DILLON
CONSULTING

CITY OF HAMILTON

Waterdown Transportation Management Plan

Final Report

February 2022 - 19-9192

February 16, 2022

130 Dufferin Avenue
Suite 1400
London, Ontario
Canada
N6A 5R2
Mail: Box 426
London, Ontario
Canada
N6A 4W7
Telephone
519.438.6192
Fax
519.672.8209

City of Hamilton
Transportation Planning Division
77 James Street North, Suite 400
Hamilton, Ontario
L8R 2K3

Attention: Mr. Mohan Philip, P.Eng.
Project Manager

City of Hamilton, Waterdown Transportation Management Plan
Final Report

Dear Mr. Philip:

Enclosed for your files is a digital copy of the final report on the Waterdown Transportation Management Plan.

Sincerely,

DILLON CONSULTING LIMITED

Brandon Fox, MCIP, RPP
Project Manager

BJF:
Enclosures

Our file: 19-9192

Acronyms

TMP	Transportation Management Plan
EA	Environmental Assessment
GTA	Greater Toronto Area
UHOP	Urban Hamilton Official Plan
TDM	Transportation Demand Management
GGH	Greater Golden Horseshoe
PPS	Provincial Policy Statement
TTS	Transportation Tomorrow Survey
HSR	Hamilton Street Railway
IPS	Intersection Pedestrian Signal
MPS	Mid-block Pedestrian Signal
CUTA	Canadian Urban Transit Association
RSH	Revenue Service Hours
KPI	Key Performance Indicators
ASD	Alternative Service Delivery
IBC	Initial Business Case
RTP	Regional Transportation Plan
BRT	Bus Rapid Transit
RFP	Request for Proposal
TPAP	Transit Project Assessment Process
ROW	Right-Of-Way
PNR	Park and Ride
ADT	Average Daily Traffic
AAA	All Ages and Abilities

Executive Summary

The Waterdown TMP:

- Examines existing and future (to the year 2031) traffic operations and transportation capacity problems and opportunities in Waterdown; and
- Identifies and evaluates short and long-term infrastructure improvements to the road network, public transit and pedestrian/cycling facilities to address these problems.

Waterdown is a fast-growing community located north in the City of Hamilton and south-west of the Greater Toronto Area (GTA). Bordered on the south and east sides by the Niagara Escarpment, the community is somewhat geographically isolated from the rest of the City and neighbouring communities. Since 1996, the community's population has almost doubled to its current level of more than 20,000 people. Significant growth is expected over the next 10 years as new residents continue to be attracted by Waterdown's pleasant small-town atmosphere, cultural heritage resources and its picturesque setting in the Niagara Escarpment and Ontario's Greenbelt.

With this growth, Waterdown's transportation network capacity is being stressed, and complaints of congestion, neighbourhood traffic infiltration, speeding and safety concerns are common. The City of Hamilton retained Dillon Consulting Limited (Dillon) in January 2019, to prepare a Transportation Management Plan (TMP) for Waterdown. Completed as a Master Plan, the TMP followed Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process, as outlined in the Municipal Class EA, October 2000 (amended in 2007, 2011 and 2015).

The Waterdown TMP was completed in coordination with the Waterdown Community Node Secondary Plan Study and the Waterdown Village Built Heritage Inventory. The intent of the Waterdown TMP was to confirm the transportation infrastructure within Waterdown could support the long term intensification proposed by the Waterdown Community Node Secondary Plan Study.

Consultation

Consultation for the Waterdown TMP was extensive and was undertaken in accordance with the requirements of the Class EA process:

- The City of Hamilton maintained a project contact list. Notifications were circulated to members of the public, agencies, interest groups and Indigenous Communities throughout the project;
- Two Public Information Centres (PICs) were held during the course of the project. PIC 1 was a Community Workshop held on October 10, 2019. PIC 2 was a virtual meeting held on October 21, 2020;
- A Focus Group was established at the beginning of the TMP in collaboration with the parallel Waterdown Community Node Secondary Plan and Waterdown Village Built Heritage Inventory. The focus group consisted of representatives from a number of key area stakeholders. Three

meetings were held with focus group members throughout the project to gather input and review recommendations from the Study.

Problem and Opportunity Statement

The Problem/Opportunity Statement prepared during Phase 1 of the Class EA process was based on the overview of existing and future conditions and also reflected public and agency consultation completed as part of the TMP. The Problem/Opportunity Statement identified for the Waterdown TMP is:

Waterdown's transportation network capacity is becoming insufficient to accommodate current and future traffic volumes, resulting in congestion, safety concerns and traffic infiltration in residential neighbourhoods.

The Waterdown TMP Study was initiated to address short-term issues and identify long-term improvements needed for the road network, public transit, and pedestrian and cyclist facilities.

Identified Transportation Issues

- There is insufficient road capacity on Dundas Street between Highway 6 and Avonsyde Blvd. to serve existing peak hour demands and this issue will be exacerbated by continued growth in Waterdown;
- Road network adjustments are required in response to the planned Highway 5/ Highway 6 interchange;
- The Active Transportation Network in Waterdown is incomplete; and
- There are a number of local speeding, safety and operational concerns on the streets of Waterdown.

Preferred Solutions

Phase 2 of the Class EA process, "Alternative Solutions" consisted of the development and evaluation of alternative solutions to the transportation problems and opportunities identified in Phase 1.

Intersection improvements at Dundas Street/Mill Street and Dundas Street/Avonsyde Blvd. are recommended because they address localized capacity issues on the Dundas Street corridor. It is also noted that Dundas Street eastward from just west of Avonsyde Blvd. is proposed to be widened from 4 to 6 lanes. Widening of Dundas Street between Mill Street and Hamilton Street North to four lanes was also reviewed but not recommended due to its potential adverse impacts on public health and the character and heritage value of the historic downtown.

To adjust for the capacity constraints on Dundas St. that will remain without widening, the identified strategic intersection improvements will be supplemented by a range of transportation demand management solutions aimed at reducing car use. Recommended solutions involve improvements to transit and active transportation, like cycling and walking, to address current and long-term transportation challenges. The success of the transportation demand management solutions will be facilitated by Waterdown's changing role from a "bedroom community" to more of a "complete community" where people live, work, shop and play. More local employment opportunities, like those provided by major companies that have recently been established in Waterdown, will allow people to live closer to their place of work, thereby reducing the strain on local and regional transportation networks. Specific intersection improvements and TDM strategies are identified in **Table E-1**.

Highway 5/ Highway 6 Interchange

The Highway 6/Highway 5 intersection is currently a signalized intersection. MTO is preparing a Class EA and Detailed Design Study of a new interchange at Highway 6/Highway 5, but the timing of construction has yet to be determined.

The following road network improvement is recommended in northwest Waterdown to accommodate and position the existing road network to account for the planned interchange construction, mitigate potential traffic infiltration through the Waterdown North residential developments, and to support future developments west of Clappison Avenue:

- Extend Clappison Avenue from Parkside Drive to North Waterdown Drive

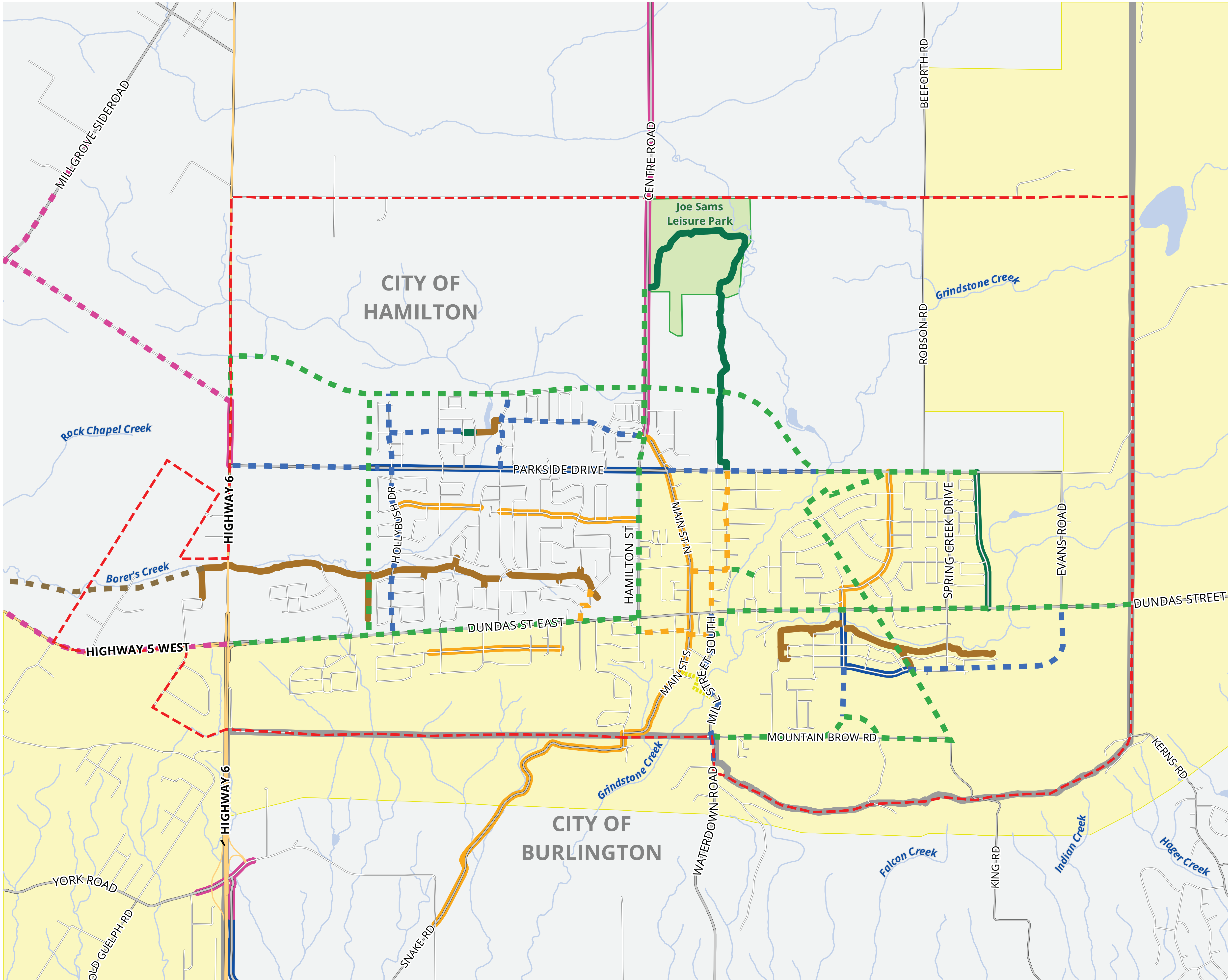
Active Transportation Network

Waterdown is a community that values and relies on its Active Transportation Network for commuting, shopping and recreational purposes. The decision to rely on sustainable transportation modes to reduce traffic demands on Dundas Street makes completing the Active Transportation Network to connect all areas of Waterdown a critical element of the TMP.

Figure E-1 shows the recommended AT network. **Figure E-2** shows the Road Network Improvement Map for Waterdown.

Local Traffic Operations and Safety Issues

Waterdown residents are very concerned about safety issues on local streets stemming from perceived traffic infiltration, speeding and peak hour traffic operations. A number of locations were identified for improvements based on residents' input received throughout the project, recommendations from City of Hamilton staff, and professional judgement. The recommended local improvements are shown in **Tables E-2 and E-3**.



Hamilton

CITY OF HAMILTON

WATERDOWN TRANSPORTATION MANAGEMENT PLAN

RECOMMENDED ACTIVE TRANSPORTATION IMPROVEMENTS

FIGURE E-1

- Study Area
- Planned Bicycle Lane
- Planned Paved Shoulder
- Planned Multi-use trail Paved
- Planned Multi-use Trail Unpaved
- Planned Bicycle Boulevard
- Planned Pedestrian Connection
- Highway
- Arterial Road
- Collector Road
- Local Road
- Ramp
- Bicycle Lane
- Paved Shoulder
- Multi-use Trail Paved
- Multi-use Trail Unpaved
- Bicycle Boulevard
- Municipal Boundary
- Park
- Niagara Escarpment Plan Boundary

1:25,000

0 250 500 1,000 m

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF

MAP CREATED BY: GM
MAP CHECKED BY: BF
MAP PROJECTION: NAD 1983 UTM Zone 17N

DILLON CONSULTING

PROJECT: 19-9192
STATUS: DRAFT
DATE: 08/24/11

FILE LOCATION: \\dillon.ca\DILLON_DFS\London\London CAD\GIS\199192 Waterdown TMP\Product\Client\Final Waterdown TMP\Figure 60 Recommended Intersection Improvements and TDM Solutions.mxd

1.2 Background and Related Studies

Over the past two decades, the City of Hamilton has completed several transportation planning studies relevant to the Waterdown TMP, including the Waterdown/Aldershot Transportation Master Plan in 2008. The findings and recommendations of these studies were considered throughout the Master Plan process completed for the TMP. The following provides a brief overview of related studies.

1.2.1 Waterdown/Aldershot Transportation Master Plan, 2008

The most relevant background study is the Waterdown/Aldershot Transportation Master Plan, completed as a Master Plan under the Municipal Class EA. A joint project by the City of Hamilton, City of Burlington and Region of Halton, the Master Plan concluded that additional east-west and north-south capacity is required through Waterdown to service planned urban development. It also recommended a range of transportation demand management solutions to reduce car use.

Two major road projects were recommended by the Master Plan:

- A new east-west corridor from Brant Street to Highway 6 intended to function as a northern bypass of Waterdown's downtown for travellers passing through the area. The corridor follows existing Dundas Street, Avonsyde Boulevard and Parkside Drive and includes a new section of road north of Parkside Drive to Highway 6. Following the completion of the Master Plan, the new road was named North Waterdown Drive.
- A north-south corridor following Dundas Street, Burke Street, Mountain Brow Road and Waterdown Road to Highway 403. This corridor will improve access to Highway 403, Hamilton and Burlington and also function as a bypass of Waterdown's downtown.

An Environmental Study Report, following Phases 3 and 4 of the Municipal Class EA, was subsequently completed in 2012 by the City of Hamilton, City of Burlington and Halton Region for the two new corridors. More details on the current status of these improvements are included in **Section 2.10.2** of this report, Currently Planned Road Projects.

1.2.2 Waterdown Community Node Secondary Plan Study, On-Going

Recognizing the need to integrate land use planning with transportation planning, an important objective of the Waterdown TMP is to support the Waterdown Community Node Secondary Plan, currently underway. The Secondary Plan area covers the Community Node designated on Schedule E-Urban Structure, in the Urban Hamilton Official Plan (UHOP) and includes the historic downtown core along Dundas Street from east of Riley Street to Grindstone Creek. More details on the Secondary Plan are provided in **Section 2.2.2** of this report.

1.2.3 MTO, Highway 6/Highway 5 Interchange, Detailed Design Study, On-Going

The Highway 6/Highway 5 intersection is currently a signalized intersection. To deal with congestion at the intersection, MTO is currently preparing a Class EA and Detailed Design Study of a new interchange to replace the signalized intersection. Changes to the local road network and a new commuter parking lot at Highway 6 are also being considered as part of the study.

The study is expected to be completed by 2022. Timing of construction has yet to be identified.

1.2.4 Truck Route Master Plan Review Study, On-Going

In 2020, the City of Hamilton initiated a review of the Truck Route Master Plan prepared in 2010. The review will identify opportunities for advancing the safe and efficient passage of trucks in Hamilton to support economic activities and the movement of goods, balanced with the needs of residents and communities. The final Master Plan will recommend changes to the City's existing designated truck route network. The existing truck route network in Waterdown is discussed in **Section 2.6** of this report.

1.2.5 City-Wide Transportation Master Plan Update, *City in Motion*, 2018

The City-Wide Transportation Master Plan Update guides transportation program development and identifies areas for investment to accommodate future growth in the City to 2031 and beyond. The goal of the Master Plan is to build a sustainable and balanced transportation system for all modes of transportation, promote a healthy and safe community and support economic prosperity and growth. Based on the vision of the Master Plan to "provide a comprehensive and attainable transportation blueprint for Hamilton as a whole that balances all modes of transportation to become a healthier city", the ultimate goals of the update were to:

- Reduce dependence on single occupant vehicles
- Promote accessibility
- Improve options for walking, cycling and transit
- Maintain and improve the efficiency of goods movement.

Completed as a Master Plan under the Municipal Class EA, the plan provides the need and justification for strategic road network improvements, transit, cycling, walking and goods movement.

1.2.6 Cycling Master Plan Update, *Shifting Gears*, 2018

As part of the 2018 City-Wide Transportation Master Plan Update, the City also updated the 2009 Cycling Master Plan, *Shifting Gears*. The objectives of *Shifting Gears* were to:

- Develop a city-wide cycling network for utilitarian, commuter and recreational cyclists by expanding on-road and off-road facilities, including Niagara Escarpment crossings
- Provide a cycling grid with a maximum 2 km spacing design in the urban area
- Design facilities that are appropriate for road traffic volumes and speed
- Provide convenient and all-season access to major residential and employment areas and transit nodes.

The findings of the 2018 study were incorporated into the City-wide Transportation Master Plan.

1.2.7 Recreational Trails Master Plan, 2016

The 2016 Recreational Trails Master Plan identified a network of trails in the City to provide a range of recreational opportunities. The Master Plan also includes links to on-road commuter systems to fully integrate the trail network with regional, provincial and national trail networks through and around the City. Improvements are identified on a ward by ward basis with detailed maps showing existing and planned trail network connections.

1.2.8 City of Hamilton, Transportation Demand Management (TDM) Land Development Guidelines, 2015

The City's TDM Land Development Guidelines is a tool for developers and the City to incorporate TDM measures into the development approvals process for new development and redevelopment. Initiated in 2015, the purpose of the guidelines is to encourage sustainable travel choices, such as walking, cycling, taking transit or carpooling, as alternatives to single-occupancy car trips, reduce the number of trips to work, shopping, etc. and decrease travel during peak hours.

1.2.9 Pedestrian Mobility Plan, 2012

The City's 2012 Pedestrian Mobility Plan focuses on balancing pedestrian and vehicular mobility by implementing a route accommodation decision-making process. To improve pedestrian safety and increase the number of walking trips, the process aims to integrate pedestrian improvements into all construction, reconstruction and maintenance activities associated with road projects. Applied City-wide, the goal of the route accommodation process is to help achieve the Transportation Master Plan's targets for reducing single occupancy vehicle trips.

1.3 Class Environmental Assessment Planning and Design Process

Municipal road and transit projects must meet the requirements of the Ontario *EA Act*. The Municipal Class EA applies to a group or "class" of municipal projects which occur frequently and have relatively minor and predictable impacts. These projects are approved under the *EA Act*, as long as they are planned, designed and constructed according to the requirements of the Class EA document.

The Class EA planning and design process is illustrated in **Figure 2**.

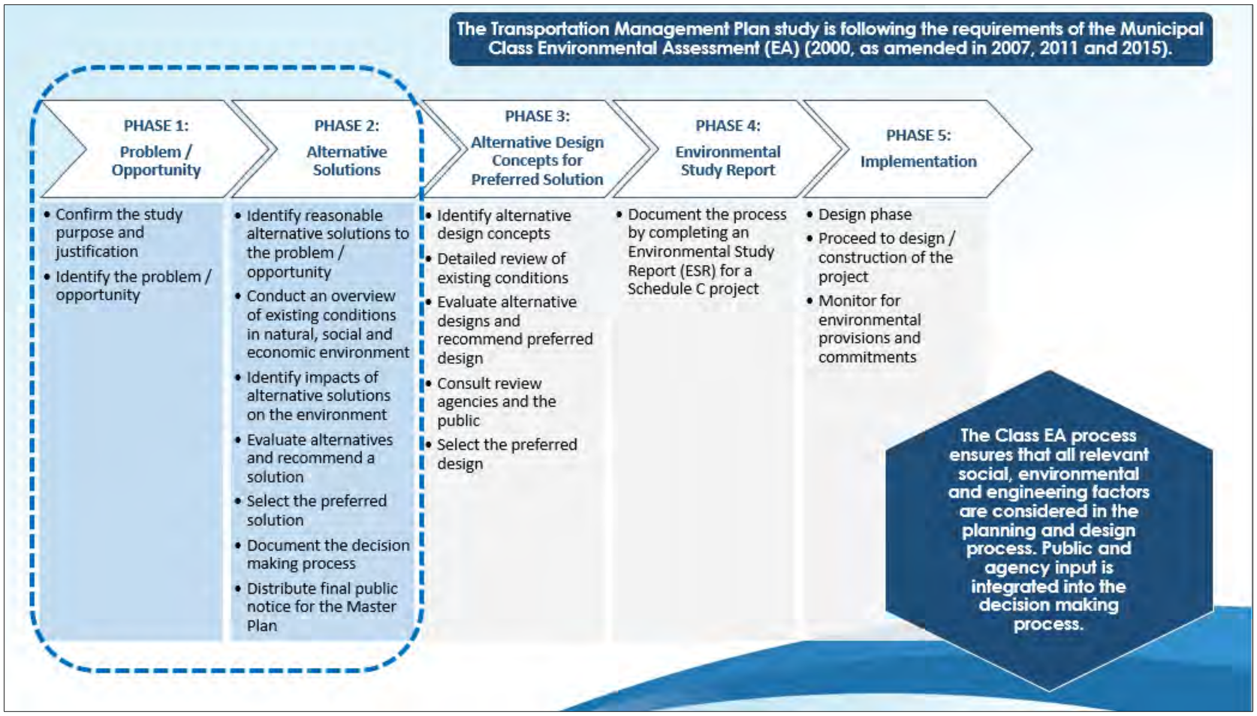


Figure 2: Class EA Planning and Design Process

The specific requirements of the Municipal Class EA depend on the type of project, its complexity and the significance of its environmental impacts. Three categories of projects are identified in the Class EA:

- Schedule A projects are the least complex and mostly consist of normal operational and maintenance activities. Schedule A+ projects, such as streetscaping, localized operational improvements and changes to pavement markings for parking, turning lanes and bike lanes are also pre-approved but the public must be advised. Section A.1.2.2 of the Class EA includes various methods for public notification.
- Schedule B projects are more complex and generally include minor expansions to existing facilities. These projects are approved provided they follow Phases 1 and 2 of the Class EA process and are subject to an environmental screening. An example of a Schedule B road project is a new water crossing costing less than $2.4M. The construction of a new transit station adjacent to a residential area or environmentally sensitive area is another example of a Schedule B project.
- Schedule C projects are the most complex and consist of new facilities or major expansions to existing facilities. These projects must follow all five phases of the Class EA process and require the preparation of an Environmental Study Report (ESR).

The Waterdown TMP was completed as a Master Plan under the Municipal Class EA. Integrating infrastructure planning with environmental assessment planning principles, a Transportation Master Plan typically includes a series of Schedule A, A+, B and C road and transit projects to be implemented over an extended period of time. As required by the Class EA, the TMP followed Phases 1 and 2 of the Municipal Class EA process, as shown on **Figure 2**:

- Phase 1 of the Class EA process, "Problem/Opportunity", is summarized in **Section 3** of this report and involved the preparation of a Problem/Opportunity Statement
- Phase 2, "Alternative Solutions", is summarized in **Section 4**. Phase 2 consisted of:
  - The development of alternative solutions to the problems and opportunities identified in Phase 1
  - The preparation of an overview of existing conditions potentially affected by the alternative solutions, as summarized in **Section 2** of this report. The overview was also used to prepare the Problem/Opportunity Statement
  - Evaluations of the impacts of the alternative solutions on all aspects of the environment to identify recommended solutions. Recommended solutions were then carried forward and further developed into specific road and transit projects
  - At the end of Phase 2, specific road, transit and active transportation projects, along with safety improvements, were recommended for implementation. These projects, along with a time frame for implementation, were then "put together" to form the Waterdown TMP. A summary of the recommended projects is included in **Section 6**
- Public and agency consultation occurred throughout the project, as summarized in **Section 5** of this report.

The Waterdown TMP followed Approach #2 for Master Plans, as outlined in the Municipal Class EA. Approach #2 requires that the TMP, accompanied by a Notice of Completion, be placed on the "public record" for 30 days to provide the public and agencies an opportunity to review the TMP and provide comments.

2.0 Existing and Future Conditions

Section 2 is an overview of existing and future conditions potentially affected by the alternative transportation solutions developed for the TMP.

2.1 Land Uses, Population Growth and Development Trends

A fast-growing community in the City of Hamilton, Waterdown currently functions as a “bedroom community” for its many residents who commute to work in nearby urban centres, such as downtown Hamilton, Burlington and Oakville. Significant growth has occurred in Waterdown over the past 25 years as new residents and businesses continue to be attracted by its pleasant small-town atmosphere, historically significant downtown and picturesque setting on the Niagara Escarpment. According to Statistics Canada census data, the population grew by 70% from 11,632 in 1996 to 19,818 in 2016.[3]

With a land area of only 10 km^2, Waterdown had a population density of 1,982 persons per km^2 in 2016. Development consists of the historic downtown core, centred on Dundas Street and Mill Street, surrounded by older residential neighbourhoods and newer suburban development. Commercial areas include the downtown, neighbourhood and community shopping plazas. Large format retail stores are located near Highway 6, north and south of Dundas Street, including the Flamborough South Centre. Waterdown has a compact urban form. Local attractions include the Souharrisen Natural Area, Niagara Escarpment and Smokey Hollow Falls on Grindstone Creek.

Waterdown has also recently attracted major companies, indicating that its role as a “bedroom community” is changing. Stryker Canada, one of the world’s leading medical technology companies, established its headquarters in Waterdown in 2019 with 200 jobs. A new facility for L3 Wescam, a leader in aerospace, homeland security and defence technology, is currently under construction and is expected to employ 1,500 people. These local employment opportunities will allow more people to live closer to work, making transit and active transportation, like walking and cycling, viable alternatives to car use.

Waterdown is expected to continue to grow. The City of Hamilton’s Growth-Related Integrated Development Study (GRIDS) indicates that Waterdown’s population will increase by 63% from 19,818 residents in 2016 to 32,394 residents by the year 2031. According to GRIDS projections, employment is expected to grow by 7% from 2021 to 2031, when Waterdown will have 9,505 jobs.

[3] 2016 census data is the most up-to-date data from Statistics Canada.

2.2 Future Land Uses

Section 2.2 provides an overview of municipal and provincial planning policies that apply to future land and transportation infrastructure development in Waterdown.

2.2.1 City of Hamilton Official Plan

The UHOP was adopted by Council in 2009. The plan provides direction and guidance on the management of the community, land use change and physical development to the year 2031. There are three Secondary Plans in Waterdown which are part of the UHOP, the West Waterdown Secondary Plan, the Waterdown North Secondary Plan, and the Waterdown South Secondary Plan:

- The West Waterdown Secondary Planning Area is located west of Hamilton Street between Dundas Street and Parkside Drive. Part of a recently developed area, the Secondary Plan provides for a mix of low and medium density residential uses, along with local and neighbourhood commercial uses, institutional uses and parks and open space.
- The Waterdown North Secondary Planning Area is a developing area bordered by the urban boundary on the north, Centre Road on the east, Parkside Drive on the south and a pipeline easement on the west. The goal of the Secondary Plan is to create a "compact, safe, functional and attractive urban environment" with a mix of housing types and a mixed use residential/commercial centre. Integrated pedestrian and cycling facilities and parks and open space are also encouraged. An important objective of the Secondary Plan is the implementation of North Waterdown Drive, as recommended by the Waterdown/Aldershot Transportation Master Plan.
- The Waterdown South Planning Area, south of Dundas Street to Mountain Brow Road, is located adjacent to the Niagara Escarpment. The Secondary Plan allows a range of residential uses and limited commercial uses that respect and enhance the escarpment, Grindstone Creek and other creeks and environment significant areas. Active transportation is encouraged by the plan.

The ongoing Waterdown Community Node Secondary Plan Study will result in the creation of a fourth Secondary Plan in the central Waterdown area. This area contains a concentration of services, shops, residential uses and other facilities serving as a focal point for the surrounding community. This study, currently underway, is described in the next section (**Section 2.2.2**).

Section C.4.0 of the UHOP refers to policies related to the integrated transportation network for the City of Hamilton. The options on the roadway network include, transit, active transportation (non-motorized movements), commercial vehicles and automobiles. As stated in this section, the transportation network and land uses are mutually inclusive; land uses are connected and accessible through the transportation network. Objectives and policies related to integrated transportation network, urban design and complete streets, barrier free transportation, new transportation corridors, active transportation networks, public transit networks and traffic management are outlined in Section C.4.0.

Schedule C, Functional Road Classifications, in the UHOP, classifies roads in Waterdown as follows:

- Highway 6 is a "Provincial Highway"
- Dundas Street is a "Major Arterial"
- North Waterdown Drive, Parkside Drive, Hamilton Street and Clappison Drive are "Minor Arterials"
- Main Street North is a "Collector"
- All other roads in Waterdown are local roads.

2.2.2 Waterdown Community Node Secondary Plan Study

An important objective of the Waterdown TMP is to support the Secondary Plan, currently underway. Public and focus group meetings held for the TMP were coordinated with the Secondary Plan Study to reach potential stakeholders interested in both projects. **Figure 3** shows the Secondary Plan Study Area.

The significant growth expected to occur in Waterdown over the next 20 years will impact the form and function of the downtown core. As noted on the City's website:

> "The purpose of the Waterdown Community Node Secondary Plan Study is to create a clear vision for how the area should evolve in the future, and to establish policies to implement that vision. This will help manage change and redevelopment by providing direction on the desired mix of uses, height, density, built form, and urban design within the area."
>
> https://www.hamilton.ca/city-planning/planning-community/waterdown-community-node-secondary-plan-study

Important goals of the Secondary Plan are to protect the heritage characteristics of the historic downtown, develop urban design guidelines for redevelopment, appropriately integrate older areas of Waterdown with newly developing areas and address concerns related to traffic and access in the area.

A Background Report on the Secondary Plan was prepared in 2018. The Secondary Plan is expected to be completed in 2022, in conjunction with the TMP.

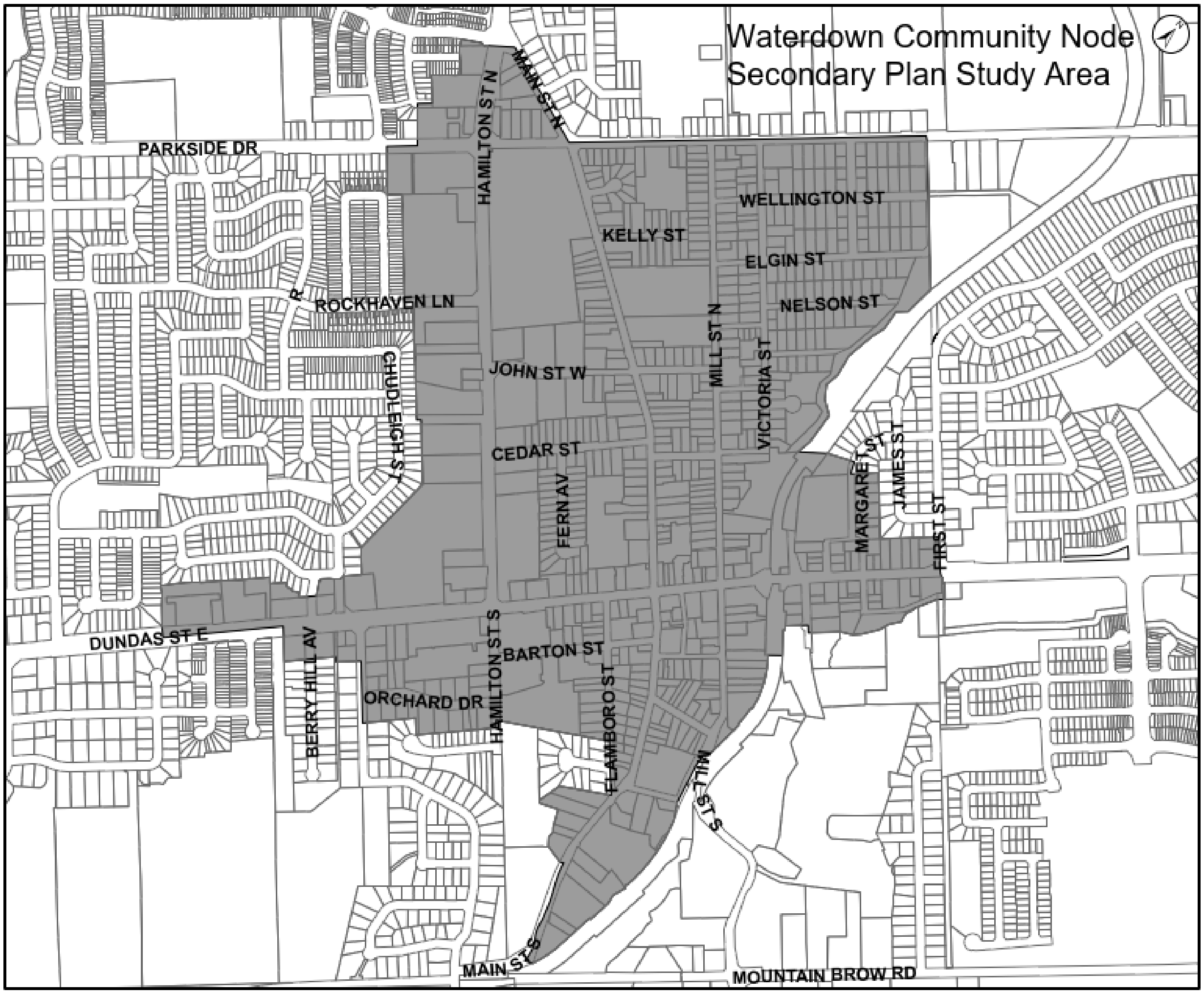


Figure 3: Waterdown Community Node Secondary Plan Study Area

2.2.3 Niagara Escarpment Plan

The community of Waterdown is surrounded on the south and east sides by the Niagara Escarpment. Under the jurisdiction of the Niagara Escarpment Commission, the Niagara Escarpment Plan designates the escarpment and the valleylands of Grindstone Creek, as “Escarpment Natural Area” and “Escarpment Protection Area”. The rest of Waterdown is designated as “Urban Area” or “Escarpment Rural Area”. The following policies are relevant to the Waterdown TMP:

- Any infrastructure, as defined by the Niagara Escarpment Plan, in Natural Areas must be planned and designed to minimize negative impacts on the escarpment environment. Infrastructure should avoid “Escarpment Natural Areas”
- Adequate public access, including trails, walkways, etc., should be provided from the “Urban Area” to the escarpment. Development in the “Urban Area” must meet the plan’s criteria for protecting, restoring and, where possible, enhancing the escarpment environment.

2.2.4 The Greenbelt Plan

This Provincial Plan came into effect in 2017 and applies to a significant amount of land surrounding urban areas in the Greater Golden Horseshoe (GGH). The intent of the plan is to permanently protect the agricultural land base and ecological features and functions of the Greenbelt. A large portion of Waterdown, north of Dundas Street and west of Hamilton Road is part of the Greenbelt Plan but is designated "Towns and Villages" in the Greenbelt Plan. In these areas, the plan defers to local municipal Official Plans to govern land use.

2.2.5 Provincial Policy Statement, 2020

The new Provincial Policy Statement (PPS), issued under the *Planning Act*, came into effect on May 1, 2020. In the exercise of any authority that affects a planning matter, the *Planning Act* requires that decisions affecting these matters "shall be consistent" with the PPS. The PPS provides for appropriate development while protecting provincial interests, public health and safety and the quality of the natural and built environment.

The PPS emphasizes the importance of efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public services. To accomplish this, the PPS promotes the concept of "complete communities" where people can live, work, shop and play. The policies encourage a mix of housing types, land uses, employment opportunities and an urban form that supports transit and active transportation, such as walking and cycling, before other modes of travel.

Section 1.6 of the PPS requires that planning for infrastructure, including transit and transportation corridors and facilities, be co-ordinated and integrated with land use planning and growth management. Relevant PPS policies for "Transportation Systems" (Section 1.6.7) and "Transportation and Infrastructure Corridors" (Section 1.6.8) include the following:

- Transportation systems should be safe, energy efficient, facilitate the movement of people and goods, and appropriate to address projected needs
- Efficient use should be made of existing and planned infrastructure through the use of transportation demand management strategies, where feasible
- As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved
- Planning authorities shall plan for and protect corridors and rights-of-way for transportation infrastructure to meet current and projected needs
- Major goods movement facilities and corridors shall be protected for the long term.

When planning transportation infrastructure, Section 1.6.8 of the PPS requires that consideration be given to the significant resources identified in Section 2 of the PPS, "Wise Use and Management of

Resources". Significant resources potentially affected by the alternative solutions identified and evaluated in the Waterdown TMP include:

- Natural heritage resources, such as the significant woodlands along Grindstone Creek. The PPS requires that these resources be protected
- Water resources, including surface water. The PPS requires that water quality be protected, improved or restored
- Cultural heritage resources, including significant built heritage resources and significant cultural landscapes. In Waterdown, these include designated heritage properties in the core and Mill Street Heritage Conservation District. The PPS requires that these resources, along with archaeological resources, be conserved.

2.3 Cultural Heritage Resources

2.3.1 Built Heritage and Cultural Heritage Landscapes

As noted in the Background Report on the Waterdown Community Node Secondary Plan, "the historic village of Waterdown is an old community, rich with history and heritage". Early development in the village was centred on Dundas Street and Mill Street and the Smokey Hollow mill site at Grindstone Creek Falls. Originally named the "Governor's Road", Dundas Street was a major military road laid out by Lt. Governor John Graves Simcoe in the 1790's from York (Toronto) to Dundas. The purpose of the road was to encourage settlement and deter Americans from expanding into Upper Canada. During the 19th century, the village became a thriving industrial and agricultural centre and was incorporated in 1878. By 1900, it had a population of 800 people.

First settled by United Empire Loyalists fleeing the United States, early Euro-Canadian settlement is represented in Waterdown by the surviving built heritage and street and lotting patterns, a significant concentration of pre-Confederation buildings and a variety of historical residential, commercial, institutional and industrial buildings. Significant cultural heritage resources identified in the Municipal Heritage Register, as of March 2021, included the following areas and properties designated under the *Ontario Heritage Act*:

- The Mill Street Heritage Conservation District with 111 properties is a significant cultural heritage landscape
- Seven individually designated properties are located in the core area, including two on Dundas Street East (Chestnut Grove at 315 and Waterdown Memorial Hall at 317), Hamilton Street North (Vimy Memorial Oak Tree at 79), two on Main Street North (Waterdown McGill House at 173) and South (former Waterdown Post Office at 31) and one on Mill Street North (former East Flamborough Township Hall at 25)
- Two non-designated properties listed on the Municipal Heritage Register are located at 297 Dundas Street East and 307-309 Dundas Street East.

The City's on-going Waterdown Village Built Heritage Inventory identified several potential cultural heritage landscapes, as shown on **Figure 4**.

- The historic village of Waterdown, bordered by Parkside Drive, First Street, Mountain Brow Road and Hamilton Street
- The Souharrisen Natural Area consists of 55 acres of land along the south side of Dundas Street, east of Grindstone Creek. Dedicated by the Chief of the Mississaugas of the New Credit First Nation and the Lieutenant Governor of Ontario in 2014, it is a significant area with 104 indigenous archaeological sites. It also includes the foundations of an early 19th century dwelling that may have been used by Waterdown's first settlers
- Smokey Hollow, including the mill site and Grindstone Creek
- Main Street, Dundas Street, Board Street and Vinegar Hill.

Figure 4: Waterdown Village Built Heritage Inventory

2.3.2 Archaeology

According to the UHOP Appendix F-4 and the Background Report on the Waterdown Community Node Secondary Plan, Waterdown and the surrounding area has potential for the discovery of archaeological resources, including Indigenous and Euro-Canadian sites based on the presence of significant resources like the Souharrisen Natural Area, water and food sources and early transportation routes.

The Waterdown-Flamborough area was home to the Chonnonton Nation, as early as 7,500 B.C. Devastated by European diseases brought by fur traders in the 1600's, they were driven out of the area during the Wendat-Haudenosaunee War around 1650.

2.4 Natural Heritage Resources

The UHOP designates Key Natural Heritage Features, such as "Significant Woodlands" along Grindstone Creek and Borer's Creek. The Niagara Escarpment is also designated as a key area. Other natural heritage features designated throughout Waterdown by the Official Plan include streams, core areas, linkages and parks and open space.

2.5 Existing Road Network

2.5.1 Public Concerns

A year prior to retaining Dillon to complete the Waterdown TMP, the City began gathering information on transportation related concerns from residents, business owners and media reports. Over 50 comments, complaints and concerns were received prior to the start of the study. The following list provides a high level overview of the concerns raised and was used as a basis for developing the TMP:

Traffic Congestion:

- Dundas Street between Hamilton Street and Mill Street – AM and PM peak periods
- Mill Street (northbound) at Dundas Street – PM peak period
- Right turn from Dundas Street onto Avonsyde Boulevard.

Neighbourhood Traffic infiltration:

- Spring Creek Drive
- Hollybush Drive
- Nisbet Boulevard
- Main Street North.

Speeding:

- Riley Street
- Brian Boulevard
- Main Street North.

Safety:

- Concerns for accessibility and pedestrian safety with requests for traffic calming measures
- Concerns on Mill Street South in the Smokey Hollow area
- Road curves – Brian Boulevard
- School crossing – Guy Brown School (Brian Boulevard at Longyear Drive)
- Left turn from Boulding Avenue onto Parkside Drive during PM peak period.

2.5.2 Methodology and Data Sources

A desktop analysis was completed to assess existing traffic conditions in Waterdown. Data sources included the following:

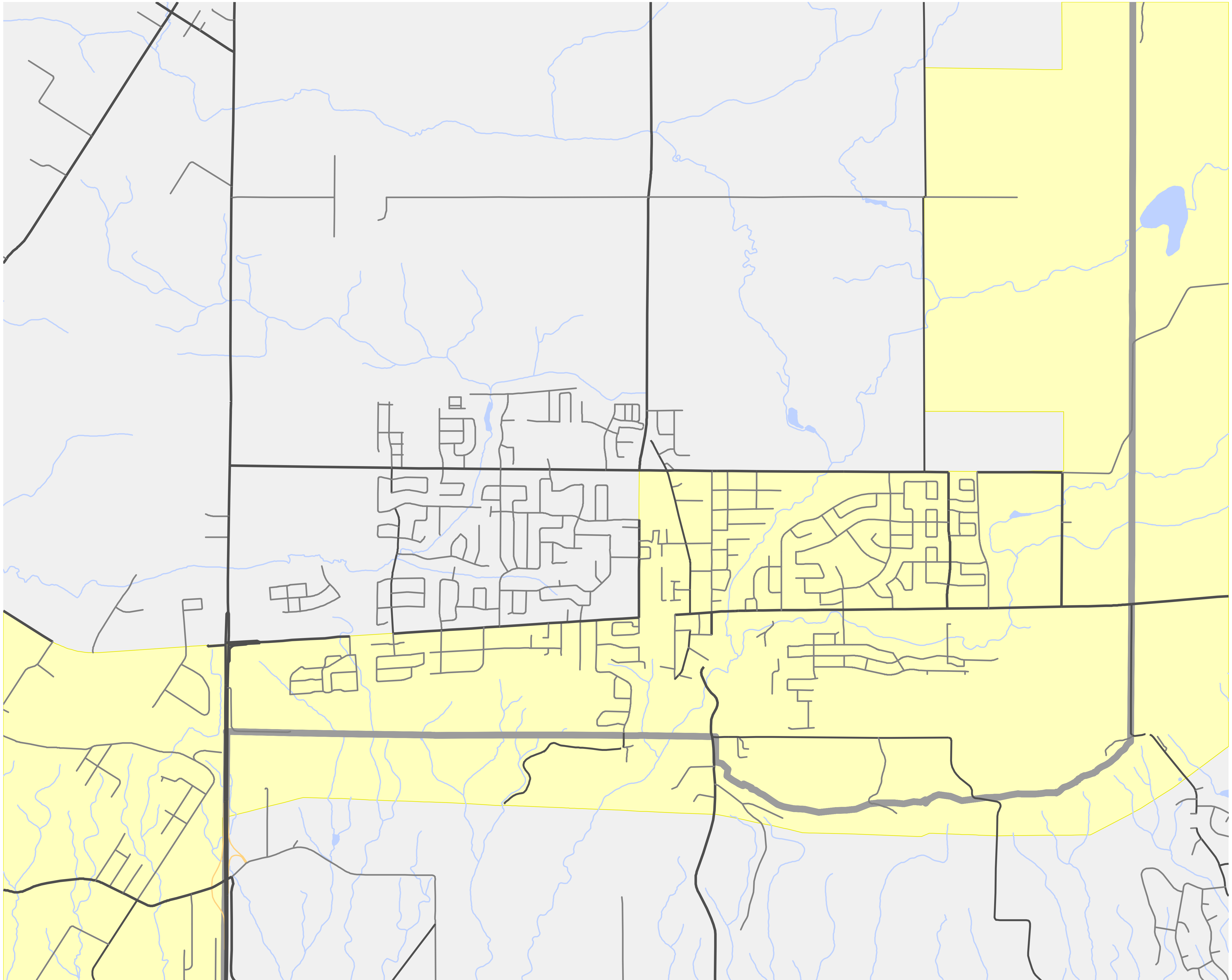
- Traffic counts provided by the City using the MS2 Transportation Data Management System. Traffic counts for the Waterdown TMP were collected in fall 2018. Two locations were collected in 2017 and increased by 2% to bring them on par with the 2018 counts.
- The 2016 Transportation Tomorrow Survey (TTS), consisting of travel information used to plan improvements to road and transportation facilities for pedestrians, cyclists, public transit users, goods movement, and drivers in the GGH Region.
- 2016 Canada Census data, including age, sex, income, journey to work, population, and dwelling counts. Since Waterdown is located in the City of Hamilton and does not have its own separate census tract, data was extracted from the three census tracts that make up the town (5370140.02, 5370140.03 and 5370140.04).
- Streetlight Data mines “big data” data sources from GPS and cellphone tracking data. This high-quality set of data can be queried for any time period for any size of area and with sufficient control to examine local and city-wide mobility issues. Since the data is collected over a very long period, it is possible to track the true "average" condition or break the data down into specific periods (e.g., average weekday afternoons in the summer, typical Wednesday AM peak period, etc.).

2.5.3 Existing Road Network

Figure 5 shows the existing road network in Waterdown. As shown:

- The historic village road network, roughly bounded by Hamilton Street, Parkside Drive, First Street and the Niagara Escarpment, is a grid street pattern, while the more recently developed areas surrounding the historic village are curvilinear in nature
- Primary east-west corridors are Dundas Street East (Highway 5 East) and Parkside Drive
- Primary north-south corridors are Highway 6 and Mill Street/Waterdown Road, and to a lesser degree Hamilton Street/Centre Road and Main Street/Snake Road
- Internally, travel in Waterdown is constrained by the tributaries of Borer’s Creek and Grindstone Creek, while regional travel is restricted by the Niagara Escarpment south and east of the community.

Figure 6 shows existing intersection controls in Waterdown, including signalized intersections and roundabouts, as well as pedestrian crossovers, and mid-block and intersection pedestrian crossings. The remaining intersections are stop-controlled (not shown on the figure).



Hamilton BLAST Rapid Transit Network

The City of Hamilton has approved the development of the BLAST Rapid Transit Network to serve the area (**Figures 9** and **10**). The network consists of five lines, with the L line connecting Waterdown (Highway 6 and Dundas Street) to downtown Hamilton. No current HSR route provides this connection.

Hamilton's Ten-Year Local Transit Strategy (2015 to 2024) suggests increasing service on the L-line before the exclusive BRT is implemented (which is beyond the 25-year timeframe). The strategy also suggests adding express bus service within the corridor.

At this time, there are no approved near-term plans for a direct local service between Waterdown and Downtown Hamilton before the express route is implemented. Trips between Waterdown and Downtown Hamilton do require use of an additional service provider. However, should the HSR customer choose to use Burlington Transit Route 1, a single transfer is required. No additional fare is charged.

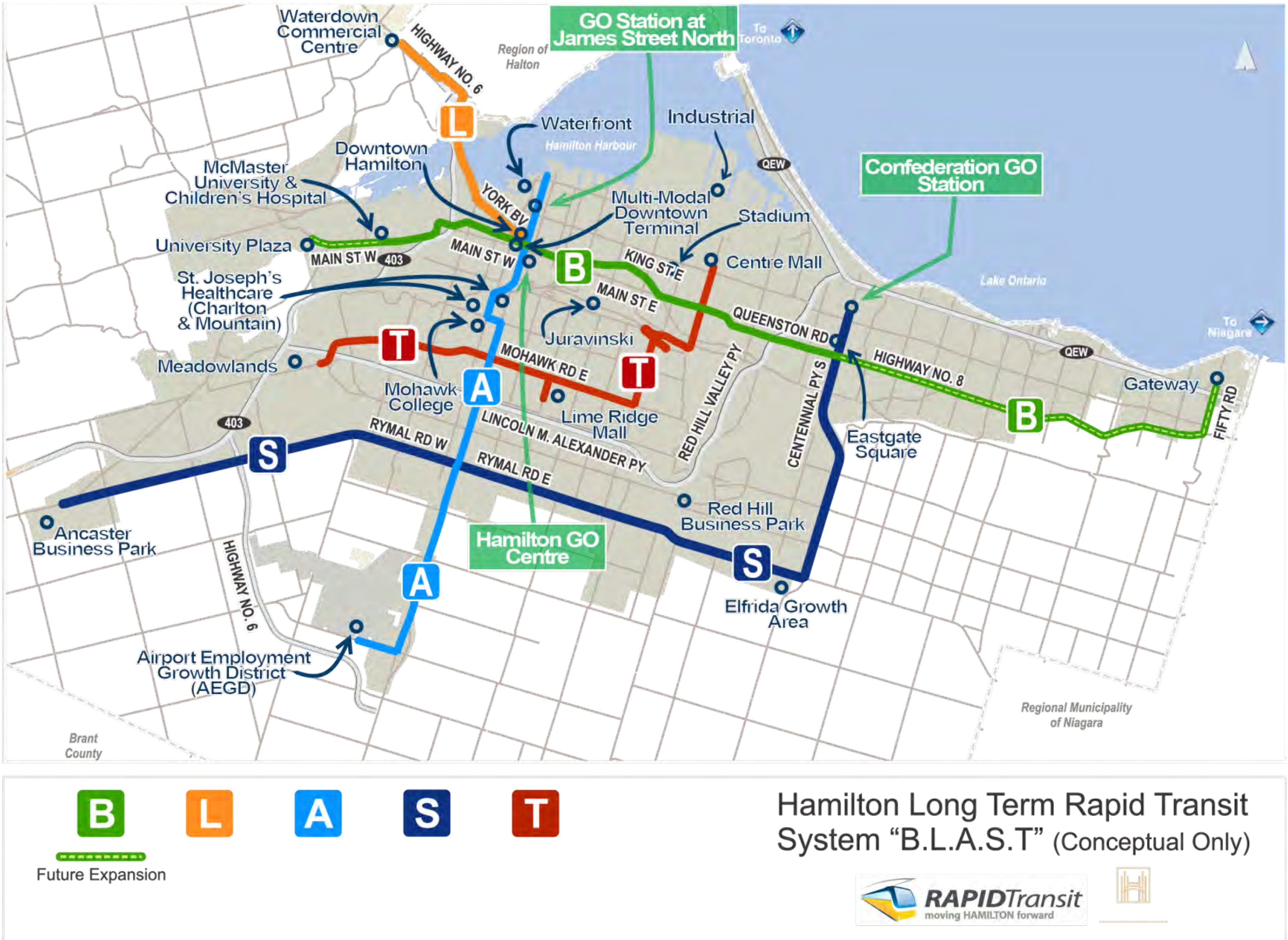


Figure 9: Hamilton BLAST Rapid Transit Network

Figure 10: Rapid Transit Map (2018 Hamilton TMP)

Table 23: Modified Route 18 (8 km route extension)

Route	Frequency	Annual Revenue Service Hours	Total Annual Service Hours	Buses Required
Adding 8 km to the route length	Base service frequency (15 min)	19,105 hrs (+5,600 hrs)	25,300 hrs (+8,400 hrs)	(+1 peak bus)
Adding 8 km to the route length	Improved frequency, hours, and Sunday service	38,400 hrs (+25,000 hrs)	46,400 hrs (+29,600 hrs)	(+4 peak buses).

A round trip travel time of over 65 minutes is required for this route (with an additional 12 minutes of recovery time), potentially contributing to increased variability. The increased travel time and route circuity could be negatively perceived if there is little transit demand accommodated in the expanded service areas. Alternatively, the route can be split into two separate routes serving the east and west sides of Waterdown, but this would require transfers for passengers travelling and is not recommended.

The TMP recommends that Route 18 be modified to better serve the community core. Opportunities to expand the service, such as ASD, can be explored to ensure good community coverage. Increased fixed route services can also be explored if higher than expected transit demand occurs.

Option C, Improve Regional Transit Connections
Planned transit infrastructure and services for accommodating regional travel demand include the Dundas BRT and Hamilton's BLAST rapid transit network. It is currently unknown if, where, and how the two systems will connect or the timing of implementation.

Most people in Waterdown work out of town in downtown Hamilton, Burlington and Oakville. For these work trips to be accommodated by transit, a reasonable alternative to the car is required. Until BLAST is implemented, the network between Waterdown and downtown Hamilton will continue to be deficient. To serve employment areas and emerging development, an interim route could be provided along Highway 6/Plains Road to connect the west side of Waterdown to downtown Hamilton. This near-term transit route would benefit employment growth, allowing employees to avoid transfers to/from Route 18.

Recognizing that the timing of the Dundas BRT is also unknown, regional connections to Burlington could be improved in the interim. A new regional route was identified from the GO Park and Ride lot on Dundas Street at Highway 407 through Waterdown to Highway 6. Although this route would not expand coverage in Waterdown (as it would duplicate portions of Route 18), it would better distribute passenger demand, with potentially less need for bus-bus transfers.

Operation of Option C along Dundas Street into Burlington would be subject to cross-boundary discussions with the City of Burlington to determine how the additional net operating cost would be managed. The recent introduction of all-day GO Rail service from West Harbour Station to Aldershot Station may provide some customers requiring an attractive way to travel to/from Waterdown-Downtown Hamilton with an alternative. It is understood that a regional service on Dundas may seem redundant with the introduction of all-day go service; however that would still rely on connections through Aldershot Station. While this may be suitable for longer regional trips, it would not provide easy transit connections to the surrounding adjacent community, and would limit user options making transit seem less attractive. It is recommended to continue to pursue discussions with Metrolinx and City of Burlington to better integrate transit to /from Waterdown.

To serve regional trips in advance of BLAST and Dundas BRT, the TMP recommends a regional route that connects Burlington, Waterdown and downtown Hamilton via Dundas Street and Highway 6, as shown on **Figure 34**. This route will ensure that residents maintain good access to the Aldershot GO train Station via the existing Route 18, with added connections to downtown Hamilton, as well as the GO Bus network at the GO Bus Park and Ride (PNR).

Annual revenue service hours to provide the service is as follows:

Table 24: New Regional Transit Route

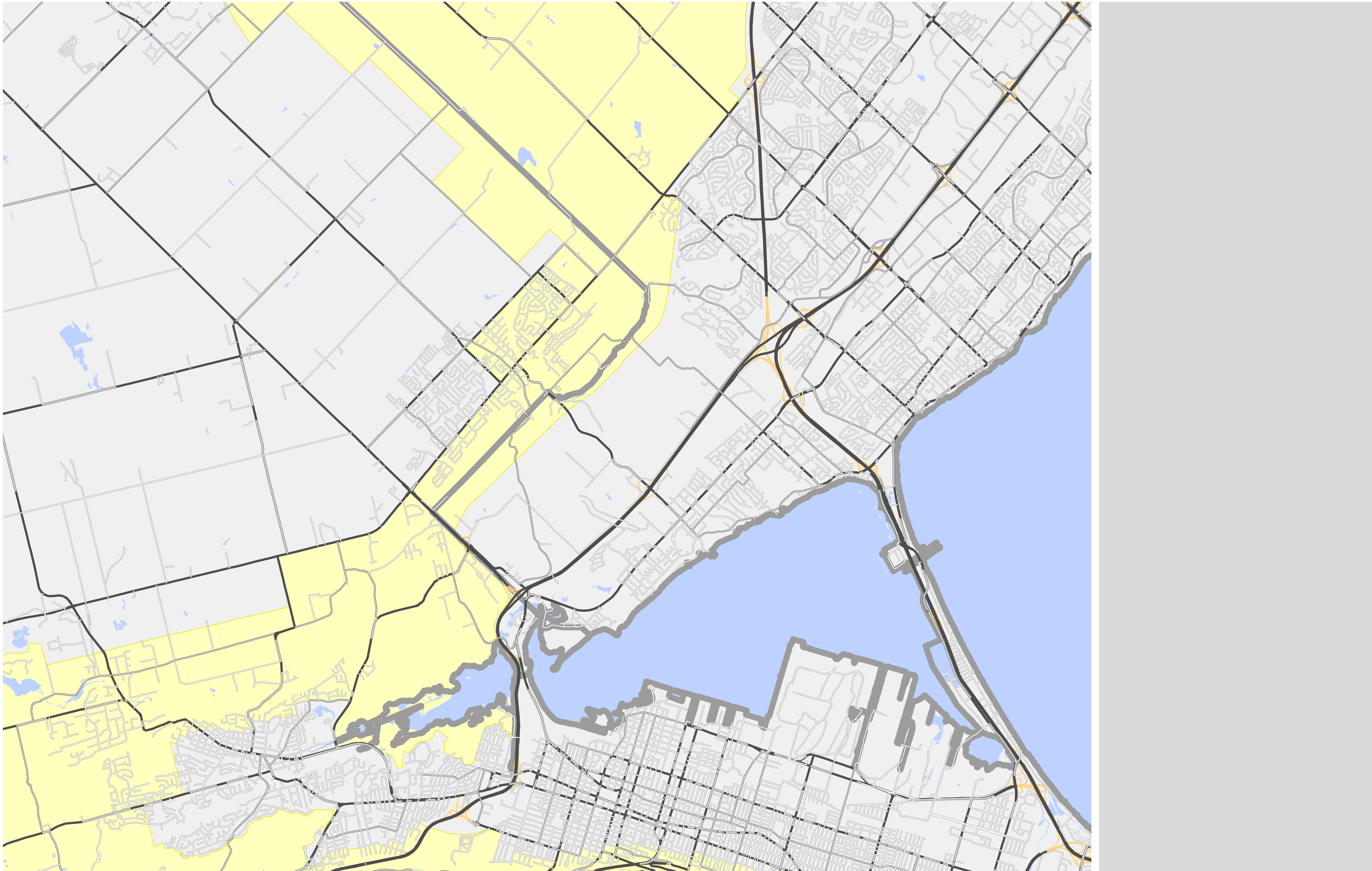
Distance	Round Trip Travel Time	Span	Frequency	Annual Revenue Hours	Total Annual Hours	Buses
20.6 km (one way from GO 407/Dundas PNR to Hamilton DT)	99 minutes + 15 min layover	Weekday from 5:00 a.m. – midnight	15 min	31,312 hrs	38,000 hrs	eight buses
		Saturday from 5:00 a.m. – midnight	15 min	5,415 hrs	6,572 hrs	eight buses
		Sunday from 8:30 a.m. – 8:00 p.m.	15 min	4,700 hrs	5,704 hrs	eight buses
		Total	**15 min**	**41,427 hrs**	**50,276 hrs**	

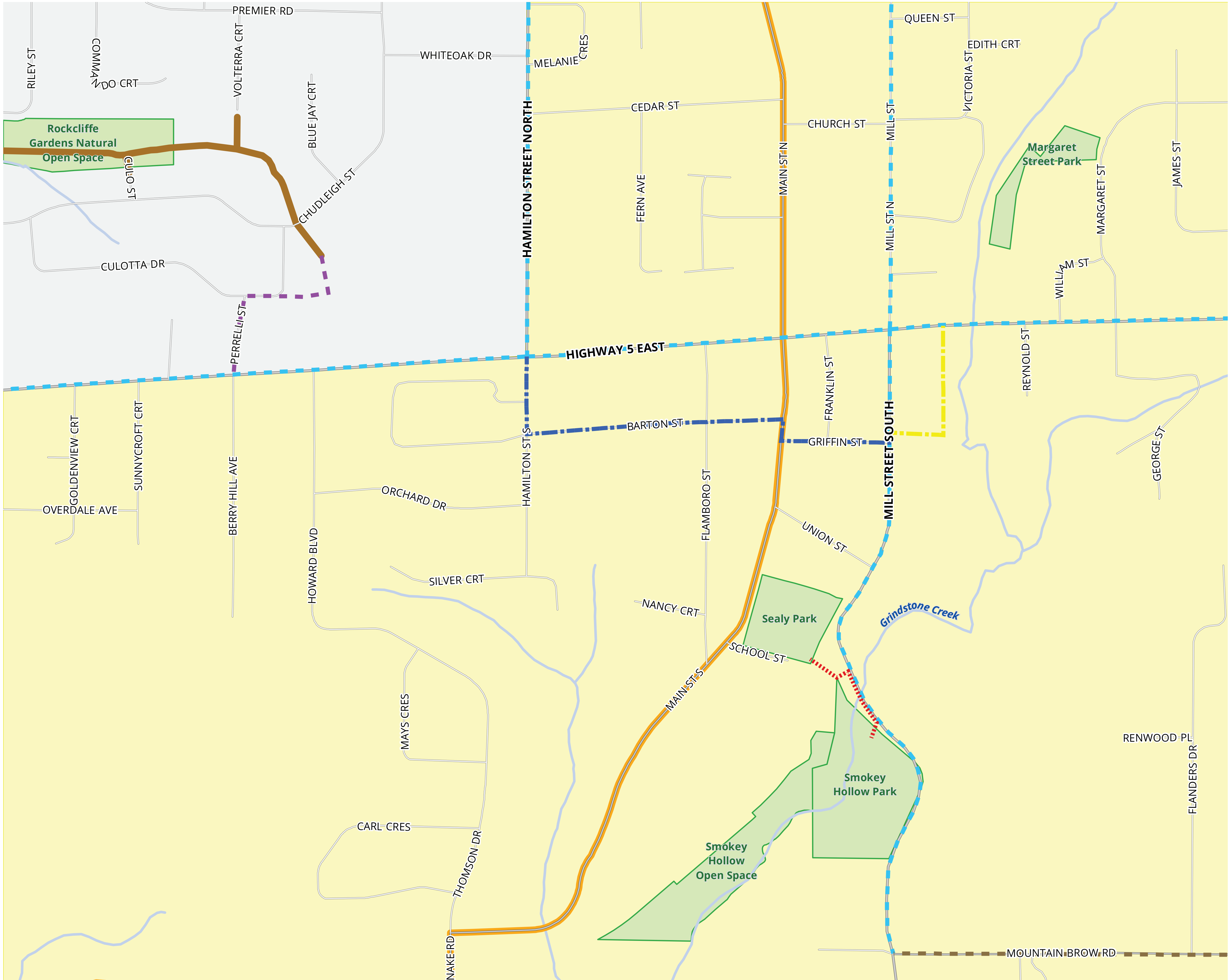
The hours of service noted for implementing this route would accommodate passenger demand beyond the Waterdown limits, and should be explored in partnership with Metrolinx.

Option D, Introduce Alternative Service Delivery

ASD models offer municipalities and transportation operators a different way of providing public transportation. ASDs are typically characterized by one or more of the following:

- The use of technology, such as a mobile application, to book, pay for and track trips
- Smaller vehicles, like sedans, minivans, and shuttle buses, that provide demand-responsive service in lower demand neighbourhoods, employment areas or off-peak periods of the day
- The use of third-party providers on an emergent or dedicated basis.





FILE LOCATION: \\dillon.ca\DILLON_DFS\London\London CAD\GIS\199192 Waterdown TMP\Product\Client\Final Waterdown TMP\Figure 39 Bike Route Parallel to Dundas Street.mxd

Hamilton

CITY OF HAMILTON

WATERDOWN TRANSPORTATION MANAGEMENT PLAN

BIKE ROUTE PARALLEL TO DUNDAS STREET

FIGURE 39

- Proposed Bike Route Parallel to Dundas Street
- Proposed Bike Route from Mill Street to Dundas Street
- Pedestrian Connection to Smokey Hollow Waterfall
- Planned Bike Lane
- Planned Multi-Use Trail
- Planned Signed Route
- Multi-use Trail Unpaved
- Signed Bicycle Route
- Arterial Road
- Collector Road
- Local Road
- Park
- Niagara Escarpment Plan Boundary

1:5,000

0 50 100 200 m

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF

MAP CREATED BY: GM
MAP CHECKED BY: BF
MAP PROJECTION: NAD 1983 UTM Zone 17N

DILLON CONSULTING

PROJECT: 19-9192
STATUS: FINAL
DATE: 08/24/11

Pedestrian Connection to Smokey Hollow Waterfall

Also shown on **Figure 39**, indicated by the lower red line, is a new pedestrian connection from Main Street South, through Sealey Park and over Grindstone Creek to the Smokey Hollow Waterfall, an important recreation destination. This connection provides a significantly safer and more convenient access to the waterfall for Waterdown residents. The pedestrian connection to Smokey Hollow Waterfall is recommended as it contributes to addressing the problem statement for the project. However, the proposed pedestrian connection to Smokey Hollow Waterfall should be further studied as part of the City's upcoming review of the Recreational Trails Master Plan to confirm location and potential impacts of the crossing.

4.4.2.4 Active Transportation Recommendations

Planned growth in Waterdown requires additional active transportation facilities. These new facilities will play a key role in helping to reduce automobile demand. Significant improvements are, however, required to make cycling and walking a reasonable alternative to car use. To meet these demands, the TMP recommends the following:

Planned Cycling Facilities

- The City review the priority rankings of planned facilities in the City's Cycling Mater Plan to evaluate if initiatives for Waterdown can be advanced. When constructed, the Master Plan's extensive cycling network will provide connections to/from all four corners of Waterdown to local and regional destinations, including places of employment, shopping and transit connections. However, the most critical facilities (Dundas Street, Parkside Drive and Hamilton Street) have low priority rankings.

Design Standards

- The City review all planned cycling projects using Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities, as a minimum design standard. Designing for AAA, a national and international best practice, is recommended.

New Active Transportation Facilities

- Bike Route on Barton Street and Griffin Street between Hamilton Street and Mill Street.
- Pedestrian Connection to Smokey Hollow Waterfall via Main Street South / Sealy Park.
- Active Transportation Crossing of Grindstone Creek between Church Street and Margret Street.

Cycling and Walking Related Facilities

- Install public bicycle repair stations at locations throughout Waterdown, including downtown and community facilities.
- Expand Hamilton's Public Bike Share system (SoBi Hamilton) to Waterdown to serve transit riders, commuter cyclists, recreational cyclists and visitors to Waterdown.

- Prioritize filling in sidewalk gaps in existing and mature residential neighbourhoods (using existing methods) to improve accessibility for all residents, especially the elderly and those with disabilities. Infilling of sidewalk gaps shall be completed in accordance with Heritage Conservation District approval requirements and with respect to Cultural Heritage landscape designations.

Other Measures to Reduce Car Use

- City resources and tools to educate residents and employers about carpooling, teleworking, flexible work hours, employer-sponsored transit pass subsidies, priority parking and other Incentives for carpools and cyclists.

4.5 Solutions to Improve Safety

This section identifies solutions for improving road safety along many corridors throughout Waterdown. As outlined in **Section 2.5.1** and **Section 5** of this report, Waterdown residents are very concerned about safety issues on many streets stemming from traffic infiltration, speeding and peak hour traffic operations.

The locations identified for improvements were based on residents' input received throughout the project, recommendations from City of Hamilton staff, and professional judgement.

4.5.1 Neighbourhood Traffic Infiltration

"Infiltration" of traffic into a neighbourhood occurs when drivers use local roadways as cut-through routes to avoid congestion on arterials and collectors. Measures to reduce infiltration typically involve reducing the travel speed, limiting turning movements, or other traffic calming measures that reduce the attractiveness of the route as a cut-through.

Table 26 shows the recommended measures to reduce traffic infiltration on streets throughout Waterdown.

Table 26: Recommended Measures to Reduce Traffic Infiltration

Roadway (in alphabetical order)	Measures
Barton Street (Hamilton Street South – Main Street South)	Traffic calming (speed cushions) along corridor
Braeheid Avenue (Riley Street – Parkside Drive)	Traffic calming (speed cushions) along corridor Upgrade school crosswalk to Type-D PXO and raised crosswalk
Cedar Street (Hamilton Street North – Main Street North)	Remove all-way stop at Cedar Street and Fern Avenue Traffic calming (speed cushions) along corridor
Church Street (Main Street North – Mill Street North)	Traffic calming (speed cushion) along corridor
Evans Road (Dundas Street – Parkside Drive)	Already traffic-calmed. No further measures recommended

Roadway (in alphabetical order)	Measures
Griffin Street (Main Street South – Mill Street South)	Already traffic-calmed. Turning restrictions already in place during PM peak restricting northbound left from Mill Street South to Griffin Street. No further measures recommended
Hamilton Street South (Dundas Street – Barton Street)	All-way stop recently added at Barton Street & Hamilton Street South intersection. No further measures recommended
Hollybush Drive (Dundas Street – Parkside Drive)	Traffic calming (raised centre islands) along corridor within portions of painted median. Upgrade pedestrian crossover (PXO) to raised crosswalk. On-street bike lanes to narrow travel lanes
Main Street North (Dundas Street – Parkside Drive)	Traffic calming (speed cushions) along corridor
Main Street South (Dundas Street – Union Street)	Painted yellow centreline. Traffic calming (speed cushions) along corridor
Mill Street North (Dundas Street – Parkside Drive)	Traffic calming (speed cushions) along corridor
Riley Street (Dundas Street – Braeheid Avenue)	Traffic calming (speed cushions) along corridor. Curb extensions at intersections to delineate parking area and narrow road width.
Union Street (Main Street South – Mill Street South)	Raised median on Mill Street South recently added to physically restrict movements to right-in, right-out only

4.5.2 Neighbourhood Speeding/Traffic Calming

Neighbourhood speeding issues are raised by residents who perceive that passing vehicles are regularly exceeding the posted speed limit along various corridors within Waterdown. The measures recommended in **Table 27** involve changes to roadway width, speed cushions, and other approaches to reduce vehicle operating speeds.

Table 27: Recommended Measures to Reduce Speeding

Roadway (in alphabetical order)	Measures
Avonsyde Boulevard (Dundas Street – Parkside Drive)	Additional speed limit signage along corridor. Permanent speed reader (speed display) boards in both directions.
Boulding Avenue (Burke Street – Parkside Drive)	Curb extensions at intersections to delineate on-street parking areas and narrow road width.
Braeheid Avenue (Riley Street – Parkside Drive)	Traffic calming (5 speed cushions) along corridor. Upgrade existing school crosswalk to Type-D PXO raised crosswalk.
Brian Boulevard (Ryans Way – Braeheid Avenue)	Already traffic-calmed. No further recommendations.

Roadway (in alphabetical order)	Measures
Burke Street (Skinner Road - Boulding Avenue)	Pavement markings as per ultimate design. Remove existing school crosswalk on south leg of Humphry Street/Burke Street intersection. Add pedestrian crossovers (PXO) at all legs of roundabout at Burke Street and Skinner Road.
Chudleigh Street	Traffic calming (7 speed cushions) along corridor.
First Street (Dundas Street – Niska Drive)	Traffic calming (3 speed cushions) along corridor.
Forest Ridge Avenue (Spring Creek Drive – Avonsyde Boulevard)	Traffic calming (2 speed cushions) along corridor.
Hollybush Drive (Dundas Street – Parkside Drive)	Traffic calming (raised centre islands) along corridor within portions of painted median. Upgrade existing pedestrian crossover (PXO) to raised. On-street bike lanes to narrow travel lanes.
Laurendale Avenue (Niska Drive – Boulding Avenue)	Traffic calming (7 speed cushions) along corridor.
Longyear Drive (Hollybush Drive – Brian Boulevard)	Traffic calming (centreline flexposts) along corridor.
Main Street North (Dundas Street – Parkside Drive)	Traffic calming (7 speed cushions) along corridor.
Nisbet Boulevard (Wimberly Avenue – Hamilton Street North)	Pavement markings as per ultimate design (centreline, on-street bike lanes, etc). Curb extensions at intersections to delineate parking area and narrow road width. Convert existing raised crosswalk on west leg of Nisbet Boulevard and Babcock Street to a raised pedestrian crossover (PXO).
Niska Drive (First Street – Spring Creek Drive)	Traffic calming (9 speed cushions) along corridor.
Riley Street (Dundas Street – Braeheid Avenue)	Traffic calming (2 speed cushions) along corridor. Curb extensions at intersections to delineate parking area and narrow road width.
Rockhaven Lane (Braeheid Avenue – Hamilton Street North)	Traffic calming (7 speed cushions) along corridor.
Skinner Road (Burke Street – Mallard Trail)	Pavement markings as per ultimate design (centreline, on-street bike lanes, etc.). Convert existing school crosswalk to a raised pedestrian crossover (PXO) fronting St. Thomas Catholic Elementary School.
Spring Creek Drive (Dundas Street – Parkside Drive)	Traffic calming (6 speed cushions) along corridor. Introduce painted yellow centreline.

The traffic infiltration and traffic calming measures identified in **Section 4.5.1** and **Section 4.5.2** and other recommendations made in this report to reduce traffic congestion and implement transportation demand management measures will work together to further reduce neighbourhood traffic infiltration.

4.6 Strategic Network Capacity Alternatives

As outlined in **Section 4.3** of this report, improvements to the Dundas Street/Mill Street intersection and the Dundas Street/Avonsyde Blvd. intersection were recommended to increase network capacity in Waterdown. Widening Dundas Street between Mill Street and Hamilton Street North to four lanes was not recommended due to its potential adverse impacts.

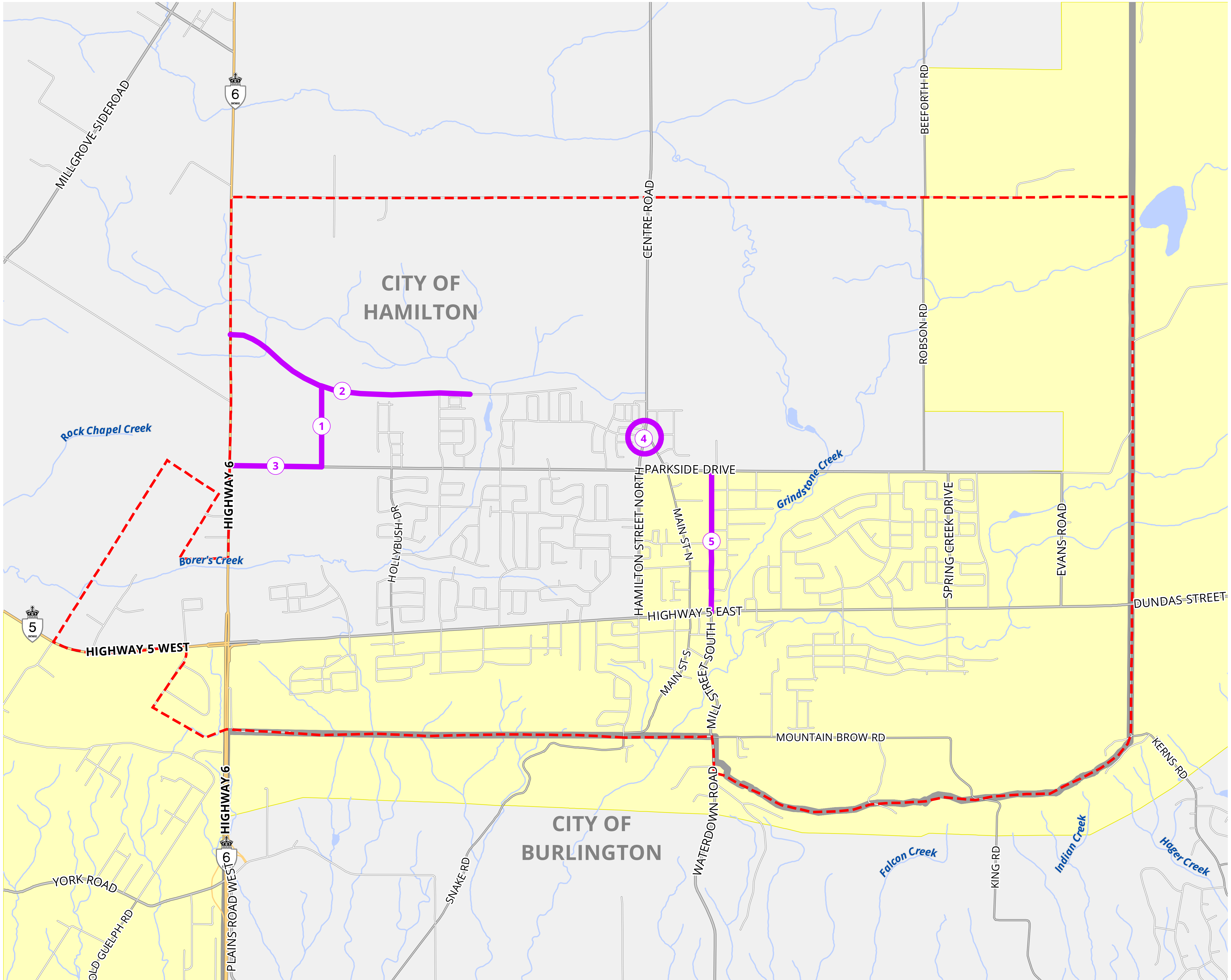
To more thoroughly address the issue of network capacity for vehicular traffic, five strategic network alternatives were developed and reviewed. As shown on **Figure 40**, the five alternatives are:

- The Highway 6/Highway 5 intersection is currently a signalized intersection. To deal with congestion at the intersection, MTO is currently preparing a Class EA and Detailed Design Study of a new interchange at Highway 6/Highway 5 to replace the signalized intersection. The timing of construction has yet to be determined. Three alternatives were developed to increase capacity on the west side of Waterdown in the vicinity of the planned interchange:
    - Alternative 1, Extend Clappison Avenue from North Waterdown Drive to Parkside Drive
    - Alternative 2, Delay the North Waterdown Drive connection to Highway 6
    - Alternative 3, Close Parkside Drive at Highway 6.
    - Alternative 4, Connect Main Street North to Centre Road/Hamilton Street North
    - Alternative 5, Convert Mill Street South to one-way (four options).

4.6.1 Future Base Network

As outlined in **Section 2.10.2**, several road improvements are planned for implementation prior to the 2031 horizon, as shown on **Figure 41**. Testing of the strategic network alternatives assumed that the following improvements are part of the future base network:

- North Waterdown Drive, a new east/west roadway, from Parkside Drive to Highway 6, including neighbourhood connections
- New north/south road from Dundas Street, along Burke Street to Mountain Brow Road, Part of the planned Waterdown Road Corridor, this project also removes a section of Mountain Brow Road between the north/south bypass and King Road
- New Mountainview Heights neighbourhood road connections to Dundas Street and a connection to the new north/south road
- Clappison Avenue Extension to Parkside Drive.



CITY OF HAMILTON

WATERDOWN TRANSPORTATION MANAGEMENT PLAN

STRATEGIC NETWORK CAPACITY ALTERNATIVES

FIGURE 40

- Strategic Network Capacity Alternative
- Study Area
- Highway
- Arterial Road
- Collector Road
- Local Road
- Ramp
- Municipal Boundary
- Niagara Escarpment Plan Boundary

1:25,000

0 250 500 1,000 m

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF

MAP CREATED BY: GM
MAP CHECKED BY: BF
MAP PROJECTION: NAD 1983 UTM Zone 17N

DILLON CONSULTING

PROJECT: 19-9192
STATUS: FINAL
DATE: 08/24/11

FILE LOCATION: \\dillon.ca\DILLON_DFS\London\London CAD\GIS\199192 Waterdown TMP\Product\Client\Final Waterdown TMP\Figure 40 Strategic Network Capacity Alternatives.mxd

Figure 41: Future Base Network Changes

Figures 42 and **43** show roadway volumes and volume to capacity ratio (v/c ratio) for the 2031 AM and PM peak hours, respectively, for the future base network. The v/c ratio in both figures shows very few capacity issues in Waterdown, as a whole:

- the AM network shows no roadways in Waterdown with a v/c ratio higher than 0.8, meaning there is sufficient capacity for cars on the vast majority of roads
- Overall, the PM assignment shows that very few roadways have a v/c ratio higher than 0.85, although there are some links with v/c ratios in excess of the available capacity.

Capacity problems shown on the figures are:

- Volumes along Dundas Street in the downtown (between Mill Street and Hamilton Street) were in the range of 750-800 vehicles in each direction. Although movement between intersections causes congestion in the area, the strategic analysis shows that it will likely not be significant
- Through the downtown core, volumes exceed 1000 vehicles in the westbound direction between Mill Street and Hamilton Street. Two significant commuting corridors (Dundas Street and Mill

Street/Waterdown Road) come together at a signalised intersection causing congestion. Delays moving through the area are a daily occurrence during the PM peak hour

- Of particular concern during the PM hour, is westbound travel along Dundas Street with v/c ratios exceeding 1.0 east of Evans Road (at the entrance to the new Mountainview Heights subdivision) and through the downtown
- East of Evans Road, Dundas Street may be over capacity outside Waterdown due to the significant new demand created by the Mountainview Heights subdivision. This is similar to existing travel patterns in Waterdown where the largest group of commuters leave to the east in the AM (39%) and return from the east in the PM (35%)
- The northbound direction on Mill Street was also shown to operate in excess of available capacity.

Figure 42: Future Base Network – Volumes and V/C Ratio – 2031 AM

Figure 43: Future Base Network – Volumes and V/C Ratio – 2031 PM

Figure 44 shows the routes taken by vehicles travelling westbound on Dundas west of Evans Road in the 2031 PM peak hour. The figure illustrates the following about westbound travel in Waterdown during the PM peak hour:

- Approximately 14% of westbound vehicles travel completely through Waterdown to points west, south, and north of the community. Most leave the Study Area via Highway 5 west
- Travel to destinations north of Waterdown make up approximately 2% of traffic entering from the east. This is in line with existing travel patterns shown by cell phone and GPS tracking. Notably, most of these vehicles travel along Robson Road and Concession 5 to access Highway 6 northbound
- Approximately 25% of the 1,580 westbound vehicles travel to the new Mountainview subdivision
- The remainder of demand travelling westbound (approximately 60%) on this section of Dundas Street travel to destinations in Waterdown.

Since the AM peak hour shows no significant capacity issues at a strategic level, the analysis of the five strategic network alternatives focuses mostly on PM peak hour performance.

Figure 44: Travel Routes for Westbound Vehicles on Dundas Street – West of Evans Road

4.6.2 Evaluation of Alternatives

4.6.2.1 Alternative 1 – Extend Clappison Avenue from Parkside Drive to the future North Waterdown Drive

Alternative 1 extends Clappison Avenue from Parkside Drive to the future North Waterdown Drive, as shown on **Figure 45**. Similar to the section of Clappison Avenue to the south, the extension will be a signalised arterial with a four-lane cross-section with a capacity of 2000 vehicles per direction.

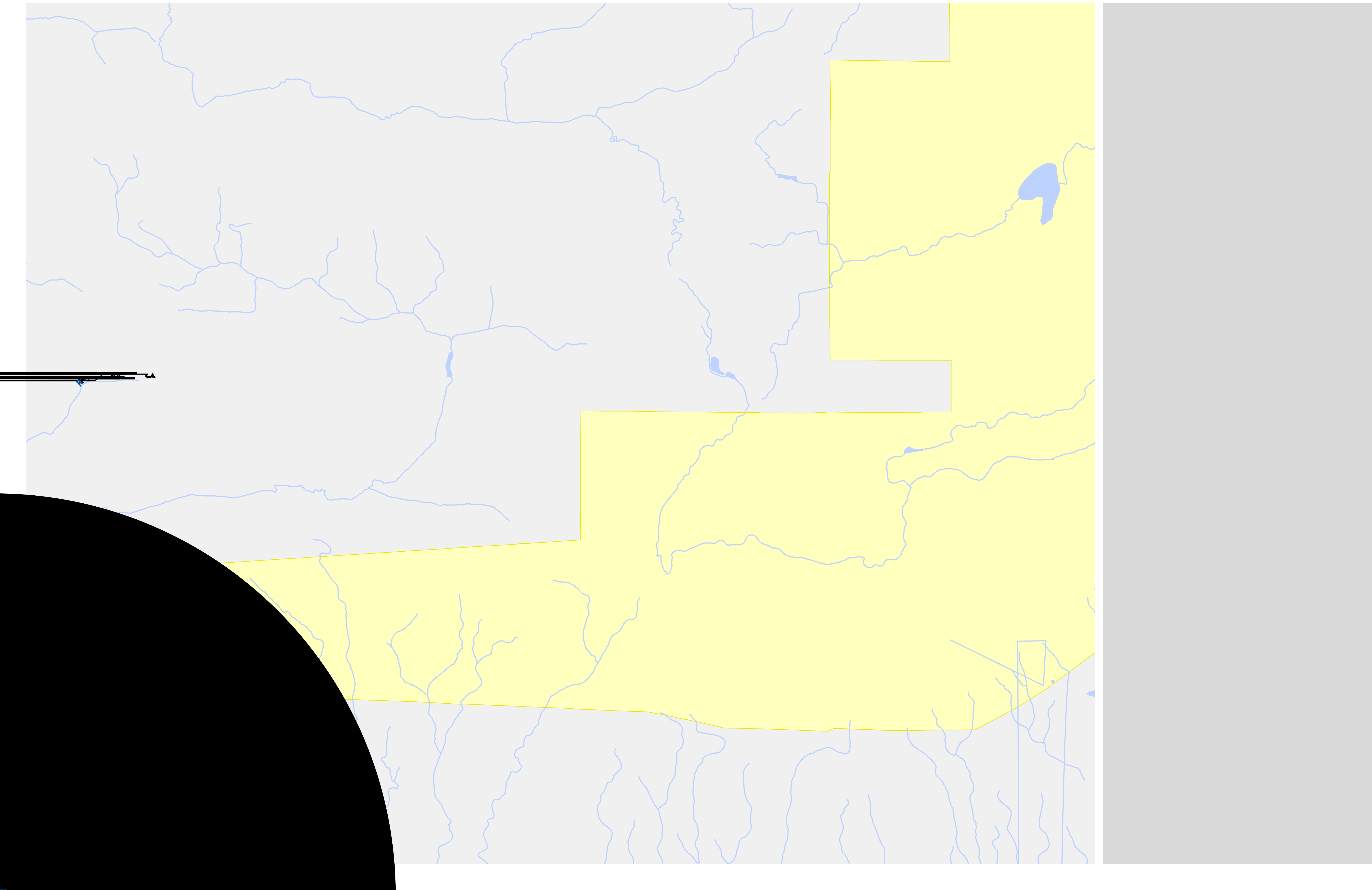


Figure 52 presents the volume and v/c ratio for roadways in the vicinity of Alternative 3.

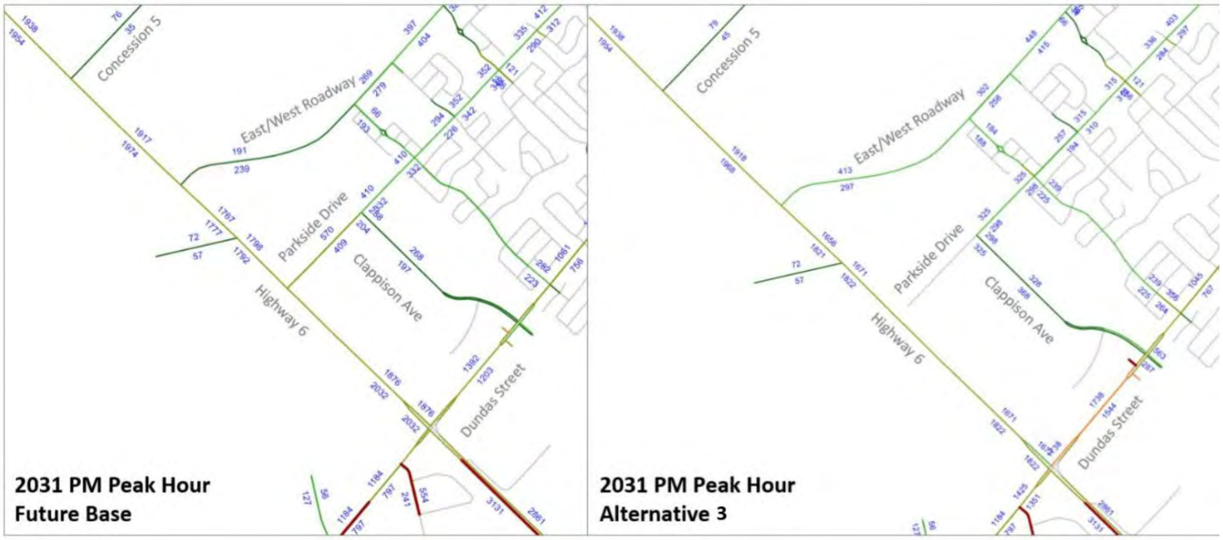


Figure 52: Alternative 3 – Volume and V/C Ratio – 2031 PM Peak Hour

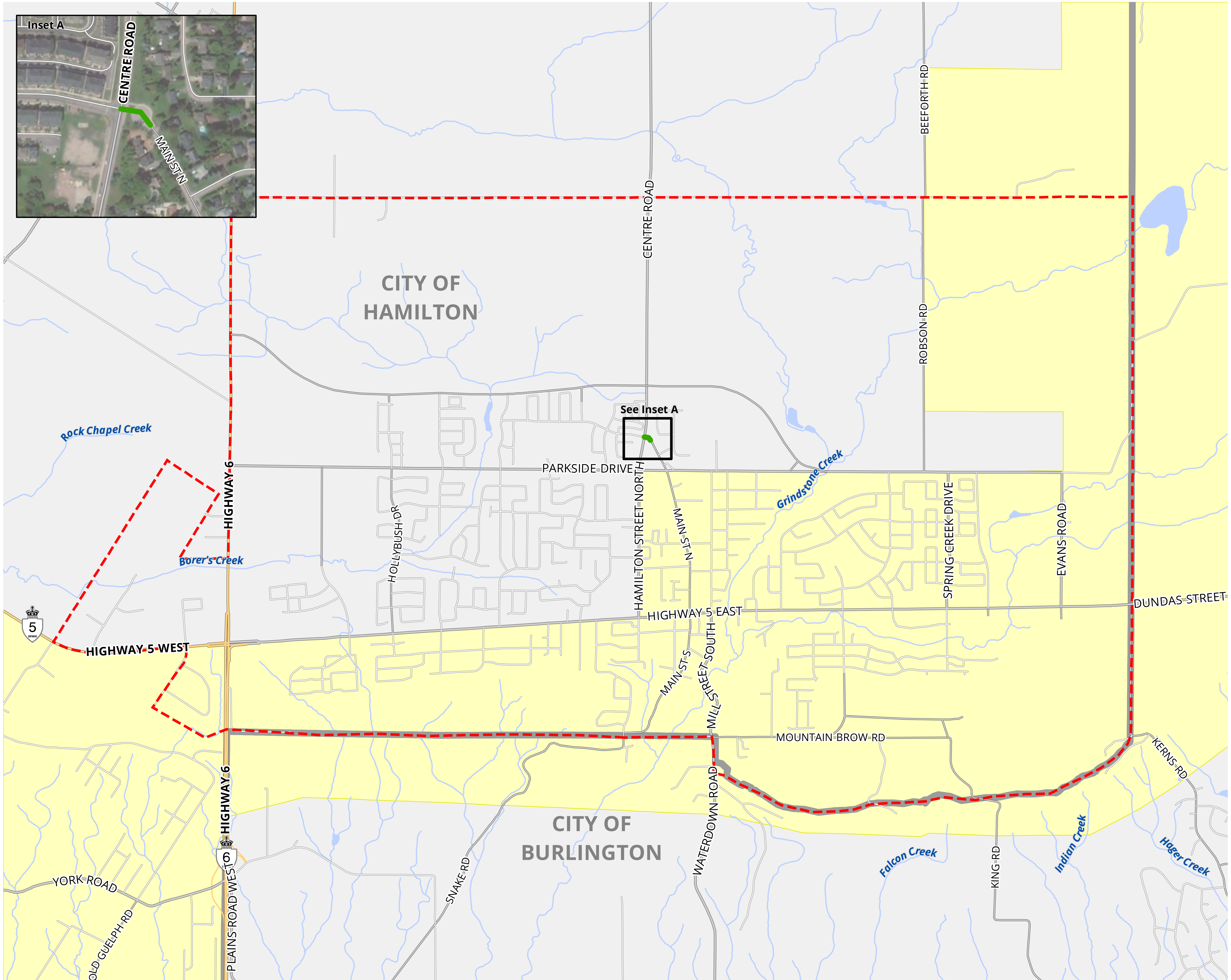
As shown on the figure, the removal of the Parkside Drive connection to Highway 6 causes a shift of approximately 570 westbound vehicles and 410 eastbound vehicles to other corridors. North Waterdown Drive receives approximately 215 westbound vehicles, and 60 eastbound vehicles during the PM peak hour. It was still shown to operate at a v/c ratio of less than 0.5 in both directions, indicating that it will operate well during the PM peak hour. Dundas Street receives the remainder of diverted volume, pushing the v/c ratio for the westbound direction higher than 0.85 during the PM peak hour. This shows that there will likely be minor daily congestion on the westbound section approaching Highway 6.

The removal of the connection to Highway 6 also increases northbound and southbound volume on Clappison Drive since vehicles will access Highway 6 from Dundas Street instead of from Parkside Drive. This increases the future westbound left turn from Dundas Street to southbound Highway 6 by 190 vehicles during the PM peak hour. Since the intersection already has a double left turn in the westbound direction, this movement will likely experience congestion during peak hours. Additional capacity for westbound left turns will likely be required, either by adjustments to signal controls or physical intervention.

The closure of the Parkside Drive connection to Highway 6 did not significantly negatively affect roadways in the vicinity but Dundas Street westbound may experience additional congestion as it approaches Highway 6. There is also potential for increased operational issues at the Dundas Street/Highway 6 intersection. For these reasons, Alternative 3 was <u>not recommended</u> as a strategy to improve network capacity.

4.6.2.4 Alternative 4 – Connect Main Street North Centre Road/Hamilton Street North

Alternative 2 restores the former connection between Main Street and Centre Road/Hamilton Street north of Parkside Drive. Currently, Main Street ends as a cul-de-sac just east of Hamilton Street. With this alternative, Main Street will be connected as the fourth leg of the intersection of Hamilton Street and Nisbet Boulevard, as shown on **Figure 53**.



Hamilton

CITY OF HAMILTON

WATERDOWN TRANSPORTATION MANAGEMENT PLAN

ALTERNATIVE 4 - CONNECT MAIN STREET NORTH TO CENTRE ROAD/HAMILTON STREET NORTH

FIGURE 53

- Alternative 4 – Connect Main Street North to Centre Road/Hamilton Street North
- Study Area
- Highway
- Arterial Road
- Collector Road
- Local Road
- Ramp
- Municipal Boundary
- Niagara Escarpment Plan Boundary

1:25,000

0 250 500 1,000 m

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF

MAP CREATED BY: GM
MAP CHECKED BY: BF
MAP PROJECTION: NAD 1983 UTM Zone 17N

DILLON CONSULTING

PROJECT: 19-9192

STATUS: FINAL

DATE: 08/24/11

FILE LOCATION: \\dillon.ca\DILLON_DFS\London\London CAD\GIS\199192 Waterdown TMP\Product\Client\Final Waterdown TMP\Figure 53 Alternative 4 - Connect Main Street North to Centre Road_Hamilton Street North.mxd

Figure 54 shows volumes and v/c ratios in the vicinity of the new connection. As shown:

- The new connection provides some localised shifts in volume. Volume on Main Street south of Parkside Drive increases significantly in the northbound direction (60 vehicles or approximately 85%). This provides a slight benefit to Hamilton Street, as volume is reduced on the busiest segment in the vicinity of White Oak Drive. However, this section operates under the available capacity without the extension of Main Street
- There was no change to eastbound or westbound volumes on Dundas Street showing that the connection does not serve a strategic purpose for those moving north-south through the area
- The most significant impact on volumes is on the section of Main Street between Parkside Drive and Nisbet Boulevard where there would be a tenfold increase in traffic. Residents who formerly lived on a quiet cul-de-sac would now live on an active through route, greatly changing the character of the neighbourhood.

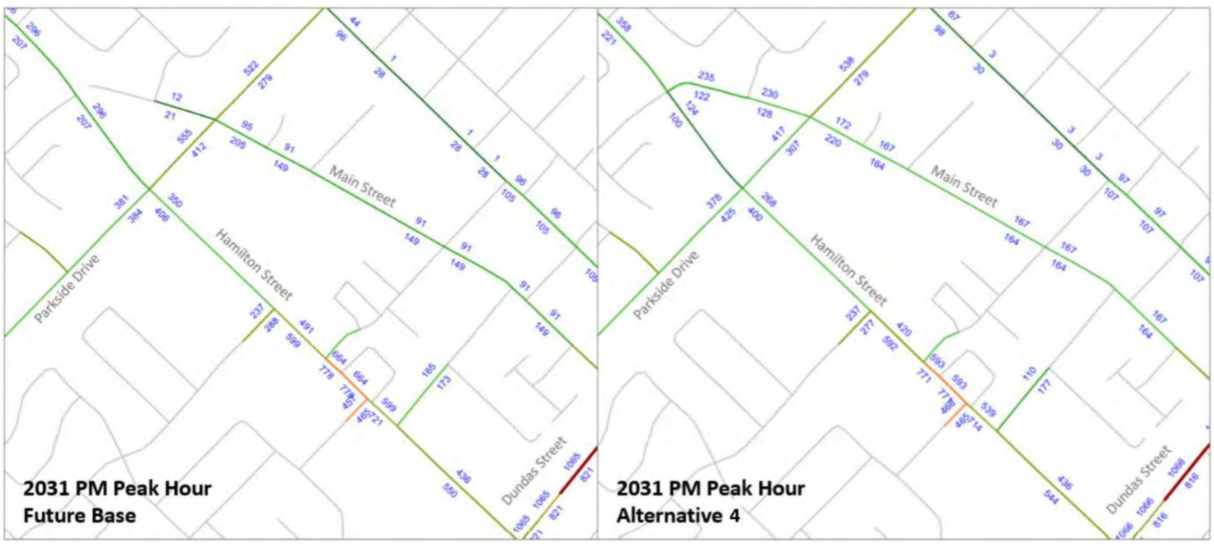


Figure 54: Alternative 4 – Volume and V/C Ratio – 2031 PM Peak Hour

Overall, the new connection does not significantly improve mobility or access in the area. The segments most affected by shifts in travel patterns did not need relief or additional capacity. The new connection will increase through volumes on lower order facilities and reduce volumes on Hamilton Street, which, as a major arterial, should serve this purpose instead. For these reasons, Alternative 4 was <u>not recommended</u> as a strategy to improve network capacity.

4.6.2.5 Alternative 5 – Convert Mill Street to One-Way

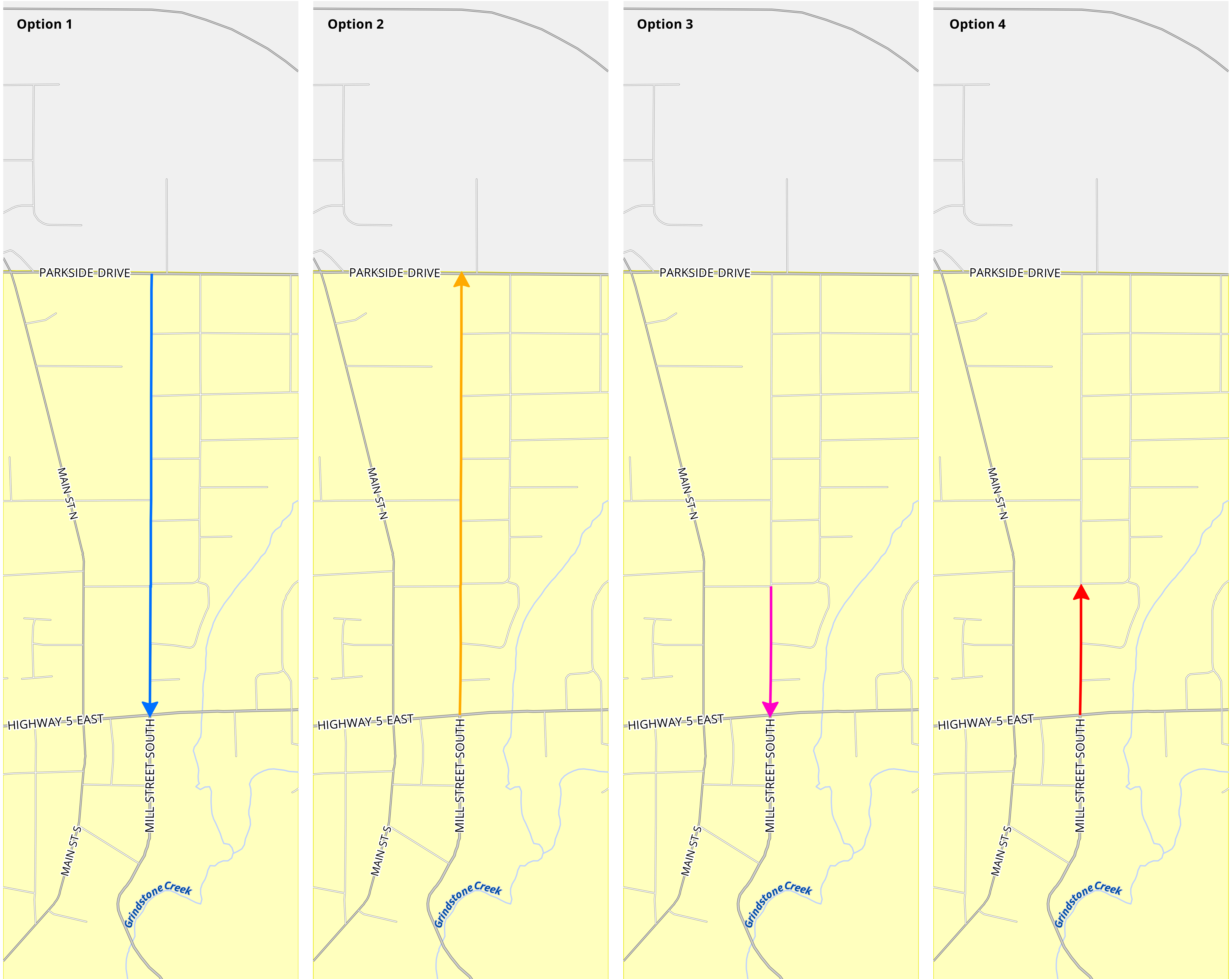
Alternative 5 investigated options for converting Mill Street to a one-way street, as shown on **Figure 55**. The following four options were developed:

- Southbound Only between Parkside Drive and Dundas Street
- Northbound Only between Parkside Drive and Dundas Street
- Southbound Only between Church Street and Dundas Street

- Northbound Only between Church Street and Dundas Street.

South of Dundas Street, Mill Street provides an essential connection to employment, shopping, and other communities south of Highway 403 and to the east. A portion of Mill Street South, south of Dundas Street is also in the Heritage Conservation District. North of Dundas Street, Mill Street is a designated Heritage Conservation District. Although the character of the street north of Dundas Street changes to a residential collector with schools, churches, and homes lining the street, it provides more of an arterial function. This is not compatible with the Heritage Conservation District and the residential character of the area. Based on this, there may be some benefit to limiting traffic on Mill Street by converting parts of it to a one-way street.

While Options 1 and 2 provide a consistent directionality to Mill Street between Dundas and Parkside Drive, Options 3 and 4 limit access to Mill Street while maintaining a two-way operation to the north for the convenience of residents and businesses.



Hamilton

CITY OF HAMILTON

WATERDOWN TRANSPORTATION MANAGEMENT PLAN

ALTERNATIVE 5 – MILL STREET ONE-WAY CONVERSION OPTIONS

FIGURE 55

- Option 1 - SB only - Parkside to Dundas
- Option 2 - NB only - Parkside to Dundas
- Option 3 - SB only - Church to Dundas
- Option 4 - NB only - Church to Dundas
- Highway
- Arterial Road
- Collector Road
- Local Road
- Ramp
- Niagara Escarpment Plan Boundary

1:8,000

0 50 100 200 m

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF

MAP CREATED BY: GM
MAP CHECKED BY: BF
MAP PROJECTION: NAD 1983 UTM Zone 17N

DILLON CONSULTING

PROJECT: 19-9192
STATUS: FINAL
DATE: 08/24/11

FILE LOCATION: \\dillon.ca\DILLON_DFS\London\London CAD\GIS\199192 Waterdown TMP\Product\Client\Final Waterdown TMP\Figure 55 Alternative 5 – Mill Street One-Way Conversion Options.mxd

Figure 56 presents side-by-side volume and v/c ratio results from the model's assignment of the Future Base model and Options 1 and 2 – the two full-length options.

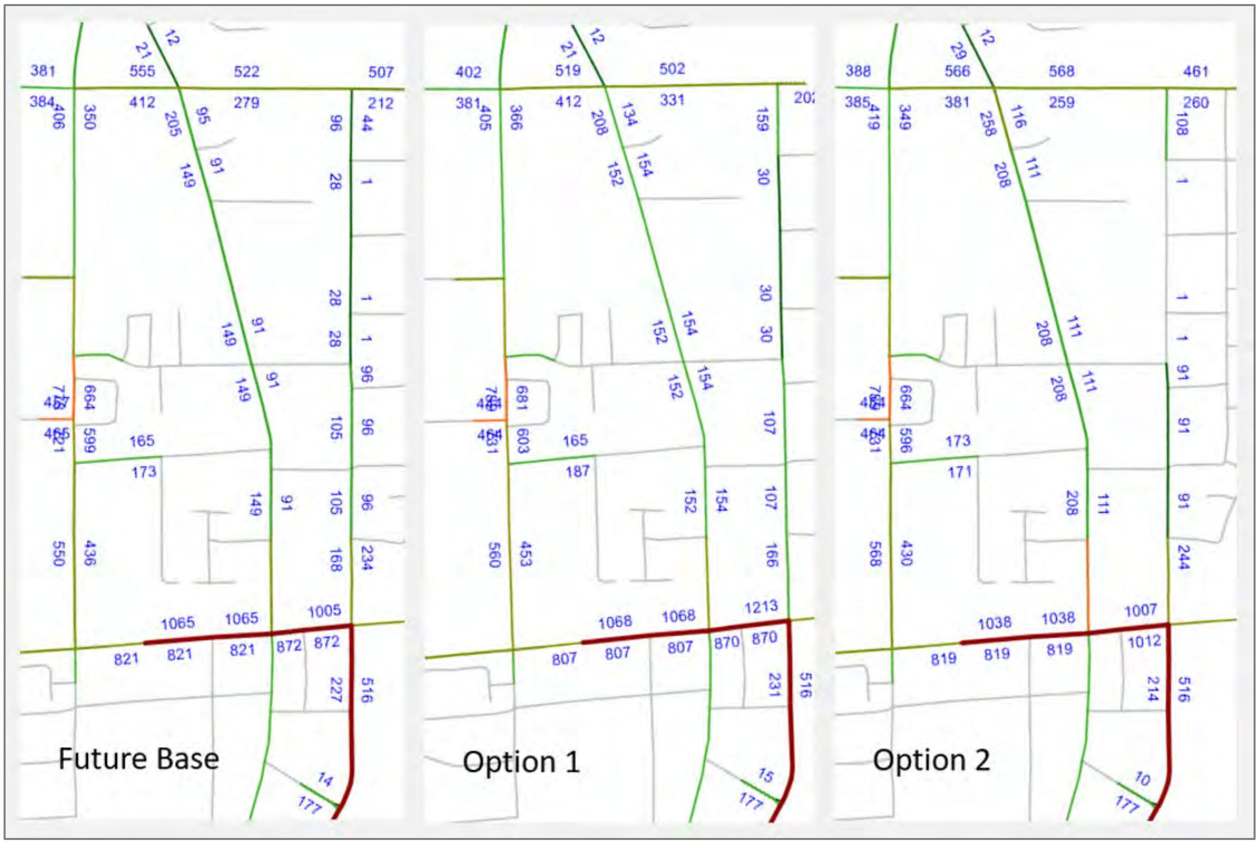


Figure 56: Alternative 5 – Volume and V/C Ratio – 2031 PM Peak Hour – Options 1 and 2

As shown on the figure, volume along Mill Street in the Future Base scenario is not significant in the PM peak hour. The volume travelling all the way through the corridor between Parkside Drive and Dundas Street is minimal. Main Street to the west, provides distance and time savings for vehicles headed between points in the northwest and Mill Street south of Dundas Street, thus acting as a more attractive through route.

Although neither option changes the volume on Mill Street significantly, both options push volume to Main Street, depending on the direction of the restriction. However, if the goal is to minimize overall traffic on Mill Street, Option 1 provides the largest diversion of traffic to other corridors. The one-way street's impact on convenience for residents, students, and businesses may not prove to be worth the effort, however.

Figure 57 shows the volume and v/c ratio for Options 3 and 4 in the vicinity of Mill Street.

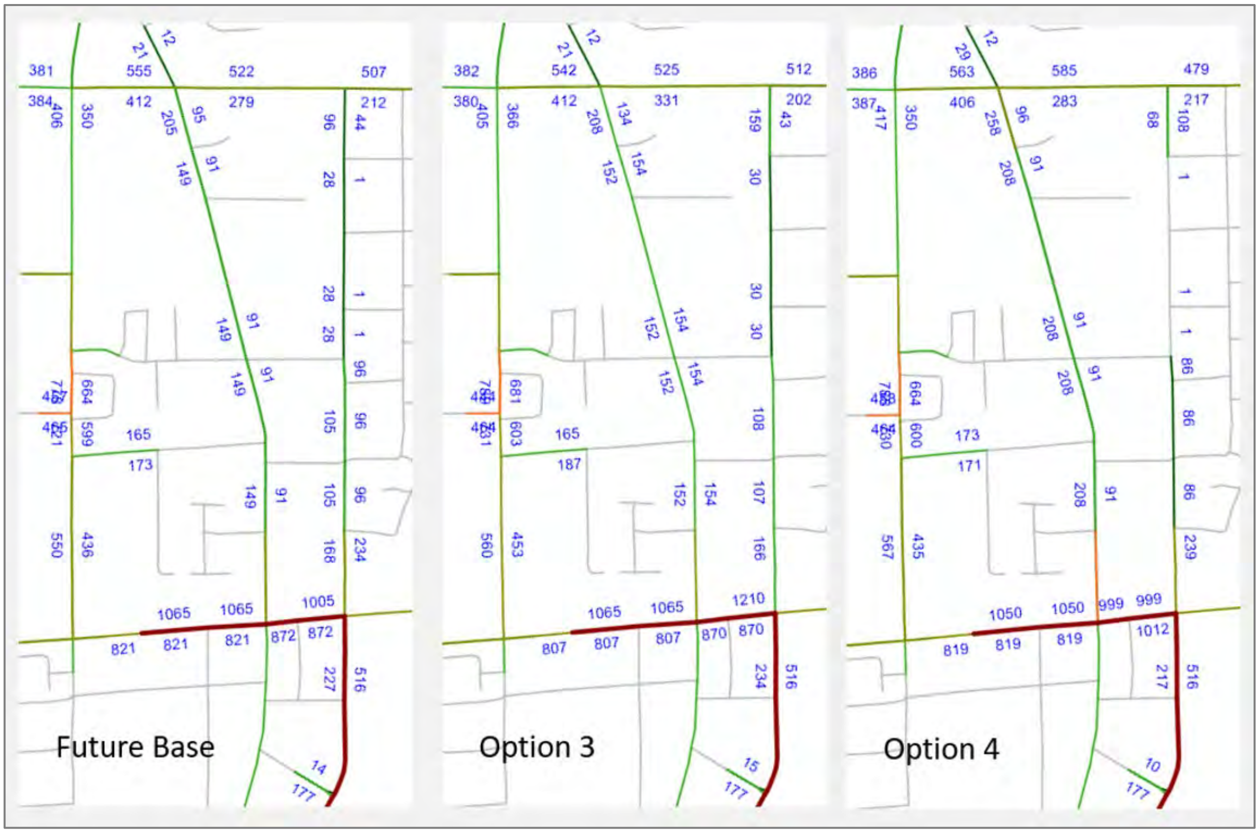


Figure 57: Alternative 5 – Volume and V/C Ratio – 2031 PM Peak Hour – Options 3 and 4

Apart from slight differences at the north end of the corridor, Options 3 and 4 are indistinguishable from Options 1 and 2. Providing a short segment of one-way roadway at the south end was shown to be equally as effective in diverting traffic from the corridor as the full-length options.

Logically, providing a short southbound section south of Church Street (Option 3) would make the most sense. Mill Street is continuous north-south across Dundas Street, so it would be tempting for motorists heading northbound to continue straight up to Parkside Drive to avoid congestion on Dundas Street. In the southbound direction, Mill Street already requires motorists to divert away from more direct routes, which decreases its utility for southbound through trips.

Treatment of the southbound section could be accomplished through narrowing the section to a single southbound lane. This would provide an attractive gateway treatment at the south end of the neighbourhood and inhibit northbound motorists from travelling through the area. It would also eliminate the 'race track' effect that multi-lane one-way streets can often take on, as motorists can easily overtake slower vehicles. This is not appropriate in a residential area.

Implementing a short southbound section of one-way street on Mill Street from Church Street to Dundas Street appears to be the most effective at reducing through traffic, while minimizing impacts on local residents and businesses. However, since none of the options address network capacity problems, changing Mill Street to a one-way street was not recommended as part of the Waterdown TMP.

4.6.3 Summary of Strategic Network Capacity Alternatives

Table 28 is a summary of the evaluation of the strategic network capacity alternatives.

Table 28: Supplementary Network Capacity Opportunities

Issue/Opportunity: Capacity (Supplementary Opportunities)					
	Transportation	Public Health	Physical Environment	Costs	Recommended
Alternative 1 - Addition of Clappison Avenue between Parkside Drive and North Waterdown Drive*	Good	Fair	Neutral	Fair	Yes
Alternative 2 – Delayed implementation of connection to Highway 6	Good	Neutral	Good	Good	No
Alternative 3 - Closure of Parkside Drive at Highway 6	Fair	Fair	Good	Fair	No
Alternative 4 - Main Street North connection to Centre Road/Hamilton Street North	Poor	Poor	Neutral	Fair	No
Alternative 5					
Option 1 - Mill Street southbound-only between Parkside Drive and Dundas Street	Good	Good	Neutral	Poor	No
Option 2 - Mill Street northbound-only between Parkside Drive and Dundas Street	Fair	Good	Neutral	Poor	No
Option 3 - Mill Street southbound-only between Church Street and Dundas Street	Good	Good	Neutral	Fair	No
Option 4 - Mill Street northbound-only between Church Street and Dundas Street	Fair	Good	Neutral	Fair	No

4.7 Land Use Sensitivity Test

A land use sensitivity test was performed for two large developments in the west end of Waterdown, one currently under construction and one which has been applied for but has not received approval. The purpose of the test was to determine the impact of the developments on future forecasted travel demands on the surrounding road network. The developments include:

- L3 Harris (Wescam), the company's new headquarters, is currently under construction at 36 Dundas Street East adjacent to Clappison Avenue. Wescam is a leader in aerospace, homeland security and defence technology. With 1,500 employees, the headquarters is expected to generate 700 trips in the AM peak hour and 709 trips in the PM peak hour
- iConnect, currently in the application stage, is located north of Dundas Street East between Clappison Avenue and Highway 6. iConnect is marketed as a complete community where people can live, work, shop and play. The application includes 1,822 residential units, a seniors' complex with 165 units and a 20,550 sq. ft. shopping centre. This development is expected to generate 527 vehicle trips in the AM peak hour and 684 in the PM peak hour.

The two developments add 1,297 and 1,393 trips to the AM and PM peak hour assignments, respectively. These trips were distributed in the model and assigned to roadways in the surrounding road network. **Figures 58 and 59** present the assigned volume and v/c ratio for the AM and PM peak hour, respectively.

Figure 58: Volume and V/C Ratio – Land Use Sensitivity Test – 2031 AM

Figure 59: Volume and V/C Ratio – Land Use Sensitivity Test – 2031 AM

As shown on the figures, with the two new major developments, the section of Dundas Street East in the vicinity of Clappison Avenue functions within the available link capacity during the AM and PM peak hours. The overall network functions well in both periods. The developments are expected to have the following impacts:

- The most significant change occurs during the AM peak hour, when the section of Dundas Street East through downtown Waterdown exceeds the available capacity in the eastbound direction
- Additional pressure is also placed on the segments of Highway 6 south of Highway 5, and Highway 5 west of Highway 6 in both periods, if the MTO interchange is not constructed in the near future.

Although the two new developments will have some impacts on Dundas Street East and Highways 5 and 6, both are consistent with the concept of “complete communities”, as encouraged by the Provincial Policy Statement. Significant employment opportunities will be provided by Wescam. The iConnect community is marketed as a complete community where people can live, work, shop and play. As Waterdown as a whole continues to develop as more of a complete community, the impacts on Dundas Street and the highways may be mitigated. In the meantime, the results of the sensitivity test underscore the importance of providing safe, convenient, and attractive infrastructure and service for sustainable modes (transit, walking and cycling) throughout Waterdown.

5.0 Public and Agency Consultation

This section of the TMP summarizes the public and agency consultation completed during the Class EA process. Consultation was undertaken in accordance with the requirements of the Class EA process. The City of Hamilton maintained a project contact list and circulated project notifications to members of the public, agencies, interest groups and Indigenous Communities throughout the project, as outlined below. Public and agency consultation materials referred to in **Section 5** are included in **Appendix B**.

The City of Hamilton website for the Waterdown TMP is: www.hamilton.ca/waterdownTMP2019. A second website was also launched providing information for multiple Waterdown planning studies: www.hamilton.ca/waterdown

5.1 Notice of Study Commencement

A Notice of Study Commencement for the Waterdown TMP, “Let’s Talk! Waterdown”, was posted by the City on its website and social media. The notice was also distributed by the City to the project contact list.

The notice introduced three new studies, including the Waterdown Community Node Secondary Plan Study, Waterdown Village Built Heritage Inventory and Waterdown TMP. The notice explained the Master Plan process under the Municipal Cass EA, the purpose of the TMP and City contacts. It also advised that the City is holding a Community Workshop to discuss the three studies on October 10, 2019.

A combined survey for the Waterdown Community Node Secondary Plan Study, Waterdown Village Built Heritage Inventory and Waterdown TMP was also available online from February 2019 to November 2019, to collect input on the three studies. Twelve comments were received related to the Waterdown TMP.

5.2 Technical Advisory Committee Meetings

An internal Technical Advisory Committee (TAC) was established at the beginning of the project, consisting of representatives of the City of Hamilton departments, Hamilton Street Railway (HSR) and Dillon Consulting Limited. The intent of the TAC meetings were to bring together internal departments and agencies to comprehensively review recommendations and findings of the study, collectively. Meetings were held before Public Information Centres (PIC) 1 and 2 and prior to finalizing the Transportation Management Plan to discuss work completed, review findings to ensure all concerns were addressed across multiple departments and proactively address compounding concerns heard from residents in the Waterdown area.

5.3 Focus Group

A Focus Group was established at the beginning of the project in collaboration with the parallel Waterdown Community Node Secondary Plan and Waterdown Village Built Heritage Inventory. The focus group consisted of representatives from:

- Waterdown Business Improvement Area
- Private developers
- Waterdown Mill Street Heritage Committee
- Hamilton Municipal Heritage Committee
- Local business owners/managers
- Parent/Council school representatives
- Active Sustainable School Transportation parent committee
- City of Hamilton and Dillon Consulting Limited staff.

Three meetings were held with focus group members throughout the project.

5.3.1 Focus Group Meeting #1

Focus Group Meeting #1 was held January 30, 2019. Overview presentations on the Secondary Plan, Transportation Management Plan, and Waterdown Village Built Heritage Inventory were given by staff from the City and Dillon Consulting Limited.

Dillon provided background information about the TMP, highlighting that the plan will recommend future transportation projects, including short and long-term considerations. The study is currently in the early stages, and is following phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA). Some improvements will be implemented through later Capital Project Delivery phases.

The TMP is intended to accommodate intensification and population growth in Waterdown. Dillon is currently reviewing studies completed to date. The TMP will build on those studies and the planned transportation projects.

Following the TMP presentation two brainstorming exercises were carried out: a visioning exercise led by the City, and a mapping exercise led by Dillon. For the visioning exercise, the focus group was asked to write one or two words or phrases that capture their vision for Waterdown in twenty years. The following transportation-related visions were provided:

- Accessible
- Pedestrian- and cyclist-friendly
- Better sidewalks / complete sidewalks
- Less traffic on Waterdown core residential streets
- Less cut-through traffic
- Better traffic flow
- Control destination traffic / in and out of Waterdown

- Give an option to stay out of the core
- Mid-rise on arterial roads to increase local bus
- Live/work walkability.

For the mapping exercise, the focus group was asked to write their three biggest transportation-related issues in Waterdown on sticky notes and post them on a map of the study area. The majority of issues were focused around Mill Street between Smokey Hollow Conservation Area and Parkside Drive:

- Aggressive driving
- Speed of cars driving through core residential streets
- Volume of traffic in the core
- Can't back out of your driveway because of volume and speed of traffic
- Safe pedestrian access to Smokey Hollow Conservation Area
- Mill Street / Highway 5 intersection.

Three issues were noted in other parts of Waterdown:

- Build the bypass now as opposed to three years from now
- Divert truck traffic (posted at the intersection of Highway 5 and 6)
- Eliminate Dundas Street as a truck route – force trucks to Parkside Drive.

5.3.2 Focus Group Meeting #2

Focus Group Meeting #2 was held on September 30, 2019. Similar to the first focus group meeting, staff from the City provided updated on the Waterdown Community Node Secondary Plan and the Waterdown Village Built Heritage Inventory studies.

Dillon Consulting Limited provided a presentation on work completed to date for the TMP. The presentation displays included:

- Study Area
- Study Process
- Existing Conditions Findings
- Summary of What We've Heard
- Problem and Opportunity Statement
- Next Steps
- Discussion

Following the presentation a discussion was held to confirm the findings to date.

Generally speaking, focus group members agreed with the background existing conditions findings and development of the problem statement for the project.

5.3.3 Focus Group Meeting #3

Focus Group Meeting #3 was held September 23, 2020. Dillon Consulting Limited provided a presentation on work completed to date for the TMP. The presentation displays included:

- Overview of the project
- Transportation modelling and analysis results
- Alternative solutions
- Comparative evaluation
- Preferred Solutions
- Next Steps.

Generally, focus group members were supportive of the project findings. Support was received for not widening Dundas Street. Comments received from focus group members included:

- Concerns about bus scheduling and specifically that buses returning to Waterdown from Burlington and the GTA do not run and residents are forced to use other methods of transportation (e.g. Uber).
- Focus group members noted they are against the widening of Dundas and the removal of parking spots along the street. Currently, the parked cars provide some buffer between pedestrians and traffic and if this is removed, then safety is a concern.
- Support of not widening Dundas Street. Support of the Active Transportation System and hope the Barton Street corridor can accommodate cycling paths and an improved pedestrian path. Mill Street corner was raised as an area of concern as it is dangerous for pedestrians.
- The group noted that the North Waterdown Drive connection is key to solving transportation issues.
- Supportive of transit recommendations for more service options.
- Thanked team for listening about not widening Dundas Street.

5.4 Flamborough Community Council

Throughout the study process two presentations were made to the Flamborough Community Council to provide project information and updates.

The first presentation was made on November 21, 2019, to provide an overview of the project's Problem and Opportunity Statement, alternatives being considered and a summary of comments heard from members of the public throughout the study process to date.

The second presentation was made on September 16, 2021, to provide an overview of the project findings and an anticipated timeline for the release of the Transportation Management Plan.

5.5 Public Information Centre 1, Community Workshop

5.5.1 PIC 1 Presentation and Public Input

PIC 1 was a Community Workshop held on October 10, 2019, at St. Thomas the Apostle Parish Hall in Waterdown from 6:00 p.m. to 8:00 p.m. As mentioned, the notice, "Let's Talk! Waterdown", was advertised on the City's website and social media, distributed to the contact list and advertised in the Flamborough Review community paper.

The PIC was held as part of a workshop to introduce three City of Hamilton planning studies in the community, as noted in **Section 5.1** of this report. The objectives of PIC 1 were to obtain public input on work completed to date, including the Problem and Opportunity Statement, existing transportation issues and potential solutions. About 90 residents signed the record of attendance.

The PIC was held in an open house format with information panels for attendees to review and included summaries of the Study Area, the study's goals and objectives and the Class EA Master Plan process. The panels also covered existing transportation conditions in Waterdown, including congestion through the centre of town along Dundas Street and Parkside Drive during the AM and PM peak hours. A draft of the study's Problem and Opportunity Statement was presented, along with the PIC's objectives and the "Next Steps" in the Class EA process.

Maps displayed at the workshop showed existing and planned road improvements in Waterdown and "What We've Heard" about existing transportation issues, including congestion and traffic infiltration, speeding, road safety and road design. Other maps showed potential solutions to these issues, grouped under the headings of active transportation, network improvements, neighbourhood traffic infiltration and speeding. Using sticky notes, attendees were invited to note their transportation issues and comments on the maps. White boards and markers were also provided for additional comments.

In addition to the sticky notes and whiteboard, comment forms, requesting comments by November 1, 2019, were also provided. Three different comment forms were distributed, dealing with active transportation, local road/neighbourhood road improvements and the road network. The City received 36 completed forms. Public input on existing transportation issues and potential solutions is summarized on **Table 29**.

Table 29: Summary of Issues and Potential Solutions, Public Information Centre 1

Existing Transportation Issues	Potential Solutions
Congestion and Road Network/Design • Dundas Street from Hamilton Street to Mill Street during AM and PM peak periods • Mill Street northbound at Dundas Street, during PM peak period • Right turn from Dundas Street onto Avonsyde Boulevard • Excessive truck traffic on Dundas Street, Mill Street and Clappison Corner.	No support for and, in some cases, strong opposition to Dundas Street widening to four lanes. Reroute truck traffic to 5th Concession and 6th Concession and provide bike lanes, sidewalks and on-street parking on Dundas Street. Support for extending Clappison Drive to Highway 6. Limited support for Main Street North connection to Centre Road/Hamilton Street North. Support for future Highway 6/Highway 5 interchange and construction in near future. Limited support for changing Mill Street to a one-way street.
Neighbourhood Traffic Infiltration - • Spring Creek Drive • Hollybush Drive • Nisbet Boulevard • Mill Street • Main Street North.	Support for traffic calming measures (speed cushions, centre islands, curb extensions, etc.) on these streets and others throughout Waterdown.
Speeding • Riley Street • Brian Boulevard • Main Street North.	Reduce speed limits on all residential streets to 40 km/hr. Reduce speed limits on Dundas Street and sections of Concession 6 and Millgrove Sideroad.
Safety • Mill Street South in Smokey Hollow area • Road curves on Brian Boulevard • School crossing at Guy Brown School on Brian Boulevard at Longyear Drive • Left turn from Boulding Avenue onto Parkside Drive during PM peak period.	Traffic signals/stop signs and pedestrian crossovers suggested for many intersections.
Active Transportation Issues • Cyclist safety concerns on Parkside Drive, Dundas Street, Waterdown Road and Snake Road • Pedestrian accessibility/safety concerns on Hamilton Street, Centre Road, trail to Smokey Hollow Waterfall, Dundas Street, Parkside Drive and many intersections.	Provide a network of bike lanes throughout Waterdown. Suggested pedestrian accessibility/safety improvements, including pedestrian cross-overs, at many locations.

Existing Transportation Issues	Potential Solutions
Transit Issues • Transit system does not serve local transit users.	Focus more on transit services for local travel. Transit currently focuses on regional travel.

All of the issues and potential solutions noted by the attendees were considered in the finalization of the Problem/Opportunity Statement prepared as part of Phase 1 and the identification and evaluation of alternative solutions during Phase 2 of the Class EA process.

The City addressed the public's comments on its website for the project under "Frequently Asked Questions". The website also includes a table prepared by the City, "Waterdown Transportation Issues Summary", dated June 28, 2019.

5.5.2 PIC 1, Agency Comments

The Ministry of Environment, Conservation and Parks (MECP), West Central Region, was the only agency that submitted comments on PIC 1. In a letter dated October 8, 2019, MECP recommended that the PIC 1 materials be sent to the Mississauga's of the Credit First Nation, Six Nations of the Grand River and Haudenosaunee Confederacy Chiefs Council. The letter also described the Ministry's requirements for completing a Notice of Completion for the TMP and applying for a Species at Risk permit or authorization under the *Ontario Endangered Species Act*.

To meet MEPC's guidelines for Consultation with Aboriginal Communities, the City sent the PIC materials to the three First Nations in November 2019. No responses were received.

5.6 Public Information Centre 2

PIC 2 was a virtual meeting held on October 21, 2020, from 5:30 p.m. to 7:30 p.m. The purpose of PIC 2 was to present and obtain public input on the transportation solutions recommended by the Waterdown TMP.

5.6.1 PIC 2 Notice

The Notice for PIC 2 was published in the Flamborough Review on October 8 and 15, 2020, posted on the City's website and social media and distributed to the contact list.

The notice advised participants that the PIC 2 presentation slides could be reviewed from October 14 to November 11, 2020, with comments due by midnight on November 11, 2020. It also included instructions for joining and participating in the virtual meeting online or by phone. A website was provided for pre-registration.

5.6.2 PIC 2 Presentation and Attendance

The displays presented at PIC 2 summarized the following:

- Study Area and the objectives of the Waterdown TMP
- The Class EA process for a Master Plan
- Problem and Opportunity Statement
- Current transportation issues, including congestion, neighbourhood traffic infiltration, speeding and safety

- Road network and capacity analysis, along with an intersection analysis
- Alternative solutions presented in three “buckets”, including network capacity, transportation demand management and safety
- Criteria used to evaluate alternative solutions
- Recommended network capacity solutions, including improvements to the Dundas Street/Mill Street and Dundas Street/Avonsyde Blvd. intersections. Widening Dundas Street between Mill Street and Hamilton Street North was not recommended due to its adverse impacts
- Recommended transportation demand management solutions, involving improvements to transit and active transportation facilities, and a new active transportation crossing of Grindstone Creek at Church Street
- Five supplementary network capacity scenarios were presented, including extending Clappison Avenue, delay the connection of Waterdown Drive to Highway 6, close Parkside Drive at Highway 6, connect Main Street North to Centre Road/Hamilton Street and four options for converting Mill Street to one-way. None were recommended since they do not address congestion or capacity issues
- Safety improvements throughout Waterdown to reduce neighbourhood traffic infiltration and speeding
- A map showing recommended improvements
- Next steps in the Master Plan process.

Overall, the Virtual Information Meeting was well attended with a total of 60 individuals listening to the presentation.

5.6.3 PIC 2, Public Comments, Written Submissions

As shown on **Table 30**, written comments were received from 7 residents and Flamborough Connects bus service.

Most of the comments related to neighbourhood traffic infiltration, speeding and safety issues, especially for pedestrians. Other concerns included illegal parking, illegal turns and the significant amount of truck traffic on Dundas Street. Two residents disagreed with the recommendation to not widen Dundas Street since it is Waterdown’s major traffic problem.

The City responded to all comments received following the PIC.

5.6.4 PIC 2, Agency Comments

Agency comments received following PIC 2 are shown on **Table 30**. The Halton Region Conservation Authority, Ministry of Sport, Tourism and Culture and Hydro One provided comments. The City replied to the comments in April 2021.

Table 30: PIC 2 Agency and Public Comments, Written Submissions

Date	Agency/Public	Comments	Response
		Agency Comments	
Oct. 29, 2020	Logan McClevis, Hydro One Networks Inc. SecondaryLandUse@ HydroOne.com	Asked for confirmation that the City is not considering a bicycle bridge/path over Grindstone Creek.	City responded in November, 2020
Nov. 6, 2020	Emma Defields, Halton Region Conservation Authority, edefields@hrca.on.ca	Asked several questions about the active transportation works planned as part of the TMP.	City Responded in 2021
Nov. 10, 2020	Joseph Harvey, Ministry of Heritage, Sport, Tourism and Culture Industries, Joseph.Harvey@ontario.ca	MHSCT provided advice on incorporating heritage considerations into the TMP for the Master Plan process, archaeological resources, built heritage resources, cultural landscapes and EA documentation.	City Responded in 2021
Nov. 17, 2020	Hydro One Networks Inc., Toronto	Improvements proposed as part of the TMP potentially impact Hydro One high voltage transmission facilities in the Study Area.	City responded in April 2021
		Public Comments	
Nov. 13, 2020	Amelia Steinbring, Executive Director, Flamborough Connects, amelia@flamborough connects.ca	Flamborough Connects provides bus services, such as bi-weekly grocery shopping trips, for isolated rural residents without transportation. Offered to support and collaborate with the TMP.	City responded in April 2021
Sept. 24, 2020	Waterdown Resident	Thanked City and Dillon for "putting cultural and social issues first" in the Traffic Study.	For information only
Nov. 6, 2020	Waterdown Resident	Bus route shown at PIC 2 (Oct. 21, 2020) along Parkside Drive and Main St. N. is impossible since the intersection has been dead-ended for more than a year.	City responded in April 2021
Nov. 9, 2020	Waterdown Resident	Disagrees with PIC 2's recommendation to not increase capacity on Dundas Street since this is the Study Area's most significant problem. Also, the widening will have minimal negative impacts on the street's heritage value and current businesses.	City responded in April 2021
Nov. 10, 2021	Waterdown Resident	Request for pedestrian crossing in close proximity to townhouses on Avonsyde Blvd.	City responded in September 2021
Nov. 11, 2020	Waterdown Resident	Involved in Waterdown Area Transportation Master Plan (WATMP) EA process since 2005. Disagrees with recommendation to not increase capacity on Dundas Street. Made some suggestions regarding lane directions and parking during rush hours.	City responded in April 2021

Date	Agency/Public	Comments	Response
PIC 2 Comment Form	Waterdown Resident	"Overall, the work done for this is impressive." Comments include: • Agrees with increased public transportation and suggested direct service to and from Hamilton • Requested a pedestrian crosswalk on Hamilton Street between the plazas • Heavy trucks and vehicles should be banned from Dundas Street once the by-pass is built The crosswalk at Mill Street and Dundas Street should be moved to make pedestrians more visible.	City Responded in 2021
PIC 2 Comment Form	Waterdown Resident	• Supports speed reader boards on Avonsyde Blvd. A crosswalk is needed at 230 Avonsyde Blvd. near the townhouses due to volume and speed of traffic.	City Responded in 2021

6.0 Transportation Management Plan

6.1 Overview of Transportation Management Plan

Currently, the most significant traffic congestion in Waterdown occurs on Dundas Street between Mill Street and Hamilton Street North in the peak commuting directions, including eastbound in the morning and westbound in the afternoon. With current and planned road improvements, augmented with transportation demand management solutions, the 2031 forecasted demand for automobile transportation in Waterdown is within available capacity to support the continued growth of Waterdown and intensification planned through the Waterdown Community Node Secondary Plan.

Widening of Dundas Street is not recommended due to its high cost and adverse impacts on public health and the character and heritage value of the historic downtown. Widening Dundas Street also reduces the attractiveness of walking in the downtown and limits opportunities to provide cycling and transit facilities along the road. Instead of widening Dundas Street, intersection improvements are recommended at the Dundas Street/Mill Street intersection and the Dundas Street/Avonsyde Boulevard intersection.

Instead of focusing on automobile-oriented solutions, such as widening Dundas Street and other roads, the Waterdown TMP focuses on a range of transportation demand management solutions aimed at reducing car use. Recommended solutions involve improvements to transit and active transportation, like cycling and walking, to address current and long-term transportation challenges. Measures to address traffic infiltration and reduce speeding on Waterdown's streets are also covered by the TMP.

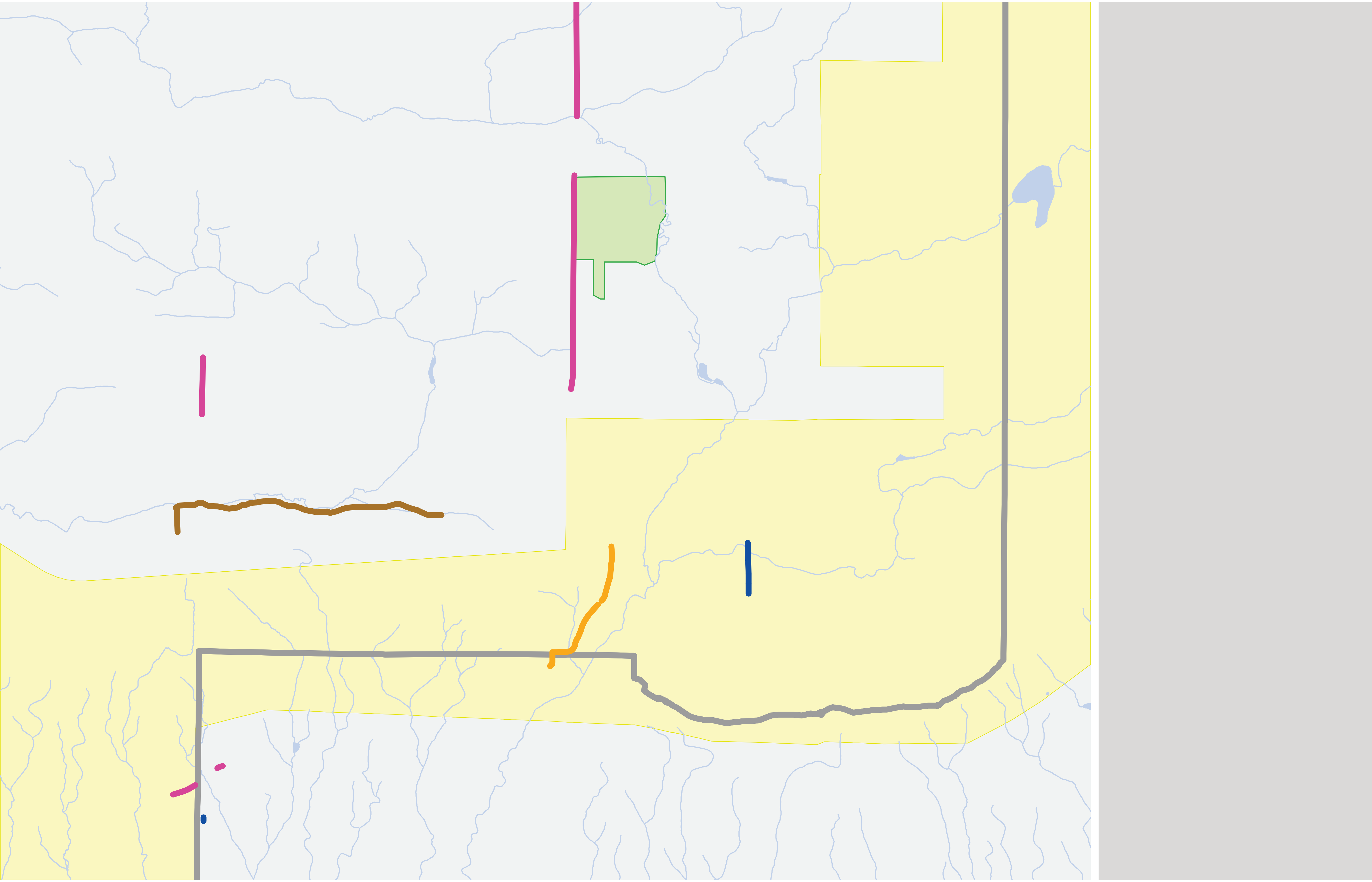
6.2 Waterdown Transportation Management Plan

6.2.1 Recommended Intersection Improvements and TDM Solutions

Recommended intersection improvements and transportation demand management solutions are listed in **Table 31**, along with the approximate cost and timeframe for implementation. The table also shows the classification of the projects under the Municipal Class EA. **Figure 60** provides a high level overview of the recommended intersection improvements and the updated Active Transportation plan for Waterdown.

The success of the transportation demand management solutions shown on **Table 31** will be facilitated by Waterdown's changing role from a "bedroom community" to more of a "complete community" where people live, work, shop and play. More local employment opportunities, like those provided by major companies that have recently been established in Waterdown, will allow people to live closer to their place of work, thereby reducing the strain on local and regional transportation networks.

These land use trends allow transit and active transportation to become more reasonable alternatives to car use in Waterdown. Waterdown is expected to continue to evolve as a complete community, as encouraged by the Provincial Policy Statement and the City's Official Plan.



Problem and Opportunity Statement

Waterdown's transportation network capacity is insufficient to accommodate current and future traffic volumes, resulting in congestion, safety concerns, and traffic infiltration into residential neighbourhoods and the downtown core.

The Waterdown Transportation Management Plan Study was initiated to address short-term issues and identify long-term improvements needed for road network, public transit, and pedestrian and cyclist facilities.

Today's PIC Objectives

We Want Your Input!

- Obtain feedback on the Problem and Opportunity Statement
- Present summary of issues heard to date and collect additional comments
- Present potential solutions to address:
  - Gaps in Active Transportation facilities
  - Concerns raised by the public regarding operational issues (speeding, pedestrian crossings, etc.)
  - Larger network opportunities to reduce congestion
- Collect feedback for consideration in the next phase of the Study.

TMP 1

— ROAD ts here

— PEDES d + redirect to ✓✓✓✓✓
SIGNA

— Rem
Rd + Parkside.
— SNAK
Conne intersection ✓
& How

— NO CURB PLANTERS" DO WORK.
THE
UTOMATIC WITH A GREEN
THE TO PUSH A BUTTON.
ARE -6pm on Griffin ✓✓✓✓

• Build YCLIST ROUTE. Needs
calming ST. S VIA ORCHARD.

• Remo
ST. Th N. KIDS LIVE ON THIS STREET.
• Check FOR A REASON !!
Does lin N/MILL N WHICH
OF THIS CLOSURE.
Remove traffic

* — Bar Traffic on Dundas
"Byp

— Addn nly beyond Cityview Park)
ill St N of Mountain Brow
to 1 way N or S work?

— Rot

AT 1

ents here

are empty while local
ts are walking to work
bout a special fare System
terdown residents ? Make
nsit serve locals instead of
nmuters.)

ike safely on Waterdown Rd. and Snake Rd..

s to Hamilton yet the only way
, is to pay Hamilton transit within
, then pay Burlington transit to
ong to Burlington or Hamilton?
not still get a tax break => either
e Waterdown residents with passes
transit!

exapt to move people out + into
McMaster
more traffic congestion
side are dangerous - no room currently.

s on Parkside (east of
per the bicycle Master Plan
(and not cancelled)

Ministry of the Environment, Conservation and Parks
Drinking Water and Environmental Compliance Division
West Central Region

119 King Street West, 12th Floor
Hamilton, Ontario L8P 4Y7
Tel.: 905 521-7640
Fax: 905 521-7820

Ministère de l'Environnement de la Protection de la nature et des Parcs
Division de la conformité en matière d'eau potable et d'environnement
Direction régionale du Centre-Ouest

119 rue King Ouest, 12e étage
Hamilton (Ontario) L8P 4Y7
Tél.: 905 521-7640
Téléc.: 905 521-7820

Ontario

October 8, 2019

Mr. Mohan Philip
City of Hamilton

Dear Mr. Philip:

Re: Waterdown Community Transportation Management Plan
Response to Notice of Commencement

Ministry of the Environment, Conservation and Parks (MECP) acknowledges that the City of Hamilton has indicated that its study is following the master planning process to complete Phases 1 and 2 under the provisions of the MEA Class EA. It is understood that the purpose of the master planning exercise is to enable the City to evaluate the current transportation system and identify and prioritize a range of specific projects that will optimize the transportation system for current and future development.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

Your proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to your proposed project**, the MECP is delegating the procedural aspects of rights-based consultation to you through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on the location of this project, it is recommended that you notify and initiate a consultative process with the following indigenous communities:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River
- Haudenosaunee Confederacy Chiefs Council

Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process" which can be found at the following link: https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process Additional information related to Ontario's Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments

You are instructed to contact the Director of Environmental Approvals Branch under the following circumstances subsequent to initial discussions with the communities identified by MECP:

- Aboriginal or treaty rights impacts are identified to you by the communities;
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right;
- Consultation has reached an impasse; or
- A Part II Order request or elevation request is expected for projects identified by the Master Plan that fulfil EA requirements.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to MOECCpermissions@ontario.ca or by mail or fax at the address provided below:

Email:	MOECCpermissions@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 135 St. Clair Avenue West, 1st Floor Toronto, ON, M4V 1P5

MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play in them.

While Master Plans themselves are not subject to Part II Orders, any Schedule B projects identified and for which the Master Plan completes the EA process would be subject. As of July 1st 2018, a standardized form is to be used by anyone who believes that the environmental assessment process was incomplete, incorrect or that it failed to follow the required process. The required form can be found on the Forms Repository website (http://www.forms.ssb.gov.on.ca/) by searching "Part II Order" or "012-2206E (the form ID number). Once completed, the form is then to be sent to both the Minister and Director of the Environmental Assessment and Permissions Branch. Their addresses are:

Minister
Ministry of the Environment, Conservation and Parks
Floor 5
777 Bay St., Toronto, ON M7A 2J3,
Minister.mecp@ontario.ca

Director, Environmental Assessment and Permissions Branch
Ministry of the Environment, Conservation and Parks
135 St. Clair Ave. West, 1st Floor
Toronto, ON M4V 1P5
MOECCpermissions@ontario.ca

The procedure for making a Part II Order request must be clearly included in the final Notice of Completion and on the project specific website that the City has established for this project.

With respect to any Species at Risk, MECP now has responsibility for the administration of the Ontario Endangered Species Act (ESA). If you believe that you may need an ESA permit or authorization for the implementation for this project, please visit https://www.ontario.ca/page/species-risk to learn more about protecting and recovering species at risk, then navigate to the Resources and Permits section, including Register or Get a Permit for more information about permits and authorizations under the ESA. You only need an authorization under the ESA (e.g. a permit or other type of authorization if your work is going to contravene the ESA (e.g. if the activity you are proposing is going to kill, harm or harass a species at risk or damage or destroy their habitat. If the work can be undertaken in a manner that does not contravene the ESA, this is known as “avoidance” of impacts and it is the ideal scenario and will not require undertaking the process of obtaining an authorization.

We have developed a guide to help clients work through the preliminary screening process including providing advice to clients on how they can gather information from publicly available sources. It you are seeking information regarding species at risk likely to occur at, or near your area of study for this EA, please send an email to sarontario@ontario.ca and include “Request for preliminary screening guide” in the email subject line. To provide the most efficient service, it is recommended clients read this guide and explore application information sources prior to contacting the ministry to begin discussions with the Permissions and Compliance team.

If during the course of your site visit(s) you encounter any known species at risk, please visit https://www.ontario.ca/page/report-rare-species-animals-and-plants for information on how to report a species at risk sighting.

Your are also reminded to continue sending notices related to this EA to the WCR mail box: eanotification.wcregion@ontario.ca Should you have questions, please contact me either at (905) 521-7864 or at Barbara.slattery@ontario.ca

With regards,

Barbara Slattery

EA/Planning Coordinator

Encl.

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Active Transportation

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable)

Name: [redacted]

Mailing Address:

❒ I/we prefer to receive information by email.

E-mail: [redacted]

Are there any locations not identified where you feel a pedestrian crossing should be considered?

Are there any gaps in the existing or planned Active Transportation Network that you would like to see addressed?

Sufficient parking solution for waterfall hikers... potentially along Mountain Brow to hop / ~~off~~ on side trail down hill?

Active Transportation Comment Form

What forms of Active Transportation do you use most often?

- ❐ Walking
- ❐ Biking
- ❐ Skateboarding
- ❐ In-line Skating/Rollerblading
- ❐ Jogging/Running

Do you have any comments/suggestions regarding local public transit in Waterdown?

General Active Transportation Comments/Questions/Concerns:

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

Attention:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Active Transportation

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

❒ I/we prefer to receive information by email.

E-mail: [redacted]

Are there any locations not identified where you feel a pedestrian crossing should be considered?

Hamilton street between/across the two 'malls'
(there is a LOT of informal jaywalking and with both
shopping strips having exits just offset from each other
it is dangerous)

Are there any gaps in the existing or planned Active Transportation Network that you would like to see addressed?

Walking/pedestrian access to Grindstone Falls
from "center town"

Active Transportation Comment Form

What forms of Active Transportation do you use most often?

- ☒ Walking ✓✓ sidwalks, creek trails, core streets
- ❒ Biking
- ❒ Skateboarding
- ❒ In-line Skating/Rollerblading
- ☑ Jogging/Running Memorial Park, creek trails

Do you have any comments/suggestions regarding local public transit in Waterdown?

If its local, we walk, we do use to get to Aldershot

General Active Transportation Comments/Questions/Concerns:

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

Attention:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Active Transportation

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

❐ I/we prefer to receive information by email.

E-mail: [redacted]

Are there any locations not identified where you feel a pedestrian crossing should be considered?

Pls advise or confirm if news article quoting Councilor Partridge about no longer putting in bike lanes on Parkside East of Hamilton St is valid! This upgrade was already approved! It appears its cancellation is due to a few residents wanting PARKING spaces

Are there any gaps in the existing or planned Active Transportation Network that you would like to see addressed?

Active Transportation Comment Form

What forms of Active Transportation do you use most often?

- ❒ Walking
- ❒ Biking
- ❒ Skateboarding
- ❒ In-line Skating/Rollerblading
- ❒ Jogging/Running

Do you have any comments/suggestions regarding local public transit in Waterdown?

General Active Transportation Comments/Questions/Concerns:

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

Attention:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Active Transportation

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

☑ I/we prefer to receive information by email.

E-mail: [redacted]

Are there any locations not identified where you feel a pedestrian crossing should be considered?

Are there any gaps in the existing or planned Active Transportation Network that you would like to see addressed?

Active Transportation Comment Form

What forms of Active Transportation do you use most often?

- ❐ Walking
- ❐ Biking
- ❐ Skateboarding
- ❐ In-line Skating/Rollerblading
- ❐ Jogging/Running

Do you have any comments/suggestions regarding local public transit in Waterdown?

General Active Transportation Comments/Questions/Concerns:

Painted bike lanes are not safe. Only safe design is separate bike lane with its own signal. Look at how they are built in Europe (Netherlands)

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

Attention:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Active Transportation

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable)

Name: [redacted]

Mailing Address:

☑ I/we prefer to receive information by email.

E-mail: [redacted]

Are there any locations not identified where you feel a pedestrian crossing should be considered?

across to Joe Sams Park @ Centre Road
there is no way to drop my son off at daycare
if I walk through the path of Joe Sams
Park. The issue was raised to the City
but there is no action

Are there any gaps in the existing or planned Active Transportation Network that you would like to see addressed?

Active Transportation Comment Form

What forms of Active Transportation do you use most often?

- ☑ Walking
- ☑ Biking
- ☐ Skateboarding
- ☐ In-line Skating/Rollerblading
- ☑ Jogging/Running

Do you have any comments/suggestions regarding local public transit in Waterdown?

General Active Transportation Comments/Questions/Concerns:

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

Attention:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Active Transportation

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

☑ I/we prefer to receive information by email.

E-mail: [redacted]

Are there any locations not identified where you feel a pedestrian crossing should be considered?

Are there any gaps in the existing or planned Active Transportation Network that you would like to see addressed?

Active Transportation Comment Form

What forms of Active Transportation do you use most often?

- ☑ Walking
- ☐ Biking
- ☐ Skateboarding
- ☐ In-line Skating/Rollerblading
- ☐ Jogging/Running

Do you have any comments/suggestions regarding local public transit in Waterdown?

At the moment, our transit is designed for commuter, which results in (1) neglect connection to Hamilton (2) neglect the need of local residents

General Active Transportation Comments/Questions/Concerns:

(1) Buses are empty most of time while residents ~~are~~ & students are walking to work within waterdown. The current bus fare system is not working.
Suggestion: a bus pass that is for waterdown residents. let's say — : a monthly pass for unlimited ride (not the HSR one, but for within waterdown, at a low price)
— student pass, kids ride free, senior special
(2) Connection to Hamilton, westdale, ~~discount price to link with~~ same fare ticket can link to Go Bus. ~~forever~~

This may not generate much income but the bus is empty anyway

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

Attention:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Active Transportation

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

❐ I/we prefer to receive information by email.

E-mail:

Are there any locations not identified where you feel a pedestrian crossing should be considered?

Are there any gaps in the existing or planned Active Transportation Network that you would like to see addressed?

Active Transportation Comment Form

What forms of Active Transportation do you use most often?

- ☑ Walking
- ☐ Biking
- ☐ Skateboarding
- ☐ In-line Skating/Rollerblading
- ☐ Jogging/Running

Do you have any comments/suggestions regarding local public transit in Waterdown?

Bus Route to University
or link point in City to
connect to bus service

General Active Transportation Comments/Questions/Concerns:

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

Attention:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Active Transportation

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

☑ I/we prefer to receive information by email.

E-mail: [redacted]

Are there any locations not identified where you feel a pedestrian crossing should be considered?

Avongyde south of Parkside for townhouses

Are there any gaps in the existing or planned Active Transportation Network that you would like to see addressed?

Avonsyde Blvd. Engine breaking restrictions by the Parkside turn.

Active Transportation Comment Form

What forms of Active Transportation do you use most often?

- ☑ Walking
- ☐ Biking
- ☐ Skateboarding
- ☐ In-line Skating/Rollerblading
- ☐ Jogging/Running

Do you have any comments/suggestions regarding local public transit in Waterdown?

General Active Transportation Comments/Questions/Concerns:

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

Attention:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Active Transportation

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

☑ I/we prefer to receive information by email

E-mail: [redacted]

Are there any locations not identified where you feel a pedestrian crossing should be considered?

At Robson Rd + Parkside Dr.

Are there any gaps in the existing or planned Active Transportation Network that you would like to see addressed?

~~Traffi~~ traffic lights @ Robson Rd + Parkside
OR a roundabout.

Active Transportation Comment Form

What forms of Active Transportation do you use most often?

- ❐ Walking
- ❐ Biking
- ❐ Skateboarding
- ❐ In-line Skating/Rollerblading
- ❐ Jogging/Running

Do you have any comments/suggestions regarding local public transit in Waterdown?

General Active Transportation Comments/Questions/Concerns:

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

Attention:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Active Transportation

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) ______________________

Name: ______________________

Mailing Address: ______________________

____

____

____

❒ I/we prefer to receive information by email.

E-mail: ______________________

Are there any locations not identified where you feel a pedestrian crossing should be considered?

____

____

____

____

____

____

Are there any gaps in the existing or planned Active Transportation Network that you would like to see addressed?

____

____

____

____

Active Transportation Comment Form

What forms of Active Transportation do you use most often?

- ❐ Walking
- ❐ Biking
- ❐ Skateboarding
- ❐ In-line Skating/Rollerblading
- ❐ Jogging/Running

Do you have any comments/suggestions regarding local public transit in Waterdown?

No more taxes to pay for that.

General Active Transportation Comments/Questions/Concerns:

- Take your life in your hands to bike on Dundas or Parkside
- This is a commuter community + need to have enough roads so as not to frustrate drivers + then enough space on the roads for bike lanes.
- no more traffic calming – address the volume issue
- Need a true "bypass" – no development on it to slow down traffic.

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

Attention:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form – Road Network

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

- [x] I/we prefer to receive information by email.

E-mail: [redacted]

What are your thoughts on the potential reconfiguration of Dundas St. E. (from Hamilton St. to Reynold St.) to accommodate four (4) lanes of traffic?

Of the network solutions identified, which ones do you support (check all that apply)?

- [x] Extension of Clappison Avenue between Parkside Drive and the East/West Road
- [x] Main Street North Connection to Centre Road/Hamilton Street North (removing Cul-de-Sac)
- [x] Early conversion of Highway 5/Highway 6 signalised intersection to an Interchange (MTO Project)
- [ ] Conversion of Mill Street to One-Way between Parkside and Dundas St. or section between Dundas St. and Church St.

What are the biggest transportation concerns in the Waterdown neighbourhood?

Speed
Congestion in downtown Waterdown

General Comments/Questions/Concerns:

Get truck traffic off of Dundas St through Waterdown.
Make ~~the~~ new east-west road north a proper bypass.

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form – Road Network

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

☑ I/we prefer to receive information by email.

E-mail: [redacted]

What are ~~your thoughts on the potential reconfiguration of Dundas~~ St. E. (from Hamilton St. ~~to Reynold St.) to accommodate four (4) lanes of traffic?~~

y No passing lines should be on Millgrove Sd. Rd & Shelton lane.
Cars & tractors pull out of shelton Lane & near missing collisions.
Also reduce speed from 60K to 50K.

Of the network solutions identified, which ones do you support (check all that apply)?

❒ Extension of Clappison Avenue between Parkside Drive and the East/West Road

❒ Main Street North Connection to Centre Road/Hamilton Street North (removing Cul-de-Sac)

❒ Early conversion of Highway 5/Highway 6 signalised intersection to an Interchange (MTO Project)

❒ Conversion of Mill Street to One-Way between Parkside and Dundas St. or section between Dundas St. and Church St.

What are the biggest transportation concerns in the Waterdown neighbourhood?

General Comments/Questions/Concerns:

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form – Road Network

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

❒ I/we prefer to receive information by email.

E-mail: ____________________

What are your thoughts on the potential reconfiguration of Dundas St. E. (from Hamilton St. to Reynold St.) to accommodate four (4) lanes of traffic?

East <—> West transit
– along Dundas ST Burlington —> Mississauga
– beef up North / South to 401.

Of the network solutions identified, which ones do you support (check all that apply)?

❒ Extension of Clappison Avenue between Parkside Drive and the East/West Road

❒ Main Street North Connection to Centre Road/Hamilton Street North (removing Cul-de-Sac)

❒ Early conversion of Highway 5/Highway 6 signalised intersection to an Interchange (MTO Project)

❒ Conversion of Mill Street to One-Way between Parkside and Dundas St. or section between Dundas St. and Church St.

What are the biggest transportation concerns in the Waterdown neighbourhood?

General Comments/Questions/Concerns:

- EAST WEST ROAD
TRANSIT NORTH
ALONG DUNDAS.
- North West transit to

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

join QEW+401

:

CRAZY + CONTRARY
TO ANY HERITAGE
CORE WORK!!!

☐ **Line Painting**

CAN'T SEE THEM
IN THE SNOW

(Source: Project for Public Spaces, 2008)

☐ **Raised pedestrian crossing**

(Source: U.S. Department of Transportation Federal Highway Administration, 2017)

☑ **Centre Islands**

YES

(Source: Drdul, R., Wikipedia, n.d.)

Local Road/Neighbourhood Road Improvement General Comments/Questions/Concerns:

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Local Road/Neighbourhood Road Improvement

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) ______________________________

Name: ______________________________

Mailing Address: ______________________________

____

____

☐ I/we prefer to receive information by email.

E-mail: ______________________________

By checking the boxes below, tell us what type of traffic calming measures you would support in your neighbourhood. Check all that apply.

☐ **Speed cushions**

(Source: National Association of City Transportation Officials, 2019)

☑ **Curb bulges**

+ crosswalk

(Source: Martin, D., Twitter, n.d.)

☐ **Line Painting**

(Source: Project for Public Spaces, 2008)

☐ **Raised pedestrian crossing**

(Source: U.S. Department of Transportation Federal Highway Administration, 2017)

☑ **Centre Islands**

Centre lane of Dundas Street East

(Source: Drdul, R., Wikipedia, n.d.)

Local Road/Neighbourhood Road Improvement General Comments/Questions/Concerns:

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Local Road/Neighbourhood Road Improvement

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

☐ I/we prefer to receive information by email.

E-mail: [redacted]

By checking the boxes below, tell us what type of traffic calming measures you would support in your neighbourhood. Check all that apply.

☐ **Speed cushions**

(Source: National Association of City Transportation Officials, 2019)

☐ **Curb bulges**

(Source: Martin, D., Twitter, n.d.)

☐ **Line Painting**

(Source: Project for Public Spaces, 2008)

☐ **Raised pedestrian crossing**

(Source: U.S. Department of Transportation Federal Highway Administration, 2017)

☑ **Centre Islands**

DUNDAS ST E
EAST OF GRINDSTONE CREEK

(Source: Drdul, R., Wikipedia, n.d.)

Local Road/Neighbourhood Road Improvement General Comments/Questions/Concerns:

PROVIDE MORE CROSS WALKS ON DUNDAS ST E
EAST OF WATERDOWN CENTRE

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Local Road/Neighbourhood Road Improvement

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

☑ I/we prefer to receive information by email.

E-mail: [redacted]

By checking the boxes below, tell us what type of traffic calming measures you would support in your neighbourhood. Check all that apply.

☑ **Speed cushions**

(Source: National Association of City Transportation Officials, 2019)

☐ **Curb bulges**

(Source: Martin, D., Twitter, n.d.)

Don't like these.

❒ **Line Painting**

(Source: Project for Public Spaces, 2008)

❒ **Raised pedestrian crossing**

(Source: U.S. Department of Transportation Federal Highway Administration, 2017)

❒ **Centre Islands**

Possible, depends upon the street width.

(Source: Drdul, R., Wikipedia, n.d.)

Local Road/Neighbourhood Road Improvement General Comments/Questions/Concerns:

Stop signs are NOT "calming", drivers speed between the stops.
The "cushions" are preferred to "bumps"
Centre Islands - as long as the road width works (ie: Hollybush works - Riley would not)

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

[redacted]

[redacted]

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Local Road/Neighbourhood Road Improvement

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

☑ I/we prefer to receive information by email.

E-mail: [redacted]

By checking the boxes below, tell us what type of traffic calming measures you would support in your neighbourhood. Check all that apply.

☐ **Speed cushions**

No! promotes aggressive driving.

(Source: National Association of City Transportation Officials, 2019)

☐ **Curb bulges**

No!

(Source: Martin, D., Twitter, n.d.)

☐ **Line Painting**

(Source: Project for Public Spaces, 2008)

☑ **Raised pedestrian crossing**

+ centre line posts

(Source: U.S. Department of Transportation Federal Highway Administration, 2017)

☑ **Centre Islands**

(Source: Drdul, R., Wikipedia, n.d.)

☑ Speed Reader Board

Local Road/Neighbourhood Road Improvement General Comments/Questions/Concerns:

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Local Road/Neighbourhood Road Improvement

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable) [redacted]

Name:

Mailing Address:

☑ I/we prefer to receive information by email.

E-mail: [redacted]

By checking the boxes below, tell us what type of traffic calming measures you would support in your neighbourhood. Check all that apply.

☑ **Speed cushions**

A sp.cush. between Culotta Chudleigh + White Oaks would really benefit us - right now the backup flow from Dundas waiting for the narrow lane at Hamilto St light speeds through

(Source: National Association of City Transportation Officials, 2019)

☑ **Curb bulges**

Perrelli, then Culotta, then Chudleigh then White Oaks to the light at the legion (Hamilton St) Quite a # of children live in this area and are in danger

(Source: Martin, D., Twitter, n.d.)

❒ **Line Painting**

(Source: Project for Public Spaces, 2008)

❒ **Raised pedestrian crossing**

(Source: U.S. Department of Transportation Federal Highway Administration, 2017)

❒ **Centre Islands**

(Source: Drdul, R., Wikipedia, n.d.)

Local Road/Neighbourhood Road Improvement General Comments/Questions/Concerns:

____

____

____

____

____

Please deposit this form in the comment box or return this form by **November 1, 2019** to:

City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3

Tel: 905-546-2424 Ext. 3438
Email: transportation@hamilton.ca

Attention: Mohan Philip, P. Eng., Project Manager

City of Hamilton
Waterdown Transportation Management Plan

Public Information Centre
October 10, 2019
Comment Form - Local Road/Neighbourhood Road Improvement

Please complete this form and return it to Dillon Consulting Limited. 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.

Agency:
(If applicable)
Name:
Mailing Address:
[redacted]

☑ I/we prefer to receive information by email.

E-mail: [redacted]

By checking the boxes below, tell us what type of traffic calming measures you would support in your neighbourhood. Check all that apply.

☐ **Speed cushions**

(Source: National Association of City Transportation Officials, 2019)

☐ **Curb bulges**

(Source: Martin, D., Twitter, n.d.)

: Project for lic aces,
)

❐ i tri
cr in

(: . t f
r t i
' it t ,

(: Dr l, R., ki , .)

L l i ourho l rov en r l mm t A ti v rns·

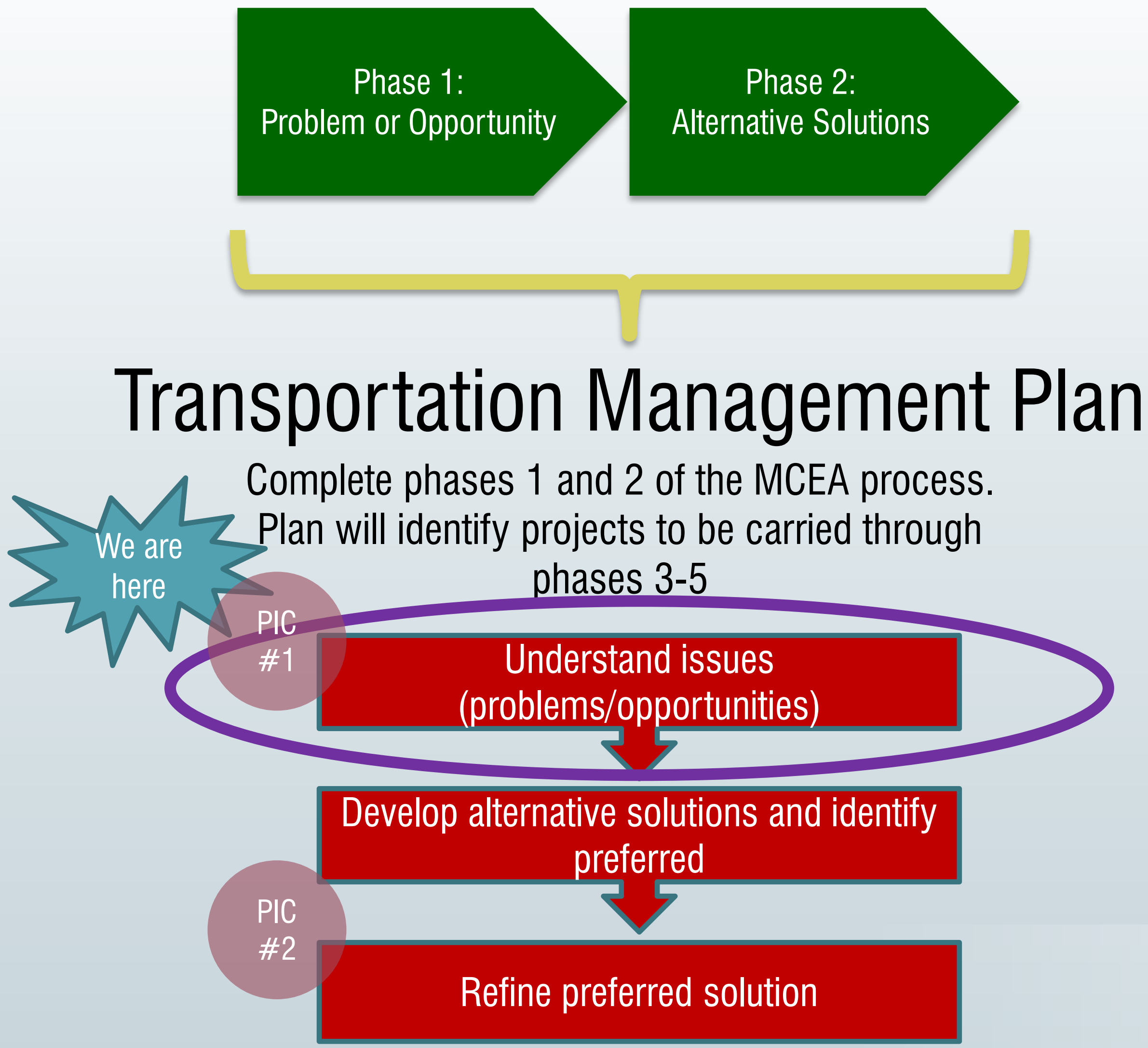
l , r. is tho in reased 2 i ar tr C , n5 ist
h e is a ti in th n m er f vehi hat utilize
our conce ion l sp d. l is uns fe f o ii lre
ish all d to l. Peop p d hile our hild n wai
for the bus. W h mc ll ro t shou n i i s ther fe
peo h ul t ta r .

it this form in the comment or r t i i f r r 1, 1 i :

y ilton T i: 4 - .
tr t N i il: tr rt tion@h mil
t , nt rio,

Att

Mapping Exercise



Add your ideas to the map using the "post-it" notes:

Things to consider:

- Where are there problems with transportation in the study area
- Are there locations where transportation could be improved
- Good places to walk, poor places to walk and important walking destinations
- Good places to ride a bicycle, poor places to ride a bicycle and important cycling destinations
- School issues (cross walks, "kiss and ride" stops, etc.)
- Where transit service and stops are good and where they need to be improved
- Parking problems
- Problems with truck routes
- Locations where traffic moves too slow (congestion), cuts through or speeds
- Locations that may not be a problem now but you think could be a problem in the future as population and employment grow.

DILLON CONSULTING

Thank You!

- Thanks for your participation today and throughout this study. Your input is an important component of this study.
- Comments from today will:
  - be used to define the problem/opportunity statement
  - act as baseline information to help develop alternative solutions.
- **Next Steps:**
  - Public Information Centre #1, February 12, 2019
  - Focus Group Meeting #2, Fall 2019
  - Public Information Centre #2, Fall 2019.

Questions, Comments, Thoughts?

Mohan Philip, M.Eng., P.Eng.

Project Manager

City of Hamilton

Phone: 905-546-2424 Ext. 3438

Email: transportation@hamilton.ca

Brandon Fox, BES, MCIP, RPP

Project Manager

Dillon Consulting Ltd.

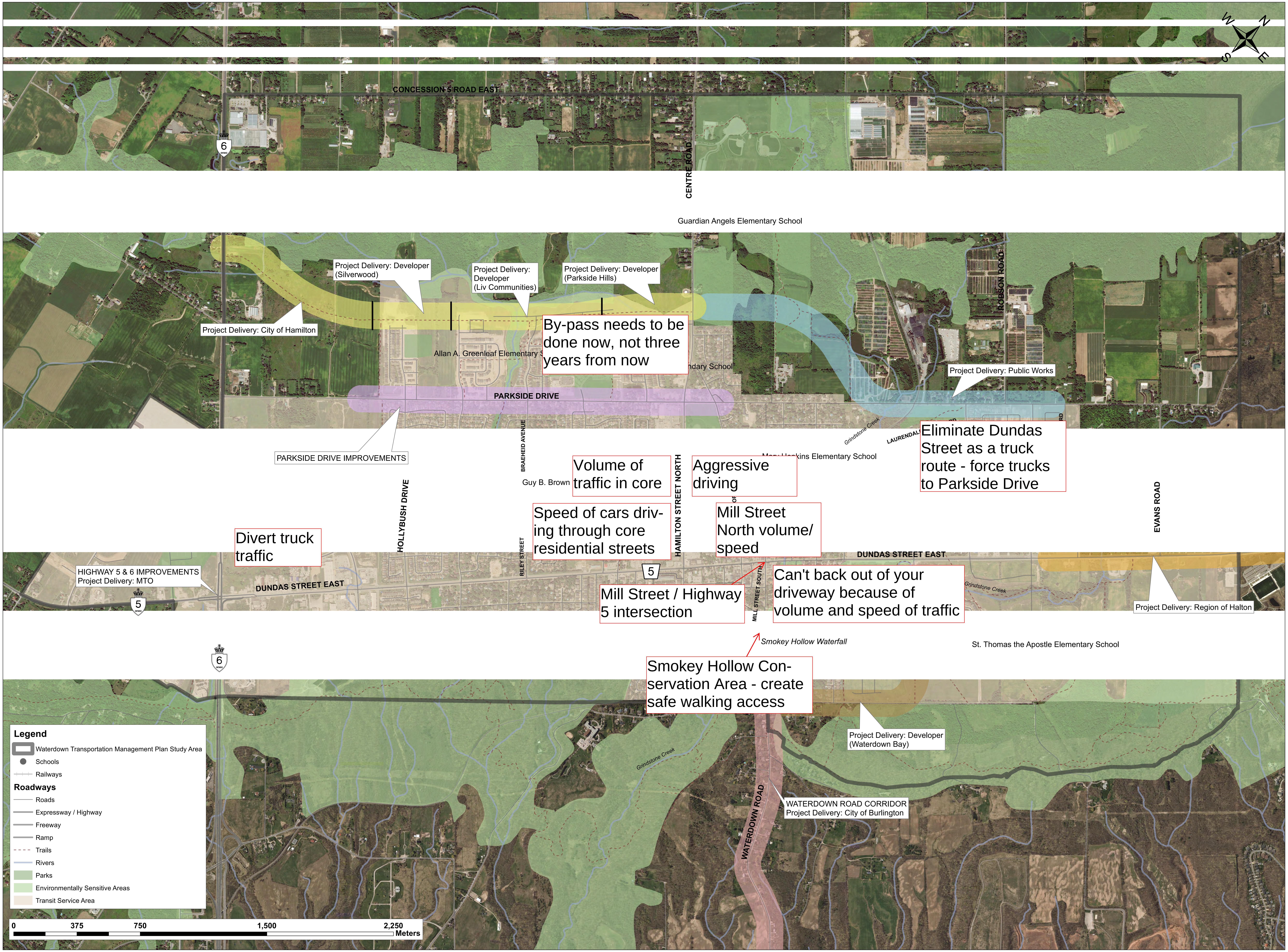
Phone: 519-438-1288 Ext. 1307

Email: waterdowntmp@dillon.ca

Project updates and information can also be found online throughout the Study at:

www.hamilton.ca/waterdownTMP2019

DILLON CONSULTING


CONCESSION 5 ROAD EAST
CENTRE ROAD
Guardian Angels Elementary School
Project Delivery: Developer (Silverwood)
Project Delivery: Developer (Liv Communities)
Project Delivery: Developer (Parkside Hills)
Project Delivery: City of Hamilton
By-pass needs to be done now, not three years from now
Allan A. Greenleaf Elementary S
ndary School
ROBSON ROAD
Project Delivery: Public Works
PARKSIDE DRIVE
PARKSIDE DRIVE IMPROVEMENTS
BRAEHEID AVENUE
Grindstone Creek
LAURENDALE
Eliminate Dundas Street as a truck route - force trucks to Parkside Drive
Volume of traffic in core
Aggressive driving
Guy B. Brown
HAMILTON STREET NORTH
HOLLYBUSH DRIVE
EVANS ROAD
Speed of cars driving through core residential streets
Mill Street North volume/ speed
Divert truck traffic
RILEY STREET
DUNDAS STREET EAST
HIGHWAY 5 & 6 IMPROVEMENTS
Project Delivery: MTO
DUNDAS STREET EAST
5
6
Mill Street / Highway 5 intersection
MILL STREET SOUTH
Can't back out of your driveway because of volume and speed of traffic
Project Delivery: Region of Halton
Smokey Hollow Waterfall
St. Thomas the Apostle Elementary School
Smokey Hollow Conservation Area - create safe walking access
Project Delivery: Developer (Waterdown Bay)
Grindstone Creek
WATERDOWN ROAD CORRIDOR
Project Delivery: City of Burlington
WATERDOWN ROAD
Legend
Waterdown Transportation Management Plan Study Area
Schools
Railways
Roadways
Roads
Expressway / Highway
Freeway
Ramp
Trails
Rivers
Parks
Environmentally Sensitive Areas
Transit Service Area
0
375
750
1,500
2,250
Meters

Appendix B

Focus Group Meeting #2

Hamilton

DILLON CONSULTING

CITY OF HAMILTON

TRANSPORTATION MANAGEMENT PLAN

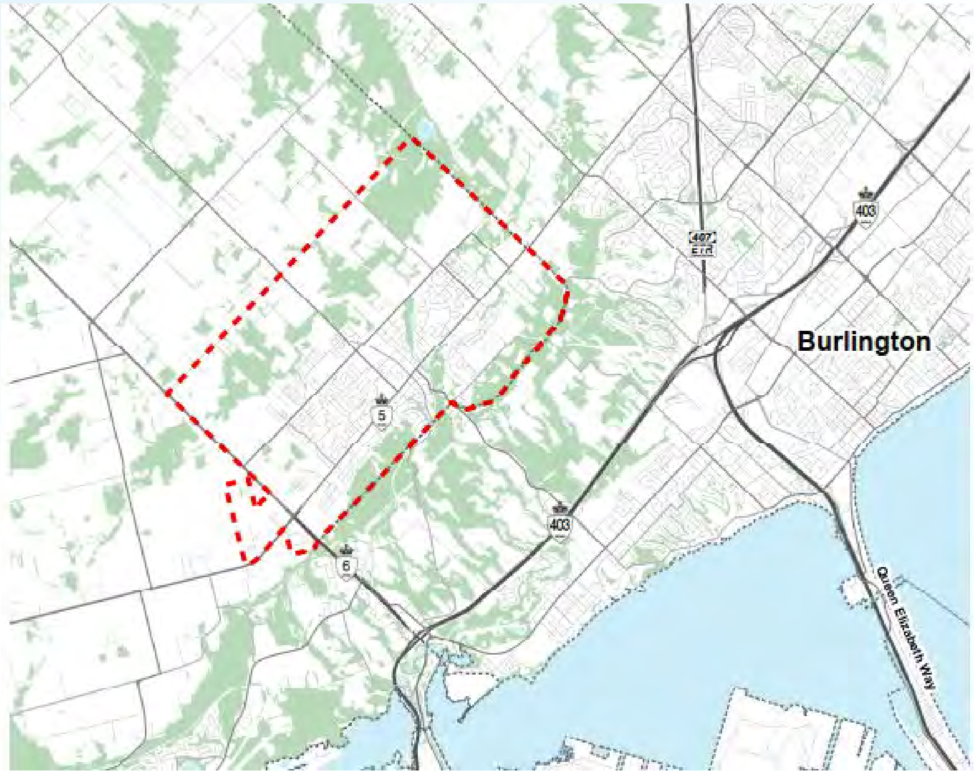
WATERDOWN

Focus Group Meeting #2

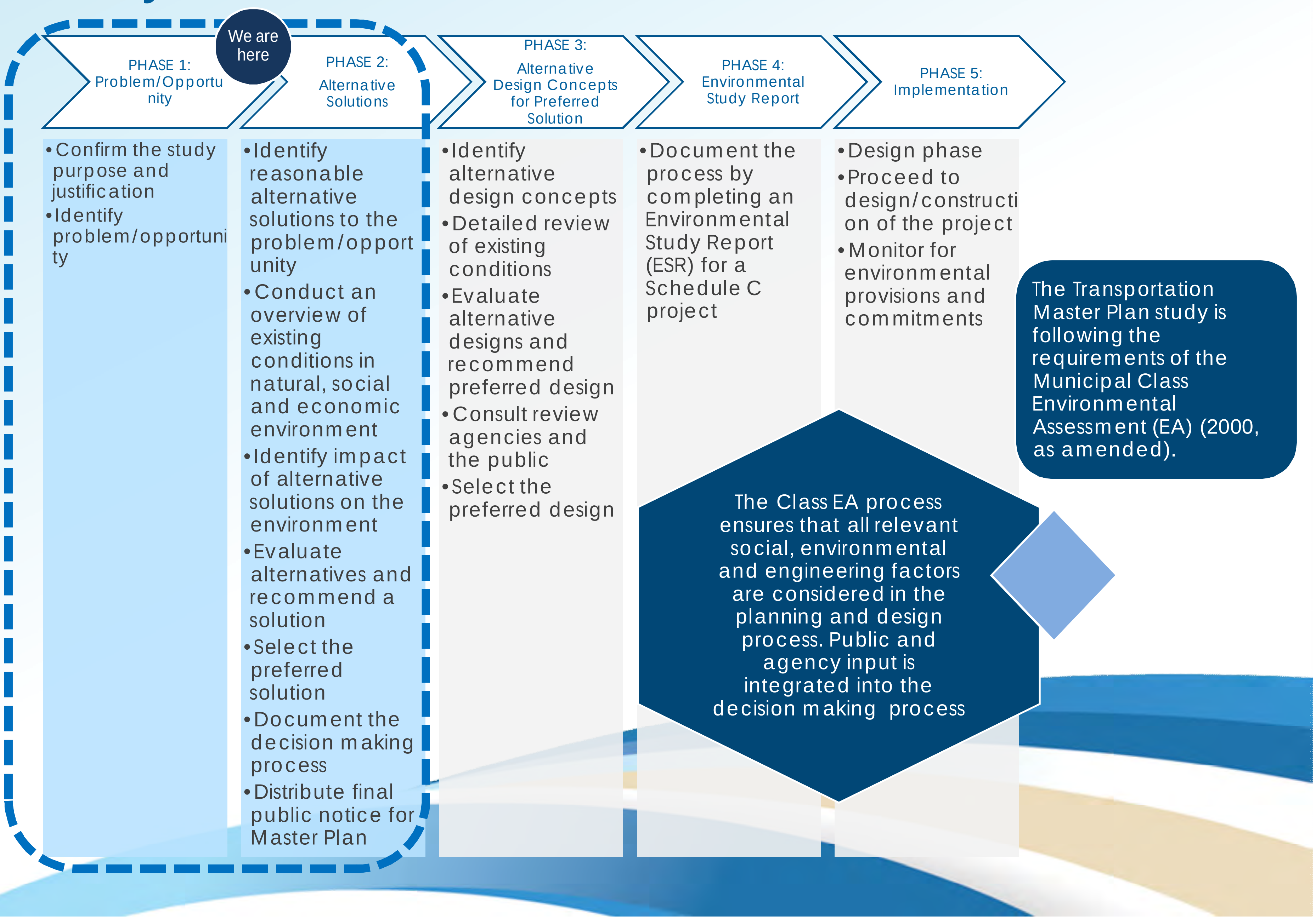
September 30, 2019

Study Area/ Objectives

- Study will support Waterdown Community Node Secondary Plan
- In collaboration with the Waterdown Village Built Heritage Inventory
- Waterdown Transportation Management Plan Goals:
  - Address current and long-term transportation problems
  - Protect for future needs
  - Identify improvements work and their timing.



Study Process



Existing Conditions

- 88% of all travel for Waterdown residents is by car (90% for commuters)
- 65% of all trips made by Waterdown residents are to areas outside of Waterdown. This is magnified for commuters, as 81% of commuters leave and return to Waterdown on a typical workday
- There are few options for travel by sustainable modes (walking, cycling, and transit) that connect to useful destinations or provide the service that Waterdown residents require
- The three most important connections to the surrounding region for Waterdown residents are Dundas Street (east side), Mill Street, and Highway 6 South
- Depending on the time of day and peak direction of travel, 25-50% of the traffic entering Waterdown is passing through
- There is daily congestion through the centre of town along Dundas Street and Parkside Drive, as commuters leave and return to town
- There are a numerous operational and safety issues that are of concern for residents

What We've Heard...

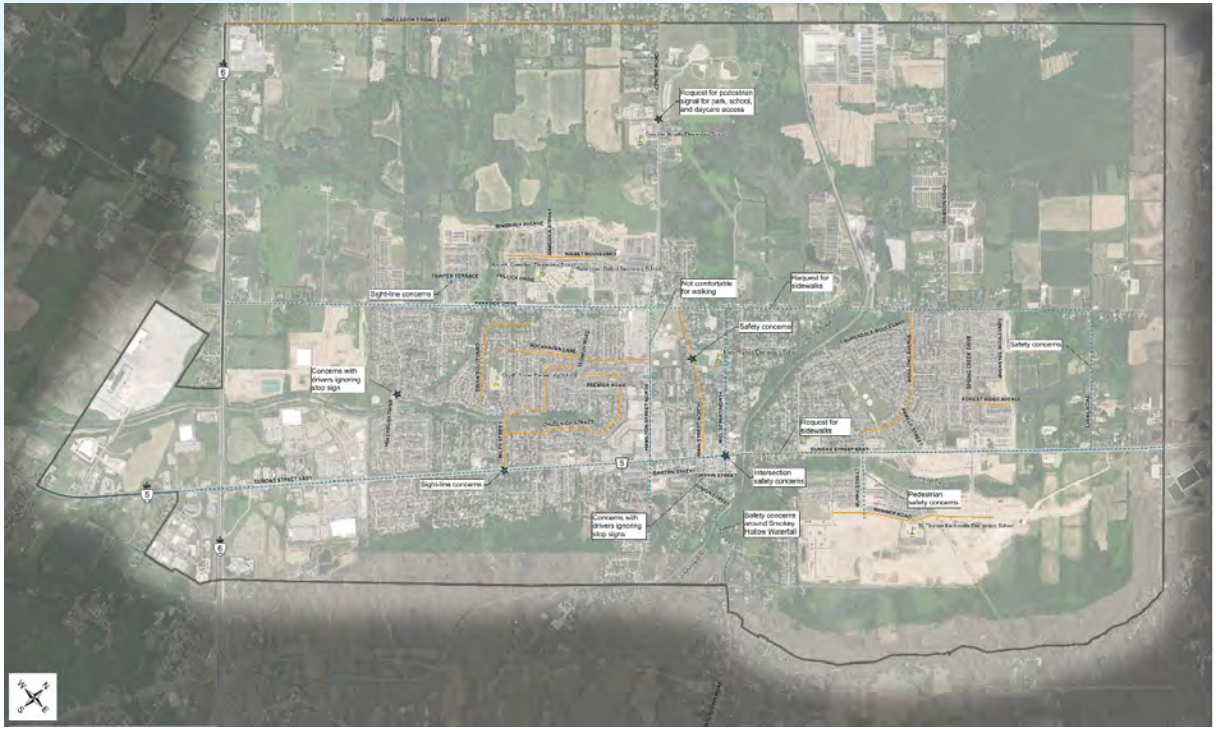
- Traffic congestion issues:
  - Dundas Street
  - Parkside Drive
  - Mill Street
  - Main Street.

- Traffic Infiltration issues:
  - Nisbet Boulevard
  - Main Street
  - Griffin Street
  - Union Street
  - Spring Creek Drive
  - Evans Road
  - Boulding Avenue
  - Hollybush Drive.

What We've Heard...

- Speeding Complaints:
  - Nisbet Boulevard
  - Brian Boulevard
  - Rockhaven Lane
  - Main Street
  - Riley Street
  - Boulding Avenue.

- Safety Concerns:
  - Dundas Street request for sidewalks
  - Hamilton Street complaints of pedestrians not being comfortable walking
  - Parkside Drive request for sidewalks
  - General drivers ignoring stop signs on Griffin and Union Streets.



What We've Heard…

- Road Design Suggestions
  - Numerous requests for traffic signals, stop-signs throughout Waterdown
  - Request for right turn lanes at Hamilton Street/Parkside Drive
  - Request for re-routing truck traffic outside of core
- Other Issues:
  - Nisbet Boulevard

Problem and Opportunity Statement

Waterdown's transportation network capacity is insufficient to accommodate current and future traffic volumes, resulting in congestion, safety concerns, and traffic infiltration into residential neighbourhoods.

The Waterdown Transportation Management Plan Study was initiated to address short-term issues and identify long-term improvements needed for road network, public transit, and pedestrian and cyclist facilities.

Next Steps

1. Focus Group Meeting today
2. Public Information Centre #1 to present potential solutions: October 10, 2019
3. Evaluate alternative solutions and complete network optimization review
4. Identification of projects
5. PIC #2 – Winter 2020

Appendix B

Focus Group Meeting #3

DILLON CONSULTING

CITY OF HAMILTON

TRANSPORTATION MANAGEMENT PLAN

WATERDOWN

Community Focus Group Meeting #3

September 23, 2020

Hamilton

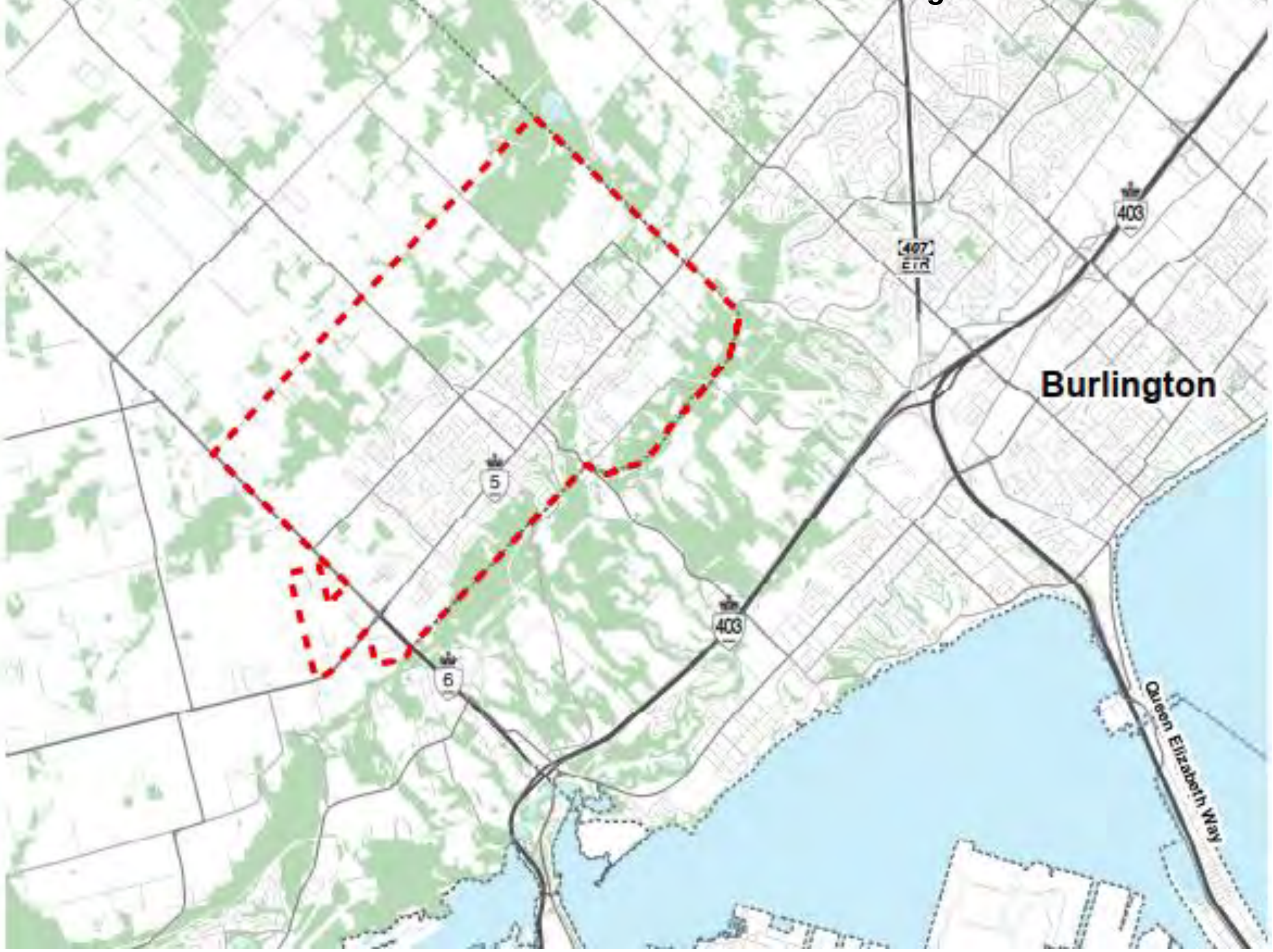
DILLON CONSULTING

Today's Agenda

- Project Overview and Class Environmental Assessment Status
- Existing Transportation Issues and Analysis
- Alternative Solutions
- Comparative Evaluation
- Preferred Solution(s)
- Discussion

Study Area/ Objectives

- Study will support Waterdown Community Node Secondary Plan
- In collaboration with the Waterdown Village Built Heritage Inventory
- Waterdown Transportation Management Plan Goals:
  - Address current and long-term transportation problems
  - Protect for future needs
  - Identify improvement works and their timing.



Study Process

PHASE 1: Problem/Opportunity
- Confirm the study purpose and justification
- Identify problem/opportunity

PHASE 2: Alternative Solutions
- Identify reasonable alternative solutions to the problem/opportunity
- Conduct an overview of existing conditions in natural, social and economic environment
- Identify impact of alternative solutions on the environment
- Evaluate alternatives and recommend a solution
- Select the preferred solution
- Document the decision making process
- Distribute final public notice for Master Plan

We are here

PHASE 3: Alternative Design Concepts for Preferred Solution
- Identify alternative design concepts
- Detailed review of existing conditions
- Evaluate alternative designs and recommend preferred design
- Consult review agencies and the public
- Select the preferred design

PHASE 4: Environmental Study Report
- Document the process by completing an Environmental Study Report (ESR) for a Schedule C project

PHASE 5: Implementation
- Design phase
- Proceed to design/construction of the project
- Monitor for environmental provisions and commitments

The Transportation Master Plan study is following the requirements of the Municipal Class Environmental Assessment (EA) (2000, as amended).

The Class EA process ensures that all relevant social, environmental and engineering factors are considered in the planning and design process. Public and agency input is integrated into the decision making process

Problem and Opportunity Statement

Waterdown's transportation network capacity is becoming insufficient to accommodate current and future traffic volumes, resulting in congestion, safety concerns, and traffic infiltration into residential neighbourhoods.

The Waterdown Transportation Management Plan Study was initiated to address short-term issues and identify long-term improvements needed for road network, public transit, and pedestrian and cyclist facilities.

Transportation Issues – Highlights of **What We've Heard**

Congestion Issues:

- Dundas Street between Hamilton Street and Mill Street – AM and PM peak periods
- Mill Street (NB) at Dundas Street – PM peak period
- Right turn from Dundas Street onto Avonsyde Boulevard

Neighbourhood Traffic infiltration

- Spring Creek Drive
- Hollybush Drive
- Nisbet Boulevard
- Main Street North

Speeding

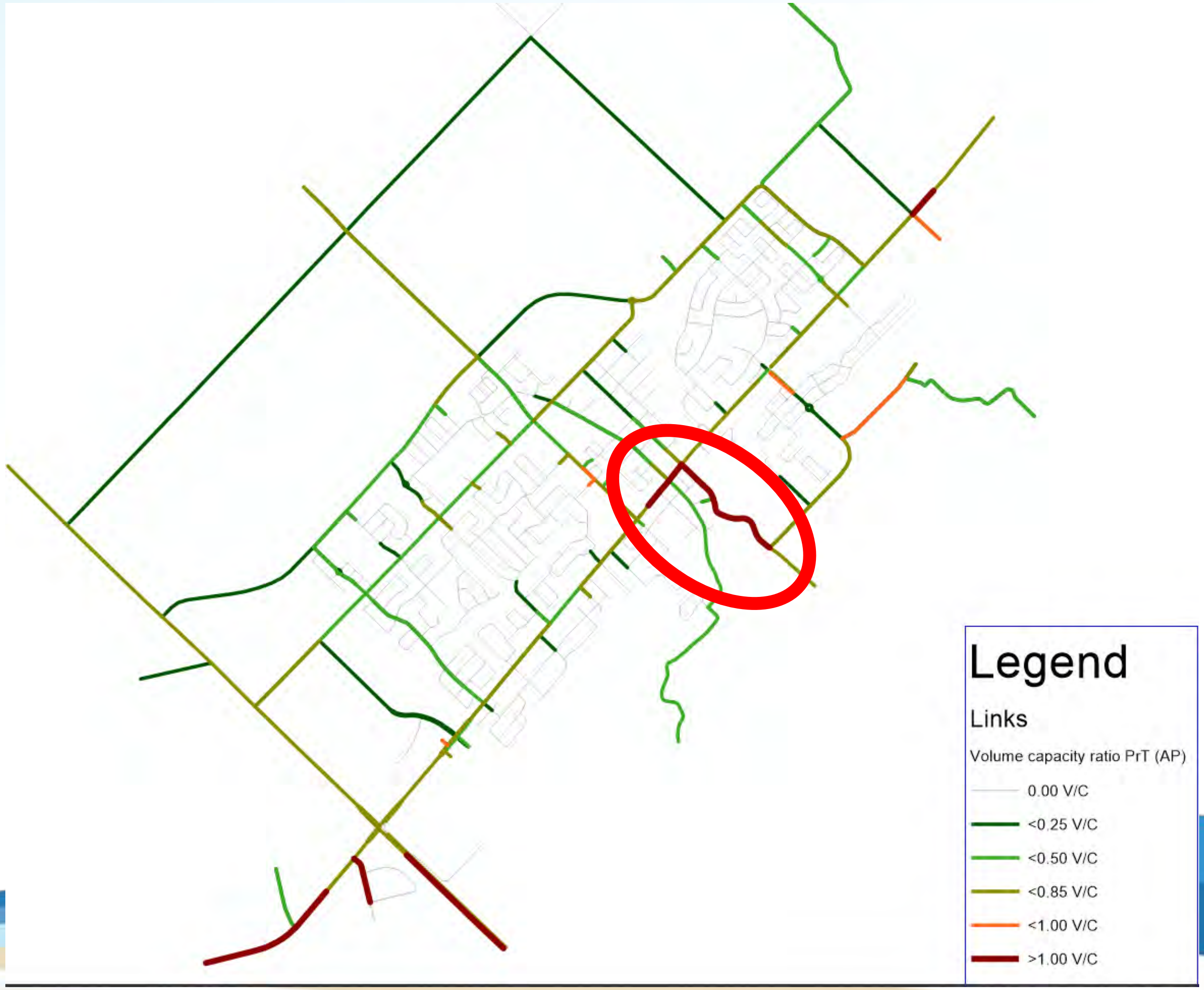
- Riley Street
- Brian Boulevard
- Main Street North

Safety

- Concerns on Mill Street South in the Smokey Hollow area
- Road curves - Brian Blvd
- School crossing - Guy Brown School (Brian Boulevard @ Longyear Drive)
- Left turn from Boulding Avenue onto Parkside Drive during PM peak period.

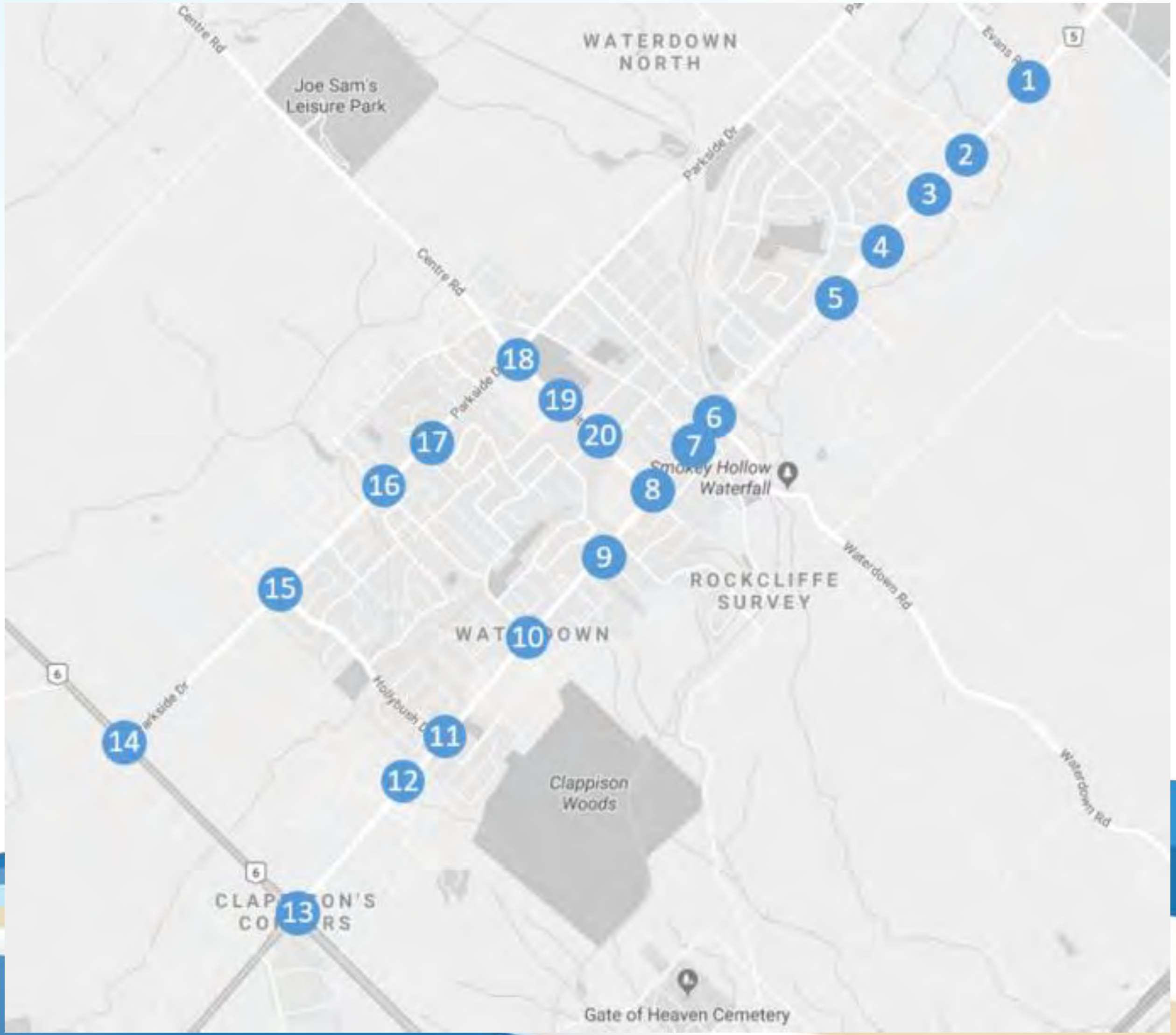
Road Network and Capacity Analysis

- Overall sufficient capacity for driving during peak commuting hours with localised issues
- Addition of new East/West Roadway (North Waterdown Drive) relieves capacity pressures on Parkside Drive
- Most significant congestion location:
  - Dundas Street between Mill Street and Hamilton Street North.
  - Issues in the peak commuting directions: eastbound in the morning, and westbound in the afternoon.



Intersection Analysis

- Forecasted 2031 turning movement volumes at 20 signalized intersections for analysis
- Two intersections showed signs of congestion during the peak commuting hours:
  - 6 - Dundas Street / Mill Street – LOS F/F
  - 13 - Dundas Street / Highway 6 – LOS E/F
- Some individual movements with issues
  - 2 - Dundas / Avonsyde – Westbound right in PM



Alternative Solution "Buckets"

- Network Capacity
- Transportation Demand Management
- Safety

Evaluation Criteria

- Transportation
  - Pedestrians
  - Cyclists
  - Transit Passengers
  - Mobility
  - Delay
  - Emergency Services
- Public Health
  - Air Quality
  - Safety
  - Social Interaction
  - Transportation equity
  - Active Transportation
- Physical Environment
  - Cultural Heritage
  - Green space
  - Streetscape and public spaces
- Costs
  - Capital
  - Operations / Maintenance
  - Economic benefits

Network Capacity

Issue / Opportunity: Capacity						
Alternative Solution		**Transportation**	**Public Health**	**Physical Environment**	**Costs**	**Recommended**
Intersection	Adjust Signal Timing at Dundas St./Mill St.	Good	Neutral	Neutral	Excellent	Yes
Intersection	Add exclusive westbound right turn at Dundas St./ Avonsyde Dr. and overlapping phasing	Good	Neutral	Fair	Fair	Yes
Strategic	Widen Dundas Street between Mill Street and Hamilton Street North	Good	Poor	Poor	Poor	No

Alternatives 1 and 2 recommended as they address localized capacity issues on the Dundas Street corridor with minor anticipated impacts

Network Capacity (Cont'd)

- **Widening of Dundas Street between Mill Street and Hamilton Street North – NOT RECOMMENDED**
  - **Reason to recommend:**
    - **Provides relief for daily peak hour congestion**
  - **Reasons not to recommend**
    - **Potential impacts on Downtown**
      - Heritage area
      - Minimization of Public Realm
      - Removal of on-street parking
      - Strips downtown core of character and value
    - **Impacts to other travel modes**
      - Reduces possibilities for cycling infrastructure on Dundas Street
      - Reduces attractiveness for walking and spending time downtown
      - Reduces possibilities for transit priority
    - **Auto-focused solution**
      - Impacts on public health, physical environment, and costly
    - **Public and stakeholder concerns**
- **Need a range of smaller solutions that work together**

Transportation Demand Management

Issue / Opportunity: Transportation Demand Management						
Alternative Solution		**Transportation**	**Public Health**	**Physical Environment**	**Costs**	**Recommended**
Transit	Increase amount of transit service (more buses on existing Route 18)	Good	Good	Neutral	Fair	Yes
	Improve transit coverage (modify Route 18)	Excellent	Good	Neutral	Fair	Yes
	Improve Regional Transit Connections	Good	Good	Neutral	Fair	Yes
	Introduce Alternative Service Delivery	Excellent	Good	Neutral	Fair	Yes
Active Transportation	Implement connected cycling network	Excellent	Excellent	Good	Fair	Yes
	Improve walking network	Excellent	Excellent	Excellent	Fair	Yes

Increase Service on Route 18

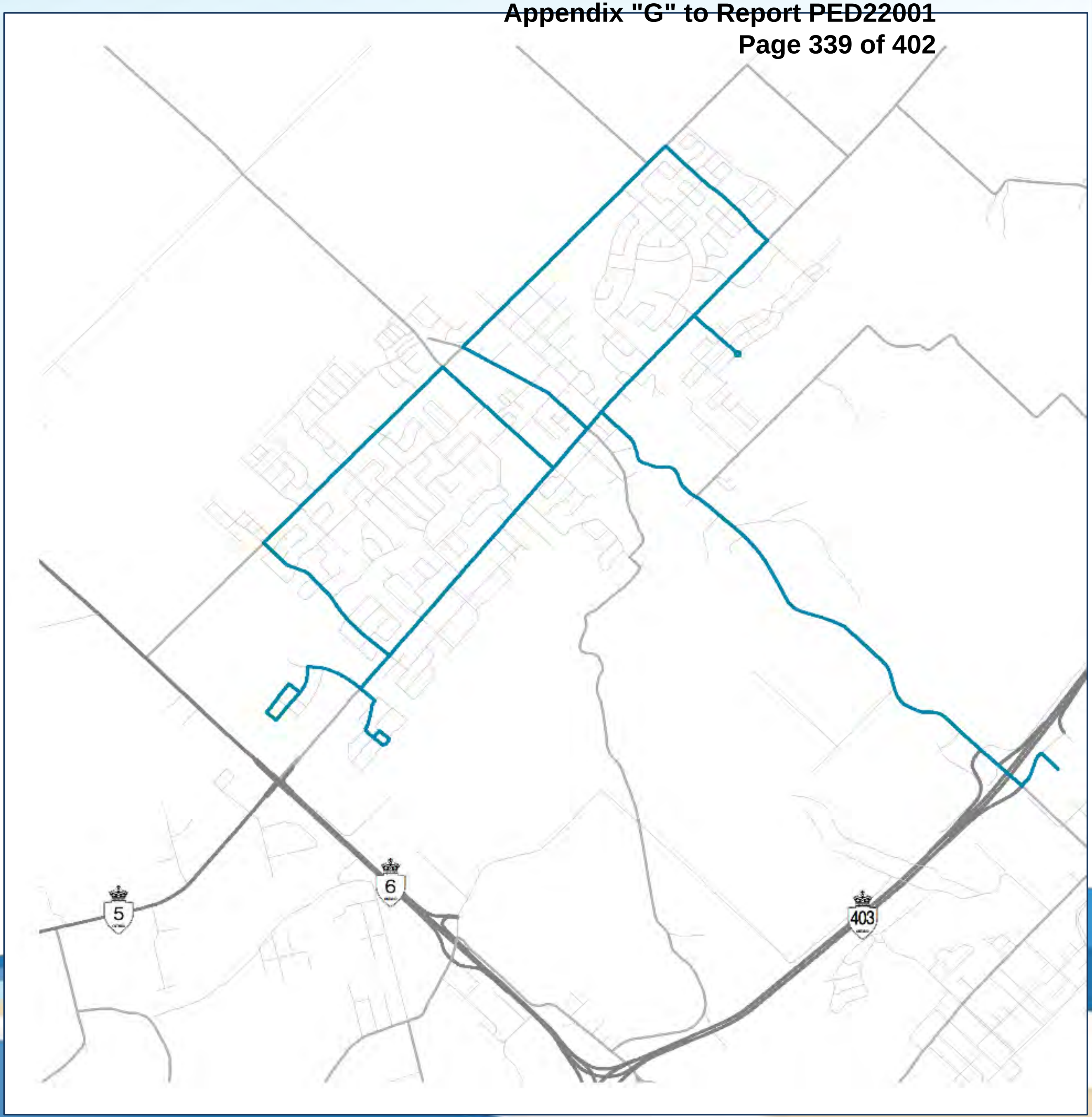
- Existing Route 18 - Waterdown
  - Alternating clockwise and counter-clockwise routing
  - Aldershot GO/VIA Station to the Flamborough Business Park

- Transit Plan
  - Improved service frequency from 30 min to 20 min per direction
  - Expanded hours of service
  - Include Sunday service

Modify Route 18

- Objectives
  - Improved Service Connections to Community Core as part of Community Core Secondary Plan
  - Improves connections with other planned transit services

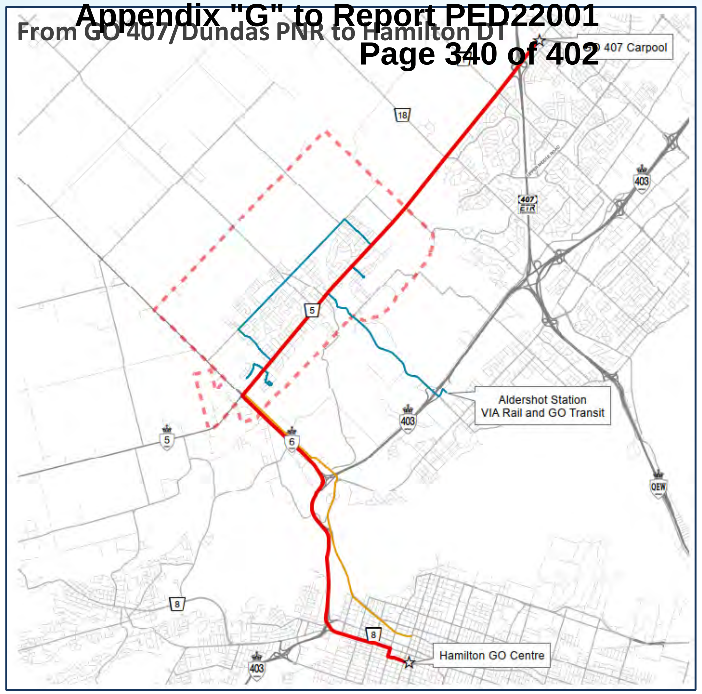
- Transit Plan
  - Add approx. 2 km in route length
  - Includes 20 min service frequency per direction, expanded hours, and Sunday service.



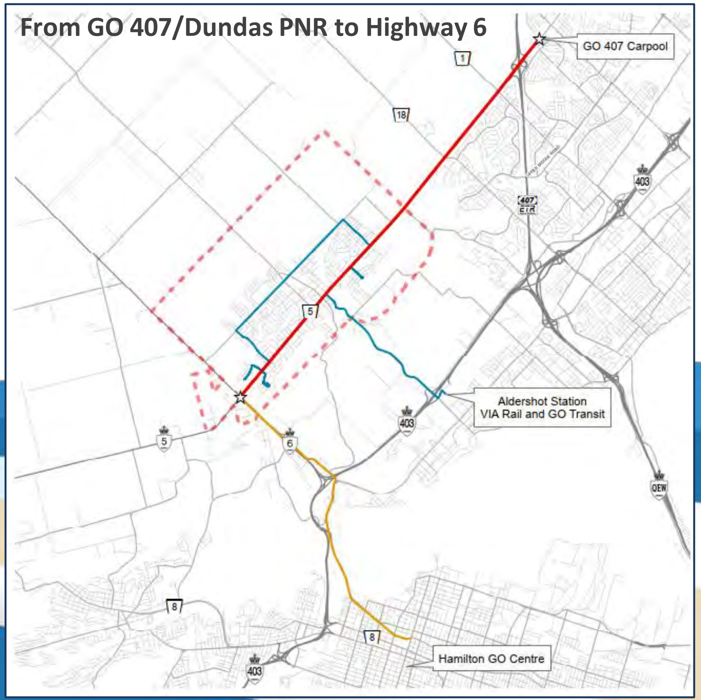
Add new Regional route

- Under Study / Already Planned Services
  - Dundas BRT
  - BLAST Rapid Transit Network
- Objective
  - Improve regional connections for Waterdown Residents
  - Improve employee access
- Transit Plan
  - Provide Regional Route between GO 407 Carpool Lot and Downtown Hamilton (pre BLAST)
  - Provide Regional Route between GO 407 Carpool Lot and Highway 6 (Post BLAST)
  - 15 minute Weekday , Saturday and Sunday

* Continue coordination with ongoing Dundas BRT



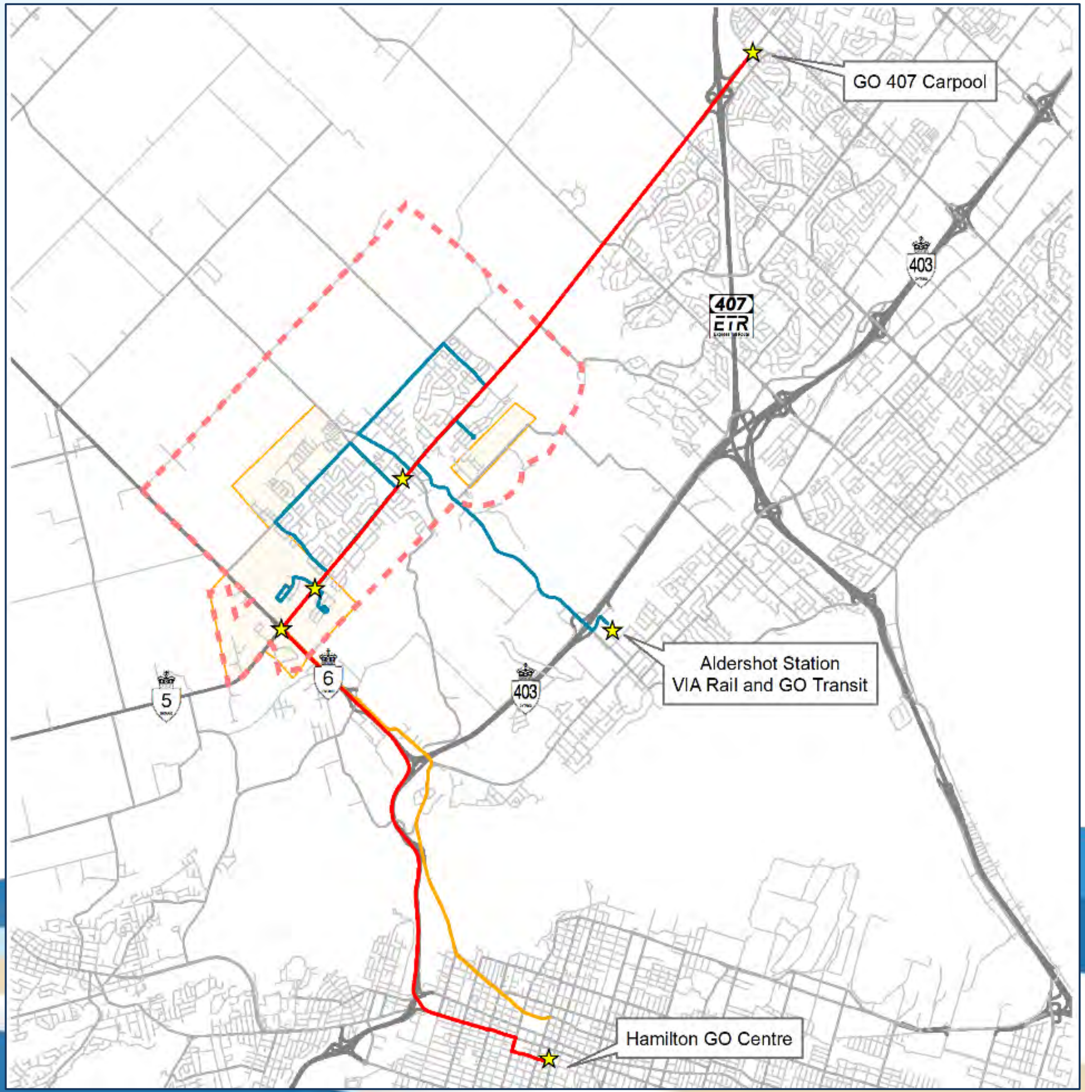
From GO 407/Dundas PNR to Hamilton DT



From GO 407/Dundas PNR to Highway 6

Alternative Service Delivery (ASD)

- Objective
  - Expand service to development areas to meet 400 m catchment service standard
  - Uses technology, smaller vehicles, and sometimes third party providers to “dynamically” serve customers
- ASD Conditions
  - The relative cost of the service should not exceed the cost of operating a conventional fixed-route in the same area;
  - The planned development area will be low-density, which is anticipated to result in low-ridership demand; and/or
  - The planned development area will be located on the fringe of the urban area.
- Transit Plan
  - Establish 3 ASD areas where passengers are provided with ASD with connections to key transfer points
  - Continue partnerships with employers to coordinate shift-workers, and provide guaranteed ride homes (outside of normal service hours)



Active Transportation

- The planned cycling and AT network for Waterdown and the adjacent area is robust
- The priority ranking of critical facilities on Dundas St., Parkside Dr. and Hamilton St. are low:
  - 89, 116, 131 and 133 out of a total of 202 projects across the city
- The planned cycling and AT network is from the 2018 CMP, which was updated from the plan established in 2009
  - Significant changes to both the conditions within Waterdown and the technical design guidance for cycling and active transportation facilities

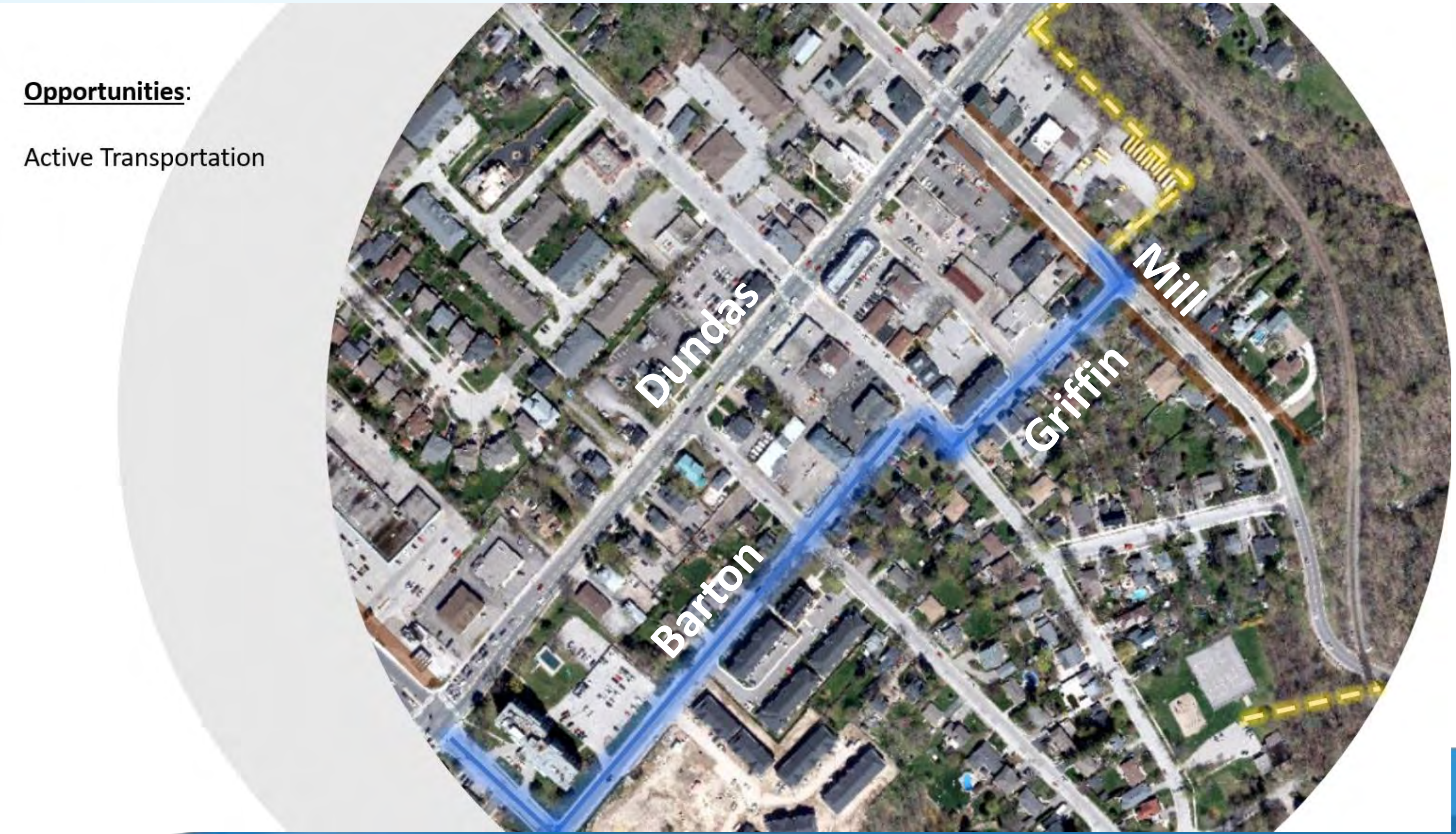
Waterdown Planned Cycling and AT Network

Active Transportation

- Supplemental cycling connections
- Crossing of Grindstone Creek

Active Transportation

- Supplemental cycling connections
- Crossing of Grindstone Creek
- Parallel to Dundas Street
  - Barton / Griffin
  - Connection to Dundas via private land
- Connection to Smokey Hollow Waterfall



Supplementary Network Capacity Scenarios

New interchange at Highway 5 / Highway 6 – West Side Access Options

1 Addition of Clappison Avenue between Parkside Drive and North Waterdown Drive

2 Delayed implementation of connection to Highway 6

3 Closure of Parkside Drive at Highway 6

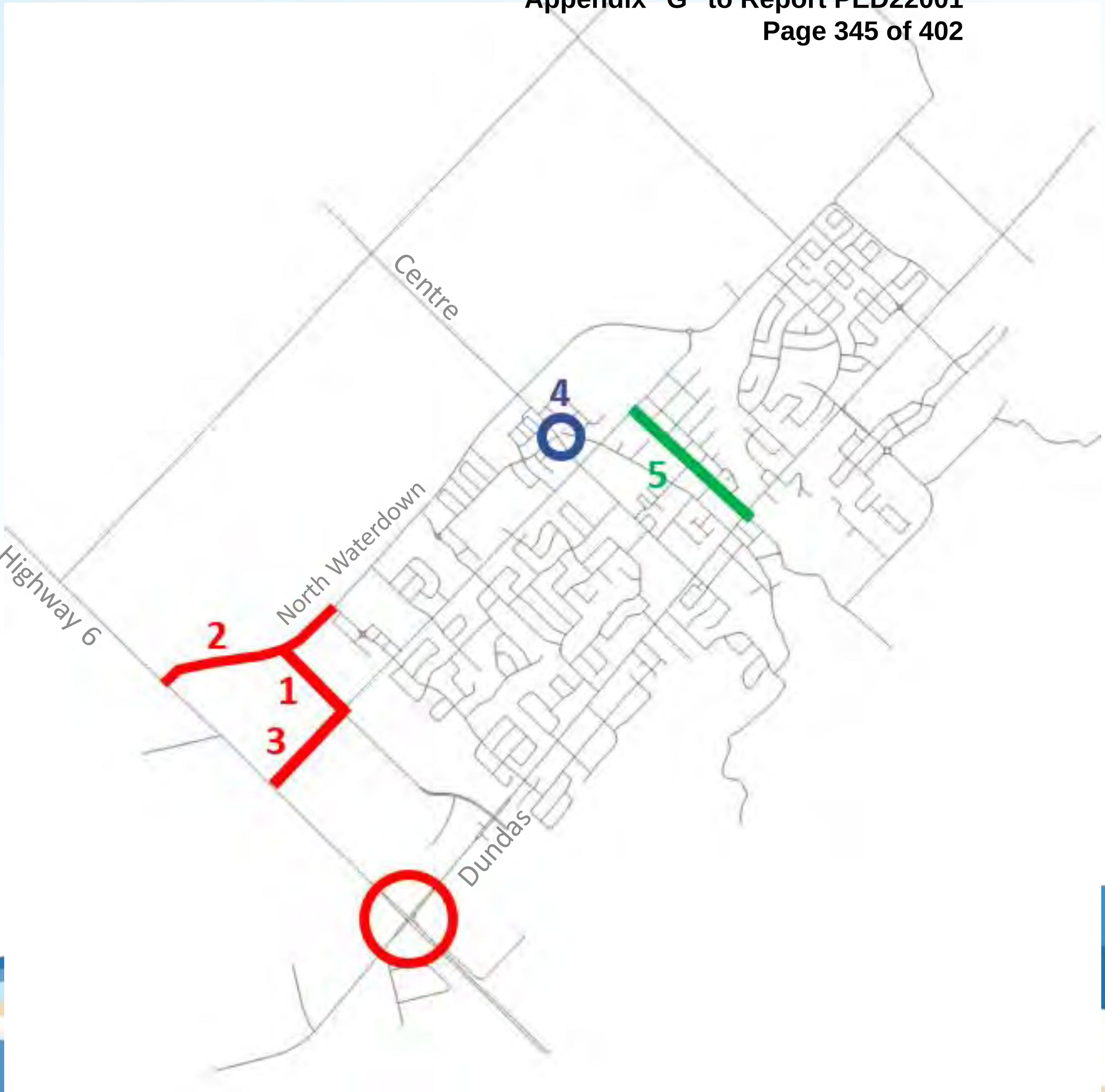
New Connection

4 Main Street North connection to Centre Road/Hamilton Street North

Access Changes

5 Conversion of Mill Street to one-way (four options)

- a) Southbound-only between Parkside Drive and Dundas Street
- b) Northbound-only between Parkside Drive and Dundas Street
- c) Southbound-only between Church Street and Dundas Street
- d) Northbound-only between Church Street and Dundas Street



Supplementary Network Capacity Opportunities

Issue / Opportunity: Capacity (Supplementary Opportunities)					
Opportunity	**Transportation**	**Public Health**	**Physical Environment**	**Costs**	**Recommended**
1 - Addition of Clappison Avenue between Parkside Drive and North Waterdown Drive	Fair	Fair	Neutral	Fair	No
2 – Delayed implementation of connection to Highway 6	Fair	Neutral	Good	Good	No
3 - Closure of Parkside Drive at Highway 6	Fair	Fair	Good	Fair	No
4 - Main Street North connection to Centre Road/Hamilton Street North	Poor	Poor	Neutral	Fair	No
5a - Mill Street southbound-only between Parkside Drive and Dundas Street	Good	Good	Neutral	Poor	No
5b - Mill Street northbound-only between Parkside Drive and Dundas Street	Fair	Good	Neutral	Poor	No
5c - Mill Street southbound-only between Church Street and Dundas Street	Good	Good	Neutral	Fair	No
5d - Mill Street northbound-only between Church Street and Dundas Street	Fair	Good	Neutral	Fair	No

None were recommended for implementation as they do not address the fundamental problem of congestion and capacity issues in Waterdown. The solutions may have localized improvements, but do not address the network capacity problem.

Safety

Solutions to reduce traffic infiltration through neighbourhoods, as well as to reduce vehicle speeds are being brought forward:

- Traffic Calming
  - Speed cushions, raised centre islands, raised pedestrian crossovers, centreline flex posts, curb extensions
- Converting existing school crosswalks to pedestrian crossovers

Safety

Additional solutions:

- Pavement Markings
    - Painted centrelines, on-street bike lanes
- Adding pedestrian crossovers at roundabouts
- Providing additional speed limit signs and speed feedback signage

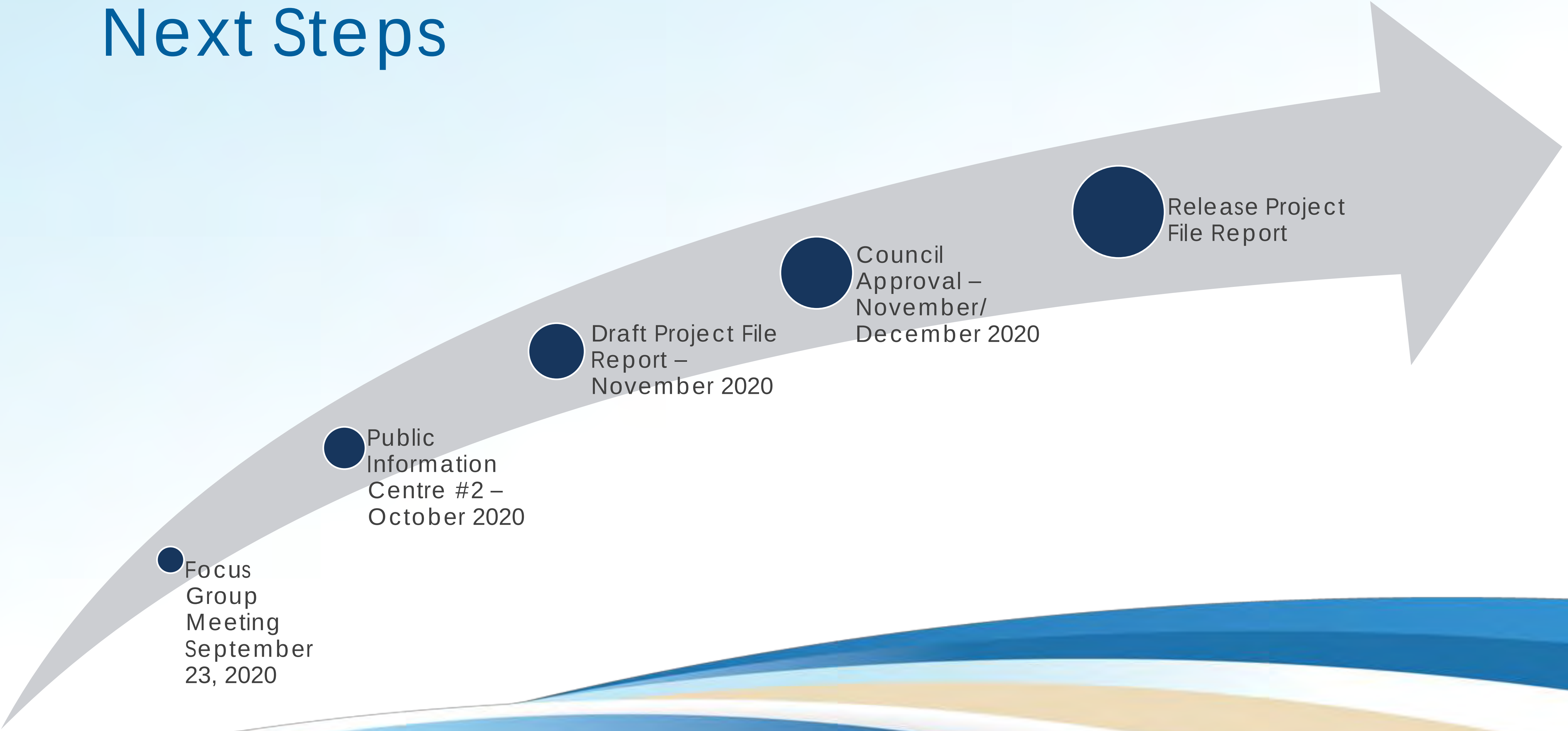
Discussion

Do you feel the transit solutions and increased service will aid in getting people out of their cars and onto transit?

Do you feel the active transportation system is comprehensive enough for users to complete in-town trips via cycling or alternative means instead of vehicle trips?

Do you feel that not widening Dundas Street is the right solution for the residents of Waterdown?

Next Steps


Focus Group Meeting September 23, 2020
Public Information Centre #2 – October 2020
Draft Project File Report – November 2020
Council Approval – November/ December 2020
Release Project File Report

Appendix B

Notice of Commencement and Public Information Centre #2

Waterdown Transportation Management Plan

Notice of Public Information Centre #2

The purpose of the Waterdown Transportation Management Plan Study is to review the existing transportation network and identify areas for improvements to address existing and future transportation needs. The study is being completed following the requirements of Phase 1 and 2 of the Municipal Class EA process. Public Information Centre #2 will present the recommended solutions for the project.

How to Participate:

There are two ways to participate. All consultations are being held virtually to protect the health and safety of Hamilton residents and our staff.

Review Online Materials Anytime	Join the Virtual Information Meeting
Visit the **PROJECT WEBSITE** anytime from **October 14 to November 11, 2020,** to view the information display panels. A comment form will be available until midnight on November 11. Materials are available 24 hours a day, 7 days a week. The project website is: www.hamilton.ca/waterdownTMP2019	There will be a **LIVE** Information **Meeting** held on **Wednesday, October 21, 2020,** from **5:30 pm to 7:30 pm**. The project team will provide an overview presentation of the project and answer your questions. Individuals can participate online or by phone. Pre-registration is required and can be done at the below website: www.hamilton.ca/waterdownTMP2019

Additional information about this study is available on the project website. If you have any questions or comments about the study or would like to be added to the project mailing list, please contact:

Mohan Philip, M.Eng., P.Eng.
Project Manager, Transportation Planning
City of Hamilton
transportation@hamilton.ca

Do you have any accessibility requirements in order to be able to review the material and comment on the study? Please contact Mohan Philip via email or by phone at 905-546-2424 Ext. 3438.

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 was published in the Flamborough Review on October 8, and 15, 2020.

CITY OF HAMILTON

TRANSPORTATION MANAGEMENT PLAN

WATERDOWN

Public Information Centre #2

October 21, 2020

Hamilton

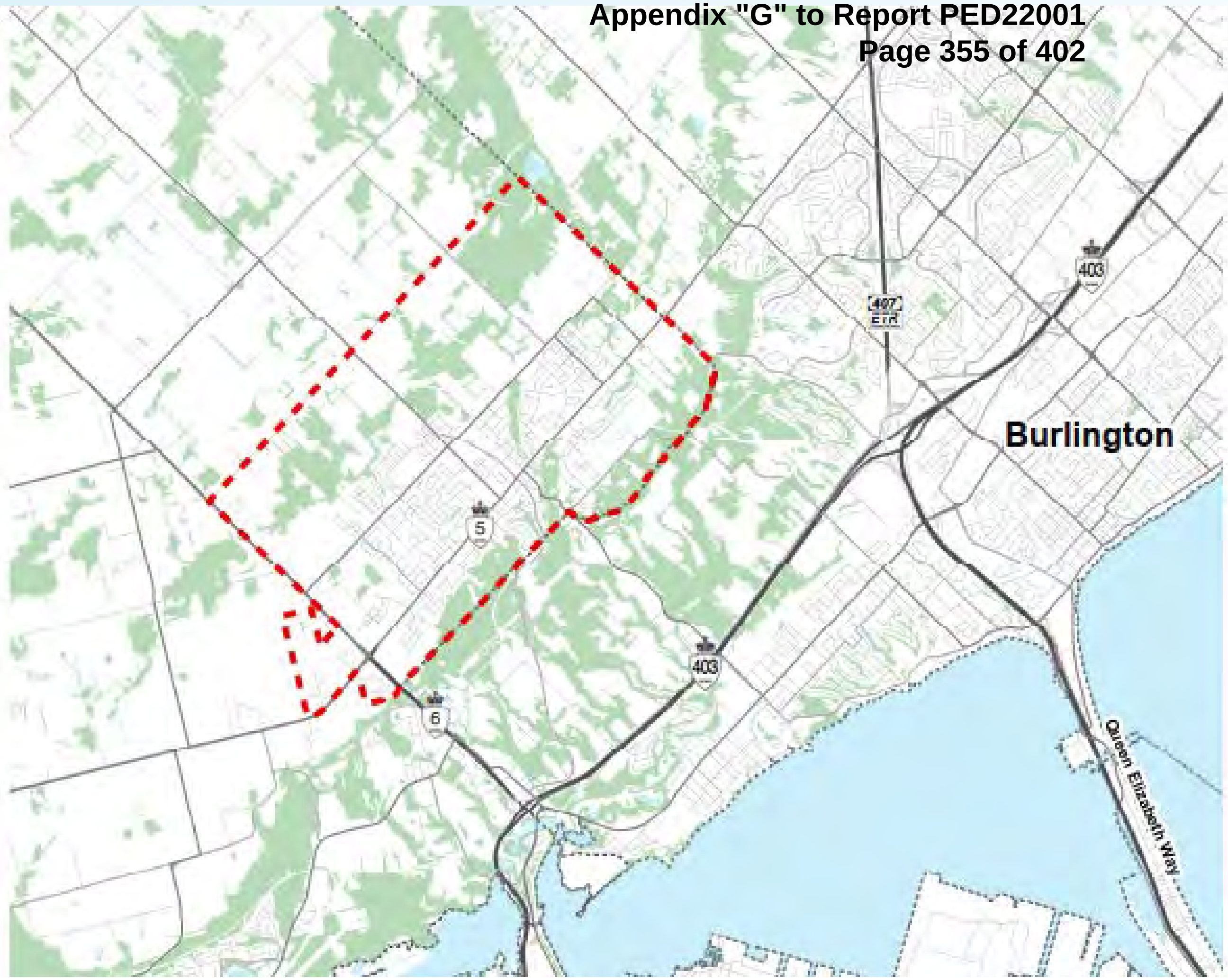
DILLON CONSULTING

Today's Agenda

- Project Overview and Class Environmental Assessment Status
- What We've Heard
- Alternative Solutions
- Comparative Evaluation
- Preferred Solution(s)
- Discussion

Study Area/ Objectives

- Study will support Waterdown Community Node Secondary Plan
- In collaboration with the Waterdown Village Built Heritage Inventory
- Waterdown Transportation Management Plan Goals:
  - Address current and long-term transportation problems
  - Protect for future needs
  - Identify improvement works and their timing.



Study Process

PHASE 1: Problem/Opportunity

- Confirm the study purpose and justification
- Identify problem/opportunity

PHASE 2: Alternative Solutions

- Identify reasonable alternative solutions to the problem/opportunity
- Conduct an overview of existing conditions in natural, social and economic environment
- Identify impact of alternative solutions on the environment
- Evaluate alternatives and recommend a solution
- Select the preferred solution
- Document the decision making process
- Distribute final public notice for Master Plan

We are here

PHASE 3: Alternative Design Concepts for Preferred Solution

- Identify alternative design concepts
- Detailed review of existing conditions
- Evaluate alternative designs and recommend preferred design
- Consult review agencies and the public
- Select the preferred design

PHASE 4: Environmental Study Report

- Document the process by completing an Environmental Study Report (ESR) for a Schedule C project

PHASE 5: Implementation

- Design phase
- Proceed to design/construction of the project
- Monitor for environmental provisions and commitments

The Transportation Master Plan study is following the requirements of the Municipal Class Environmental Assessment (EA) (2000, as amended).

The Class EA process ensures that all relevant social, environmental and engineering factors are considered in the planning and design process. Public and agency input is integrated into the decision making process

Problem and Opportunity Statement

Waterdown's transportation network capacity is becoming insufficient to accommodate current and future traffic volumes, resulting in congestion, safety concerns, and traffic infiltration into residential neighbourhoods.

The Waterdown Transportation Management Plan Study was initiated to address short-term issues and identify long-term improvements needed for road network, public transit, and pedestrian and cyclist facilities.

Transportation Issues – Highlights of What We've Heard

Congestion Issues:

- Dundas Street between Hamilton Street and Mill Street – AM and PM peak periods
- Mill Street (NB) at Dundas Street – PM peak period
- Right turn from Dundas Street onto Avonsyde Boulevard

Neighbourhood Traffic infiltration

- Spring Creek Drive
- Hollybush Drive
- Nisbet Boulevard
- Main Street North

Speeding

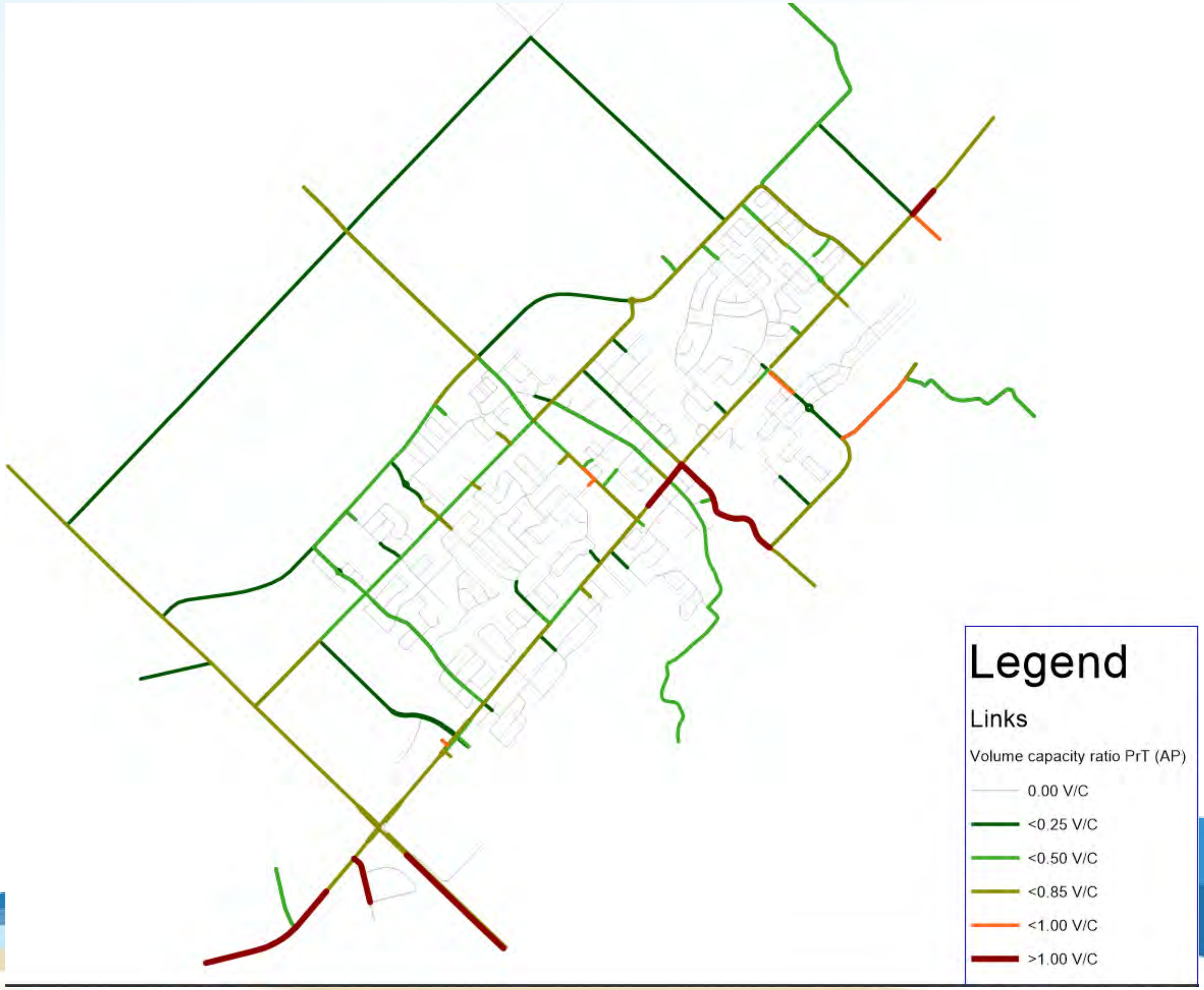
- Riley Street
- Brian Boulevard
- Main Street North

Safety

- Concerns on Mill Street South in the Smokey Hollow area
- Road curves - Brian Blvd
- School crossing - Guy Brown School (Brian Boulevard @ Longyear Drive)
- Left turn from Boulding Avenue onto Parkside Drive during PM peak period.

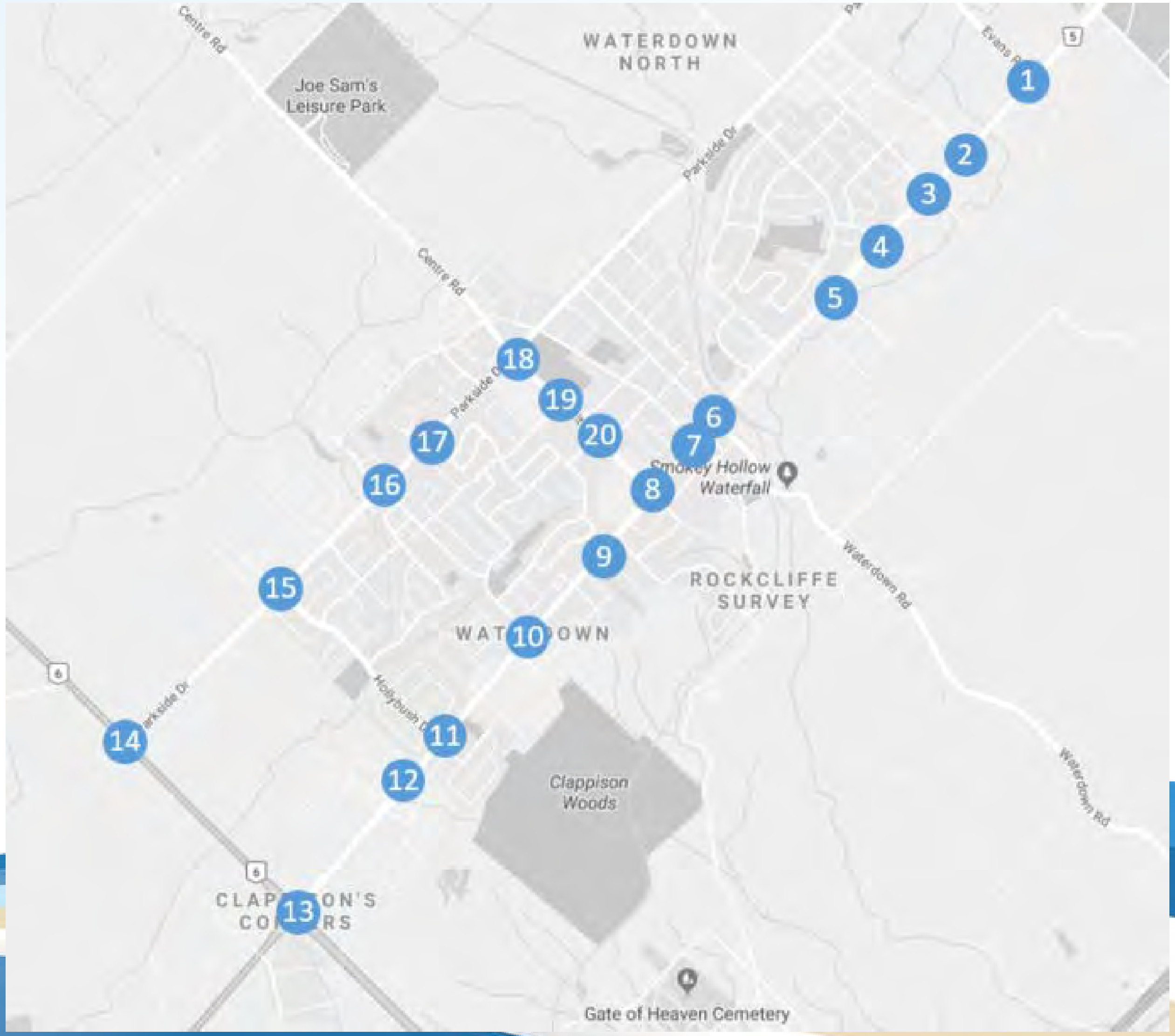
Road Network and Capacity Analysis

- Overall sufficient capacity for driving during peak commuting hours with localised issues
- Addition of new East/West Roadway (North Waterdown Drive) relieves capacity pressures on Parkside Drive
- Most significant congestion location:
  - Dundas Street between Mill Street and Hamilton Street North.
  - Issues in the peak commuting directions: eastbound in the morning, and westbound in the afternoon.



Intersection Analysis

- Forecasted 2031 turning movement volumes at 20 signalized intersections for analysis
- Two intersections showed signs of congestion during the peak commuting hours:
  - 6 - Dundas Street / Mill Street – LOS F/F
  - 13 - Dundas Street / Highway 6 – LOS E/F
- Some individual movements with issues
  - 2 - Dundas / Avonsyde – Westbound right in PM



Alternative Solution “Buckets”

- Network Capacity
- Transportation Demand Management
- Safety

Evaluation Criteria

- Transportation
  - Pedestrians
  - Cyclists
  - Transit Passengers
  - Mobility
  - Delay
  - Emergency Services
- Public Health
  - Air Quality
  - Safety
  - Social Interaction
  - Transportation equity
  - Active Transportation
- Physical Environment
  - Cultural Heritage
  - Green space
  - Streetscape and public spaces
- Costs
  - Capital
  - Operations / Maintenance
  - Economic benefits

Network Capacity

Issue / Opportunity: Capacity						
Alternative Solution		**Transportation**	**Public Health**	**Physical Environment**	**Costs**	**Recommended**
Intersection	Adjust Signal Timing at Dundas St./Mill St.	Good	Neutral	Neutral	Excellent	Yes
Intersection	Add exclusive westbound right turn at Dundas St./ Avonsyde Dr. and overlapping phasing	Good	Neutral	Fair	Fair	Yes
Strategic	Increase vehicle capacity on Dundas Street between Mill Street and Hamilton Street North	Good	Poor	Poor	Poor	No

Alternatives 1 and 2 recommended as they address localized capacity issues on the Dundas Street corridor with minor anticipated impacts

Network Capacity (Cont’d)

- **Increase vehicle capacity on Dundas Street between Mill Street and Hamilton Street North – NOT RECOMMENDED**
  - **Reason to recommend:**
    - **Provides relief for daily peak hour congestion**
  - **Reasons not to recommend**
    - **Potential impacts on Downtown**
      - Heritage area
      - Minimization of Public Realm
      - Removal of on-street parking
      - Strips downtown core of character and value
    - **Impacts to other travel modes**
      - Reduces possibilities for cycling infrastructure on Dundas Street
      - Reduces attractiveness for walking and spending time downtown
      - Reduces possibilities for transit priority
    - **Auto-focused solution**
      - Impacts on public health, physical environment, and costly
    - **Public and stakeholder concerns**
- **Need a range of smaller solutions that work together**

Transportation Demand Management

Issue / Opportunity: Transportation Demand Management						
Alternative Solution		**Transportation**	**Public Health**	**Physical Environment**	**Costs**	**Recommended**
Transit	Increase amount of transit service (more buses on existing Route 18)	Good	Good	Neutral	Fair	Yes
	Improve transit coverage (modify Route 18)	Excellent	Good	Neutral	Fair	Yes
	Improve Regional Transit Connections	Good	Good	Neutral	Fair	Yes
	Introduce Alternative Service Delivery	Excellent	Good	Neutral	Fair	Yes
Active Transportation	Implement connected cycling network	Excellent	Excellent	Good	Fair	Yes
	Improve walking network	Excellent	Excellent	Excellent	Fair	Yes

Increase Service on Route 18

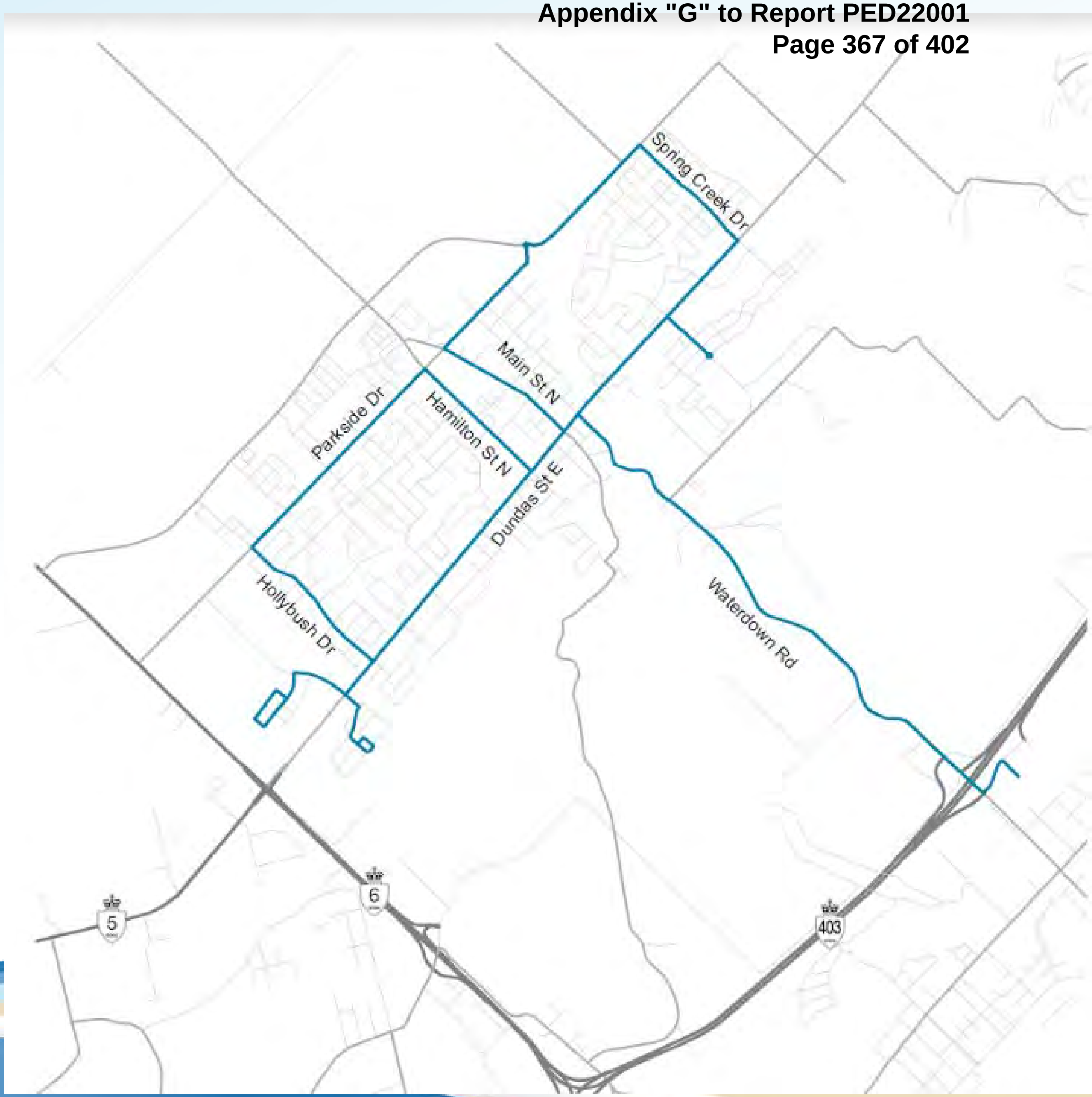
- Existing Route 18 - Waterdown
  - Alternating clockwise and counter-clockwise routing
  - Aldershot GO/VIA Station to the Flamborough Business Park

- Transit Plan
  - Improved service frequency from 30 min to 20 min per direction
  - Expanded hours of service
  - Include Sunday service

Modify Route 18

- Objectives
  - Improved Service Connections to Community Core as part of Community Core Secondary Plan
  - Improves connections with other planned transit services

- Transit Plan
  - Add approx. 2 km in route length
  - Includes 20 min service frequency per direction, expanded hours, and Sunday service.

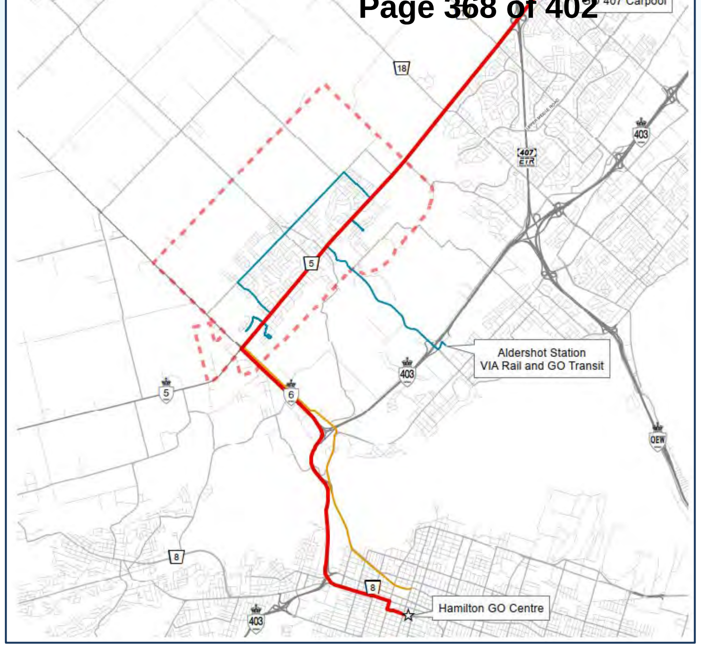


Add new Regional route

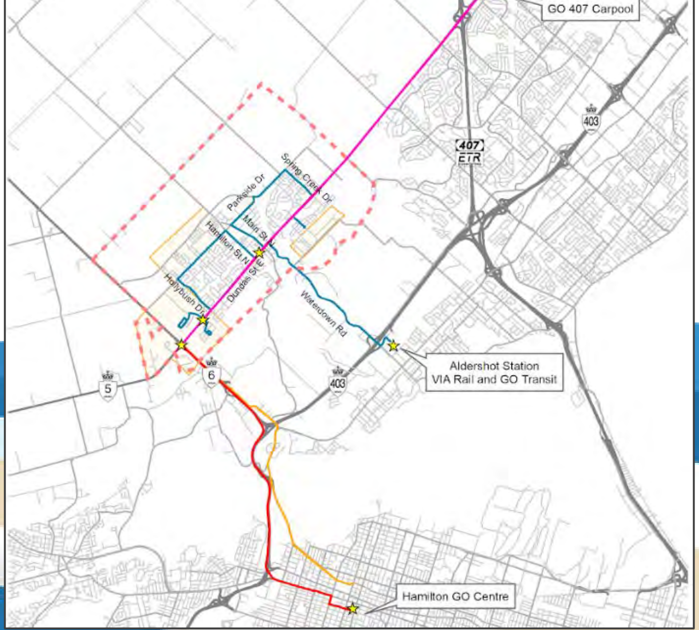
- Under Study / Already Planned Services
  - Dundas BRT
  - BLAST Rapid Transit Network
- Objective
  - Improve regional connections for Waterdown Residents
  - Improve employee access
- Transit Plan
  - Provide Regional Route between GO 407 Carpool Lot and Downtown Hamilton (pre BLAST)
  - Provide Regional Route between GO 407 Carpool Lot and Highway 6 (Post BLAST)
  - 15 minute Weekday , Saturday and Sunday

* Continue coordination with ongoing Dundas BRT

From GO 407/Dundas PNR to Hamilton DT

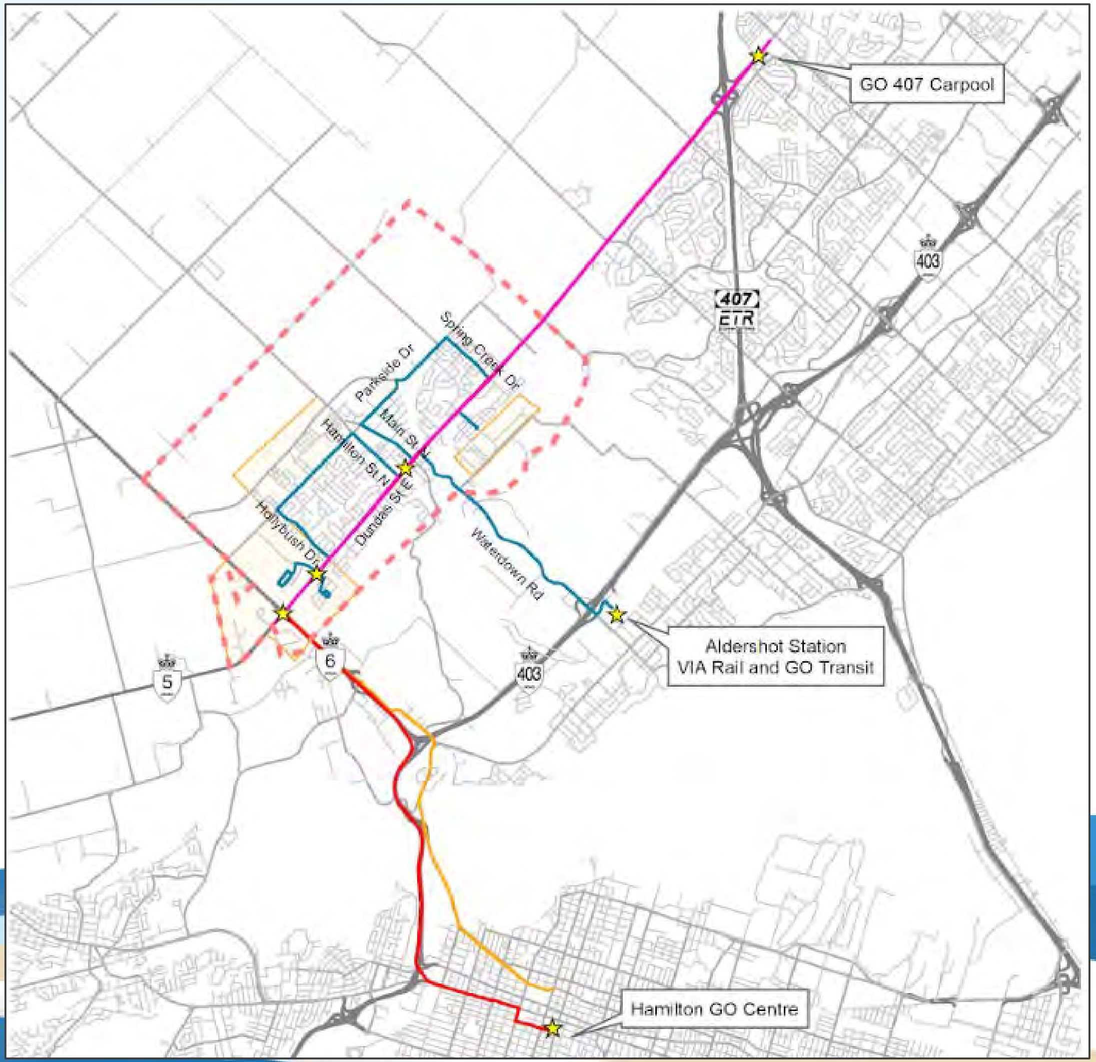


From GO 407/Dundas PNR to Highway 6



Alternative Service Delivery (ASD)

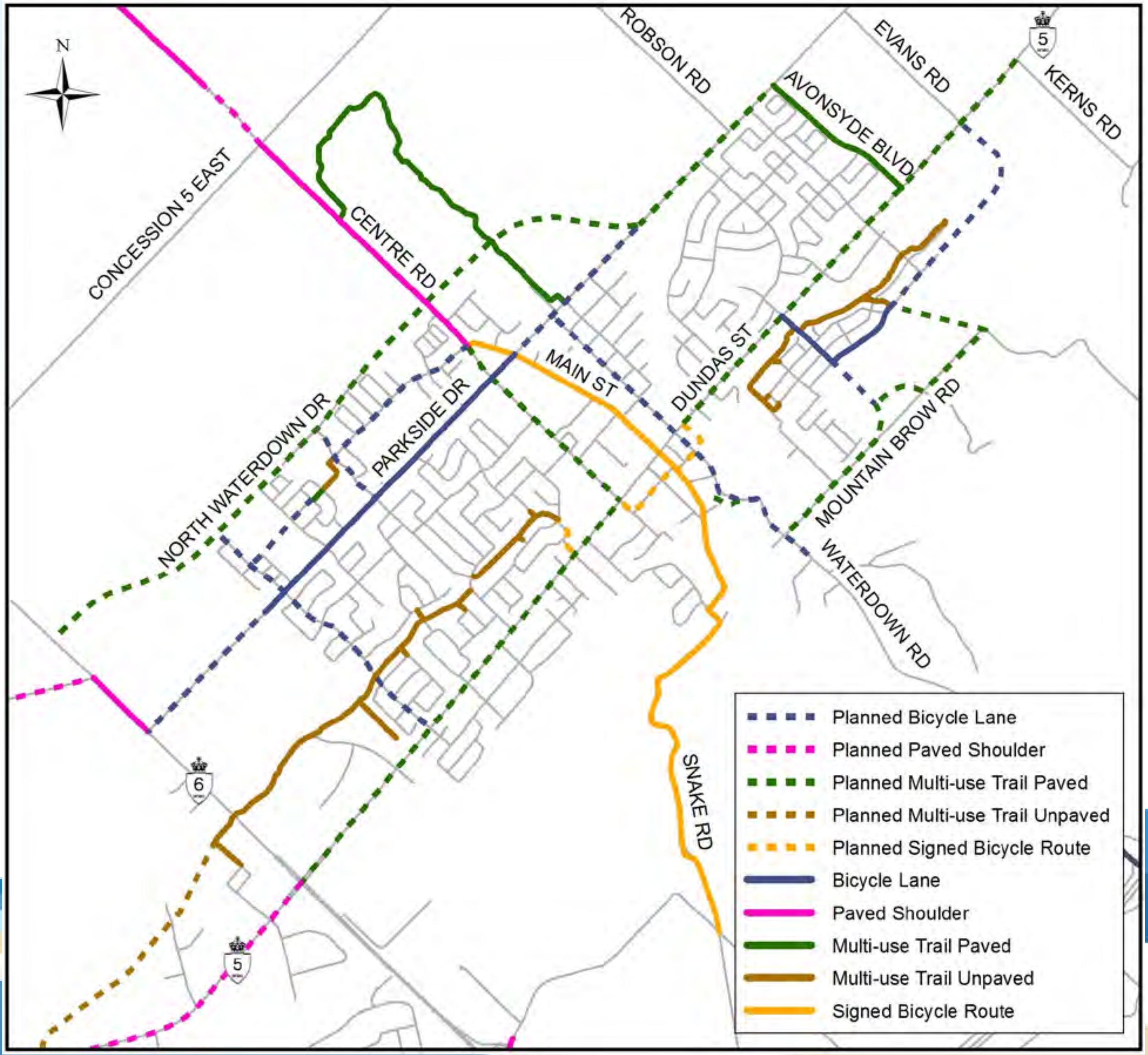
- Objective
  - Expand service to development areas to meet 400 m catchment service standard
  - Uses technology, smaller vehicles, and sometimes third party providers to “dynamically” serve customers
- ASD Conditions
  - The relative cost of the service should not exceed the cost of operating a conventional fixed-route in the same area;
  - The planned development area will be low-density, which is anticipated to result in low-ridership demand; and/or
  - The planned development area will be located on the fringe of the urban area.
- Transit Plan
  - Establish 3 ASD areas where passengers are provided with ASD with connections to key transfer points
  - Continue partnerships with employers to coordinate shift-workers, and provide guaranteed ride homes (outside of normal service hours)



Active Transportation

- The planned cycling and AT network for Waterdown and the adjacent area is robust
- The priority ranking of critical facilities on Dundas St., Parkside Dr. and Hamilton St. are low:
    - 89, 116, 131 and 133 out of a total of 202 projects across the city
- The planned cycling and AT network is from the 2018 CMP, which was updated from the plan established in 2009
    - Significant changes to both the conditions within Waterdown and the technical design guidance for cycling and active transportation facilities

Waterdown Planned Cycling and AT Network



Active Transportation

- Supplemental cycling connections
- Crossing of Grindstone Creek

Active Transportation

- Supplemental cycling connections
- Crossing of Grindstone Creek
- Parallel to Dundas Street
  - Barton / Griffin
  - Connection to Dundas via private land
- Connection to Smokey Hollow Waterfall

Supplementary Network Capacity Scenarios

New interchange at Highway 5 / Highway 6 – West Side Access Options

1 Addition of Clappison Avenue between Parkside Drive and North Waterdown Drive

2 Delayed implementation of connection to Highway 6

3 Closure of Parkside Drive at Highway 6

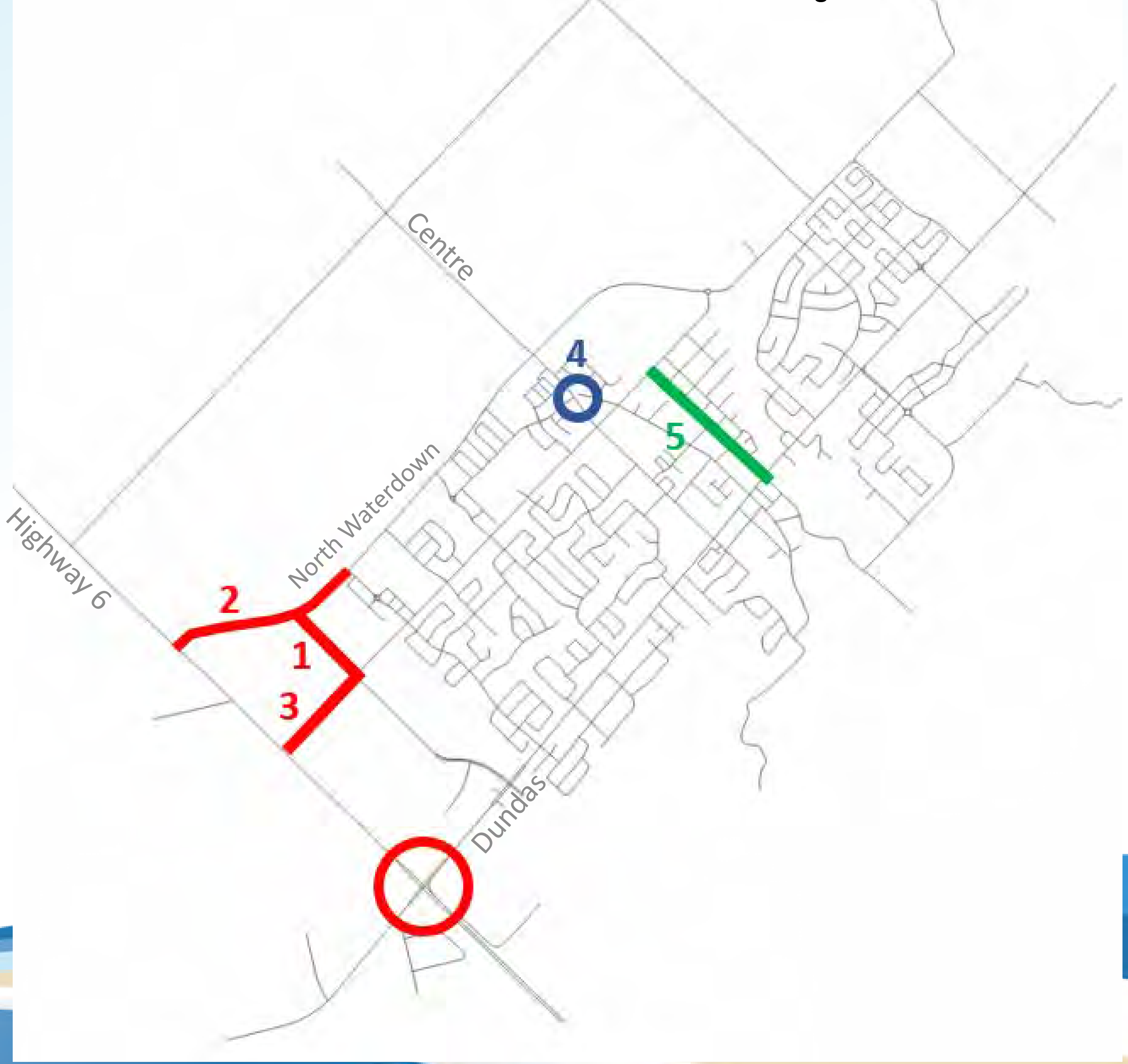
New Connection

4 Main Street North connection to Centre Road/Hamilton Street North

Access Changes

5 Conversion of Mill Street to one-way (four options)

a) Southbound-only between Parkside Drive and Dundas Street
b) Northbound-only between Parkside Drive and Dundas Street
c) Southbound-only between Church Street and Dundas Street
d) Northbound-only between Church Street and Dundas Street



Supplementary Network Capacity Opportunities

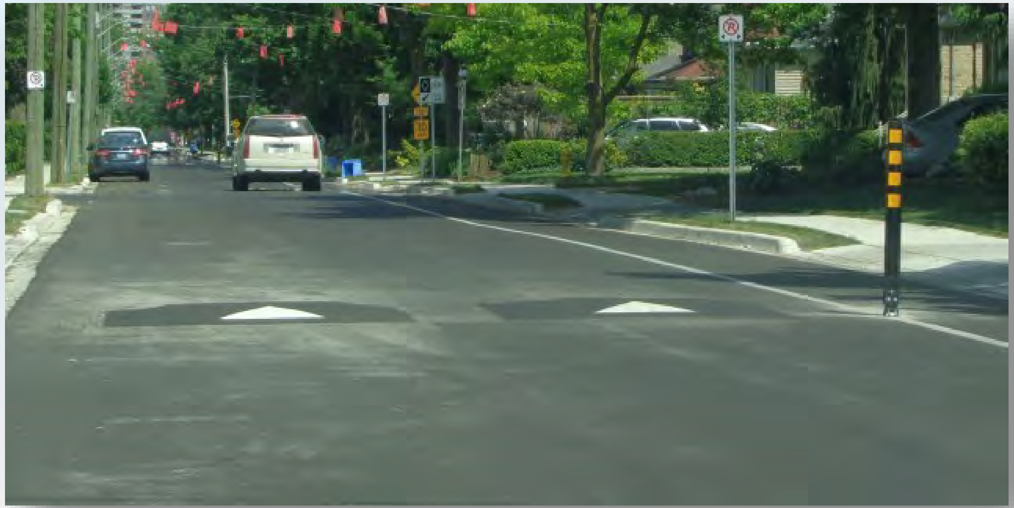
Issue / Opportunity: Capacity (Supplementary Opportunities)					
Opportunity	**Transportation**	**Public Health**	**Physical Environment**	**Costs**	**Recommended**
1 - Addition of Clappison Avenue between Parkside Drive and North Waterdown Drive*	Fair	Fair	Neutral	Fair	No*
** The addition of Clappison Ave. between Parkside Dr. and North Waterdown Dr. is not recommended to address the current problem statement. However, the addition may be required as a component of the new Highway 5/6 Interchange planned by MTO. Under this scenario, additional investigation is required to determine impacts to the local road network from the Highway 5/6 interchange at that time.*					
2 – Delayed implementation of connection to Highway 6	Fair	Neutral	Good	Good	No
3 - Closure of Parkside Drive at Highway 6	Fair	Fair	Good	Fair	No
4 - Main Street North connection to Centre Road/Hamilton Street North	Poor	Poor	Neutral	Fair	No
5a - Mill Street southbound-only between Parkside Drive and Dundas Street	Good	Good	Neutral	Poor	No
5b - Mill Street northbound-only between Parkside Drive and Dundas Street	Fair	Good	Neutral	Poor	No
5c - Mill Street southbound-only between Church Street and Dundas Street	Good	Good	Neutral	Fair	No
5d - Mill Street northbound-only between Church Street and Dundas Street	Fair	Good	Neutral	Fair	No

None were recommended for implementation as they do not address the fundamental problem of congestion and capacity issues in Waterdown. The solutions may have localized improvements, but do not address the network capacity problem.

Safety

Solutions to reduce traffic infiltration through neighbourhoods, as well as to reduce vehicle speeds are being brought forward:

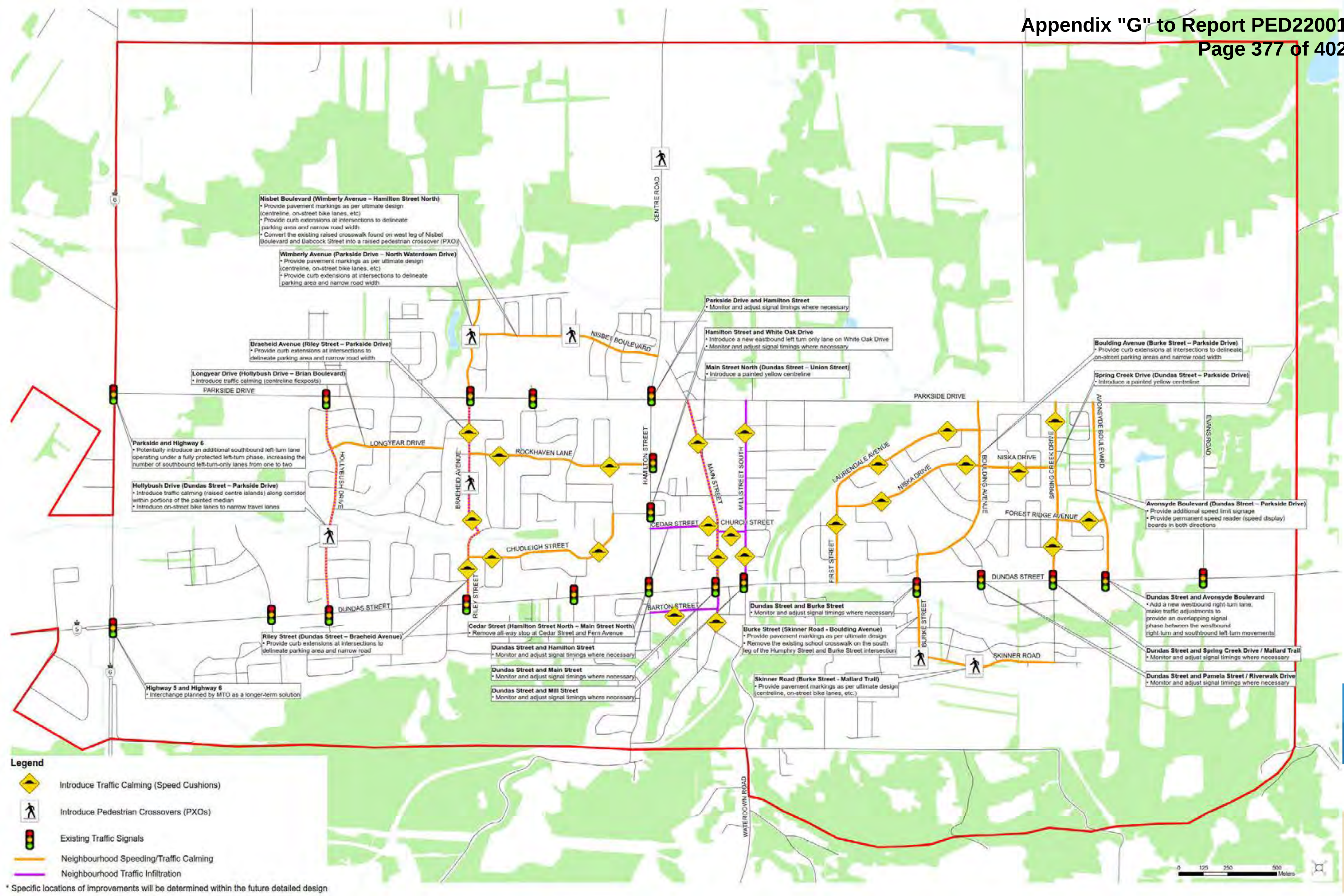
- Traffic Calming
  - Speed cushions, raised centre islands, raised pedestrian crossovers, centreline flex posts, curb extensions
- Converting existing school crosswalks to pedestrian crossovers



Safety

Additional solutions:

- Pavement Markings
  - Painted centrelines, on-street bike lanes
- Adding pedestrian crossovers at roundabouts
- Providing additional speed limit signs and speed feedback signage


Nisbet Boulevard (Wimberly Avenue – Hamilton Street North)
• Provide pavement markings as per ultimate design (centreline, on-street bike lanes, etc)
• Provide curb extensions at intersections to delineate parking area and narrow road width
• Convert the existing raised crosswalk found on west leg of Nisbet Boulevard and Babcock Street into a raised pedestrian crossover (PXO)
Wimberly Avenue (Parkside Drive – North Waterdown Drive)
• Provide pavement markings as per ultimate design (centreline, on-street bike lanes, etc)
• Provide curb extensions at intersections to delineate parking area and narrow road width
Parkside Drive and Hamilton Street
• Monitor and adjust signal timings where necessary
Hamilton Street and White Oak Drive
• Introduce a new eastbound left turn only lane on White Oak Drive
• Monitor and adjust signal timings where necessary
Main Street North (Dundas Street – Union Street)
• Introduce a painted yellow centreline
Boulding Avenue (Burke Street – Parkside Drive)
• Provide curb extensions at intersections to delineate on-street parking areas and narrow road width
Spring Creek Drive (Dundas Street – Parkside Drive)
• Introduce a painted yellow centreline
Braeheid Avenue (Riley Street – Parkside Drive)
• Provide curb extensions at intersections to delineate parking area and narrow road width
Longyear Drive (Hollybush Drive – Brian Boulevard)
• Introduce traffic calming (centreline flexposts)
Parkside and Highway 6
• Potentially introduce an additional southbound left-turn lane operating under a fully protected left-turn phase, increasing the number of southbound left-turn-only lanes from one to two
Hollybush Drive (Dundas Street – Parkside Drive)
• Introduce traffic calming (raised centre islands) along corridor within portions of the painted median
• Introduce on-street bike lanes to narrow travel lanes
Avonsyde Boulevard (Dundas Street – Parkside Drive)
• Provide additional speed limit signage
• Provide permanent speed reader (speed display) boards in both directions
Riley Street (Dundas Street – Braeheid Avenue)
• Provide curb extensions at intersections to delineate parking area and narrow road
Highway 5 and Highway 6
• Interchange planned by MTO as a longer-term solution
Cedar Street (Hamilton Street North – Main Street North)
• Remove all-way stop at Cedar Street and Fern Avenue
Dundas Street and Hamilton Street
• Monitor and adjust signal timings where necessary
Dundas Street and Main Street
• Monitor and adjust signal timings where necessary
Dundas Street and Mill Street
• Monitor and adjust signal timings where necessary
Dundas Street and Burke Street
• Monitor and adjust signal timings where necessary
Burke Street (Skinner Road - Boulding Avenue)
• Provide pavement markings as per ultimate design
• Remove the existing school crosswalk on the south leg of the Humphry Street and Burke Street intersection
Skinner Road (Burke Street - Mallard Trail)
• Provide pavement markings as per ultimate design (centreline, on-street bike lanes, etc.)
Dundas Street and Avonsyde Boulevard
• Add a new westbound right-turn lane, make traffic adjustments to provide an overlapping signal phase between the westbound right-turn and southbound left-turn movements
Dundas Street and Spring Creek Drive / Mallard Trail
• Monitor and adjust signal timings where necessary
Dundas Street and Pamela Street / Riverwalk Drive
• Monitor and adjust signal timings where necessary
CENTRE ROAD
NISBET BOULEVARD
PARKSIDE DRIVE
LONGYEAR DRIVE
ROCKHAVEN LANE
HOLLYBUSH DRIVE
BRAEHEID AVENUE
HAMILTON STREET
MAIN STREET
MILL STREET SOUTH
CEDAR STREET
CHURCH STREET
CHUDLEIGH STREET
RILEY STREET
DUNDAS STREET
BARTON STREET
LAURENDALE AVENUE
NISKA DRIVE
BOULDING AVENUE
SPRING CREEK DRIVE
AVONSYDE BOULEVARD
EVANS ROAD
FOREST RIDGE AVENUE
FIRST STREET
BURKE STREET
SKINNER ROAD
WATERDOWN ROAD
Legend
Introduce Traffic Calming (Speed Cushions)
Introduce Pedestrian Crossovers (PXOs)
Existing Traffic Signals
Neighbourhood Speeding/Traffic Calming
Neighbourhood Traffic Infiltration
* Specific locations of improvements will be determined within the future detailed design
0 125 250 500
Meters

Next Steps

- Public Information Centre #2 – October 2020
- Draft Project File Report – November 2020
- Council Approval – November/ December 2020
- Release Project File Report
- 30-day public review period

DILLON CONSULTING

Fox, Brandon <bfox@dillon.ca>

RE: Confirming Scope: Waterdown Transportation Management Plan

1 message

Philip, Mohan <Mohan.Philip@hamilton.ca> Tue, Nov 3, 2020 at 11:57 AM
To: "SecondaryLandUse@HydroOne.com" <SecondaryLandUse@hydroone.com>
Cc: "Fox, Brandon" <bfox@dillon.ca>, Jeff Axisa <jaxisa@dillon.ca>, "Molloy, Steve" <Steve.Molloy@hamilton.ca>

Hi Logan,

Thanks for your participation in the transportation study. Regarding the pedestrian/cycling bridge across Grindstone Creek, our initial assessment determined the location to be at the Church St . However further detailed investigations are need in the future to confirm this. If for any reason this location is not suitable, then the City will consider it at the Nelson Road location. The chances of considering Wellington St. location is very less.

Hope this helps.

Thanks

Mohan Philip

From: SecondaryLandUse@HydroOne.com <SecondaryLandUse@HydroOne.com>
Sent: October 29, 2020 2:43 PM
To: Transportation <transportation@hamilton.ca>
Subject: Confirming Scope: Waterdown Transportation Management Plan

Good Afternoon,

I am writing to verify a detail in the PIC 2 Presentation material for the Waterdown Transportation Management Plan. Can you confirm that the City of Hamilton has no intention to pursue a bicycle bridge/path on Wellington St crossing the Grindstone Creek (Slide 16)?

Thanks and have a great day,

Logan McClevis
Hydro One Networks Inc
SecondaryLandUse@HydroOne.com

Ministry of Heritage, Sport, Tourism and Culture Industries

Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7
Tel: 416.786.7553

Ministère des Industries du Patrimoine, du Sport, du Tourisme et de la Culture

Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto, ON M7A 0A7
Tél: 416.786.7553

November 10, 2020 EMAIL ONLY

Mohan Philip, M.Eng., P.Eng.
Project Manager
City of Hamilton
mohan.philip@hamilton.ca

MHSTCI File	**:**	**0010276**
Proponent	**:**	**The City of Hamilton**
Subject	**:**	**Notice of Public Information Centre 2 - MCEA Master Planning Approach 2**
Project	**:**	**Waterdown Transportation Management Plan**
Location	**:**	**Waterdown, City of Hamilton**

Dear Mohan Philip:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Public Information Centre for this project. MHSTCI's interest in this master plan relates to it's mandate of conserving Ontario's cultural heritage, which includes archaeological resources, built heritage resources and cultural heritage landscapes.

MHSTCI understands that master plans are long range plans which integrate infrastructure requirements for existing and future land use with environmental assessment planning principles. The Municipal Class Environmental Assessment (MCEA) outlines a framework for master plan and associated studies which should recognize the planning and design Process of this Class EA and should incorporate the key principles of successful environmental assessment planning identified in Section A.1.1. The master planning process will, at minimum, address Phases 1 and 2 of the Planning and Design Process of the MCEA.

This letter provides advice on how to incorporate consideration of cultural heritage in the above-mentioned master planning process by outlining the technical cultural heritage studies and the level of detail required to address cultural heritage in master plans. In accordance with the MCEA, cultural heritage resources should be identified early in the process in order to determine known and potential resources and potential impacts.

Master Plan Summary
The City of Hamilton has initiated a transportation management study for the Waterdown area. This study is being completed following the requirements of Phase 1 and 2 of the Municipal Class EA process.

Recommendations for Master Planning Approach 2
MHSTCI understands that the level of investigation, consultation and documentation in this master plan is sufficient to fulfill the requirements for Schedule B MCEA undertakings and would provide the basis for future investigations for the specific Schedule C MCEA undertakings identified within it. In regards to cultural heritage resources the master plan should;

- identify existing baseline environmental conditions,
- identify expected environmental impacts and,
- Include measures to mitigate potential negative impacts.

Archaeological Resources
Schedule B MCEA undertakings included as part of the master plan should be screened using the City of Hamilton's Archaeological Management Plan. If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licensed under the *Ontario Heritage Act* and submitted for MHSTCI review prior to the completion of the master plan.

The master plan should provide guidance on the need for further archaeological assessments by acknowledging that the city contains archaeological resources and areas of archaeological potential and by stating that future projects must consult the City of Hamilton's Archaeological Master Plan.

Built Heritage Resources and Cultural Heritage Landscapes
A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken for the entire study area during the planning phase and will be summarized in the EA Report. This study will:

1. Describe the existing baseline cultural heritage conditions within the study area by identifying all known or potential built heritage resources and cultural heritage landscapes, including a historical summary of the study area. MHSTCI has developed screening criteria that may assist with this exercise: *Criteria for Evaluating for Potential Built Heritage Resources and Cultural Heritage Landscapes*.

2. Identify preliminary potential project-specific impacts on the known and potential built heritage resources and cultural heritage landscapes that have been identified. The report should include a description of the anticipated impact to each known or potential built heritage resource or cultural heritage landscape that has been identified.

3. Recommend measures to avoid or mitigate potential negative impacts to known or potential built heritage resources and cultural heritage landscapes. The proposed mitigation measures are to inform the next steps of project planning and design.

For Schedule B MCEAs undertaken as part of the master plan, where a known or potential built heritage resource or cultural heritage landscape may be directly and adversely impacted, and where it has not yet been evaluated for Cultural Heritage Value or Interest (CHVI), completion of a Cultural Heritage Evaluation Report (CHER) is required to fully understand its CHVI and level of significance. The CHER must be completed as part of the final EA report. If a potential resource is found to be of CHVI, then a Heritage Impact Assessment (HIA) will need to be undertaken and included in the final EA report. Our Ministry's *Info Sheet #5: Heritage Impact Assessments and*

Conservation Plans outlines the scope of HIAs. Please send the HIA to MHSTCI for review and make it available to local organizations or individuals who have expressed interest in review.

While some cultural heritage landscapes are contained within individual property boundaries, others span across multiple properties. For certain cultural heritage landscapes, it will be more appropriate for the CHER and HIA to include multiple properties, in order to reflect the extent of that cultural heritage landscape in its entirety.

Community input should be sought to identify locally recognized and potential cultural heritage resources. Sources include, but are not limited to, municipal heritage committees, community heritage registers, historical societies and other local heritage organizations. Where applicable, the findings of the Waterdown Village Built Heritage Inventory should be used to support the identification of Cultural Heritage Resources.

Cultural heritage resources are often of critical importance to Indigenous communities. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to them.

Environmental Assessment Reporting
Technical cultural heritage studies are to be undertaken by a qualified person who has expertise, recent experience, and knowledge relevant to the type of cultural heritage resources being considered and the nature of the activity being proposed. Please advise MHSTCI whether any technical heritage studies will be completed for this master plan and provide them to MHSTCI before issuing a Notice of Completion.

Thank you for consulting MHSTCI on this project. Please continue to do so through the master plan process and contact Dan Minkin for any questions or clarification.

Sincerely,

Joseph Harvey
On behalf of

Dan Minkin
Heritage Planner
Heritage Planning Unit
Dan.Minkin@ontario.ca

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

November 17, 2020

Re: Waterdown Transportation Management Plan

Attention:
Mohan Philip, M.Eng., P.Eng.
Project Manager, Transportation Planning
City of Hamilton

Thank you for sending us notification regarding (Waterdown Transportation Management Plan). In our preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area (see map attached). In particular the greatest risk to Hydro Assets is from the pedestrian/cycling bridge across Grindstone Creek, Wellington St alternative. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.

Also, we would like to bring to your attention that should (Waterdown Transportation Management Plan) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.

Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.

If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.

In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

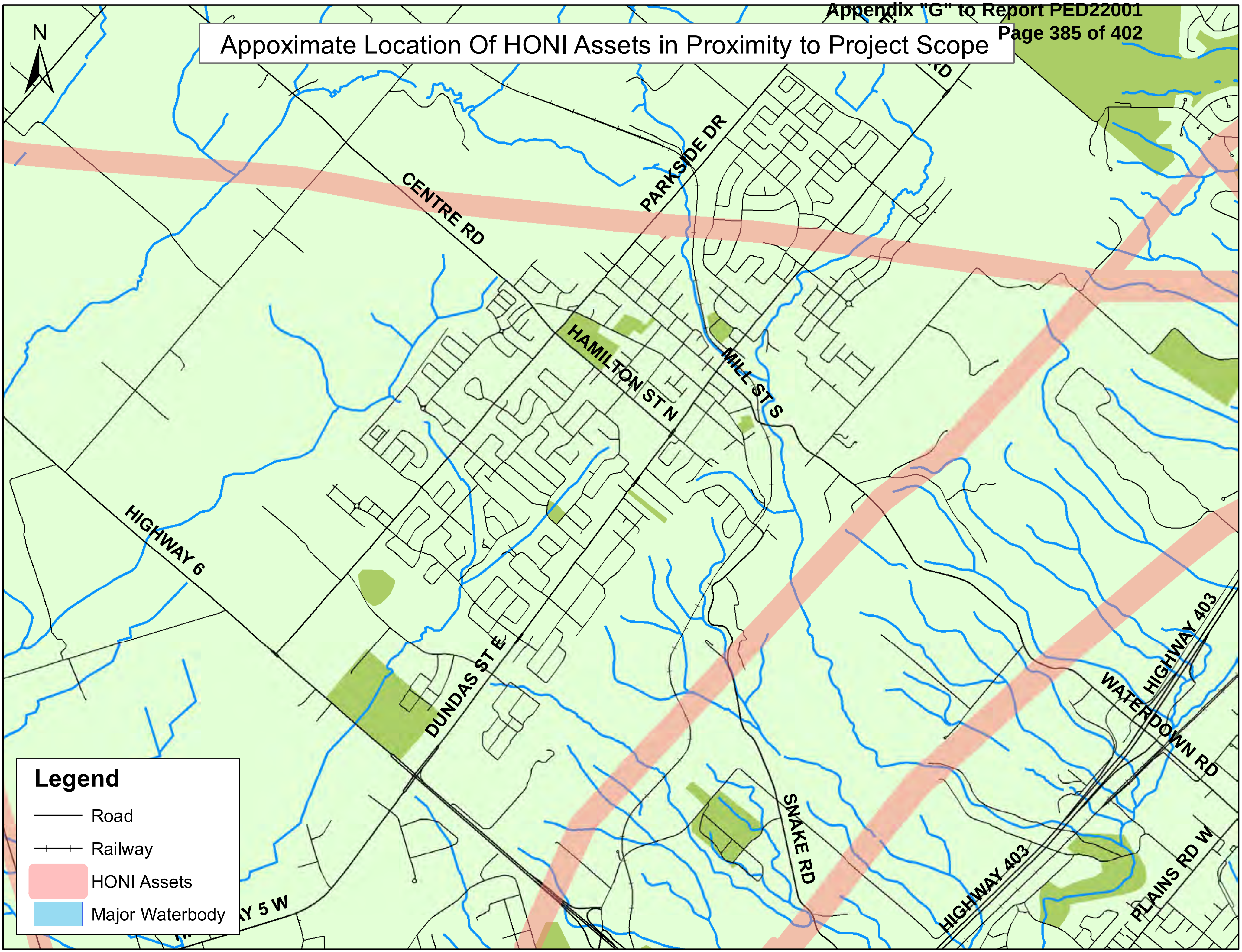
Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

Sent on behalf of,

Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.


Appoximate Location Of HONI Assets in Proximity to Project Scope
N
CENTRE RD
PARKSIDE DR
HAMILTON ST N
MILL ST S
HIGHWAY 6
DUNDAS ST E
SNAKE RD
HIGHWAY 403
WATERDOWN RD
HIGHWAY 403
PLAINS RD W
Y 5 W
Legend
Road
Railway
HONI Assets
Major Waterbody

Memorandum

Date: April 13, 2021

To: Logan McClevis
Secondary Land Use Asset Optimization
Strategy and Integrated Planning
Hydro One Networks Inc.
483 Bay Street, Toronto, ON

cc: Steve Molloy, Brandon Fox, Jeff Axis, Janet Smolders

From: Mohan Philip, Project Manager, City of Hamilton

Subject: City of Hamilton, Waterdown Transportation Management Plan (WTMP)

Thank you for your letter dated November 17, 2020, regarding the potential for conflicts between works proposed as part of the WTMP and Hydro One's high voltage transmission lines in the Study Area.

The project team identified three alternative locations for an active transportation crossing of Grindstone Creek. Those are at Wellington Street, Nelson Street and Church Street. Slide 19 of the Public Information Centre displays (available on the City's website at www.hamilton.ca/waterdownTMP2019) shows the three alternative locations considered for the crossing. As noted in your letter, the Wellington Street alternative poses the greatest risk to Hydro assets. The location at Church Street was recommended in consideration of its low impact on the property and environment. Further detailed investigations will be undertaken in the future.

Dillon Consultant is currently preparing the WTMP Study Report. The report is expected to be available for public and agency review later this year. The report will address Hydro One's interests as follows:

- The existing conditions inventory will describe Hydro One's assets and "secondary land uses", as shown on the map attached to your letter
- Evaluations of the alternatives identified in the TMP will cover potential impacts on these assets
- To provide appropriate lead time, any potential impacts will be discussed with Hydro One in advance of the review period of the TMP

We look forward to Ontario Hydro's continuing involvement with the TMP.

MP/

From:	Transportation <transportation@hamilton.ca>
Sent:	November 9, 2020 6:48 AM
To:	Philip, Mohan
Subject:	FW: Waterdown Transportation Management Plan Comments

FYI

Tiffany Wolsey
On behalf of Transportation Planning

[redacted]
Sent: November 8, 2020 12:00 PM
To: Transportation <transportation@hamilton.ca>
Cc: Yong-Lee, Sally <Sally.Yong-Lee@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>; Saad, Farida <Farida.Saad@hamilton.ca>
Subject: Waterdown Transportation Management Plan Comments

Good Morning!

I have unsuccessfully tried to email an attachment of my comments to the October 21st presentation on the Waterdown Transportation Management Plan, As such below are my comments to the presentation:

I have reviewed the Transportation Management Plan Presentation of October 21st and have the following comments:

Page 3 states one of the objectives of the study is to "address current and long term transportation problems". On page 6 the report states one of the Congestion Issues as "Dundas Street between Hamilton Street and Mill Street – AM and PM peak periods."

The original Waterdown Aldershot Master Transportation Plan, identified the same issue. Waterdown needs to address the need for "one more lane of East and West road capacity". The flawed results of the Waterdown Aldershot Master Transportation Plan was to build a new "bypass road" north of Parkside Drive. This recommended bypass road is going through the Ontario Greenbelt , including through a Provincially Significant wetland. That solution, will not solve the long term problem of traffic volumes on Dundas Street in downtown Waterdown. This is already well recognized because:

- There is no scheduled plan by the City to even complete the new "bypass "road to highway 6. (Why – because they know the need / demand is not there.)

- Your report also confirms that this new bypass road (called Waterdown North) as a solution only to address future congestion of Parkside. (Page 7.)

Your study was the opportunity to solve the current and long term congestion on Dundas Street. Instead your report has simply stated that increasing capacity on Dundas Street to solve the problem, is NOT Recommended, with NO detailed evaluation. You stated while it would be a "GOOD" solution for solving the transportation issue, you also stated it is a "Poor" solution since it affects Public Health, Physical Environment and Costs.

It reality, it would be an EXCELLENT solution that solves the objective of your study and solves the failures of the Waterdown Aldershot Master Transportation Plan.

While I would agree that there would be implications that need to be addressed / mitigated to Public Health, the Physical Environment and Costs, your report simply states this solution is POOR and fully dismisses this solution. I believe this dismissal is outside of your mandate because your offered solutions DO NOT SOLVE THE PROBLEM. (Your reports recommendation of extra adding Transit including cycling and walking, while having a general theoretical merit, is NOT solving the basic vehicle traffic problems.)

On page 12 you have provided all one line negative reasons why you do not recommend it. You need to provide the public / politicians with a detailed ANALYSIS of this solution, detailing and rating the plus and minuses of all the issues so they can be fairly reviewed balanced against this EXCELLENT solution.

Some of your stated negative impacts are minimal and or not even true. For example:

- Removal of on-street parking: It is well known that widening Dundas Street to 4 lanes and allowing the parking during non-peak traffic hours (on the outside lanes) would actually INCREASE on street parking from what is currently there.
- Impact on Heritage area: If Dundas Street is widened to 4 lanes (which it basically already is in the majority of these two blocks between Mill and Hamilton Street once the parking boulevards are removed), NO heritage building are physically affected.
- Strips downtown core of character and Value: This core area of Waterdown HAS no foot traffic gathering character. It does not have enough closely spaced buildings to support the quantity of businesses that could welcome and cater to a friendly public gathering / shopping area. While there are some existing businesses that would benefit from foot traffic (ie – coffee shop, book store, cupcake shop, dress store...) the majority of others do not depend on foot traffic (judo school, bicycle shop, real estate, kitchen store, Dr. Offices, banks...). NOTE: Areas like Downtown Dundas that have a couple of BLOCKS of stores spaced 10 to 20 feet along their main road can justify keeping and building on a character for foot traffic. Downtown Waterdown, (which is really only has some foot traffic business between Mill Street and Main Street) does not have the existing building / businesses to evolve into a foot traffic area.

Granted, all of the above are simply my quick opinions but is does show that your "NOT Recommended Reasons" are simply white washing the opportunity to properly study this solution.

In summary, unless your report properly evaluates the widening the Dundas Street with unbiased facts presented to the public / politicians, for THEM to make the final decision, it is just another waste of an opportunity to eliminate the traffic problem in Downtown Waterdown.

[redacted]

[redacted]

From: Emma DeFields <edefields@hrca.on.ca>
Sent: November 6, 2020 6:47 PM
To: Philip, Mohan
Subject: RE: Waterdown Transportation Study, PIC Notice

Good afternoon Mohan,

Conservation Halton staff is in the process of reviewing the PIC material for the Waterdown Transportation Study, and I have a few questions to assist in our review:

- Slide 18: Will planned active transportation works (bicycle land/paved shoulder/trails/routes) all be within existing road/trail footprints? Will the works be expanding into undeveloped areas either within or outside of existing Right of Ways? For example, will bike lanes just be painted on existing roads, or will the road need to expand to accommodate the bike lane?
- Slide 19: Have various options for crossings been explored through this study, including possible options that avoid new creek crossings?
- Slide 20: Can you please confirm where the crossing(s) of Grindstone Creek is/are being proposed?
- Slide 21: Is the new interchange at Highway 5 / Highway 6 being evaluated through this Transportation Study or through a different study?

I would be happy to set up a phone call if that's the easiest way to go through my questions. Thanks very much and I look forward to working with you.

Emma

Emma DeFields, MES, MCIP, RPP
Environmental Planner

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2335 | Fax 905.336.6684 | edefields@hrca.on.ca
conservationhalton.ca

Conservation Halton's Administration Office is currently closed to the public due to COVID-19. For more information and updates on Conservation Halton's planning and permitting services, please visit https://conservationhalton.ca/planning-permits.

From: Philip, Mohan <Mohan.Philip@hamilton.ca>
Sent: October 8, 2020 9:28 AM
To: Philip, Mohan <Mohan.Philip@hamilton.ca>
Subject: Waterdown Transportation Study, PIC Notice

Hi,

Please find attached notice for Public Information Centre (PIC) #2 to be held on October 21, 2020 at 5.30 pm. Pre-registration is required to participate and can be done at the project website www.hamilton.ca/waterdownTMP2019

Thank you,

Mohan Philip, M. Eng., P.Eng.
Project Manager
Transportation Planning
PED Dept., City of Hamilton

DILLON CONSULTING

Fox, Brandon <bfox@dillon.ca>

RE: Waterdown Community Transportation Management Plan

1 message

Philip, Mohan <Mohan.Philip@hamilton.ca> Mon, Apr 19, 2021 at 11:38 AM
[redacted]
Cc: [redacted], "Fox, Brandon" <bfox@dillon.ca>, "jsmolders@Dillon.ca" <jsmolders@dillon.ca>, Ian Borsuk <iborsuk@dillon.ca>, "Axisa, Jeff" <jaxisa@dillon.ca>

Dear [redacted]

Thank you for your email expressing your support for the TMP.

As you know, the Recommended Plan presented at Public Information Centre 2 on October 21, 2020, focuses on a range of solutions to address current and future transportation problems. These include transportation demand management measures, such as increasing transit use and active transportation (cycling and walking). ‘Flamborough Connects’ bus services to rural residents with no access to a car will play an important role in implementing this recommendation.

Dillon Consultant is currently preparing the TMP Study Report. The report is expected to be available for public and agency review later this year. We appreciate your support and look forward to ‘Flamborough Connects’ continuing involvement with the TMP.

Sincerely,

Mohan Philip, M. Eng., P.Eng.

Project Manager

Transportation Planning

PED Dept., City of Hamilton.

[redacted]
Sent: November 12, 2020 2:22 PM
To: Philip, Mohan <Mohan.Philip@hamilton.ca>
[redacted]; Partridge, Judi <Judi.Partridge@hamilton.ca>
Subject: Waterdown Community Transportation Management Plan

Hello Mohan,

I just wanted to follow up from the meeting on October 21 regarding Waterdown transportation. Thank you for convening an informative and well presented opportunity for residents to participate in this important issue.

Flamborough Connects has been supporting the transportation needs of isolated rural residents for over ten years. Hopefully soon, we will resume our collaborative service with DARTS to coordinate bi-weekly grocery shopping buses for several rural riders without transportation. To meet current needs, we are now in the process of launching a volunteer driver program.

Flamborough Connects understands the complex transportation needs of this community and how the lack of public transit can both isolate and contribute to poor health outcomes – regardless of age.

We welcome innovative and creative solutions to this issue – particularly for those outside HSR serviced Waterdown – and are happy to meet, consult and support your efforts.

Many thanks and stay safe,

[redacted]

www.flamboroughconnects.ca

Facebook: Flamborough Connects

Instagram: flamboroughconnects

Twitter: InfoFlamborough

DILLON CONSULTING

Fox, Brandon <bfox@dillon.ca>

RE: Comment Form from Rick Breznik, Citizen of Waterdown on the Oct 21 2020 WTMP Virtual PIC #2

1 message

Philip, Mohan <Mohan.Philip@hamilton.ca> Wed, Apr 14, 2021 at 11:26 AM
[redacted]
Cc: "Fox, Brandon" <bfox@dillon.ca>, "Axisa, Jeff" <jaxisa@dillon.ca>, "jsmolders@Dillon.ca" <jsmolders@dillon.ca>, "Partridge, Judi" <Judi.Partridge@hamilton.ca>, "DiGiantomasso, Christine" <Christine.DiGiantomasso@hamilton.ca>, "Molloy, Steve" <Steve.Molloy@hamilton.ca>

Dear [redacted]

Thank you for your comments and suggestions. We note that you disagree with the recommendations, presented at Public Information Centre on October 21, 2020, to not provide additional lanes on Dundas Street at the downtown area.

Congestion along Dundas Street between Hamilton and Mill Streets is a issue during the AM and PM peak periods. Although adding lanes on Dundas Street would provide relief for daily peak hour congestion, the City has decided not to include it as part of the Recommended Plan due to its potential adverse impacts on the character and heritage value of the downtown's Heritage Conservation District, heritage buildings and cultural landscape. It would also remove on-street parking for downtown businesses.

An auto-focused solution has impacts on public health and the physical environment, it reduces the possibility of providing cycling facilities on Dundas Street and decreases the attractiveness of the downtown for walking and spending time there. The downtown currently has some commercial uses that depend on pedestrians but most appear to depend on car access. As the downtown becomes more pedestrian oriented and its heritage character enhanced, more pedestrians will be attracted to the downtown. This, in turn, will increase its value as a heritage area.

Instead of adding lanes on Dundas Street and other roads, the Recommended Plan focuses on a range of solutions to address current and long-term transportation problems. These include transportation demand management measures, such as increasing transit use and active transportation (cycling and walking). The Recommended Plan also includes measures to reduce neighbourhood speeding and traffic infiltration throughout Waterdown.

In response to your suggestions regarding changes to parking and lane directions during rush hours:

- Parking on Dundas Street is essential to supporting local businesses as part of the Business Improvement Area (BIA). Removing on-street parking was considered but not recommended.
- Regarding lane direction, traffic flow through this area is roughly equal in each direction. Changing or reprioritizing lane direction would not significantly improve traffic congestion issues through this area.

Dillon Consultant is currently preparing the TMP study report. The report is expected to be available for public and agency review later this year. We appreciate your input and look forward to your continuing involvement with the Waterdown TMP.

Sincerely,

Mohan Philip, M. Eng., P.Eng.

Project Manager

Transportation Planning

PED Dept., City of Hamilton

From: [redacted]
Sent: November 11, 2020 10:54 AM
To: Transportation <transportation@hamilton.ca>; Bfox@dillon.ca
Cc: Partridge, Judi <Judi.Partridge@hamilton.ca>; Saad, Farida <Farida.Saad@hamilton.ca>; Jacob, Susan <Susan.Jacob@hamilton.ca>; [redacted] Yong-Lee, Sally <Sally.Yong-Lee@hamilton.ca>
Subject: RE: Comment Form from [redacted] Citizen of Waterdown on the Oct 21 2020 WTMP Virtual PIC #2

Please see revised commentary pdf by SO.

My apologies.

In previous document it states Locke St as a comparison. That should state Queen St in Hamilton as a comparison.

From: [redacted]
Sent: November 11, 2020 10:51 AM
To: transportation@hamilton.ca; Bfox@dillon.ca
Cc: Judi Partridge <judi.partridge@hamilton.ca>; Saad, Farida <Farida.Saad@hamilton.ca>; Jacob, Susan <Susan.Jacob@hamilton.ca>; [redacted]; Yong-Lee, Sally <Sally.Yong-Lee@hamilton.ca>
Subject: Comment Form from [redacted] Citizen of Waterdown on the Oct 21 2020 WTMP Virtual PIC #2

Dear City Staff, Dillon Consulting, Councillor Judi Partridge, and Rick Breznik

I wish to add my comments based on my participation in the recent PIC meeting on the Waterdown Transportation Master Plan. I as well as [redacted], have been involved intensively in the WATMP EA process from as far back as 2005 for myself and [redacted] at least that far back if not more. We both served on Stakeholder Advisory Committees and we still have individual outstanding issues that continue to need to be addressed with the Project Team on the bypass.

Although other stakeholders may not like what [redacted] has had to say in his commentary, I must say it one of the best commentaries I have read in recent years about the problems on Dundas St. His commentary is fair I believe and it is willing to look at alternatives that were not adequately analyzed by the Project Team. I would also suggest to staff to recognize that [redacted] is a Professional Engineer by training and has done an excellent job as an independent forensic reviewer of the EA, its data, and has given valuable feedback to the City that has made an impact in the final EA for the WATMP. He once again has provided excellent feedback.

My suggestions or concerns to add to his suggestions are:

1. Dundas St. was once a 4 lane road with on -street parking. The parking was never prohibited at rush hours like it is on King St in downtown Hamilton for example such as between Bay St and Hess St. I ask why had this never been tried in Waterdown? I have lived here since 1986 and I do not recall any prohibited parking hours in downtown Waterdown.
   a. If you would not be willing to do this, why not consider at least the westerly direction changed back to two lanes heading west during rush hours with parking available at all other hours. Even this one additional lane for 2 hours a day along with changes on Vinegar Hill would help to get people home sooner after work and cause less stress.
2. Vinegar Hill – to make a 4 lane Dundas St at rush hour work (heading west no parking at rush hour) or a 3 lane (2 lanes west – no parking at rush hour and 1 lane heading east) , Vinegar Hill/Dundas St needs to be converted to 2 lanes heading West and 1 lane only heading East. It is current only a one lane each way with a single turning lane. One example in Hamilton where a 2 lane one direction, 1 lane in other direction seems to be working is on Queen St North in Hamilton where it was recently converted to 2 lanes heading southerly to the mountain and one lane heading northerly to Main St. I have driven on it recently and it seems to be a sensible solution. Traffic in neither direction requires a vacant centre lane in which to make a turn.

I will leave these ideas and suggestions with you and I would hope you would give them consideration.

Regards,

[redacted]

[redacted]

[redacted] L8B 0N3

DILLON CONSULTING

Fox, Brandon <bfox@dillon.ca>

RE: Oct 21 virtual public meeting

1 message

Philip, Mohan <Mohan.Philip@hamilton.ca> Thu, Apr 8, 2021 at 10:55 AM
To: [redacted]
Cc: "Fox, Brandon" <bfox@dillon.ca>, Tim Kooistra <tkooistra@dillon.ca>, "Axisa, Jeff" <jaxisa@dillon.ca>

Dear [redacted]

Thank you for your messages with your comments on Public Information Centre (PIC) 2. Your comment suggest that Mill Street South be changed to southbound one-way from either Dundas, Griffin or Union Streets.

Slide 21 of the PIC displays included three scenarios for increasing network capacity, including four options for converting Mill Street to a one-way street, north of Dundas. As shown in the evaluation on Slide 22, these options were not recommended since they do not address the fundamental problem of congestion and capacity issues in Waterdown. Although they may result in some localized improvements, they do not address network capacity problems.

Your suggestion that Mill Street be converted to one-way southbound from either Dundas, Griffin or Union Streets was reviewed by City staff who noted that this change would increase traffic on Union and Griffin Streets. Also, Mill Street/Waterdown Road is the main access route to Highway403 and for Aldershot GO/VIA Station. Our expectation is that once the Mountain Brow-Burke Street route is constructed and opened to traffic there will be a reduction in traffic volume on Mill St. South. This should result in reduced traffic pressure at the Dundas-Mill St. intersection and the immediate surroundings.

Dillon Consultant is currently preparing a draft of the WTMP study report. The report is expected to be available for public and agency review later this year. We look forward to your continuing involvement with the Waterdown Transportation Study.

Sincerely,

Mohan Philip, M. Eng., P.Eng.

Project Manager

Transportation Planning

PED Dept., City of Hamilton

From: [redacted]
Sent: October 22, 2020 12:02 PM
To: Transportation <transportation@hamilton.ca>
Subject: Oct 21 virtual public meeting

Hi Mohan…

At last night's virtual meeting I made a brief suggestion in the chat area and based on the responses I felt that I needed to elaborate a bit.

My suggestion was to make Mill Street south a one-way traffic route in the southerly direction from either Dundas, Griffin or Union Streets. From a traffic flow Dundas would be the safest by not capturing unaware traffic at the other two locations.

Staff response to the suggestion was that making Mill St. south a one-way south route would put more traffic pressures onto Union & Griffin. I believe the opposite to be true. With Mill Street remaining two-way going north, all the morning rush that goes down to the Go station would remain dispersed between the various route going south.

The big change will result in driving the end of day northern traffic away from Mill, Union and Griffin by forcing all traffic, all day, to turn east at Mountain Brow and follow the soon to be available by-pass route to go north.

In addition, by stopping southerly traffic below Dundas, it would eliminate the safety hazards for both pedestrian as well a cyclers going down into Smokey Hollow. Southerly traffic can easily be pushed into the left (now the northerly) lane going south thus allowing for a low profile separated bike and pedestrian walkway under the rail bridge. In this scenario only a handful of local residents are inconvenienced. Griffin St. as is presently the case with Union St., traffic will no longer be able to go north but will have substantially reduced daily traffic.

Removing traffic going north on Mill St, south will also eliminate the law breakers from turning onto Griffin between the 4 to 6pm restriction. It will also eliminate the hazards of traffic jamming at the corner of Griffin and Main when parked cars are located at that corner of Griffin.

And lastly, the Mill Street residents will only need to put up with Go traffic going south in the morning, without the repeat in the evening.

[redacted]

DILLON CONSULTING

Fox, Brandon <bfox@dillon.ca>

RE: Proposed bus route for Waterdown.

1 message

Philip, Mohan <Mohan.Philip@hamilton.ca> Thu, Mar 25, 2021 at 3:05 PM
To: [redacted]
Cc: "Fox, Brandon" <bfox@dillon.ca>, "jsmolders@Dillon.ca" <jsmolders@dillon.ca>

Dear [redacted]

Thank you for your input into the study.

The westbound bus route along Parkside Drive, as shown at Public Information Centre #2 on October 21, 2020, turning north on Main Street North, is not possible since Main Street has been dead-ended before it reaches Centre Road. Slide 15 of the Public Information Centre displays (available on the City's website at https://urldefense.proofpoint.com/v2/url?u=https-3A__www.hamilton.ca_waterdownTMP2019&d=DwIGaQ&c=JnLCALisrKxQZnQdpANaBZUceEgEGD7wjEyj__0JcDA&r=n44ueZQcQq8uvpfGhBHiPw&m=GLI8hREkDHOH2QEB3jMBNV-pd64dHY-KY0kHpmcZUgs&s=wkFn2eEcX3Hi2l_SIgJpPoMDjypdAxuzab6fVwdjFuo&e=) shows proposed modifications to Route 18 with the westbound bus route along Parkside Drive turning left at Main Street before it reaches Centre Road.

Please note that the Transportation Master Plan (TMP) and Environmental Screening Report is under preparation. The report is expected to be available for the Municipal Class Environmental Assessment 30-day public and public review period later this year. We look forward to your continuing involvement with the TMP.

Sincerely,

Mohan Philip, M. Eng., P.Eng.
Project Manager
Transportation Planning
PED Dept., City of Hamilton

-----Original Message-----
From: [redacted]
Sent: November 6, 2020 1:36 PM
To: Transportation <transportation@hamilton.ca>
Subject: Proposed bus route for Waterdown.

Mr. M. Philip
Project Mgr., transportation planning

Dear Sir,
I left a short message for you earlier today, so this is merely a followup message.
You have the bus route currently mapped out to go west along Parkside and turn north on Main St. N.
Main St. N., north of Parkside has been "Dead-ended" before it reaches Centre Rd. so the proposed route is impossible. That intersection has been closed for almost a year now. In short, Main St. N. no longer meets Centre Rd. and ergo cannot meet up with the proposed street on the west side of Centre Rd.

Sincerely,

[redacted]
L0R2H0

[redacted]

Fox, Brandon <bfox@dillon.ca>

RE: Waterdown Transportation Management Plan Comments [redacted] WATERDOWN:

1 message

Philip, Mohan <Mohan.Philip@hamilton.ca> Tue, Apr 13, 2021 at 3:01 PM
To: "[redacted]
Cc: "Fox, Brandon" <bfox@dillon.ca>, "Axisa, Jeff" <jaxisa@dillon.ca>, "jsmolders@Dillon.ca" <jsmolders@dillon.ca>

Dear [redacted]

Thank you for your comments and suggestions. We understand that you disagree with the recommendations, presented at Public Information Centre on October 21, 2020, to not widen Dundas Street.

As noted in your email, congestion along Dundas Street between Hamilton and Mill Streets is an issue during the AM and PM peak periods. Although widening Dundas Street would provide relief for daily peak hour congestion, the City has decided not to include it as part of the Recommended Plan. The main reason for this recommendation is due to the widening's potential adverse impacts on the character and heritage value of the downtown's Heritage Conservation District, heritage buildings and cultural landscape. It would also remove on-street parking for downtown businesses.

In addition to being very costly, an auto-focused solution also has impacts on public health and the physical environment, reduces the possibility of providing cycling facilities on Dundas Street and decreases the attractiveness of the downtown for walking and spending time there. As you noted, the downtown currently has some commercial uses that depend on pedestrians but most appear to depend on car access. As the downtown becomes more pedestrian oriented and its heritage character enhanced, more and more pedestrians will be attracted to the downtown. This, in turn, will increase its value as a heritage area.

The Recommended Plan focuses on a range of solutions to address current and long-term transportation problems. These include transportation demand management measures, such as increasing transit use and active transportation (cycling and walking). The Recommended Plan also includes measures to reduce neighbourhood speeding and traffic infiltration throughout Waterdown.

Your email also mentions the North Waterdown Drive, previously planned as part of the original Waterdown Aldershot Master Transportation Plan to connect North Waterdown Drive to Highway 6. Slide 7 of the PIC 2 displays states that the new road will relieve capacity pressures on Parkside Drive. Three options for this connection and an evaluation of the options are shown on Slides 21 and 22. North Waterdown Dr. is an approved project and is currently under various stages of implementation. Our study recommends not to delay the road connection to Highway 6, as indicated in Slide 22.

Dillon Consultant is currently preparing a the TMP study report. The report is expected to be available for public and agency review later this year. We appreciate your long standing participation in transportation planning projects in Waterdown and look forward to your continuing involvement with the TMP.

Sincerely,

Mohan Philip, M. Eng., P.Eng.

Project Manager

Transportation Planning

PED Dept., City of Hamilton

From: [redacted]
Sent: November 8, 2020 12:00 PM
To: Transportation <transportation@hamilton.ca>
Cc: Yong-Lee, Sally <Sally.Yong-Lee@hamilton.ca>; Partridge, Judi <Judi.Partridge@hamilton.ca>; Saad, Farida <Farida.Saad@hamilton.ca>
Subject: Waterdown Transportation Management Plan Comments

Good Morning!

I have unsuccessfully tried to email an attachment of my comments to the October 21st presentation on the Waterdown Transportation Management Plan, As such below are my comments to the presentation:

I have reviewed the Transportation Management Plan Presentation of October 21st and have the following comments:

Page 3 states one of the objectives of the study is to "address current and long term transportation problems". On page 6 the report states one of the Congestion Issues as "Dundas Street between Hamilton Street and Mill Street – AM and PM peak periods."

The original Waterdown Aldershot Master Transportation Plan, identified the same issue. Waterdown needs to address the need for "one more lane of East and West road capacity". The flawed results of the Waterdown Aldershot Master Transportation Plan was to build a new "bypass road" north of Parkside Drive. This recommended bypass road is going through the Ontario Greenbelt , including through a Provincially Significant wetland. That solution, will not solve the long term problem of traffic volumes on Dundas Street in downtown Waterdown. This is already well recognized because:

- There is no scheduled plan by the City to even complete the new "bypass "road to highway 6. (Why – because they know the need / demand is not there.)
- Your report also confirms that this new bypass road (called Waterdown North) as a solution only to address future congestion of Parkside. (Page 7.)

Your study was the opportunity to solve the current and long term congestion on Dundas Street. Instead your report has simply stated that increasing capacity on Dundas Street to solve the problem, is NOT Recommended, with NO detailed evaluation. You stated while it would be a "GOOD" solution for solving the transportation issue, you also stated it is a "Poor" solution since it affects Public Health, Physical Environment and Costs.

It reality, it would be an EXCELLENT solution that solves the objective of your study and solves the failures of the Waterdown Aldershot Master Transportation Plan.

While I would agree that there would be implications that need to be addressed / mitigated to Public Health, the Physical Environment and Costs, your report simply states this solution is POOR and fully dismisses this solution. I believe this dismissal is outside of your mandate because your offered solutions DO NOT SOLVE THE PROBLEM. (Your reports recommendation of extra adding Transit including cycling and walking, while having a general theoretical merit, is NOT solving the basic vehicle traffic problems.)

On page 12 you have provided all one line negative reasons why you do not recommend it. You need to provide the public / politicians with a detailed ANALYSIS of this solution, detailing and rating the plus and minuses of all the issues so they can be fairly reviewed balanced against this EXCELLENT solution.

Some of your stated negative impacts are minimal and or not even true. For example:

- Removal of on-street parking: It is well known that widening Dundas Street to 4 lanes and allowing the parking during non-peak traffic hours (on the outside lanes) would actually INCREASE on street parking from what is currently there.

- Impact on Heritage area: If Dundas Street is widened to 4 lanes (which it basically already is in the majority of these two blocks between Mill and Hamilton Street once the parking boulevards are removed), NO heritage building are physically affected.
- Strips downtown core of character and Value: This core area of Waterdown HAS no foot traffic gathering character. It does not have enough closely spaced buildings to support the quantity of businesses that could welcome and cater to a friendly public gathering / shopping area. While there are some existing businesses that would benefit from foot traffic (ie – coffee shop, book store, cupcake shop, dress store...) the majority of others do not depend on foot traffic (judo school, bicycle shop, real estate, kitchen store, Dr. Offices, banks...). NOTE: Areas like Downtown Dundas that have a couple of BLOCKS of stores spaced 10 to 20 feet along their main road can justify keeping and building on a character for foot traffic. Downtown Waterdown, (which is really only has some foot traffic business between Mill Street and Main Street) does not have the existing building / businesses to evolve into a foot traffic area.

Granted, all of the above are simply my quick opinions but is does show that your “NOT Recommended Reasons” are simply white washing the opportunity to properly study this solution.

In summary, unless your report properly evaluates the widening the Dundas Street with unbiased facts presented to the public / politicians, for THEM to make the final decision, it is just another waste of an opportunity to eliminate the traffic problem in Downtown Waterdown.

[redacted]

[redacted]