SUBJECT: Governor's Road Intersection Improvements (PW09061) - (Ward 13)

RECOMMENDATION:

(a) That the General Manager of Public Works, be authorized and directed to file the Governor's Road Intersection Improvements Environmental Report with the Municipal Clerk for a minimum thirty (30) day public review period;

(b) That upon completion of the minimum thirty (30) day public review period, the General Manager of Public Works, be authorized and directed to proceed with implementation of a Roundabout at Governor’s Road and Davidson Boulevard, subject to funding approval through the 2010 Capital Budget Process.

EXECUTIVE SUMMARY:

The Municipal Class Environmental Assessment process has generally been followed for the recently completed Intersection Improvements study on Governor’s Road at Davidson Boulevard and at Pirie Drive (see Appendix A). The planning process has identified alternative solutions to the problem. The problems identified for this project are related to speeding on Governor’s Road and the ability for safe traffic movements at the Davidson Boulevard intersection.

The conclusion is that the preferred alternative is to construct a roundabout at the intersection of Governor’s Road and Davidson Boulevard. (see Appendix B) The Project Environmental Report is recommended for filing on public record and, subject to any
comments received, authorizing staff to proceed with implementing the preferred alternative subject to budget approval.

**BACKGROUND:**

The City of Hamilton initiated the process to address the need for intersection improvements on Governor's Road. A number of traffic safety issues have been identified on Governor's Road by nearby residents, of which the main concern is speeding.

This project generally followed the planning and design process under the *Municipal Engineers Associations Municipal Class Environmental Assessment* (October 2000, as amended in 2007). However, traffic calming is exempt from the Environmental Assessment process and localized operational improvements (< $2.2 million) and traffic control (< $8.7 million) are pre-approved. As such, the Municipal Class Environmental Assessment process does not require the Environmental Report to be filed, therefore, no formal Part II Order (appeal) process would be allowed for this project.

Notwithstanding, due to the potential community interest in this matter, the City voluntarily followed the Municipal Class Environmental Assessment process.

A Project Environmental Report has been prepared documenting the process followed to determine the recommended undertaking and an evaluation of the environmental effects of alternatives.

**Municipal Class Environmental Assessment**

Phases 1 and 2 of the Class EA Planning process have been used to guide the study:

- Phase 1 Problem Definition
- Phase 2 Identification and Evaluation of Alternative Solutions to determine a preferred solution

Public consultation is a key component of the Class Environmental Assessment process. The public were invited to provide comments for the proposed intersection improvements on Governor’s Road at Davidson Boulevard and at Pirie Drive in the Notice of Study Commencement and Public Information Centre advertised twice in the Hamilton Spectator (At Your Service Section) and the Dundas Star on October 17 and October 24, 2008.

A Public Information Centre was held on October 30, 2008 at the Dundas Municipal Service Centre to present the existing environmental and traffic conditions, an evaluation of the long list of alternatives, and the preferred alternative.

A number of alternative solutions have been considered as part of this study. The following intersection improvement alternatives have been identified and evaluated:

- **Alternative 1**  
  **Do Nothing** - leave the intersection as is, with no modifications.

- **Alternative 2**  
  **Urbanization** - add turn lanes, median islands, curbs, line painting and street lights. Maintain stop condition of Jerseyville Road.

- **Alternative 3**  
  **Signalization** - add turn lanes, median islands, curbs, line painting, street lights and traffic signals.
Alternative 4 **Roundabout** - construct a roundabout with median islands, curbs, line painting and street lights.

Table 1 provides a summary of the conclusions drawn from the evaluation of the alternatives.

### Table 1 - Summary of the Evaluation of Alternatives

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>CONCLUSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1 Do Nothing</td>
<td>Does not improve safety at the intersection. Not Recommended</td>
</tr>
<tr>
<td>Alternative 2 Urbanization</td>
<td>Improved aesthetics and improved intersection safety with addition of left-turn lanes. Minimal impact on traffic speeds. Not Recommended</td>
</tr>
<tr>
<td>Alternative 3 Signalization</td>
<td>Improved aesthetics and improved intersection safety with addition of left-turn lanes. Increased delays and increased Green House Gas emissions due to greater number of stops. Highest operation and maintenance costs. Not Recommended</td>
</tr>
<tr>
<td>Alternative 4 Roundabout</td>
<td>Improved aesthetics and improved intersection safety through lower traffic speeds, fewer conflict points and reduced collision angles. Initial construction costs are higher. Recommended</td>
</tr>
</tbody>
</table>

**Preferred Solution**

Alternative 4 (Roundabout) was selected as the preferred alternative because:

- Resolves the problem of vehicle delays and traffic build-up during peak hours
- Provides the greatest impact for lowering speeds on Governor’s road in the corridor
- Greatly improves the overall safety within the study area
- Reduces vehicle emissions
- Increases intersection capacity
- Provides opportunity for improved aesthetics (i.e. a gateway feature)

The majority of public comments received were from nearby residents of the study area and were in favour of the roundabout.

**ANALYSIS/RATIONALE:**

N/A

**ALTERNATIVES FOR CONSIDERATION:**

There are two alternatives for Council to consider with respect to the recommendations of this report:

1) To not file the Governor’s Road Intersection Improvements Project Environmental Report on public record for a minimum thirty (30) day review period or proceed with implementation, subject to funding approval.
2) To not endorse the recommended solution (roundabout). That decision would result in doing nothing at the intersection, therefore not resolving the safety issues.

Under option 1 the City could proceed directly to implementation without filing a project file report. However, this could be contrary to the intent of the Class EA process which allows for a public review of the final documentation.

With respect to alternative 2 the recommended solution (roundabout) has been identified using an evaluation and screening process that fulfills the Schedule A+ requirements of the Municipal Class EA. The preferred alternative solution(s) is not normally reconsidered at the end of the process unless there is an issue that is proven to affect the outcome of the evaluation process.

Should Council not wish to approve the filing of the Governor’s Road Intersection Improvements Class Environmental Assessment, Project Report, the outcome would result in doing nothing at the intersection, therefore not resolving the existing traffic issues. Eventually the City would have to repeat the Class EA process, which would likely result in the same recommendations.

Therefore, the above alternatives not recommended.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

**Financial**

Funds were previously approved and are available in the 2008 account (Project ID No. 4030720712) to begin detailed design work. Additional funding in the order of $1.5 million will be required to construct the facility. These additional funds for the works will be programmed as part of the 2010 capital budget.

**Staffing**

There are no staffing implications.

**Legal**

Municipal undertakings such as road improvements, water and wastewater and transit projects are subject to Ontario’s Environmental Assessment Act. The Act allows for the approval of Class Environmental Assessments and the municipality has the option of following the planning process set out in the Municipal Engineers Association Class Environmental Assessment (October 2000, as amended in 2007). The project classification for road closures is identified in the Municipal Engineers Association’s Class Environmental Assessment document as a “Schedule A+” undertaking (pre-approved subject to public notice). “Schedule A+” projects under the Municipal Class Environmental Assessment process do not require the Project Report to be filed, therefore, no formal Part II Order (appeal) process would be allowed for this project.

**POLICIES AFFECTING PROPOSAL:**

- City of Hamilton - Public Works Business Plan

The preferred alternative complies with the City of Hamilton - Public Works Business Plan because sound financial management for the long haul is being achieved. Although the initial construction costs will be high compared to the other alternatives, the lifecycle costs of the roundabout are expected to be lower than the signalization
option. The implementation of a roundabout will achieve greater intersection safety, while ensuring sound financial management.

The roundabout also complies with the City of Hamilton - Public Works Business Plan because it is a ‘green’ option. The local community will be enhanced environmentally because with a roundabout there is less idling, resulting in fewer emissions and less noise and vibrations.

- City of Hamilton - Strategic Plan

The Governor’s Road Intersection Improvements Environmental Assessment complies with the City of Hamilton’s Strategic Plan, because it engaged the community. Although this was considered a Schedule A+ undertaking, due to the potential community interest in this matter Phases 1 and 2 of the EA process were followed, which involved greater public consultation.

**RELEVANT CONSULTATION:**

As required under the Municipal Class EA, affected public agencies were consulted throughout the planning process. A contact list (Appendix C) of potentially interested internal and external participants was developed at the start-up phase of the project.

In response to the Notice of Study Commencement and Public Information Centre, members of the public, government and agencies, submitted comments to the City of Hamilton. In summary, the following general comments and concerns were received:

- Supportive of the roundabout at Davidson Boulevard
- Roundabout will not cause delays
- Roundabout would slow down traffic coming into Dundas
- Roundabout would enhance student safety at the three schools on Governor’s Road
- Plant trees for noise control
- Need for additional traffic calming along Governor’s Road
- Accommodation should be provided for pedestrians

All comments received from public and agencies were fully reviewed and responded to (where appropriate) by the City of Hamilton Project Team and were considered when determining the final alternative.

Consultation occurred through meetings and/or mail outs with the following agencies. All comments that have been received have been addressed.

**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
The construction of a roundabout at the intersection of Governor’s Road and Davidson Boulevard will assist in lowering speeds, allowing fewer conflict points and reduced collision angles, therefore improving the overall safety at the intersection.

**Environmental Well-Being is enhanced.** ☒ Yes ☐ No
Human health and safety are protected.
The preferred alternative will allow for less vehicle emissions and noise and vibrations will likely be reduced.
Economic Well-Being is enhanced. ☑ Yes  ☐ No
Based on an evaluation of alternatives, the preferred alternative was selected due to the costs and the ability to improve safety at the intersection. The lifecycle of the roundabout is lower than for signalization of the intersection.

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
Appendix ‘C’

City Departments
Ward 13 Councillor
Corporate Services
Community Services
Planning and Economic Development - Community Planning & Design; and Economic Development & Real Estate
Public Works - Engineering Services
Public Works - Operations & Maintenance
Public Works - Transit
Public Works - Water & Wastewater
Public Works - Waste Management
Hamilton Police Services
Hamilton Conservation Authority
Hamilton Emergency Services

Agencies
Ministry of Agriculture and Food
Ministry of Natural Resources
Ministry of Transportation
Ministry of Environment
Ontario Native Affairs Secretariat
Ontario Secretariat of Aboriginal Affairs
Environment Canada
Transport Canada
Canada Post Commercial Service Centre
Environment Canada
Industry Canada
National Heritage Information Centre
Horizon Utilities
TransCanada Pipelines Inc.
Cogeco Cable Inc.
Hamilton Community Energy
Union Gas
Sun Canadian Pipeline
Hamilton Utilities Corp.
Enbridge Pipelines Inc.
Hydro One
GO Transit
Royal Botanical Gardens (RBG)
Remedial Action Plan (RAP)
Hamilton Port Authority (HPA)
Ontario Power Generation

First Nations Groups
Huron Wendat First Nation
Six Nations Lands & Resources
The Metis Nation of Ontario
Council of Ontario Chiefs
Association of Iroquois and Allied Indians
Six Nations
Six Nations Eco-Centre
Six Nations of the Grand River Territory
Metis Women’s Circle
Haudenosaunee Resource Centre
Mississaugas of the New Credit First Nation
Ontario Federation of Indian Friendship
Cultural Explorers
Hamilton Regional Indian Centre
Nipissing First Nation