



PUBLIC WORKS COMMITTEE REPORT 24-017

1:30 p.m.
Monday, December 2, 2024
Council Chambers (Hybrid)
Hamilton City Hall
71 Main Street West

Present: Councillor M. Spadafora (Chair), A. Wilson (Vice Chair), J. Beattie, C. Cassar, J.P. Danko (Virtually), M. Francis, T. Hwang, T. Jackson (Virtually), C. Kroetsch, T. McMeekin, M. Tadeson and M. Wilson

Absent with Regrets: Councillor N. Nann – City Business
Councillor E. Pauls – Personal

Also in Attendance: Councillor B. Clark

THE PUBLIC WORKS COMMITTEE PRESENTS REPORT 24-017 AND RESPECTFULLY RECOMMENDS:

1. Feasibility and Costs to Construct a Multi-Use Trail on the South Side of Mud Street (PED24224/PW24079) (Ward 9) - REVISED (Item 9.1)

WHEREAS at the August 16, 2023, Public Works Committee staff were directed to assess the feasibility and costs to construct a multi use path on the south side of Mud Street that would directly connect Paramount Drive to Winterberry Drive;

WHEREAS staff have completed the feasibility assessment and cost estimates and prepared a report to Public Works (PED24224/PW24079); and

WHEREAS the construction of a multi-use path on the south side of Mud Street is feasible, an alternative option to create a connection through the community may provide greater benefit at a lower cost.

THEREFORE, BE IT RESOLVED:

- (a) That Report PED24224/PW24079, respecting Feasibility and Costs to Construct a Multi-Use Trail on the South Side of Mud Street (Ward 9) – REVISED, be received;
- (b) That staff be directed to advance the Option 3 design for a community connector and that the estimated cost of \$313,000 to implement be funded through the GFL Landfill Royalties; and
- (c) That staff be directed to review way finding signage for pedestrians.

2. Tim Hortons Field Food Waste and Recycling (PW24083) (City Wide) (Outstanding Business List Item) (Item 9.2)

That Report PW24083, respecting Tim Hortons Field Food Waste and Recycling, be received.

3. Hamilton Street Railway Accessibility Delegation Response (PW24084) (City Wide) (Outstanding Business List Item) (Item 9.3)

That Report PW24084, respecting Hamilton Street Railway Accessibility Delegation Response, be received.

4. Accessible Transportation Services 2023 Customer Satisfaction Results (PW24085) (City Wide) (Item 9.4)

That Report PW24085, respecting Accessible Transportation Services 2023 Customer Satisfaction Results, be received.

5. Changes to Bus Detour Communications (PW24086) (City Wide) (Item 9.5)

That Report PW24086, respecting Changes to Bus Detour Communications, be received.

6. Harmful Algal Bloom Strategy (PW24087) (City Wide) (Outstanding Business List Item) (Item 9.6)

That Report PW24087, respecting Harmful Algal Bloom Strategy, be received.

7. Waste Management Sub-Committee Report 24-004 - November 14, 2024 – REVISED (Item 9.7)

That Waste Management Sub-Committee Report 24-004 – November 14, 2024 – REVISED, be received.

8. Bill 212 – Proposed, Reducing Gridlock, Saving You Time Act, 2024 (PED24226) (City Wide) (Item 11.1)

- (a) That Council endorse the submissions and recommendations in Appendix "A" attached to Public Works Committee Report 24-017, regarding the proposed Bill 212 - *Reducing Gridlock, Saving You Time Act, 2024*;
- (b) That the Director of Transportation Planning and Parking be authorized and directed to confirm the submissions and recommendations made to the Province resulting from Council's review and decisions on Report PED24226; and
- (c) That staff report back to Council should Bill 212 - *Reducing Gridlock, Saving You Time Act, 2024* be proclaimed on any required process, fee and By-law changes necessary to implement the proposed changes.

9. Realigned Gardens Program (PW24031(a)) (City Wide) (Item 11.2)

- (a) That the community-based garden programs be consolidated, within the Public Works Department, Environmental Services Division, with the other garden programs already managed by the Division. This includes, but is not limited to, the planning, administration, management, and operations of each program, noted in the Historical Background section of this Report;
- (b) That the funding allocated for resources (\$9,000) associated with administering the community gardens portfolio be approved for transfer from the Office of Climate Change Initiatives Division to the Environmental Services Division, Business Programs Section's operating budget; and
- (c) That the request by the Environmental Services Division for two (2) Full Time Employee enhancements and a vehicle at a cost of \$372,493, be referred to the 2025 Tax Operating Budget Process, as follows:
 - (i) One (1) Full Time Gardener I, within the Forestry and Horticulture Section, to undertake the operations and maintenance of the community garden and pollinator garden spaces and provide subject matter expertise as required;
 - (ii) One (1) Full Time Program Coordinator, within the Business Programs Section, to undertake administration and coordination of the community garden and pollinator garden programs, including volunteer coordination and cross-Sectional and cross-Divisional liaison; and

- (iii) One (1) pick-up truck for the Forestry and Horticulture Section, for staff to use to support the community garden and pollinator garden spaces.

10. Internal Infill Pilot Program to Address Activities on City Right-of-Way (PW24044(a)/PED24086(a)) (City Wide) (Outstanding Business List Item) (Item 11.3)

- (a) That the amending By-law, which amends By-law 15-091, being a By-law to regulate the Installation of Equipment on Roads By-law 15-091, within the City of Hamilton, attached as Appendix “A” to Report PW24044(a)/PED24086(a), which has been prepared in a form satisfactory to the City Solicitor, be approved; and
- (b) That the amending By-law, which amends By-law 86-077, being a By-law to Consolidate: Streets By-law No. 9329 within the City of Hamilton, attached as Appendix “B” to Report PW24044(a)/PED24086(a), which has been prepared in a form satisfactory to the City Solicitor, be approved.

11. Process Used to Inform the City’s Planning, Execution and Communication of Major Infrastructure Works (Item 12.1)

WHEREAS, Hamilton City Council has identified job creation and business growth as a priority in its commitment to sustainable economic and ecological development;

WHEREAS, Hamilton’s 2021-2025 economic action plan recognizes that investing in key infrastructure and placemaking is vital to Hamilton’s local economic growth and development;

WHEREAS, in compliance with Ontario Regulation 588/17: Asset Management Planning for Municipal Infrastructure, the City of Hamilton has taken a number of steps to advance assessment management in Hamilton which will result in much needed active civil works throughout the city, including commercial and industrial areas;

WHEREAS, the City of Hamilton has committed to increasing the roads/bridges/sidewalk/streetlighting/traffic funding block from \$65.9M in 2023 to \$193.5M in 2033 to address an annual funding gap of \$94.7M for its transportation assets;

WHEREAS, the City of Hamilton has committed to a waterworks rate increase of 10% in each year from 2024 through 2033 to fund the \$87M in projected infrastructure requirements over the next decade. These civic works will also impact some neighbouring commercial and industrial businesses; and

WHEREAS, City Council has committed to prioritizing customer service and proactive communication as part of the municipality's ongoing efforts to enhance public engagement and responsiveness;

THEREFORE, BE IT RESOLVED:

That staff be requested to report back to the Public Works Committee on the present process used to inform the City's planning, execution and communication of major infrastructure works particularly in relation to adjacent businesses and institutions for Q1, 2025.

12. Feasibility of Solar Waste Bins Along Roadside Locations (Item 12.3)

That staff be requested to report on the feasibility of solar waste bins along roadside locations with the goal of achieving operational, capital efficiencies and cost savings.

13. Good Roads Letter Of Support To Province For The Establishment Of An Ontario Rural Road Safety Program (Item 12.4)

WHEREAS, official statistics from the Government of Ontario confirm that rural roads are inherently more dangerous than other roads;

WHEREAS, despite only having 17% of the population, 55% of the road fatalities occur on rural roads;

WHEREAS, rural, northern, and remote municipalities are fiscally strained by maintaining extensive road networks on a smaller tax base;

WHEREAS, preventing crashes reduces the burden on Ontario's already strained rural strained health care system; and

WHEREAS, roadway collisions and associated lawsuits are significant factors in runaway municipal insurance premiums. Preventing crashes can have significant impact in improving municipal risk profiles.

THEREFORE, BE IT RESOLVED:

- (a) That the City of Hamilton requests that the Government of Ontario take action to implement the rural road safety program that Good Roads has committed to lead. It will allow Ontario's rural municipalities to make the critical investments needed to reduce the high number of people being killed and seriously injured on Ontario's rural roads;
- (b) That a copy of this resolution be forwarded to Premier Doug Ford, Honourable Prabmeet Singh Sarkaria, Minister of Transportation, Honourable Kinga Surma, Minister of Infrastructure, Honourable Rob Flack, Minister of Agriculture, Honourable Lisa Thompson, Minister of Rural Affairs, Honourable Trevor Jones, Associate Minister of Emergency Preparedness and Response, and Honourable Sylvia Jones, Minister of Health, and Good Roads; and
- (c) That Public Works Transportation Staff be a participant in the rural road safety program with Good Roads if established by the Government of Ontario.

14. Hamilton Rural Road Safety Consulting Assignment for All Wards With Rural Roads (Wards 9, 10, 11, 12, 13, 15) (Item 12.5)

WHEREAS, residents in rural Hamilton have observed significant increases in through traffic on roads and that many of these vehicles are traveling in rates far exceeding the posted speed limit which they believe make these road more dangerous;

WHEREAS, rural roadways are straight and unencumbered and the Council Approved Speed Limit Policy and MTO speed limit guideline will often recommend setting higher speed limits on rural roadways due to their geographical area and characteristics of the roadway;

WHEREAS, industrial development in rural-adjacent areas is one of the sources of the increased traffic and planned development in future years will only increase the number of vehicles on some rural roads;

WHEREAS, rural roads do not have sidewalks and rural residents use their neighbourhood roads to walk for leisure and exercise; and

WHEREAS, some traffic calming measures used in urban areas are currently regarded as incompatible for rural roads so alternate measures would need to be implemented to improve road safety.

THEREFORE, BE IT RESOLVED:

- (a) That the Transportation Division be authorized and directed to complete a jurisdictional scan and consulting assignment to review best practices and other available tools that could be effective in enhancing road safety for all road users on Hamilton's rural roads and report back in Q3 2025;
- (b) That all costs associated with the rural road safety consulting assignment and jurisdictional scan be funded from the Automated Traffic Enforcement Reserve #112203 at an upset limit, including contingency, not to exceed \$150,000; and
- (c) That the General Manager of Public Works 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.

15. Water Service Permit for 7030 Twenty Road East (Ward 11) (Item 12.6)

WHEREAS, 7030 Twenty Road East is located outside of the City of Hamilton urban boundary and therefore doesn't qualify for municipal sewer and water connection;

WHEREAS, many rural properties in the vicinity of 7030 Twenty Road East which are also located outside of the City of Hamilton urban boundary benefit from a connection to the City's water distribution system, including several immediate neighbours of 7030 Twenty Road East;

WHEREAS, 7030 Twenty Road East desires to have the same benefit of a connection to the City's water distribution system that their neighbours receive;

WHEREAS, a municipal public watermain and a private watermain run in close proximity to 7030 Twenty Road East; and

WHEREAS, 7030 Twenty Road East is willing to pay all required costs to establish a service connection to the City's water distribution system.

THEREFORE, BE IT RESOLVED:

- (a) That the Public Works Department and Planning and Economic Development Department develop an information report to be brought forth to the appropriate committee of Council that identifies the following:
 - (i) The history of the rural properties in the vicinity of 7030 Twenty Road East including when the service connections were established, the authority under which the service connections were established, and how the service connections were paid for;

- (ii) The Provincial regulations, Council approved policies and City bylaws that govern the connection of rural properties to the City's water distribution system; and
- (iii) Any technical challenges or considerations related to the extension of a new private water service from the municipal public watermain on Miles Rd. to 7030 Twenty Road East, including solutions that would make the water service viable (if any).

16. Feasibility Study for the Relocation of the Kenora Transfer Station (Ward 5) (Item 12.2)

WHEREAS, the City of Hamilton owns and operates three Community Recycling Centres and Transfer Stations used to accept, consolidate and transfer waste collected from eligible sources;

WHEREAS, the City of Hamilton owns and operates the Kenora Community Recycling Centre and Transfer Station located at 460 Kenora Avenue, Hamilton;

WHEREAS, the City of Hamilton has the Centennial Neighbourhoods Secondary Plan which its purpose is to create a long-term land use plan which capitalizes on planned major transit improvements and provides guidance for built form and public infrastructure improvements; and

WHEREAS, the proximity of odours and environmental impacts from the Kenora transfer station is detrimental to economic development and growth, spurred from the new Centennial Go Station.

THEREFORE, BE IT RESOLVED:

- (a) That Waste Management staff be directed to conduct a feasibility study to examine the opportunity of relocating the Kenora Transfer Station operations only, leaving the Community Recycling Centre and report back to Public Works committee including potential next steps and costs in Q3 2025; and
- (b) That Real Estate staff examine the feasibility of utilizing the portion of the property that contains the Kenora Transfer Station operations for land opportunities for redevelopment, potential land swap opportunities, potential affordable housing opportunities and potential cost recovery of land disposition and report back to the General Issues Committee with options.

FOR INFORMATION:

(a) APPROVAL OF AGENDA (Item 2)

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

6. DELEGATION REQUESTS

- 6.1 Alex Sears respecting HSR Issues and Garbage Collection (In person) (For a future meeting)
- 6.2 Delegation Requests respecting Item 9.3, Hamilton Street Railway Accessibility Delegation Response (PW24084) (City Wide) (For today's meeting)
 - (a) James Kemp (Virtually) - WITHDRAWN
 - (b) Tim Nolan, Accessibility Hamilton Alliance (In person) - WITHDRAWN
- 6.3 James Kemp respecting Item 9.4, Changes to Bus Detour Communications (PW24086) (City Wide) (Virtually) (For today's meeting) - WITHDRAWN

9. CONSENT ITEMS

- 9.1 Feasibility and Costs to Construct a Multi-Use Trail on the South Side of Mud Street (PED24224/PW24079) (Ward 9) – REVISED
- 9.7 Waste Management Sub-Committee Report 24-004 - November 14, 2024 – REVISED

12. MOTIONS

- 12.2 Feasibility Study for the Relocation of the Kenora Transfer Station (Ward 5) – REVISED

CHANGES TO THE ORDER OF ITEMS:

- 12.2 Feasibility Study for the Relocation of the Kenora Transfer Station (Ward 5) to be considered immediately following Item 12.6.

The Agenda for the December 2, 2024, 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 PREVIOUS MEETING (Item 4)

(i) November 18, 2024 (Item 4.1)

The Minutes of the November 18, 2024, meeting of the Public Works Committee were approved, as presented.

(d) COMMUNICATION ITEMS (Item 5)

(i) Correspondence from Lacie Dearsley respecting Speed Humps (Item 5.1)

The Correspondence from Lacie Dearsley respecting Speed Humps, was received.

(e) DELEGATION REQUESTS (Item 6)

(i) The following Delegation Request was approved:

- (1) Alex Sears respecting HSR Issues and Garbage Collection (In person) (For a future meeting) (Item 6.1)

(f) DELEGATIONS (Item 7)

(i) Lisa DiCesare respecting Traffic Safety on Middletown Road (In person) (Approved November 18, 2024) (Item 7.1)

Lisa DiCesare addressed Committee respecting Traffic Safety on Middletown Road.

The Delegation from Lisa DiCesare respecting Traffic Safety on Middletown Road, was received.

(g) CONSENT ITEMS (Item 9)

(i) Feasibility and Costs to Construct a Multi-Use Trail on the South Side of Mud Street (PED24224/PW24079) (Ward 9) – REVISED (Item 9.1)

- (1) That Report PED24224/PW24079, respecting Feasibility and Costs to Construct a Multi-Use Trail on the South Side of Mud Street (Ward 9) - REVISED, be received.

- (2) Report PED24224/PW24079, respecting Feasibility and Costs to Construct a Multi-Use Trail on the South Side of Mud Street (Ward 9) - REVISED, was **amended**, as follows:

WHEREAS at the August 16, 2023, Public Works Committee staff were directed to assess the feasibility and costs to construct a multi use path on the south side of Mud Street that would directly connect Paramount Drive to Winterberry Drive;

WHEREAS staff have completed the feasibility assessment and cost estimates and prepared a report to Public Works (PED24224/PW24079); and

WHEREAS the construction of a multi-use path on the south side of Mud Street is feasible, an alternative option to create a connection through the community may provide greater benefit at a lower cost.

THEREFORE, BE IT RESOLVED:

- (b) ***That staff be directed to advance the Option 3 design for a community connector and that the estimated cost of \$313,000 to implement be funded through the GFL Landfill Royalties; and***
- (c) ***That staff be directed to review way finding signage for pedestrians.***

For further disposition of this matter, refer to Item 1.

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

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

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

- (1) Items Considered Complete and Needing to be Removed (Item 14.1(a)):
- (i) Internal Infill Pilot Program to Address Activities on City Right-of-Way (Item 14.1(a)(a))
Added: July 10, 2024
Addressed as Item 11.3, PW24044(a)/PED24086(a) (on today's agenda)

- (ii) Maintenance and Beautification of Birch Avenue Green Space and Gardens (Item 14.1(a)(b))
Added: June 4, 2024
Addressed as Item 11.2, PW24031(a) (On today's agenda)
 - (iii) Feasibility and Costs to Construct a Multi-Use Trail on the South Side of Mud Street (Ward 9) (Item 14.1(a)(c))
Added: August 16, 2023
Addressed as Item 9.1, (PED24224/PW24079) (On today's agenda)
 - (iv) Tim Hortons Field Food Waste and Recycling (Item 14.1(a)(d))
Added: September 30, 2024
Addressed as Item 9.2, PW24083 (On today's agenda)
 - (v) Hamilton Street Railway Accessibility Delegation Response (Item 14.1(a)(e))
Added: February 5, 2024
Addressed as Item 9.3, PW24084 (On today's agenda)
 - (vi) Preventing Outbreaks of Algae Bloom in the Future (Item 14.1(a)(f))
Added: August 16, 2024
Addressed as Item 9.6, PW24087 (On today's agenda)
 - (vii) Hamilton Street Railway (HSR) Fare Policies (Item 14.1(a)(g))
Added: December 12, 2023
Addressed as Item 8.1, PW23024(b) (On October 15, 2024)
- (i) **ADJOURNMENT (Item 16)**

There being no further business, the Public Works Committee meeting adjourned at 4:43 p.m.

Respectfully submitted,

Councillor Spadafora, Chair
Public Works Committee

Carrie McIntosh
Legislative Coordinator
Office of the City Clerk



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Sent VIA ERO Posting

RE: ERO Posting 019-9265, Bill 212 - *Reducing Gridlock, Saving You Time Act, 2024 – Building Highways Faster Act, 2024*

The intent of this letter is to provide the City of Hamilton's comments on ERO Posting 019-9265, Bill 212 - *Reducing Gridlock, Saving You Time Act, 2024 – Building Highways Faster Act, 2024*.

Staff will be taking a report to Public Works Committee on December 2, 2024 and to Council on December 11, 2024 outlining our submission. Council's position will be forwarded to the Province once it has been ratified.

Overview of Bill 212 Changes

Ministry of Transportation Ontario is proposing a new act under Bill 212 *Reducing Gridlock, Saving You Time Act, 2024* called *Building Highways Faster Act, 2024*. The new Act, if passed, will accelerate highway construction for designated priority projects to support the movement of goods and people across Ontario.

If enacted, this Bill would accelerate the building of various highway projects, including Highway 413 and would provide an exemption from the *Environmental Assessment Act* for enterprises, activities, proposals, plans and programs related to the construction of Highway 413.

The Bill also requires prescribed municipalities to seek Provincial approval to allow for the implementation of new bicycle lanes that require the removal of an existing lane of traffic. Approval will be based on a set of specified criteria, to be set out in guidance and/or regulation.

The majority of comments below pertain to the proposed legislation concerning bicycle lanes.

Municipal Responsibilities and Authority

- Concerns tied to infrastructure implementation – instead of being able to assess and proceed based on City internal process, Staff must spend additional time and resources to go through the provincial approval process.

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RE: ERO Posting 019-9265, Bill 212 - *Reducing Gridlock, Saving You Time Act, 2024* – *Building Highways Faster Act, 2024*

- There is no connection or acknowledgement of the *Environmental Assessment Act* and associated projects. We have ongoing projects that are already going through a rigorous assessment process. It needs to be made clear whether it is expected that these projects also go through a separate approval process. This can also include lanes approved through a Transportation Master Plan (following Municipal Class Environmental Assessment process) or through another City-wide plan that would have included public engagement, assessment work and would have been approved by Council and/or the Ministry of Environment, Conservation and Parks.
- The Bill gives no consideration to previous Council approval for active transportation projects. All projects are approved through Council (either through a standalone project report or through the capital budget process) - with the proposed Bill halting any projects that have not been tendered, it places projects that have been approved by Council but are still in the planning or design process, in a difficult position.
- The provision of sufficient space and separation of cycling is essential. Municipalities are already assessing projects and are making informed decisions as to locations for road diets where the needs of all road users of all ages and abilities are considered.
- City staff are better positioned to determine the most appropriate location for bike lanes based on local knowledge and community input, municipalities develop transportation plans that balance traffic flow with planning priorities like active transportation, multimodal transportation and environmental and health protection.
- Bill 212 could conflict with the recent City of Hamilton Council direction to implement the current Cycling Master Plan on an accelerated timeline and would/could add additional costs as a result of requiring provincial approval.
- Municipalities understand the needs of their communities, including infrastructure needs. Matters such as this are better handled at the local, municipal level, rather than through provincial oversight. Considering the concerns flagged above, we believe that in this situation provincial oversight will lead to more red tape on municipal infrastructure projects.

Process and Logistical Concerns

- Significant concerns about the proposal. There is little to no detail provided but it would impact a significant number of ongoing/planned projects.
- The Bill does not indicate what the approval process will be, or timelines tied to establishing one.
- The Bill does not describe the process/requirements tied to the province requesting an assessment or timelines tied to establishing a process.
- This will lead to significant project delays and cost overruns.
- We request that timelines be established for: the official enactment of this Bill; the development and release of the application process; the review of applications by

the Ministry; the development and release of the Ministry-requested assessment process; and the review of assessments by the Ministry.

- The lack of information will make it impossible for municipalities to prepare – whether it is changing capital plans, scoping transportation assessments in a manner that aligns with the future Provincial requirements or starting to prepare applications.
- There is no clear definition of travel lane; making it difficult to gauge which projects could be impacted. For example, some projects in the implementation stage in Hamilton involve a road diet to accommodate cycling lanes. The road allows for both parking and travel, depending on the time of day. How is this factored in and are parking lanes or partial parking lane removal under consideration as part of this Bill?
- Very little information has been provided on the process to evaluate previously implemented projects that may be subject to an assessment request that were completed in the last 5 years. More clarity and transparency needs to be provided for this process to be fair and effective.
- There are overall concerns on the lack of noted timelines associated with obtaining approval from the Province for bike lanes and provided a reasonable implementation timeline for projects. The City seeks clarification from the Province on the review timelines.
- It is unclear if the intent of the legislation is only associated with motor vehicle travel lanes or if the removal of on-street parking to accommodate bike lanes is permitted.
- The lack of criteria, thresholds or impacts should be identified and considered prior to creating a blanket approval process for bike lanes.
- Required data (whether to approve a new bike lane or to consider removing existing ones) is unclear as to what is required and how it will be analyzed.

Policy Concerns

- This directly contradicts the Provincial Strategic Plan - "*Helping Ontario's most vulnerable by keeping costs down and continuing to reduce red tape to put money back into the pockets of the people of Ontario*". Bike lanes and active transportation infrastructure are critical and provide an accessible, healthy, safe and affordable means of transportation.
- There are already provincial tools in place to guide and direct cycling infrastructure development, such as the Ontario Traffic Manual (OTM) - Book 18. These guidance documents, along with City Transportation Master Plans, Active Transportation Master Plans, and internal Complete Streets design manuals are sufficient to direct the implementation of active transportation infrastructure. These provide years of expert guidance and source information from many North American jurisdictions.

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RE: ERO Posting 019-9265, Bill 212 - *Reducing Gridlock, Saving You Time Act, 2024* – *Building Highways Faster Act, 2024*

Induced Demand, Multi-modal Level of Service and Climate Change

- Cycling lanes allow for a multi-modal split, reducing personal vehicle use and thus minimizing associated emissions. The provision of cycling infrastructure can help municipalities combat climate change by providing sustainable and safe mode transportation.
- Driver frustration is expected and encountered whenever there are roadway changes in both road widenings or road diets. In this situation, driver frustration is necessary in order to increase the modal split, shifting users to active transportation, and thus supporting the long-term sustainability of communities across Ontario. The City has supports for drivers, cyclists, transit users, and pedestrians to help them transition their trips when road improvement projects take place.
- With Light Rail Transit coming to Hamilton, this legislation could negatively impact the “first mile last mile” component of high order transit.
- The decision to prioritize vehicle traffic, without allowing municipal discretion, also does not acknowledge the concept of induced demand. Transportation planners and engineers are aware of and have evidence of this “induced demand” – an ineffective solution to expand roads which results in increased traffic in the long term. There will always be situations where multiple lanes are required but municipal experts have the resources to make those informed decisions about their own local areas.
- The legislation could jeopardize most future developments of safe, protected bike lanes in Hamilton, reducing transportation options for children and families and contributing to higher rates of collisions, physical inactivity, and pollution.

If you have any questions regarding this submission, please contact Brian Hollingworth, Director, Transportation Planning and Parking at (905) 546-2424 Ext. 2953 or by email at Brian.Hollingworth@hamilton.ca.

Regards,



Brian Hollingworth
Director, Transportation Planning and Parking
Planning and Economic Development Department
City of Hamilton

cc:

Steve Robichaud, Acting General Manager, Planning and Economic Development
Carlyle Khan, General Manager, Public Works
Carolyn Ryall, Director, Transportation Division
Jackie Kennedy, Director, Engineering Services Division
Kevin MacDonald, Director, Healthy Environments Division