



INFORMATION REPORT

TO: Chair and Members Public Works Committee	WARD(S) AFFECTED: WARD 1
COMMITTEE DATE: May 16, 2013	
SUBJECT/REPORT NO: Longwood Road Transportation Review (PW13035) - (Ward 1)	
SUBMITTED BY: Gerry Davis, CMA General Manager Public Works Department	PREPARED BY: Lorissa Skrypniak (905) 546-2424, Extension 2732
SIGNATURE:	

Council Direction:

Not applicable.

Information:

The City of Hamilton has identified a need to undertake improvements to Longwood Road, between Aberdeen Avenue and Main Street. As part of the Kirkendall Neighbourhood Traffic Management Plan (2006), it was set out in that long-term improvements to Longwood Road would be needed.

A number of infrastructure project plans or master plan elements in the area (e.g. changes to the McMaster Innovation Park) have either changed or been deferred since 2006, necessitating an update to the need and justification for improvements to Longwood Road.

The Study Area was initially set out as Longwood Road, between Aberdeen Avenue and Main Street, but was extended to include Aberdeen Avenue, between Longwood Road and Studholme Road, after the Public Information Centre that was held on March 21, 2012 (see Appendix A). It is confirmed that the project is a Schedule C project under the Municipal Class EA process.

The results of previous studies and an update of the need and justification established that four general purpose lanes are required on Longwood Road, and that enhanced pedestrian and bicycle access is needed between Main Street/Longwood Road and Aberdeen Avenue/Studholme Road.

**SUBJECT: Longwood Road Transportation Review
(PW13035) - (Ward 1) - Page 2 of 4**

Alternatives were developed, screened, and evaluated, and a preferred alternative was prepared and presented at a Public Information Centre on March 21, 2012. Having regard to input from agencies, stakeholders, and the public, a recommended alternative was finalized.

The Alternatives are as follows:

A1a - Conventional Intersection of Aberdeen/Longwood with distributed active transportation infrastructure. Active transportation is non-motorized, including walking and cycling.

A1b - Conventional Intersection of Aberdeen/Longwood with east/north side-weighted active transportation infrastructure.

A2a - Roundabout at Aberdeen/Longwood with distributed active transportation infrastructure.

A2b - Roundabout at Aberdeen/Longwood with east/north side-weighted active transportation infrastructure.

B1- Four lanes with turn lanes as necessary, with sidewalks and bike lanes on both sides.

B2 - Four lanes with turn lanes as necessary, with east side-weighted active transportation infrastructure.

C1 - Retain existing bridge with sidewalk on one side, and add sharrows in curb lanes. Sharrows are pavement markings including both chevron and a cyclist.

C2 - Replace bridge to provide four lanes plus sidewalks and bike lanes on both sides.

C3 - Retain existing bridge for motorized vehicles and add new bridge to the north/east for active transportation.

In 2005/2006, the Ministry of Transportation (MTO) during the Kirkendall Traffic Management Plan did not support consideration of roundabouts, and as a result, the recommended intersection design for Aberdeen/Longwood was a conventional design, notwithstanding that a roundabout concept was preferred by the City. The MTO subsequently indicated that it will support the provision of a roundabout, subject to it providing overall greater benefit and superior operating characteristics than a conventional design. Based on the required analysis undertaken, the operating characteristics address the MTO's concerns and the MTO supports the roundabout.

The Recommended Alternative A2B-B2-C3 incorporates a roundabout at Aberdeen / Longwood with pedestrian crosswalks across the east and north legs of the roundabout only, an east-side-loaded active transportation infrastructure along Longwood Road and along the north side of Aberdeen Avenue to Studholme Road, and a new second bridge over Highway 403 for active transportation. The recommended alternative is contained in Appendix B.

After recent inspection of the Longwood Road bridge it has been determined that the bridge will need significant rehabilitation within five to ten years. Furthermore current

**SUBJECT: Longwood Road Transportation Review
(PW13035) - (Ward 1) - Page 3 of 4**

information from the Ministry of Transportation (MTO) has shown that they are proposing to widen Highway 403 in their Niagara to Greater Toronto Area (NGTA) study.

As a result of this new information from MTO, City staff have been reviewing the bridges along the Highway 403 corridor in relation to the proposed widening of Highway 403 that is being considered by MTO. Due to the proposed Highway 403 widening needs, staff is examining design options for a new Longwood Road bridge across Highway 403 which would accommodate bike lanes, sidewalks and the required vehicular lanes.

The timing for these improvements are presently unknown as there is no identified budget however this project can be reviewed during future capital budget deliberations and with funding the projects within this study could be implemented.

Financial:

As there is no funding currently identified in the capital budget, the funding for the proposed works would have to be approved through the capital budget process. The total estimated cost for the recommended alternative is \$8.2 million. The breakdown of costing for the Preferred Alternative is A2b at \$2.069M plus, B2 at \$1.543M plus, C3 at \$2.579M. In addition modifications to the north abutment of the TH & B rail bridge to extend a sidewalk and cycle track along the north side of Aberdeen Ave. to Studholme Rd. would be approximately \$2 million. This does not include the construction of a new bridge to accommodate Highway 403 widening.

Next Steps:

The timing for these improvements is presently unknown as there is no identified capital budget. With no funding available for the works recommended in the Longwood Road Municipal Class EA the Environmental Study Report will not be filed. The Municipal Class EA allows the proponent (the City) to customize projects to address specific complexities. As a result of the new information that has come forward and that there is a need for a future bridge it would be more fiscally responsible to build a new bridge rather than a second bridge for active transportation needs.

That being said, the following projects recommended can be constructed, when funding is available, as Schedule A+ projects:

1. Four travelled lanes with a centre turn lane and sidewalk on the west side and a multi-use path (cycling) and pedestrian domain on the east side. (Schedule A+)
2. A roundabout at Aberdeen Avenue / Longwood Road with pedestrian crosswalks across the east and north legs of the roundabout only; the east side of the roundabout would be loaded with walking and cycling infrastructure along Longwood Road, along the north side of Aberdeen Ave. to Studholme Road (Schedule A+)

With respect to the Longwood Road bridge the EA recommends a second new bridge in order to accommodate active transportation (cycling, walking) needs. Being aware that

**SUBJECT: Longwood Road Transportation Review
(PW13035) - (Ward 1) - Page 4 of 4**

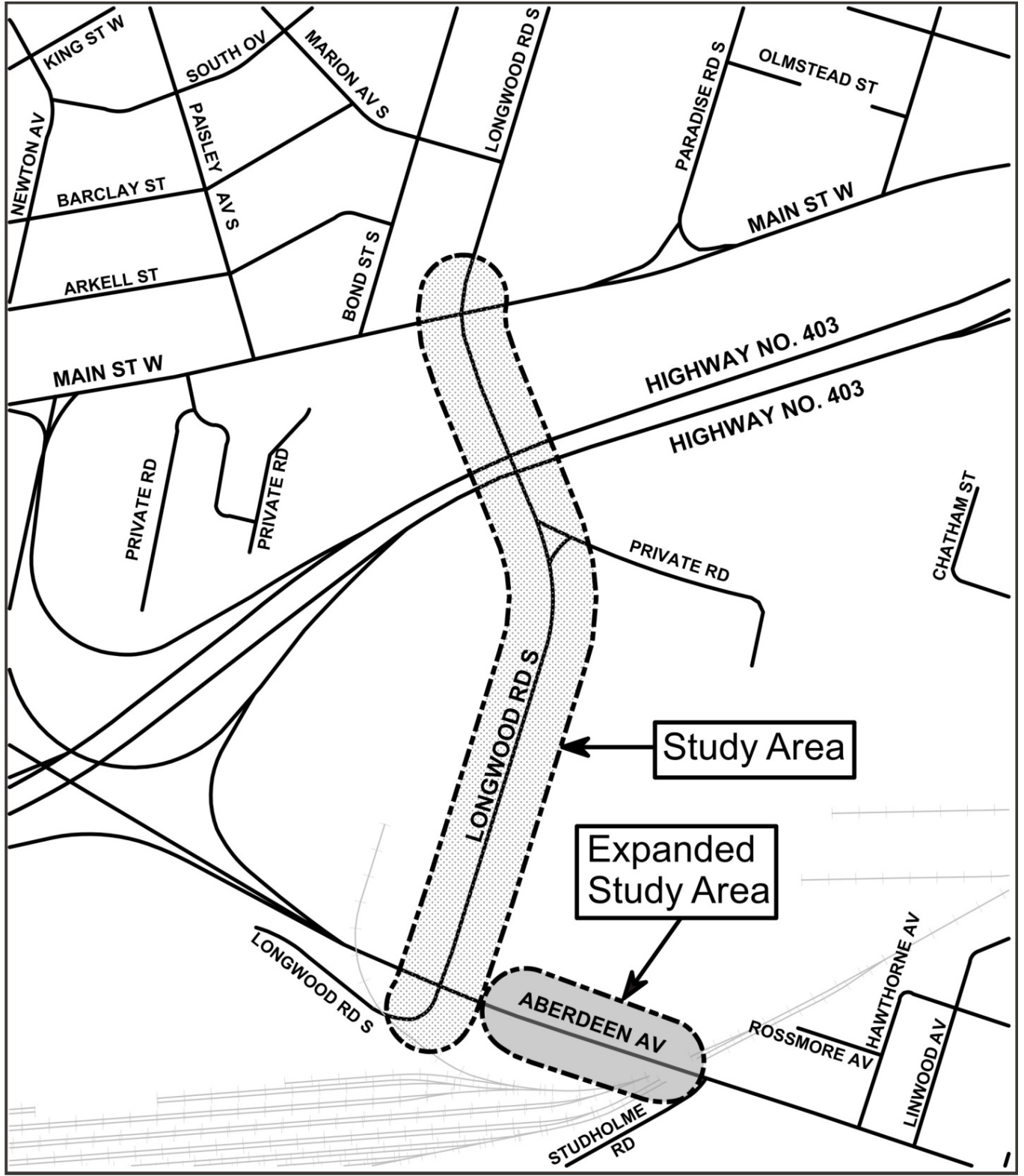
there is a need for a future bridge it would be more fiscally responsible to build a new bridge rather than a second bridge for active transportation needs.

Conclusion:

The Longwood Road study has been completed with two recommended actions to be undertaken in the future when study is approved and further study is required relating to the new Longwood Road bridge over Highway 403 with active transportation needs to be incorporated into the final design.

A notice would be published on the City's website, posted in the Spectator and sent out to the mailing list advising of the status of this project.

Study Area



Recommended Alternative
A2B-B2-C3



<p>THE CITY OF HAMILTON LONGWOOD ROAD CLASS ENVIRONMENTAL ASSESSMENT STUDY DESIGN</p>	<p>LEGEND</p> <ul style="list-style-type: none"> — ORIGINAL PROPERTY LINES — EXISTING/FUTURE 36m R.O.W. 	<ul style="list-style-type: none"> CYCLE TRACK SIDEWALK, MULTI-USE PATH AND PEDESTRIAN DOMAIN 	<p>SCALE 15m 0 30m 1:750</p> <p>DATE February 4, 2013</p>	<p>LONGWOOD-ABERDEEN PREFERRED ALTERNATIVE</p>
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