

Appendix H

Staff Report: PED22001

Table E-1: Recommended Intersection Improvements and TDM Solutions

Category	Recommended Improvements	Approximate Cost	Timeframe for Implementation	Municipal Class EA Schedule
INTERSECTION IMPROVEMENTS				
Dundas Street/Mill Street Intersection	Adjust signal timing at intersection	N/A	1 to 5 years	A
TRANSPORTATION DEMAND MANAGEMENT				
Transit				
Improvements to Route 18	Improve connection to community core	2,000 hrs / year (\$120 / hr = \$240 K +1 bus	1 to 5 years	A+
	Expand hours of service, including Sunday service	7,000 hrs / year = \$840 K	1 to 5 years	A+
	Increase frequency of buses to every 10 minutes instead of 15 minutes	10,000 hrs / year = \$1.2 M + 2 buses	1 to 5 years	A+
New Regional Route	Before BLAST and Dundas BRT are built, provide an interim regional route along Dundas Street and Highway 6 to connect Waterdown, Burlington and downtown Hamilton (daily 15 minutes service)	42,000 hrs / year (\$120 / hr) = \$5.0 M + 8 buses	5 to 10 years	A+
	Continue discussions with Metrolinx regarding regional services along Dundas BRT	N/A	5 to 10 years	A
	Maintain a connection between Waterdown and downtown Hamilton after Dundas BRT is operational	N/A	5 to 10 years	A+
Alternative Service Delivery (ASD)	Designate Parkside Drive, West Employment Area and Skinner Road as ASD areas	12,300 hrs (\$100 / hr) = \$1.3M + 3 ASD vehicles	1 to 5 years	A+

TRANSPORTATION DEMAND MANAGEMENT

	ASD partnership discussions with major employers	N/A	1 to 5 years	A
	Prepare implementation plan for ASD vehicles, drivers and technology	\$20 K	1 to 5 years	A+
Stations, Stops and Terminals	Develop a transit node in community core with passenger amenities	\$650 K per platform Area x 2 = \$1.3 M	1 to 5 years	A+ ¹
	Provide stops, benches and shelters at higher activity locations	\$280 K per platform x 6 = \$1.7 M	1 to 5 years	A+
	Prioritize ASD connection points and locations with an aging population	N/A	1 to 5 years	A+
Active Transportation				
Cycling	Review priority rankings of the most critical planned cycling facilities (Dundas Street, Parkside Drive, Hamilton Street)	N/A	1 to 5 years	A
	Review design of planned facilities using <i>Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities</i> , or preferably <i>Designing for AAA</i>	N/A	1 to 5 years	A
New Multi-Use Trail	Evaluate feasibility of a crossing of Grindstone Creek at Church Street for consideration in the Recreational Trails Master Plan	To Be Determined Based on Future Siting/EA Study	1 to 5 years	B, if less than \$2.4 M each
	Evaluate feasibility of a crossing from Sealy Park to west side of Grindstone Creek over the rail line for consideration in the Recreational Trails Master Plan			
Cycling and Walking Related Facilities	Install public bicycle repair stations downtown and at community facilities	\$3,000 (each)	1 to 5 years	A
	Expand Hamilton’s Public Bike Share system (SoBi Hamilton) to serve transit riders, commuter cyclists, recreational cyclists and visitors	\$200,000 ²	5 to 10 years	A
	Update City sidewalk policy to require sidewalks on both sides of all roadways (crescents, cul-de-sacs and industrial roadways) to improve accessibility, especially the elderly and those with disabilities.	N/A	1 to 5 years	A

¹ This classification assumes that the node is not adjacent to a residential area, environmentally sensitive area, cultural heritage resources, recreational or other sensitive land use.

² Costing includes bikes and docking stations only.

TRANSPORTATION DEMAND MANAGEMENT

Other TDM Measures	City resources and tools to educate residents and employers about carpooling, teleworking, flexible hours, employer-sponsored transit pass subsidies, priority parking and other incentives	N/A	1 to 5 years	A
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Table E-2: Priority 1 Streets and Priority 2 Streets for Measures to Reduce Neighbourhood Traffic Infiltration

Priority	Approximate Cost	Municipal Class EA Schedule
Priority 1 (1 to 5 years) Streets:		
Braeheid Avenue (Riley Street – Parkside Drive)	\$18,000	A
Hollybush Drive (Dundas Street – Parkside Drive)	\$60,000	A
Main Street North (Dundas Street – Parkside Drive)	\$21,000	A
Main Street South (Dundas Street – Union Street)	\$6,000	A
Mill Street North (Dundas Street – Parkside Drive)	\$21,000	A
Riley Street (Dundas Street – Braeheid Avenue)	\$86,000	A
Priority 2 (5 to 10 years) Streets:		
Barton Street (Hamilton Street South – Main Street South)	\$6,000	A
Cedar Street (Hamilton Street North – Main Street North)	\$7,000	A
Church Street (Main Street North – Mill Street North)	\$3,000	A

Table E-3: Priority 1 Streets and Priority 2 Streets for Traffic Calming Measures

Priority	Approximate Cost	Municipal Class EA Schedule
Priority 1 (1 to 5 years) Streets:		
Avonsyde Boulevard (Dundas Street – Parkside Drive)	\$5,000	A
Braeheid Avenue (Riley Street – Parkside Drive)	\$18,000	A
Burke Street (Skinner Road – Boulding Avenue)	\$2,000	A
Hollybush Drive (Dundas Street – Parkside Drive)	\$60,000	A
Main Street North (Dundas Street – Parkside Drive)	\$21,000	A

Priority	Approximate Cost	Municipal Class EA Schedule
Nisbet Boulevard (Wimberly Avenue – Hamilton Street North)	\$80,000	A
Riley Street (Dundas Street – Braeheid Avenue)	\$86,000	A
Skinner Road (Burke Street – Mallard Trail)	\$5,000	A
Spring Creek Drive (Dundas Street – Parkside Drive)	\$20,000	A
Wimberly Avenue (Parkside Drive – North Waterdown Drive)	\$30,000	A
Priority 2 (5 to 10 years) Streets:		
Boulding Avenue (Burke Street – Parkside Drive)	\$60,000	A
Chudleigh Street (Riley Street – White Oak Drive)	\$21,000	A
First Street (Dundas Street – Niska Drive)	\$9,000	A
Forest Ridge Avenue (Spring Creek Drive – Avonsyde Boulevard)	\$6,000	A
Laurendale Avenue (Niska Drive – Boulding Avenue)	\$21,000	A
Longyear Drive (Hollybush Drive – Brian Boulevard)	\$6,000	A
Niska Drive (First Street – Spring Creek Drive)	\$27,000	A
Rockhaven Lane (Braeheid Avenue – Hamilton Street North)	\$21,000	A

Table E-4: Recommended Transportation Policies

1,	Support the development of active transportation facilities that are designed for all ages and abilities (AAA) to encourage trips by active transportation and transit through the Secondary Plan land-use recommendations.
2,	Develop policy that requires development applications to review access management requirements as part of the application process. Development applications should prioritize improving access to transit network function and reducing conflicts between vehicular movements and the active transportation network.
3,	Require missing sidewalks adjacent to new developments or re-development sites to be constructed as part of the development application process.
4,	Plan for the creation of a transit node in the Waterdown Village Core Area to connect to future regional transit and potential ASD solutions. A transit node would also improve the profile of transit in the core while promoting intensification of the Secondary Plan Area.
5,	Encourage the expansion of transit services and amenities within the public ROW within the Community Node area.

Budget Requirements

Projects/ Improvements	Estimate \$
Active Transportation* / Micro-mobility Facilities	212,000
Implementing Traffic Infiltration Solutions	228,000
Traffic Calming Works	498,000
Pedestrian Crossings/ Improvements	900,000
Total	1,838,000

Above budget estimate rounded of to **\$ 2.0 million**

*Individual active transportation facilities to be estimated based on feasibility studies.

Additional budget required for undertaking the four recommended studies	\$ 900,000
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