SUBJECT: Hamilton Waterfront Trust Trolley Proposal (PW06017) - (Ward 2)  
Public Works, Infrastructure & Environment Outstanding Business List

RECOMMENDATION:

(a) That the proposal by the Hamilton Waterfront Trust to operate a passenger trolley on City owned Harbour properties as outlined in Report PW06017 as Appendix “A” be endorsed.

(b) That a formal service agreement be established between the City and the Hamilton Waterfront Trust outlining the terms, conditions, and requirements of this initiative.

(c) That program funding in the amount of $15,000 from unallocated Capital Reserve 108020 be endorsed as a “one time” start-up grant to the Hamilton Waterfront Trust.

(d) That the item relating to Trolley proposal of the Hamilton Waterfront Trust be removed from the Public Works, Infrastructure & Environment Outstanding Business List.

Scott Stewart, C.E.T. 
General Manager 
Public Works
EXECUTIVE SUMMARY:

At the November 23, 2005 meeting of the Public Works Infrastructure and Environment Committee, the Hamilton Waterfront Trust (HWT) presented an overview of a passenger trolley proposal for the Hamilton Waterfront. Members of Committee referred the matter to staff to “investigate the various issues discussed with respect to the trolley proposal (i.e. safety, environmental and budget issues) and report back.

BACKGROUND:

That the information/recommendations contained within this report primarily affects Ward 2.

The Hamilton Waterfront Trust has been a major partner in the development of Hamilton’s waterfront. Some of the more noteworthy endeavors include the:

- Construction of the Hamilton Waterfront Trail Extension
- Operation of the “Hamiltonian” Tour Boat
- Operation of the “Hamilton Harbour Queen” Cruises
- Construction and operation of “Williams Coffee Pub”
- Refurbishing and occupation of the former Harbour West Sailing School Building for the Hamilton Waterfront Trust offices

The HWT is now proposing to operate a passenger trolley service along the Hamilton Harbour in the interest of promoting and enabling universal access to the waterfront. The trolley vehicle will operate on the existing asphalt trail, and will have a carrying capacity of approximately 50 passengers. It will be configured to consist of three separate units, the first of which will be diesel powered. The second and third units (first and second trailers) will not be powered and will be detachable from the first unit depending on the number of passengers aboard. Additionally, the third unit will be able to accommodate four wheelchairs (which may be wheeled and secured on the trolley). Preliminary plans specify a diesel powered vehicle; however the HWT is also investigating alternate power sources (for their suitability, strength, reliability, and lifespan). Staff will report back should any alternate power sources become available.

The route for the trip (attached to this Report as Appendix “A”) will start at a station/stop at the Hamiltonian Dock/Williams Coffee Pub and proceed in a clockwise direction around Pier 8 and continue along the Hamilton Waterfront Trail. The total distance is 12 km and with a travel speed of 13km/hr, the trip will take 55 minutes. The travel speed is twice the average walking speed or a fast jog and will be controlled with a governor at a maximum speed of 15 km/hr. A number of stops along the route are proposed. These include:

- Hamiltonian/Williams Coffee Pub
- The Marine Discovery Centre
- The Haida
- Pier 4 Park
- Bayfront Park
- Desjardins Canal
- Princess Point.
The stops will be 3 minutes each with an 8 minute stop at the Hamiltonian Dock / Williams Coffee Pub. The Trolley will take a route along the centre of the trail to minimize conflict with existing trail users. A commentary will be given to riders in the interest of providing information relative to the historical importance of the area, and developments that have occurred to present day.

The proposed season and schedule will commence in early May and extend as late as Thanksgiving, operating seven trips daily from 10:30 am with last trip finishing at 9:00 pm. or until dusk.

**Safety Precautions**

The following is an outline of some of the basic safety precautions that will be implemented:

- The Trolley will be operated by two staff (a driver and a ticket taker/host who will be located at the back of the Trolley)
- All staff operating the Trolley will have a Class G driver’s license and will be trained in its operation, as well as associated safety procedures
- The Trolley will have a number of audible sounds which will be used:
  - When reversing (although the trolley is not proposed to be used in reverse when on the trail; reversing will only occur when the trolley is being stored or maintained)
  - When approaching trail users within the Trolley right-of-way, at blind corners, etc.
  - At trolley stops along the route
- The trolley will travel along the centre of the trail (as trail etiquette generally dictates that slower users tend to use the right of the trail in both directions leaving the centre open for faster trail users. The trolley will therefore use the centre of the trail where fewer conflicts would occur. The centre right-of-way be not be lined as the lines may be confusing to other trail users and create a greater potential for conflict)
- Information signs regarding trolley operation will be located at all public access points and other suitable locations along the route. Signage will contain:
  - Trolley route and location on the trail (i.e. the centre right-of-way)
  - Operating season and schedule
  - Advisory for pedestrians please keep to the right and use all due care and caution
- “Trolley stop signs” will be installed at each of the proposed 8 stop locations and will contain basic trolley information and scheduling. Pavement markings are proposed at the stops to identify the location.
- Safety belts will be installed to secure wheelchairs to the trolley, while also being available for children and any passengers wishing to use them
- When not in service, the Trolley will be stored in a secured location away from the general public; keys will be removed at this time and stored in a secured location
- Adequate insurance (satisfactory to the City) will be sourced
Capital and Operating Costs
The proposal places financial responsibility for all capital and operating costs related to the proposal with the HTW and preliminary cost estimates have been provided as follows:

- Trolley Fabrication $110,000
- Trolley Operation $60,000 (Net/Season).

Partnerships
In the interests of affordability, the HWT is actively soliciting community funding partnerships and will accept any contributions to help offset the capital costs, operating costs, facilities for fabrication, storage (summer & winter), operations, promotions, etc.

This report recommends a “one time” contribution by the City of Hamilton in the amount of $15,000 sourced from the unallocated Capital Reserve 108020 as a “one time” start-up grant to the Hamilton Waterfront Trust. The HWT will be responsible for securing their own insurance, in a form satisfactory to the City.

Revenues
The HWT is proposing a fee structure of $2.00 for adults/seniors, $1.00 for children and a family rate of $5. The HWT is estimating an annual ridership of 25,000 people (50% of capacity), which would produce adequate revenue to cover the operating costs in the first year. Additional revenue is anticipated through the sale advertising space on the Trolley. The particulars of this will be covered in the service agreement and will be in accordance with all City policies and by-laws.

ANALYSIS/RATIONALE:
A similar trolley system (trackless train) has been in operation in Hyde Park, in the City of Toronto. The 25-minute scenic ride slowly weaves through the park, picking up other passengers along the way. The train operates on a seasonable basis (weather permitting) and allows riders to have one stop-over privilege. During the peak season (May 1st to September 10th inclusive), the train runs daily from 10:30 am to dusk. During the off-season (April 1st to 30th and September 11th to October 31st), the train is only operational on weekends running at the same time and frequency. Adult fare is $4.00 per person, and child/senior fare is $3.00 per person. The trackless train is operated under license to an outside service provider, and is a well-received park attraction.

ALTERNATIVES FOR CONSIDERATION:
(a) As an alternative Council may choose to reject the proposal and forego this opportunity to increase waterfront accessibility and promote Hamilton’s waterfront as a destination of choice.
(b) As an alternative, Council may choose approve the proposal, and not provide “one time” financial support to this initiative.
(c) As an alternative, Council may choose to deny the Hamilton Waterfront Trust proposal and may direct staff to source a Request for Proposal for the initiative.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
There are no staffing implications associated with this report.
Staff will work with the Hamilton Waterfront Trust and Corporate Counsel to draft terms and conditions, as well as a service agreement to ensure that adequate provisions and insurance requirements are met to the satisfaction of the City.

Financial implications are associated with the recommendation to provide program funding in the amount of $15,000 to be taken from the City’s unallocated Capital Reserve 108020 as a start-up grant to the Hamilton Waterfront Trust.

**POLICIES AFFECTING PROPOSAL:**

There are no policies affected by this proposal. In accordance with Section 30 of the Parks By-law 01-219 as amended, a permit will have to be issued by the Director permitting the operation of a vehicle on a roadway in the designated areas. The permit may include such terms and conditions as the Director considers in the best interests of the City taking into account the general use of the park, the proposed use, the degree of interference or incompatibility that the proposed use may have with other uses or other users of the park, matters of health and safety, the effect the proposed use may have on flora and fauna and such other circumstances that the Director may consider appropriate. Further, the Director may impose such terms and conditions on the issuance of a permit including but not limited to: restrictions as to uses; time and location restrictions; indemnification, insurance and security for injury to persons or damage to property; protective measures for flora and fauna; and payment of permit and other costs associated with the permit and use.

These terms and conditions will form part of the agreement between the City of Hamilton and the Hamilton Waterfront Trust.

**RELEVANT CONSULTATION:**

Staff consulted with the Hamilton Waterfront Trust, and staff of the Corporate Services (Risk Management) Department, the City Manager’s Office (Legal Services/Corporate Counsel, and Communications), Access and Equity, Transit, and Tourism Hamilton in the drafting of this report.

**CITY STRATEGIC COMMITMENT:**

By evaluating the “Triple Bottom Line”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

- Community Well-Being is enhanced. ☑ Yes ☐ No
- Environmental Well-Being is enhanced. ☑ Yes ☐ No
- Economic Well-Being is enhanced. ☑ Yes ☐ No

Investment in Hamilton is enhanced and supported.

Does the option you are recommending create value across all three bottom lines?

☑ Yes ☐ No

Do the options you are recommending make Hamilton a City of choice for high performance public servants?

☐ Yes ☑ No