



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	November 4, 2019
SUBJECT/REPORT NO:	Functional Traffic Study for Kenilworth Avenue from Main Street to Barton Street (PW17032(a)) (Ward 4) (Outstanding Business List Item)
WARD(S) AFFECTED:	Ward 4
PREPARED BY:	Louis Wickline (905) 546-2424 Ext. 5781 David Ferguson (905) 546-2424 Ext. 2433
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATION(S)

- (a) That the proposed capital project for Kenilworth Avenue from Main Street to Barton Street be brought forward for consideration in the annual capital project programming process, to permit construction in 2027 or upon the completion of LRT; and
- (b) That the matter respecting a Functional Traffic Study for Kenilworth Avenue from Main Street to Barton Street be considered complete and removed from the Outstanding Business List.

EXECUTIVE SUMMARY

In 2015, Council directed staff to undertake a study examining opportunities to implement complete streets elements on Kenilworth Avenue North, between Barton Street East and Main Street East, to complement the measures previously proposed south of Main Street and to address the constraints identified in the Pipeline Trail Master Plan and the Barton and Kenilworth Commercial Corridors Study.

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

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Staff retained a consultant to undertake a functional traffic study for Kenilworth Avenue to address existing traffic conditions, develop potential design concepts that repurpose the existing cross-section within the right-of-way with complete streets elements, review opportunities to better enable pedestrian and cyclist crossings at the Pipeline Trail, and identify any resulting impacts from the proposed modifications. The study was conducted in consultation with the Ward 4 Councillor.

The preferred functional design includes a single lane in each direction, with permissive on-street parking on both sides of Kenilworth Avenue. It also includes the installation of curb extensions to narrow the street, define parking bays and provide opportunities for enhanced streetscaping.

The anticipated construction cost of the preferred design concept is estimated at \$848,700 including contingency and associated landscaping/streetscaping enhancements. This future project will be referred to the 2027 capital budget process for funding, to be equally cost shared between the Ward 4 Area Rating/Maintenance fund and a yet to be determined capital funding source.

Staff recommend that the Kenilworth Avenue capital project be brought forward for consideration in the annual capital project programming process to aid in project scoping, detailed design and consideration for the 2027 capital budget cycle, in coordination with the completion of LRT construction.

Alternatives for Consideration – See Page 5

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The estimated current cost to implement the Kenilworth Avenue preferred functional design is \$848,700. It is recommended that \$1,120,000 be utilized as an estimated budget limit for the purposes of future program funding which considers the time value of money to 2027 based on a 2% inflation rate. This project will be 50% funded from the Ward 4 Area Rating/Maintenance fund with the remaining balance coming from other capital funds to be identified at the appropriate time.

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

At its meeting of September 23, 2015, Council approved Item 8 of the Public Works Committee Report 15-012, which reads as follows:

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8. Traffic Operations – Function Study for Kenilworth Avenue (South of Barton Street) (Item 9.2)

- (a) 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);
- (b) 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
- (c) 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.

In response, Dillon Consulting (Dillon) was retained to undertake a traffic operations and functional design study for Kenilworth Avenue North between Barton Street East and Main Street East. The study expands upon previous initiatives within the study area and the section of Kenilworth Avenue to the south. The objective of the study was to define opportunities to implement “Complete Liveable Better Streets”, which considers design features that accommodate a variety of users and travel modes, rather than focusing on maximizing the flow of vehicular through traffic. Ensuring conditions for pedestrians, transit users, cyclists, area residents and business owners are accounted for, while recognizing the importance of Kenilworth Avenue in the broader roadway network.

The current estimated cost of the preferred functional plan is \$848,700 which is broken down into roadway segments as follows:

Barton Street East to Britannia Avenue	\$257,700
Britannia Avenue to Roxborough Avenue	\$319,000
Roxborough Avenue to Main Street East	\$272,000
TOTAL	\$848,700

Dillon’s results were presented at the April 20, 2017 Public Works Committee meeting via Report PW17032. At its meeting of April 26, 2017, Council approved Item (e) (i) of the Public Works Committee Report 17-006, respecting the Functional Traffic Study for Kenilworth Avenue from Main Street to Barton Street, which reads as follows:

- (a) That the matter respecting the Functional Traffic Study for Kenilworth Avenue (from Main Street to Barton Street) be referred to the Ward 4 Community Meetings, with staff presenting on the topic at that meeting(s); and,

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- (b) That staff report back to the Public Works Committee on funding options and potential revenue sources for the project, including the Ward Area Rating budget, as well as a comprehensive list of what is in the work plan.

This report addresses items a and b listed above.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION

The following groups have been consulted and are supportive of the recommendations:

- Ward 4 Councillor;
- Engineering Services – Asset Management;
- LRT Project Office;
- Hamilton Municipal Parking; and
- Hamilton Fire Department.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

The approved and preferred functional design, through Report PW17032, includes:

- Reducing Kenilworth Avenue to a basic two-lane cross-section (plus auxiliary lanes at key locations);
- Permitting parking at all times of the day, including a.m. and p.m. rush;
- The installation of curb extensions to narrow the street, define parking bays and provide opportunities for enhanced landscaping; and
- Replacing the Roxborough Avenue pedestrian signal with a new Type “B” pedestrian crossover (PXO) at the Pipeline Trail.

As per Council direction, the Ward 4 area Councillor brought forward the preferred functional design to a Town Hall meeting in the fall of 2018. Based on the comments received at this meeting, the Councillor and the public are supportive of moving the process forward to the next stage of implementation through submission to the capital project program in the Engineering Services Division.

Based on input from Engineering Services, Asset Management, it was determined that the best method to advance the future implementation of the functional design would be to program works via the capital project program process; an established process within Public Works. The capital design process ensures that project scope, scheduling, funding, detailed design and construction activities are coordinated and planned. This

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would further allow for any other known/unknown needs on Kenilworth Avenue to be considered and coordinated into the project design.

The criticality of Kenilworth Avenue from a broader perspective related to traffic management during the construction of the LRT is yet to be determined. As such, it is recommended that the implementation of the Kenilworth Avenue functional plan be tentatively scheduled for 2027 and coordinated with the LRT implementation.

ALTERNATIVES FOR CONSIDERATION

Council could consider implementing the project in segmented phases.

Phase 1: Britannia Avenue to Roxborough Avenue (\$319,000)

Phase 2: Barton Street to Britannia Avenue (\$257,700)

Phase 3: Roxborough Avenue to Main Street (\$272,000)

If a phased approach is desirable, further review and design would be required to separate the project into three parts.

Council could consider implementing the regulatory changes (parking and speed limit changes) requiring relatively little capital investment from the outset and then followed by more substantial infrastructure modifications at a later date.

Council could consider implementation prior to 2027, however, dedicated funding would need to be identified and potential changes may be required at the intersection of Kenilworth Avenue and Main Street East as a result of future LRT design.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

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APPENDICES AND SCHEDULES ATTACHED

N/A