
 - (iv) Roberto Quinlan (Item 9.4(d))

For further disposition of Items 9.4(a) – 9.4(d), refer to Items 4 and (h)(i).

- (e) The presentations from the following delegates, were received:
 - (i) Paula Crockett, respecting the Parkside Cemetery Archway Sign (Ward 13) (Item 9.2(a))
 - (ii) Arianna Codeluppi, respecting the Parkside Cemetery Archway Sign (Ward 13) (Item 9.2(b))
 - (iii) Penny White, respecting Parkside Cemetery and Parkside Avenue (Ward 13) (Item 9.3)
 - (iv) Robert Maton, Ancaster Village Heritage Community Inc., respecting Item 10.1 - Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12) (Item 9.4(a))
 - (v) Allan Beattie, Friends of Ancaster Creek, respecting Item 10.1 - Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12) (Video Submission) (Item 9.4(b))
 - (vi) Ian Borsuk, Environment Hamilton, respecting Item 10.1 - Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12) (Item 9.4(c))
 - (vii) Roberto Quinlan, respecting Item 10.1 - Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12) (Item 9.4(d))

(h) DISCUSSION ITEMS (Item 10)

- (i) Old Dundas Road Sewage Pumping Station (HC005) Emergency Overflow to Ancaster Creek Feasibility Study (PW14107(a)) (Ward 12) (Referred from the August 13, 2021 Council meeting) (Item 10.1)**

The following Motion was withdrawn:

That staff be directed to apply to the Ministry of Environment, Conservation and Parks (MECP) for the installation of stormwater overflow into Ancaster Creek.

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

(i) MOTIONS (Item 11)

- (i) Amendments to By-law 12-031, a By-law for Responsible Animal Ownership, for the Purpose of the Inclusion of the Rail Trail Leash Free Dog Park (Ward 2) and the Globe Leash Free Dog Park (Ward 4) and Updating Mapping for the Corporal Nathan Cirillo Leash Free – Free Running Area (Ward 12) (Item 11.1)**

The Motion, respecting Amendments to By-law 12-031, a By-law for Responsible Animal Ownership, for the Purpose of the Inclusion of the Rail Trail Leash Free Dog Park (Ward 2) and the Globe Leash Free Dog Park (Ward 4) and Updating Mapping for the Corporal Nathan Cirillo Leash Free – Free Running Area (Ward 12), was deferred to the October 4, 2021 Public Works Committee meeting.

(j) GENERAL INFORMATION / OTHER BUSINESS (Item 13)

- (i) Amendments to the Outstanding Business List (Item 13.1)**

The following amendments to the Public Works Committee's Outstanding Business List, were approved:

- (a) Items Considered Complete and Needing to be Removed:
- (i) Funding Options for a 5 Year and 10 Year Lead Water Service Line Replacement Plan
Addressed as Item 7.1 on today's agenda - Report PW19094(b)
Item on OBL: ABJ

(ii) Mountain Climber Phase Three Expansion
Addressed as Item 7.2 on today's agenda - Report
PW17026(c)
Item on OBL: AAB

(b) Items Requiring a New Due Date:

(i) COVID-19 Recovery Phase Mobility Plan
Item on OBL: ABE
Current Due Date: September 20, 2021
Proposed New Due Date: October 18, 2021

(ii) Gypsy Moth Control Program
Item on OBL: ABX
Current Due Date: October 18, 2021
Proposed New Due Date: Q1 2022

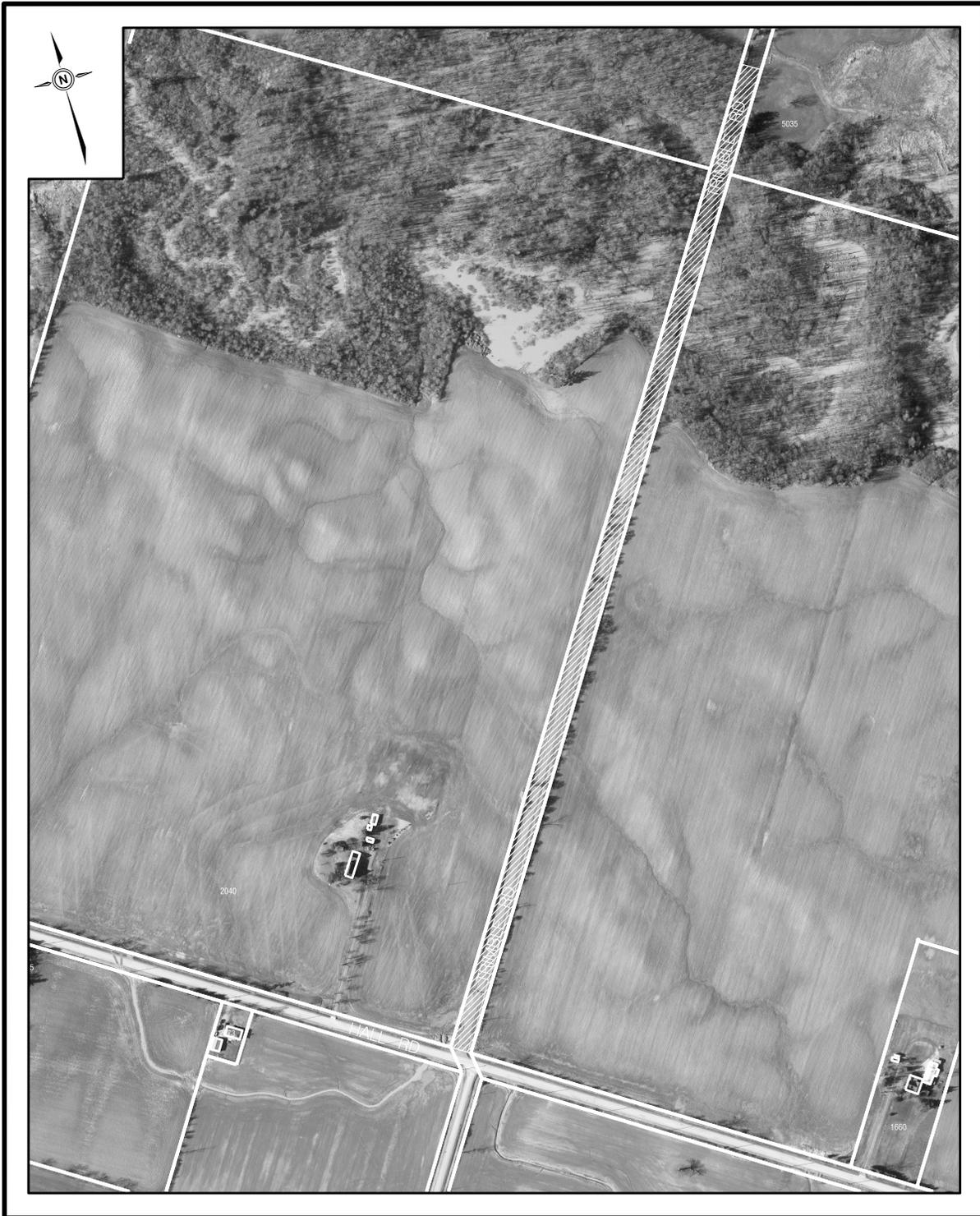
(k) ADJOURNMENT (Item 15)

There being no further business, the Public Works Committee adjourned at 4:01 p.m.

Respectfully submitted,

Councillor A. VanderBeek
Chair, Public Works Committee

Alicia Davenport
Legislative Coordinator
Office of the City Clerk



PROPOSED CLOSURE OF PORTION OF TRIMBLE ROAD

Geomatics & Corridor Management Section
Public Works Department

LEGEND

 Lands to be Closed

NTS | 09/03/2020 | Sketch by: CF



Hamilton

City of Hamilton
City Hall, 71 Main Street West
Hamilton, Ontario
Canada L8P 4Y5
www.hamilton.ca

Transportation Planning Section, Planning & Economic Development Department
Mailing Address: 71 Main Street West, Basement – Mail Room,
Hamilton, ON. L8P 4Y5
Phone: 905-546-2424 ext. 2953
Email: brian.hollingworth@hamilton.ca

August 27, 2021

Katerina Downard
Environmental Policy Office
777 Bay Street
Suite 700
Toronto, ON
M7A 2J8
Canada

Re: ERO 019-3839 Greater Golden Horseshoe (GGH) Transportation Plan

Dear Ms. Downard:

The City of Hamilton (the City) appreciates the opportunity to provide feedback with respect to the Greater Golden Horseshoe (GGH) Transportation Plan and specifically the June 2021 “Towards a Greater Golden Horseshoe Transportation Plan Discussion Paper.” The City welcomes recognition of the need for an integrated transportation system in the GGH region and beyond that provides seamless, safe and accessible mobility for people and goods.

The following is a summary of the City of Hamilton’s staff comments on the Discussion Paper and proposed Vision. Due to reporting Council lead times, staff comments will be formally presented to the City’s Public Works Committee on September 20, 2021 and subsequently to Council on September 29, 2021. Any additional comments or revisions that are raised by City Council will be provided as a supplemental submission.

Proposed 30-Year Vision

The proposed Vision as articulated through nine descriptors, appropriately focuses on key factors such as safety, accessibility, and seamless mobility, all of which are very important to Hamilton. The Vision also includes reference to “supporting a more sustainable and resilient region”. However, it is staff’s opinion, that climate change and its impacts should be more explicit in the 2051 Vision. Notwithstanding this, several of the near-term actions are related to climate change, as is the pillar related to a Connected Transit System. Similarly, several other themes such as public health, an aging population, and the need for sustainable funding are not prominent in the Vision. It may be useful to provide an explanation of the links between the Vision elements and higher-level issues such as climate change and public health.

The City of Hamilton is very much supportive of the direction to include a mix of solutions including new infrastructure, better services, and new policies. This is preferred over more traditional plans which are focused primarily on capacity-based solutions.

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Re: Greater Golden Horseshoe (GGH) Transportation Plan

Connected Transit Systems

The City supports the identified policies and mix of new infrastructure and enhanced transit services. Moving people locally and regionally on a connected and frequent transit system supports the City of Hamilton in achieving its targeted 12% transit mode share as identified in the City's TMP. The City offers the following comments:

- (a) The plan explicitly references the Hamilton Light Rail Transit (LRT) consistent with the recent commitments by the Province and Federal governments as well as the A-line Bus Rapid Transit (BRT) in the mapping, however, there is no mention of the Metrolinx's proposed Frequent Rapid Transit Network (FRTN). The FRTN, which includes Hamilton's BLAST corridors, is a critical part of the City and Regional Transportation Plan. Additionally, there is no mention of the Dundas BRT which would traverse Highway 5 and connect Waterdown.
- (b) A better and connected regional transit system reduces congestion and emissions, increases productivity, and provides faster commute times. It is also critical that these transit connections connect key urban communities and employment centres. The proposed conceptual east-west cross-regional connection (Burlington to Oshawa), which is shown to terminate in Burlington, will not achieve this connectivity unless it is accessible for Hamilton residents and employees. As such, the City looks forward to exploring options for this connector and its potential extension, or alternatively fast frequent feeder connections.
- (c) Increasing the frequency of local transit to every ten minutes across all urban areas is an aspirational target and critical to support more compact mixed-use development. However, such service increases would have significant operational costs and, also require investments in infrastructure to efficiently achieve these service levels. It is recommended that the Final GGH Plan provide greater context to this recommendation and, also outline the financial implications and funding options.
- (d) Similarly, the concept of ensuring 24-hour transit service to the Region's largest employers is also significant for Hamilton's growing Airport Employment Growth District (AEGD) and other hubs; however, it is unclear what role the Province would play in achieving these enhanced service standards.
- (e) One potential gap that the City identified is a higher-order connection between Hamilton, Brant County, and Kitchener/Waterloo Regions. By 2051, the combined population of the three centres will be close to two million people. Currently, there is no viable transit connection between these centres and Hamilton. Given the projected population and employment increase for these three areas, a robust transit solution and managed lanes potentially utilizing managed lanes on Highway 403 and Highway 6 will be required.
- (f) The plan identifies the significance of promoting active/alternative transportation modes as the first choice for short trips and to access transit stations. The City supports this element and looks forward to continuing to work with the Province to improve multimodal connectivity and deliver active transportation infrastructure improvements.

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Re: Greater Golden Horseshoe (GGH) Transportation Plan

Road Elements

The City supports the second pillar of the proposed 2051 vision and the provision of a resilient road network that provides more capacity in the most congested areas, more efficient freight routes and better route alternatives. The City also supports policies related to Travel Demand Management, managed lanes, and leveraging intelligent technologies to address congestion.

We provide the following comments for consideration:

- (a) Hamilton Council has consistently advocated for highway widening projects for Highway 403, Highway 6 South, and the QEW as identified in the discussion paper and background documents. As such, the City is pleased that these are identified explicitly in the GGH Plan.
- (b) The discussion paper recommends widening of Highway 403 between the limits of Paris Road to the Aberdeen and Lincoln Alexander Parkway (LINC) and then from Aberdeen Avenue to Highway 407. As such, there is a gap between Aberdeen and the LINC that is not identified for widening. It is unclear if it is based on the forecasting and needs assessment or due to physical constraints with respect to escarpment. In the 2013 Niagara to GTA Corridor Planning and EA Study Phase 1 Transportation Development Strategy, the proposed widening limits were from King Street/Main Street to Jerseyville Road. The City would like to better understand the background behind this network decision.
- (c) Hamilton Council is on record of requesting the MTO initiate the EA for the Widening of Highway 403, which is the most appropriate way to evaluate widening alternatives and transition points. As part of this work, staff intend to raise the idea of reconfiguring the ramps at King Street and Main Street to allow for two-way operations.
- (d) It is our understanding that interchange improvements are not listed in this discussion paper, however, they are incorporated in the modelling work and will be programed as part of the capital improvement projects by the year 2051. Hamilton Council is on record of advocating for the acceleration of the Highway 5 and 6 interchange in Waterdown given the existing need and rapid growth in this area.
- (e) The City of Hamilton supports the Province's concept for managed lanes as part of any highway expansion which prioritizes higher occupancy modes and other approaches to encourage more sustainable transportation. Map 2 in the Discussion Paper shows managed lanes on both Highway 403 and the QEW, which is appropriate. However, in a recent meeting on the Highway 403/Highway 6 Interchange Study, representatives from MTO indicated that a decision had been made to not extend HOV lanes past the Freeman Interchange. Staff are seeking clarification on the GGH plan in this regard and would advocate that the HOV lanes or other forms of managed lanes are key to achieving more sustainable transportation and consistent with the 2051 Vision.

Freight and Goods Movement

The City is supportive of the high-level criteria identified for the development of an integrated, multimodal Strategic Goods Movement Network (SGMN) to efficiently move goods across the

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Re: Greater Golden Horseshoe (GGH) Transportation Plan

Region. The City is also supportive of real-time system management and deployment of new technologies such as truck platooning. We offer the following suggestions:

- (a) Hamilton is well positioned as a goods movement hub given existing air, rail, marine, and highway infrastructure. All efforts should be made to maximize intermodal connectivity, to, from, and between these assets.
- (b) Off-Peak Delivery (OPD) has the potential to distribute the peak hour traffic, relieve congestion, reduce emission and improve air quality. Conversely, OPD negatively impacts the quality of life for residential communities where land uses are not freight-supportive. Accordingly, Hamilton may adopt a hybrid approach for OPD. Specifically, as part of the City's Truck Route Master Plan Update, the concept of day-time only routes in the downtown is being considered. Ultimately, the decision on OPD may be location specific.
- (c) Working with partners and establishing a framework for truck-pooling to reduce the volume of empty mile trucks on the road system would help achieve the vision of efficient goods movement.
- (d) Given the importance of data collaboration in goods movement planning, the City strongly suggests the development of a freight data collection and collaboration strategy between all levels of governments and key private sector partners. To improve road user safety, the use of electronic logging devices should be a requirement for any mid-size and large-size trucks.
- (e) The development of a regional truck navigation system, inclusive of local and regional strategic goods movement networks, that provides truck drivers direction on-route to legally travel on and places to safely rest could be identified as an early action.
- (f) The City's truck route system is currently under review and will be modified as such to balance the needs of the community and the goods movement industry while providing truck accessibility to key employment destinations. The City observed one discrepancy in the SGMN maps showing the Westbrook Road as a key goods movement corridor. We recommend, in the final plan, the SGMN maps be updated to reflect the council-approved updated truck route network and, in the interim, replace the Westbrook Road with Regional Road 56.
- (g) The Hamilton Transportation Master Plan (TMP) recognizes the need for a strategic goods movement link connecting Hamilton AEGD (Provincially Significant Employment Lands) to Red Hill Valley Parkway. It provides direct connectivity between major transportation terminals (Port and Airport) and significant employment lands.
- (h) There is no mention of policies and plans concerning the use of alternative fuel for goods movement vehicles and infrastructure to support the transition from diesel to carbon-neutral fuel sources.

NEAR TERM ACTIONS

The City is supportive of the breadth of the near-term actions as they represent the balance of infrastructure, policies and services. The near-term actions highlighted in the discussion paper

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Re: Greater Golden Horseshoe (GGH) Transportation Plan

are in line with the actions identified in the Hamilton TMP, thus represents opportunities for partnership with the Province for greater leverage.

Key near-term actions of significance for Hamilton are advancing the Hamilton LRT, completion of the Highway 5/6 interchange, and extending two-way, all-day GO rail service.

Notably, Hamilton is a leader in the testing of new technology around connected and autonomous vehicles through the Autonomous Vehicle Innovation Network (AVIN). Hamilton is one of six Regional Technology Development Sites (RTDS). In partnership with the RTDS, Hamilton is exploring the deployment of emerging technologies to improve safety and efficiency in multimodal transportation systems. Moreover, Hamilton's soon to be implemented pilot project for on-demand transit will serve as a test model for other communities.

NEXT STEPS AND IMPLEMENTATION CONSIDERATIONS

In response to the question posed by the Province: "What implementation considerations do you see as most critical as we develop the GGH Transportation Plan to support effective implementation at a regional level, for the province and for its partners?", we would like to highlight three critical areas with respect to implementation:

1. Coordination of Land Use and Transportation Planning

The success of the GGH Transportation Plan is contingent on strong land use policies that direct and facilitate compact mixed-use developments focused on transit corridors. Similarly, major transit investments such as Hamilton's LRT project and the GO Rail enhancements are drivers of more efficient land use patterns. The GGH Plan presents an opportunity to align land use and transportation plans starting with the Provincial Growth Plan through to municipal Official Plans and Secondary Plans.

2. Embracing Innovation

Events that have taken place over the past year and a half as a result of COVID-19 have demonstrated the potential for innovation to have a profound effect on transportation. One example is the move to working from home that was facilitated through rapid deployment of technology in combination with policy changes. It is expected that this type of innovation, along with vehicle technologies, data gathering, and shared mobility will continue to change at a rapid pace and require partnerships between governments, the private-sector and individuals. It will be important, however, to closely monitor this innovation to ensure that interests of individual citizens are protected, and that changes do not result in greater inequalities because of income, ethnic background or physical abilities.

3. Sustainable and Predictable Funding

The past several years has seen major investments in transportation by senior levels of government, and in some cases, investments in areas not traditionally funded, such as active transportation. Notwithstanding these unprecedented investments, there remains many challenges for municipalities in terms of funding for operations, maintenance, and asset preservation. To be successful, the GGH Transportation Plan needs to be grounded by a long-term financial strategy that provides predictability to investments and operations at all

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August 27, 2021

Re: Greater Golden Horseshoe (GGH) Transportation Plan

levels of government. This is particularly important as many of the actions identified in the plan, such as provision of 24-hour transit service to major employment hubs, may require different funding models than are currently in place.

Sincerely,

A handwritten signature in cursive script that reads "Brian Hollingworth".

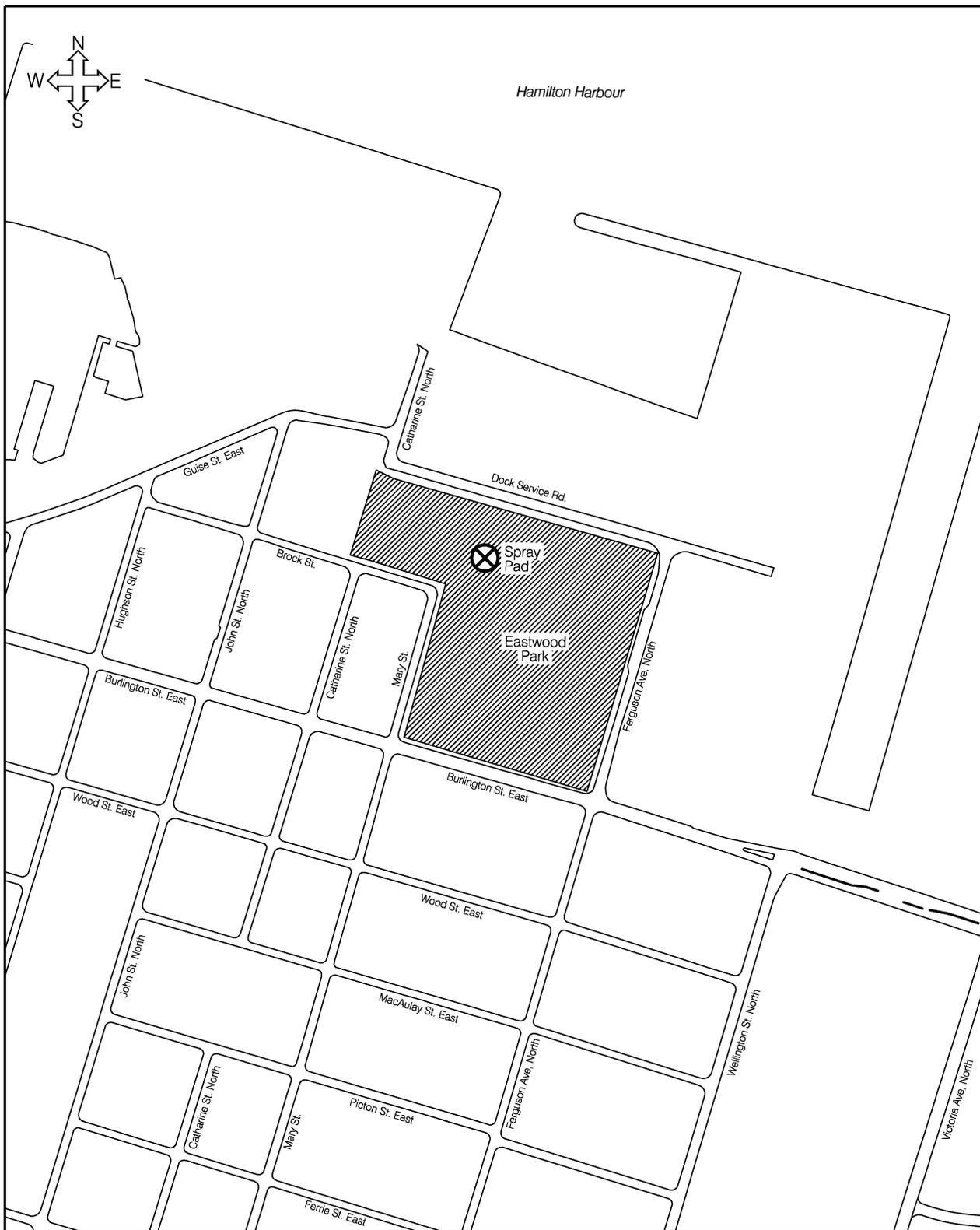
Brian Hollingworth, P.Eng.
Director, Transportation Planning and Parking
City of Hamilton (COH)

cc: Mike Field, Acting Director, Transportation Operations and Maintenance, COH
Edward Soldo, Chief Road Official, COH
Tony Sergi, Senior Director, Growth Management, COH
Gord McGuire, Director, Engineering Services, COH
Steve Robichaud, Chief Planner and Director of Planning, COH
Steve Molloy, Manager, Transportation Planning, COH

Appendix "C" to Item 8 of Public Works Committee Report 21-013
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**City of Hamilton
Automated Speed Enforcement Deployment Schedule - 2022**

Location	Ward	Zone Type	"Coming Soon" Sign Installation Date	ASE Operation Date
Upper Sherman Avenue - Limeridge Road East to Mohawk Road East	7	Community Safety Zone	October 2021	January 2022
Cranbrook Drive - Gretna Court to Glenvale Drive	14	Community Safety Zone & School Zone		
Aberdeen Avenue - Locke Street South to Longwood Road South	1	Community Safety Zone & School Zone	November 2021	February 2022
West 5th Street - Limeridge Road West to Mohawk Road West	8	Community Safety Zone & School Zone		
Scenic Drive - Mohawk Road West to Sanatorium Road	14	Community Safety Zone	December 2021	March 2022
Centre Road - Parkside Drive to Concession 5 East	15	Community Safety Zone & School Zone		
Winterberry Drive - Glenhollow Drive to Paramount Drive	9	Community Safety Zone & School Zone	January 2022	April 2022
Parkdale Avenue North - Queenston Road to Melvin Avenue	4	Community Safety Zone & School Zone		
Millen Road - Maple Drive to Highway No. 8	10	Community Safety Zone	February 2022	May 2022
Jerseyville Road East - Fiddler's Green Road to Meadowbrook Drive	12	Community Safety Zone & School Zone		
Old Ancaster Road - Ogilvie Street to Turnbull Road	13	Community Safety Zone	March 2022	June 2022
Mohawk Road East - Upper Wentworth Street to Upper Sherman Avenue	7	Community Safety Zone & School Zone		
Victoria Avenue North - Charlton Avenue East to Wilson Street	3	Community Safety Zone	April 2022	July 2022
Centennial Parkway North - Queenston Road to Barton Street East	5	Community Safety Zone		
Upper Ottawa Street - Fennell Avenue East to Mohawk Road East	6	Community Safety Zone	May 2022	August 2022
Robson Road - Parkside Drive to Concession 5 East	15	Community Safety Zone		
Kitty Murray Lane - Stonehenge Drive to Garner Road East	12	Community Safety Zone	June 2022	September 2022
Dundurn Street South - Herkimer Street to Aberdeen Avenue	1	Community Safety Zone & School Zone		
James Street South - St. Joseph's Drive to Aberdeen Avenue	2	Community Safety Zone	July 2022	October 2022
Lake Avenue North - Jackson Lane to Barton Street East	5	Community Safety Zone & School Zone		
Kenilworth Avenue North - Cannon Street East to Barton Street East	4	Community Safety Zone	August 2022	November 2022
Upper Wellington Street - Limeridge Road East to Mohawk Road East	7/8	Community Safety Zone & School Zone		
Upper James Street - Lincoln Alexander Parkway to Stone Church Road East	8	Community Safety Zone	September 2022	December 2022
Trinity Church Road - Pinehill Drive to Golf Club Road	11	Community Safety Zone		



 Proposed Works

City of Hamilton
Ward 2
Eastwood Park

CITY OF HAMILTON
Public Works Department
General Manager, Dan McKinnon

September 2021

CONTRACT No.