

**Public Consultation (PIC#2)
Summary Report**

Ainslie Wood Traffic Management Review
(May 2019)

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1. INTRODUCTION

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

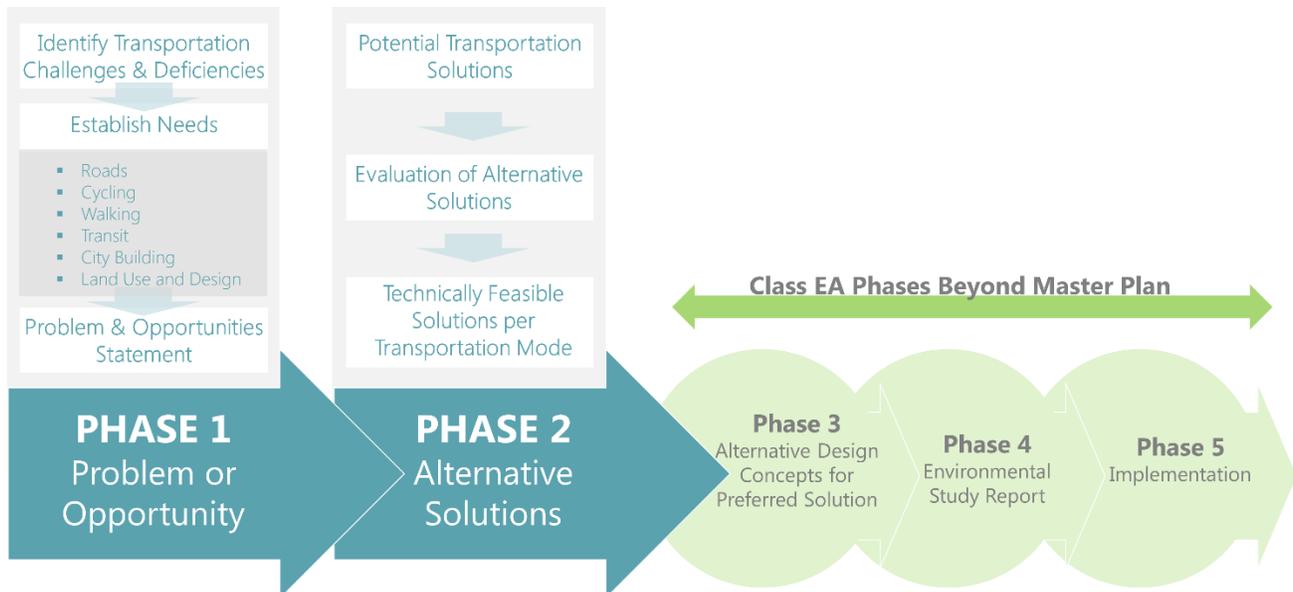


Figure 1 Master Class Environmental Assessment Process

This purpose of this report is to present the results of Public Information Centre (PIC) 2 for the Ainslie Wood Neighbourhood Traffic Management Review which was held on May 21, 2019 between 7:00 pm and 9:00 pm at the West End Fortinos Community Room (1579 Main St W, 2nd floor). The report discusses the general purpose of PICs, the specific consultation plan developed for the project and the purpose of the PIC. The report also serves to document the key issues presented at the event as well as to summarize the public feedback solicited at the event through the comment sheets and discussions with project team members.

1.1. Study Background

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

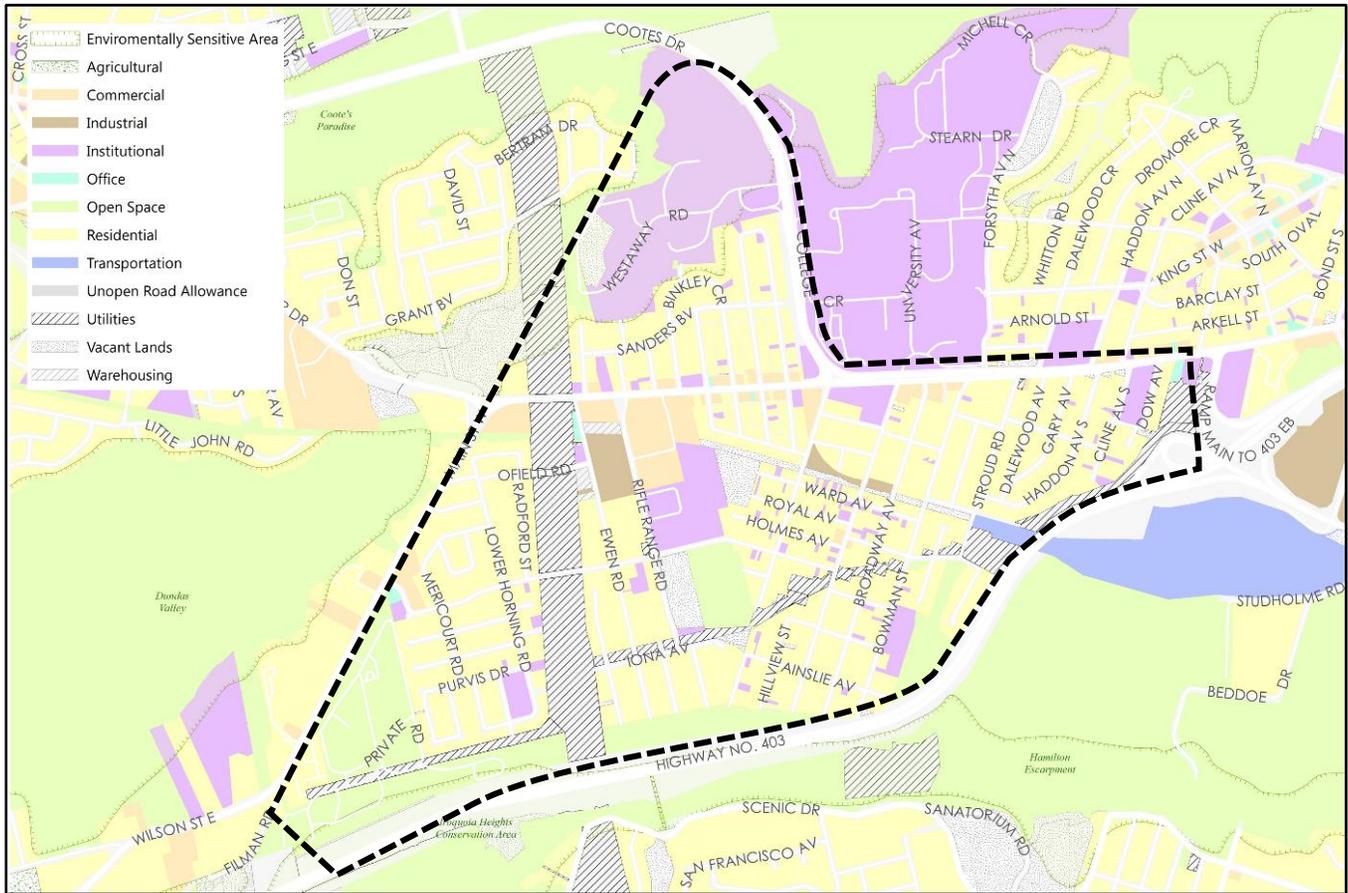


Figure 2: Study Area

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

2. PURPOSE OF THE PUBLIC INFORMATION CENTRES

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

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

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

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

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

For this project, consultation will be provided through two (2) PICs. PIC 1 was hosted on June 19, 2018 and PIC 2 conducted on May 21, 2019 and consisted of presenting the public with alternative solutions to the issues presented at PIC 1. Feedback solicited from both PIC 1 and PIC 2 will be considered throughout the project to ensure the project addresses the overall needs of the neighbourhood.

3. PUBLIC INFORMATION CENTRE NO. 2

To fulfil the objectives of the consultation strategy in the approved Terms of Reference (ToR), a second PIC was held on May 21, 2019 between 7:00 pm and 9:00 pm at the West End Fortinos.

The purpose of the second PIC was to:

- ▶ Present the preliminary recommended alternative solutions for the Ainslie Wood Neighbourhood;
- ▶ Allow the public to provide input and ask questions regarding their specific neighbourhood concerns;
- ▶ Finalize transportation recommendations based on tonight's input;
- ▶ Refine phasing and costs of transportation improvements for City budget; and,
- ▶ Use the public feedback in moving forward to the final stage of the study (Complete and file the Ainslie Wood Neighbourhood Traffic Management Study).

The event was arranged as an open house drop-in format, which included display boards illustrating the study progress and preliminary alternative solutions within the Ainslie Wood neighbourhood and the next steps in the study process. The display boards are provided in **Appendix A** for reference purposes. The project team delivered a 20-minute presentation to attendees, which provided an overview of the project and the format of the engagement. The map and the proposed recommended solutions are provided in **Appendix B**.

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

- ▶ The study process and the importance of public engagement and feedback;
- ▶ A combination of numerous potential alternatives can be used to calm traffic in the area and generally improve the auto environment; and,
- ▶ Similarly, a combination of numerous potential alternatives can be used to improve safety for pedestrians and cyclists in the area.

3.1 Communication Strategy

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

- ▶ **Newspaper advertisement:** notices were placed in the Hamilton Spectator on May 3, 2019 and May 18, 2019 inviting the public to participate; and,

- ▶ **Consultation web page:** the City of Hamilton posted PIC information on the project website (<https://www.hamilton.ca/city-planning/master-plans-class-eas/ainslie-wood-neighbourhood-traffic-management-review>) prior to the event. The PIC content was posted to the website after the PIC.

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

3.2 PIC Attendance

In total, 12 residents signed the attendance record. The attendance record is found in **Appendix F**.

3.3 Summary of Participant Feedback

Comment forms were provided to elicit additional input from attendees. The comment form consisted of space to write any general questions or comments and also asked the following two (2) questions:

- ▶ What do you think about the preliminary recommendations?
- ▶ Any other comments, questions and suggestions?

Attendees were encouraged to provide feedback on the study by submitting their comments on site, via mail, fax, website or email. The deadline for comments was June 4, 2019. Three comment sheets were received during the PIC and one email was received after the PIC. The completed comment sheets can be found in **Appendix D**. Comments received via email after the PIC event is provided in **Appendix E**.

3.3.1 Common Themes

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

Table 1: Common Themes Discussed at the PIC

Theme	Frequent Comment
Cycling Lanes	<p>What is the purpose of the green box stating put your bike here? Does this activate lights?</p> <p>We don't want speed bumps on Sanders Blvd. because there are many cyclists on this road.</p> <p>Cyclists should be licensed to use the bike lanes. Cyclists do not obey rules and do not deserve separate bike lanes.</p> <p>No one uses the SoBi bikes.</p> <p>Reduce street parking throughout the study area.</p> <p>Concerned about the proposed development on Binkley Road's impact on parking in the neighbourhood.</p> <p>The current "no parking" signs are not being adhered to and there is no parking enforcement. People disobeying the signs are not receiving any penalty (i.e., parking tickets).</p> <p>Parking issues on Norfolk St. S. due to increased traffic from Doughbox Pizza.</p> <p>Illegal parking on Norfolk St. S. (parking is one side, alternating sides halfway through the month). However, often cars will park on both sides of the street</p>
Parking	<p>Parking issues at intersection of Westwood Ave. and Bowman St. (cars will park right up to the stop sign on the north side of Westwood Ave. due to improper signage. May be a sightline issue)</p> <p>Illegal parking on Ofield Rd.</p> <p>Ainslie Wood North has a 1-hour parking limit, however without any enforcement, this is meaningless.</p> <p>We do not want a petition to change parking rules because this pushes parking to side streets and will result in angry neighbours.</p> <p>It is difficult to back out of driveways due to all the parked vehicles.</p>

Theme	Frequent Comment
Pedestrian Safety	<p>Parking issues on Lower Horning Rd. due to the apartment building. A suggestion made to have parking on alternative weeks on different streets. A comprehensive parking plan is needed west of the Hydro corridor. A flagman is required on Ewen Road due to the trucks coming in and out of the chocolate factory.</p> <p>Program Eastbound Lane advance green at Leland St. / Cootes Dr. and Main St. W. Difficult to make left turn due to high volumes of opposing traffic (westbound lane traffic) and high volumes of pedestrians on E-W crosswalk (note that recommendations can't be made for Main St. W. until LRT plans are finalized)</p>
Speeding	<p>Speeding is a significant problem throughout the study area. Speeding and road racing is a problem along Sanders Blvd. Why didn't the Study Team take into consideration the proposed new development on Binkley Cres. and did the Study Team review the developers traffic impact study?</p>
General Traffic	<p>Long delay for pedestrians using the N-S crossings at Rifle Range Rd. / Westbourne Rd. (pedestrian calls are not served quickly) Coordinate Rifle Range Rd. / Westbourne Rd. signal with Fortinos signal (to avoid queue build-ups between the signals)</p>
Road Diet	<p>A road diet with dedicated delineated parking lane / bike lanes would help decrease speed. Dragon teeth road markers or a flashing 40 zone for the school that is properly delineated</p>
Sightline Issues	<p>Sightline issues should be addressed throughout the study area (specific attention at Norfolk St. S. and Main St. W.). Student input isn't addressed enough, and they are a huge part of the neighbourhood. Hosting summer PICs doesn't help because most student are home. The left turn from Main St. W. into Norfolk St. S. is dangerous due to cars jumping to turn left onto Cootes Dr..</p>
All Ways Stop (AWS) Request	<p>AWS request on Sanders Blvd. at either Kingsmount St. S. or Hollywood St. S. AWS request at intersection of Ewen Rd. and Iona Ave. If not warranted, then perhaps consider making it 2-way (i.e. only N-S traffic is required to stop)</p>
Chicanes	<p>Chicanes do not increase safety and encourage stunt driving and inhibits road racing. For Whitney Avenue, the speed cushions would be effective enough for addressing the issue.</p>
Speed Cushions	<p>Speed cushions are required on Stroud Rd. Westwood Ave. should also be slowed down.</p>
Flashing Lights	<p>Likes the flashing lights for pedestrians Restaurants use the metered parking spots and take over the accessibility spots (5m parking spots)</p>
Accessibility Concerns	<p>Recommend using Rick Hansen Accessibility resources. For curb-cuts, will the City be meeting AODA requirements? Bump outs are a nuisance as it is difficult to park close to the curb when the snow has not been ploughed properly. People with wheelchairs have difficult taking out chairs from their vehicle.</p>
The Study Information	<p>How did you get to the conclusion / the alternative solutions? Are we looking at arterial conversation?</p>

3.3.2 Additional Comments and Feedback

Other comments that were received included:

- ▶ Are improvements specific to location? (i.e. if an improvement is accepted by the City, can it be implemented anywhere in the neighbourhood?)
- ▶ Happy to see many of the suggestions and concerns implemented.
- ▶ Would like to see the suggested improvements in relation to buses that run though the Study Area.
- ▶ Concern over impact of LRT.

2. NEXT STEPS

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