CITY OF HAMILTON

PUBLIC WORKS DEPARTMENT
Operations & Waste Management Division

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<tr>
<th>TO:</th>
<th>Chair and Members</th>
<th>WARD(S) AFFECTED: CITY WIDE</th>
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<td>Public Works Committee</td>
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| COMMITTEE DATE: | October 4, 2010 |

| SUBJECT/REPORT NO: | Winter Control Program Maintenance Services Levels for Cycling Infrastructure (PW10096) - (City Wide) (Outstanding Business List Item) |

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<tr>
<th>SUBMITTED BY:</th>
<th>PREPARED BY:</th>
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<tbody>
<tr>
<td>Gerry Davis, CMA</td>
<td>Bryan Shynal</td>
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<td>Public Works Department</td>
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| SIGNATURE: | |

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<th>RECOMMENDATION</th>
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(a) That staff report back by June 2011 with proposed service levels for winter control maintenance of cycling infrastructure;

(b) That a stakeholder working group be established to provide input on service levels recommendations identified through recommendation (a) of Report PW10096;

(b) That the item related to Winter Maintenance Service Levels for Cycling infrastructure be identified as completed and removed from the Public Works Committee Outstanding Business List.

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<th>EXECUTIVE SUMMARY</th>
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At its meeting of May 3, 2010 the Public Works Committee approved a motion directing the General Manager of Public Works to review and report back on winter maintenance service levels for cycling infrastructure based on the Council approved Cycling Master Plan, including best practice information, service level data from municipal comparators, criteria for the determination of priority routes, recommended service levels (including
identified priority routes) and related resource requirements. The motion was approved by Council on May 12, 2010 as Item (i)(i) of Public Works Committee Report 10-007.

Staff have assessed the direction and in consideration of the complexity of the matter, and the range of stakeholders concerned and the degree of research and investigation required, the creation of a working group would be beneficial to achieve the direction provided. This report identifies the process for the development of the proposed services levels including the creation of a working group, which will assist with the analysis of historical data and best practice information as well as identify priority routes and service level recommendations for Council’s consideration in a comprehensive report targeted for Q2 2011. Additional information on issues and opportunities are identified in the Analysis Section of this report and will be addressed in the development of the final report.

Alternatives for Consideration – See Page 5

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<tr>
<th>FINANCIAL / STAFFING / LEGAL IMPLICATIONS</th>
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<tr>
<td>Financial: The implementation of the recommendations of this preliminary report has no financial implications as follow up will be performed within existing budgets through adjustments to work plans and program delivery requirements.</td>
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<td>Staffing: The recommendations in this report have no implications on the staff complement since the review will be completed with the existing staff resources.</td>
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<td>Legal: There are no recommendations of this preliminary report has no implicit or inherent legal implications.</td>
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<th>HISTORICAL BACKGROUND</th>
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<td>The approved cycling master plan lays out a plan for the development of on street cycling routes over the next 20 years for commuter and utilitarian cycling and is an integral component of Transportation Demand Management. Accordingly the provision of all weather access to the infrastructure will give the greatest degree of success in obtaining the goal of reducing motor vehicle use.</td>
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<tr>
<td>There are currently no service levels for winter control maintenance related to cycling infrastructure. The current winter control service levels are based on road class priorities and Provincial Minimum Maintenance Standards for roadways.</td>
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POLICY IMPLICATIONS

Proposed winter control service levels for cycling infrastructure will be developed in consideration of the objectives set out in the City’s Cycling Master Plan. The City’s Transportation Master Plan policies and strategies affecting the City’s transportation network will also be considered in the development of proposed service levels.

The service levels for cycling infrastructure are also affected by the City’s winter control service standards for roadways.

This initiative aligns with the Public Works Business Plan priority’s of being the leader in “greening” and stewardship of the City providing safe, strategic and environmentally conscious services that bring our communities to life by working with the community to improve the environment in Hamilton.

RELEVANT CONSULTATION

The Operations Group has consulted with the Ward 1 Councillor, staff from the Public Works Department and Public Health Services on the formation of the working group. Staff will obtain feedback on the proposed service levels from various stakeholder groups including the City’s Cycling Committee, Police Services, Public Health Services, Risk Management, Public Works Department, and other key stakeholders, e.g. external groups such as the Hamilton Cycling Club.

ANALYSIS / RATIONALE FOR RECOMMENDATION

There are several operating factors to consider relative to servicing cycling infrastructure in addition to the wide range of direct and indirect stakeholder interests in the matter. Staff proposes that a multi-disciplinary working group would allow the opportunity to obtain feedback on the interests which would affect service levels. Using the City’s Cycling Master Plan, and the results of ‘best practice’ and comparative service level information as references, staff would engage the working group in formulating alternative program service levels to address the direction received. The process would include monitoring of representative sample sites of “on and off” road cycling infrastructure across the City during the 2010/11 winter season to validate issues, and assess the potential effectiveness and resource requirements for various service options.

This report identifies the process for the development of the proposed services levels including the creation of a working group comprised of representatives of key stakeholders including the Cycling Committee, Police Services, Public Health Services, Corporate Finance, Risk Management, and Public Works (HSR, Environment & Sustainable Infrastructure – Traffic Engineering Section, Strategic Planning Section, etc.).
Vision: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.
Values: Honesty, Accountability, Innovation, Leadership, Respect, Excellence, Teamwork

Rapid Transit Section, and Operations & Waste Management Division - Parks Section, Operations Section). The Operations Section of the Operations & Waste Management Division will be responsible for coordinating the Working Group’s activities.

Staff will develop alternatives for winter control service levels with input from the stakeholders and report back to Council by June 2011.

Some issues and opportunities to be addressed in considering alternatives include the following:

Issues

- Infrastructure
  - Unique cycling infrastructure and site conditions, e.g. QEW pedestrian bridge.
- User Demand and trends
  - Understanding the cycling community’s commuter and recreational activity needs and expectations during the winter season.
- New types of transportation
  - New types of transportation devices such as scooters and electronic bikes increases the interest in using cycling infrastructure during the winter season.
- Cycling Master Plan and Winter Control Plan integration
  - Understanding the implications of the Cycling Master Plan’s proposed cycling infrastructure initiatives relative to current Winter Maintenance Road Class Priorities.
- Snow storage & off-site snow disposal
  - There are space limitations for snow storage along roadways particularly for curb face sidewalks. Snow removal requirements for cycling infrastructure also has an impact on off-site snow disposal facilities, e.g. capacity, operating costs implications.
- Salt Management Plan
  - Ongoing compliance with the City’s Salt Management Plan relative to proposed new services levels for cycling infrastructure.
- Best practice program information
  - Understanding best practices for cycling infrastructure maintenance in winter city environments.
- Risk management considerations
  - Compliance with minimum maintenance standards.

Opportunities

- Route rationalization and roads district reconfiguration
- Program efficiency opportunities may generate resources to support in part the implementation of cycling infrastructure winter maintenance recommendations.

• HSR bike racks
  - Review of usage information on bike racks on HSR buses may identify areas of the city that would most benefit by winter maintenance service enhancements for cycling.

• Service Level Parameters
  - The use of delayed response type service enhancements, focused or prioritized response may provide improved service but on a delayed basis as forces are available (e.g. maintaining on road cycling facilities as a follow up activity to priority road maintenance works).

• External Organizations - Ontario Good Roads Association (OGRA), Ontario Parks Association (OPA), Canadian Public Works Association (CPWA)
  - Staff may be able to utilize existing planning and program resources available through external organizations.

• Municipal information sharing
  - Staff will solicit information from other comparator municipalities on current services and best practices.

• 2010/11 Winter Season
  - The use of the forthcoming winter season to validate issues and assess the efficacy and resource implications of alternative program service level recommendations within the context of winter conditions using a representative sampling of cycling infrastructure throughout the city and the inputs of the working group, and the cycling committee representatives in particular.

• Education of all road users
  - Understanding the requirements for the cycling infrastructure helps to educate the public that roadways must be shared for all modes of transportation including cycling. Education on active modes of transportation will result in increased physical activity, pedestrian and road safety.

### ALTERNATIVES FOR CONSIDERATION

As an alternative Council may wish to direct staff to prepare and provide a response solely based on best practice research, comparative service level information, and technical analysis prior to consultation with key stakeholders. This alternative is not recommended due to the relatively complex nature of the matter.
CORPORATE STRATEGIC PLAN  (Linkage to Desired End Results)


**Skilled, Innovative & Respectful Organization**
* More innovation, greater teamwork, better client focus

**Financial Sustainability**
* Delivery of municipal services and management capital assets/liabilities in a sustainable, innovative and cost effective manner

**Growing Our Economy**
* An improved customer service

**Environmental Stewardship**
* Supports Alternative Transportation by maintaining the infrastructure required for cycling

**Healthy Community**
* Supports Healthy Living by encouraging physical activity through cycling.

APPENDICES / SCHEDULES

None