



The Corporation of the City of Stratford
Infrastructure, Transportation and Safety Committee
Open Session
AGENDA

Date: Monday, February 9, 2026
Time: 7:05 P.M.
Location: Council Chamber, City Hall
Committee Present: Councillor Burbach - Chair Presiding, Councillor Nijjar - Vice Chair, Mayor Ritsma, Councillor Beatty, Councillor Biehn, Councillor Henderson, Councillor Hunter, Councillor McCabe, Councillor Sebben, Councillor Wordofa
Staff Present: André Morin - Chief Administrative Officer, Tatiana Dafoe - City Clerk, Audrey Pascual - Deputy Clerk, Taylor Crinklaw - Director of Infrastructure Services, Tim Wolfe - Director of Community Services, Adam Betteridge - Director of Building and Planning Services, Neil Anderson - Director of Emergency Services/Fire Chief, Karmen Krueger - Director of Corporate Services, Kim McElroy - Director of Social Services

To watch the Committee meeting live, please click the following link:

<https://stratford-ca.zoom.us/j/85714825849?pwd=dw03uXQailv1aW2AtFcohShSLY1Q6Z.1>

A video recording of the meeting will also be available through a link on the City's website

<https://calendar.stratford.ca/meetings> following the meeting.

Pages

1. Call to Order

The Chair to call the Meeting to Order.

2. Disclosure of Pecuniary Interest and the General Nature Thereof

The *Municipal Conflict of Interest Act* requires any member of Council declaring a pecuniary interest and the general nature thereof, where the interest of a member of Council has not been disclosed by reason of the member's absence from the meeting, to disclose the interest at the first open meeting attended by the member of Council and otherwise comply with the *Act*.

Name, Item and General Nature of Pecuniary Interest

3. Sub-committee Minutes

4 - 10

Sub-committee minutes are attached for background regarding the discussion held at the January 28, 2026, Sub-committee meeting.

4. Delegations

None scheduled.

5. Report of the Manager of Engineering

5.1 Neighbourhood Area Speed Limit Pilot Study (ITS26-001)

11 - 15

Staff Recommendation: THAT a pilot study for Area Speed Limit Signage be implemented in the area bounded by Huron Street to the south, Mornington Street to the east, O'Loane Avenue to the west, and the McCarthy Street to the north;

AND THAT Council direct staff to bring a subsequent report back to Council with the appropriate recommended Traffic and Parking By-Law amendments to reduce the speed limit in the pilot program area to 40km/h.

Motion by

Sub-committee Recommendation: THAT a pilot study for Area Speed Limit Signage be implemented in the area bounded by Huron Street to the south, Mornington Street to the east, O'Loane Avenue to the west, and the McCarthy Street to the north;

AND THAT Council direct staff to bring a subsequent report back to Council with the appropriate recommended Traffic and Parking By-Law amendments to reduce the speed limit in the pilot program area to 40km/h.

6. For the Information of Committee

6.1 Department Update

16 - 24

A copy of the update has been posted to the City's website on the "Engineering Division" page.

6.2 Advisory Committee/Outside Board Minutes

There are no Advisory Committee/Outside Board minutes to be provided to Committee.

7. **Adjournment**

Meeting Start Time:

Meeting End Time:

Motion by

Committee Decision: THAT the Infrastructure, Transportation and Safety Committee meeting adjourn.



The Corporation of the City of Stratford Infrastructure, Transportation and Safety Sub-committee

MINUTES

Date: January 28, 2025
Time: 4:30 P.M.
Location: Council Chamber, City Hall

Sub-committee Present: Councillor Burbach - Chair Presiding, Councillor Nijjar - Vice Chair, Councillor Beatty, Councillor McCabe

Staff Present: Taylor Crinklaw - Director of Infrastructure Services, Audrey Pascual - Deputy Clerk, Neil Anderson - Director of Emergency Services/Fire Chief, Nathan Bottema – Manager of Engineering, Miranda Franken - Council Clerk Secretary

Also present: Members of the Public

1. Call to Order

The Chair called the Meeting to Order.

Councillor Hunter provided regrets for this meeting.

Land Acknowledgment

Moment of Silent Reflection

Respectful Conduct Statement

2. Disclosure of Pecuniary Interest and the General Nature Thereof

The *Municipal Conflict of Interest Act* requires any member of Council declaring a pecuniary interest and the general nature thereof, where the interest of a member of Council has not been disclosed by reason of the member's absence from the meeting, to disclose the interest at the first open meeting attended by the member of Council and otherwise comply with the *Act*.

Name, Item and General Nature of Pecuniary Interest

No disclosures of pecuniary interest were made by a Member at the January 28, 2026, Infrastructure, Transportation and Safety Sub-committee meeting.

3. Delegations

3.1 ADDED - Request for Delegation - Item 4.1 - Neighbourhood Area Speed Limit Pilot Study (ITS26-001)

Motion by Councillor McCabe

THAT the Addendum to the Infrastructure, Transportation and Safety Sub-committee dated January 28, 2026, be added to the agenda as printed.

Carried

Motion by Councillor Beatty

THAT Bill James-Abra be heard.

Carried

Bill James-Abra, representing Kate Mulrooney and Climate Momentum, spoke in support of the staff recommendation for item 4.1 on the agenda.

In support for the implementation of a pilot project for a 40 km/hr area they noted the minimal cost of the project, the neighborhood being well chosen, a reduction in fuel pollution at the lower speeds and the streets being safer factually as well as in perception encouraging biker confidence. They provided statistics on survival rates of pedestrian accidents with cars moving 50 km/hr and at 40 km/hr with 40km/hr improving road safety. They noted that there is support within the community with a widespread trend towards decreased speeds. The delegation cautioned it takes time to change drivers' habits requiring consistency and effective communication. They offered to support in public education through the Climate Momentum platforms.

Sub-committee Discussion: Discussion occurred between Members and the delegation. Highlights of the discussion included:

- a Member asked how the success of the project will be measured outside of police data on accidents;
- the delegation replied this question being in discussion and suggested neighbourhood satisfaction, response from institutions on the comfort level of users and traffic statistics; and
- a Member said the measurements of success will be valuable in evaluating expansion of the program.

4. Report of the Manager of Engineering

4.1 Neighbourhood Area Speed Limit Pilot Study (ITS26-001)

Staff Recommendation: THAT a pilot study for Area Speed Limit Signage be implemented in the area bounded by Huron Street to the south, Mornington Street to the east, O'Loane Avenue to the west, and the McCarthy Street to the north;

AND THAT Council direct staff to bring a subsequent report back to Council with the appropriate recommended Traffic and Parking By-Law amendments to reduce the speed limit in the pilot program area to 40km/h.

Sub-committee Discussion: The Manager of Engineering and the Director of Infrastructure Services provided an overview of the report highlighting the following:

- the report identifying two pilot program areas in the Northwest quadrant or the Avondale neighbourhood south of Huron Street;
- staff recommending the pilot project be in the Northwest Quadrant due to the schools, a daycare, recreation facilities and 29 km of road in the area;
- the implementation of the gateway speed signs would cost approximately \$11,600 for option 1 using Public Works resources;
- precondition data is to be gathered in several locations with this to be tested again during the pilot program and staff to engage with the public to gauge reactions on the pilot project;
- a review of an overall reduction of collisions to be done with lower speeds allowing cars to slowing down more quickly and this element being challenging to quantify;

- improving street safety being a first step to align with the Transportation Master Plan;
- the Director of Infrastructure Services noted that the pilot is cost effective as Public Works resources have the capacity to absorb this amount of work this year;
- to implement City wide speed reductions in this way would take several years; and
- for City wide implementation to be done at once a consultant service would be required at a higher cost.

Discussion on this matter occurred between Sub-committee and staff. Highlights of the discussion included:

- a Member commented the implementation of 40km/hr on all residential streets and higher on collector roads would simplify this for residents;
- enforcement would be simpler as well and problem areas could have the implementation of traffic calming infrastructure;
- a Member asked if Stratford Police Services would be involved to target speed limits in this area;
- the Director of Infrastructure Services replied that conversations have been had with the Police Chief regarding a speed reduction to 40 km/hr and once the pilot is in place there will be further discussion based on what is being observed;
- the Director of Infrastructure Services and Police Chief are in regular discussion since the speed camera program fell through regarding other enforcement measures;
- a Member commented this area being of interest for the pilot with public concern regarding traffic and safety of children with the potential united housing project near Avondale; and
- the implementation of the program will demonstrate Council collaboration with neighbours and support the need for housing in that area.

Motion by Councillor Nijjar

Sub-committee Recommendation: THAT a pilot study for Area Speed Limit Signage be implemented in the area bounded by Huron Street to the south, Mornington Street to the east, O'Loane Avenue to the west, and the McCarthy Street to the north;

AND THAT Council direct staff to bring a subsequent report back to Council with the appropriate recommended Traffic and Parking By-Law amendments to reduce the speed limit in the pilot program area to 40km/h.

Carried

5. Department Update

Sub-Committee Discussion: The Director of Infrastructure Services provided an update on department activities and ongoing projects. Highlights of the discussion included the following:

- a working group including Clerks, By-law, Parking Enforcement, Planning and Engineering having met to look at parking city wide and looking at new developments as a target area with increased parking concerns;
- the inaugural meeting was to share observations and target priorities;
- behaviour change being challenging to ensure with enforcement;
- enforcement is the current mechanism for winter parking so the group is asking if there are ways that could achieve a better outcome regarding winter maintenance;
- a second meeting is coming up to develop specific work plans on what will move forward and to designate who will champion those specific changes;
- staff are working exemplary considering the heavy winter circumstances;
- there is a salt shortage throughout Southwestern Ontario and the City has been able to consistently secure the bare minimum covering the basic amount for essential services;
- in warmer conditions staff would normally apply salt liberally but without ample supply the salt is being included as part of the sand to help remove some of the packed snow;
- staff do not expect the salt supply to improve at any point this winter;

- staff do not remember snow piles being as high in City streets and have increased snow removal this year which is likely to exceed the budget;
- the snow removal budget being calculated based on previous years;
- there is a small reserve that can be used for additional costs should operations exceed the available funds and staff will return to Council if the reserve is exhausted;
- snow hauling priorities being in the following order to maximize public safety:
 - collector and arterial roads;
 - intersections for clear site lines;
 - addressing snow banks on local streets with the list of streets being long and prioritized based on an evaluation of street condition by priority:
 - where snow pack has reduced the ability for two cars to pass on the street;
 - then areas with impeded sight lines or minimum area for snow storage;
- snow operations are non-stop using this method of prioritization and staff are aiming to provide service throughout the City to the best of abilities;
- typically only rock salt has been cost effective at melting snows however staff are looking at the cost of supplementing with an amount of higher yield options that come at an elevated cost;
- this will be further discussed in the spring to be included in the upcoming budget cycle for Council consideration;
- several pieces of fleet are down so mechanics are working to facilitate a full fleet with staff aiming for the next snowfall;
- the large fleet offsets wear and tear caused by hard winters;
- the roll out for the new blue boxes was fairly seamless with staff fielding many questions regarding the size of the bins, missed pickups and managing expectations with the new provider; and
- Stratford being the middle man working to make the transition smooth as Circular Materials does not seek feedback from staff.

Discussion was had between Sub-committee and Staff. Highlights of the discussion included the following:

- regarding item 4.1 a Member commented the Good Roads conference is in two months with an opportunity for delegation with the appropriate Minister regarding the withdrawal of the automated speed enforcement;
- as the Municipality is taking steps to keep our roads safe the request being that they share in this with the speed cameras and automated speed enforcement being focused on behaviour modification for those not abiding by the rules;
- the Director of Infrastructure Services agrees and to discuss this with the CAO noting Good Roads delegations have just opened and as its past president, the Municipal Engineers Association have signed up for delegation with the Ministry of Transportation of Ontario in this regard;
- a Member commented the Province had promised to bring other measures and to provide funding and noted that this funding could support this pilot project and other speed calming measures; and
- staff replied the Province marked a rough dollar value and are looking to Stratford being able to access the funding.

6. Advisory Committee/Outside Board Minutes

There were no Advisory Committee/Outside Board minutes provided to Sub-committee.

7. Next Sub-committee Meeting

The next Infrastructure, Transportation and Safety Sub-committee meeting will be held on February 25, 2026, in the Council Chambers.

8. Adjournment

Motion by Councillor Beatty

Sub-committee Decision: THAT the Infrastructure, Transportation and Safety Sub-committee meeting adjourn.

Carried

Meeting Start Time: 4:30 P.M.

Meeting End Time: 5:05 P.M.



MANAGEMENT REPORT

Date: January 28, 2026
To: Infrastructure, Transportation and Safety Sub-Committee
From: Nathan Bottema, Manager of Engineering
Report Number: ITS26-001
Attachments: None

Title: Neighbourhood Area Speed Limit Pilot Study

Objective: To present the cost estimates for the 40 km/h speed-limit pilot program options in the Avon Ward and to seek Council approval to proceed with implementation.

Background: At the October 14, 2025, Regular Meeting, Council lifted the management report entitled "40 km/h Speed Limits in Residential Areas" (ITS23-028) from the table adopted the following resolution:

THAT the 40 km/h Speed Limits in Residential Areas initiative be referred to staff to re-cost a pilot project in the Avondale area using existing City resources.

Analysis: Reduced speed limits in residential areas are intended to improve road safety, particularly for vulnerable road users. Implementing a pilot program allows the city to assess operational requirements, costs, compliance, and public response prior to considering broader implementation. To advance Council's direction, staff have developed two pilot project options within the Avon Ward.

Pilot Study Area Option #1: Northwest Stratford

Pilot study area #1 is bound by Huron Street to the south, Mornington Street to the east, McCarthy Street to the north, and O'Loane Avenue to the west. This study area includes two secondary schools, St. Aloysius Catholic Elementary School, the YMCA daycare, and the Stratford Education & Recreation Centre (SERC). This area is primarily zoned as residential, has 23.2 kilometers of local streets and 5.7 kilometers of collector streets. Historical speed studies indicate general compliance with default speed limits on local streets, with general non-compliance observed on collector streets currently posted at 40 km/h.

To implement a pilot study in this area, 40 new gateway speed limit signs would be required as shown in Figure 1. The estimated material and labour cost for Infrastructure Services to install the required signage is \$11,600. The proposed pilot study represents approximately 18% of the total number of signs required for a city-wide rollout.

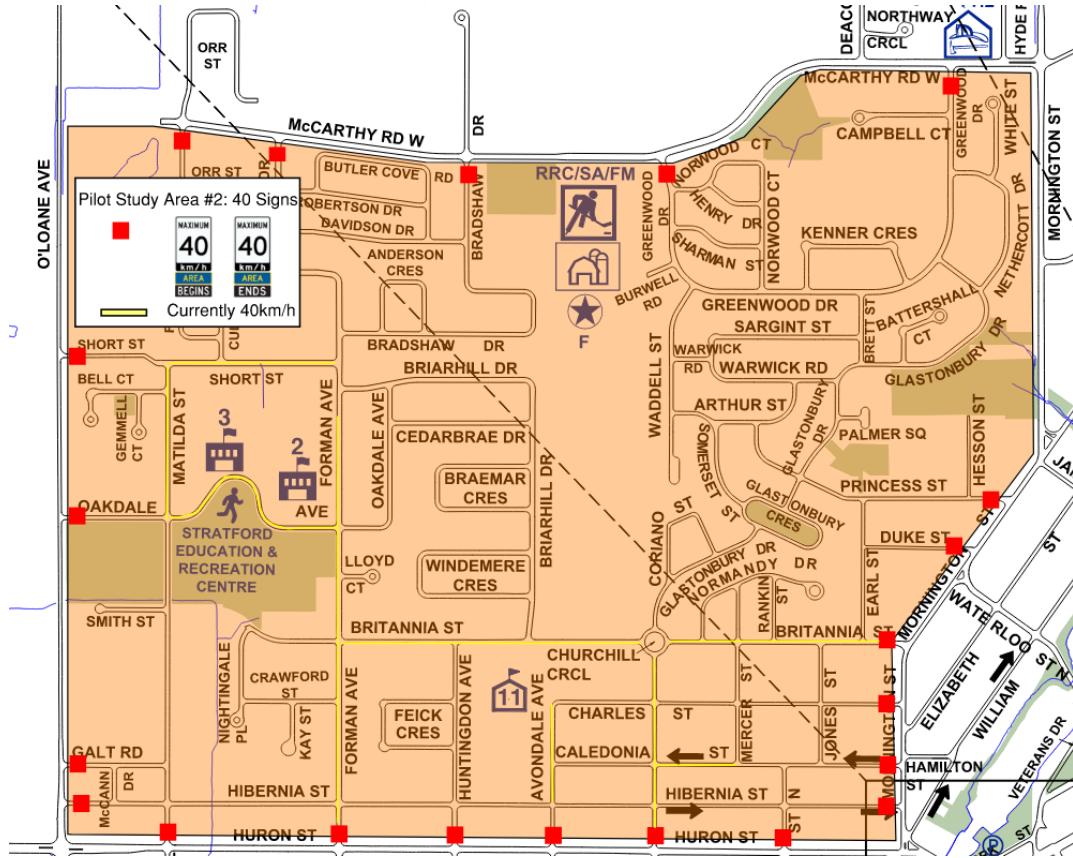


Figure 1: Pilot Study Area #1 Configuration

Pilot Study Area Option #2: Avondale neighbourhood south of Huron Street

As an alternative to option #1, staff have identified an opportunity to implement a pilot program within the Avon Ward south of Huron Street. This area is bound by Huron Street to the north, the Douglas Street to the east, the Avondale Cemetery to the south and O'Loane Avenue to the west. This area is primarily zoned as residential, has 7.2 kilometers of local streets, 1.2 kilometers of collector streets, and includes the Avon Public Elementary School. Apart from John Street and Huntingdon Street, which have a posted speed limit of 40 km/h, all streets in the area are subject to the default 50 km/h limit. Historical speed studies indicate general compliance with default speed limit on local streets.

To implement this pilot study, new gateway speed limit signs would be required at 18 locations as shown in Figure 2. The estimated material and labour cost for Infrastructure Services to install the required signage is \$5,200. The proposed pilot

study represents approximately 8% of the total number of signs required for a city-wide rollout.



Figure 2: Pilot Study Area #2 Configuration

Sub-committee may consider one of the following options:

1. Pilot study area #1: Northwest Stratford.
2. Pilot study area #2: Avondale neighbourhood south of Huron Street.
3. Receipt for file.

Staff recommend implementing a 40 km/h speed limit pilot program in the Northwest Stratford area (Option 1). Conducting a pilot program in this area represents a practical step toward improving street safety for all users, while allowing for data collection, evaluation, and community engagement before considering a potential future city-wide expansion.

Implementation Plan

To evaluate the effectiveness of a pilot program, before-and-after speed studies will be conducted at selected locations to quantify changes in operating speeds. In parallel, public education campaigns will inform residents and visitors about the pilot and the purpose of the Area Speed Limit signage. Resident surveys will be distributed to households within the pilot area at key milestones to gather feedback throughout the program. The results will be reported to Council, along with recommendations on whether to continue, modify, or expand the 40 km/h program. The program is intended to launch in the summer of 2026 and conclude in the fall of 2027, at which time, staff will report back to Council with data and recommendations.

To implement a pilot neighborhood area speed limit change, Schedule 14 of the Traffic and Parking By-law 159-2008 needs to be amended. If the Council endorses a pilot program, a by-law update will be addressed in a subsequent report.

Internal staff have the capacity to implement the pilot study areas proposed, but expanding the program beyond the pilot would necessitate either a multi-year staged approach or the involvement of a third-party contractor.

Improving street user safety, with a focus on the comfort and safety of vulnerable street users, is a key objective of the 2023 Transportation Master Plan and aligns with the Strategic Priorities. Reconsidering speed limits paves the way for improved street design and increased safety, offering more opportunities for all modes of transport while having a minimal impact on vehicular travel.

Financial Implications:

Financial impact to current year operating budget:

The cost to supply and install the gateway area speed signs would come from the existing operating budget and is estimated at \$11,600.00 for option 1 and \$5,200.00 for option 2.

Financial impact on future year operating budget:

Minor increase to annual reflectivity assessment costs. Upon completing a pilot program, future costs for expanding or reducing the program will be evaluated and determined at council's discretion.

Link to asset management plan and strategy:

The new signage will be added to the asset management plan, and replacements will be planned for based on estimated useful life.

Alignment with Strategic Priorities:

Enhance our Infrastructure

This report aligns with this priority as reducing the speed limit in residential areas enhances transportation safety for all modes, supports sustainable growth, and contributes to community well-being.

Alignment with One Planet Principles:

Health and Happiness

Encouraging active, social, meaningful lives to promote good health and wellbeing.

Travel and Transport

Reducing the need to travel, encouraging walking, cycling and low carbon transport.

Staff Recommendation: THAT a pilot study for Area Speed Limit Signage be implemented in the area bounded by Huron Street to the south, Mornington Street to the east, O'Loane Avenue to the west, and the McCarthy Street to the north;

AND THAT Council direct staff to bring a subsequent report back to Council with the appropriate recommended Traffic and Parking By-Law amendments to reduce the speed limit in the pilot program area to 40km/h.

Prepared by: Nathan Bottema, Manager of Engineering

Recommended by: Taylor Crinklaw, Director of Infrastructure Services

André Morin, CPA, Chief Administrative Officer

Infrastructure, Transportation and Safety Sub-Committee

January 2026

IS Update Regarding Capital Projects and General Operations

The following Infrastructure Services update on capital projects and general operations is an extension of the proposed key deliverables identified in the Engineering, Environmental, Public Works and Climate Divisions' respective annual workplans.

Special Projects can be found on Engage Stratford at www.EngageStratford.ca.

Studies

- Storm Model and Master Plan Update
 - Subject to budget approval, update to existing storm model and consolidation of all existing storm master plans and EA reports, climate change adaptation to be included.
- Sanitary Master Plan Update
 - RFP for consultant services awarded to Civica, work nearing completion.
 - New sanitary model to be used to update existing Sanitary Master Plan and incorporate all lands annexed since 2004.
 - Second Open House held in person and on Engage, May 21, 2025 – no members of the public attended, no comments received online.
 - Council presentation of final report by summer 2026

Capital Projects - Ongoing

- Concrete and Asphalt Restoration
 - Continuation of multi-year tender to replace damaged concrete sidewalk, curbs and asphalt road cuts, including restoration works.
 - Work is on hold for winter season
- Albert Street Reconstruction Phase 2 – Front to King Street
 - Full reconstruction with new watermains, sanitary and storm sewers.
 - Design includes continuation of 'bicycle boulevard' and traffic calming.
 - Tender awarded to Van Bree Infrastructure, scheduled for completion fall 2026
 - Work is on hold for winter season
- Downtown Intersection Improvements
 - Intersection improvements to enhance pedestrian safety in accordance with the Downtown Traffic Study
 - Designs being finalized, tender tentative for early 2026, construction Spring 2026: Church/Ontario/Huron; Waterloo/Ontario, Downie/George.
- Erie Street Parking Lot Repairs
 - Maintenance repairs for parking lot surface and drainage, parking spots reconfigured for a net gain of 8 (eight) spaces
 - Tender awarded to Steve Smith Construction
 - Construction complete, bicycle parking to be installed in February.

Capital Projects – 2025

- Avon and Avondale Reconstruction
 - Avon Street from Avondale to John, Avondale Street from the Cemetery bridge to Huron Street.
 - Full reconstruction with new watermains, sanitary and storm sewers.
 - Tender awarded to Elgin Construction, construction is substantially complete.
 - Landscaping and other restoration will resume in April 2026.
- Huron Street Reconstruction Phase 2 – John to Matilda
 - Subject to Connecting Link funding, Full reconstruction with new watermains, sanitary and storm sewers.
 - Open House was held July 23-August 10, report to ITS sub-committee in September, tender in February for 2026 construction
 - Some utility relocations being completed prior to construction
- Erie Street Multi-Use Trail Rehabilitation– Lorne Avenue to the south
 - Full reconstruction of existing deteriorated trail. Work also includes new sidewalks on the east side of Erie Street from Lorne Ave south to connect to the existing sidewalk
 - Tender awarded to Armstrong Paving and Materials Group Ltd., construction ongoing
 - Work is on hold for winter season.
- Lorne and Downie Intersection
 - Intersection improvement to include left turn lanes on Lorne Avenue, in both directions.
 - Design being finalized, with tender planned for early 2026.
- O’Loane Avenue Trunk Sanitary Sewer Extension
 - Consulting services awarded to MTE Consultants in 2024 for the design and tender of the trunk sanitary sewer from its current terminus south of Huron Street, to approximately Galt Street, by micro-tunnelling.
 - Tender awarded to Network Sewer and Watermain Ltd., micro-tunnel is complete and site restoration is ongoing.
- Pedestrian Crossing Improvements 2025
 - Design ongoing for pedestrian crossings at Downie/West Gore and West Gore/Mowat area.
 - Quotation awarded to AV Utility & Electrical Services, construction ongoing
 - West Gore/Mowat line painting outstanding
- Bridge and Culvert Repairs 2025
 - Tender for concrete works on various structures awarded to VanDriel Excavating Inc, construction planned spring of 2026.
- East Gore Watermain
 - This project has been placed on hold now that the RFEQI Affordable Housing project at 161 East Gore Street has been cancelled.
- Watermain Relining
 - Watermain relining on Morrison Street, Neal Avenue and Fern Street,

- Tender awarded to Fer-Pal Construction Ltd., construction complete
- Various Sidewalks
 - Gordon Street from Ontario Street to Willow Street, John Street South from Easson Street to West Gore Street.
 - Tender awarded to Nicholson Concrete with construction in spring 2026.
- Lorne Avenue Trunk Sewer Condition Assessment and Rehabilitation
 - Consultant services to assess the condition of the Lorne Avenue CSP storm sewer which is past its service life. Rehabilitation options will be evaluated for 2026 implementation.
 - RFP awarded to Andrews.Engineer

Divisional Updates

Engineering Division Works

- Automated Speed Enforcement (ASE) report has been received by Council, staff are finalizing the terms of the agreement, and waiting for Provincial guidance.
- Red Light Enforcement will be considered upon effective delivery of ASE.
- Evaluation of a potential pedestrian crossing near Huron Street Bridge, and safe cycling options for 2025 resurfaced streets for future report to council.
- Pavement Condition Assessment 2025 completed by GEI Consultants Canada Ltd, report has been completed
- Review of development engineering plans and reports for various proposed subdivisions.
- Review of formal consultations, site plan applications, zone change applications, and various other planning matters.
- Inspection services for subdivision construction are ongoing.
- Municipal consents are ongoing, for the review and approval of utility infrastructure installation within the City's right-of-way.
- Supporting Corporate special projects, Grand Trunk Community Hub servicing, attainable housing, new industrial subdivision development.
- Advisory Staff committee representations provided for Accessibility, Active Transportation, and Energy and Environment.
- Compiling data for asset management initiatives.
- Ongoing Infrastructure Services Specific Working Groups:
 - Asphalt and Paving Working Group.
 - CCTV Sewer Condition Assessment Working Group.
 - Growth and Parking Standards Working Group.
- Survey and design ongoing for 2025 and future projects.
- Support and guidance for the Accessibility Advisory Committee and Active Transportation Advisory Committee.
- Budget 2026 – capital and operational

Environmental Services Operations Update: Water

- Twelve watermain breaks occurred during this reporting period (Nov 12/25 - Jan 21/26). The total number of breaks for 2025 was 44. The total number of watermain breaks thus far in 2026 is 5.
- Forman Tower was drained for Access Ladder deficiency repairs. The Tower was disinfected and returned to service in early December 2025.
- Watermain commissioning and connections for the Orr Street extension and a new 6" Fire Service at the Stratford General Hospital.
- Ongoing water service repairs being completed throughout the city.
- Fire hydrant flushing was not completed in the Downtown area in 2025 due to the Forman Tower being taken offline for maintenance.
- Hydrant Flag installation is underway and ongoing.
- An Emergency Exercise and training was completed for Chlorine Gas safety and Leak Response.
- Chlorine equipment inspection and preventative maintenance completed by SCG.
- Chestnut Well has communications restored via Cellular connection. Work done in conjunction with OCWA. Well will be brought back online in early 2026.
- Five non-functional fire hydrants have been repaired and returned to service.

Environmental Services Operations Update: Wastewater

- On-going sanitary service installations throughout the City for developments and severances.
- December 28th- A New submersible pump was replaced in the Taylor Wastewater Pumping Station
- January 7th- Burritt Street Pump #1 was pulled from the pumping station due to poor performance. Obstruction was pulled from the pump and put back into service

Environmental Services Operations Update: Stormwater

- November 12th- New storm servicing and maintenance hole adjustments were completed on Ontario Street
- December 28th- Due to expected heavy precipitation, several catch basins were cleared of snow and ice by Environmental Services and Public Works staff as a proactive approach to street flooding

Environmental Services Operations Update: Water Pollution Control Plant

- CIMA+ was awarded the project for the Digester Roof and Mixing System Replacement at the Stratford WPCP.
- Two Primary Treated Overflow Events occurred at the Stratford WPCP because of heavy precipitation and snow melting. These occurred on December 28th-January 1st and January 7th-13th.

Public Works Operations Update: General and Road Maintenance

Highlights

- Sustained heavy snowfall: ~40 cm late last week plus >20 cm since; persistent cold temperatures are maintaining snowpack/ice bond and limiting effectiveness of salt.
- 14+ snow events so far this season.
- Service focus remains safety first: keeping primary and secondary routes passable, maintaining access for emergency services, and managing snow removal in priority locations as resources allow.
- Staff performance: crews remain motivated and are working extended shifts in accordance with H&S and hours-of-work requirements; we continue to recognize their efforts.

Citizen Reporting and Issue Management

- Report an Issue Portal: residents submit snow removal and road concerns; items are triaged daily and addressed based on safety, road class, and resource availability.
- Escalations: larger or repeat issues are logged and tracked in our E-Ris logbook program for follow-up and documentation.
- Complaint trend: moving from “plow pass timing/road conditions” to “return to clear windrows at driveways.” We are communicating service levels and educating prioritization.

Roadway and Sidewalk Operations

- Plowing/clearing:
 - Core area snow removal completed three times this event cycle to maintain accessibility and on-street parking turnover.
 - Selected residential streets: removal initiated twice; operations suspended to redeploy back to network-wide winter maintenance during subsequent snow bursts.
- Surface conditions:
 - Snowpack and icepack are expected under current accumulation and cold; mechanical removal and abrasives are prioritized where feasible.
 - Pothole repairs: on hold (“freeze”) until temperatures permit durable repairs; interim cold-patch only where safety-critical.
- Sidewalks and municipal facilities:
 - Priority sidewalks, transit stops, and facility entrances are being cycled repeatedly; secondary sidewalks follow as crews become available.

Materials and Equipment

- Salt: tight supply; cold temperatures reduce effectiveness.

- Response: shifting to “pickled sand” (salted abrasive) to extend traction and conserve salt; stockpile levels monitored daily.
- Equipment: graders and loaders deployed for mechanical scraping in persistent pack; standby mechanics scheduled to maintain uptime.
- We have only received 60% of the salt loads requested and that % is not actual as we have not been able to request more as we normally would.

Weather and Prioritization

- Ongoing monitoring of Environment Canada forecasts and RWIS data to time treatments for maximum effect.
- Pre-treatments limited due to low pavement temperatures; post-event scraping/abrading emphasized.

Health & Safety and Compliance

- Crews operating under winter operations plan, with tailgate talks focused on fatigue management, backing safety, and working around traffic.
- CVOR education has been completed with all PWD Operators/mechanics and ES Wastewater teams.
- Route rotations adjusted to minimize public interface risks in constrained downtown areas.

What Council Can Expect

- Continued cycling of primary/secondary routes with abrasives; targeted scraping where bond permits.
- Response messaging reinforcing service levels, driveway windrow responsibilities, and how to use the Report-an-Issue portal.

Risks/Constraints

- Further accumulation or freezing rain may necessitate additional redeployments away from residential snow removal to maintain arterials and emergency access.
- Material supply pressure may continue until temperatures moderate.

Public Works Operations Update: Fleet

- Procurement Efforts: Six vehicles have gone to the council consent agenda, Canoe Procurement will be used for several other capital investments such as 2 mid size tractors, 2 trailers, Landfill Compactor, garbage truck, midsize plow truck, forklift, two gorman pumps and a Mini excavator
- Fleet Audit and Certification: Insurance-driven fleet audit went well with several recommendations, Airport Fuel tanks still uncertified certified due to pending repairs with delays due to weather.
- Routine Maintenance: winter damage and repairs have been heavy this year, regular PMs and annual inspections on going.

- Asset Disposal: Sixteen Fleet assets were disposed of through GovDeals in 2025

Public Works Operations Update: Waste Management

Key Updates

- New provincial Blue Box program
 - In effect as of January 1, 2026.
 - Resident inquiries: high volumes in November–December; the Public Works Coordinator handled most calls, peaking at approximately 25–30 per day.
 - Bin roll-out support: coordinated by the Public Works Coordinator, Supervisor of Waste Operations, and Emterra, with targeted follow-up for duplexes, triplexes, mixed-use buildings, and condominium developments.
 - Transition to business-recycling-only pickup: Supervisor of Waste Operations and Public Works Coordinator met with the current Collections Contractor; rollout has gone generally well with only a few missed stops in the first two weeks and prompt corrective action.
 - Resident tools: ongoing liaison with Recycle Coach to ensure the new Harmonized Materials list is accurate and live for Stratford users.
- 2026 fees in effect
 - Bag tag pricing and landfill tipping fees for 2026 are now active and posted. Communications has updated the website and public-facing materials.
- Landfill reporting
 - Preparing the 2024/2025 biannual landfill report for submission to the Ministry of the Environment, Conservation and Parks (MECP). Draft compilation is underway; we will advise when the submission package is finalized.
- Household Hazardous Waste (HHW) participation
 - Management Report recommending continued participation by the Township of Perth South and the Township of Perth East in Stratford-hosted HHW events is scheduled for Regular Council in February (date to be confirmed by Clerk).
- Source Separated Organics (SSO) procurement
 - RFP-2026-01 (SSO) is on the Consent Agenda for Regular Council on Monday, January 26, 2026.
- MECP site visit
 - The MECP will visit the landfill on Tuesday, January 27, 2026, for routine compliance review and file updates. Staff will be on site to support.

What Council May Hear from Residents

- Questions about acceptable Blue Box materials under the new provincial program and why some items have changed categories.
- Reports of missed recycling at multi-residential or mixed-use properties during bin deployment (we are addressing these as they arise).
- Clarification on new 2026 bag tag and tipping fee rates.

How We're Responding

- Maintaining same-day response to service tickets and coordinating with Emterra for any missed collections.
- Updating Recycle Coach content and City web pages as program details evolve.
- Preparing a brief Blue Box “What Goes Where” explainer for Councillors’ use in responding to constituent inquiries.

Next Steps

- Provide Council with a summary of the MECP visit outcomes after January 27, 2026.
- Bring the HHW participation Management Report to Regular Council in February.
- Report back on the SSO RFP status following the January 26, 2026 Council meeting.
- Finalize and submit the 2024/2025 biannual landfill report to the MECP; share key highlights with Council once submitted.

Climate Action Division

- Approved for Federation of Canadian Municipalities (FCM) funding to advance adaptation related efforts— funds of up to \$70,000 have been approved for creating an adaptation and resilience strategy for the city, a precursor for any project chosen to implement in the future. Community engagement will begin in the spring.
- Feasibility studies for retrofitting seven city facilities have been received; this will help us identify and apply for additional funding toward capital projects for facilities through FCM Green Municipal Fund.
- Staff are working on the development of a yearly report card for actions outlined in the Community Climate Action Plan (CCAP). Looking to include yearly statistics such as those found in the ATAC Report Card.
- The Green recognition program is running this year, with applications being accepted until March 15th. Application form and more details are available on the Climate Action webpage.
- Climate change programs manager has been hired, and we are in the final stages of the hiring process for the Community Energy Liaison position.

- Continuous application of a climate lens across municipal operations including but not limited to: OP review, planning applications, procurement, etc.

Special Projects – Erie Street Parking Lot Redevelopment

Tentative Internal Workplan:

1. Resurface Erie Street Parking Lot - complete
2. Public Engagement (Spring/Summer 2025)
 - a. Survey's / Open House / Pop Up
3. Reflecting and Addressing Easements (2025-2027)
4. Environmental Assessment Review
 - a. Existing Study Review (Spring 2025)
 - b. Additional Studies to Residential Standard (TBD)
5. Downtown Parking Study (2026-2027)
 - a. Budget line included for 2026 draft budget deliberations
6. Municipal Services Feasibility Study (Fall 2025)
7. Comprehensive Review and Report (2027)
8. Expression of Interest or Request for Proposal (TBD)

Project Updates:

- Review Existing Environmental Phase 1 and 2
 - Completed. Results are promising in that minimal soil impacts appear to be present, however, historical standards no longer apply requiring that a Phase 1 and 2 be redone. Additional boreholes and sampling may be required if the intent is to change the site to a more sensitive use (e.g. residential). Changing the site to a more sensitive use would require a Record of Site Condition.
 - Next Step. Continue with further Environmental Investigations as required.
- Engaged Consultant for Phase 1 Environmental Assessment
 - Completed March 2025.
 - Additional sampling required to meet current regulations.
- Engage Consultant for Phase 2 Environmental Assessment
 - Engineering Consultant Engaged.
 - Investigative drilling complete.
 - Findings and assessment draft complete, additional work assigned, reporting anticipated before year end.