

**Public Consultation (PIC#1)  
Summary Report**

**Ainslie Wood Traffic Management Review**  
(July 2018)

## Table of Contents

<b>1. INTRODUCTION</b>	<b>1</b>
1.1. Study Background	1
<b>2. PURPOSE OF THE PUBLIC INFORMATION CENTRES</b>	<b>2</b>
<b>3. PUBLIC CONSULTATION CENTRE NO. 1</b>	<b>3</b>
3.1 Communication Strategy	4
3.2 PIC Participants and Key Statistics	4
3.3 Summary of Participant Feedback	4
3.3.1 Common Themes	4
3.3.2 Additional Comments and Feedback	6
<b>4. NEXT STEPS</b>	<b>6</b>

## List of Figures

Figure 1 Master Class Environmental Assessment Process	1
Figure 2: Study Area	2

## List of Table

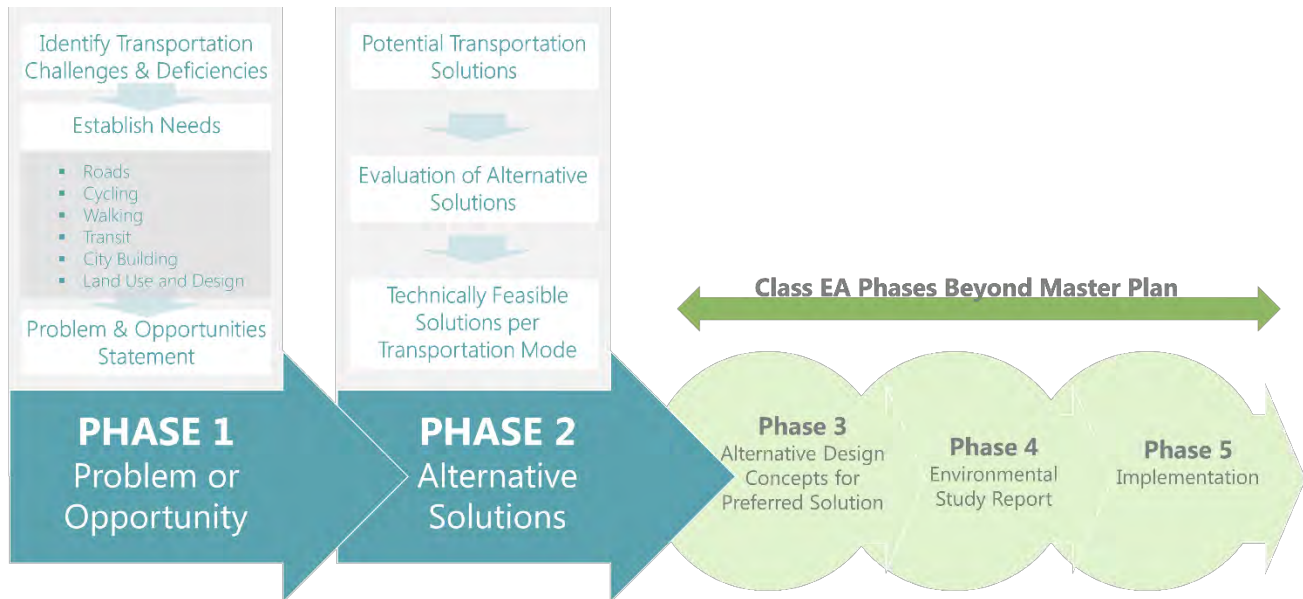
Table 1: Common Themes Discussed at the PIC	5
---	---

## Appendices

- Appendix A – Display Boards
- Appendix B – Study Area Plot
- Appendix C – PIC Notice
- Appendix D – Comment Forms
- Appendix E – Comments via Email

## 1. INTRODUCTION

Wood Environment & Infrastructure Solutions (“Wood”) was retained by the City of Hamilton (referred as “City” hereinafter) to conduct a Traffic Management Study for the Ainslie Wood neighbourhood area. The objective of this study is to identify and recommend potential transportation-related improvements in the Ainslie Wood neighbourhood which benefit all road-users reflecting the Complete Streets concept of design. The study will be completed so that it addresses the first two phases of the Municipal Class Environmental Assessment (MCEA) process. The MCEA process is graphically presented in **Figure 1**.

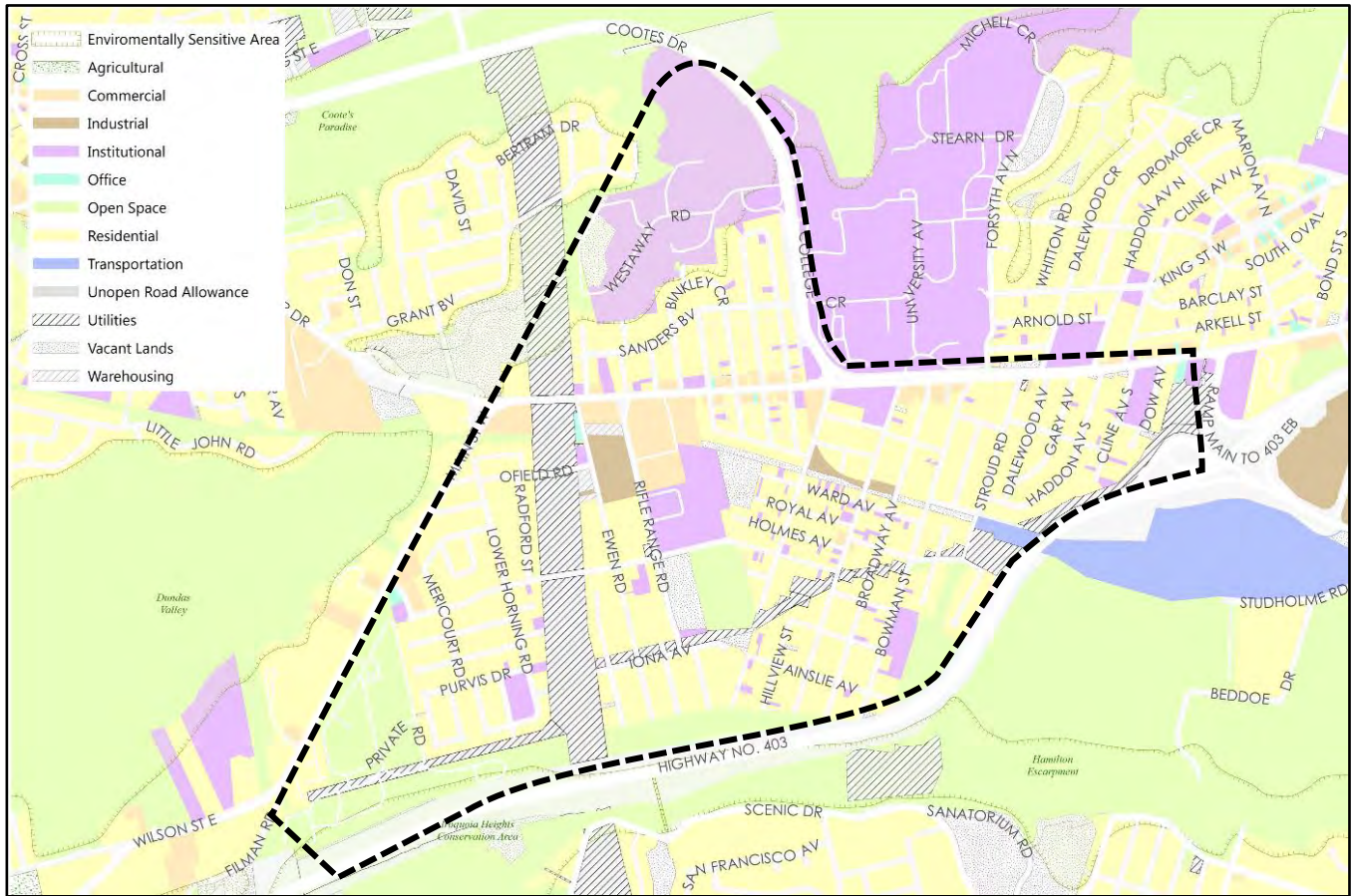


**Figure 1 Master Class Environmental Assessment Process**

This purpose of this report is to present the results of Public Information Centre (PIC) 1 for the Ainslie Wood Traffic Management Review which was held on June 19, 2018 between 6:00pm and 8:00 pm at the West End Fortinos. The report discusses the general purpose of PICs, the specific consultation plan developed for the project and the purpose of the PIC. The report also serves to document the key issues presented at the event as well as to summarize the public feedback solicited at the event through the comment sheets, discussions with project team members and comments placed on the presented maps and boards.

### 1.1. Study Background

The purpose of the study is to review the traffic conditions in the study area and provide recommendation on potential traffic-related improvements. The Ainslie Wood Community is generally bound by the King’s Highway 403, Main Street, and Cootes Drive. The neighbourhood is mainly low-density residential in nature, with medium to high density residential areas along Main Street West. The McMaster University campus extends to the north end of the study area. There are two schools within the study area (one (1) elementary and one (1) secondary school). Refer to **Figure 2** for an illustration of the study area.



**Figure 2: Study Area**

According to the Urban Hamilton Official Plan Schedule C, Main Street West and Cootes Drive are major arterials within the study area. Whitney Avenue, Leland Street, and Emmerson Street are classified as collectors. The remainder of the streets are considered local roadways.

## 2. PURPOSE OF THE PUBLIC INFORMATION CENTRES

Recognizing the importance of this Traffic Management Review as the blueprint to enhance residents' mobility and safety within the Ainslie Wood neighbourhood, it is imperative to build on the relationships and engagement from previous planning initiatives to ensure continuity and continued involvement of residents and stakeholders, as well as engage new citizens.

The consultation approach for the Ainslie Wood Neighbourhood Traffic Management Review is based on a well-established process developed by the International Association of Public Participation (IAP2) that commits to a process that is:

- ▶ Open and inclusive to everyone within the Ainslie Wood neighbourhood, the City of Hamilton and to others interested in the planning process;
- ▶ Transparent: making certain that residents and stakeholders clearly understand how decisions are made;
- ▶ Frequent: There are two scheduled PIC's and proposed meeting(s) before the second PIC to review the PIC material with the Community Association and stakeholders to get input. Comments/enquires throughout the process can always be received through e-mail "[TrafficOps@hamilton.ca](mailto:TrafficOps@hamilton.ca)". Occurring

early and often to ensure repeated (meaningful) opportunities to participate, provide input and engage the project;

- ▶ Two-way: relying on honest and open two-way communication and not simply one-way persuasion; and,
- ▶ Easy to understand and participate in. Considering the technical nature of this study, the consultation undertaken for this study will ensure that all public materials and displays are presented clearly, logically and are graphically appealing. A good public consultation program engages the public in a manner that is respectful, cognizant of their values and understandable to the masses.

For this project, consultation will be provided through two (2) PICs. PIC 1 was hosted on June 19, 2018 while PIC 2 will be conducted in the fall of 2018 and will consist of presenting the public with alternative solutions to the issues presented at PIC 1. Feedback solicited from both PIC 1 and PIC 2 will be considered throughout the project to ensure the project addresses the overall needs of the neighbourhood.

### 3. PUBLIC CONSULTATION CENTRE NO. 1

To fulfil the objectives of the consultation strategy in the approved Terms of Reference (ToR), a first PIC was held on June 19, 2018 between 6:00pm and 8:00pm at the West End Fortinos.

The purpose of the first PIC was to:

- ▶ Review findings from previous studies conducted in the area;
- ▶ Discuss existing and future transportation conditions in the area including the future LRT;
- ▶ Present transportation challenges and deficiencies in the Ainslie Wood neighbourhood;
- ▶ Provide information on HSR services;
- ▶ Provide general information regarding the B Line LRT and highlight the fact that the project will have impacts on the neighbourhood which may result in some changes but is not the primary focus of the project;
- ▶ Allow the public to provide input and ask questions regarding their specific neighbourhood concerns;
- ▶ Use the public feedback in moving forward to the second stage of the study (developing alternative solutions); and,
- ▶ Identifying the next stages of the Neighbourhood review.

The event was arranged as an open house drop-in format, which included display boards illustrating the study progress, transportation issues and challenges within the Ainslie Wood neighbourhood, potential solutions being considered, and next steps in the study process. Several interactive display boards enabled attendees to identify transportation issues and opportunities within the community. The display boards are provided in **Appendix A** for reference purposes. The project team delivered a 20-minute presentation to attendees, which provided an overview of the project and the format of the engagement as well as activities that were planned for the event. A study area plot (large scale map) was also provided for participants to place their comments on post-it notes and attach to the corresponding locations. The map and comments are provided in **Appendix B**.

Key messages that the project team presented throughout the event included:

- ▶ The study process and the importance of public engagement and feedback;
- ▶ The noticeable shift to transit and active transportation modes made between 2011 and 2016 and the continued need to shift away from the automobile;
- ▶ A combination of numerous potential alternatives can be used to calm traffic in the area and generally improve the auto environment; and,
- ▶ Similarly, a combination of numerous potential alternatives can be used to improve safety for pedestrians and cyclists in the area

### 3.1 Communication Strategy

Notification of opportunities to participate in the Ainslie Wood Traffic Management Review Public Consultation included:

- ▶ **Email:** notices were emailed to key stakeholders and agencies on June 4, 2018;
- ▶ **Newspaper advertisement:** notices were placed in the Hamilton Spectator on June 8, 2018 and June 25, 2018 inviting the public to participate; and,
- ▶ **Consultation web page:** the City of Hamilton posted PIC information on the project website (<https://www.hamilton.ca/city-planning/master-plans-class-eas/ainslie-wood-neighbourhood-traffic-management-review>) prior to the event. The PIC content was posted to the website after the PIC.

The PIC notice can be found in **Appendix C**.

### 3.2 PIC Attendance

In total, 16 residents attended the event.

### 3.3 Summary of Participant Feedback

Comment forms were provided to elicit additional input from attendees. The comment form consisted of space to write any general questions or comments and also asked the following three (3) questions:

- ▶ Why are you interested in the Ainslie Wood Traffic Management Review? What brought you out to tonight's event?;
- ▶ Based on your experience living or working in Ainslie Wood, what is your biggest concern when it comes to getting around the community (driving, transit, biking or walking?) and;
- ▶ What did you like at tonight's Public Information Centre? Is there anything we could have done to improve the event?

Attendees were encouraged to provide feedback on the study by submitting their comments on site, via mail, fax, website or email. The deadline for comments was July 5, 2018. Seven comment sheets were received during the PIC and two were submitted via email after the PIC. The completed comment sheets can be found in **Appendix D**. Comments received via email after the PIC event is provided in **Appendix E**.

#### 3.3.1 Common Themes

Comments and questions discussed during the PIC as well as comments received through completed comment sheets were categorized into themes outlined in **Table 1**.

**Table 1: Common Themes Discussed at the PIC**

Theme	Frequent Comment
<b>Cycling Lanes</b>	<p>Many cyclists ride on the sidewalk as opposed to roads.</p> <p>Many students riding bikes on the sidewalk don't stop at traffic signals.</p>
<b>Local Transit</b>	<p>Bus shelters in the neighbourhood have large advertising signs that block drivers view from someone who may be waiting in the shelter.</p>
<b>Parking</b>	<p>Reduce street parking throughout the study area.</p> <p>Concerned about the proposed student housing buildings' impact on parking in the neighbourhood.</p> <p>The current "no parking" signs are not being adhered to and there is no parking enforcement. People disobeying the signs are not receiving any penalty (i.e., parking tickets).</p> <p>Several McMaster students and staff park their cars in the Ainslie Wood neighbourhood and take a bus to the campus.</p> <p>The Thorndale Crescent intersection is often blocked by cars (parking on the edge of the intersection).</p>
<b>Pedestrian Safety</b>	<p>Concerned about students crossing Binkley Road and walking on the road.</p> <p>The footpath located at the end of Iona Avenue to Emerson Street was reconstructed ten years ago and a sewer line was installed. The path now floods every summer and is difficult to walk through. This path used to be heavily used; however, residents are now avoiding this path.</p> <p>There is a lack of visibility of the rail trail from Emerson Street.</p> <p>Concerned over the lack of initiatives and slow progress to implement Vision Zero.</p> <p>Why do pedestrians need to push a button for a walk sign but cars don't have to?</p>
<b>Speeding</b>	<p>Speeding is a significant problem throughout the study area.</p> <p>Speeding along Sanders Boulevard occurs at all times of the day, especially during weekend nights.</p> <p>The right-of-way on Sanders Boulevard is very wide, which results in speeding.</p> <p>Speeding occurs along Emerson Street and Whitney Avenue.</p> <p>Concerned about the method (i.e., radar gun) in which travel speed information is gathered and the time of day/day of the week in which the information is collected.</p> <p>Speeding is especially a concern between midnight and 2:00 am.</p> <p>Speeding is a concern on Forsyth Avenue. Consider constructing a sidewalk extension or installation of a permanent boulevard to improve safety. Residents have been asking for these measures for the past ten years and have not received any response.</p>
<b>General Traffic</b>	<p>The road condition on Emerson Street is poor and in need of repair.</p> <p>Rifle Range Road acting as a through street is resulting in increased traffic in the morning.</p> <p>Many residents are unaware of what a flashing yellow sign means. Many people are not stopping or slowing down when the sign is flashing.</p> <p>Consider flashing all traffic lights in the neighbourhood at midnight.</p> <p>Consider implementing rumble strips on Ofield Road and Ewen Road, and a protected left-turn lane on Cootes Drive and Main Street.</p>
	<p>There appears to be incorrect census data presented on a few of the boards.</p>

Theme	Frequent Comment
<b>The Study Information</b>	One of the display boards indicated 50km/h as the posted limit on Sanders Boulevard; however, the actual signs are 40km/h. This may be skew the data, as it currently portrays a lower percentage of speeding issues on Sanders Boulevard.

### 3.3.2 Additional Comments and Feedback

Other comments that were received included:

- ▶ Many McMaster students lack ownership in the community which results in causing the neighbourhood to be devalued.

## 4. NEXT STEPS

All received comments will be further reviewed by the project team and will inform the next phase of the study. The project team will identify the key problem areas based on technical analyses in conjunction with public feedback prior to developing alternative solutions. As such, the subsequent study phases include the development and screening of pertinent alternatives.



# Appendix A: Display Boards



## **Public Information Centre No. 1**

# **Ainslie Wood Neighbourhood Traffic Management Review**

**Date: June 19, 2018,**

**Time: 6:30 p.m. – 8:00 p.m. (short presentation at 6:40 pm)**

**Location: West End Fortinos, 1579 Main St W, Hamilton**

# Study Overview

---

The [Ainslie Wood Neighbourhood Traffic Management Review](#) was initiated to identify actions and strategies to improve the safety and mobility needs of local residents – for all transportation modes.

## Key Transportation Issues:

- How can we make Ainslie Wood's streets safer for driving, walking and cycling?
- How can we reduce collisions, traffic congestion and queuing at specific locations within Ainslie Wood?
- How can we make transit, cycling and walking more attractive in Ainslie Wood?
- How can we address future transportation issues under consideration in Ainslie Wood?

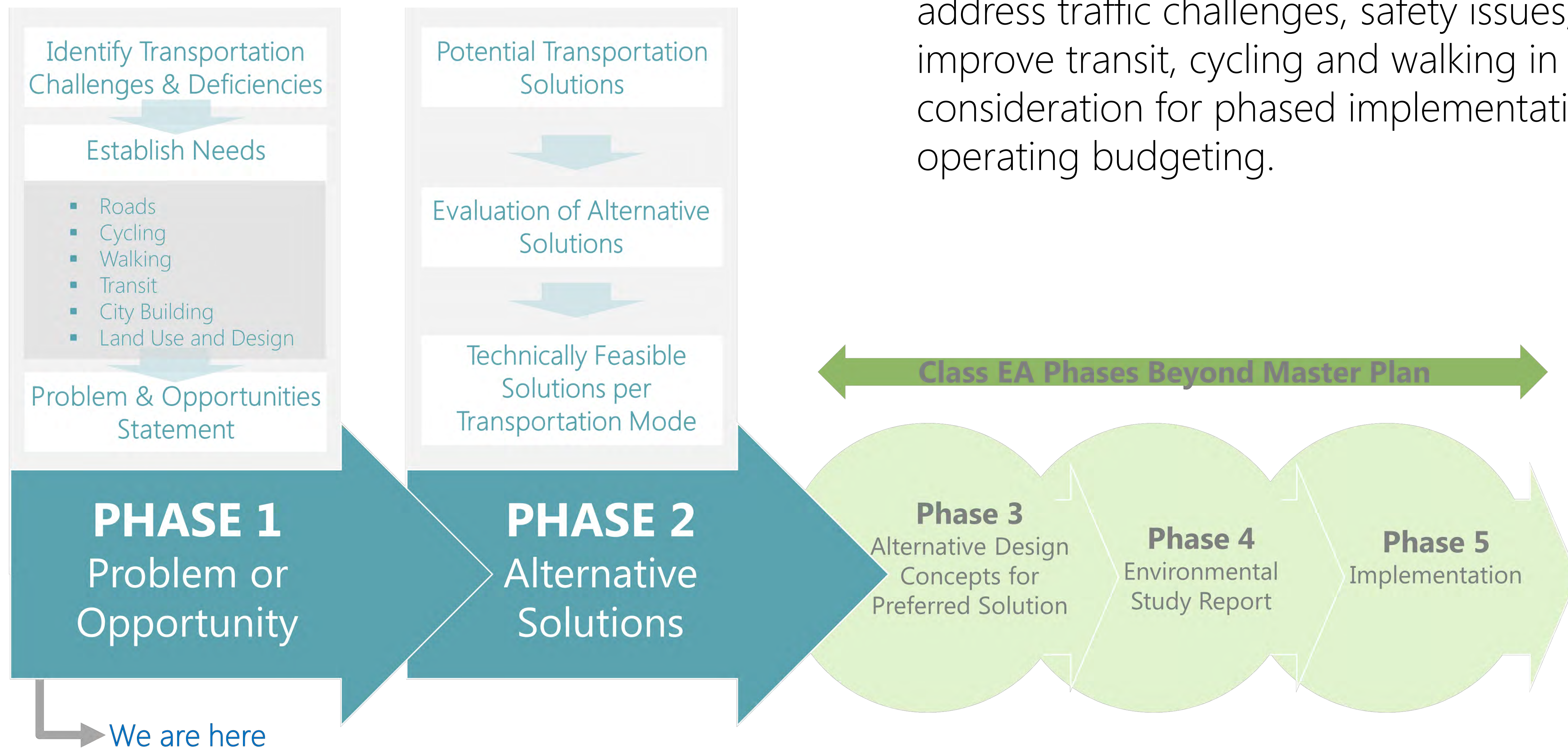
What are some other important transportation issues in Ainslie Wood?  
(Please tell us here)



# The Study Process

This study is being undertaken as a Community Master Plan, addressing the first two phases of the Municipal Class Environmental Assessment (EA) process.

- The study includes two interactive public meetings enabling meaningful input on potential solutions to address Ainslie Wood’s transportation challenges.
- The Final Report will include a list of feasible solutions to address traffic challenges, safety issues, opportunities to improve transit, cycling and walking in Ainslie Wood and consideration for phased implementation and capital and operating budgeting.



# Relevant Policies and Initiatives Supportive of the Ainslie Wood Traffic Management Review

- [Ainslie Wood/Westdale Neighbourhoods Transportation Master Plan 2003](#) – provided a 20-year framework for land use decisions, transportation needs and servicing components.
- [Pedestrian Mobility Plan 2014-](#) purpose is to improve and encourage pedestrian mobility throughout the City, something the Ainslie Wood Traffic Management Review strives to achieve.
- [Draft Hamilton Transportation Master Plan 2018 \(\*City in Motion\*\)](#) is a strategic planning framework that provides direction for future transportation-related studies, projects, initiatives and decisions, including the Ainslie Wood Traffic Management Review.
- [Shifting Gears - Cycling Master Plan](#) is currently being reviewed and updated. Shifting Gears supports the City's Transportation vision and goals by identifying a well-connected, convenient and safe cycling network in the City.
- [Complete Streets](#) is a concept that involves designing streets in a manner that is safe for all users, regardless of age and physical ability.
- [Vision Zero](#) supports the goal of zero fatalities or serious injuries on the roadway. Vision Zero's target for safer streets can be achieved by addressing traffic safety holistically through education, enforcement, engineering, evaluation and engagement.



# Study Area

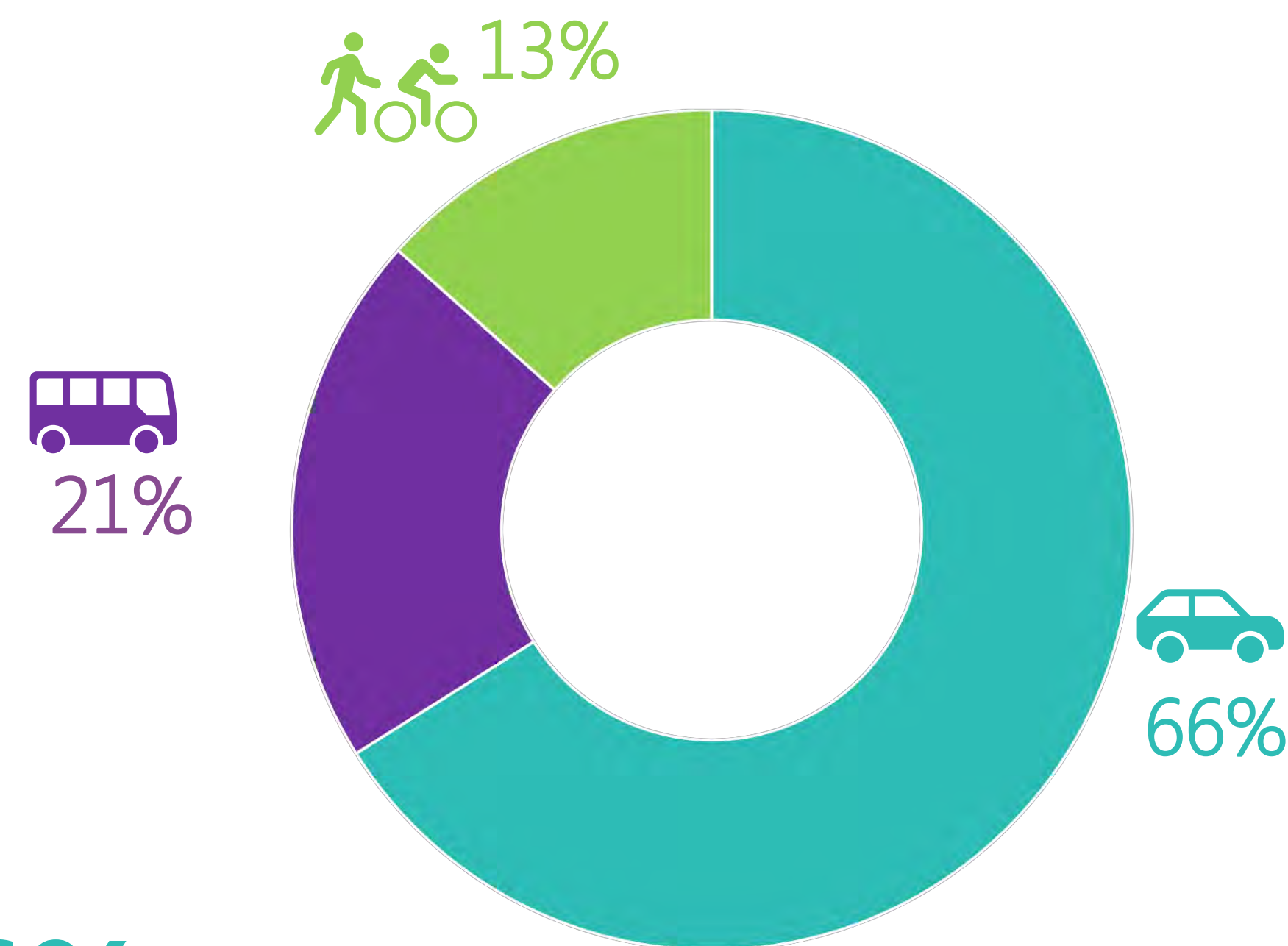
The Ainslie Wood Neighbourhood is generally bounded by the King's Highway 403, Main Street and Cootes Drive.



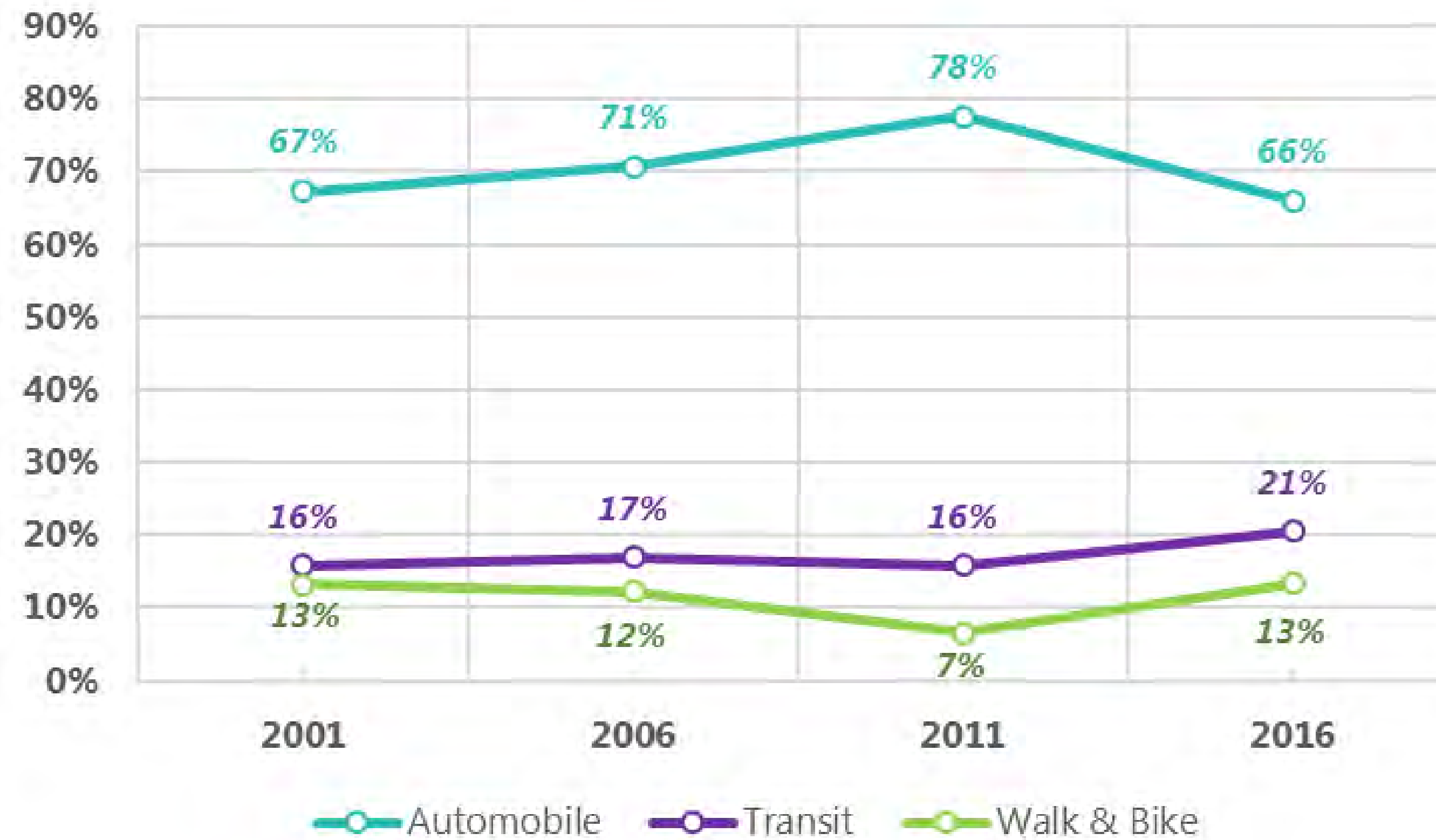
# Ainslie Wood's Transportation System

## Travel Patterns

**16,340** Daily trips from the study area are made during a typical day.



**66%** Of daily trips are made by car.



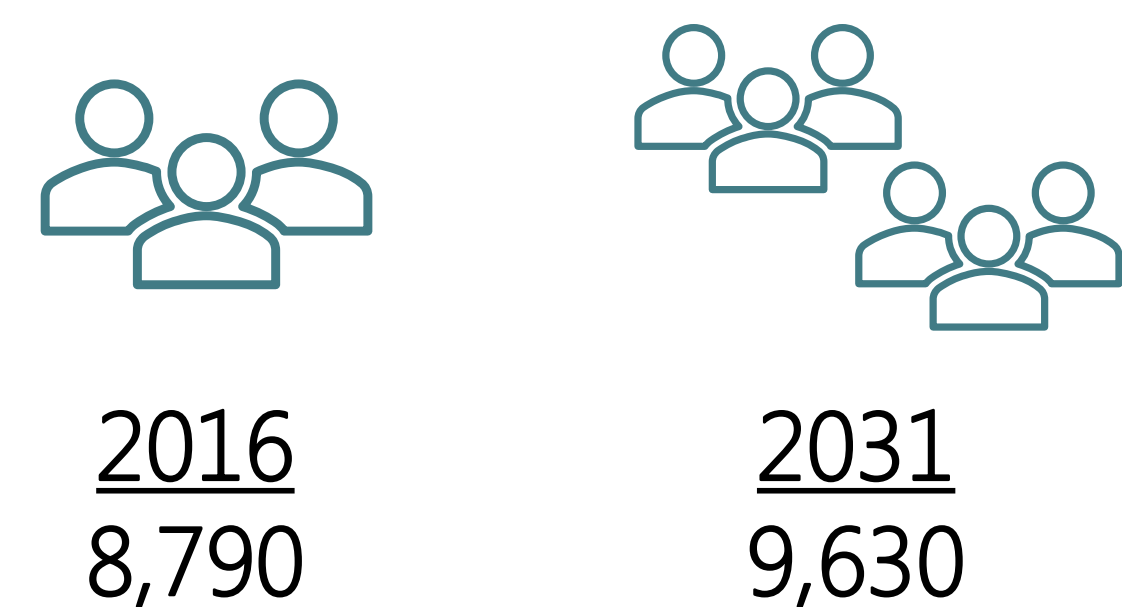
A mode shift to transit and active modes of transportation can be observed from 2011 to 2016.

The planning direction for Ainslie Wood is to encourage a greater shift towards more sustainable transportation modes, including transit, walking and cycling.

Mode Share data extracted from Transportation Tomorrow Survey, 2016

## Population and Employment

### Expected Population Growth



### Expected Employment Growth



There is a diversity of employment generators whereby the service sector and manufacturing are responsible for most of economic activities in the neighbourhood.



Due to the proximity to McMaster University, a large part of the residential population is comprised of students.

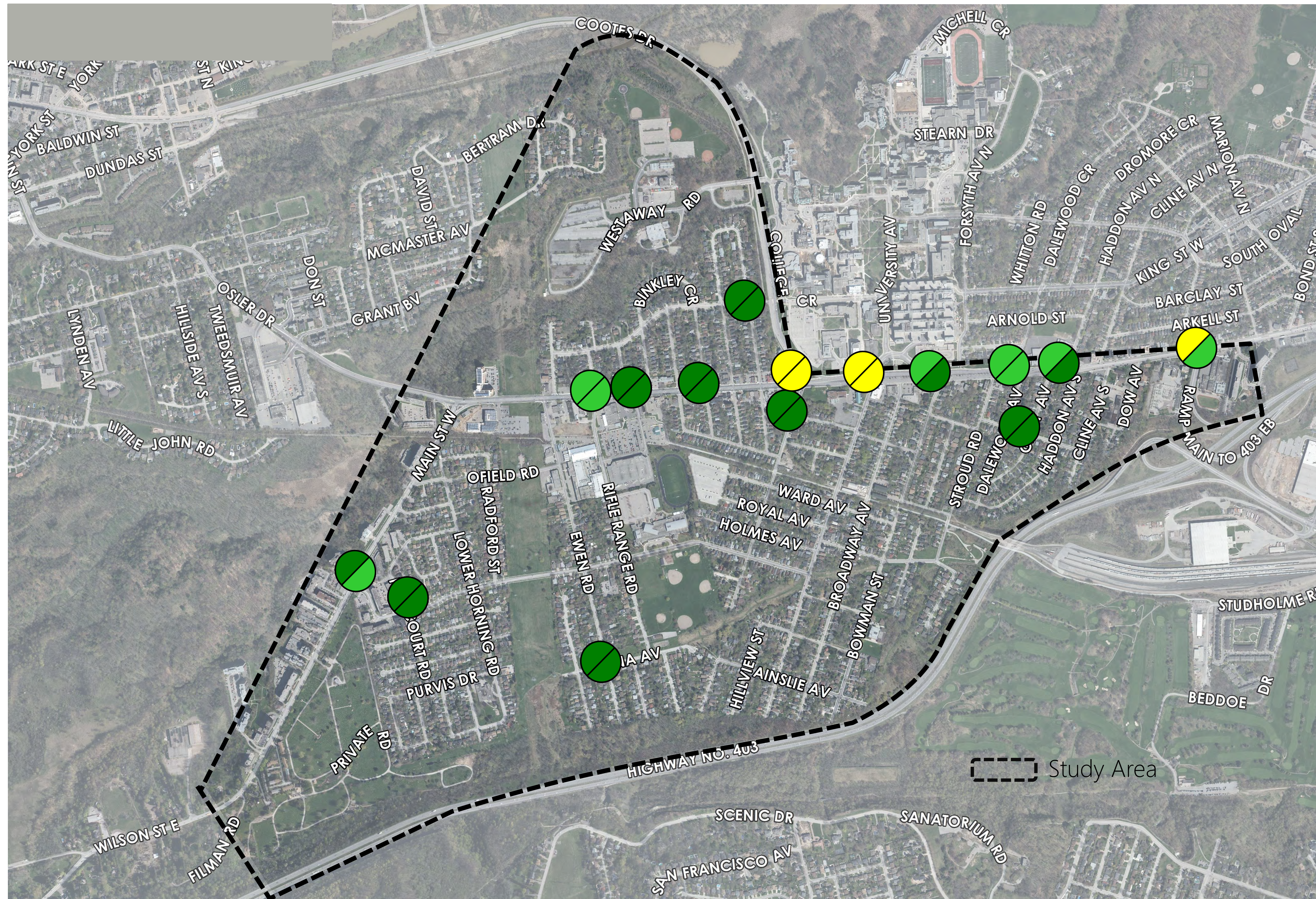


The neighbourhood is expected to experience growth in population and employment in the next 20 years.

\*2031 figures estimated based on the projected growth rate of Lower Hamilton (10% for population, 30% for employment) as per City's Transportation Master Plan, 2007



# Existing Traffic Operations



## Level of Service

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- AM  
PM PEAK HOUR LOS

Level of Service (LOS) is the average amount of time it takes for a vehicle to pass through an intersection or complete a specific movement. Some movements take longer than others.





# Existing Travel Speeds




## 85<sup>th</sup> Percentile Speed


- █ 20-29 km/hr
- █ 30-39 km/hr
- █ 40-49 km/hr
- █ 50-59 km/hr
- █ 60-69 km/hr

 Posted Speed

 Study Area

 The 85<sup>th</sup> percentile speeds\* were within 5km/hr of the posted speed limits.

*\*85<sup>th</sup> percentile speed indicates the speed range that was observed 85% of the time.*

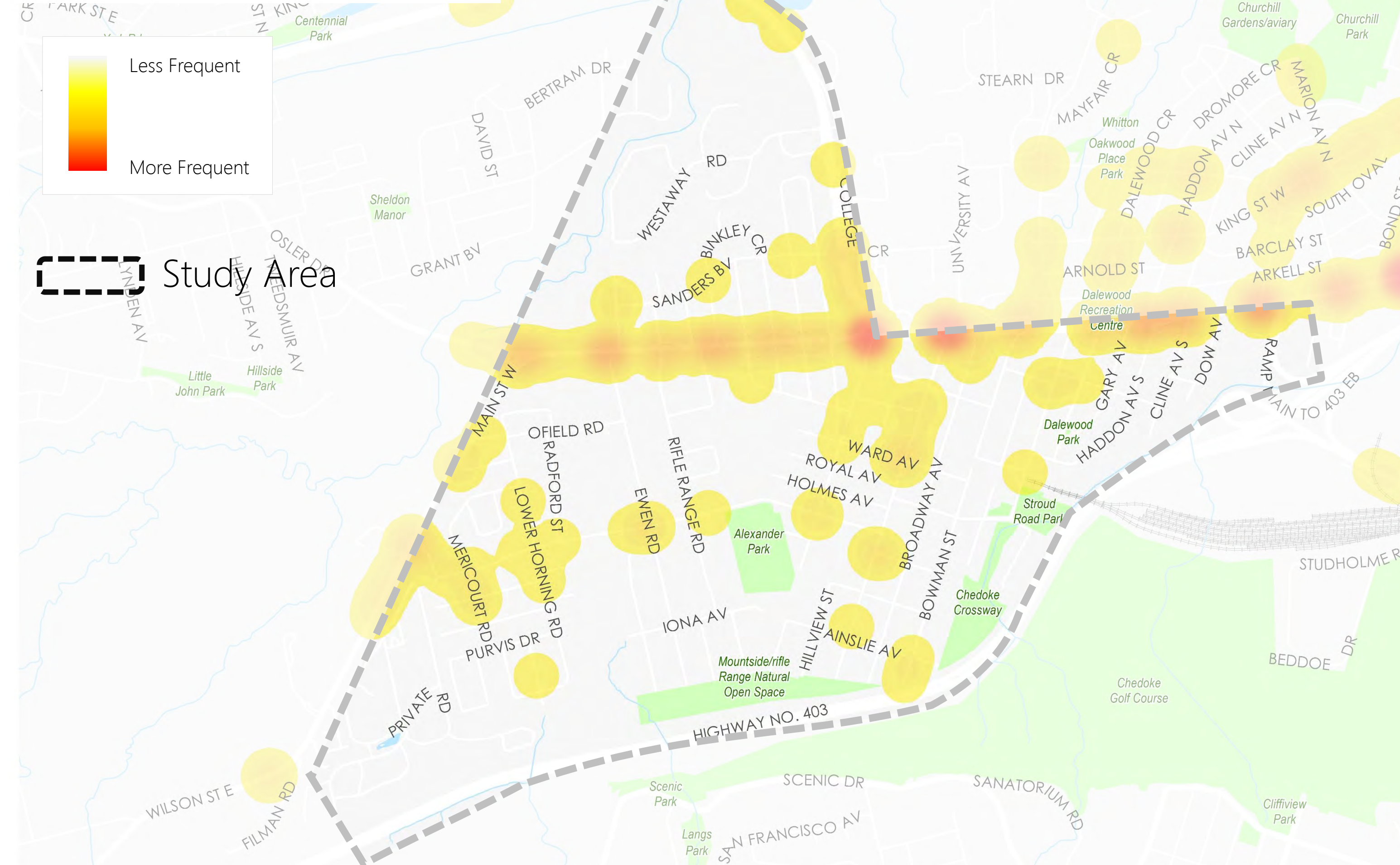
 There are observed anomalies in survey speeds where a few vehicles exceeded speed limit by more than 20km/hr.

Overall, surveys do not indicate speeding is a concern. Data indicates that in most instances, drivers are traveling within the posted speed limits in Ainslie Wood.

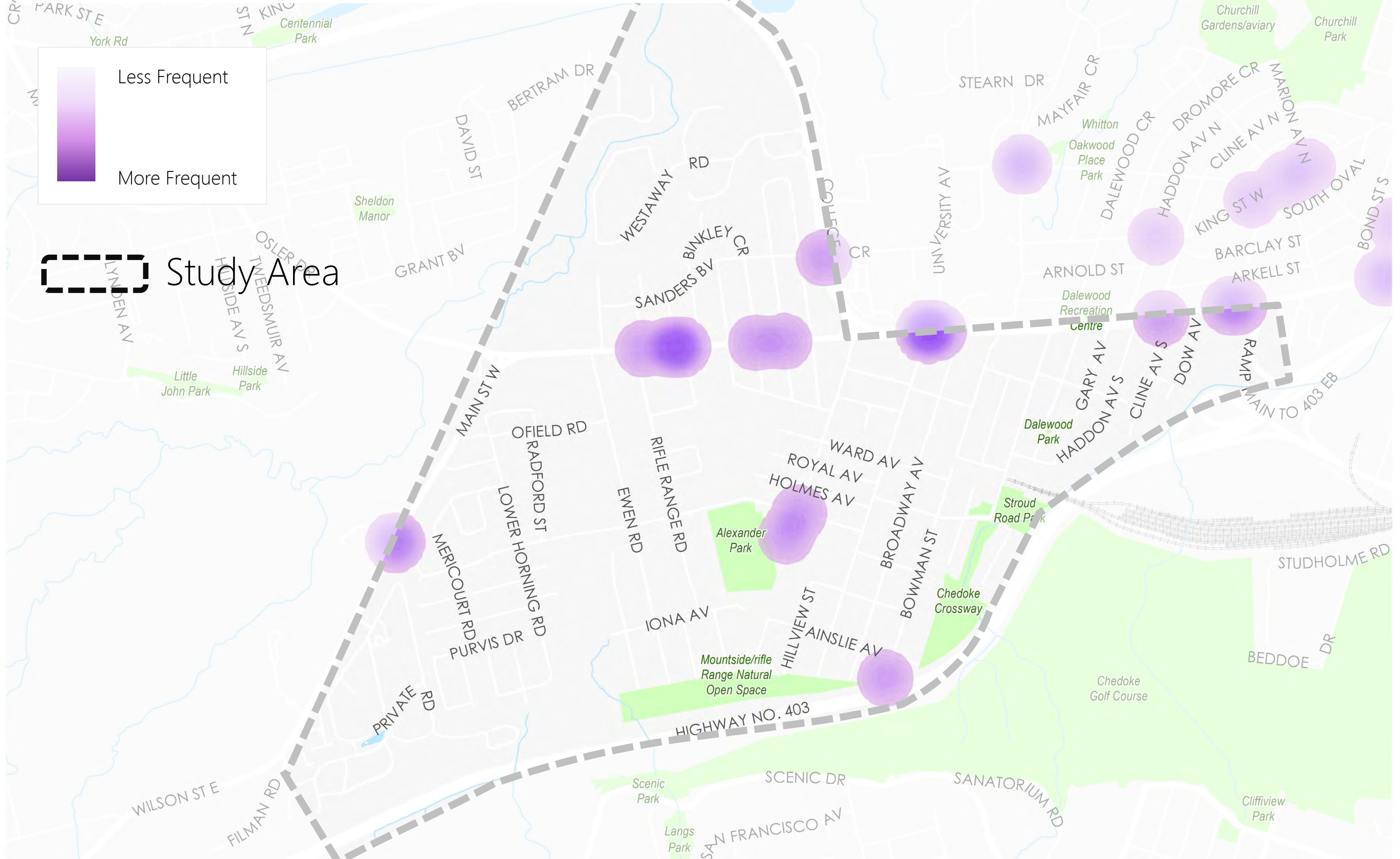


# Historical Collision Patterns (2013-2017)

## Vehicle Collision Hotspots



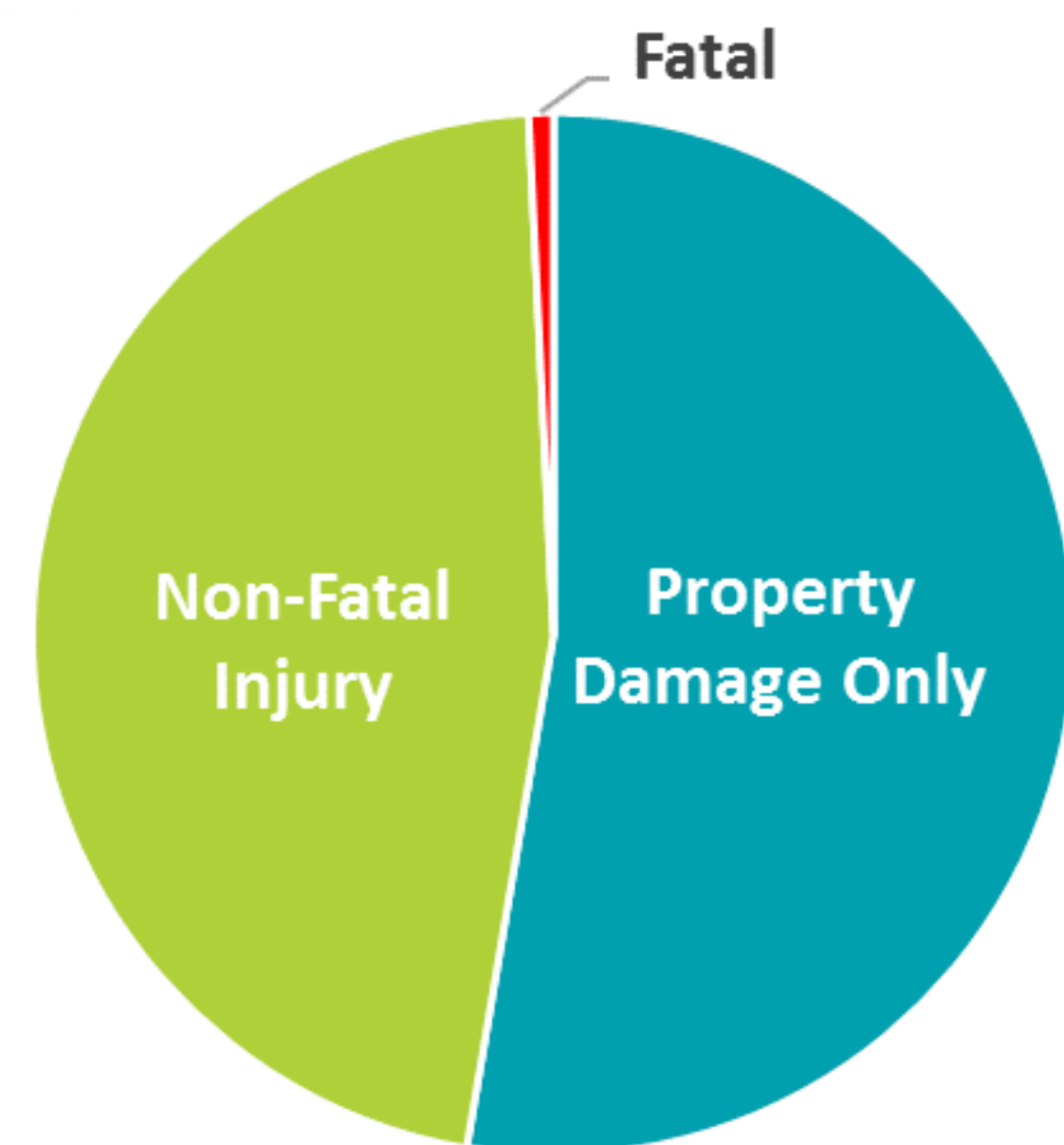
## Pedestrian-Related Collision Hotspots



131 Collisions within last 5 years.

68% Of all collisions within the study area occurred on Main Street.

1 Fatal Collision At Emerson Street & Mapes Avenue (Due to alcohol-impaired driving)



The most common impact type was rear-end collision.



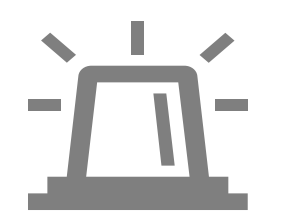
Main Contributing factors for rear-end collisions:



Speeding



Close Traffic Gaps



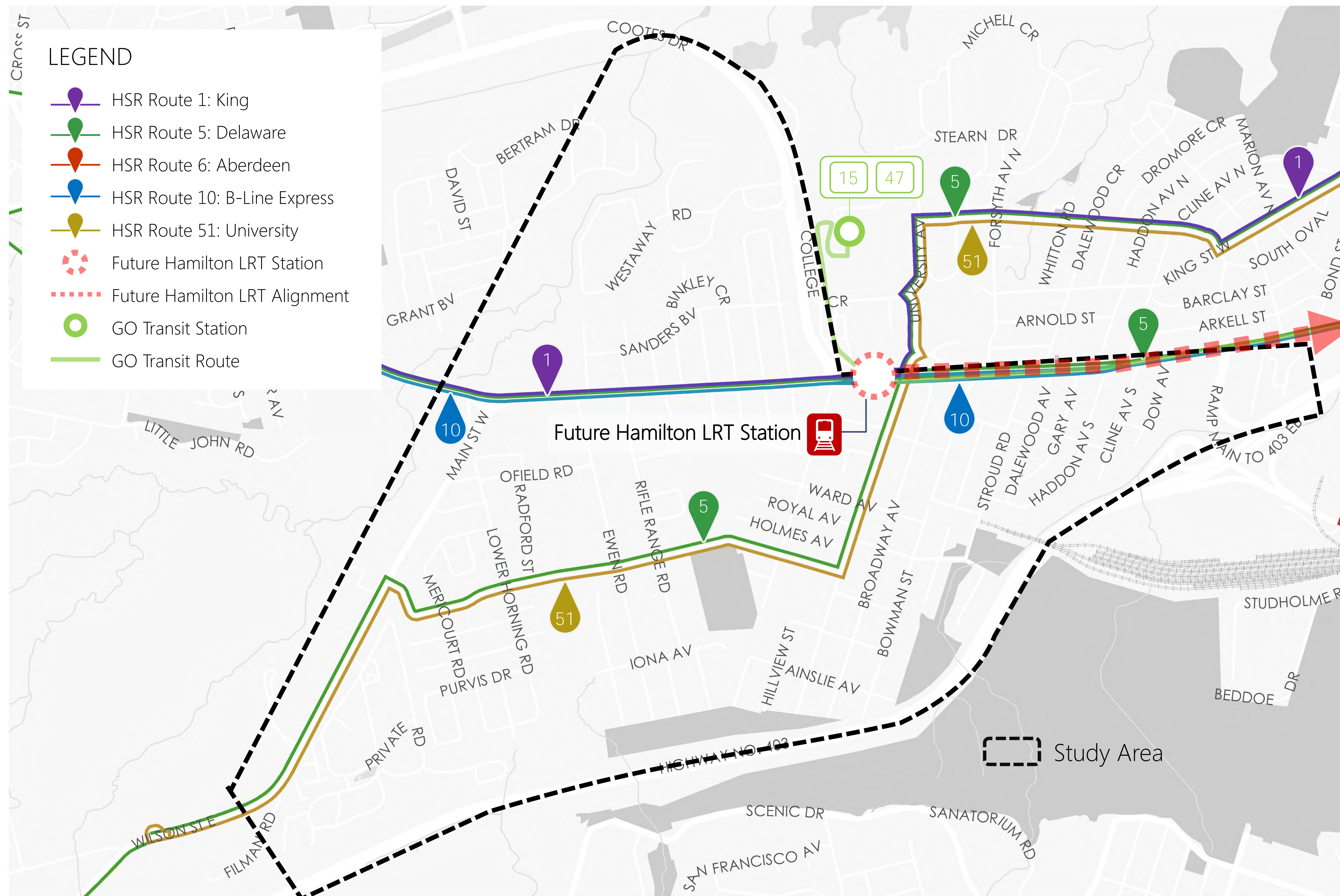
Disobey Traffic Control



# Hamilton Light Rail Transit



# Existing Transit Network



 4 HSR Routes

4 serving McMaster University along Main Street West and Sterling Street. 1 serving Longwood Road and Macklin Street.

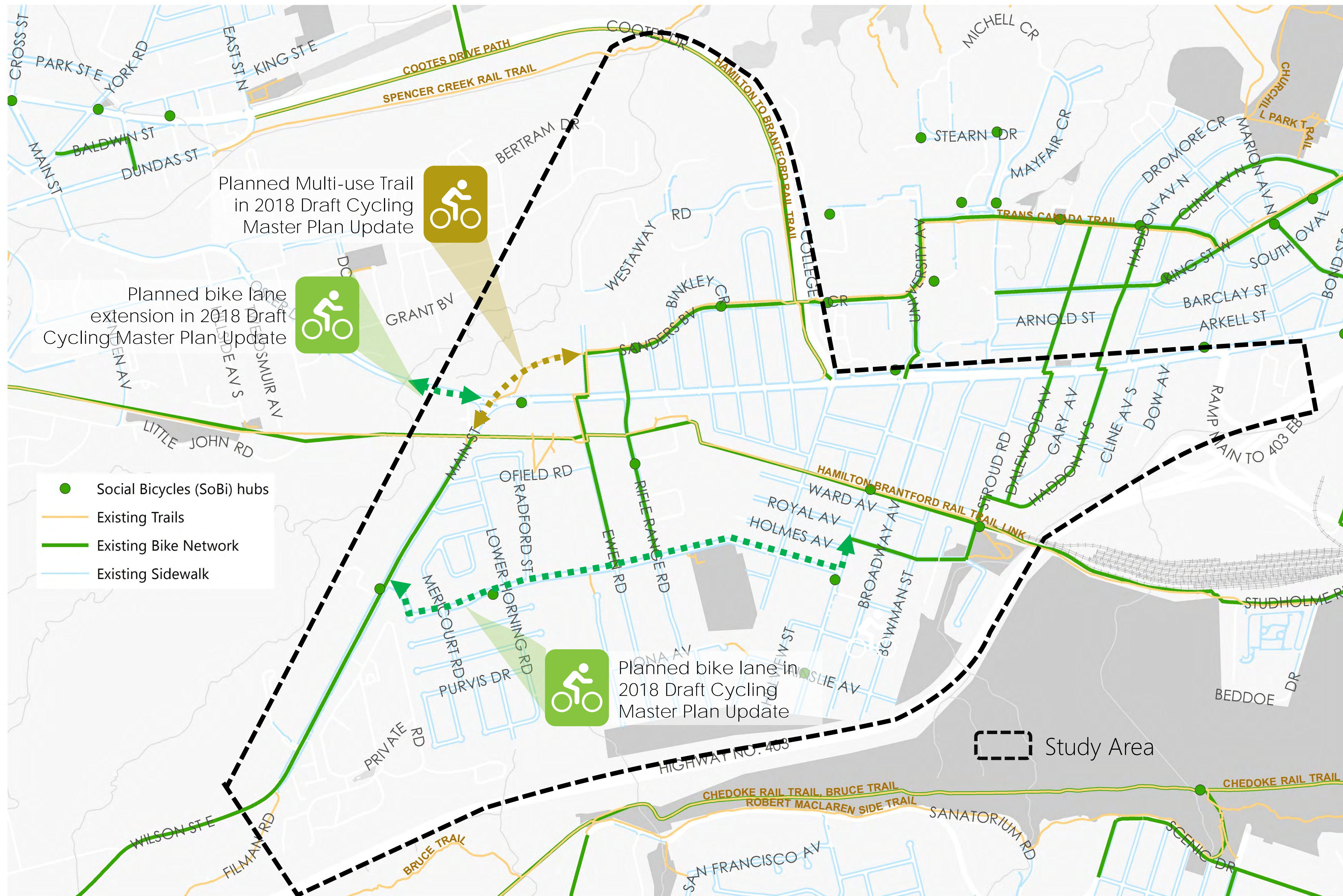
 2 Transit Bus Routes

servicing the McMaster GO Station, which is located on campus and across the street from the north end of the study area

The **Hamilton LRT** will influence the future transit network by re-routing buses or adding feeder bus routes.



# Existing and Planned Active Transportation Network



Sidewalks are provided on both sides for majority of the street network within the study area.

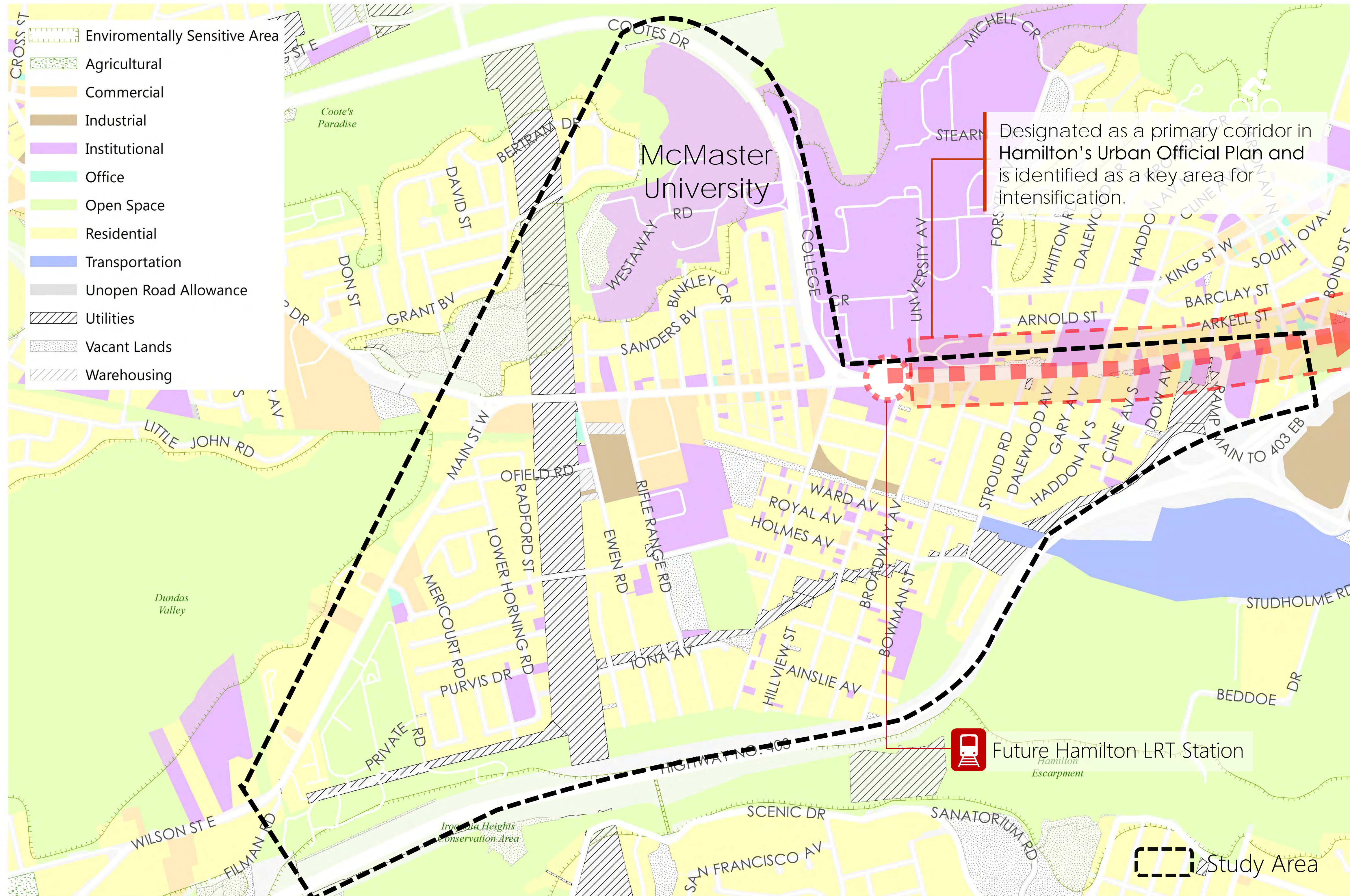


The neighbourhood currently has a comprehensive **bike network** that connect to major activity nodes.

There are opportunities in Ainslie Wood to improve the overall network continuity and to encourage active modes of transportation.



# Land Use Designation



The Ainslie Wood neighbourhood contains a diverse range of land uses from Residential to Commercial, Institutional and Open Space.



A Hydro corridor traverses the Ainslie Wood neighbourhood from Cootes Drive to Highway 403.



The neighbourhood is in close proximity to Environmentally Sensitive Areas such as Cootes Paradise, Dundas Valley and Hamilton Escarpment.



Major historical landscapes in Westdale neighbourhood include the McMaster University (Historic Core), designated under the Ontario Heritage Act.



# Transportation Challenges & Opportunities within Ainslie Wood



*Now it's your turn! Please indicate on the map where you believe transportation improvements should be pursued in Ainslie Wood.*

You can provide any additional comments input using the following method(s):



Write on a [post-it note](#) and stick it on the map



Consult with the project team  
*We are here to listen!*



Complete the comment form and return by [July 5, 2018](#)



Contact us via email  
[Ainslie.NTMR@woodplc.com](mailto:Ainslie.NTMR@woodplc.com)



# DRAFT “Problem and Opportunity Statement” Serves as the Foundation of this Study

The first phase of this Neighbourhood Traffic Management Study process is to identify a clear statement of the problems or opportunities to be addressed, in order to justify the need for a change(s) or improvement(s). Based on our understanding of the transportation deficiencies and opportunities that exist in Ainslie Wood, the Problem and Opportunity Statement states:

“As a result of existing and future growth within Ainslie Wood, there is a need to **improve the safety, mobility and accessibility** for all residents, students and employees, whether travelling by **automobile, transit, cycling or walking**.”



*Tell us what you think about the draft Problem and Opportunity Statement!*

(Write your comments in the space below or use post-it notes)







## Alternatives

## Description, Pros and Cons

## Feedback

### A. Chicane



#### What?

A series of alternating mid-block curb extensions or islands that narrow the roadway, requiring motorists to slow down. Chicanes can also create new areas for landscaping and public space in the roadway.

#### Pros

- May slow drivers and reduce cut-through traffic.
- Changes the look of the street.
- Has minimal impact on emergency response.

#### Cons

- May require design and expensive implementation.
- Likely to require modifications to storm water drainage.
- May impact on-street parking or snow removal operations.

Your Opinion Matters! Please provide comments on how we can improve the auto environment in the Ainslie Wood Neighbourhood.

### B. Speed Humps



#### What?

Raised sections in a roadway that help control speeding and cut through traffic on local neighborhood streets.

#### Pros

- Self-enforcing.
- May decrease traffic volumes.
- Requires minimal maintenance.

#### Cons

- Likely to increase noise near the hump.
- May impact drainage.
- May increase emergency response times.



### C. Speed Enforcement



#### What?

Working with the Hamilton Police Service to target specific areas identified during the data collection process to enforce speed limits and other traffic laws in the neighbourhood.

#### Pros

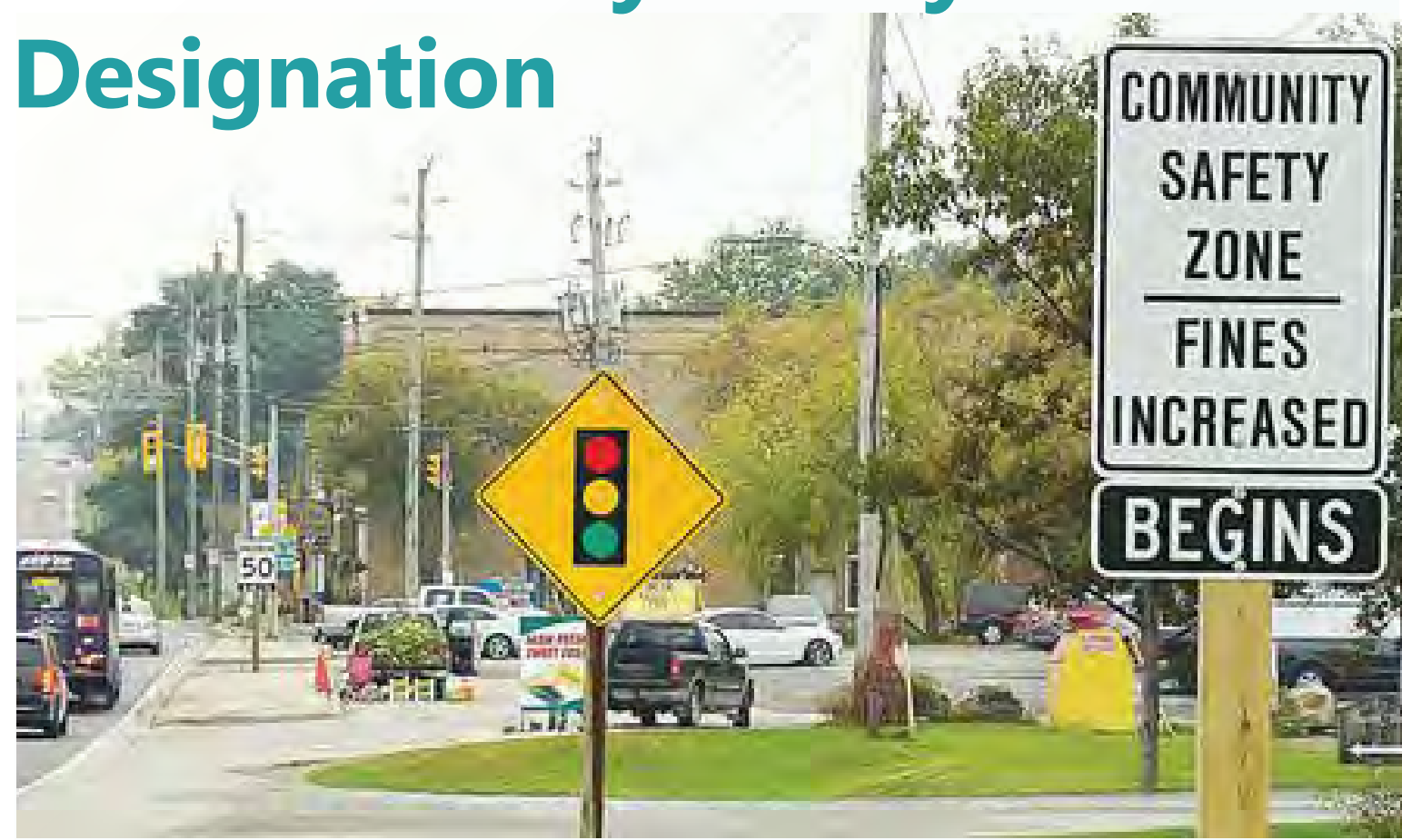
- Long-term speed enforcement may result in driver changes over time.
- Can be used in areas that do not qualify for engineering solutions to traffic challenges.

#### Cons

- Requires long-term dedication of enforcement; limited commitment probably won't help.

Which Alternative do you prefer and why?

### D. Community Safety Zone Designation



#### What?

Are sections of roadway where public safety is of special concern or where collision prone areas occur within a community. Designations indicate to the motorist that they are within a zone where fines have been increased.

#### Pros

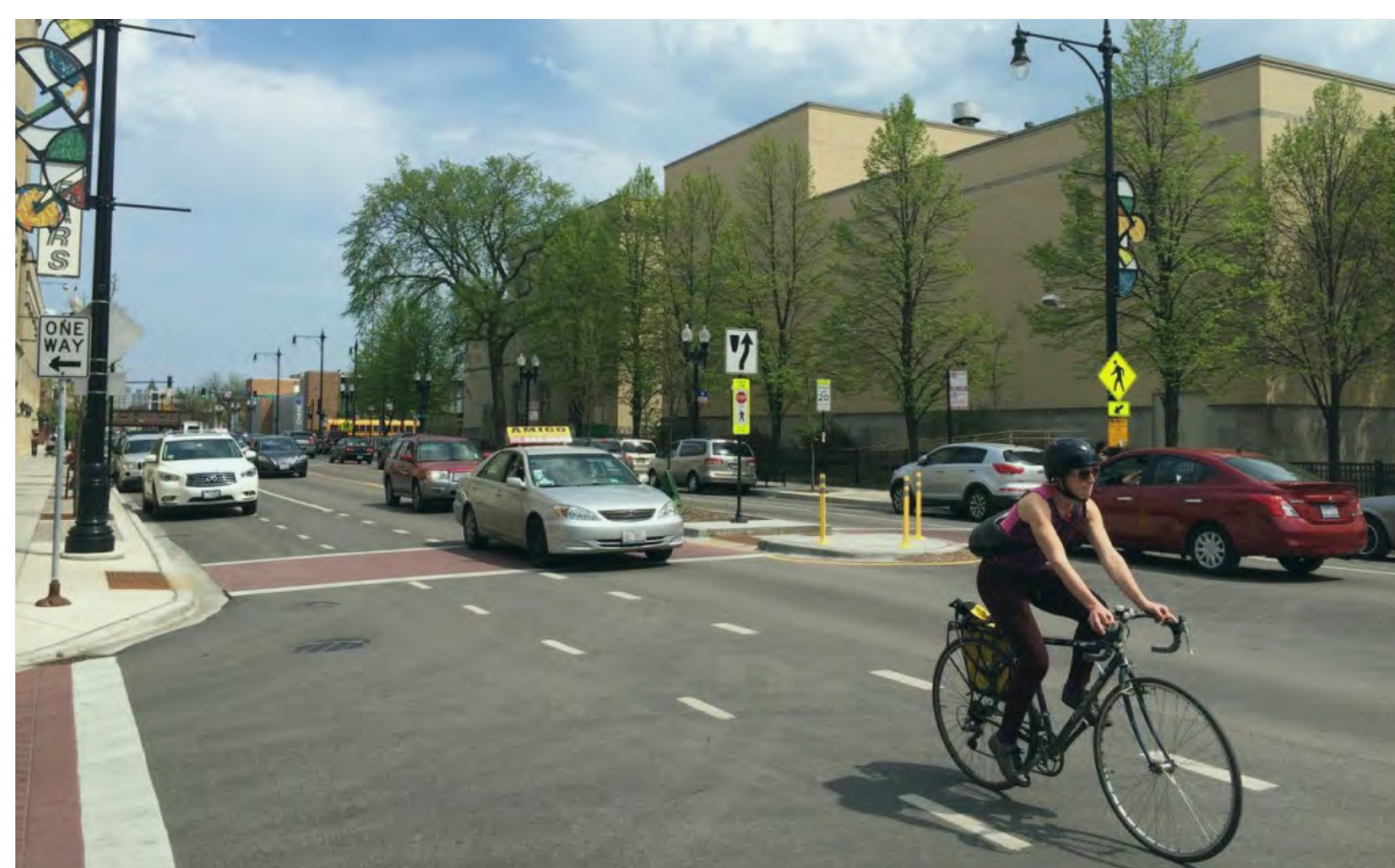
- Inexpensive, when coupled with enforcement, can be effective over time.
- Increases driver awareness along certain streets.

#### Cons

- Signage is not self-enforcing.

If you think any of these Alternatives can improve your area, place a marker on the map!

### E. Lane Reduction "Road Diet"



#### What?

A technique whereby the number of travel lanes and/or effective width of the road is reduced in order to achieve safety improvements. Often recaptures road space for cycling lanes, street parking and landscaping.

#### Pros

- Reduces the number of lane changes which can make a road safer.
- Existing rights-of-way can be used to facilitate cycling or streetscape enhancements.

#### Cons

- Lane speeds are dictated by the slowest driver – not real speed limits, which can result in congestion at time.



### F. Right/ Left Turn Restrictions



#### What?

Generally a low-cost method of reducing cut-through traffic, but they require enforcement.

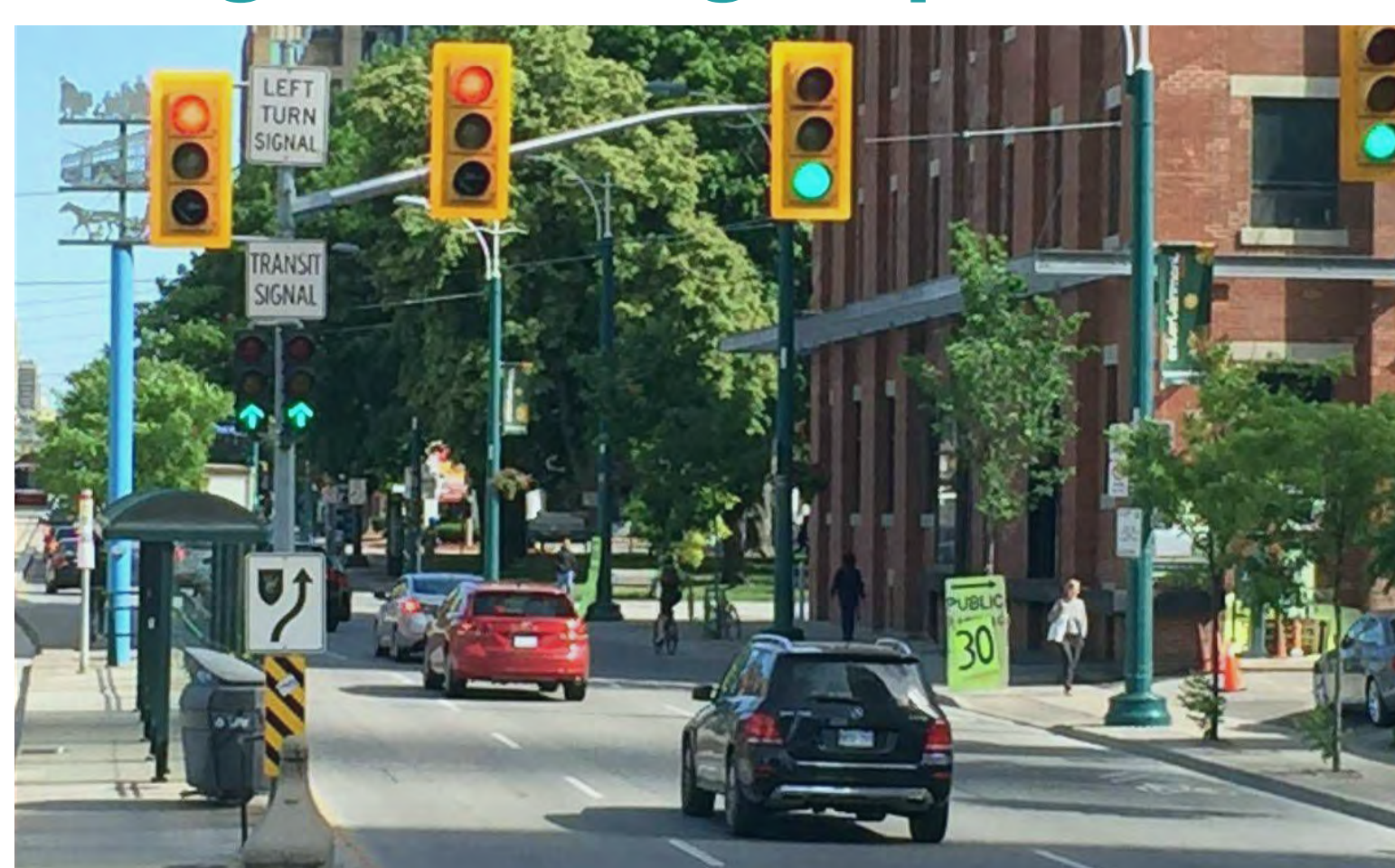
#### Pros

- Inexpensive.
- Effective at volume and speed control.

#### Cons

- May redirect drivers to other streets.
- May increase trips lengths.

### G. Signal Timing Improvements



#### What?

Adjusting the timing and coordination of signals to account for the changes in land use, traffic demand and road network enhancements.

#### Pros

- Properly reflects traffic volumes resulting from recent growth.
- Can result in travel time savings in the short-term.

#### Cons

- The cost of retiming signals varies, but can be expensive for numerous intersections.
- The long-term effectiveness is limited as a result of traffic changes.





## Alternatives

## Description, Pros and Cons

## Feedback

### H. Curb Extension/ Bulbouts



#### What?

Extends the sidewalk or curb line out into the parking crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street.

#### Pros

- Reduces pedestrian crossing distance.
- Breaks up driver sight-lines.
- Introduces opportunities for visual enhancements and streetscaping.

#### Cons

- May impact drainage along gutter lines.
- Can be expensive to construct.

Your Opinion Matters! Please provide comments on how we can improve the auto environment in the Ainslie Wood Neighbourhood.

### I. Crosswalk Markings



#### What?

These delineate the area set aside for walkers to cross the road. They are usually painted yellow, white, or a combination of the two, and typically include crosswalk safety signs.

#### Pros

- Improves the visibility of crossing locations.
- Provides a cue to drivers to slow down.

#### Cons

- Low initial cost but requires regular maintenance and may not be visually aesthetic.
- They can be easily covered by snow.

### J. Pedestrian Signal



#### What?

Helps pedestrians cross at intersections with traffic lights.

#### Pros

- Provides for an orderly way for pedestrians to cross a busy intersection.

#### Cons

- In the event that a pedestrian does not utilize a pedestrian signal, it is considered "lost time".

Which Alternative do you prefer and why?

### K. Mid-block Pedestrian Crossing



#### What?

Are marked crosswalks placed between intersections. They look similar to intersection crosswalks, but often incorporate several design features to increase safety.

#### Pros

- Decrease random and unpredictable crossings associated with a high risk of collisions, especially in areas that are heavily travelled by pedestrians or where block lengths are long.
- Benefits areas with high number of crossings including schools, malls, etc.

#### Cons

- Can be confusing to drivers without proper signage or signalization.
- May be unsafe where vehicle speed limits are high.

If you think any of these Alternatives can improve your area, place a marker on the map!

### L. Street Furniture



#### What?

Consists of a wide variety of elements and amenities installed in the public right-of-way for the use and convenience by the public.

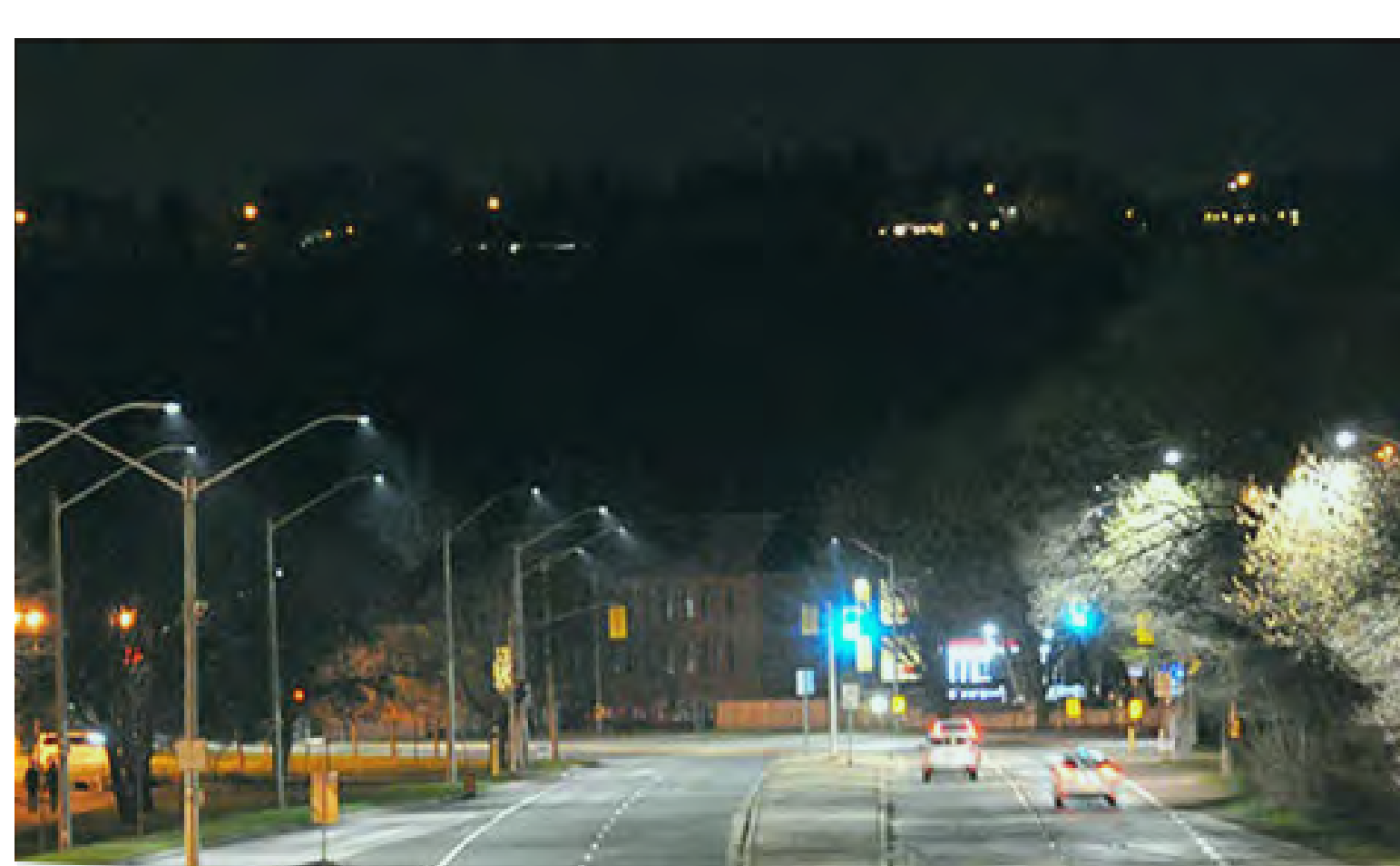
#### Pros

- Can contribute to a high quality public realm, improved streetscape and visual coherence.
- Hamilton's Co-ordinated Street Furniture Guidelines (2015) has already addressed the need for a unified need for a street furniture program.

#### Cons

- Generally expensive to purchase, clean and maintain.

### M. Street Lighting



#### What?

Improves visibility of vulnerable road users under dark light conditions and the ability to recognize the potential dangerous traffic situations.

#### Pros

- Improves safety for drivers, cyclists and pedestrians at intersections and crossing locations.

#### Cons

- Relatively expensive to implement.
- Some lights give off heat as well as light energy, which is wasteful; however, Hamilton has begun to upgrade its street lights to more energy and cost-efficient light-emitting diode (LED) lights.





## Alternatives

## Description, Pros and Cons

## Feedback

### N. Shared Use Lanes or "Sharrows"



#### What?

A cyclist marking used to facilitate and encourage cyclist use on roadways where it may not be possible to install bike lanes.

#### Pros

- Encourages cyclists and motorists to share the road safely.

#### Cons

- Could be interpreted that cyclists are only permitted to be in the lane if sharrows are present.

Your Opinion Matters! Please provide comments on how we can improve the pedestrian environment in the Ainslie Wood Neighbourhood.

### O. Conventional Cycling Lanes



#### What?

Designate an exclusive space for bicyclists through the use of pavement markings and signage.

#### Pros

- Enables cyclists to ride at their preferred speed without interference from prevailing traffic conditions.
- Visually reminds motorists of bicyclists' right to the street

#### Cons

- Connections, intersections, and driveways require careful design attention; otherwise, they become conflict points or visible hazards.



### P. Buffered Cycling Lanes



#### What?

Enables a design that provides a more protected and comfortable space for cyclists than a conventional cycling lane.

#### Pros

- Provides more comfort for cyclists riding in mixed traffic.

#### Cons

- Requires drivers to take extra care when using on-street parking to avoid cyclist.

Which Alternative do you prefer and why?



### Q. Protected/ Raised Cycling Lanes



#### What?

Physically separated lanes for bicycles that run next to vehicular traffic, which include different designs to separate cyclists from vehicles, including the use of bollards, a hard curb or planter boxes.

#### Pros

- Physical separation allows additional safety and comfort for cyclist.
- Nearly eliminates the chances for a collision with a vehicle.

#### Cons

- Can create controversy if the separated cycling lane is created at the expense of taking away a vehicular lane.
- Higher costs than most other cycling infrastructure.

If you think any of these Alternatives can improve your area, place a marker on the map!

### R. Multi-Use Path



#### What?

Shared-use paths that provide off-road connections for both cyclists and pedestrians.

#### Pros

- Provides a grade separated facility that helps protect pedestrians and bicyclists from vehicles.
- As opposed to on-street facilities, multi-use paths attract cyclists with all levels of experience.

#### Cons

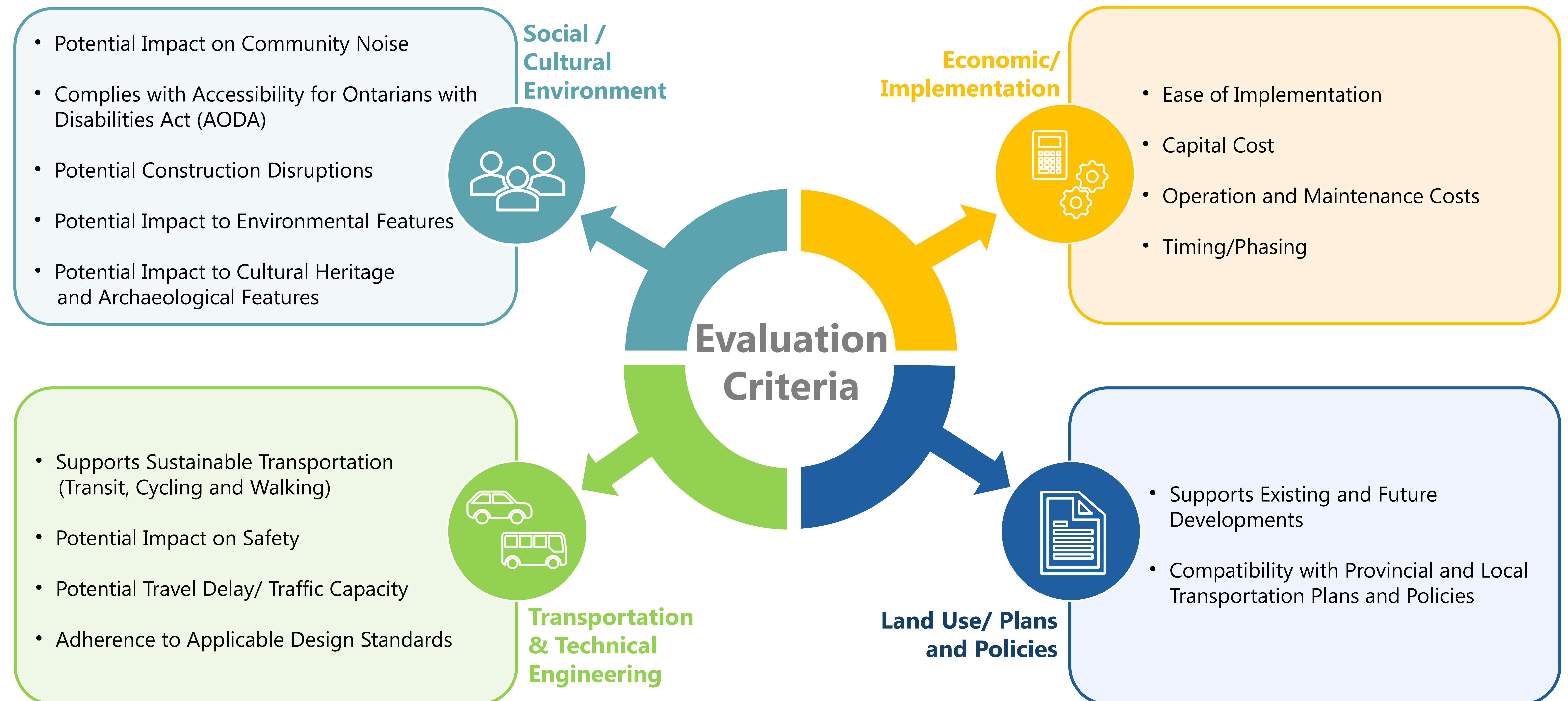
- Creates potential driveway crossing conflicts due to limited visibility of the crossing.
- Increases opportunities for collisions between cyclists and pedestrians.



## Additional Comments? We want to hear them!



# How the Transportation Alternatives will be Evaluated



These evaluation criteria will reflect the need to address the potential impacts associated with the natural, social and economic environments in Ainslie Wood, while also identifying the technical merits of each alternative



# Thank You for Attending!

## Next Steps

- Review [input](#) gathered from tonight's event in anticipation of moving forward into the second phase of study (*alternative solutions*)
- Develop and evaluate [alternative design concepts](#) for transportation "hotspots" within Ainslie Wood
- Host [Public Information Center #2](#) in the fall of 2018 to engage the community on preliminary solutions
- Prepare and file the [Ainslie Wood Neighbourhood Traffic Management Study](#), which complies with the Master Planning process for Municipal Class Environmental Assessment studies



## Contact Us

By Mail: Alan Kirpatrick, CET  
Project Manager,  
City of Hamilton

By Phone: 905-546-2424 EXT. 4173

By E-mail: [TrafficOps@hamilton.ca](mailto:TrafficOps@hamilton.ca)

Ravi Bhim, MASc, P.Eng, PTOE  
Head Traffic Engineer,  
Wood

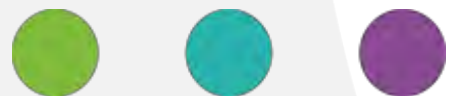
905.335.2353 EXT. 3136

[Ainslie.NTMR@woodplc.com](mailto:Ainslie.NTMR@woodplc.com)

Website : <https://www.hamilton.ca/city-planning/master-plans-class-eas/ainslie-wood-neighbourhood-traffic-management-review>



# Appendix B: Study Area Plot



West Park Ave. and Sanders Blvd.: Address parking issue.

Sanders Blvd.: Speeding issues and students walk on the street. Residents suggested stop signs, speeding enforcement, road diet/ lane reduction, dynamic speed indicators or other measures, but no speed humps.

Cootes Dr. and Leland St.: Left turn arrow requested.

West Park Ave. and Sanders Blvd.: 3-way stop sign requested.

Ofield Rd.: McMaster students and staff park on the street all day and take transit to campus. No parking enforcement.

Ofield Rd. and Radford St.: High volume of traffic in the morning (Through traffic avoiding Main Street).

Whitney Ave. and Mericourt Rd.: High volume of traffic in the morning (Through traffic avoiding Main Street). Residents suggested 4-way stop sign at the intersection.

Main St. (South of Whitney Ave. to Private Rd.): Residents suggested mid-block to allow for safe crossing.



Forsyth Ave N.: Residents requested "No Idling" signage.

Arnold St. and Forsyth Ave: Residents requested other traffic calming measures, such as bump-outs or "no truck" signage.

Arnold St. and Dalewood Cres.: Resident commented that they liked the bump outs because it forces people to slow down.

Ewen Rd. to Stroud Rd.: Crosswalk marking requested along the Hamilton-Brantford rail trail to ensure cyclists and pedestrian safety at intersections.

Emerson St. and Ward Ave.: Speed humps requested.

Rifle Range Rd. and Whitney Ave.: Speed bump requested (By St. Mary's Catholic Secondary School)

Iona Ave. to Emerson St.: Trail floods in the summer during high rainfall due to sewer works completed ten years ago.

Lower Horning Rd.: Major speeding issues starting to occur.

Lower Horning Rd.: McMaster students and staff park on the street all day and take transit to campus. No parking enforcement.

Rifle Range Rd.: Truck traffic from Mondelez International (Candy Store).

# Appendix C: PIC Notice





# PUBLIC INFORMATION CENTRES (PICs) & NOTICE OF STUDY COMMENCEMENT

## THE STUDY

The City of Hamilton has initiated two Neighbourhood Traffic Management Reviews to identify issues and assess alternatives that address existing opportunities and challenges in two neighbourhoods, Ainslie Wood and Westdale, as depicted in the maps below.

### PUBLIC INFORMATION CENTRE #1

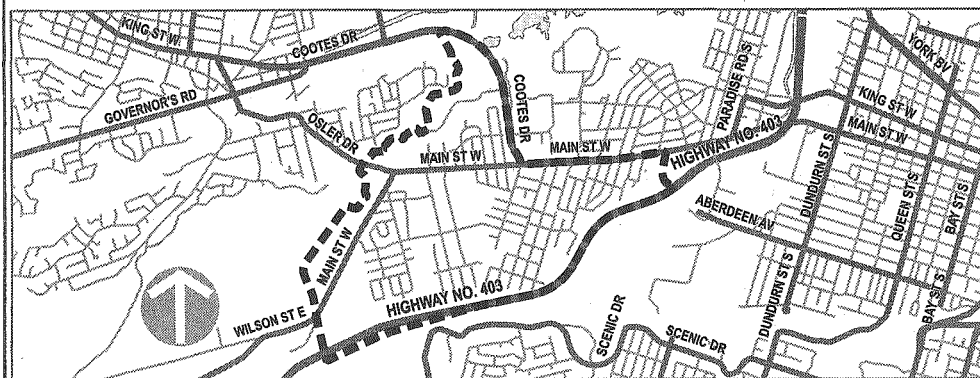
#### Ainslie Wood Neighbourhood Traffic Management Review

A Public Information Centre will be held displaying information to receive public input:

**Date:** Tuesday, June 19, 2018

**Time:** 6:30 p.m. – 8:00 p.m. (short presentation at 6:40 pm)

**Location:** West End Fortinos, 1579 Main St W.



### PUBLIC INFORMATION CENTRE #1

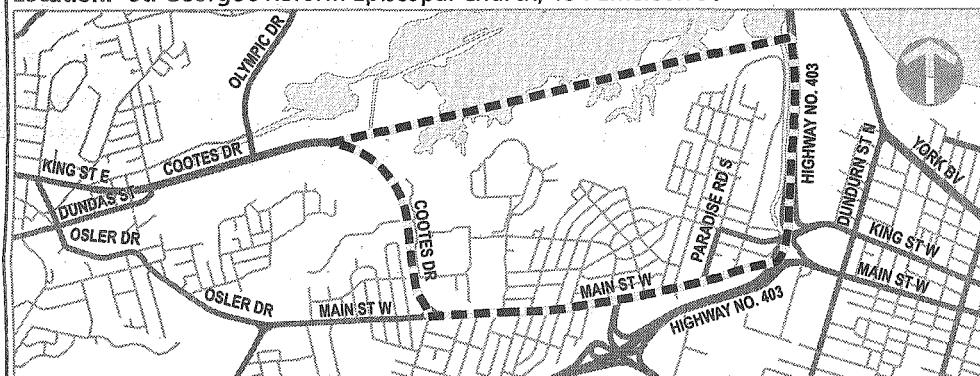
#### Westdale Neighbourhood Traffic Management Review

A Public Information Centre will be held displaying information to receive public input:

**Date:** Thursday, June 21, 2018

**Time:** 6:30 p.m. – 8:00 p.m. (short presentation at 6:40 pm)

**Location:** St. George's Reform Episcopal Church, 134 Emerson St



A second PIC will be held at a later date to present the results of the assessment of design alternatives and to obtain feedback on the preferred preliminary design.

## THE PROCESS

These studies will reflect aspects of a Municipal Class Environmental Assessment (EA) Master Plan process (under the Municipal Engineers Association Municipal Class EA (as amended in 2015), addressing Phases 1 and 2. Following a review of these two neighbourhoods, two separate reports will be prepared that document their results.

A short presentation will be made at each PIC followed by a drop-in style session where attendees can review materials and provide comments on key issues, opportunities and challenges.

A second round of PICs will be held at a later date to present the results of the evaluation process and recommended solutions. Attendees will be asked for their input.

Upon completion of these studies, separate reports will be prepared and made available for public review and comment. Another advertisement will be published at that time, indicating where the reports can be viewed.

## PUBLIC COMMENTS INVITED

There is an opportunity for interested persons to review outstanding issues and bring concerns to the attention of our management team at any time during this process. If you have any questions or comments, or wish to be added to the study mailing list, please contact:

Alan Kirkpatrick, CET  
Neighbourhood Traffic Management & EA's  
City of Hamilton  
Public Works Department  
Phone: 905-546-2424 ext. 4173  
Email: [TrafficOps@hamilton.ca](mailto:TrafficOps@hamilton.ca)

Ravi Bhim, MAsc, P.Eng, PTOE  
Head Traffic Engineering  
Wood  
Mississauga, ON L4Z 3K7  
Phone: 905-568-2929 Ext. 4325  
Email: [ainslie.ntmr@amecfw.com](mailto:ainslie.ntmr@amecfw.com)

*Please contact Alan Kirkpatrick, the City's Project Manager, regarding disability accommodation requirements for the PIC by June 11, 2018.*

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice Issued June 8th and 15th, 2018.

# Appendix D: Comment Forms



City of Hamilton  
PUBLIC INFORMATION CENTRE #1  
Ainslie Wood Neighbourhood Traffic Management Review  
Date: Tuesday, June 19, 2018  
Location: West End Fortinos, 1579 Main St W

**COMMENT SHEET**

Please provide us with your comments regarding any of the material presented today or any other issues that you feel are relevant to this project.

Please drop your completed comment sheet in the box provided before leaving or return comments via email or mail by July 5, 2018 to:

**Alan Kirkpatrick, CET**  
City of Hamilton Project Manager  
Public Works Department  
Email: TrafficOps@hamilton.ca  
Phone: (905) 546-2424 ext. 4173

**Ravi Bhim, MAsc, P.Eng, PTOE,**  
Head Traffic Engineering  
Wood  
Mississauga, ON L4Z 3K7  
Email: ainslie.ntmr@amecfw.com  
Phone: 905-568-2929 Ext. 4325

**PLEASE PRINT**

**QUESTIONS / COMMENTS:**

The amount of parking on Riffe Range, Ewen and Whitney has increased (due to HSR McMaster student pass?)

Measures need to be taken to limit the abuse of street parking in this section.

Blank lines for additional comments.



You may use the reverse of this page or an additional sheet if more space is required.



City of Hamilton  
PUBLIC INFORMATION CENTRE #1  
Ainslie Wood Neighbourhood Traffic Management Review  
Date: Tuesday, June 19, 2018  
Location: West End Fortinos, 1579 Main St W

**COMMENT SHEET**

Please provide us with your comments regarding any of the material presented today or any other issues that you feel are relevant to this project.

Please drop your completed comment sheet in the box provided before leaving or return comments via email or mail by July 5, 2018 to:

**Alan Kirkpatrick, CET**  
City of Hamilton Project Manager  
Public Works Department  
Email: TrafficOps@hamilton.ca  
Phone: (905) 546-2424 ext. 4173

**Ravi Bhim, MAsc, P.Eng, PTOE,**  
Head Traffic Engineering  
Wood  
Mississauga, ON L4Z 3K7  
Email: ainslie.ntmr@amecfw.com  
Phone: 905-568-2929 Ext. 4325

**PLEASE PRINT**

Name: \_\_\_\_\_

*Mordek truck traffic*

**QUESTIONS / COMMENTS:**

*I also showed Alot etc also show photos*

*I told Al K. about the illegal "stopping" of 'Candy factory' delivery trucks on RRR opposite Sobi bike rack at Fortinos. Similar hazards exist on the Ewen St. side, where a different delivery (product output) occurs.*

*Data : RRR is about 11 m wide. The truck occupies about 3m : leaving 8m right of way.*

*Traffic on this road will only increase w new school (Via monde) and the student residency (sited on Ewen)*



You may use the reverse of this page or an additional sheet if more space is required.



City of Hamilton  
PUBLIC INFORMATION CENTRE #1  
Ainslie Wood Neighbourhood Traffic Management Review  
Date: Tuesday, June 19, 2018  
Location: West End Fortinos, 1579 Main St W

**COMMENT SHEET**

Please provide us with your comments regarding any of the material presented today or any other issues that you feel are relevant to this project.

Please drop your completed comment sheet in the box provided before leaving or return comments via email or mail by July 5, 2018 to:

**Alan Kirkpatrick, CET**  
City of Hamilton Project Manager  
Public Works Department  
Email: TrafficOps@hamilton.ca  
Phone: (905) 546-2424 ext. 4173

**Ravi Bhim, MAsc, P.Eng, PTOE,**  
Head Traffic Engineering  
Wood  
Mississauga, ON L4Z 3K7  
Email: ainslie.ntmr@amecfw.com  
Phone: 905-568-2929 Ext. 4325

**PLEASE PRINT**

**QUESTIONS / COMMENTS:**

Rifle Range <sup>(CRRP)</sup> becoming an "arterial road" due to increased traffic using northern section of RFR as a bypass [in the morning emphatically] to avoid Main St & Main Street (ex Hwy 2 & ex Hwy 8) intersection in the mornings.



You may use the reverse of this page or an additional sheet if more space is required.



Comments

Forsyth Ave N. between Sterling & King
traffic calming
sidewalk extension
* No trucks *
- Speed limit sign -
Forsyth place "No idling"

**To further assist us in this process, please take a moment to comment on the following:**

Why are you interested in the Ainslie Wood Traffic Management Review? What brought you out to tonight's event?

Based on your experience living or working in Ainslie Wood, what is your biggest concern when it comes to getting around the community (driving, transit, biking or walking)?

What did you like at tonight's Public Information Centre? Is there anything we could have done to improve the event?

**Thank you for your participation!**

**Note:** Comments received through the course of the study will be considered in selecting the recommended improvement(s). Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. If you would like more information, please contact: Alan Kirkpatrick, Project Manager, Neighbourhood Traffic, TrafficOps@hamilton.ca, 905-546-2424 ext. 4173.

City of Hamilton  
PUBLIC INFORMATION CENTRE #1  
Ainslie Wood Neighbourhood Traffic Management Review  
Date: Tuesday, June 19, 2018  
Location: West End Fortinos, 1579 Main St W

**COMMENT SHEET**

Please provide us with your comments regarding any of the material presented today or any other issues that you feel are relevant to this project.

Please drop your completed comment sheet in the box provided before leaving or return comments via email or mail by July 5, 2018 to:

**Alan Kirkpatrick, CET**  
City of Hamilton Project Manager  
Public Works Department  
Email: TrafficOps@hamilton.ca  
Phone: (905) 546-2424 ext. 4173

**Ravi Bhim, MAsc, P.Eng, PTOE,**  
Head Traffic Engineering  
Wood  
Mississauga, ON L4Z 3K7  
Email: ainslie.ntmr@amecfw.com  
Phone: 905-568-2929 Ext. 4325

**PLEASE PRINT**

**QUESTIONS / COMMENTS:**

Speed humps at ALL RAILROAD crossings

Fix the path from Iona to Whitney & Emerson

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



You may use the reverse of this page or an additional sheet if more space is required.



### COMMENT SHEET

Please provide us with your comments regarding any of the material presented today or any other issues that you feel are relevant to this project.

Please drop your completed comment sheet in the box provided before leaving or return comments via email or mail by July 5, 2018 to:

**Alan Kirkpatrick, CET**  
City of Hamilton Project Manager  
Public Works Department  
Email: TrafficOps@hamilton.ca  
Phone: (905) 546-2424 ext. 4173

**Ravi Bhim, MAsc, P.Eng, PTOE,**  
Head Traffic Engineering  
Wood  
Mississauga, ON L4Z 3K7  
Email: ainslie.ntmr@amecfw.com  
Phone: 905-568-2929 Ext. 4325

**QUESTIONS / COMMENTS:**

Made many comments on Auto & Pedestrian Boards. Please read.

Parking enforcement: Should be done proactively not an "on call" basis as it is a constant problem on West Park Ave. where there is 1 hour parking restrictions and winter parking restrictions.



You may use the reverse of this page or an additional sheet if more space is required.






Vision Zero - Concept working towards as part  
 of the TMP: in the beginning stages

Working toward Complete Streets, report to Council soon.

Kids riding bicycles on crosswalks - need to change behaviour

- Forsyth St - cars turning <sup>sidewalk</sup> quickly; speedy cars -  
 increased for <sup>sidewalk</sup> extras on mini boulevards to be made  
 permanent; always better leads  w/ McMaster  
 • No one seems to be doing anything about it  
 • We are a 24/7 neighbourhood

To further assist us in this process, please take a moment to comment on the following:

Why are you interested in the Ainslie Wood Traffic Management Review? What brought you out to tonight's event?

- Sanders has always been a busy strip  
 - No entrance in Ainslie Wood

Based on your experience living or working in Ainslie Wood, what is your biggest concern when it comes to getting around the community (driving, transit, biking or walking)?

- Oldfield has priority on both sides

What did you like at tonight's Public Information Centre? Is there anything we could have done to improve the event?

**Thank you for your participation!**

**Note:** Comments received through the course of the study will be considered in selecting the recommended improvement(s). Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. If you would like more information, please contact: Alan Kirkpatrick, Project Manager, Neighbourhood Traffic, TrafficOps@hamilton.ca, 905-546-2424 ext. 4173.

City of Hamilton  
 PUBLIC INFORMATION CENTRE #1  
 Ainslie Wood Neighbourhood Traffic Management Review  
 Date: Tuesday, June 19, 2018  
 Location: West End Fortinos, 1579 Main St W

## COMMENT SHEET

Please provide us with your comments regarding any of the material presented today or any other issues that you feel are relevant to this project.

Please drop your completed comment sheet in the box provided before leaving or return comments via email or mail by July 5, 2018 to:

**Alan Kirkpatrick, CET**  
 City of Hamilton Project Manager  
 Public Works Department  
 Email: TrafficOps@hamilton.ca  
 Phone: (905) 546-2424 ext. 4173

**Ravi Bhim, MAsc, P.Eng, PTOE**  
 Head Traffic Engineering  
 Wood  
 Mississauga, ON L4Z 3K7  
 Email: ainslie.ntmr@amecfw.com  
 Phone: 905-568-2929 Ext. 4325

PLEASE PRINT

### QUESTIONS / COMMENTS:

- Hi Ravi - a few comments out of our monthly meeting
- 1. McMaster is on summer vacation, so fewer students/ traffic & cars in Ainslie Wood ~~and~~ at present
- 2. People generally prefer ~~not~~ to have the rubber-type speed bumps, but more retro looking traffic calming, and including more speed & parking enforcement & lower speed in residential areas to 30 km/h.
- 3. Stop Signs at all Rail Trail intersections
- 4. Exit/Entry ~~to~~ for Rail Trail on Ewen Rd is of special concern - trucks park on both sides and a wooden fence blocks visibility to the trail



You may use the reverse of this page  
 or an additional sheet if more space is required.

**wood.**

5. Illegal or parking outside of the parking rules - is very common in Ainslie Wood. Enforcement is poor
6. Main West takes in 3 elementary schools - flashing yellow lights and speed limit at 40km/h are largely ignored by motorists - enforcement is poor
7. McMaster & UMC Students & staff park in the neighborhoods & then walk/bike to school - ticketing & enforcement is poor
8. Would like to see more pedestrian and bicycle friendly streets - separate ~~traffic~~ cars / ~~bike~~ from pedestrian/bikers
9. Would like to see lower speed on Main West, more safe crossing, better planned traffic lights

To further assist us in this process, please take a moment to comment on the following:

Why are you interested in the Ainslie Wood Traffic Management Review? What brought you out to tonight's event?

- Community Association - and personal interest in complete streets

Based on your experience living or working in Ainslie Wood, what is your biggest concern when it comes to getting around the community (driving, transit, biking or walking)?

- Illegal parking • Car Speed • Streets that are unfriendly to pedestrians & bikes • Calming methods are <sup>unpractical</sup>

What did you like at tonight's Public Information Centre? Is there anything we could have done to improve the event?

- It was very helpful & informative. Many thanks & look forward to see what is up in the September sessions

**Thank you for your participation!**

**Note:** Comments received through the course of the study will be considered in selecting the recommended improvement(s). Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. If you would like more information, please contact: Alan Kirkpatrick, Project Manager, Neighbourhood Traffic, TrafficOps@hamilton.ca, 905-546-2424 ext. 4173.

# Appendix E: Comments via Email



From:

Sent: Saturday, June 30, 2018 2:42 PM

To: Projectmail - AinslieWoodWestdaleNTMR

Subject: Ewen Road - for Traffic Study Ainslie Wood - see pictures.

Hi Ravi: Please consider the entrance/exit for the Rail Trail located between the trucks, and is accessed on both the east and west side of Ewen. This situation occurs daily. There is no person to safely direct the trucks/traffic in the situation.

The trail is popular and well-used. By kids, adults, seniors, mac students, pedestrians and bicyclists. It works like a road in that sense.

Perhaps Ewen is now not safe at this crossing, so thank you for looking at this in the traffic study.







Sent from my iPhone