



Planning Context Final Report

Ainslie Wood Traffic Management Review

January 2019

Table of Contents

1. INTRODUCTION	1
2. REGIONAL AND PROVINCIAL POLICIES	2
2.1 Provincial Policy Statement, 2014	Error! Bookmark not defined.
2.2 Places to Grow Act, 2006	Error! Bookmark not defined.
2.3 Growth Plan for the Greater Golden Horseshoe, 2017	Error! Bookmark not defined.
2.4 The Big Move, 2008	Error! Bookmark not defined.
2.5 The 2041 Regional Transportation Plan (RTP)	Error! Bookmark not defined.
2.6 Niagara to GTA Corridor Study, 2007	Error! Bookmark not defined.
3. CITY-WIDE POLICIES	3
3.1 Growth Related Integrated Development Strategy (GRIDS), 2006	3
3.2 City's 2016-2025 Strategic Plan, 2016	4
3.3 Urban Hamilton Official Plan, 2009	4
3.4 Ainslie Wood Westdale Secondary Plan, 2009	5
3.5 City of Hamilton Transportation Master Plan, 2018	5
3.5.1 Complete-Liveable-Better Streets Policy and Framework	6
3.5.2 Transportation Demand Management	7
3.6 Truck Route Master Plan, 2010	7
3.7 Shifting Gears: Cycling Master Plan, 2009 (Revised in 2018)	8
3.8 <i>Step Forward</i> : Pedestrian Mobility Plan, 2012	8
3.9 Recreational Trails Master Plan, 2016	9
3.10 Transit Oriented Corridor Zones, 2018	10
3.11 Ten Year Local Transit Strategy, 2015	10
3.12 Hamilton Light Rail Transit EPR, 2011	11
3.13 Smart Commute Hamilton	11
4. LOCAL AREA POLICIES AND PLANS	11
4.1 Ainslie Wood / Westdale Transportation Master Plan, 2003	12
4.2 B-Line Corridor Land Use Study – Ainslie Wood Westdale Focus Group, 2011	13
4.3 Ainslie Wood Westdale Walkability Report, 2007	14
4.4 Longwood Road Class EA, 2012	14
4.5 McMaster University Campus Master Plan Update, 2017	15
5. NEXT STEPS	15



List of Figures

Figure 1: Ainslie Wood Study Area.....	1
Figure 2: Schedule E in Hamilton Urban Official Plan	4
Figure 3: Ainslie Wood Westdale Secondary Plan Map B.6.2-1 (Source: City of Hamilton Urban Official Plan)	5
Figure 4: Recreational Trail Master Plan - Proposed Trails for Ainslie Wood Neighbourhood	9
Figure 5: Transit Oriented Corridor Zones (By-Law 05-200)	10
Figure 6: BLAST Network	10
Figure 7: Location area for the OMSF site (Source: Hamilton LRT PIC#2 (Metrolinx, 2016)	14



1. INTRODUCTION

Wood Environment & Infrastructure Solutions (“Wood”) was retained by the City of Hamilton (referred to as “City” hereinafter) to conduct a Traffic Management Study for the Ainslie Wood neighbourhood area. The purpose of the assignment is to identify transportation-related issues/opportunities throughout the community and recommend a set of practical solutions that adhere to local and provincial guiding principles. As a result, Wood has conducted a review of the guiding background documents and policies and summarized them in this interim paper as they relate to this study.

This report describes the overall planning context for the Ainslie Wood neighbourhood, including: Provincial, Regional, City-wide, and area specific policies and plans. These policies and plans will serve as guiding documents for the project to ensure that any proposed alternatives are aligned with the overall planning framework. The guiding principles that are relevant to the Ainslie Wood neighbourhood study are summarized for each plan and policy as denoted in italicized text. These guiding principles will be essential to the eventual development of an Implementation Plan.

The study area for this undertaking is illustrated in **Figure 1**. The Ainslie Wood Community is located in the City of Hamilton and is generally bounded by the King’s Highway 403 to the south, Main Street West to the west, Cootes Drive to the north, and both Main Street West and Highway 403 to the east. The neighbourhood is largely 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).

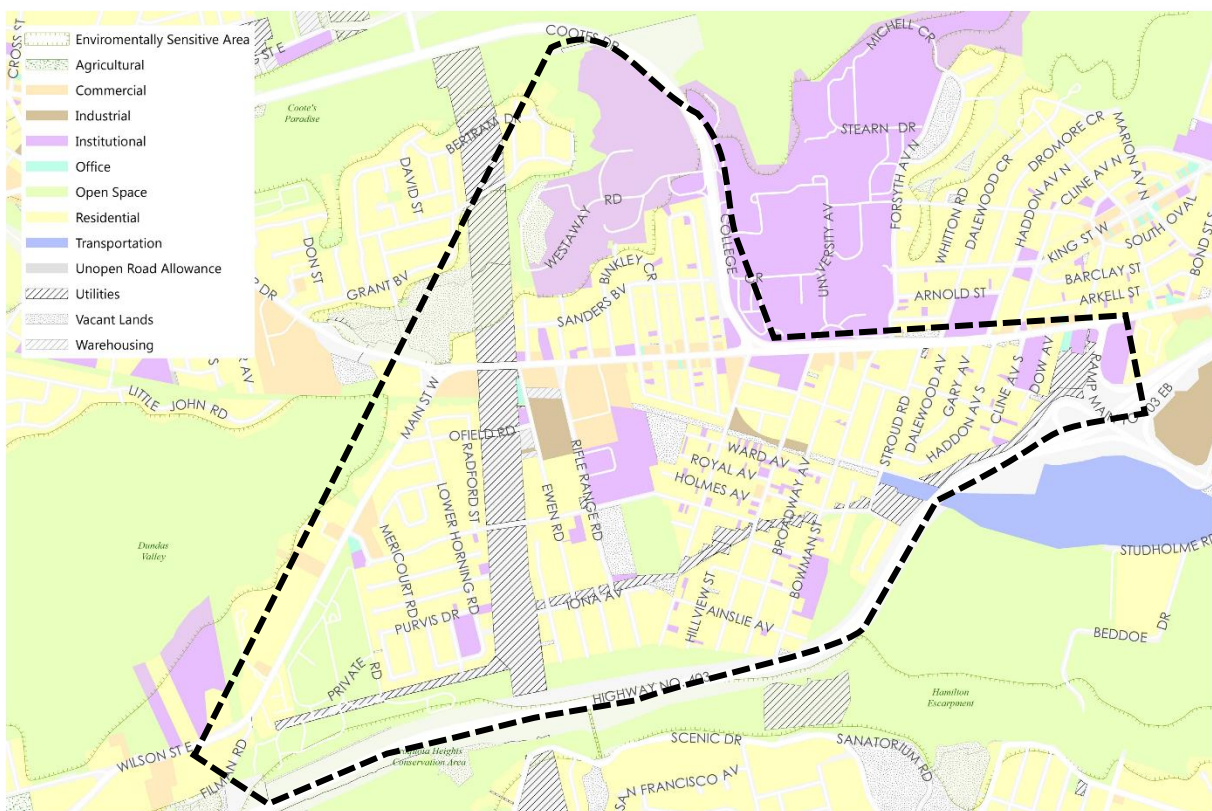


Figure 1: Ainslie Wood Study Area



2. REGIONAL AND PROVINCIAL POLICIES

This section describes the relevant provincial and regional plans and initiatives designed to guide Hamilton’s future growth and infrastructure improvements, including in the Westdale neighbourhood. The Westdale Traffic Management Study reflects the principles, policies, goals and objectives established by these guiding plans. The hierarchy of this process is illustrated in **Figure 2**.



Figure 2: Reviewed Policy Hierarchy

A brief overview of the reviewed policies is provided as:

- **Places to Grow Act, 2006** - is a legislative framework that guides the planning decision-making process in Ontario. *Places to Grow* ensures that provincial growth is facilitated and managed using a balanced approach thereby sustaining a robust economy, building strong communities and promoting a healthy environment.
- **Niagara to GTA Corridor Study, 2007** - the study identifies the transportation challenges and opportunities, evaluation of area transportation system alternatives and a transportation development strategy to enhance the Niagara to GTA corridor, which includes Hamilton.
- **Provincial Policy Statement (PPS), 2014** -is a statement of the Ontario Government’s interests and policies on land use planning matters for the entire province, replacing the previous PPS from 2005. The PPS promotes the integration of transportation and land use planning processes to facilitate safe and energy efficient movement of people and goods. It also advocates the use of transportation demand



management (TDM) strategies and multi-modal transportation systems to improve connectivity and reduce the number and length of vehicle trips. The policies that are relevant to Westdale Traffic Management Study include sections 1.1.1, 1.2, 1.3, 1.4, 1.5 and 1.6 (1.6.7, 1.6.8) which documents the importance of the management and balance of land use, compatibility of employment areas, availability of development lands (housing), the integration of transportation and land use composition as well as the protection of future potential transportation infrastructure (e.g. Hamilton LRT). These guiding principles will be taken into consideration in the Westdale Traffic Management Study.

- **Growth Plan for the Greater Golden Horseshoe, 2017** – the *Growth Plan*, first prepared in 2006, provides a framework for implementing the vision of planning for future growth by building compact, efficient, and sustainable development that prioritizes transit and active transportation modes while maintaining economic prosperity and efficient goods movement.
- **The 2041 Regional Transportation Plan (RTP)** – the RTP is a planning effort to guide the transformation of the transportation system within the Greater Toronto and Hamilton Area (GTHA). It is the successor to the previous regional transportation plan (*The Big Move*, 2008) and builds on three primary goals and objectives: creating strong connections, complete travel experiences, and sustainable and healthy communities.

3. CITY-WIDE POLICIES

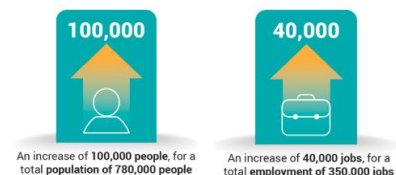
Section 3 provides an overview of the relevant local policies and plans that are derived from provincial and regional initiatives.

3.1 Growth Related Integrated Development Strategy, 2006



Adopted by City Council as a “Balanced Growth Strategy”, the Growth Related Integrated Development Strategy (GRIDS) was initiated in 2006 to provide a 20-year planning decision making framework that integrates land use development, associated infrastructure, economic strategies and financial implications. Vision 2020, GRIDS and Official Plan Review all fall under the umbrella of the City’s “Building a Strong Foundation” initiative. GRIDS planned for growth up to 2031.

The plan’s preferred growth option was the “Nodal/Corridor Focus” concept. It identified Main Street as an intensification corridor where mixed use should be encouraged. McMaster University was categorized as a major activity centre which is included as a transit node for future transit service. Recommendations in the Ainslie Wood Traffic Management Study should align with the planning principles and growth strategy as documented in the GRIDS report.



As part of the Municipal Comprehensive Review process, GRIDS is now being updated to “GRIDS 2” to extend the planned strategy for another 10 years, up to 2041. The growth forecasts an increase of 100,000 people and 40,000 jobs between 2031 and 2041. GRIDS 2 will describe the impacts on infrastructure (transportation, waste/wastewater, stormwater) as a result of the forecasted growth. It is anticipated that the update of GRIDS 2 will be completed for Official Plan Review during the spring of 2019 to 2021.



3.2 City's 2016-2025 Strategic Plan, 2016

The City's 2016-2025 Strategic Plan describes the vision, mission, values and strategic priorities for the City. One of the key objectives is to support multi-modal mobility. The plan urges the development of Urban Design guidelines, an integrated and multi-modal public transportation program, and a number of other initiatives to bolster the transportation network in the City of Hamilton.

3.3 Urban Hamilton Official Plan, 2009

The Official Plan (OP), as adopted by Council in 2009, is a guiding document that describes the planning direction for managing the local communities, future developments and infrastructure improvements for the next 30 years. The OP defines the goals and policies that move the City towards achieving the visions that are set forth in the City's Strategic Plan and Vision2020. The City has two official plans (Rural Hamilton OP and Urban Hamilton OP) which help to guide the vision of the Ainslie Wood community.

The Urban Hamilton Official Plan (UHOP) outlines twelve goals related to city building, urban design, environmental, social, cultural, and economic considerations. Adopted by council in July 2009, the UHOP was approved in March 2011 by the Ministry of Municipal Affairs and Housing (MMAH) and ultimately became effective in August 2013. The UHOP continues to undergo periodic updates, with the most recent occurring in October 2018.

The Ainslie Wood neighbourhood plays a key role in this framework as it encompasses a significant destination centre (McMaster University) and is traversed by key transportation corridors, including Main Street. As illustrated in **Figure 3**, Main Street is identified in the OP as a Primary Corridor that functions as a commercial spine providing retail stores and commercial uses with focused density, intensification, and future higher-order transit which link major activity nodes. Main Street, between Cootes Drive and Highway 403, is designated as a transit-oriented corridor in an OP amendment adopted in October 2016.

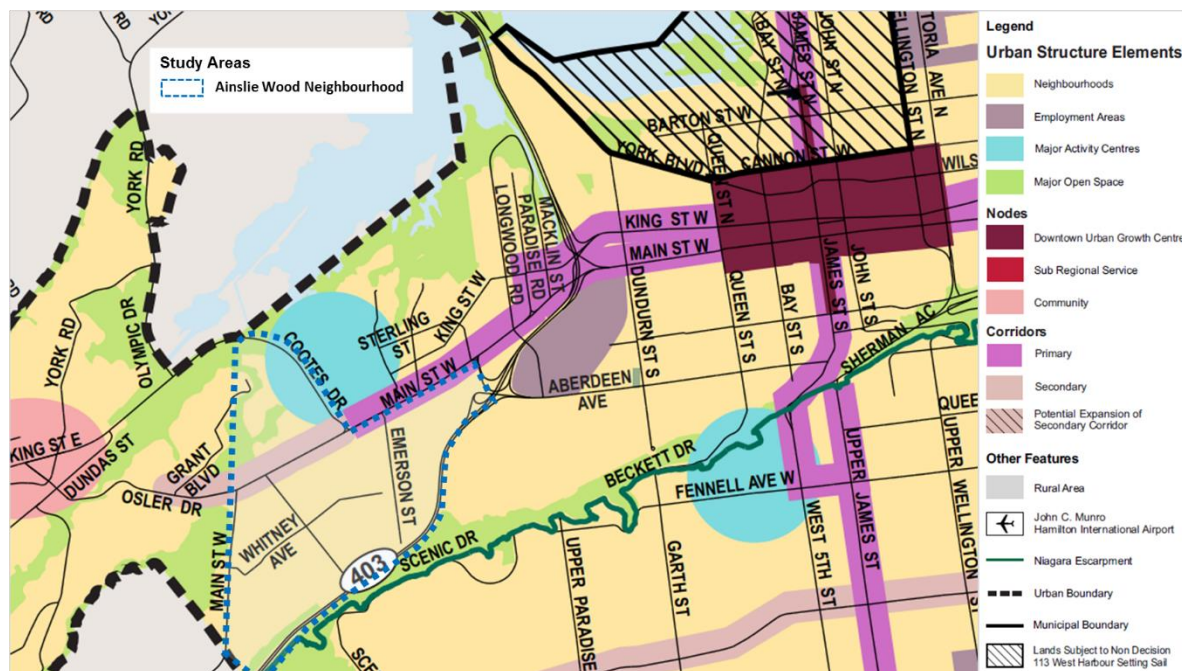


Figure 3: Schedule E in Hamilton Urban Official Plan



As per Schedule C of the Official Plan, the two major arterial roads in the neighbourhood are Main Street and Cootes Drive while Whitney Avenue, Leland Street and Emerson Street are designated as collector roads.

3.4 Ainslie Wood Westdale Secondary Plan, 2009

As part of the OP document, secondary plans contain area-specific policies and guidance to manage community growth and developments. It outlines more detailed requirements on land use, infrastructure and design. The Ainslie Wood neighbourhood is governed by a secondary plan associated with specific area or site-specific policies (SSP) for McMaster University (SSP 'A'), mixed use developments (SSP 'D', 'E' and 'G') and employment parcels (SSP 'C') within the study area, as shown in **Figure 4**.

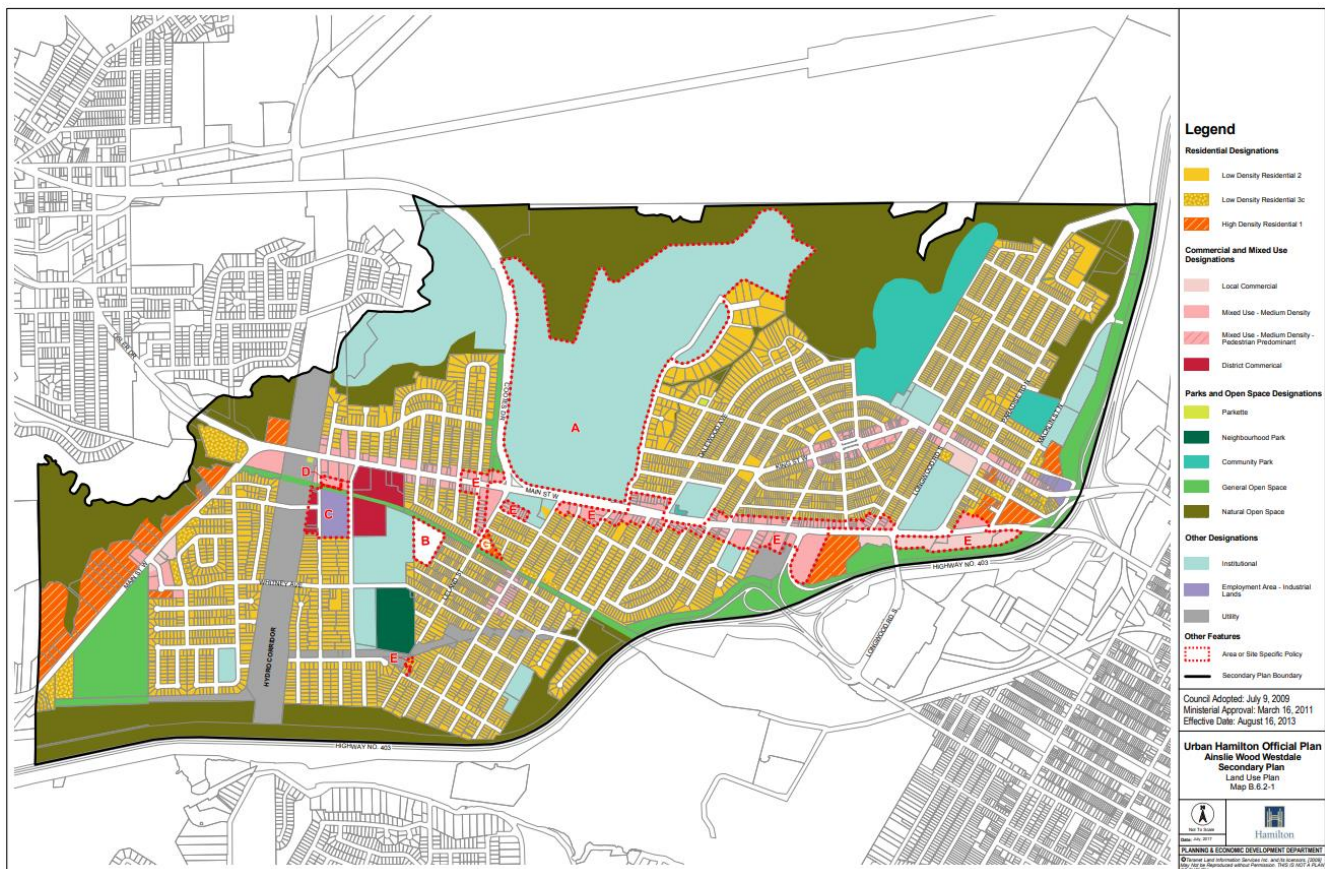
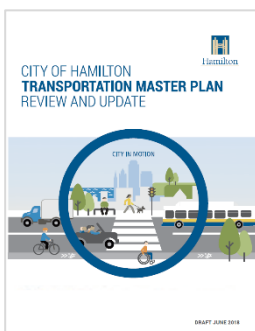


Figure 4: Ainslie Wood Westdale Secondary Plan Map B.6.2-1 (Source: City of Hamilton Urban Official Plan)

3.5 Hamilton Transportation Master Plan, 2018



City in Motion, the City's Transportation Master Plan (TMP Review and Update), is a strategic policy document developed to provide the framework which guides future transportation-related studies, projects, initiatives and decisions. The TMP review and update is integrating a Complete-Liveable-Better-Streets (CLB) policy in conformance with the City's Strategic Plan, Urban and Rural Official plans and provincial policies. It adopts the design principles that balance the needs of all users regardless of age, ability, income or mode (discussed further in **Section 3.5.1**).



As a result, the existing road classification as defined in the Official Plans were further categorized into seven types of street typologies with additional design guidance. This approach will contextualize the road functions by responding to and supporting the surrounding land uses, natural heritage, built form and public health. For example, Main Street is recommended to include wide sidewalks, street trees, transit amenities and public art thereby supporting the use of active or transit modes. The CLB background report contains recommended design standards that are applicable to the Ainslie Wood Traffic Management Study.

One of the key actions is to expand the effectiveness of applying TDM to help achieve target mode splits. The target mode share for Hamilton is 15% walking/cycling, 12% transit, 52% single occupant vehicles, and 21% by other means. A preference to increase cycling and transit use was noted in the TMP surveys.

Sustainable mobility should be encouraged in the Ainslie Wood neighbourhood through TDM strategies, provision of pedestrian and cycling facilities and enhancement to the overall active transportation network. The TMP Review and Update also supports the principles of Vision Zero for applying street designs with 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.



3.5.1 Complete-Liveable-Better Streets Policy and Framework

As part of the City's TMP, a Complete-Liveable-Better (CLB) Streets Policy and Framework was developed to highlight the City's interest and investment in designing a transportation network that balances all modes of transportation. This policy and framework adopts the Complete Streets approach which puts more emphasis on sustainable modes of travel (e.g. walking, cycling, transit). The following guiding principles of implementing CLB Streets should be considered for the development of transportation alternatives in the Ainslie Wood Neighbourhood Traffic Management Study:



- Balance
- Context Sensitive
- Public
- Place-Making
- City-Building
- Safety and Accessible
- Green
- Realistic
- Cost Effective

Street characterization is another key approach identified in the policy which outlines the key design opportunities and challenges for different street typologies. *The Ainslie Wood neighbourhood generally consists of connector and neighbourhood street typologies while Main Street has a main street typology. The typology toolkit will be used to apply the CLB street design principles as appropriate.*

Given the different typologies and distinct character of the neighbourhood, potential transportation solutions must be context-sensitive with the consideration of surrounding lands uses and available right-of-way widths. As such, trade-offs will be required due to various factors such as physical constraints and constructability. Other circumstances where the application of CLB streets are un suitable may include:

- The costs are excessively disproportionate to the probable use; and
- The existing and forecasted population and employment densities and traffic demand are not supportive of certain transportation facilities

The primary objective is to incorporate CLB streets principles by accommodating all users regardless of age, ability or income while preserving the unique neighbourhood character.



3.5.2 Transportation Demand Management

As part of the City's Transportation Master Plan, TDM was identified as a key area that supports a sustainable and balanced transportation system. TDM is "the use of policies, programs, services and products to influence whether, why, when, where and how people travel"¹. It aims to influence changes in travel behaviour, including the following:

Transportation Demand Management The reduction of SOV use through policies, programs, strategies and interventions that affect whether, why, when, where and how a person travels				
Whether	Why (Purpose)	When (Time)	Where	How (Mode)
Telework, flexible work hours, online shopping	Work, school, errands, recreation	Weekday, weekend, evening, peak times	Neighbourhood, community, City	Walk, cycle, transit, drive

- Shifting travel modes;
- Driving reductions;
- Time and route shifting; and
- Reducing the number of trips people make.

Proper implementation of TDM leads to positive outcomes, some of which include:

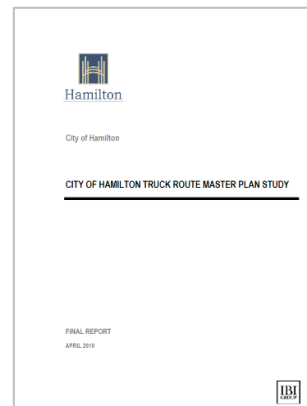
- Reduction in the need for additional roads and expansions;
- Reduction of wear and tear on roads;
- Contribution to sense of place and road safety to achieve the goals of Vision Zero;
- Improvement of air quality; and
- Encouragement of physical activity.

As with the CLB Streets Policy, TDM also places an emphasis on sustainable modes of travel (e.g. walking, cycling, transit) over vehicular traffic. *TDM strategies and programs that will be recommended as part of the Ainslie Wood Traffic Management Study should encourage the use of sustainable travel modes, improve road conditions and safety, provide a sense of place and ensure adequate access to future higher order transit services as appropriate.*

3.6 Truck Route Master Plan, 2010

The purpose of the Truck Route Master Plan (TRMP) was to review the existing system and present an implementation strategy that will help manage the City's truck network in the over a five year period. The overarching goal was to support safe and timely movement of goods and services while minimizing the negative effects of truck traffic on the community including safety, congestion, noise and air quality.

The Ainslie Wood neighbourhood is located in the West Hamilton/Dundas region with Aberdeen Hub, agricultural lands and McMaster University being the primary truck traffic generators. The study area also intersects with Highway 403 which is one of the designated full-time truck routes in the City. One other full-time truck route that is relevant to the Ainslie Wood Traffic Management Study include Main Street which provides direct access to Highway 403.

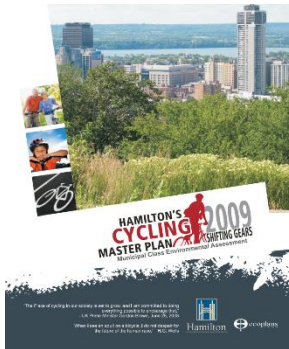


City's TMP Review and Update will undertake an integrated review and update of the 2010 Truck Route Master Plan.

¹ Transportation Demand Management for Canadian Communities: A Guide to Understanding, Planning and Delivering TDM Programs. Transport Canada. 2011.



3.7 Shifting Gears: Cycling Master Plan, 2009 (Revised in 2018)



The Cycling Master Plan 2009 (*Shifting Gears*) was reviewed and updated as part of the City's Transportation Master Plan update (2018). The Cycling Master Plan supports the City's Transportation vision and goals by identifying a well-connected, convenient and safe cycling network. The Cycling Master Plan update includes additional cycling infrastructure and an expansion of the multi-use trail system.

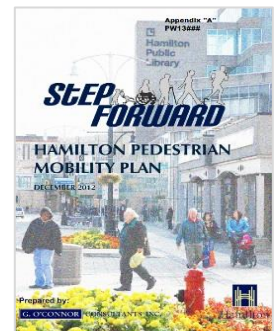
Relative to the study area, the most recent cycling plan proposed an extension of a cycling lane at Marion Avenue, Longwood Road south of Main Street, Osler Drive west of Main Street and Whitney Avenue. Trail extensions are also proposed along Parkside Drive and Main Street connecting Sanders Boulevard.

In addition, the Cycling Master Plan references several cycling facility design guidelines that will be considered for determining facility types; Ontario Traffic Manual (OTM) Book 18 (2013) in Ontario, TAC's Bikeway Traffic Control Guidelines for Canada (2012), and TAC's Traffic Signal Guidelines for Bicycles (2014). These guidelines will also serve as references for the Ainslie Wood Traffic Management Study.

3.8 Step Forward: Pedestrian Mobility Plan, 2012

Step Forward: Pedestrian Mobility Plan provides a 20-year framework for improving and encouraging pedestrian mobility throughout the City that supports the following visions:

- Increased inclusive mobility;
- Well designed and managed spaces and places for people;
- Improved integration of networks;
- Supportive land use and spatial planning;
- Reduced road danger;
- Less crime and fear of crime;
- More supportive site planning and engineering standards; and,
- A culture of walking.



As identified in the Pedestrian Mobility Plan, the Ainslie Wood neighbourhood contains several pedestrian activity generators such as McMaster University, schools and churches which indicate a need for improving the overall walking environment in the study areas. Moreover, the Plan has identified a need for improving safety for pedestrians at signalized intersection based on historical collision patterns.

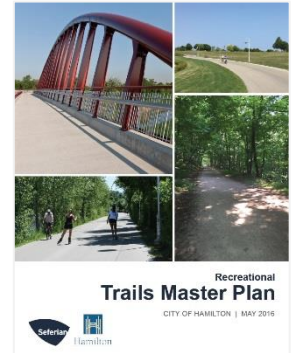
A design toolbox was included in the Pedestrian Mobility Plan to provide guidance on pedestrian infrastructure designs while adhering to the Provincial and City's legislative context (Ontario Traffic Manual, Official Plans, etc). As such, the concept of a walkable city will be reflected in many of the recommendations established as part of the Ainslie Wood Traffic Management Study.



3.9 Recreational Trails Master Plan, 2016

The Recreational Trails Master Plan (RTMP) was developed to guide the future development of Hamilton's trail system adhering to Federal, Provincial and Municipal legislation and policies. The relevant goals to the Ainslie Wood Traffic Management Study include:

- Complement the overall transportation system to support multi-modal mobility;
- Integration of a trail system with planned infrastructure projects for Highway 403 and GO transit station; and,
- Alleviate gaps in the 2007 trail initiative by introducing new trail connection.



The Ainslie Wood neighbourhood is currently traversed by the Hamilton Brantford Rail Trail and Strachan Street Trail. As shown in **Figure 5**, the RTMP recommended a trail extension north of the McMaster University parking lots and Westway Road, forming a connection with the existing H&D Rail Trail west of Cootes Drive. An on-street cycling lane is also proposed along Whitney Avenue to improve continuity of the existing cycling network.

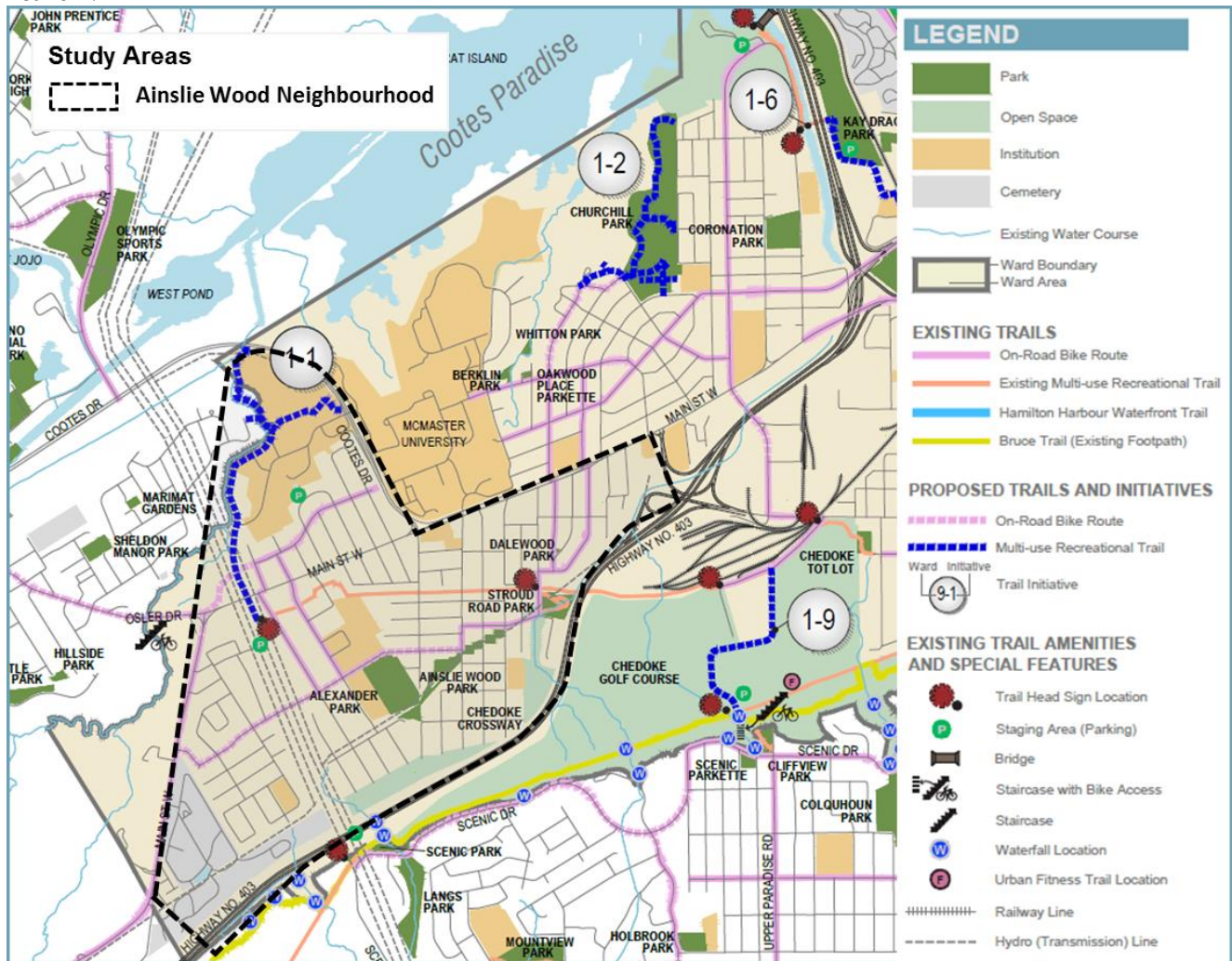


Figure 5: Recreational Trail Master Plan - Proposed Trails for Ainslie Wood Neighbourhood



3.10 Transit Oriented Corridor Zones, 2018

Transit Oriented Corridor Zones is cited as part of Zoning By-Law 05-200 and was approved in January 2018 by the City's Planning Committee. Located along the north boundary of the Ainslie Wood study area, Main Street is designated as a Transit Oriented Corridor (TOC1 and TOC2), as shown in **Figure 6**. The corridor is recommended to be transit supportive based on Complete Streets design principles and create an active and pedestrian friendly environment. The zoning bylaw regulates design requirements along Main Street including setbacks, building heights, built form requirements, etc.

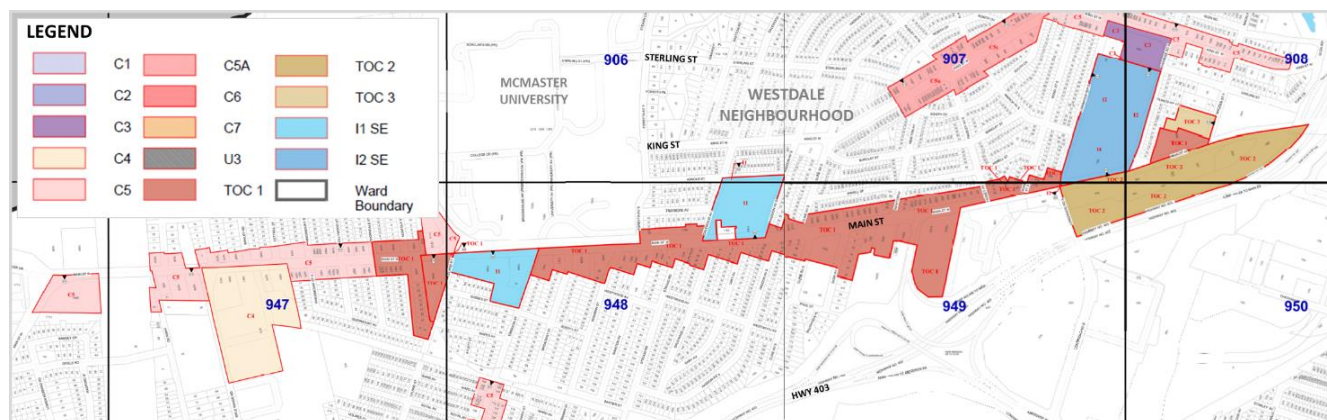


Figure 6: Transit Oriented Corridor Zones (By-Law 05-200)

3.11 Ten Year Local Transit Strategy, 2015

The Ten Year Local Transit Strategy, approved by Council in March 2015, was created to provide a short-term action plan to continue to develop Hamilton's transit network. This strategy addresses the following items:

- Current system deficiencies;
- Updated service standards;
- Accommodation of future growth;
- Increases in ridership due to implementation of BLAST network (see **Figure 6**);
- Improvements to customer experience;
- Transit priority measures; and
- Funding sustainability.

These strategies play a direct impact in improving the HSR bus routes as they exist within the Ainslie Wood neighbourhood at present. As identified in Figure 6, the B-Line LRT will pass through the Ainslie Wood neighbourhood, along Main Street West. The B-Line LRT will have Implications to mode choices, transit accessibility and the adaptation of CLB design principles within the neighbourhood.

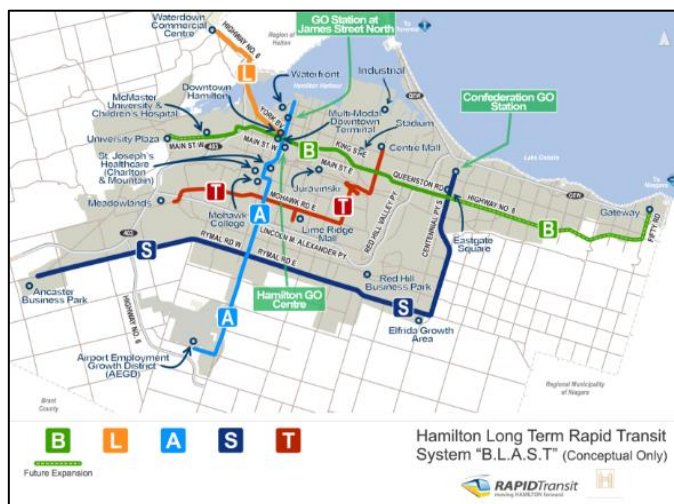


Figure 7: BLAST Network



3.12 Hamilton Light Rail Transit EPR, 2011

The Hamilton Light Rail Transit Environmental Project Report (EPR) was undertaken to assess the feasibility of the B-Line Rapid Transit Project. Subject to further studies, budget approval and implementation phasing, the expected completion of Light Rail Transit (LRT) is scheduled for 2024. The LRT will operate within the study area, with the western terminus of the B-Line LRT located adjacent to McMaster University. Preliminary scenarios have the B-line LRT operating with a 6-minute frequency. With the implementation of the LRT the following key changes will be made to traffic circulation:



- Between the western limit (i.e. McMaster stop, just east of Cootes Drive) and Dalewood Avenue, the LRT will operate on the north side of Main Street in both directions. The existing turning movements will be maintained throughout this section of the corridor;
- East of Haddon Avenue, the shared centre left-turn lane will be eliminated and unsignalized intersections will be limited to right-in / right-out movements only;
- Between Haddon Avenue and Leland Street, one westbound through lane will be eliminated (i.e. 2 through lanes instead of 3 through lanes); and
- The one-way circulation (westbound of King Street West; eastbound on Main Street West) will be retained.

In understanding the implications to the local transportation network, the Ainslie Wood Traffic Management study will develop transportation alternatives with the consideration of future LRT. However, any medium to long-term recommendations along Main Street will likely be reviewed and revisited by the City when further studies on the LRT are being conducted.

3.13 Smart Commute Hamilton

The Smart Commute Initiative operated from 2004 to 2007 as a joint initiative between cities and regions within the Greater Toronto and Hamilton Area. In 2008, Smart Commute was adopted as a program by Metrolinx. The goal of this program is to offer services to improve commuting in the GTHA. It aims to accomplish this goal through transportation efficiency, policy development, and infrastructure renewal. Smart Commute offers the following services:



- Carpooling and vanpooling;
- Site assessments and surveys to understand commuter behavior;
- Shuttle programs;
- Emergency ride hole program; and
- Employee work arrangement solutions.

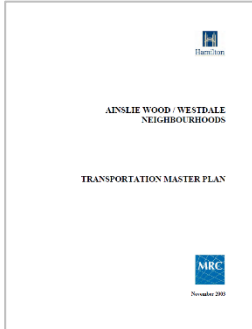
4. LOCAL AREA POLICIES AND PLANS

This section briefly describes the relevant local policies and plans that relate to the Ainslie Wood Traffic Management Study.



4.1 Ainslie Wood / Westdale Transportation Master Plan, 2003

The Ainslie Wood / Westdale Transportation Master Plan (TMP) is a long-range plan that provides a 20-year framework for land use decisions, transportation challenges and infrastructure requirements in anticipation of population and employment growth.



The four key objectives of the TMP were to:

1. Assess current transportation system;
2. Identify transportation challenges;
3. Identify alternative solutions; and
4. Evaluation of alternatives.

The TMP includes recommendations for all travel modes (autos, transit, pedestrian and cyclists) and parking.

The TMP made the following recommendations for the transportation network in the vicinity of the Ainslie Wood neighbourhood. (The recommendations that were successfully implemented are clearly indicated with status marked as complete).

	Short-term	Long-Term
Parking	<ul style="list-style-type: none"> ▪ Parking regulation on residential streets should be reviewed and amended to improve emergency vehicle access. ▪ Resolve the impact of student parking in the surrounding neighbourhoods by reviewing the adequacy in on-campus parking provisions. ▪ Improve parking in business districts. 	<ul style="list-style-type: none"> ▪ Educate the public on parking regulations and enforcement regarding on-street parking, overnight parking and parking shortage.
Traffic Infiltration	<ul style="list-style-type: none"> ▪ Streets that are identified with speeding or traffic infiltration concerns should be assessed to determine the need for a Class EA study. 	<ul style="list-style-type: none"> ▪ Potential streets identified Class EA studies should consider installing traffic calming measures which may include speed bumps, traffic circles, raised crosswalks, curb extension, shoulder narrowing or raised median islands. ▪ Review traffic infiltration of commercial vehicles in the residential neighbourhoods by reassessing truck routing strategy and signage.
Traffic/Safety	<ul style="list-style-type: none"> ▪ Resolve speeding issues and traffic infiltration within residential areas through traffic calming measures or signage. ▪ Install new school zone area signs and improve overall safety for school access. 	<ul style="list-style-type: none"> ▪ Capacity along Main Street should be carefully reviewed as it is a main corridor that will undergo redevelopment and experience increases in traffic volumes. While Main Street has a limited right-of-way, long term opportunities for managing its level of service can be established through transportation management strategies.
Transit	<ul style="list-style-type: none"> ▪ Improve transit operational efficiency by introducing strategic transit routing to accommodate the new bus terminal at McMaster University and/or the relocation of the University's main entrance. 	
Pedestrian/Cyclist	<ul style="list-style-type: none"> ▪ Improve pedestrian and cycling crossings at Sanders Boulevard and Cootes Drive. 	<ul style="list-style-type: none"> ▪ Improve bike network continuity, particularly at Haddon Avenue and Main street West, and extend the multi-use path on Cootes



	Short-term	Long-Term
	<ul style="list-style-type: none"> Provide cycling lanes on Sterling Street. (Status: complete) Expand the sidewalk on the southwest corner of Main Street at Haddon Avenue to increase the right-of-way for cyclists. Designate unopened road allowances to be included in active transportation network. 	<ul style="list-style-type: none"> Drive at Sanders Boulevard to connect with the existing cycling route along Cootes Drive down to the rail trail bike path extension at Leland Street. (Status: complete) Develop a path through Churchill Park and designate Glen Road as a cycling route to resolve wrong-way cyclist traffic along King Street West between Longwood Road and Macklin Street. Provide a more direct cycling route to downtown Hamilton by converting existing rail lands into cycling paths. Install bicycle racks at strategic locations. (Status: complete)
McMaster University	<ul style="list-style-type: none"> Remedial actions should be considered during the construction of a new parking garage at the University in the near future to minimize impacts on the surrounding neighbourhood. 	<ul style="list-style-type: none"> Reduce student traffic on Sterling Street by relocating the main entrance (EA was being undertaken during the publication of the TMP). Provide a transit terminal on campus to accommodate the transit demand terminating at the University. (Status: complete) Implement travel demand management programs to encourage more sustainable modes of travel.

4.2 B-Line Corridor Land Use Study – Ainslie Wood Westdale Focus Group, 2011

Led by the Ainslie Wood Westdale Focus Group, the B-Line Corridor Land Use Study was completed during the secondary planning process of the Main-King-Queenston (B-Line) corridor. As the City is assessing the planning and design for implementing a rapid transit system along the B-Line corridor, this study was intended to provide guidance in managing the land use changes throughout this corridor. The corridor visions outlined in the study included the following characteristics:

- **Diverse:** mix of housing, services and amenities to serve residents of all ages, incomes, household types and abilities;
- **Beautiful:** attractive streetscape in creating places for people to live, work, play and visit;
- **Connected:** a seamless transportation system that allows people to move safely using different modes;
- **Sustainable:** innovative transportation options, efficient use of land, energy and resources that promote healthy lifestyles;
- **Revitalized:** serve as a destination for new investment and employment opportunities through revitalization of buildings and businesses.

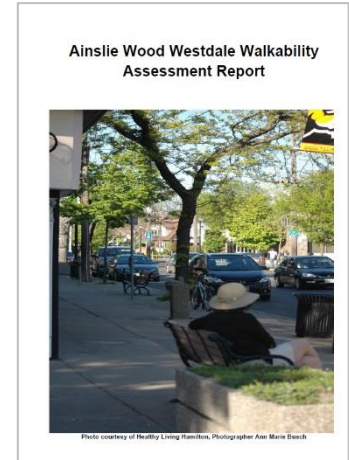
The study suggested that there are opportunities for multi-storey development, small scale redevelopment, adaptive uses and infill along the B-Line corridor. As the rapid transit system along the B-Line corridor remains in the planning phase, land development and redevelopment has not yet taken place.



4.3 Ainslie Wood Westdale Walkability Report, 2007

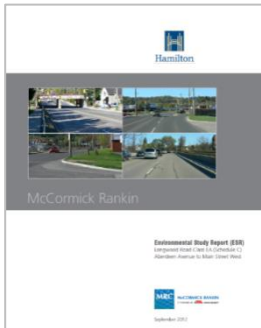
A walkability review was conducted as part of a pilot project for two areas included in the Ainslie Wood neighbourhood; Westdale South and Ainslie Wood East. Following the walkability principles, the neighbourhood characteristics were assessed from different lenses including community design, safety, aesthetic and connectivity. As a result, the walkability report outlined recommendations categorized by seven major themes:

- Improve connectivity;
- Improve real and perceived pedestrian safety;
- Invest in the public spaces in Ainslie Wood, which are known pedestrian magnets;
- Develop, promote and maintain neighbourhood beautification program;
- Invest in traffic calming initiative;
- Provide ongoing support of neighbourhood walkability assessments and audits; and,
- Promote and support neighbourhood schools.



The report’s recommendations will be examined as part of the Traffic Management Study to identify potential pedestrian enhancements in the Ainslie Wood neighbourhood. Connectivity of pedestrian routes continues to be developed and improved. The Existing Conditions Report submitted in October 2018 summarizes the current infrastructure that is in place. Recommendations made in the Walkability Report will be compared with the existing infrastructure to identify opportunities for improvements.

4.4 Longwood Road Class EA, 2012



The Longwood Road Class EA study was undertaken to examine potential improvements for Longwood Road between Aberdeen Avenue and Main Street. The recommended alternative incorporated a roundabout design at Aberdeen/Longwood with pedestrian crosswalks at the east and north legs. The recommended design included a cycling track and sidewalk on the south side of Longwood Road that connects to Main Street via a new bridge over Highway 403.

The design concept provides convenient infrastructure between the existing/proposed cycling network elements at Main/Longwood and

Aberdeen/Studholme.

It is important to note that the planning of the Hamilton LRT has led to the requirement of an Operations, Maintenance and Storage Facility (OMSF), located northeast of Aberdeen/Longwood. Based on the assessment of several potential locations, a preferred OMSF site on Frid Street has been identified in 2016. Consequently, a run-in track access via Longwood Road and Frid Street is proposed to connect to the proposed Frid Street extension, as illustrated in **Figure 7**. *The construction of the OMSF will have implication to the intersection configuration of Main Street and Longwood Road which is part of the Ainslie Wood study area boundary.*



Figure 8: Location area for the OMSF site (Source: Hamilton LRT PIC#2 (Metrolinx, 2016))



4.5 McMaster University Campus Master Plan Update, 2017



The McMaster University Campus Master Plan Update (McUCMP) provides the guiding principles and framework for the future growth of the University. The primary goal was to re-examine the 2008 plan in response to changes on campus and in the surrounding communities including new buildings and planned LRT on Main Street.

One of the study's key recommendations included the reconfiguration of the campus entrances. *The McUCMP suggests re-directing the majority of vehicle traffic to Cootes Drive and Sterling Street with direct access to parking facilities to relieve the congestion at the Main Street / University Avenue intersection. This intersection is envisioned to be the primary pedestrian gateway with attractive streetscape designs. Secondary entrances will be located on Cootes Drive at College Crescent, Westaway Road and Sterling Street.*

Other transportation related directions that are relevant to the Ainslie Wood neighbourhood are summarized below.

- Remove vehicle access on all of University Avenue with the exception of university vehicles, emergency vehicles or traffic from the Main Street access to the hospital garage;
- Parking supply should be managed strategically such that more sustainable modes of travel (e.g. transit, walking or cycling) should be encouraged;
- Remove College Crescent, between Scholars Road and the new Cootes Drive entrance, and re-use the space for a multi-use pathway to serve as a linkage through the core campus;
- Parking supply should be managed strategically such that more sustainable modes of travel (e.g. transit, walking or cycling) should be encouraged; and
- Develop new Transit Hub at the corner of Main Street West and Cootes Drive.

It should be noted that the above recommendations are only under consideration and none have been implemented.

5. NEXT STEPS

The Ainslie Wood Traffic Management Study will consider all of the applicable guidelines and policies described in this memo. This report will serve as a guiding document for the study to ensure that recommendations will support the goals and objectives of the City's planning initiatives, guiding principles and policies. The Existing Conditions Report submitted in October 2018, summarizes the existing walking, cycling, and transit networks. This existing infrastructure, coupled with the guidelines and policies as summarized in this planning report, provide a base on which to make recommendations for improvements. Once the recommended transportation improvements have been evaluated, an implementation plan and phasing strategy will be developed with the consideration of City's capital and operating budgets.

