



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Transportation Planning and Parking Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	June 3, 2019
SUBJECT/REPORT NO:	Feasibility of Joining a Sidewalk from the Mount Hope Urban Boundary to the John C. Munro International Airport Lands (PED19040) (Ward 11) (Outstanding Business List Item)
WARD(S) AFFECTED:	Ward 11
PREPARED BY:	Steve Molloy (905) 546-2424 Ext. 2975
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATIONS

- (a) That Report PED19040 outlining “Feasibility of Joining a Sidewalk from the Mount Hope Urban Boundary to the John C. Munro International Airport Lands” be received;
- (b) That staff be directed to review opportunities to advance to within the ten-year Capital Plan, Project 4033480493 Airport Road Improvements between Upper James and Glancaster Road currently scheduled for implementation in 2034; and that any opportunities identified be considered during the 2020 Capital Budget process;
- (c) That the matter respecting the feasibility of joining a sidewalk from the Mount Hope Urban Boundary to the John C. Munro International Airport Lands be removed from the Public Works Committee Outstanding Business List.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

EXECUTIVE SUMMARY

This report is in response to the approved motion to direct staff to report back to Public Works Committee regarding the feasibility of joining a sidewalk from the Mount Hope Urban Boundary to the John C. Munro Hamilton International Airport Lands (HIA).

The investigation concludes that a continuous sidewalk connection is feasible and would provide pedestrian mobility benefits to the existing community, new development, transit users, school children, and activities that comprise or are associated with the HIA. However, there is currently no capital budget to implement this as a stand-alone project at this time. There is an Airport Road (Upper James to Glancaster) project identified. However, it is not within the ten-year Capital Budget forecast.

Alternatives for Consideration – See Page 5

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: There is currently no capital budget associated with this project. Any cost associated with the installation of a sidewalk would therefore be 100% levy funded. There is a future capital budget associated with the reconstruction and full urbanization of Airport Road West between Upper James Street and Glancaster Road (4033480493), currently programmed for 2034.

A high-level cost estimate indicates that the installation of a sidewalk on Airport Road West (one side only) would cost approximately \$200 K. A breakdown of costs is provided below.

- Sidewalk (1.5 m clear width, one side only): \$85 x 550 m = \$46,750;
- Transit Stop with Shelter (relocation): \$15,000 x 2 = \$30 K;
- Street Lighting: Total \$50 K (Corridor upgrades = \$25 K plus intersection upgrades \$25 K);
- Design and engineering (including grading) contract administration/ surveying/ inspections / contingency: \$50 K; and,
- Land Acquisition: \$25 K.

Staffing: There are no staffing impacts.

Legal: Subject to further review in association with detail design for defining the sidewalk location should land acquisition be required.

HISTORICAL BACKGROUND

There is an existing sidewalk located along the south side of Airport Road West between Homestead Drive and Mount Hope Elementary School. Sidewalk network gaps exist between Mount Hope Elementary School and the HIA, as well as between Homestead Drive and Upper James Street. The length of the existing sidewalk is approximately 480 m. The distance to connect the existing sidewalk terminus along Airport Road West to the existing transit stops near the Canadian Heritage Warplane Museum (Museum) is approximately 550 m. Additionally, it is approximately 115 m from the Museum transit stops to HIA (approximately 665 m in total from the existing sidewalk terminus).

Airport Road is partially urbanized from Upper James Street to approximately 120 m west of Homestead Drive. The remaining section of Airport Road is a rural cross-section with no accommodation for pedestrians. The area is within both the Mount Hope Secondary Plan and the Airport Employment Growth District (AEGD) Secondary and Transportation Master Plan (TMP). Through increased development and activity at HIA, development of employment lands along Airport Road east of the HIA and Museum, pedestrian demand has increased with desire lines connecting to local businesses in Mount Hope. A disconnected sidewalk network presents challenges to providing defined pedestrian routes.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

If approved, any future pedestrian cross walks, intersection control and relocation of bus stops would require traffic by-law changes.

RELEVANT CONSULTATION

Internal stakeholders were engaged to provide input into the sidewalk feasibility. The input provided by internal staff is included within the analysis. Representatives included:

- Public Works Department: Transit Division (Infrastructure Planning Section), Transportation Operations and Systems Division (Traffic Safety, Street Lighting), Engineering Services Division (Asset Management); and,
- Planning and Economic Development Department: Growth Management Division (Development Engineering), Transportation Planning and Parking Division (Transportation Planning).

In addition, a telephone conversation and follow-up email correspondence with representatives from the Museum was undertaken. The Museum representatives were

supportive of a sidewalk, however, should there be any cost impact to the Museum, it may impact their position.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

The Urban Hamilton Official Plan (UHOP) classifies Airport Road East as a minor arterial road with a future right-of-way (ROW) width of 36.576 m. Through previous ROW dedications and acquisitions, the existing ROW width varies between approximately 20.1 m and 30.2 m along Airport Road East within the section of roadway between the existing sidewalk terminus and HIA. Additional ROW will be acquired as part of 9255 Airport Road West, “Lancaster Heights” Subdivision (PED18017) to facilitate construction of a sidewalk. Coordination between this development and linking the existing sidewalk to the east will affect the timing of delivery of a sidewalk.

Immediately adjacent and east of the Lancaster Heights subdivision, there are potential ROW constraints, which may require some property acquisition. If land acquisition is required, the cost will vary depending on whether a small portion of land is obtained to accommodate a sidewalk design or the ultimate ROW as identified in the UHOP. The timing of delivery of a sidewalk will be impacted if land acquisition is required. An estimate of \$25 K is identified in association with land acquisition.

The presence of a sidewalk improves pedestrian safety, supports “first-and last-mile” transit trips, and provides healthier travel choices for all ages, abilities and income. The vision for the Airport Road West design would follow the Complete-Liveable-Better Streets approach and would include consideration for the A-Line (Route 20) higher-order transit corridor and bicycle lanes, as identified within the City-wide TMP, within the scope of the future road improvements. The City’s Pedestrian Mobility Plan identifies context zones and varying sidewalk clear (free of obstruction) widths, which would increase in width if in close proximity to pedestrian generators such as schools or along higher-order transit corridors. This would be implemented through routine accommodation (e.g. within the scope of proposed capital works).

Airport Road West between Upper James Street and East Cargo Road has been identified to be reconstructed (urbanized) in the AEGD TMP, which would include sidewalks on both sides of the road. This project is not in the current ten-year capital plan. Also, within the AEGD TMP, Airport Road between East Cargo Road and the Terminal Access Road has been identified to have an urban four-lane cross section. There is an existing capital project identified outside of the ten-year capital forecast for Airport Road between Upper James Street and Lancaster Road (Project 4033480493).

As a result of the transportation impact study in support of the Lancaster Heights subdivision on the south side of Airport Road West (opposite East Cargo Road), the

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intersection of East Cargo Road and future collector road will be signalized. Through this development, ROW acquisition and securities to facilitate the construction of a sidewalk and installation of traffic signals in accordance with the City's Financial Policies and will be determined at the time of development. Once traffic signals are installed, the existing transit stops should be related from their existing location at the Museum entrance to the intersection. This will facilitate a controlled crossing location for pedestrians. The estimated cost to relocate the two existing bus stops (including shelters) is approximately \$30 K.

Street lighting along Airport Road West is intermittent and is insufficient to accommodate a sidewalk. The future traffic signal at East Cargo Road also has insufficient lighting to support a signal. Therefore, upgraded lighting would be required in both instances. However, the existing pole line on the south side of the road could likely be utilized to install new street lights and present a cost-saving opportunity. New street lighting infrastructure at the intersection would be required. The estimated cost for lighting improvements is approximately \$50 K.

A stand-alone sidewalk, on one-side only, for approximately 550 m, is estimated to cost \$46,750. In addition, costs associated with engineering and design, surveying, contract administration, inspections, and contingency for all works associated with a stand-alone project are estimated at \$50 K.

The total cost of sidewalk extension as identified above is estimated at \$200 K (rounded).

ALTERNATIVES FOR CONSIDERATION

Council could choose to direct staff to complete the sidewalk connections as a stand-alone project in the short term, prior to the planned urbanization of Airport Road (currently not in the ten-year capital plan). If Council chooses this alternative, funding of the \$200 K cost will need to be identified. This is not recommended as this alternative will result in "throw-away" costs as the sidewalk would be reconstructed at the time of full urbanization.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Healthy and Safe Communities

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

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Built Environment and Infrastructure

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APPENDICES AND SCHEDULES ATTACHED

N/A

SM:cr