

# **CITY OF HAMILTON**

## **M O T I O N**

**Public Works Committee**

**Date: September 21, 2015**

**MOVED BY COUNCILLOR MERULLA.....**

**SECONDED BY COUNCILLOR .....**

### **TRAFFIC OPERATIONS – FUNCTION STUDY FOR KENILWORTH AVENUE (SOUTH OF BARTON STREET)**

Whereas, Kenilworth Avenue is an arterial road with connections to other arterial roads in the City and, ultimately to the Queen Elizabeth Way, and;

Whereas, Kenilworth Avenue has a direct connection to an escarpment crossing, and;

Whereas, Council approved the Final Recommendations Report for the Barton and Kenilworth Commercial Corridor Study which recommended to strategically manage positive change along the corridors in a way that facilitates long-term success and revitalization, and;

Whereas, the context of the Barton and Kenilworth Commercial Corridor Study was to articulate a vision for each corridor that integrates previous planning efforts and identifies priority actions and “quick wins” for public realm improvement and economic investment for each corridor, and;

Whereas, the Barton and Kenilworth Commercial Corridor Study recommends to enhance the pipeline corridor in order to provide better connectivity through the neighbourhood and to create a greenspace along Kenilworth Avenue as a prominent public realm component for the residents, and;

Whereas, the vision of the Pipeline Trail Community Group is “to encourage various recreational activities, like walking and cycling and offer safe and visible connections to other urban trails, parks and commercial corridors”, and;

Whereas, the Pipeline Trail Master Plan has recognized the junction of the Pipeline Trail and Kenilworth Avenue as a trail node and this node encompasses the areas to the east and west of Kenilworth Avenue, and;

Whereas, in an effort to enhance the safe use of the multi-use Pipeline Trail for both cyclists and pedestrians, which bisects Kenilworth Avenue, (south of Cannon Street), there is a need to provide infrastructure to facilitate this crossing while taking into consideration the arterial-nature of Kenilworth Avenue, and;

Whereas, Complete Street elements are being considered and implemented in the southerly portion of Kenilworth Avenue, namely, posted speed reductions, the removal of the Truck Route designation and reducing through travel lanes, and;

Whereas, there has been a desire to extend the Complete Street elements along Kenilworth Avenue (from Barton Street to King Street) as a means to stimulate potential mixed-use commercial and residential land uses;

Therefore be resolved:

That staff be directed to undertake a *Traffic Operations - Functional Study*, which includes parking considerations, to determine and analyze opportunities to introduce additional Complete Street elements to Kenilworth Avenue (south of Barton Street); and,

That Staff report to the Public Works Committee on the outcome of the study in order that priorities can be established for inclusion, as required, in the Capital Budget and Operating Budget process, and;

That the cost of the *Traffic Operations - Functional Study*, in an amount not to exceed \$50,000, be funded from the Ward 4 Area Rating Fund Account.