



Public Works Committee REPORT 10-008

(as amended by City Council on November 30, 2011)

9:30 a.m.

Monday, May 31, 2010
Albion Rooms A and B
Hamilton Convention Centre
One Summer's Lane

Present: Chair S. Merulla
Vice Chair T. Jackson
Councillors B. Bratina, C. Collins, L. Ferguson, D. Mitchell

Absent with Regrets: Councillors M. McCarthy, R. Powers – Vacation

Also Present: Councillors B. McHattie, M. Pearson
G. Davis, General Manager, Public Works
D. McKinnon, A/Senior Director, Environment and Sustainable Infrastructure
B. Goodger, Senior Director, Operations and Waste Management
J. Mater, Senior Director, Transportation, Energy and Facilities
G. Moore, Director, Engineering Services
H. Solomon, Manager, Traffic Engineering
C. Biggs, Andy Grozelle - Legislative Assistants,
City Clerk's

THE PUBLIC WORKS COMMITTEE PRESENTS REPORT 10-008 AND RESPECTFULLY RECOMMENDS:

1. Intersection Control List (PW10001(d)) (Wards 7 and 8) (Item 5.3)

That the appropriate By-law to provide traffic control as follows, be passed:

Intersection		Stop Direction		Class	Location / Comments / Petition	Ward	
Street 1	Street 2	Existing	Requested				
(a)	West 2 nd Street	Richwill Road	S/B Yield	S/B Stop	A	N. of Mohawk Rd., W. of Upper James St.	8
(b)	Daisy Street	Forestgate Drive	NC	N/B	A	S. of the Linc, W. of Upper Paradise Rd.	8
(a)	Kingfisher Drive	Thresher Drive	E/B Stop	All-Way	B	N. of the Linc, W. of Upper Wentworth	7

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2. Interim Licence Agreement with The Compound Inc. for the Continued Supply and Maintenance of Certain Bike Parking Racks (PW10051) (City Wide) (Item 5.4)

- (a) That a Licence Agreement with The Compound Inc. for the continued supply and maintenance of certain bike racks in various locations throughout the City to December 31, 2015, be approved;
- (b) That the Mayor and City Clerk be authorized and directed to execute, on behalf of the City of Hamilton, the Licence Agreement referred to in recommendation (a) and all necessary associated documents, in a form satisfactory to the City Solicitor.

3. Truck Route Master Plan Study (PW10052) (City Wide) (Item 7.1)

- (a) That the final report of the Truck Route Master Plan Study be endorsed;
- (b) Council at their meeting of November 30, 2011 extended the exclusion of the truck routes on the following roads listed below as numbers one through four for an additional 18 month period commencing in February 2012.

(1) Kenilworth Avenue, south of Main Street to north of Fennell Avenue (which by extension, includes the Kenilworth Access);

(2) Upper Ottawa Street, north of Fennell Avenue East;

(3) Concession Street/Mountain Brow Blvd., from Upper Gage Avenue to Upper Ottawa Street;

(4) Dundurn Street North from York Boulevard to King Street West.

~~(5) Centennial Parkway Access, from King Street to Mud Street;~~

(a) That a decision on sub-section (b)(i)(5) of Item 3 of Public Works Committee Report 10-008 respecting the removal of trucks from Centennial Parkway Access, from King Street to Mud Street, be deferred until such time as an amendment to the Newalta Certificate of Approval can be approved and such time as First Road West, north of Mud Street, is upgraded to handle trucks year round;

(b) That in the interim, correspondence be forwarded to the Ontario Trucking Association (OTA) requesting Council – June 9, 2010

that they ask for the co-operation of their members to avoid Centennial Parkway whenever possible by using the Red Hill Valley Parkway, and that the OTA ask their members to avoid using engine brakes within the urban boundary of Hamilton.

- (ii) That staff report back within eighteen months on the impacts of these specific changes in consultation with the Ward Councillors and inclusive of any other feedback that may be received;
- (c) That the By-law, as amended, attached as Appendix A to Report PW10052, to amend the City of Hamilton Traffic By-law 01-215 by deleting and replacing Schedule 27 in accordance with Truck Route regulation changes set out in Appendix B to Report PW10052, as amended, be enacted;
- (d) That the reversion of White Church/Binbrook Road to a full-time truck route be delayed until such time as the multi-use path connecting the recreation centre to the village core has been completed;

The following was added as sub-section (e) and the balance re-numbered accordingly:

- (e) That the inclusion of the section of Garth Street between Mohawk Road and Rymal Road in the truck route system be delayed until such time as the section between Stone Church Road and Rymal Road is urbanized.**
- (f) That the Engine Brake Signage Policy, attached hereto as Appendix "A", be approved;
- (g) That the Truck Route Signing Policy, attached hereto as Appendix "B", be approved;
- (h) That, where planning studies consider major new roadways, the future status of those roadways as truck routes be clearly identified in the studies and the resulting recommendations be forwarded to the Truck Route Sub-Committee;
- (i) That the budget for the Truck Route Master Plan (Capital Project ID 4030820800) be increased by \$75,000 from \$200,000 to \$275,000 to fund the signing implementation and that this increase be funded from surplus available from the 2009 Annual Traffic Calming program (Capital Budget Project ID 4040916102);
- (j) That the By-law to amend The City of Hamilton Traffic By-law 01-215 to make housekeeping and technical changes as described in this report such by-law to be in a form satisfactory to the city Solicitor, be passed;

- (k) That the Truck Route Sub-Committee be reconvened in the next term of Council;
- (l) That the items “Truck Route Master Plan - specifically in the area of Upper Mount Albion Road which is linked to ROPA 9”, “Truck Traffic on Fruitland Road Residential Road” and “Signage on the LINC” be identified as completed and removed from the Public Works Committee Outstanding Business List.

4. Hamilton’s Rapid Transit Initiative – Downtown BIA Letter (PW10048) (City Wide) (Outstanding Business List Item) (Item 8.1)

That the staff comments regarding Hamilton’s Rapid Transit Initiative contained in the draft letter in Appendix “A” attached to Report PW10048 be endorsed by Council and forwarded to the Downtown Business Improvement Area (BIA).

5. Standardized Products for Geo Enabled Imaging Products (PW10049) (City Wide) (Item 8.2)

That the Geo Enabled Digital Imaging Proprietary System (currently StreetScape) be approved as the City’s standard for street level images and be single sourced to the developer, iLOOKABOUT Corporation for a period of five years, with options to automatically renew for two additional five year periods if both parties are satisfied with the operation of the agreement.

6. Public Works Yards Master Plan (PW09029(a)) (City Wide) (Outstanding Business List Item) (Item 8.3)

That Report PW09029(a) respecting Public Works Yards Master Plan, be received.

7. Installation of a Fence in the Hill Street Ward 1 Leash-Free Park (Item 9.1)

- (a) That the Operations and Waste Management Division staff be directed to install a fence in the Hill Street Ward 1 Leash Free Park to isolate the leash-free dog and playground uses in the park;
- (b) That the location of the fence be determined in consultation with the Ward 1 Councillor;
- (c) That the cost be funded from Leash Free Park Reserve, Dept. ID 112202.

8. 2010 Canadian Little League Championship – Waiving of Rental Fee for Bleachers (Added Motion 10.5)

That staff be directed to provide mobile bleachers for the 2010 Canadian Little League Championship in August in Ward 12, and that the General Manager of Public Works be directed to identify a funding source.

9. Proposed Land Acquisition for Rapid Transit (PW10050) (Ward 1) (Item 12.2)

- (a) That the Real Estate Section of the Economic Development and Real Estate Division of the Planning and Economic Development Department be authorized and directed to submit an Option to Purchase for those lands located at 906 Main Street West as outlined in Appendix “A” attached to Report PW10050 ;
- (b) That the Option to Purchase be conditional upon:
 - (i) The Option to Purchase shall be conditional for a period of 45 days from the date of the acceptance of the Option, to allow the City to undertake at its own expense an environmental assessment of the lands, all to the satisfaction of the City, in the City sole, absolute and unfettered discretion, failing which the Option shall be null and void and of no further effect;
 - (ii) The owners of the property will provide to the City, within five working days of the execution of this Option by the Owner, all documentation, records and reports relating to the environmental condition of the subject lands that are in possession of the Owner. The Owner further agree, if requested by the City, to authorize and co-operate with the City to release to the City any and all information that may be on record in the Province of Ontario offices with respect to the environmental condition of the subject lands;
 - (iii) That the City will provide a deposit of \$25,000 to the owners within three days of the acceptance of the Option, to be held in trust with the listing broker, pending the satisfactory environmental review of the lands;
- (c) That upon successful negotiations of the purchase of the subject lands at market value, as confirmed by the Manager of Real Estate, that the purchase be approved and completed;
- (d) That subject to approval of Recommendations (a) (b) and (c) of Report PW10050 the total acquisition costs not exceed an amount of \$550,000 (including purchase price, environmental review, legal, real estate costs

and contingency) and be funded by the transfer of funds from the Rapid Transit Reserve #108047 to the Rapid Transit Capital Budget # 5300855100;

- (e) That the Mayor and Clerk be authorized and directed to execute any necessary documents, in a form satisfactory to the City Solicitor;
- (f) That the contents of Report PW10050 remain confidential.

FOR THE INFORMATION OF COUNCIL:

(a) CHANGES TO THE AGENDA (Item 1)

The Clerk advised of the following changes:

Added Delegation Requests

For Today's Meeting

- (i) Ken Brims respecting traffic problems and misuse within Millgrove (Added as Item 4.11)
- (ii) Kathy Drewitt, on behalf of the Downtown Hamilton B.I.A. (Added as Item 4.12)
- (iii) Stacey Escott, on behalf of Strathcona Community (Added as Item 4.13)
- (iv) Jennifer Dawson, on behalf of the Strathcona Community Council respecting removal of Dundurn Street from the truck route network (Added as Item 4.14)
- (v) Cornelia Peckart, respecting trucks off Dundurn Street (Added as Item 4.15)
- (vi) Dino Rubli, respecting safety and infrastructure issues respecting designation of 5th Concession West and Millgrove Side road as truck routes (Added as Item 4.16)
- (vii) Hugh McLeod, respecting Dundurn as a truck route (Added as Item 4.17)

For Future Meeting

- (viii) Justus Veldman and Trevor Petit, Terra Vox, respecting proposed energy from waste project (Added as Item 4.18)

Added Submissions respecting Truck Route Master Plan

- (i) Jay Breau
- (ii) Ryan McGreal, Raise the Hammer
- (iii) Michael Nonva and Nancy Bryans
- (iv) Geoffrey Wood, Vice President, Operations and Safety, Ontario Trucking Association
- (v) Fernando and Clemencia Prieto
- (vi) Jordan Russell
- (vii) Samantha Williams and Roseatta Long
- (viii) Elaine Young
- (ix) Cornelia Peckart
- (x) Laszlo Szamosvari, Executive Chef, The Right Fork
- (xi) Dino Rubli

Added Notice of Motion

Drainage on Glen Castle Drive – Councillor C. Collins

On a motion (Bratina/Ferguson) the agenda was approved, as amended.

(b) DECLARATIONS OF INTEREST (Item 2)

None

(c) APPROVAL OF MINUTES (Item 3.1)

On a motion (Mitchell/Collins) the Minutes of the May 3, 2010 meeting of the Public Works Committee was approved, as presented.

(d) DELEGATION REQUESTS (Item 4)

(i) Pete Maring respecting Garbage Pick-up (Item 4.1)

On a motion (Collins/Jackson) the delegation request from Pete Maring respecting garbage pick up, was approved.

(ii) Lee Fairbanks, respecting Randle Reef Remediation (Item 4.2)

On a motion (Collins/Jackson) the delegation request from Lee Fairbanks respecting Randle Reef Remediation, was approved.

(iii) Joanne Stajov, on behalf of the Hunter Park Survey Residents of Waterdown, respecting Waterdown Aldershot Master Transportation

Plan, East-West Recommendations and its effects on their neighbourhood (Item 4.3)

On a motion (Collins/Jackson) the delegation request from Joanne Stajov, on behalf of the Hunter Park Survey Residents of Waterdown, respecting Waterdown Aldershot Master Transportation Plan, East-West Recommendations and its effects on their neighbourhood, was approved.

(iv) Justus Veldman and Trevor Petit, Terra Vox, respecting Proposed Energy from Waste Project (Item 4.18)

On a motion (Collins/Jackson) the delegation request from Justus Veldman and Trevor Petit, Terra Vox, respecting proposed energy from waste project, was approved.

(v) Truck Route Master Plan

On a motion (Jackson/Mitchell) the rules of order were waived to allow the following to speak at today's meeting:

- (aa) Kate Fraser, Dave Johnson, Robert Whitelaw, Danusia Szpak, Jay Lannin, on behalf of the East Mountain Community (Item 4.4)
- (bb) Leon Sauers, Span-Nation Transportation, on behalf of the Stoney Creek Chamber of Commerce, Fluke Transport and other independent trucking firms/carriers and on behalf of his own business (Item 4.5)
- (cc) Leon Sauers, Anderson Water Systems, respecting pending changes to the truck route, more specifically on the planning of round-a-bouts on truck routes (Item 4.6)
- (dd) Cal DiFalco, to convey concerns on behalf of the Fruitland Road Community Association (Item 4.7)
- (ee) Brian Wunsch, Empire Transportation Ltd., respecting the Truck Route Study (Item 4.8)
- (ff) Maggie Hughes respecting the Truck Route Master Plan (Item 4.9)
- (gg) Lillian Tymchuk (R.N.) respecting public and environmental health issues on Kenilworth Access (Item 4.10)
- (hh) Ken Brims respecting traffic problems and misuse within Millgrove (Added Item 4.11)
- (ii) Kathy Drewitt, on behalf of the Downtown Hamilton B.I.A. (Added as Item 4.12)

- (jj) Stacey Escott, on behalf of Strathcona Community (Added as Item 4.13)
- (kk) Jennifer Dawson, on behalf of the Strathcona Community Council respecting removal of Dundurn Street from the truck route network (Added as Item 4.14)
- (ll) Cornelia Peckart, respecting trucks off Dundurn Street (Added as Item 4.15)
- (mm) Dino Rubli, respecting safety and infrastructure issues respecting designation of 5th Concession West and Millgrove Side road as truck routes (Added as Item 4.16)
- (nn) Hugh McLeod, respecting Dundurn as a truck route (Added as Item 4.17)

(e) CONSENT AGENDA

(i) Minutes of Various Sub-Committees (Item 5.1)

On a motion (Collins/Jackson) the following Minutes were received for information:

- (aa) Truck Route Sub-Committee – September 30, 2009
- (bb) Solid Waste Management Master Plan Steering Committee
 - (i) January 12, 2010
 - (ii) February 10, 2010
- (cc) Waste Reduction Task Force – February 17, 2010
- (dd) Clean City Liaison Committee – February 18, 2010
- (ee) City Hall Renovations Steering Committee – March 1, 2010

(ii) Minutes of the Lake Erie Source Protection Committee Meeting held on April 1, 2010 (Item 5.2)

On a motion (Collins/Jackson) the April 1, 2010 Minutes of the Lake Erie Region Source Protection Committee, were received.

(iii) Intersection Control List (PW10001(d)) (Wards 7 and 8) (Item 5.3)

On a motion(Collins/Jackson) the Committee approved the following:

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- (a) That an all-way stop control be implemented at the intersection of Kingfisher Drive and Thresher Drive;
 - (b) That the appropriate by-law be passed.
- (iv) **Interim Licence Agreement with The Compound Inc. for the Continued Supply and Maintenance of Certain Bike Parking Racks (PW10051) (City Wide) (Item 5.4)**

On a motion (Jackson/Collins) the Committee approved that sub-section (a) be amended by adding the words, “December 31, 2015”, following the word, “City”.

(f) **PUBLIC HEARINGS/DELEGATIONS**

- (i) **Dan Graham respecting Discrimination against people with Artificial Legs (Item 6.1)**

Dan Graham appeared before the Committee to express difficulties that he has experienced accessing public transit as a result of having an artificial leg. He feels that since people who use wheelchairs, walkers and four-prong canes are allowed on the bus free, that he should also be allowed on the bus for free. He indicated that when he tells a bus driver of his issue, he has been told to get a cane. He finds this to be degrading and wants to change the policy to allow persons with artificial legs that cannot walk far to be allowed on the buses the same as those with walkers and wheelchairs. He finds the practice rather discriminatory in that he cannot access buses like other people.

On a motion, the presentation by Dan Graham was received and referred to staff.

- (ii) **Delegations respecting the Truck Route Master Plan**

- (aa) John Dolbec, CEO, Hamilton Chamber of Commerce (Item 6.2)

John Dolbec, CEO, and Dan Rodrigues, Chair of the Transportation Committee, Hamilton Chamber of Commerce, put forward the following recommendations:

- Table the proposed recommendations until such time as City staff can conduct a proper “cause and effect” data study on the proposed changes, incorporating a comprehensive “Goods Movement” study tool, such as the model developed by MITL; and,
- Specifically, the added changes introduced on April 26 should be similarly tabled pending such review as they carry

no specific measurable targets to ascertain whether a “closed” truck access (like the Kenilworth proposal) should be maintained/alterd/continued as they may impact on goods movement.

Mr. Dolbec conveyed regrets on behalf of Richard Koroscil, President of the Chamber, who was unable to attend this meeting.

A copy of the Chamber’s comments was submitted to the Clerk for the public record.

- (bb) Kate Fraser, Dave Johnson, Robert Whitelaw, Danusia Szpak, Jay Lannin, on behalf of the East Mountain Community (Added Item 6.3)

Lillian Tymchuk also participated in the presentation provided by this group.

The above-noted group provided power point presentations with respect to the rationale for removing the Kenilworth Access from the truck route. Each person presented to the Committee individually, addressing issues including, but not limited to, the following:

Kate Fraser

- Safety, public health and the environment, quality of life issues/social environment, the economy and other areas of concern
- The economic argument for using the Red Hill Valley Parkway rather than the Kenilworth Access
- Conclusion that the City has the alternative of encouraging the use of the RHVP as it is more efficient time wise and safer

Lillian Tymchuk (Added Item 6.9)

- Health issues from air pollution due to vehicular emissions
 - Vision of a healthier Hamilton must include prevention;
 - Emissions: cars vs trucks
 - Ratio and types of emissions
 - Where do they come from
 - Effect on adults’ health
 - Cost of air pollution (OMA 2005 Study)
 - Effect on kids’ health

- Recommendations: accept responsibility for our environment; act now to reduce pollution from vehicular exhausts on residential streets; make use of existing research; remove toxins from polluted air by using teamwork, and attain our vision of a Healthier Hamilton

Jay Lannin

- Collective goals for the City's Truck Route Master Plan study need to go beyond the adversarial construct of divided interests
- Requesting that the April 26, 2010 recommendations of the Truck Route Sub-Committee to exclude Kenilworth Avenue, south of Main Street to north of Fennell Avenue for a period of 18 months be approved, and the reasons for this
- Requesting more time to continue the due diligence and allow synergies to evolve

Danusia Szpak

- Specific concerns identified by the community, including rock slides, erosion and other geological instability; safety for the greater community; environmental issues such as noise, emissions and visual impact
- Comments/questions posed by residents from the PIC meetings and comment summaries
- Summary of feedback – LURA Consulting
- Public stakeholder input/comments
- RHVP vs Kenilworth Access – conflicting data
- Geological issues; safety and community concerns; traffic; heritage and history
- Conclusion: originally designed for workers living on the mountain who worked below; RHVP was sold as the solution to many traffic woes – conflicting data now; series of arguments that comprise this issue

Robert Whitelaw

- “The Living Escarpment” and the Kenilworth Access truck route
 - Definition of the Living Escarpment; Escarpment/Kenilworth Access history
 - Today's Kenilworth Access/Escarpment; the original design/radius of turns
 - Geological studies; vibration/seismic analysis
 - People/Neighbourhood; future of the Escarpment

Dave Johnson

- Professional trucker, in management as an instructor, and member of the First Responder Team
- Would never drive on the Kenilworth Access with anything larger than a single axle truck; provided a trucker's perspective
- Although collision statistics on the Kenilworth Access to date are considered low, the potential harm of one catastrophic truck explosion within a residential area will forever stigmatize Hamilton – especially since a safer alternative route was available.

The power point presentations were submitted to the City Clerk for the public record.

Chair Merulla thanked the presenters and requested if there was anyone else in attendance wishing to specifically address the Kenilworth Access issue, of which there was no one.

Members of the Committee also thanked the presenters for their well thought-out observations.

- (cc) Leon Sauers, Span-Nation Transportation, on behalf of the Stoney Creek Chamber of Commerce, Fluke Transport and other independent trucking firms/carriers and on behalf of his own business (Added Item 6.4)
- (dd) Leon Sauers, Anderson Water Systems, respecting pending changes to the truck route, more specifically on the planning of round-a-bouts on truck routes (Added Item 6.5)

Leon Sauers, President of Span-Nation Transportation Services Inc., appeared before the Committee on behalf the Stoney Creek Chamber of Commerce Transportation Committee, Fluke Transportation Ltd., Glanbrook Farms Ltd, Anderson Water Systems/Degremont-Technologies Inc. and his own company. Mr. Sauers' comments included, but were not limited to, the following:

- Do not support the removal of the routes outlined in the recommendations
- The proposed removal of the truck route from Centennial Parkway will generate an estimated 1 million km of additional truck travel, creating needless carbon and air quality emissions
- Centennial Parkway segment is the only route available for over-height loads to move into and out of the Hamilton area

- Requesting Committee to reconsider the exclusion of the routes outlined
- Trucking industry is not against round-a-bouts, provided they are properly designed and correctly constructed to safely and expediently permit the movement of oversized goods; a round-a-bout that has a shared turn or is not level will cause the trailer to lean, centre of gravity on a wide and high load will move quite a bit and become very dangerous
- Hamilton's diversified trucking industry is the glue that is the connection that makes Hamilton's transportation so complete i.e., marine, rail, air and truck door-to-door service
- Manufacturers of over-size/over-height loads have given notice that they will move if their trucks are not able to get in and out of the City
- Centennial Parkway is the only route that a high load can move from the lower city to the top of the escarpment – more of a height issue (16 to 17 feet), not width
- Signage needs to be bi-lingual

Mr. Sauers' comments were submitted to the City Clerk for the public record.

- (ee) Cal DiFalco, to convey concerns on behalf of the Fruitland Road Community Association (Added Item 6.6)

Cal DiFalco appeared before the Committee on behalf of the Fruitland Road Community Association and stated that he can identify with many of the previous speakers, particularly where health and safety issues and traffic issues are raised. Mr. DiFalco introduced Jean Wial, a member of the Community Association, whose comments included, but were not limited to, the following:

- Believe that it is appropriate and necessary that concerns be expressed and considered
- Hope to resist being divisive around this issue and rather, be supportive
- Current conditions threaten the well-being of children and adults living on Fruitland Road
- Effects – toxic fumes related to high volume of traffic, causing health issues
- Property values continue to decrease; homes have frontage on Fruitland Road
- Pulling in and out of driveways and retrieving mail is dangerous
- Request support in making Fruitland Road a safe and health street for children and families; lead by example and make Hamilton the best place to raise a child

Ms. Wial's comments were submitted to the City Clerk for the public record.

Councillor Pearson provided clarification with respect to the City's initiative regarding the re-alignment of Fruitland Road, which was in the Regional Official Plan from 1980 to 1990's, but never in the City of Stoney Creek's Official Plan. Funds were earmarked in the Regional funds for this project before amalgamation; however, there was no specific date that she was ever made aware of when this road was going to be built. The City is currently in the process of the Fruitland Road Environmental Assessment and the next PIC is on June 15 at the Stoney Creek Municipal Service Centre; and the City will have the benefit of the secondary plan which is being completed, which will outline how to line up transportation corridors.

- (ff) Brian Wunsch, Empire Transportation Ltd., respecting the Truck Route Study (Added Item 6.7)

Mr. Wunsch's comments included the following:

- Previous speakers expressed most of his concerns
- With respect to round-a-bouts, and specifically the concerns of Anderson Water Systems, a round-a-bout should be able to accommodate loads that are 18 feet long and 80 tonnes, with a combination of 15-foot wide load, according to a study done by Fred Lasko
- Staff indicated at April meeting that this recommendation on round-a-bouts for truck routes and major thoroughfares would be used
- Also recommended a 6m wide entry and 6.5m exit, as well as taking care when designing where poles and signs are placed as this can affect the tracking of the trailer and equipment as well
- As previously mentioned, Centennial Parkway is a major road for high loads in and out of Hamilton; affects many industries that fabricate equipment that requires access to this highway, as well as to the Hamilton port
- Many carriers recommend to international forwarders to use Hamilton port vs other ports because of good access in and out of the City

- (gg) Maggie Hughes respecting the Truck Route Master Plan (Added Item 6.8)

Ms. Hughes' comments included, but were not limited to, the following:

- Concerns respecting route used by transport trucks to get to Dundurn Street – roads were never planned to accommodate 18-wheel transport trucks
- Safety, noise and environmental issues – i.e., school crossing area that is on the wrong side of the intersection; noise starts at 6:00 a.m., window sills constantly black from truck exhaust
- Debris left by trucks – steel-belted tire
- Suggesting that trucks use RHVP and Burlington Street

Ms. Hughes' comments were submitted to the City Clerk for the public record.

- (hh) Lillian Tymchuk (R.N.) respecting public and environmental health issues on Kenilworth Access (Added Item 6.9)

Presented with Kenilworth Access group – (Item 6.3)

- (ii) Ken Brims, respecting traffic problems and misuse within Millgrove (Added Item 6.10)

Mr. Brims' comments included, but were not limited to, the following:

- Speaking on behalf of the majority of Millgrove residents living on Millgrove Side Road and Millgrove Road
- Provided chronology of installation of traffic controls which created a route for trucks to access Highway 401 using Highway 6
- With the implementation of an All-way stop control at the main intersection in the Village of Millgrove, this has resulted in doubling the impact of noise and vibration at the intersection; one house on the southeast corner is less than 20 feet from that intersection
- Questions how a village gets converted into a Provincial by-lane and commuter route
- Relieved to see that the review team listened to residents' concerns during public meeting and recommended removal of truck route through Millgrove; however, still items that need to be addressed
- Issues respecting application for potato processing plant on Millgrove Road – how many trucks would be going back and forth
- City must dedicate money for policing Millgrove's truck problems and speeders

Mr. Brims' comments were submitted to the City Clerk for the public record.

- (jj) Kathy Drewitt, on behalf of the Downtown Hamilton B.I.A. (Added Item 6.11)

Kathy Drewitt, Executive Director of the Downtown Hamilton B.I.A., provided the following comments, including but not limited to:

- Represents 430 businesses and 175 property owners from MacNab to Mary Streets and from Hunter to Rebecca Streets
- Truck capacities on some of the existing truck routes are having very high detrimental effects on land uses and redevelopment plans, pedestrian friendly environments, downtown residential neighbourhoods and road surfaces and signage
- Downtown B.I.A. argues that connections other than downtown can be made to link industrial centres with key transportation linkages such as RHVP or across the Skyway Bridge to Burlington Street
- Downtown B.I.A. urges reconsideration of the consultant's report which does not remove trucks on Main Street from Wellington to Dundurn
- Ask that recommendations contained in written submission be reviewed as part of the overall transportation plan for Downtown Hamilton, especially in light of the imminent implementation of light rail transit

Ms. Drewitt's comments were submitted to the City Clerk for the public record.

- (kk) Stacey Escott, on behalf of the Strathcona Community (Added Item 6.12)

Ms. Escott's comments included, but were not limited to, the following:

- Love living in the Strathcona neighbourhood; surrounded by parks and schools and green space is unlimited; within walking distance of all necessary amenities; reside on Dundurn Street and have front row seats to truck route
- Addressed environmental issues of living on Dundurn Street i.e., keeping windows closed, wall vibration, litter and cigarette butts blown into garden by winds of transport trucks, black smut, speed of trucks on Dundurn because of

no traffic signal between King Street and York Blvd. (never see police patrolling the street, ever)

- No need for this to be acceptable any longer
- Want to live in this neighbourhood for a long time; hope the Committee will help the community continue to get better by taking Dundurn off the truck route system

Ms. Escott's comments were submitted to the City Clerk for the public record.

- (II) Jennifer Dawson, on behalf of the Strathcona Community Council respecting removal of Dundurn Street from the truck route network (Added Item 6.13)

Jennifer Dawson, Vice President, Strathcona Community Council, provided the following comments, but were not limited to:

- "Truck Off" – not for 18 months, but forever
- No stoplights or stop signs to slow traffic between York Blvd. and King Street, which is a densely-populated residential neighbourhood
- Safety issue – narrow width of sidewalks – 4'10", half of which is lost to slope for driveway curb cut or intersection; this is no place for a truck route
- Designed a survey strategy to collect 24 hours worth of data over a 10-day period at the corner of King and Dundurn from midnight to 6:00 a.m. and provided statistics of volume of truck traffic, what direction they were heading, time of travel and type of trucks
- Provided comments from David Wells, tractor-trailer driver who regularly uses Dundurn Street North to access King Street and Hwy. 403 to Brantford; tested Queen Street and found it much easier than Dundurn
- Time to force the conditions that will encourage people to walk more and fear less
- Data collected shows that change is warranted

Ms. Dawson's comments, together with comments from David Wells, were submitted to the City Clerk for the public record.

- (mm) Cornelia Peckart, respecting trucks off Dundurn Street (Added Item 6.14)

Cornelia Peckart is the Chair of the School Council for Strathcona Elementary School and provided the following comments:

- Issue of safety on Dundurn Street is a constant topic of conversation
 - There is a crossing guard who risks her life every day to ensure that the students are able to cross the road safely to get to school
 - Children are not able to walk to Victoria Park without being accompanied by a parent – it is very dangerous to cross Dundurn at Lamoreaux, or at Breadalbane
 - Took one individual 12 minutes to be able to cross Dundurn Street safely at 9:30 a.m.
 - Supports previous speakers.
- (nn) Dino Rubli, respecting safety and infrastructure issues respecting designation of 5th Concession West and Millgrove Side Road as truck routes (Added Item 6.15)

Dino Rubli's comments included, but were not limited to, the following:

- Safety and structural issues
- Roads are typically only 11.5 feet wide and pavement narrows to 10.5 feet or less; road surface is in poor condition; not designed for loads that they are subjected to
- Pavement is rutted, cracked, multiple patches; beyond road pavement are narrow shoulders (2 feet wide), and then drops off into drainage ditches on both sides of the road
- Shoulders disappear completely in winter
- People are forced to use roadway because there are no sidewalks in the area; to make matters worse, there is a crest on the side road; therefore, people have very limited forward visibility, with no street lighting
- Truck trailers are 8.5 feet wide with mirrors 12 inches on each side; put 2 trucks approaching in opposite directions leaves 12 inches between mirrors and 6 inches for pedestrians and cyclists
- Primarily an agricultural area; farm vehicles do not have width restrictions; therefore 20-foot wide equipment uses up more than half of the opposite lane; creates problems for vehicles approaching from opposite direction
- Totally unsafe situation to have trucks on Millgrove Side Road

Mr. Rubli's comments were submitted to the City Clerk for the public record.

- (oo) Hugh McLeod, respecting Dundurn as a truck route (Added Item 6.16)

Hugh McLeod is the owner of a business and resident on Dundurn Street and expressed his concerns of behalf of the students who attend the local elementary school.

Mr. McLeod provided a audio visual DVD which had students from the neighbourhood expressing the dangers of the transport trucks on Dundurn Street, the noise created during the day and the difficulties trying to get to sleep, crossing the street(s) safely and various other issues which take away the enjoyment of children living in a community with a truck route running through it.

A copy of the DVD was submitted to the City Clerk for the public record.

Following the completion of the registered speakers, Chair Merulla asked if there was any one else in attendance who wished to address the Committee.

The following individuals addressed the Committee:

(pp) Bill Simone, Vice President and Co-Chair of the Beasley Neighbourhood Association (Added Item 6.17)

Mr. Simone's comments included, but were not limited to, the following:

- Expressed concern with respect to Cannon Street as a truck route
- Increase in truck traffic coincides with opening of the new Dr. Davey School and the Beasley Community Centre; Cannon Street runs adjacent to Beasley Park, which is en route to the new school; therefore, expecting increased pedestrian traffic within the area bounded by Victoria Street to the east, John Street to the west, Main Street to the south and Barton Street to the north
- See this truck traffic as a hazard to pedestrian traffic and specifically to the children and families attending school and using the community centre
- Association expects that the City will put in place to the best of their ability all proper controls and measures to minimize risk and ensure safety of pedestrians

Mr. Simone's comments were submitted to the City Clerk for the public record.

(qq) Dr. John Neary (Added Item 6.18)

Dr. John Neary's comments included, but were not limited to, the following:

- Member of the Beasley Neighbourhood Association, but here to speak as a private citizen
- Resident and homeowner in the Beasley Neighbourhood
- Cannon Street does not represent the appropriate characteristics for truck traffic but rather, represents a deadly obstacle that has to be negotiated en route to school, work and play
- Cannon Street has narrow sidewalks and is not adequately supplied with pedestrian crossings
- Why are neighbourhood streets designed to be faster than freeways; what happened to promise that \$250 million spent on the RHVP would remove trucks from crosstown streets
- Would rather pay high prices for consumer goods than see an unnecessary truck fatality in neighbourhood or admit a patient to hospital with a preventable heart attack brought on by exposure to diesel exhaust

Dr. Neary's comments were submitted to the City Clerk for the public record.

- (rr) Mike Jovanovic, Regional Manager, Hamilton Operations, Newalta Corporation (Added Item 6.19)

Mr. Jovanovic's comments included, but were not limited to, the following:

- Expressed concern with the proposed elimination of Centennial access, and is opposed to the short-term elimination of this truck route
- Change to truck route would require an amendment to Certificate of Approval
- Newalta Corporation is willing to amend traffic patterns to meet City's requirements for amended truck routes, but there would be a need for upgrades on First Road West, which is a rural type road and is not a full year/full load road
- Request consideration to table truck route amendments until further dialogue can take place with Newalta and other affected parties that may be interested in the Centennial access.

Mr. Jovanovic's comments were submitted to the City Clerk for the public record.

Members of the Committee thanked all of the presenters for their well-thought-out presentations and for all of the information provided.

Councillor McHattie thanked the members of the Strathcona Neighbourhood for their efforts and work put into the presentation, and for providing human faces to the issues.

On a motion (Collins/Jackson) the verbal presentations provided by the above-noted parties were received.

On a motion (Mitchell/Ferguson) the written submissions submitted to the Clerk, including those distributed at today's meeting, were received.

(g) PRESENTATIONS

Truck Route Master Plan (PW10052) (Item 7.1)

Hart Solomon provided a power point presentation, outlining the following:

- Process and Current Status
- Key Points from Study and Consultation
 - What form did the Study take; what is a truck; where can trucks go
 - Key points from Study and Consultations 1 and 2
- Guiding Principles
 - Social, environmental and economic factors; consistency in decision-making; minimize demand for enforcement; ensure no dead ends in final system; attempt to transfer truck traffic to higher quality facilities; try to match relationship of trucks to road category and roadway configuration
- Development of Truck Route Network Alternatives
 - “Do Nothing”; public and Councillor requests only; “First Principles”
- Summary of Proposed Changes (on a trial basis)
 - Current length (centre line) of truck routes in Hamilton: 717.0 km
 - 2 routes proposed to be added: 3.9 km
 - 2 existing routes proposed to be upgraded to full-time status
 - 30 routes proposed to be deleted (including trial projects): 68.9 km
 - Proposed final system: 651.1 km
- Engine Brake Signage Policy
- Prohibitive Truck Route Signage Policy
- Review of Report Recommendations

The power point presentation was distributed to the Committee members and has been retained in the Office of the City Clerk for the public record.

On a motion (Jackson/Collins) the staff presentation was received. Members of the Committee thanked staff for their work on this issue and commended the availability of staff to work with the various communities and residents to address their concerns.

Staff advised that various methods will be undertaken to advise the trucking industry and truck route users of changes to the truck route system e.g., mapping.

Truck Route Master Plan (PW10052) (City Wide) (Item 7.1)

On a motion (Mitchell/Ferguson) it was recommended that Recommendation Sub-section (b)(i)(4) of Report PW10052 respecting Truck Route Master Plan Study – Centennial Parkway Access, from King Street to Mud Street, be deleted.

On a motion (Collins/Jackson) it was recommended that Recommendation Sub-section (b)(i)(4) of Report PW10052 respecting Truck Route Master Plan Study – Centennial Parkway Access, from King Street to Mud Street be referred to Council to allow Councillor Clark the opportunity to speak to this issue.

The Motion to Refer **LOST** on the following vote:

Yeas:	Merulla, Collins, Jackson
Total Yeas:	3
Nays:	Bratina, Ferguson, Mitchell
Total Nays:	3
Absent:	McCarthy, Powers
Total Absent:	2

The Motion to Delete **LOST** on the following vote:

Yeas:	Bratina, Ferguson, Mitchell
Total Yeas:	3
Nays:	Merulla, Collins, Jackson
Total Nays:	3
Absent:	McCarthy, Powers
Total Absent:	2

The Main Motion **CARRIED** on the following recorded vote:

Yeas:	Merulla, Ferguson, Mitchell, Collins, Jackson
Total Yeas:	5
Nays:	Bratina
Total Nays:	1
Absent:	McCarthy, Powers
Total Absent:	2

(h) MOTIONS

(i) Installation of a Fence in the Hill Street Ward 1 Leash-Free Park (Item 9.1)

The following preamble was provided to the Committee with respect to the above-noted matter:

Whereas, the Hill Street Park has been the official Ward 1 Leash-Free Park since 2007;

And Whereas, there have been increasing numbers of dangerous interactions between off-leash dogs and children and families using the playground in the park;

And Whereas, there remains a strong interest in keeping the leash-free park in this location by taking action to limit conflicts;

And Whereas, notwithstanding the requirements of the City's Leash-Free Parks policy and procedure, continuing the current fence across the site, effectively fencing off the leash-free and playground uses of the park, will provide a workable solution for all users.

(ii) Glen Castle Drive – Drainage (Item 10.2)

On a motion (Collins/Jackson) staff was directed to report back to the next Public Works Committee on the possible funding sources (estimated at \$150,000) to address the consultants/engineering report regarding maintenance to the swale behind the homes on Glen Castle Drive.

(i) NOTICES OF MOTION

(i) Councillor C. Collins put forward the following Notice of Motion:

Environmental Pricing Reform Pilot Project for Hamilton (Item 10.1)

Whereas, Environmental Pricing Reform (EPR) is the name given to a set of fiscal, tax and planning policy instruments that seek to use pricing to influence behaviour in support of environmental and economic policy;

And Whereas, examples of EPR policy instruments include water, sewage and storm-water rates, development charge methods, road pricing, land value taxation approaches and other innovative or new user fees;

And Whereas, Sustainable Prosperity, a think tank out of the University of Ottawa leading this effort in Canada, would like to undertake a pilot project with the City of Hamilton.

Therefore Be It Resolved:

That City staff work with Sustainable Prosperity to investigate environmental pricing concepts for Hamilton, and that this work include participating in a local workshop on the subject in Fall, 2010.

- (ii) Councillor Collins put forward the following Notice of Motion:

Glen Castle Drive Drainage (Added Notice of Motion Item 10.2)

That staff be directed to report back to the next Public Works Committee on the possible funding sources (estimated at \$150,000) to address the consultants/engineering report regarding maintenance to the swale behind the homes on Glen Castle Drive.

On a motion (Jackson/Collins) the rules of order were waived to allow the introduction of a Motion respecting Drainage on Glen Castle Drive.

See Information Item (h)(ii) of Public Works Committee Report 10-008 for the disposition of this item.

- (iii) Councillor Mitchell put forward the following Notice of Motion

Installation of an All-way Stop at the Intersection of Roxborough Avenue and Durham Road, Stoney Creek (Added Notice of Motion 10.3)

Whereas residents of Roxborough Avenue and Durham Road in Stoney Creek have requested the installation of a 4-way stop at this intersection due to the speed of cars and the number of young and older residents crossing to access Eastdale School and Eastdale Park;

And Whereas a Petition has been signed by the surrounding neighbours, including the residents on the corners of this intersection.

Therefore Be It Resolved:

That an all-way stop control be implemented at the intersection of Roxborough Avenue and Durham Road, Stoney Creek.

- (iv) Councillor Mitchell put forward the following Notice of Motion

Installation of an All-way Stop at the Intersection of Dundee Drive and MacDui Drive, Stoney Creek (Added Notice of Motion 10.4)

Whereas the Ward Councillor has been asked and has monitored this area over the last while with regard to traffic flow and safety concerns at the intersection of Dundee Drive and MacDui Drive, Stoney Creek;

And Whereas currently, there is a stop on Dundee heading east bound and there are no stops on MacDui heading westerly or southerly as MacDui is a curved configuration;

And Whereas the intersection does present an awkward configuration for traffic as MacDui, being a curved road, has no stops and only Dundee has a stop;

And Whereas there is also some site visibility issues and increased traffic in this area due to development;

And Whereas in the interests of safety, staff be directed to install an all-way stop at this intersection.

Therefore Be It Resolved:

That an all-way stop control be implemented at the intersection of Dundee Drive and MacDui Drive, Stoney Creek.

- (v) Councillor Ferguson put forward the following Notice of Motion:

2010 Canadian Little League Championship – Waiving of Rental Fee for Bleachers (Added Notice of Motion 10.5)

That staff be directed to provide mobile bleachers for the 2010 Canadian Little League Championship in August in Ward 12, and that the General Manager of Public Works be directed to identify a funding source.

On a motion (Collins/Jackson) the rules of order were waived to allow for the introduction of a motion respecting 2010 Canadian Little League Championship – Waiving of Rental Fee for Bleachers.

See Item 8 of Public Works Committee Report 10-008 for the disposition of this item.

(j) GENERAL INFORMATION/OTHER BUSINESS

Items on Outstanding Business List (Item 11.1)

(i) Amendments to Due Dates:

On a motion (Jackson/Collins) the following revisions to the Outstanding Business List of the Public Works Committee were approved and the list revised accordingly:

- (i) Item E: Opportunities for Reduction – Public Works Program
Due Date: June 14, 2010
New Due Date: September 13, 2010

Council – June 9, 2010

- (ii) Item F: Control Measures to Stop Dust Fall Outs resulting from Unpaved Parking Lots and Roads on Industrial Properties
Due Date: June 14, 2010
New Due Date: Q1, 2011
- (iii) Item M: Cycling Infrastructure Investment
Due Date: May 31, 2010
New Due Date: June 14, 2010
- (iv) Items N1 and N2: Standardization of Bus Parts
Due Date: June 14, 2010
New Due Date: July 6, 2010 Committee of the Whole

(ii) Removal of Items from the Outstanding Business List

On a motion (Bratina/Mitchell) the Outstanding Business Item referring to Correspondence from the Downtown BIA regarding Light Rapid Transit in Hamilton were identified as completed and removed from the Public Works Committee Outstanding Business List.

(k) PRIVATE AND CONFIDENTIAL

(i) Closed Session Minutes – May 3, 2010 (Item 12.1)

On a motion (Mitchell/Ferguson) the Closed Session Minutes of the Public Works Committee meeting held on May 3, 2010, were approved as presented. These Minutes will remain confidential and restricted from public disclosure in accordance with the exemptions provided in the Municipal Freedom of Information and Protection of Privacy Act.

On a motion (Ferguson/Mitchell) the Committee moved into Closed Session at 1:40 p.m. pursuant to Section 8.1(c) of the City's Procedural By-law and the Municipal Act as the subject matter dealt with a proposed or pending acquisition or disposition of land for City purposes respecting the proposed acquisition for rapid transit.

On a motion (Collins/Mitchell) the Committee reconvened in Open Session at 1:50 p.m.

(ii) Proposed Acquisition for Rapid Transit (PW10050) (Ward 1) (Item 12.2)

On a motion (Jackson/Collins) the following was added as sub-section (f):

- (f) That the contents of Report PW10050 remain confidential.

The Main Motion **CARRIED** as amended.

See Item 9 of Public Works Committee Report 10-008 for the disposition of this item.

There being no further business, the Committee adjourned at 1:55 p.m.

Respectfully submitted

Councillor S. Merulla, Chair
Public Works Committee

Carolyn Biggs
Legislative Assistant
May 31, 2010