

**Transportation Working Group**  
**Meeting Notes**  
**May 28, 2024**

Absent: Tim M, Anthony F.

1. Received agenda.

2. Mike Fields talked to us about the Main St. W. two way conversion.

- Council approved plan to expedite conversion of Main Street before LRT construction begins.
- Detailed design of project will take about a year and a bit to complete.
- The corridor reconstruction project will take 2 years to complete, with engineering services hiring a consultant for detailed design.
- Consultant will lead detailed design with input from staff, considering detour routing and accommodations for motorists, pedestrians, and cyclists.
- Engineering is responsible for the project, but the control of the traffic network has been reduced due to a cyber attack.
- James asks for the name of the person responsible for the project, but engineering is still investigating the issue.

## **Traffic changes in Hamilton, including two-way streets and LRT construction.**

- The city is planning to convert one-way streets to two-way streets, with a phased approach to help people adjust to the change.
- The city experiences resistance to changes in traffic patterns, and soft conversions are used to gradually introduce new traffic flow.
- Mike explains how two-way transit will operate on Main Street despite LRT construction.

## **Impact of Main Street two-way conversion on bus routes and pedestrian safety.**

- Mike explains that busses will continue to run on King Street until it's closed off for LRT construction.
- Tim asks if the number one bus will run on both King Street and Main Street simultaneously, and Mike replies that it will.
- Discuss details of Main Street reconstruction, including pedestrian enhancements.
- Discuss Main Street two-way conversion, prioritizing pedestrian and cyclist safety while balancing motorist concerns.

## **Construction impacts on roads, sidewalks, and transit stops.**

- Mike explains engineering services' considerations for accommodating transit stops during construction.
- Stakeholders and parties impacted by construction will be consulted and accommodated during project.

3. Michelle, Marco and Liz discussed the appeal panel and do not leave unattended policy.

#### ATS Eligibility Appeal Panel:

- a. ATS reminded TWG of presentation of Appeal Policy provided at ACPD April 9, 2024
- b. Draft update for Council is pending Director review; once approved, website updates will be posted and ATS will await TWG feedback on web access to documents
- c. RFQ for the clinical member on panel is in process; once the contract is established this will dictate timing for appeal panel training; Michelle and Jessica Bowen have met to begin working on contents of training
- d. Posting the appeal policy publicly will at least allow applicants to understand they have recourse to temporary eligibility until appeal panel is established; appeals are currently very rare
- e. Due to timeline for training in late October/ early November 2024, there is time for ACPD to consider what their participation on the appeal panel will look like; it is up to ACPD and TWG on how they want their appeal panel members to be chosen from the committee
- f. Question raised of monetary compensation for person with lived experience versus payment of health care professional for clinical expertise

- g. Michelle understood that ACPD members cannot receive monetary compensation for their participation; it was discussed whether the layperson has to be a member of ACPD or someone endorsed/ recommended by ACPD who could then receive some compensation
- h. Tim Nolan feels it is a matter of justice to compensate the layperson for their time; Michelle thanked him for raising this and will look into the matter further if this is the wish of TWG
- i. ATS can train numerous panel members and alternates; it has been previously discussed with ACPD that once a robust training program and materials are produced, it can be housed somewhere so it is accessible on an ongoing basis
- j. Michelle agreed to provide an update at the June 25 TWG meeting with respect to possibilities that are in accordance with procedures for ACPD members/ members of the community with lived experience to participate

#### Do Not Leave Unattended Policy (DNLU)

- a. Currently housed as DARTS passenger-facing policy PS 4.1.2 which was last reviewed at TWG in 2013; its related DARTS operational policy was last reviewed in 2018
- b. ATS wishes to prioritise this policy for review as client lack of understanding of the process impacts

- service and causes delays, and there is also the issue of managing risk and liability
- c. Need to ensure clear communication to families, guardians, programs or group homes regarding the level of independence that is required on board the vehicle for safe travel and exactly what support will and will not be provided by DARTS operators
  - d. ATS also needs to manage liability when DNLU is only applied to one leg of the trip and client can be left unattended at home, e.g., clients with intellectual disability or seniors with early stage dementia who live at home independently with other supports in place
  - e. Historically, ATS has allowed one-sided DNLU because insisting on two-sided DNLU in the above cases can cause hardship to caregivers
  - f. The above reasons are why ATS is prioritising the policy for review: to make sure that it's communicated properly, that everybody's safe, and that we are managing liability and risk as well
  - g. Current policy was read aloud for the benefit of all present; some discussion took place of what happens when no one is home to meet a DNLU client under current DARTS operational policy
  - h. Question was raised re: what taxi drivers do on school runs for vulnerable students in similar circumstances, presumably this costs money on the metre

- i. Suggestion was made of applying a financial penalty to the family when no one is there for the handoff
- j. 2004 HRTTO decision eliminated financial penalty for late cancels and no shows and may apply to other types of infractions on transit, but Michelle can ask about this as there is no requirement under AODA to have a DNLU service
- k. Some discussion took place about eliminating the service altogether; however, many families rely on it and it works well for them
- l. Quick win is for ATS to provide an information insert to new clients with DNLU designation. This is easily done to educate new clients.
- m. ATS application form is due for updates to improve accessibility, we could take the opportunity to add mandatory section for DNLU clients – waiver to sign
- n. ATS feels the process can be managed with better tools and better communication to families that cover our own risk and liability
- o. ATS has provided TWG with the document, and hopes TWG will review it and send back their comments, thoughts and suggestions for further review before or at the next TWG meeting on June 25<sup>th</sup>
- p. Once reviewed, ATS will draft the clean and updated policy including any related tools and forms and send it all to Legal for review

4. TWG working plan. Tim asked if we could leave it until the next term. Will keep it on the agenda for a while.

5. Adjournment.