RECOMMENDATION:

(a) That subject to the final approval of Transport Canada and Canadian Pacific Railways, safety gates be installed at the Canadian Pacific Quigley Road railway crossing and minor modifications be made to the Canadian Pacific Cochrane Road crossing, with the City’s estimated share of the cost, $44,000, to be referred to the 2009 Capital Budget Process;

(b) That the item relating to “Railway Crossing Arms at Quigley, Cochrane, Greenhill and Mount Albion Roads” be removed from the Public Works Committee Outstanding Business List.

EXECUTIVE SUMMARY:

At the City Council meeting of October 1, 2007 staff was directed to contact Transport Canada and request that a joint site assessment be carried out to investigate if warrants are met for gates at the Canadian Pacific railway crossings on Quigley Road, Greenhill Avenue, Cochrane Road and Mount Albion Road. Staff were to report back to the Public Works Committee with the results and any cost implications.

A joint site assessment of these railway crossings was carried out on July 17, 2008 by an Inspector from Transport Canada, and representatives from Canadian Pacific (CP)
Railways and the City of Hamilton. Based on the safety assessment and traffic data, the Inspector from Transport Canada recommended that the gates are warranted only at the Quigley Road railway crossing. The Inspector observed that a hydro pole and the sidewalk will require relocation to accommodate the installation of the gates.

It was also observed that at the Cochrane Road railway crossing, a hydro pole partially obstructs the flashing signal lights for northbound traffic. The Transport Canada Inspector endorsed the concept of installing a short cantilever arm and upgrading to LED lights to rectify the problem.

The design, detailed estimate, application process and the installation of the gates for Quigley will be carried out by CP. CP has already initiated the process. The detailed estimate will take a few months to complete, and the construction process will take at least a year after the application is approved by Transport Canada. It is recommended that the installation of the gates be endorsed and the funding referred to the 2009 Capital Budget process.

**BACKGROUND:**

The information/recommendation provided within this report primarily affects Ward 5.

Staff was directed to contact Transport Canada and request that a joint site assessment be carried out to investigate if warrants are met to install barrier gates at the Canadian Pacific railway crossings of Quigley Road, Greenhill Avenue, Cochrane Road and Mount Albion Road. Staff were directed to report back to the Public Works Committee with the results and any cost implications.

The subject railway crossings are all equipped with grade crossing warning systems which include flashing lights and bells. Railway crossings can be upgraded by installing gates if the warrants specified by Transport Canada are met. The safety assessment team visited the sites and reviewed the traffic data. The current sightlines and crossing design comply with the standards. One of the warrants specifies that if the cross-product [Annual Average Daily Traffic (AADT) for the City street multiplied by the AADT for the railway line] exceeds 50,000, gates are warranted. The cross product for the subject crossings is listed below:

- Quigley Road: 78,280
- Mount Albion Road: 45,032
- Greenhill Avenue: 42,632
- Cochrane Road: 38,552

The above data shows that warrant is met only for railway crossing at Quigley Road at the present time. The Inspector from Transport Canada recommended that CP and the City of Hamilton apply for the installation of gates at the Quigley Road railway crossing.

It was observed that a hydro pole partially obstructs the lights for northbound traffic at Cochrane Road railway crossing. Therefore Transport Canada also recommended that the City of Hamilton and CP apply for the installation of a short cantilever arm and LED lights to rectify this issue. The City will apply to have these changes made at the same time as the changes to Cochrane Road. A single collision occurred at the Cochrane Road railway crossing in the last five years with the driver of the vehicle failing to yield the right of way to the train.
There have been two vehicle/train collisions at Mt. Albion Road railway crossing in last five years including one fatal collision. The police reports indicate that the drivers of the vehicles disobeyed traffic control and failed to yield right of way to the train. The alarm system comprising bells and flashing lights is activated at least 10 seconds or more before the arrival of the train at these crossings. An HSR bus was observed to take under seven seconds from a stopped position to fully travel across the intersection in the upbound (southbound) direction, therefore, a passenger vehicle should be able to cross the same intersection in less time. There is no clear pattern in the collision history, so this crossing has not been recommended by Transport Canada for the installation of gate arms at this time.

**ANALYSIS/RATIONALE:**

The recommendation is in accordance with the Transport Canada Warrants for installation of gates at railway crossings with existing warning systems such as flashing lights and bells.

**ALTERNATIVES FOR CONSIDERATION:**

Committee could choose not to proceed with financial support for the proposed improvements, with the possibility of reduced safety at the Quigley and Cochrane crossings.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

The City of Hamilton’s share of the estimated total cost of the gates at Quigley Road ($300,000) will be 12.5% or $37,500. In addition, the City will bear the full cost of relocating the pole and sidewalk at that location($5,000). The City will also have a proportioned cost of the minor modifications at Cochrane Road, with the City’s responsibility being $1,500. These costs will be referred to the 2009 Capital Budget.

**POLICIES AFFECTING PROPOSAL:**

The Public Works Strategic Plan, “Innovate Now”, identifies our Vision “to be recognized as the centre of environmental and innovative excellence in Canada”. Innovate Now identified seventeen top priorities to move us forward within four vision drivers. This proposal is consistent with “Communities” vision driver as well as one of its top priorities to be a leader in the “greening” and stewardship of the City by virtue of providing safer and more efficient methods of traffic control at the railway crossings.

**RELEVANT CONSULTATION:**

Transport Canada and Canadian Pacific Railways. The Ward Councillor has been notified.

**CITY STRATEGIC COMMITMENT:**

By evaluating the “Triple Bottom Line”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.
Community Well-Being is enhanced. ☑ Yes ☐ No
Installation of gates will reduce the risk of collisions at the railway crossing.

Environmental Well-Being is enhanced. ☐ Yes ☑ No

Economic Well-Being is enhanced. ☐ Yes ☑ No

Does the option you are recommending create value across all three bottom lines? ☐ Yes ☑ No

Do the options you are recommending make Hamilton a City of choice for high performance public servants? ☑ Yes ☐ No
REQUESTED:
ASSESSMENT TO INSTALL GATES AT RAILWAY CROSSINGS AT COCHRANE ROAD, QUIGLEY ROAD, MT. ALBION ROAD & GREENHILL AVENUE

CITY OF HAMILTON - Public Works Department