

AGENDA: 6:30 pm

1. Call to Order and Land Acknowledgement
2. O Canada
3. Meeting Roll Call
4. Profiling Excellence

Staff:

OPHEA Gold Healthy School Certification

- Kim Mackenzie, Cootes Paradise
 - Taylor Wright, Melissa Rizza, Kathy Jepson, Queen Mary
 - Alison Mason, Millgrove
 - Jasmine Gaskin, Glen Echo
 - John Sheahan, Rachel Roper, W. H. Ballard
 - Rosie Kott, Sir William Osler
 - Breanne McColman, Earl Kitchener
 - Kristin Kawamoto, Sir Wilfrid Laurier
5. [Written Delegation: Beatrice Ekoko and community members regarding traffic calming and pedestrian safety on Wilson Street, at the Dr. J. E. Davey Elementary School](#)
 6. Approval of the Agenda
 7. Declarations of Conflict of Interest
 8. [Confirmation of the Minutes: February 2 and February 8, 2021](#)
 9. [Correspondence: re: External Investigator's report](#)
 - A. [Hamilton-Wentworth Principals' Council](#)
 - B. [HWDSB Managers' Leadership Group](#)

Reports from Trustee Special Committees:

10. [Program Committee – February 1, 2021](#)

Reports from Legislated Committees:

11. [Parent Involvement Committee – February 9, 2021](#)
12. [Special Education Advisory Committee – January 27, 2021](#)

Reports from Community Advisory Committees:

13. [French as a Second Language Advisory Committee – January 27, 2021](#)

14. Human Rights & Equity Advisory Committee – February 11, 2021

Reports from Staff

15. School Re-Opening COVID-19 Update #9 (no copy)

16. Reports from: Committee of the Whole (private) – February 22, 2021

17. Oral Reports from:

- A. Student Trustees' Report – Local Activities & Ontario Student Trustees' Association (OSTA) Report
- B. Director's Report
- C. Chair's Report

18. Adjournment

Meeting times and locations are subject to change. Please refer to our website for the latest information.

<http://www.hwdsb.on.ca/trustees/meetings/>



**Environment
Hamilton**



To: Trustees, Hamilton-Wentworth District School Board

Re: Requesting your support for traffic calming and pedestrian safety on Wilson Street, at the Dr. J. E. Davey Elementary School

February 14, 2021

Thank you for the opportunity to 'delegate.' I am the Project Manager of [Friendly Streets Hamilton](#), an initiative of [Environment Hamilton](#) in partnership with [Cycle Hamilton](#) with the goal of creating safer, more vibrant streets for walking and rolling. Since 2017, we have been engaging residents and diverse community stakeholders in building capacity and local leadership for better designed, connected, greener, healthier, and more equitable neighbourhood streets. Our project links residents, stakeholders, city staff, and elected officials. Project partners include the Beasley Neighbourhood Association, Gibson-Landsdale Neighbourhood Association, Hamilton General Hospital, Beautiful Alleys, Smart Commute Hamilton, Barton Village BIA, School Council at Dr. Davey Elementary School, Trees for Hamilton, The City of Hamilton, CityLAB students, Hamilton Bike Share's (SoBi) Everyone Rides initiative, McMaster University's MacChangers, McMaster Academic Sustainability Programs Office, Green Venture, in addition to a variety of informal relationships with community groups and members.

We began our Friendly Streets work in 2017 as a pilot project around the Hamilton General Hospital (Barton Street) and into the adjacent neighbourhoods of Beasley and Gibson-Landsdale (GALA). We are excited that our efforts have resulted in a Hospital Zone for the General Hospital, including the implementation of specific treatments to enhance roadway safety and traffic calming, a designated 'Community Safety Zone' and the installation of enhanced pedestrian crosswalks, an upcoming signed bike path to Hospital (east-west connection starting from Ferguson Ave, with visitor bike parking planned), signage enhancements, pavement markings, traffic calming bump-outs and pedestrian countdown timers. Completed already is a pedestrian-activated traffic signal that was installed and commissioned in May 2020 at the intersection of Victoria Avenue North and Copeland Avenue.

As well, with members of our Hospital Zone Steering Committee, we planted trees around the campus, and are working to create a green space on Birge Avenue. Based on the evaluation and review of the proposed measures after they have been installed, Transportation Operations

& Maintenance will examine if similar enhancements would be suitable to be applied at the other hospitals in the City.

Alas, aside from a greening Cannon project with community partners to depave and plant greenery on the Good Shepherd Venture Centre (from Mary St. to Ferguson St.), these exciting changes do not extend to the work we have been doing with the Beasley neighborhood, and specifically, the work concerning the Dr. Davey Elementary School's serious **lack of pedestrian safety** on Wilson Street.

Unfriendly Wilson Street

Wilson Street at Dr. Davey School has very few street safety designs, such as no signalized pedestrian crossing, for students crossing over to the school. Its sidewalks are extremely narrow and uneven along the school zone (actually, from James St. to Ferguson).

Of greatest concern to the Beasley residents and members of our group with children who attend the Dr. Davey School is that Wilson Street is a heavily used full-time, industrial truck route (eastbound). Industrial truck traffic contributes drastically to already compromised air quality: Hamilton has some of the highest levels of harmful respirable particulate pollution (PM2.5) in the province - a fact confirmed by data collected at the three provincial Ministry of Environment, Conservation & Parks (MECP) air quality health index stations in the city. One of these AQHI stations is in downtown Hamilton - right in Beasley Park--within an area highly impacted by air pollution.

Diesel exhaust is a major component of particulate matter air pollution, which has been linked to asthma, lung diseases and lung cancer, and heart disease, and stroke, as well as affecting **cognition and learning**. The issue of air pollution is unquestionably a justice issue.

Communities living close to highways and busy roads are far more likely to suffer health impacts of poor air quality. The city's permissive truck routes are inevitably exposing residents who live, work, go to school and play downtown with more exposure to harmful particulate matter than other neighbourhoods across the city and this leads to long-term health consequences.

Since 2019, Environment Hamilton has been engaging volunteers in conducting truck counts and air quality monitoring. In August 2020, we organized 2 concurrent traffic counts, (on Wilson St and Cannon Street) to highlight the issue that the school is hemmed in by these truck routes. Over 400 diesel-spewing transport trucks were counted in a 12 hour period. This data was shared with City Staff along with the 2019 data we collected and is serving to inform the City of Hamilton's ongoing [Truck Route Masterplan Review](#).

Note: Our findings are backed by a recent [University of Toronto](#) study that found that large trucks are the biggest culprits of near-road air pollution. Researchers found that air pollution levels right beside a major trucking route within a city were close to levels seen beside Highway 401 (North America's busiest highway), despite the road carrying less than one-tenth of the vehicle traffic. When we consider that heavy industrial trucks thunder through our neighbourhoods and business areas, often a truck every 1.5 minutes on some roads, the threat to public health is undeniable.

With the Friendly Streets Beasley working group, we have tried EVERY avenue to gain help in correcting these concerns. We have tried engaging the ward 2 Councillor, Jason Farr, City traffic staff, the General Manager, Planning, and Economic Development, Jason Thorne, as well as Public Health's School travel planning to act on the critical need to make this street safer for the community, and kids especially, who walk to and from school (Healthy & Safe Communities-Healthy Environments, Public Health's 2018 studies show that over 70% of the school population walks to school).

We have argued for years that Wilson Street itself is overbuilt, and is a perfect candidate for a road diet treatment (given that the most northerly westbound lane is extremely underused): that is, convert Wilson St., to three lanes--one eastbound, one westbound, one shared turning lane--and the extra space would be used for wider sidewalks which would also calm traffic.

We had hopes that with COVID, something could be done to at the very least, convert the underutilized westbound lane for pedestrian use, as proper physical distancing is not possible on this narrow sidewalk. To draw attention to the issue, we put stickers on Wilson St. to highlight the situation more clearly. This caught the attention of TVO and an article appeared about it, that has been getting more attention on social media:

<https://www.tvo.org/article/walking-the-walk-making-the-trip-to-school-safe-for-kids>

Our actions may have helped nudge along the designation of the north-most lane to parking (during drop and pick-up hours). As well, dynamic speed signs were installed on Wilson Street pre-COVID, thanks to our efforts, but these are minor, bandaid fixes at best. Putting up signs without any future real street re-design plans will do little to improve pedestrian safety.

I spoke to the principal of the school, Mary Finstad, who supports safety for students moving through the area. She notes that kids are literally running across Wilson, and there is an accident waiting to happen. Mary told me that the school attempted to do an outdoor classroom, but the children complained that they were unable to hear, due to the severity of the noise and vibrations caused by the trucks. This is unacceptable. The children attending Dr. Davey (largely BIPOC, might I add) deserve better.

We are in a pandemic. The city has declared a climate emergency, with goals to lower community GHG emissions, including the transportation sector. While communities across the country are working together to uplift pedestrian safety, given these emergencies (and looking ahead at expected changes in mobility patterns as a result of this pandemic and the current increase in both cycling and walking by implementing changes to the built form that will endure beyond the COVID emergency and become "normalized" forms of transportation), the City of Hamilton has done nothing for its residents in this respect. Neither has the School Board. Whose responsibility is this, we ask? **All of ours.**

That is why I am delegating to you, the School Board Trustees, on behalf of Environment Hamilton's Friendly Streets community, calling on you to join our efforts to involve yourselves in the issue of proper safety and wellbeing of our students on Wilson Street and surrounding area.

We need your help; we can not do it without you.

Please become the strong voice our students need you to be.

Thank you.

Beatrice Ekoko
Senior Project Manager
Environment Hamilton



Notes

- Of key importance is the need for the School Board to engage with the ongoing Truck Route Masterplan Review Study, since this opportunity comes once every 10 years.
<https://engage.hamilton.ca/trmp>
- Environment Hamilton continues to spend a large amount of time promoting the City's survey for the Truck Route Master Plan Review, currently underway, as well as inviting people to sign our online petition.
https://www.environmenthamilton.org/truckroute_reboot_petition
- CHCH interviewed me and I shared our 2019 data which they used in their news story
<https://www.chch.com/hamilton-community-continues-to-battles-heavy-truck-traffic/>
- Please view the video included in the delegation folder, to get a sense of truck traffic on Wilson Street.
- Another school that faces similar issues is Hess School (York and Queen). It would be a great opportunity to connect the 2 schools on these traffic calming efforts. Please view the video included in the delegation folder.
- Please see below, this excerpt from Public Works Committee, concerning the Truck Route Master Plan Review Update: Report 19-016, November 18, 2019 pg 4-5.
EDRMS-#653250-v1-016_-_PW_Report_19-016_-_AMENDED.DOC

13. Truck Route Sub-Committee Report 19-002 - November 1, 2019 (Item 10.8)**(a) Truck Route Master Plan Review: Study Update (PED19073(a)) (City Wide) (Item 9.1)**

That Report PED19073(a), respecting the Truck Route Master Plan Review: Study Update, be received.

(b) Truck Route Master Plan Review: Additions to the Consultation and Engagement Strategy (Item 9.1)

- (i) That neighbourhoods where residents who live adjacent to the current truck route and who experience disproportionate negative health impacts and economic inequities be identified as a specific focus group, be added to list of groups who will be invited to a moderated/facilitated panel discussion focus group, as laid out in Appendix "F" to Public Works Committee Report 19-016 respecting the Truck Route Master Plan Review: Consultation/Engagement Strategy; and,
- (ii) That the data collected from Environment Hamilton be factored into the data sets collected for the purpose of the Truck Route Master Plan Review.

(c) Formation of a Stakeholders Working Group for the Truck Route Master Plan Review (Item 9.1)

- (i) That a stakeholders working group be formed to enable the group to learn first hand the concerns and priorities of existing stakeholders in the Truck Route Master Plan Review, and provide them with an opportunity to contribute to the review process in a way that is equitable and fair;
- (ii) That the Stakeholders Working Group for the Truck Route Master Plan Review include members of the business community and other organized equity seeking groups who are being impacted by current truck routes throughout the city; and,
- (iii) That this stakeholder working group meet in accordance with the consultation meeting schedule set out in Appendix "F" to Public Works Committee Report 19-016, respecting the Truck Route Master Plan Review: Consultation/Engagement Strategy.



ourBNA.com

To Trustees, Hamilton-Wentworth District School Board
Re Safety in the Dr. J. E. Davey Elementary School and Beasley communities

February 12, 2021

As part of our [Neighbourhood Plan](#), we have made a commitment to improving "the quality of life for people who live, work and play in the Beasley Neighbourhood." Dr. J. E. Davey Elementary School, Beasley Park, and the surrounding area are at the heart of the neighbourhood and are connected to many of the BNA's gatherings, events, and outreach efforts.

Further, we have set out several goals in our Plan including to -

- improve parks, recreation, and gathering places;
- promote liveable street and traffic design, including creating a school safety zone around Dr. J. E. Davey Elementary School;
- increase sense of health, safety, and security; and
- improve social and cultural connections.

Members of the BNA have spent countless hours collecting air quality data, watching non-local delivery trucks, and otherwise considering the impact of the road design on either side of the school property, on Cannon Street East and Wilson Street, that keeps it both physically and psychologically hemmed in.

We believe that, together, we can continue to improve the quality of life in the neighbourhood and that the HWDSB has an important role to play as the stewards of those who attend and are otherwise part of the Dr. J. E. Davey Elementary community.

In our view, that community extends beyond the students, parents, teachers, and other workers who are part of the institution, to the neighbours, commuters, pedestrians, and

folks on bikes who use Wilson Street, Ferguson Avenue, and Cannon Street to get around downtown.

We write this letter to urge you to publicly and meaningfully address the current condition of the streets, greenspaces, and sidewalks surrounding the school.

Safety isn't one-dimensional, as you all already know, but intersectional. In our view, the following things need to be addressed immediately in order to urgently improve the safety, and by extension the health and well-being, of the Dr. Davey community.

- The non-local delivery truck routes on both Cannon Street East and Wilson Street, as demonstrated by the ample data collected by Environment Hamilton, continue to actively and dangerously reduce air quality for everyone in the neighbourhood, especially for children or those whose health may be compromised.
- The system of sidewalks adjacent to the school property that are often too narrow or designed in a manner that is unsafe for their continued use. This includes the sidewalks adjacent to the parking lots which, in part due to the prolonged construction of the Elgin Street transformer, neither provide an ability to safely physically distance during COVID-19, or allow those who use mobility devices, wheelchairs, or who push strollers, to comfortably and safely get around the area while trying to share the sidewalks with pedestrians.
- The lack of dedicated cycling infrastructure on Wilson Street, a portion of which is one-way and contributes to a persistent lack of compatibility with the flow of pedestrian, bike, and other use by more vulnerable road users in the area. Wilson Street, in particular, could benefit from a complete street transformation immediately.
- The condition of the interlocking brick on Ferguson Avenue, which makes it difficult for some to use the road safely (i.e. the missing and damaged bricks should be replaced immediately).
- The lack of a pedestrian crossing on Wilson Street in front of the school seems like not only an oversight, but something that should be easy to fix with the cooperation of the City of Hamilton.
- The continued problem that many parents have when trying to drop their children off at school in the morning. Many parents know that this process, which is

haphazard at best, results in frustration and unsafe conditions for all sidewalk and road users. There must be a better plan put in place to address this. In part, the issues stem from the streets in the area not being safe enough for children to walk to school (even if they live nearby).

In each of the areas we have identified, there are perhaps some obvious and some not so obvious paths for achieving better and safer results.

In all of this, we ask you to think about the **climate emergency** and the impact that many of these issues have on the people who live, work, and play in the Beasley neighbourhood.

The HWDSB bears a significant responsibility to contribute to the safety, health, and well-being of the community and has the power, access to resources, and political capital to not only address these issues directly, but also to lobby other levels of government, including the City of Hamilton, to do the same. Not only is it your responsibility to address these issues because they impact the school community, but it's your duty to consider your role as a community steward.

Your institution has the potential to leverage good outcomes and impacts and we implore you to take this opportunity to work with the school, the community, the BNA, and other partners, to turn this situation around. If there was any chance that you were not aware of these intersecting issues and their harmful impacts on the community before today, we hope that your resolve in the face of this knowledge makes your long overdue response quick, effective, and engaging.

Sincerely,

BNA

ourbna.com

Rachel Braithwaite

[REDACTED]
[REDACTED]
[REDACTED]

Hamilton Wentworth District School Board

February 4th, 2021

Dear Trustees,

Re: Unsafe Streets surrounding Dr. J E Davey Elementary School

I am writing as a former parent for two children at Dr. J E Davey. We had grave concerns with regards to pedestrian and cyclist safety around this school and on surrounding routes to the school. We lived just a few streets over on Wellington St N but did not feel safe on the streets as we walked/biked our daughters to school and had to use back alley ways.

When you get closer to the school this is not an option and you are forced onto very unsafe streets with industrial trucks barrelling alongside you on a very tight sidewalk. This is very unnerving for anyone (never mind children just learning to bike).

When I grew up my mum would always make sure we walked or biked home from school to get some extra exercise and fresh air. Unfortunately, because of the unsafe streets this isn't an option for children at Dr. Davey. Not only because of safety but also because of the pollution. Beasley park which is directly beside Dr Davey has some of the worst pollution measures in the Province!

We moved recently because being able to walk and bike my girls to school is something that is important to me and I want to be able to do that safely and without damaging their lungs from what they breath in.

The other big safety concern at Dr Davey is how unsafe Wilson St is. This is the main street used to access the school but also an industrial truck route and on a bend. The sidewalks are so narrow in some sections that you are basically pinned between a building and the road. We are grateful for the crossing guard at Wilson and Ferguson that risks her life each day, but this only serves the children coming from the East. Many children are coming from the west, around that bend with no crossing guard, light or stop sign.

If you look at the turnover in students at Schools in Hamilton I think you will find that Dr. Davey has a high turnover (in my girls classes they lost friends on a weekly basis). I feel that like me many parents don't feel safe sending their children to this school because of the death traps on the way there.

I implore you to support the removal of truck routes, reduced speed and a pedestrian crossing at Wilson.

Thank you for your time,

Rachel Braithwaite
Parent of Former Dr. JE Davey Students

Attention: Trustees, Hamilton-Wentworth District School Board

Re: Traffic calming and pedestrian safety on Wilson Street, at the Dr. J. E. Davey Elementary School

A note from our Friendly Streets Beasley member, Matias Rozenberg, Friendly Streets Beasley Working Group

January 28th, 2021

Matias writes:

“Just want to make a quick note of a couple changes to the roads near the school that may be relevant and perhaps should be part of the discussion if appropriate.

A while back, dynamic speed signs were installed on Wilson near the school. This is a positive step and I've noticed they can help with speeding somewhat; however, as I understand, they are only to be up for a year, which means they may be gone sometime soon. (not sure of the date.) If this is the case, it should be noted that the majority of the time, they are not functioning properly. The Westbound one works somewhat more often, although many of the lights are burned out and the Eastbound one rarely if ever works. (I've included a short video.) Ultimately, they should be up permanently and in working order.

Also, while it's good that some traffic calming 40km/hr signs have gone up throughout Hamilton, the truth is that they are on side streets where the accidents are not taking place; as such, the issues are not being addressed.

The knockdown sticks (which were constantly knocked down) were replaced by a concrete sidewalk, which I hope will help. Do folks feel this is an improvement?

In the last several months, I know of at least 2 accidents-1) Mary and Wilson and 2) a traffic light was taken out by a car at Wilson and John. I would expect there were more than just those two; furthermore, this is during Covid when there is less traffic.”

Another member, John Neary, resident wrote to Councillor Farr, Dec 01, 2020, and would like to share the following comments:

.....The simple way to reduce hazard would be to eliminate Cannon and Wilson Streets from the truck route master plan, and require trucks traveling from outside the city to use the grade-separated Nikola Tesla Boulevard to reach the industrial lands on the bayfront... the vast majority of 18-wheelers on Cannon and Wilson are not traveling between local destinations, but between the bayfront industrial lands and locations outside the City.

If the City insists on keeping these streets as truck routes, then the expenses required to maintain adequate safety and comfort for vulnerable street users aren't attributable to those street users, but to the trucks themselves.

So if you can't find money to redesign Wilson St for safety, or to add protected crossings at Wellington/Robert, Wellington/Kelly, Cathcart/Cannon, Mary/Cannon, and Mary/Wilson (which would allow children to walk to Dr Davey from all directions without having to walk along the most dangerous streets), then the solution is simple: get rid of the trucks. It will cost you next to nothing and will make our neighborhood much safer.

Conversely, if you insist on routing trucks through the middle of downtown (it's hard to think of another city that does this), right past our school and our park, then you really ought to be willing to accept that the City needs to spend some money to mitigate the harm to our community....

February 12, 2021

Dear HWDSB Board of Trustees,

I am the parent of a Junior Kindergarten student at Dr. J.E. Davey elementary school. My family and I live in the Beasley neighbourhood and I walk my daughter to school every day. I am deeply concerned about the safety of the students due to the volume of trucks and the speed of traffic along Wilson and Cannon streets.

I would like to tell you a bit about my personal experience walking to and from Dr. Davey with my 4-year-old daughter and my 19-month-old son. We live north-west of the school, and as such, we are lucky enough to avoid Wilson Street. I do my best to avoid Cannon, as well. Cannon Street is very busy. There is a lot of truck traffic and the streetlights are timed to allow cars to drive quickly through the core. Pushing a stroller while walking with a 4-year-old is challenging at times, and I worry that my daughter could easily run out into the road and get hit by a fast-moving vehicle.

The sidewalks on Cannon are also not plowed by the City, making them nearly impossible to walk along with a stroller at times.

In order to avoid Cannon Street, we walk along Robert to Elgin and then walk up Elgin where we cross Cannon Street into Beasley Park. Immediately before and after the school bell, there is a crossing guard who works at the intersection of Elgin and Cannon. However, the crossing guard is only there for about 10-15 minutes. If we are 5 minutes early or late for school, I end up jay-walking across Cannon Street with my two small children.

There is a serious need for a permanent crosswalk and street light at this intersection. Elgin and Mary are the only streets that provide access to Beasley Park (and through it the school) without forcing families walking south-east to walk along Cannon Street. There is also a strong need to modify the current truck routes to move trucks out of school zones.

As I stated earlier, I am lucky enough that I can usually avoid Wilson Street. I believe the situation on Wilson Street might even be worse, as in addition to the traffic and lack of sidewalk clearing, the construction of the Hydro One transformer and the drop-off and pick-up of students means the sidewalk is often at least partially blocked.

When my children are older, I would love for them to be able to walk to school on their own. However, unless we see major changes to the streets that surround the school, I don't think this will be possible.

I believe that we owe it to our children to ensure their walk to school is a safe one. As it stands right now, I don't believe it is.

I strongly urge the School Board to advocate for the students at Dr. Davey and other HWDSB schools and encourage the City of Hamilton to make changes to protect the safety of our children.

Thank you.

Kathryn Rehner

I would like to draw attention to the inadequate pedestrian realm along Wilson Street between James and Victoria. The 2010 conversion to bi-directional has forced a massive increase in volumes of high-speed vehicular traffic utilizing the East-bound curb lane. For local pedestrians, what was once an uncomfortable passage on a substandard sidewalk has now become a menacing death-threat.

My 4 year old son began school at Dr. J Edgar Davey public school in September and we walk on Wilson from Wellington to Ferguson twice a day. The anxiety of ushering a preschooler past scooter and stroller traffic, while minding a 6-inch clearance between my shoulder and the side view mirror of the oncoming transport truck, is palpable. The measurements, my son and I took, of **the sidewalk widths** along our walk to school **do not meet (or even come close to) any Municipal, Provincial or Federal guidelines**. Furthermore, **the “crossfall” on some of the driveway aprons is more than four times what current standards allow.**

I propose that the City of Hamilton **take action to address the issue of pedestrian safety on the two-way portion of Wilson Street**, including an **immediate reduction in traffic speeds** and an environmental assessment on how best to **increase safety in the pedestrian realm**. This is a school zone and is central to Hamilton’s Downtown Urban Growth Centre. Walking here should be safe and inviting, not treacherous and menacing.

Who uses this sidewalk?

The Wilson St. sidewalks serve as a high traffic pedestrian corridor and transit embarking platform for hundreds, if not thousands, of people each day. Retail, transit and tourism users abound from James to John and young families flock from east and west to Dr. Davey School at Ferguson. Who are these people? We include the under and unemployed who can’t afford to drive, we are the new immigrant experiencing Canadian winter for the first time, we are the aging senior running errands on the scooter, we are the single mom pushing a stroller and corralling the kids through the snow, **we are the folks who rent apartments, walk to get our groceries and NEED a safe sidewalk to get around.**

From the City of Hamilton’s Ward 2 Profile:

*“Ward 2 is a densely populated area with **40%** or 475 acres **of the total area comprised of residential land use**, significantly higher than the City of Hamilton’s 10% total. Since 2001, there has been a decrease in the population age 30 to 39 years and an increase in the population age 40 to 64 years in Ward 2.*

Compared to Hamilton, Ward 2 has:

- *a higher proportion of lone parent families*
- *a higher proportion of immigrants*
- *a much higher unemployment rate*
- ***a much lower proportion of employed residents that drive a car, truck or van to their place of work***
- ***a much higher proportion of employed residents that use public transit or walk to their place of work***
- *a much lower average income of residents*
- *a much higher proportion of apartment type dwellings”*

http://www.hamilton.ca/HamiltonPortal/Inc/PortalPDFs/Ward_Profiles/SSSP-WardProfiles-Ward2.pdf

Is it really that dangerous?

The most recently available Collision Reporting Statistics (2010) indicate that Wilson Street between James and Wellington had 20 collisions (including 8 fatalities) over a 5 year period. That ranks **this stretch of Wilson as Hamilton's 36th highest risk roadway**

<http://www.hamilton.ca/NR/rdonlyres/E8FE9F6D-95BE-483C-A055-517F1B7FE933/76133/2010CollisionReportFinal.pdf>

According to a 2013 report from Social Planning and Research Council in Hamilton, Hamilton is Ontario's second most dangerous City for pedestrians. **There is a 35%-42% higher risk of injury for pedestrians in Hamilton compared to Ontario**

<http://www.sprc.hamilton.on.ca/2013/11/sprcs-new-data-on-pedestrian-safety-helps-push-councillors-to-support-pedestrian-mobility-plan/>

Parachute Canada (formerly SafeKids Canada) tells us that **child pedestrian injuries are a leading cause of injury-related death** for Canadian children aged 14 years and younger. **Lower income neighbourhoods, particularly urban ones, also have higher risks for child pedestrian injuries.**

<http://www.parachutecanada.org/injury-topics/item/pedestrian-injury-facts#sthash.TZu6htJY.dpuf>

How wide is the sidewalk supposed to be?

Hamilton's Pedestrian Mobility Plan (2012) states that, within the downtown context, the sidewalk "clear-zone" width should be **a minimum of 2.0 meters up to 3.5 meters where adjacent to a high pedestrian generator (such as a school).**

http://www.hamilton.ca/CityDepartments/PublicWorks/Environment_Sustainable_Infrastructure/StrategicPlanning/StrategicEnvironmentalPlanningProjects/Pedestrian+Master+Plan.htmto

According to both the Ontario Good Roads Association, and as endorsed by the Federation of Canadian Municipalities, *"Best practice recommends a minimum sidewalk width of 1.5 metres. **When the sidewalk is located adjacent to the curb on major roadways, the width should be increased to 1.8 metres.** The preferred width to provide for the safe passage between an adult and a person pushing a baby carriage or in a wheelchair, or a child on a tricycle is 1.8 metres. Near hospitals, schools, offices, industrial and commercial areas, where large pedestrian volumes may occur, the sidewalk width should be increased accordingly. In shopping and entertainment areas, sidewalk widths of at least 2 metres should be considered. It is recommended to design the driveway apron slope to a maximum of 8 percent between the curb and the front of the sidewalk. To achieve this guideline, it may be necessary to drop the sidewalk partially through the driveway, when the sidewalk is located close to the curb. This approach is recommended instead of increasing **the crossfall in the pedestrian zone, which should be kept at a recommended 2 to 4 percent crossfall.**"*

http://www.ogra.org/Portals/0/Sidewalk_Design_Constructionand_Maintenance_EN.pdf

Why should we do anything now?

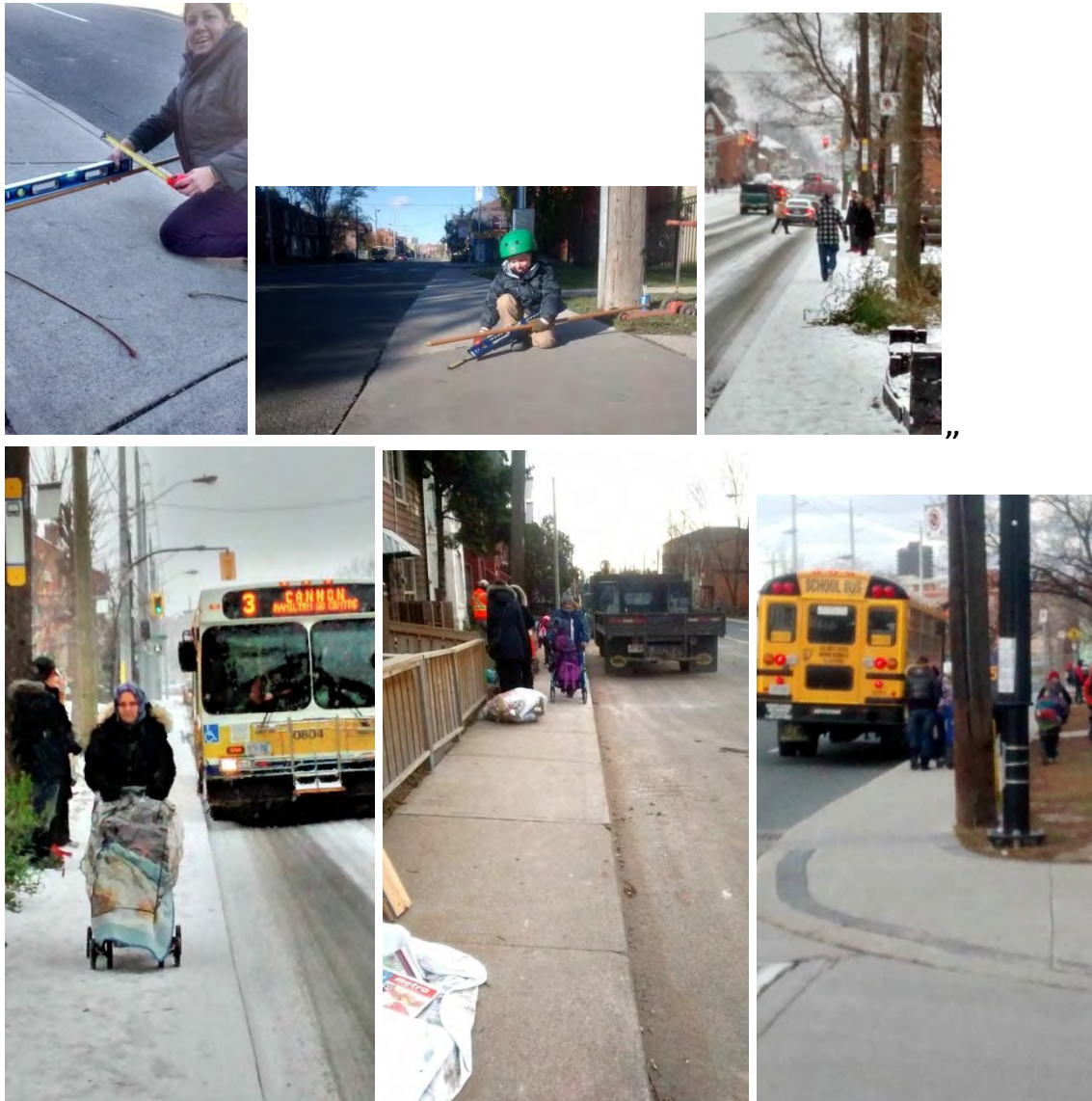
Council's endorsement of the Pedestrian Mobility Plan (2012) authorizes and directs a shift from traditional road design by starting with the requirements for pedestrians and cyclists first and then working to the centre line. While the City is not required to "retrofit" existing sidewalks, in this case, **the criteria for consideration have ALL been met.**

According to current Ontario Good Roads Association Sidewalk Design Construction and Maintenance Guidelines: "The following factors should be considered when determining where in the community additional sidewalks should be constructed.

- addition of transit or school bus routes;
- providing access for the elderly and persons with disabilities;
- continuity of sidewalks (avoid missing sections of sidewalk where possible);

- increased pedestrian volumes;
- addition of new facilities including schools, institutions, parks, and sports complexes;
- the presence of other pedestrian generators (library, community centre, church, hospital, shopping precinct or mall);
- community input;
- ,vehicle speed, traffic, and truck volumes;
- collision data related to pedestrians;
- existing sidewalk on the other side of the street;
- weather implications (prevailing winds or sun/shade);
- type of roadway shoulder and width; and
- population density. “

http://www.ogra.org/Portals/0/Sidewalk_Design_Constructionand_Maintenance_EN.pdf



”



Thank, you for your attention to this matter.

Margaret Hastings-James



Letter delegation to HWDSB Trustee meeting
Re: City of Hamilton Truck Routes

Dear HWDSB Trustees,

Right now, the City of Hamilton is reassessing its Truck Route Master Plan. If you are not familiar with that, it is the series of bylaws and standards by which trucks, of various sizes, may travel through Hamilton - not just downtown, but the whole city, from Stoney Creek to Waterdown.

Hamilton's current Truck Route Master Plan is extremely permissive. With very few, very specific exceptions, trucks of any size are allowed on any street. This is absolutely not the case in most cities. Indeed, many cities have laws in place to prevent trucks above a certain size from residential or built-up areas.

My child attends Dr Davey Elementary, at the corner of Wilson Street and Ferguson Avenue, in downtown Hamilton, Ward 2. Dr Davey is on a truck route and, on any given day, dozens of enormous trucks travel by the school, polluting with both noise and exhaust, shaking the ground and making the streets feel terribly unsafe at ground level. Especially for small children.

The same situation occurs at many other schools in the HWDSB. Given how permissive the current laws are, you might be astonished to learn that most of the schools in the City are on truck routes. However, only a few schools are on routes as highly trafficked as Dr Davey.

The solution is not difficult at all. Most of these trucks are coming to or going from the industrial heart of Hamilton in the north end, north of Burlington Street. They are generally traveling through the city as a short-cut from the 403. Therefore, the most obvious solution is for these trucks to take Burlington Street and the Nicola Tesla Boulevard onto the RHVP and QEW, without traveling through our neighbourhoods, and by our schools.

To be clear, we are obviously not talking about delivery trucks, which need to bring goods to shops. This is only about industrial trucks (whose drivers' work is no less necessary!), which have no business within the City.

Because of the huge trucks using our roads, they are engineered extra-wide, and frequently one-way. Because of this engineering, motorists of all kinds feel they are given permission to speed, and otherwise drive recklessly. There are so many near misses, and there are tragically cases where people have lost their lives. This includes at least one HWDSB

student.

Even without the danger of being struck by a vehicle, the overbuilt streets invoke fear, especially on Wilson Street, with its exceptionally narrow sidewalks. And, downtown especially, HWDSB students breathe polluted air, are shaken by passing trucks as they sleep, and must brave the daily walk to and from school, taking their lives in their own hands at each crosswalk.

It is the business of HWDSB Trustees to stand up for the welfare of the students of this City. It is vitally important that you move to express these concerns to City Council and staff, and make them realize that the lives of HWDSB students are at stake.

Sincerely, and with much thanks,

Tanya Ritchie
Ward 2 resident and parent

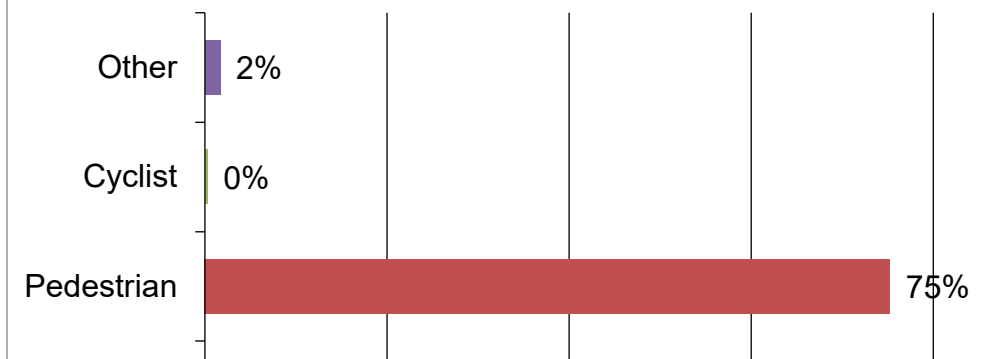
Traffic Count: Day 1 – March 7, 2018

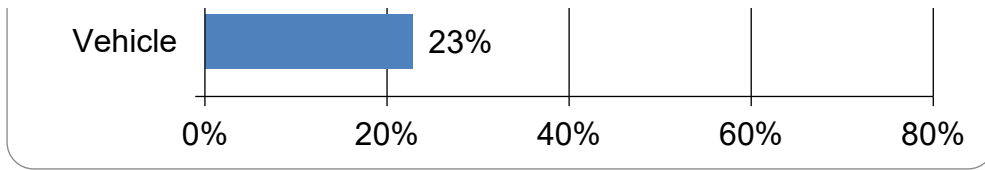
| PERIOD & WEATHER | COUNT LOCATION | LOCATION DESCRIPTION | COUNTER NAME/ COMMENTS | VEHICLES IN LOT | BICYCLES IN RACK |
|---------------------------|----------------|---|------------------------|-----------------|------------------|
| 8:20-9:00, cloudy weather | C | Parking lot west side | R4 | 26 | 0 |
| | C | Active trans heading west along Wilson & entering ped path on west side of school | R1 | | |
| | A | Active trans coming through Beasley Park | R6 | | |
| | B | Parking lot north side & active trans coming from north Ferguson St. and east along Kelly St. | R3 | | |
| | B | Cars on Ferguson and active trans coming from Wilson St. along Ferguson | R5 | | |
| | | | | | |

Traffic Count: Day 2 – April 27, 2018

| PERIOD & WEATHER | COUNT LOCATION | LOCATION DESCRIPTION | COUNTER NAME/ COMMENTS | VEHICLES IN LOT | BICYCLES IN RACK |
|-----------------------------------|----------------|----------------------|------------------------|-----------------|------------------|
| 8:20-9:00, sunny and mild weather | A | | R1 | 24 | 0 |
| | B | | R5 | | |
| | C | | R4 | | |
| | | | | | |
| | | | | | |
| | | | | | |

S3 Traffic counts: travel mode for two morning - Mar 7 & Apr 27, 2018





| TIME PERIOD (15 min. intervals) | Vehicles | Pedesrians | | | Cyclists | | | Other | TOTAL |
|---------------------------------------|------------|-----------------------|-------------------------|-----------|-----------------------|-------------------------|-----------|-----------|------------|
| | | Student (no adult) | Student (with adult) | Adult | Student (no adult) | Student (with adult) | Adult | | |
| | 66 | | | | | | | 3 | 69 |
| | | 49 | 48 | | 1 | | | 1 | 99 |
| | | 20 | 38 | | | 1 | | 1 | 60 |
| | 7 | 8 | 12 | | | | | 3 | 30 |
| | 14 | 36 | 51 | 2 | | | | | 103 |
| | | | | | | | | | 0 |
| TOTAL | 87 | 113 | 149 | 2 | 1 | 1 | 0 | 8 | 361 |
| Modesplit | 24% | 31% | 41% | 1% | 0% | 0% | 0% | 2% | |

| TIME PERIOD (15 min. intervals) | Vehicles with 1 person | Pedesrians | | | Cyclists | | | Other | TOTAL |
|---------------------------------------|---------------------------|-----------------------|-------------------------|-----------|-----------------------|-------------------------|-----------|-----------|------------|
| | | Student (no adult) | Student (with adult) | Adult | Student (no adult) | Student (with adult) | Adult | | |
| | | 28 | 22 | | | | | | 50 |
| | 18 | 48 | 77 | | | | | 1 | 144 |
| | 59 | 39 | 63 | | | | | 3 | 164 |
| | | | | | | | | | 0 |
| | | | | | | | | | 0 |
| | | | | | | | | | 0 |
| TOTAL | 77 | 115 | 162 | 0 | 0 | 0 | 0 | 4 | 358 |
| Modesplit | 22% | 32% | 45% | 0% | 0% | 0% | 0% | 1% | |

| AM PERIOD | Vehicles | Pedesrians | | | Cyclists | | | Other | TOTAL |
|------------------|------------|-----------------------|-------------------------|-----------|-----------------------|-------------------------|-----------|-----------|-------------|
| | | Student (no adult) | Student (with adult) | Adult | Student (no adult) | Student (with adult) | Adult | | |
| Day 1 | 87 | 113 | 149 | 2 | 1 | 1 | 0 | 8 | 361 |
| Day 2 | 77 | 115 | 162 | 0 | 0 | 0 | 0 | 4 | 358 |
| TOTAL | 164 | 228 | 311 | 2 | 1 | 1 | 0 | 12 | 719 |
| AVERAGE | 82 | 114 | 156 | 1 | 1 | 1 | 0 | 6 | 360 |
| MODESPLIT | 23% | 32% | 43% | 0% | 0% | 0% | 0% | 2% | 100% |
| Vehicle | 23% | | | | | | | | |
| Pedestrian | 75% | | | | | | | | |
| Cyclist | 0% | | | | | | | | |
| Other | 2% | | | | | | | | |

DUGAR
ARY SCHOOL
LEY
NTY CENTRE
OF 4331
2/2020
ursday



Wilson St. Sidewalk Widths

5-25



- 1.56m
- 1.47m
- 1.42m
- 1.47m
- 1.19m with overgrowth
- 13.9% crossfall
- 1.45m
- 1.55m
- 1.70m
- 1.60m
- 13.0% crossfall
- 1.35m
- 1.47m
- 1.24m
- 1.37m



"The Woolcott Team goes above and beyond!"
Woolcott Team

Sip the season



40
km/h

TITAN TRAILERS INC
Strength Through Innovation

SRS AIRBAG

Trustees: All participating electronically - Kathy Archer, Christine Bingham, Becky Buck, Dawn Danko, Penny Deathe, Cam Galindo, Alex Johnstone, Maria Felix Miller, Carole Paikin Miller, Paul Tut and Ray Mulholland.

1. Call to Order

Dawn Danko, Chair of the Board, called the meeting to order at 6:10 p.m.

2. Declarations of Conflict of Interest

None.

3. Resolution Into Committee of the Whole (Private Session)

RESOLUTION #21-22: Trustee Archer, seconded by Trustee Paikin Miller, moved: **That the Board move into Committee of the Whole (Private), as per the Education Act, Section 207.2 (b) the disclosure of intimate, personal or financial information in respect of a member of the Board or committee, an employee or prospective employee of the board or a pupil or his or her parent or guardian, this being done at 6:05 p.m.**

CARRIED UNANIMOUSLY

Meeting returned to public session at 8:20 pm.

Trustee Johnstone declared a Conflict of Interest during private session and disconnected from the meeting and did not return to public session following private session.

Trustee Tut did not return to public session following private session.

Reports from:

4. Committee of the Whole –February 2, 2021

RESOLUTION #21-23: Trustee Galindo, seconded by Trustee Bingham, moved: **That trustees adopt the recommendations provided by the external investigator and ask that staff report back with what is actionable within the recommendations and no further sanctions be made. And that an anonymized report be released as well as a Board statement.**

The motion **CARRIES** on the following division of votes:

In Favour (7): Trustees Archer, Bingham, Buck, Danko, Deathe, Galindo, Paikin Miller

Opposed (2): Trustees Miller and Mulholland

The meeting adjourned at 8:36 p.m.

Trustees: Christine Bingham (Electronically), Becky Buck (Electronically), Dawn Danko (Electronically), Penny Deathe (Electronically), Cam Galindo (Electronically), Alex Johnstone (Electronically), Maria Felix Miller (Electronically) and Carole Paikin Miller (Electronically) and Ray Mulholland (Electronically). Student Trustees Ethan Hesler (Electronically) and Fatima Zakar (Electronically).

Regrets were received from Trustees Kathy Archer, Paul Tut and Student Trustee Skylar Seggie.

1. Call to Order

Dawn Danko, Chair of the Board, called the meeting to order at 6:21 p.m.

2. Approval of the Agenda:

Trustee Danko requested that the Chair's Update be added to the agenda.

RESOLUTION #21-25: Trustee Bingham, seconded by Trustee Buck, moved: **That the agenda be approved.**

CARRIED UNANIMOUSLY

Student Trustees Hesler and Zakar voted in favour

Trustee Galindo made a request to reconsider a motion from the Special Board meeting held February 2, 2021. The Chair informed Trustee Galindo that a motion would be required to wave the governance rules as the reconsider motion did not meet the governance guidelines.

RESOLUTION #21-26: Trustee Galindo, seconded by Trustee Johnstone, moved: **That the Governance rules be waved in regards to a reconsideration motion.**

The motion **CARRIED** on the following division of votes:

In Favour (7): Trustees Bingham, Buck, Danko, Deathe, Galindo, Johnstone, Miller. Student Trustees Hesler and Zakar

Opposed (2): Trustees Paikin Miller and Mulholland

RESOLUTION #21-27: Trustee Galindo, seconded by Trustee Miller, moved: **That the reconsideration motion be added to the agenda after item #10. That the agenda be approved as amended.**

The motion **CARRIED** on the following division of votes:

In Favour (6): Trustees Bingham, Danko, Deathe, Galindo, Miller, Mulholland

Opposed (1): Trustees Paikin Miller

Trustees Buck and Johnstone declared a conflict of interest prior to the vote taking place on the motion above.

3. Declarations of Conflict of Interest

None received.

4. Confirmation of the Minutes – January 25, 27 and 28, 2021

The minutes were confirmed noting that the January 25, 2021 motion put forth by Trustee Galindo (item #13) required updating to the final amended motion.

Reports from Trustee Special Committees:

5. Governance Committee – January 18, 2021

RESOLUTION #21-28: Trustee Galindo, seconded by Trustee Johnstone, moved: **That the Governance Committee Report – January 18, 2021 be received.**

CARRIED UNANIMOUSLY

Student Trustees Hesler and Zakar voted in favour

6. Human Resources Committee – January 19, 2021

RESOLUTION #21-29: Trustee Deathe, seconded by Trustee Johnstone, moved: **That the Human Resources Committee Report – January 19, 2021 be received.**

CARRIED UNANIMOUSLY

Student Trustees Hesler and Zakar voted in favour

Reports from Community Advisory Committees:

7. Human Rights & Equity – January 14, 2021

RESOLUTION #21-30: Trustee Miller, seconded by Trustee Johnstone, moved: **That the Human Rights & Equity Committee Report – January 14, 2021 be received.**

CARRIED UNANIMOUSLY

Student Trustees Hesler and Zakar voted in favour

8. Rural Schools Advisory Committee – January 21, 2021

RESOLUTION #21-31: Trustee Johnstone, seconded by Trustee Deathe, moved: **That the Rural Schools Advisory Committee Report – January 21, 2021 be approved including that the Board submit a request to the Ministry of Education to classify Greensville Elementary as a rural school and be included as part of the Rural Schools and Northern Education Fund.**

CARRIED UNANIMOUSLY

Student Trustees Hesler and Zakar voted in favour

9. Resolution into Committee of the Whole (Private Session)

RESOLUTION #21-32: Trustee Archer, seconded by Trustee Paikin Miller, moved: **That the Board move into Committee of the Whole (Private), this being done at 7:35 p.m.**

CARRIED UNANIMOUSLY

Student Trustees Hesler and Zakar voted in favour

Meeting resumed in public at 8:39 p.m. Trustee Mulholland did not return to public session.

Trustees Buck and Johnstone declared a conflict of interest for the private session and left the meeting. Trustees Buck and Johnstone returned to public session following the vote on the matter below (10. Reconsideration of a Motion).

10. Motion Re-consideration

RESOLUTION #21-33: Trustee Galindo, seconded by Trustee Miller, moved: **That whereas, the third-party investigation conducted by Arlene Huggins of Koskie Minky LLP, was not a formal code of conduct investigation, but rather an investigation into alleged breaches of the code of conduct, and on the decision not to seek further sanctions made on February 2, 2021,**

Be it resolved that the decision on the motion to seek no further sanctions on this matter be reconsidered.

CARRIED UNANIMOUSLY

Trustees Buck and Johnstone rejoined the meeting.

Student Trustees Hesler and Zakar voted in favour

11. Motion to Suspend the Governance Rules for Student Trustee Hesler

RESOLUTION #21-34: Trustee Galindo, seconded by Trustee Miller, moved: **To suspend the Governance rules to allow Student Trustee Hesler to read a statement.**

CARRIED UNANIMOUSLY

Student Trustees Hesler and Zakar voted in favour

Student Trustee Hesler read the following statement:

Thank you, and through the chair,

I am speaking today to share the students' thoughts and opinions following the board's decision to release a redacted version of the third-party investigation, which was conducted regarding Ahona's claims.

I do not stand in agreement with the board's decision, and neither do the students of the HWDSB.

When I first became a student trustee, I stated as part of my oath: "I will represent students to the best of my ability and will present the best interests of students for the benefit of the Board."

It is in students' best interests they are educated in a board free from racism and discrimination. For trustees to choose when they are held accountable for their actions is inexcusable.

Education is meant to shape our future, but what future are we creating when we teach students on a board filled with inequities. I echo students' voices when they say education should be conducted with students' best interests in mind, which means removing all inequalities.

12. Committee of the Whole (Private) – February 8, 2021

RESOLUTION #21-35: Trustee Galindo, seconded by Trustee Bingham, moved: **That the report of the Committee of the Whole (private) – February 8, 2021 be approved including:**

- **That the Human Resources Committee report from January 19, 2021 be received.**
- **That the Governance Committee report from January 18, 2021 be approved.**

CARRIED UNANIMOUSLY

Student Trustees Hesler and Zakar voted in favour

13. Oral Reports from Liaison Committees:

A. City/School Board Liaison Committee

There is nothing to report at this time.

B. Hamilton-Wentworth Home & School Association

There is nothing to report at this time.

C. Hamilton Foundation for Student Success (HWDSB Foundation)

- The Foundation hosted its Showcase of heARTS event on February 4th. The event raised more than \$40,000 for HWDSB students while celebrating their artistic achievements through song and creative means.

- The first meeting for the Foundation was held February 3, 2021 and the new Chair Ian Brisbin was welcomed.

D. Ontario Public School Boards' Association (OPSBA)

- A workshop on Mental Health amongst student and staff is being held on February 11, 2021 at noon.
- The Legislative Assembly will reconvene next week.
- An update on Covid 19 was shared.
- There was a listing of the School Boards that opened on January 8, 2021.
- Government updates were shared.

The meeting adjourned at 9:02 p.m.

DRAFT

February 17, 2021



Manny Figueiredo,
Director of Education
Secretary of the Board

Dear Director Figueiredo,

As the 2020-21 school year continues to present challenges to the structures of our work in Education, so too does it present opportunities. It is in this vein we share this communication with you and request that you share with the Hamilton-Wentworth District School Board Trustees at the upcoming February 22, 2021 Board Meeting.

Recently, external investigators, Arleen Huggins and Philip Graham penned and delivered their final report of their investigation for the Hamilton Wentworth District School Board (HWDSB) into a Student Trustee complaint of a breach of the Code of Conduct by four Trustees. With this report, the Board of Trustees are being given an opportunity to reflect deeply on its practices and next steps in regards to equity, with student and staff well-being and achievement at the forefront. This report, and attendant structural suggestions, highlight difficult conversations and decisions ahead.

The Hamilton Wentworth Principal's Council (HWPC) is the professional organization that supports the Elementary and Secondary Principals and Vice Principals in the HWDSB. The members of HWPC believe strongly in the pursuit of equity and inclusion in our schools and work environments. Daily, we hold high professional expectations for ourselves to conduct our affairs with honesty, integrity and fairness. We support innovative teaching and learning practices, inclusive education, anti-oppression, CRRP and anti-racist education as we know it is the foundation of all learning and integral to the physical and mental health and well-being of all students, especially Indigenous, Black and Racialized students. The released report asks our Trustees to be more purposefully focussed on glaring matters of inequity and insensitivity and to engage in education on equity, anti-racism and anti-oppression.

We want to work in environments where racialized students and staff are supported and successful, as well as valued and recognized for their individual identities. We think students deserve a Board of Trustees that have chosen to do better by always keeping the needs of staff and students at the forefront. We ask that we are supported in our administrative roles by holding everyone to the same standard that we strive to hold for ourselves.

The steps forward must be brave and purposeful so that real healing can happen.

Respectfully Submitted,

The Members of the Hamilton-Wentworth Principal's Council

February 18, 2021

Manny Figueiredo,
Director of Education
Secretary of the Board

Dear Director Figueiredo;

Please accept this letter from the HWDSB Managers' Leadership Cabinet. We respectfully request that you share it with HWDSB Trustees at the upcoming meeting on Monday, February 22, 2021.

We recognize that social structures, institutions and practices, including those within the education sector, have been challenged regarding equity, anti-racism and safety for all members of society. As a management group responsible for supporting our schools and education staff to create the optimum learning environment for students and working conditions for staff, Manager's Leadership wholeheartedly embraces the Board's Commitment to "learning, equity, engagement and innovation" identified in the Annual Plan for 2021-2022.

We are aware that the Board has received a report from Arleen Huggins and Philip Graham pertaining to a Code of Conduct complaint made by a former HWDSB Student Trustee against four Trustees. We recognize that it can be very challenging to break from usual processes, but when we know that those processes cause harm to others, we must have the courage to act in a manner that demonstrates transparency, humility and accountability. We cannot ask the staff and students of HWDSB to act in a manner that we, as leaders, do not abide by.

Over the past few years, Managers within HWDSB have been asked to reflect on the practices and policies that create inequity and cause harm to individuals, particularly those who identify as Indigenous, Black, racialized, Two-Spirited, LGBTQIA+, or Persons with a Disability. We appreciate that this requires us to disrupt our usual practices, open ourselves to hearing different voices and to challenge the status quo. While we know this can create discomfort for us personally, we know that it is required to create a work and learning environment that allows others to experience "feeling safe, supported, accepted and affirmed in their diverse and distinct identities."

We are hopeful that our Trustees will embrace the commitment made to staff and students at HWDSB of creating an equitable and safe environment for staff and students. We hope this is an opportunity to demonstrate that HWDSB is committed to change and growth and that this commitment is embodied and modelled by those entrusted with leadership roles. Anything less than this will undermine the efforts toward meaningful change.

We submit this letter so that the voice of Managers' Leadership can be heard at a time when courage and action is required to meet our commitment for equity, anti-racism and safety through transparency and accountability.

Respectfully submitted,

HWDSB Managers' Leadership Cabinet

COMMITTEE REPORT

Presented to: Board

Date of the Meeting: February 22, 2021

From: Program Committee

Date of Meeting: February 1 2021

The committee held a meeting through MS TEAMS from 5:30 p.m. to 8:18 p.m. on February 1 2021 with Trustee Becky Buck presiding.

Members virtually present were: Trustee Becky Buck (Chair), Kathy Archer, Penny Deathe, Maria Felix Miller and Student Trustee Ethan Hesler. Also Attending: Chair Dawn Danko joined the meeting at 6:29 p.m.

ACTION ITEMS:**A. Secondary Program Strategy and Plan for Specialist High Skills Majors(SHSM) Programs**

Staff provided an overview of SHSM, its Recommended Action, and supporting Rationale and Background. Staff highlighted Key Data, Completion Rates, the Year in Review, and the New Three Year Plan while identifying Next Steps.

Highlights included:

- 54 SHSM Programs in 14 Sectors in 2020-21 academic year. An increase of 29 programs over the past three years
- Double the number of students involved from 2016-17 to present with a current participation rate of 21%
- Completion Rate of 78% across all programs in 2019-20, consistently above provincial rates

Information regarding SHSM was shared through the following:

- HWDSB SHSM Student Enrollment and Footprint identifying SHSM Participant percentages from 2016-17 to 2021-21
- Completion Rates: SHSM Students Graduating with a SHSM Red Seal providing a comparison of HWDSB rates to Provincial numbers from 2016-17 to 2019-20
- The Ministry of Education's criteria through Appendix A: Scoring Rubric
- The full listing of HWDSB SHSM Programs and locations through Appendix B: SHSM Programs Available Starting September 2020

On the motion of Trustee Deathe, related to the Secondary Program Strategy, the Program Committee **recommends for approval:**

- Continue to offer, advertise and support the Specialist High Skills Major (SHSM) Programs listed in the Secondary Program Strategy;
- Continue to consider all SHSMs Tier 3 programs with specific boundaries based on program locations and school catchment areas;
- Continue the SHSM development process and open new SHSM programs when there is:
 - Student interest and engagement in the key subject area;
 - Internal school capacity (staff champions, adequate facilities, and course offerings for all pathways);
 - Labour Market Evidence (labour market data) that indicates an employment need in the sector;
 - No foreseeable impact on programs within the school or SHSM programs offered in other schools;
 - Existing partnerships for cooperative education placements, training, and certification programs.

CARRIED UNANIMOUSLY**MONITORING ITEMS:****B. 21st Century Learning Report**

Staff presented the 21st Century Learning Report as a follow-up to the June 1st, 2020, Report. An update was provided regarding the strategy implementation indicating that the formal launch did not occur because of COVID-19. However, responding to the pandemic required staff to accelerate other aspects of implementation by integrating the 21st Century Learning Strategy into the re-opening in September 2020 in the following areas:

- eLearning
- Elementary Remote School
- Secondary Rotational Model
- Remote Readiness
- Specialized Services Support

Staff provided an update regarding:

- Vision and Goals of the Learning Strategy with a focus on preparing graduates with digital skills and 21st century competencies and the goal of providing guidance the organization on the development of modern learning environments

- Six key components of the Modern Learning Environment: Blended, Modern, Experimental, Personalized, Success Oriented, Intentional
- 21st Century Learning Competencies identifying Learning to Learn as having become a theme during HWDSB's pivot to Remote Learning
- How Digital Skills are valued both locally and globally by employers and post-secondary institutions
- Next Steps in strategy implementation involving:
 - Consideration for the development of recommendations regarding remote learning for the April 2021 Program Committee Meeting
 - Commencement of a Learning Resources Review
 - Development of measurements of strategy implementation
 - Continuing to align with other HWDSB initiatives (Equity Action, Specialized Services and Facilities Master Plans)
 - Formal launch in Fall of 2021 with an anticipated enhanced strategy resulting from 2020-21 experiences

C. Positive Culture and Well-Being Report

Staff introduced the members of their Team and emphasized the important shift in the goal from 2019-20 to 2021-22 discussing Targets and Strategies with a focus on closing the gap for those who have been historically underserved, and presented the report which included:

- Review of the 2019-20 implementation of the HWDSB Annual Plan, Positive Culture and Well-Being, and the planned implementation of the 2021-22 HWDSB Annual Plan
- Positive Culture and Well-Being COVID-19 Related Updates
 - Attendance
 - Social Work Referrals and Consultations
 - Case Information
- Suspension and Expulsion Data
- Safe Schools Incident Reporting Form Data

Staff shared the following highlights:

- Celebration of 2019-20 Annual Plan:
 - Professional Learning on Emotion Coaching
 - Pilot for Nurturing Safer Schools
 - Launch of the Learning Nest Program
 - Welcoming Shakowennakara:tats (Indigenous Student Trustee) to the Board
 - Providing Curriculum in response to two pandemics –COVID-19 and Ant-Black Racism –introduction of Learn. Disrupt. Rebuild@HWDSB: Building a Community of Care
 - Addition of Graduation Coach for Black Students Program at two secondary schools
 - Development of Human Rights Leadership Series
 - Completion of Employment Equity Audit
 - Development of Employment Equity Action Plan

It was noted that the Provincial job sanctions and the COVID-19 pandemic impacted progress in 2019-20 and resulted in staff being unable to conduct the necessary surveys to collect the key data required to measure progress. As such, staff was unable to measure the targets to have an increase by June 2020 in students and staff feeling safe, supported and accepted. Staff are reviewing data gathered through the *Safe Schools Survey* (implemented as part of the Bullying Prevention and Intervention Review Panel) for related measures and will provide the Program Committee with a Monitoring Report in May.

- Opportunities in 2021-22:
 - Support the Mental Health Strategy through the application of Emotion Coaching and the pilot for Nurturing Safer Schools
 - Completing the Student Census in support of the Equity Action Plan
 - Develop and commence implementation of a Safe Schools Action Plan based on Safe Schools: Bullying Prevention and Intervention Review Panel Report in support of Safe Schools Action Plan
 - Implementation of Employment Equity Action Plan

Respectfully submitted,
Becky Buck, Chair of the Committee

Committee Report

Presented to: Board

Meeting date: February 22, 2021

From: Parent Involvement Committee

Meeting date: February 9, 2021

The committee held a MS Teams meeting on February 9th from 6:30 pm. to 8:30 p.m. with Chair Amanda Fehrman presiding.

Members present were: Lianne Broughton, Julie Hunter, Amanda Lloyd, Stephanie Lostanaw Lavin, Heidi Oglesby, Tyler McNeil, Mike Palma, Melanie Roberts, Tracey Siddons, Heather Lambert-Hillen, Amanda Fehrman, Corrie Ledgerwood, Kiley Boyd, Sasha Walsh, Christine Scheewe, Suzi Spelic, Cindy Stranak, Becky Buck, Penny Deathe, Nicole Giles, Estella Jones, Shawn McKillop, Beth Woof.

INFORMATION ITEMS:

A. Budget Update

Denise Dawson, Senior Manager of Business Services, provided a power point presentation on budget priorities. Highlighted was the online Public Consultation open for input until Feb 25th.

B. COVID Communication Update

Shawn McKillop, Manager of Communications and Community Engagement provided an update and overview of the communication protocols since students returned to in-person learning on Feb 9th.

C. School Year Calendar

Estella Jones, Superintendent, Family of Schools One, updated the committee on the status of the calendar for 2021-22. Public Consultation is available online until Feb 25th. The calendar will be submitted to the Ministry by May 1st for approval.

D. Standing Items

- Home and School
- Trustee Update
- Profiling Excellence
- French as a Second Language Advisory Committee
- School Council Modules/School Council Support
- Rural Schools

Respectfully submitted,
Amanda Fehrman, Chair

Committee Report

Presented to: Board

Meeting Date: February 22, 2021

From: Special Education Advisory Committee (SEAC)

Meeting date: January 27, 2021

The Committee held a meeting on Wednesday, January 27th beginning at 5:33 pm ending at 6:35 pm, with Chair Judy Colantino presiding.

Members present were Cecile Santos-Ayrault, Association for Bright Children of Ontario, Judy Colantino, SEAC Chair, Down Syndrome Association of Hamilton, Lindsay Bray, McMaster Children's Hospital Developmental Pediatrics and Rehabilitation Portfolio, Lita Barrie, VOICE for Hearing Impaired Children, Lorraine Sayles, Children's Aid Society of Hamilton
Lynn Vanderbrug, Lynwood Charlton Centre, Mark Courtepatte, Vice Chair, FASD Parent & Caregiver Support Group, Michelle Campbell, Autism Ontario (H-W Chapter), Penny Deathe, Trustee Ward 15, Susi Owen, CNIB Hamilton and Niagara
Tracy Sherriff, Community Living Hamilton, Jessica Malcew, VOICE for Hearing Impaired Children (Alternate)

Regrets: Alex Johnstone, Trustee Wards 11 & 12, Alyson Kowalchuk P.A.L.S. Parent Advocacy Learning Support Group

INFORMATION ITEMS:

A. Election of SEAC Chair and Vice Chair

Election of Chair:

- Mark Courtepatte nominated Judy Colantino to continue as Chair – no other nominations were received
 - On the motion of Cecile Santos-Ayrault, seconded by Lynn Vanderbrug, the Committee recommends the appointment be approved. CARRIED.

Election of Vice Chair:

- Tracy Sherriff nominated Mark Courtepatte to continue as Vice Chair – no other nominations were received
 - On the motion of Michelle Campbell, seconded by Lynn Vanderbrug, the Committee recommends the appointment be approved. CARRIED.

B. Update on Enhanced Screening Measures

Matthew Kwan, Manager, COVID-19 Response

- Screening measures have increased to include asymptomatic testing using rapid test – more information is still to come and will be shared when available

C. In-Person Learning Sessions for Students

Lynda Pollock, System Learning Resource Teacher and Natasha Duckett, ExSL Itinerant Teacher

- Provided an overview of the In-Person Learning Sessions
- In-Person Learning Sessions are being offered during the period of remote learning for a small number of students in the elementary panel with pervasive needs

D. MEMBERS' UPDATE

Mark Courtepatte, Vice Chair, FASD Parent & Caregiver Support Group

- In the process of planning FASD education webinars in February/March. The webinars will include guest speakers from Canada and the US. Will provide more information when available
- New FASD Justice Program in Hamilton - ALL 4 ONE is a program that provides intervention and support to justice involved youth (aged 12-17), and their caregivers, living with FASD
http://www.hamiltonfasdsupport.ca/?page_id=33

Peggy Blair, Superintendent of Specialized Services

- Safe Schools Review Report has been presented to Trustees, with many recommendations. There are some pieces around special education – will bring report to February SEAC meeting
- Received funding for the AQ course for students with Autism and Communication needs. Piero Evfremidis, ABA Consultant has developed the course, which will be offered in February, and is already full with 25 registered. After the completion of the course, participants will be reimbursed through this funding
- Carina Gratton started last week as Manager of Autism and Neurodevelopmental Services
- Survey will be sent out to students that have completed the GLE course
- Next academic year, the grade 9 math curriculum will be de-streamed, using the principles of differentiated instruction and universal design for learning

Respectfully submitted,
Judy Colantino, Chair

Committee Report

Presented to: Board

Meeting date: January 27th, 2021

From: French as a Second Language Advisory Committee

Meeting date: February 22nd, 2021

The committee held a meeting on Wednesday, January 27th, 2021 via TEAMS from 6:30 to 8:30 pm, co-chaired by Kimberly Norgate and Jeremy Galea

Members present were: Ilona Clark, Olufisayo Bolarinwa, Salma Elmansy, Lisa Donegan-Baetz, Catherine Roberts, Jeremy Galea, Mackensy Bacon, Lisa Urban, Joanne Thompson, Kate Kim, Ziqiao Li

Regrets: Kimberly Norgate, Mina Foroutan,

MONITORING ITEMS:

A. Advice Session: Diplôme d'études en langue française (DELFF)

Staff provided an update on the status of DELFF for June 2020 graduates. The DELFF was not provided in Ontario in the spring of 2020 and these students were not able to challenge for the certification. They can challenge for the DELFF *Junior* at their own expense. The HWDSB plans to run the DELFF *Scolaire* in June 2021 if possible.

The Committee believed it was unfair for these students to miss the DELFF *Scolaire* and have to sit a separate certification at their own expense. Staff committed to providing an update at the next meeting regarding how to support graduates in obtaining their DELFF *Junior*.

B. Advice Session: Student Enrollment and Engagement

Staff provided presentation on current student enrollment in French Immersion, grades 1 to 12 and on secondary Code French enrollment for 2019-20. 4355 students are currently enrolled in French Immersion and 3850 students studied Core French in 2019-20.

Staff also reviewed progress on the three goals of the HWDSB French as a Second Language Program: Increase student confidence, proficiency, and achievement in FSL; Increase the percentage for students studying FSL until graduation, and Increase student, educator, and community engagement in FSL.

Highlights included:

- In 2019-20, 172 students participated in a grade 12 Core French class, an increase of 14 students or 9% over 2018-19.
- In 2020-21, there are 602 students registered in French Immersion for grade 1, and 4355 students from grades 1-12.

The Committee provided the following advice regarding engaging and retaining students:

- Expand eLearning options for secondary French Immersion;
- Explore how to support students transitioning from French to English subjects like math and science;
- Encourage students to continue with French at all transition points (e.g. 8 to 9).

C. Staff Presentation: Full Remote Learning Advice Session: Elementary Remote Learning

Staff presented an overview of the current Elementary Remote Learning noting that there are 24 French Immersion classrooms from grades 1 to 8 and English track grade 4 to 8 classes receive 200 minutes of Core French weekly. No advice was provided.

D. Updates

Canadian Parents for French (CPF) shared that it is the **20th Anniversary** of the Hamilton-Wentworth Chapter this year. A **1-year Membership** with CPF Hamilton-Wentworth is free for individuals, families, and organizations (including schools) until the end of March 2021. They can be followed on Facebook at **CPF Hamilton** where we regularly post events, activities, info re French language learning & activities or visit <http://cpfhamilton.ca/> or email us directly at hamiltoncpf@gmail.com.

The CPF and HWDSB are collaborating to provide the Concours d'art oratoire.

CPF is also offering free, online After-School Programs: **Franco Fun**: 45min, 8-wks grades 1-6, FSL and **Viva la Parole**: 1hr, 8-wks, grades 7-10 CORE French

Trustee Buck provided an update on the Bullying Prevention and Intervention Review Panel Report.

Staff provided an update on the Grade One French Immersion Application Process and encouraged the committee to have their children participate in the HWDSB Student Census.

Respectfully submitted,
Jeremy Galea and Kimberly Norgate, Co-Chairs

Committee Report

Presented to: Board

Meeting Date: February 22, 2021

From: Human Rights & Equity Community Advisory Committee

Meeting date: February 11, 2021

The committee held a meeting on February 12, from 4:00 – 6:00 p.m. via MS Teams with Co-Chair Mouna Bile presiding.

Members present were Neha Gupta, Carmen To, Jordan Carrier, Ariel Brown, Maise Raymond Brown, Mouna Bile, Layla El-Dakhakhni, Coley Baisden Park, Tianna Folliwel, Sukhvinder Obhi, Deborah Simon, Jessica Bowen, Trustee Maria Felix-Miller.

ACTION ITEMS:

A. Trustee Investigation Released by the Board

Committee members discussed the third-party, independent investigator's final report and recommendations based on a Student Trustee complaint of breach of the Board's Code of Conduct, that was released on February 3, 2021. Committee members are encouraged by the Board of Trustees' vote to adopt all 12 recommendations of the final report; however, they discussed their concerns about the lack of accountability and consequences to the breaches of the Board's Code of Conduct as outlined in the investigator's final report. Considering the HRE community advisory committee's role in providing input and advice on policies and practices that are critical in creating a culture of human rights, equity, and environment that are free from discrimination, the HRA community advisory committee passed a motion to prepare a statement and provide recommendations to the Board of Trustees to ensure accountability and building trust with communities going forward. The committee members have asked their Trustee representative in attendance to read the statement and recommendations at the Board of Trustees meeting on February 22, 2021.

On motion of the Human Rights & Equity Committee, it is recommended: **that a formal letter be drafted outlining the committees' statement and recommendations.**

Unanimously

*letter is attached and noted as Appendix A.

INFORMATION ITEMS:

B. Anti-Black Racism and ARAO Framework and Policy

Staff reported that based on the HRE community advisory committee recommendation, this item is now included in the Board equity action plan. The HRE community advisory committee meeting in March will be dedicated to discuss this item and how to go forward by identifying gaps and develop the necessary policies and procedures.

Staff provided updates on:

- Learn, Disrupt and Rebuild: Building a Community of Care
- Safe Schools Panel report
- Employment Equity Audit and Employment Equity Action Plan
- Human Rights Structure

C. Standing Items

- Staff Update

Staff provided updates on: Learn, Disrupt and Rebuild: Building a Community of Care, Safe Schools Panel report, Employment Equity Audit and Employment Equity Action Plan and Human Rights Structure

- Trustee Update

Respectfully submitted by
Mouna Bile, Co-chair

Appendix A

A Statement on the Final Report of the External Investigator for the HWDSB re: Student Trustee Complaint of Breach of the Code of Conduct

From: the HWDSB Human Rights and Equity (HRE) Community Advisory Committee

On February 3rd, 2021, the HWDSB released a final report conducted by a third-party investigator regarding the allegations made by former Student Trustee, Ahona Medhi. The report concluded that trustees four Trustees breached the board's code of conduct by behaving in blatantly racist and oppressive ways. The four trustees as identified by Ms. Mehdi are Trustee Johnstone, Archer, Buck, and Paikin-Miller. The HRE Community Advisory Committee would like to express our disappointment with the findings of the report and strongly condemn the harmful words and actions by the aforementioned trustees. As a committee tasked with providing guidance on best practice for matters of human rights and equity, and as concerned members of the Hamilton community, we wish to put forward the following recommendations to the HWDSB Board of Trustees.

Reaffirming calls from our community

First and foremost, we want to reaffirm the calls from the community—particularly the voices of racialized student organizers—for consequences for the trustees identified in the report. While we understand the limited ability for trustees to be removed from their elected seats, (1) we strongly encourage trustees Johnstone, Archer, Buck, and Paikin-Miller to resign from their positions in an act of good faith. Hamiltonians have made it clear that they do not wish for these trustees to maintain decision making power over marginalized students. (2) If the trustees do not step down, the HRE Community Advisory Committee asks that all sanctions be applied to the aforementioned trustees for the remainder of their term to bar them from voting on matters related to the students of HWDSB.

Accountability and transparency

The events brought to light through this report have compromised the community's trust in the Board of Trustees. In the aftermath of the report findings, we wish to advocate for more robust accountability and transparency measures. This includes (3) a thorough review and amendment to the HWDSB Trustee Code of Conduct that applies an anti-racist/anti-oppressive lens and (4) eliminates the clause permitting trustees to vote on matters in which a conflict of interest is evident. Furthermore, we recommend (5) the implementation of publicly accessible reporting structures that indicate trustee's commitment to anti-racist/anti-oppressive learning and competency.

Moving forward

As our students and community heal from the harm caused and trust lost, we want to reaffirm our commitment to creating a safer, braver, and more equitable school board for students and their families. We believe every member of the HWDSB community has a responsibility to uphold these values – especially our elected officials. We ask that the above recommendations be considered thoroughly and acted on in a timely manner.

Sincerely,

The HWDSB Human Rights and Equity Community Advisory Committee