

INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	August 11, 2016
SUBJECT/REPORT NO:	Urbanization of Rural Road Cross Sections (PW08120a) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Sam Sidawi, P.Eng. (905) 546-2424, Extension 4479
SUBMITTED BY:	Gary Moore, P.Eng. Director, Engineering Services Public Works
SIGNATURE:	

Council Direction:

Council, at its meeting of May 11th, 2016 directed staff to develop a capital plan to address the option of urbanizing rural cross-section roads within the urban boundary in the next 5 years: and that staff develop a strategy for ensuring safety in our neighbourhoods not yet urbanized.

Information:

In June 2008, staff presented and Council received “the Urbanization of Rural Cross Sections within Urban Boundaries review” report. This report identified and prioritized road sections that could be urbanized in order to improve pedestrian accessibility. Subsequently in October 2008, Council adopted the Urbanization of Rural Cross Sections within Urban Boundaries Strategic methodology as defined within Report PW08120 (Appendix “A”). The report identified rural cross-section roadways and established a priority ranking based upon key safety features. Council approved the recommendation of the Urbanization of Rural Cross Sections within Urban Boundaries Strategic methodology whereby roadways receiving a grade A classification, identified in Schedule A of Report PW08120, be considered for future urbanization through the Capital Budget process; and that those roadways receiving a grade B and C classification identified in Schedule B and C respectively maintain a rural cross section.

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OUR Priorities: Community Engagement & Participation; Economic Prosperity and Growth; Healthy and Safe Communities; Clean and Green; Built Environment and Infrastructure; Culture and Diversity and Our People and Performance.

**SUBJECT: Urbanization of Rural Road Cross Sections
(PW08120a) (City Wide) Page 2 of 2**

Based on the analysis performed in 2008, there were 451 candidates having an existing rural section that should be considered for urbanization, with a total length of approximately 71 km.

Grade	Length of Segments	Cost of Sidewalks	Cost of Cross-Section
A	71106.8	\$25,598,448	\$131,647,566
B	115480.3	\$41,572,908	\$210,981,306
C	12485.6	\$4,494,816	\$24,412,497

Figure 1: Analysis Results from Decision Model

During the last 7 years, not including those roads urbanized through development, approximately 5.3 km of roads with a rural cross-section have been reconstructed to an urban cross-section. The impact to both The Levy and Rate programs were approximately \$28.2M and \$20.9M respectively for a total cost of \$49.1M.

Given the costs identified above, staff project that cost of urbanization would significantly exceed those estimated in 2009. Therefore in order to urbanize the 200km of roadways identified as A, B, and C it is estimated that additional Levy funding of \$1B will be required and a possible corresponding Rates funding of approximately \$800M.

In reviewing with Traffic Operations and Engineering, it was determined that a number of programs currently exist to address safety in neighbourhoods.

The City of Hamilton currently has several programs to address these issues as part of the Hamilton Strategic Road Safety Program and a number of these measures have been implemented in non-urbanized neighbourhoods. Investigations and actions are completed on a request basis from area residents or area councillors. Some of the measures that can and have been implemented included traffic calming, reduced speed limits and enhanced signing.

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