

Shams, Aniq

From: Gowrie, Joseph
Sent: Tuesday, June 12, 2018 8:54 AM
To: Polonsky, Loren; Shams, Aniq
Cc: Bhim, Ravi
Subject: FW: Add to mailing list

FYI below – request to be added to the mailing list

Joseph E. Gowrie, P.Eng.
Project Manager

Direct: +1 (647) 689 4954
Mobile: +1 (437) 997 7660
www.woodplc.com

wood.

From: Kirkpatrick, Alan [mailto:Alan.Kirkpatrick@hamilton.ca]
Sent: June-12-18 8:42 AM
To: Gowrie, Joseph (joseph.gowrie@woodplc.com) <joseph.gowrie@woodplc.com>
Subject: Add to mailing list

Fyi

From: [REDACTED]
Sent: June-11-18 8:57 AM
To: PW Traffic Operations
Subject: Add to mailing list

As per below, please add me to the mailing list for Westdale traffic information. I am particularly interested in Longwood Road North. Thank you.

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

[REDACTED]

Shams, Aniq

From: Polonsky, Loren <loren.polonsky@woodplc.com>
Sent: Friday, July 13, 2018 2:15 PM
To: Shams, Aniq
Subject: FW: Westdale Neighbourhood Traffic Management Review

Importance: High

Loren Polonsky, MUP

Senior Environmental Planner
Direct: (905) 335-2353, Ext. 3053
Mobile: (416) 574-0631
www.woodplc.com



From: Kirkpatrick, Alan [mailto:Alan.Kirkpatrick@hamilton.ca]
Sent: Thursday, July 12, 2018 7:54 AM
To: Bhim, Ravi (ravi.bhim@woodplc.com) <ravi.bhim@woodplc.com>; Gowrie, Joseph (joseph.gowrie@woodplc.com) <joseph.gowrie@woodplc.com>; Polonsky, Loren <loren.polonsky@woodplc.com>
Subject: Westdale Neighbourhood Traffic Management Review
Importance: High

Hi:

Further input into the study and their comments needs to be included in the public engagement piece and whether/how actions can be incorporated in the future plans.

Thanks, Al

From: [REDACTED]
Sent: July-10-18 8:25 AM
To: PW Traffic Operations
Cc: [REDACTED]
Subject: Westdale Neighbourhood Traffic Management Review

Hi Alan

The current review was recently brought to our attention. <https://www.hamilton.ca/city-planning/master-plans-class-eas/westdale-neighbourhood-traffic-management-review>

I would like to bring to forward a couple of pieces of information to include in this study under 2 categories

1. Environmental Sensitives/Wildlife Corridors -Within the Study are two streets are significant in their bisecting of wildlife corridors. These are Cootes Drive and Macklin Ave. Reviewing to facilitate safe wildlife crossings is requested. Specific locations could be provided with further discussion. Cootes Drive is part of ongoing focus improve the situation currently, while improvements to Macklin Ave. This is overall part of the Cootes to Escarpment Park System Strategy to recovery habitat connectivity.
2. Greenway – this is an initiative of the Hamilton Burlington Trails Council to create a core framework of multiuser trails that also connect Hamilton and Burlington. The Project would be imbedded in the Hamilton Trails Masterplan as well, although short on details as it is a relatively recent initiative. The Westdale Neighbourhood is key to a section of the project called the Cootes Loop, as is improving the usability of the Macklin Ave. and its connection to the waterfront.

I have copied Wayne Terryberry (Chair Hamilton Burlington Trails Council), and Tom Wiercoich (Cootes to Escarpment Park System Coordinator) to bring them into the loop.

Cheers

Tys Theysmeyer
Head of Natural Areas
Royal Botanical Gardens
905-527-1158 (1-800-694-4769), ext.#251
Fax: 905-577-0375
680 Plains Road West, Burlington, Ontario L7T 4H4

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experience at the Gardens!



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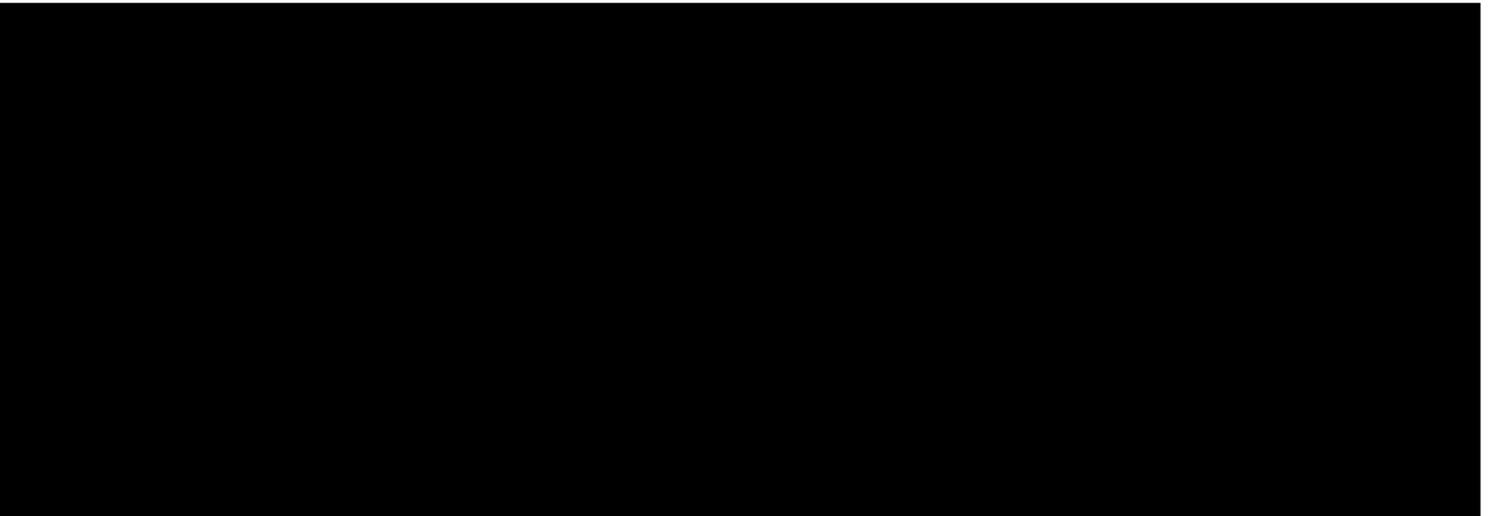
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Shams, Aniq

From: Kirkpatrick, Alan <Alan.Kirkpatrick@hamilton.ca>
Sent: Monday, July 23, 2018 10:18 AM
To: Gowrie, Joseph (joseph.gowrie@woodplc.com); Bhim, Ravi (ravi.bhim@woodplc.com)
Subject: 1. Buses 2. Westdale Complete Streets Review

Importance: High



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On Jul 16, 2018, at 12:57 PM, [REDACTED] wrote:

Aidan:

1. Just letting you know that I still don't have that report or a URL to go to it and still don't know why running the King bus along King Street rather than Sterling was not considered.

2. I was at the PIC for the Westdale Complete Streets Review a short while ago.

I spoke to Cindy and had asked her to tell you the following. I don't know whether that happened before she took her break...

Anyway:

As you know money was set aside by the PBAC for the developing of a Westdale Complete Streets Plan. A major point of the "suggested project" was that it would be "citizen driven".

If I understood it correctly, the group that was presenting and the project that was presented at that PIC was funded from that PBAC fund. In principle that is good that the project has been established and is being pursued.

BUT, the major component of "citizen driven" has been ignored. While a PIC is ok to get feedback from the public, it is NOT sufficient to make it "citizen driven", as a PIC is just a response to what experts have already determined. To get continuous and consistent input by citizens into such a project would need a group of interested citizens of Ward 1 to get deeper into the details and give a citizen group's perspective on the various aspects as they are being developed.

I talked to a few of the presenters, and they were quite keen of having such a citizen group as an informed feedback and consulting group.

One of them gave me his card to follow up: Joseph E Gowrie, PEng, Project Manager, Traffic Engineering, Environment & Infrastructure Solutions he thought it would be a great idea.

As you know, I had indicated I would be interested in being part of such a citizen group, and there were several PBAC members, like Mary Louise Pigott and Maureen Wilson, who might be interested. And I am sure you are aware of others who have shown an interest in a Complete Streets Plan development.

I know that the technical experts do value being able to work with an informed and interested citizens group.

Thanks.

Skrypniak, Lorissa

From: Kirkpatrick, Alan
Sent: August 14, 2018 2:08 PM
To: White, Martin; Skrypniak, Lorissa
Subject: Ainslie Wood and Westdale Traffic Management Review

Fyi

From: Aidan Johnson <aidan.johnson@fulbrightmail.org>
Sent: Tuesday, August 14, 2018 2:04 PM
To: [REDACTED]
Cc: Kirkpatrick, Alan; mlpigott@cogeco.ca; maureenowilson@gmail.com; Wojewoda, Nikola
Subject: Re: Ainslie Wood and Westdale Traffic Management Review

Dear [REDACTED]

Thank you for the thoughtful comments. I definitely share your concerns!

Cc'ing Dan and Jason on this email, for their review. Dan and Jason, I will follow up separately re the right next steps to address these concerns.

Best,

Aidan

On Tue, Aug 14, 2018 at 12:47 PM, [REDACTED] wrote:
Dear Alan and Aidan:

At this point my comment is a general comment about the study and process, not individual items:

My comment is based on the understanding that this study was funded by the \$150,000 allocated via the PBAC process.

If I am incorrect in this understanding the following comments stand to be corrected:

1.
First of all, the project that was on the PBAC ballot and received a very strong support from Ward 1 citizens, was called:

"Westdale Complete Streets Master Plan"

It was NOT meant to be just a Traffic Management Review.

2. The project was an amalgamation of 19 separate submissions by various Ward 1 citizens under the same theme, some more general, others with various specific items/issues.

The description of the project on the ballot read as follows:

submissions were received requesting various individual traffic calming and Complete Street treatment for many locations throughout the Westdale neighbourhood. Rather than compete against and interfere

with each other, funding is requested to develop a citizen driven Complete Streets Master Plan to ensure overall effective and location appropriate street designs and a fair priority list for long term green and aesthetically pleasing solutions to pedestrian and cycling concerns, and calm and quiet residential zones."

I would like to emphasize two essential terms in this description: **"Complete Streets Master Plan"** and **"citizen driven"**

The Westdale Traffic Management Review does neither.

In addition to the ballot description the councillor's office was directed by PBAC, as with all PBAC projects supported via priority voting, to not only pass on the project title and descriptions, but also the 19 individual submissions that were amalgamated for this project, with all their details, so that relevant city staff would understand the background and intentions of the project. I do not know whether this was done, but the result does not reflect that.

It was a clear understanding by PBAC members, as well as the working groups of citizens who participated in the open workshop to streamline/amalgamate the hundreds of suggestions and projects into practical ballot projects, that "citizen driven" for that project meant the establishment of an interested citizen group that would work hand-in-hand with the experts to develop a "Complete Streets Master Plan". While PICs are important, they by-pass more detailed and in depth discussions between citizens and experts. Only group discussions between citizens and experts can find the compromises between ideal concepts and practical solutions. It takes such discussions and further research and studies by these citizens to develop the detail knowledge necessary for useful input.

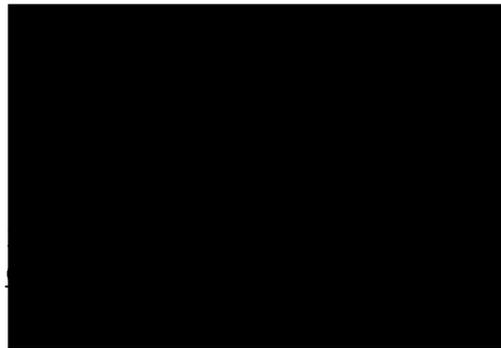
PICs cannot do that. They just allow RE-actions, not well thought out and discussed input.

I had asked Aidan many months ago to establish such a citizen group, and expressed my personal interest in being part of the group to sit down with experts and develop a plan. I also made a few suggestions to include others, who I was aware are interested in these issues. - That did not happen.

Bottom line: The PBAC funding was not used according to the parameters of the allocation

I am not sure where to go from here, whether it is still time to involve citizens to have those discussions beyond relatively superficial input via PICs.

It certainly would take quite some reading and research to catch up to what has been proposed and developed so far over a number of months.



PS Nikola: I did receive your email. Thank you

On 2018-Aug-10 12:54, Kirkpatrick, Alan wrote:



Through Councillor Johnson's office, we understand that you had some additional questions/comments regarding the Ainslie wood and Westdale Traffic Management Reviews.

We held a Public Information Centre (PIC) in June to outline what our process is and to request additional input from residents on issues they are concerned with.

We have included information on the City's web site regarding these two reviews:

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

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

As planned, we believe the PIC was a good first start to inform, obtain information and outline next steps. Please see attached draft summaries of both the public sessions in June 2018. Background information in both reports is similar as the issues in both neighbourhoods are similar. Specific comments related to neighbourhood traffic-issues are included in each report.

Following the June PIC, the consultant is continuing to work on their analysis regarding the traffic issues in both areas and the additional information provided at the PIC's. Not all preferred improvements will be able to be implemented at one time, so the roll out of the alternatives will be outlined in a phased manner.

Once the consultant has completed their review, we will schedule a meeting both Neighbourhood Committee groups to go over what is being proposed before we schedule a second PIC for the larger community to review the plans.

Based on the information contained in the attached summaries, if you have additional comments, please forward them to us and we will add them to the material the consultant is looking into.

We will advise you of the above-mentioned meetings with the Neighbourhood Community groups for your continued input. We do not have timing yet for these fall meetings but will advise you as soon as we do.

I hope this information will be useful.

A. Kirkpatrick

alan.kirkpatrick@hamilton.ca

Note: The Ainslie wood attachment is too large to send. I will forward it to Nikola and hopefully she can send it to you.

Date: Monday, March 4, 2019
Location: St. George Church, 134 Emerson Street



Westdale Neighbourhood Traffic Management Study
Comment Sheet

Thank you for inviting us to participate in tonight's Westdale community meeting to update you on the status of the community's Neighbourhood Traffic Management Study. We hope you found our discussion useful and informative.

We would appreciate additional input that is relevant to this study (see below). Please email your completed comment sheet by March 11, 2019 to:

Bryan Purins, CET

City of Hamilton Acting Project Manager
Traffic Roadway Safety

Email: bryan.purins@hamilton.ca

Phone: (905) 546-2424 ext. 1713

PLEASE PRINT

Name: _____

Address: _____ Postal Code: _____

E-Mail: _____ Phone: _____

I want to be added to the mailing list (X)

Do you have additional questions or comments about the Westdale Neighbourhood Traffic Management Study that you would like the City of Hamilton to address? Please be specific.

Not sure if Longwood North is wide enough for flexible bollards. If you're on a bike going north there is no bike lane and there are parked cars so not enough room for a car to go around a cyclist if bollards are there. Definitely in favour of speed cushions. They can be spaced so emergency vehicles can actually drive through the humps without going over the humps. These humps should continue down Longwood north to Macklin as there are several deer in the area.



Thanks again for your participation!

Please note that the comments received through the course of this study will be considered in selecting the recommended improvement(s). Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. If you would like more information, please contact: Bryan Purins, Acting Project Manager, Traffic Roadway Safety, bryan.purins@hamilton.ca, 905-546-2424 ext. 1713.



From: Purins, Bryan <Bryan.Purins@hamilton.ca>
Sent: Friday, March 08, 2019 9:48 AM
To: Gowrie, Joseph <joseph.gowrie@woodplc.com>; Bhim, Ravi <ravi.bhim@woodplc.com>; Polonsky, Loren <loren.polonsky@woodplc.com>
Subject: FW: Westdale neighborhood traffic management study

Good morning Gents,
Please see the comment below from a Westdale resident.

Best,

Bryan Purins C.E.T.
PROJECT MANAGER, ROADWAY SAFETY
TRANSPORTATION OPERATIONS & MAINTENANCE, PUBLIC WORKS
TEL: 905-546-2424 EXT. 1713



www.hamilton.ca

From: [REDACTED]
Sent: March-08-19 9:38 AM
To: Purins, Bryan
Subject: Westdale neighborhood traffic management study

Dear Bryan,

I had a look at the study documents at <https://awwca.ca/wp-content/uploads/2019/03/Traffic-plan-merged.pdf> .

I have a concern about the recommendation to introduce all-way stop control at the intersection of King and Haddon.

King Street is an arterial road, used for westbound traffic headed either to the parking garage at the McMaster hospital or to Main West via Dalewood. It is my understanding that an arterial road has no stop signs on it. A stop sign on King Street at Haddon will therefore be a great surprise to drivers. Westbound drivers in particular may simply fail to notice it as they round the corner at Cline, which is just a short block away from the Haddon intersection. Thus pedestrians, cyclists and cars crossing King West at Haddon may get a false sense of security. The intersection may become more rather than less safe.

Over time, drivers who currently use westbound King West at Haddon as a route to Main West via Dalewood are likely to avoid the stop sign at Haddon by turning left at Cline rather than Dalewood. This will increase traffic on Cline and increase the wait time at Cline just north of Main for vehicles turning onto Main at a place where there is no traffic light. The result will be unnecessary frustration and delay for drivers.

I believe that the King-Haddon intersection should continue to have stop signs only on Haddon, not on King.

Shams, Aniq

From: [REDACTED]
Sent: Friday, March 8, 2019 4:22 PM
To: Purins, Bryan
Subject: Westdale Transportation plan

Dear Mr. Purins

I am a member of the AWWCA and received the note to send comments to you about the Westdale Transportation plan

I have the following comments:

1. There needs to be formal crossing lights or perhaps full street crossing lights at the corner of Forsythe and Sterling to allow for safe crossing to enter/leave McMaster
2. There needs to be separate bicycle lanes (both directions) on Longwood beside MIP from Main Street to Aberdeen
3. There should be at least 1 meter clearance on King Street for the street patios to allow for bicycles to pass without having to go into the next lane. My preference would be to ban the street patios but that may not be a transportation issue
4. The separate bicycle/pedestrian lane that goes from Main Street to Canadian Tire in Dundas has 2 yield signs that require bicyclists to yield to cars coming/leaving McMaster. They should be changed to require the cars to yield, particularly going into Dundas as it is downhill.

Thank you for considering these suggestions. I am a Westdale resident and active cyclist and walker.



Shams, Aniq

From: Polonsky, Loren
Sent: Friday, March 8, 2019 11:02 AM
To: Shams, Aniq
Subject: FW: Westdale Neighbourhood Traffic Management Study

...and one more comment...

From: Purins, Bryan <Bryan.Purins@hamilton.ca>
Sent: Friday, March 08, 2019 10:59 AM
To: Gowrie, Joseph <joseph.gowrie@woodplc.com>
Cc: Bhim, Ravi <ravi.bhim@woodplc.com>; Polonsky, Loren <loren.polonsky@woodplc.com>
Subject: FW: Westdale Neighbourhood Traffic Management Study

Here is another comment for Westdale/Ainslie Wood.

Best,

Bryan Purins C.E.T.

PROJECT MANAGER, ROADWAY SAFETY

TRANSPORTATION OPERATIONS & MAINTENANCE, PUBLIC WORKS

TEL: 905-546-2424 EXT. 1713



www.hamilton.ca

From: [REDACTED]
Sent: March-08-19 10:56 AM
To: Purins, Bryan
Subject: Westdale Neighbourhood Traffic Management Study

Hello Bryan:

As a member of the AWWCA, I received a copy of the Westdale Neighbourhood Traffic Management Plan Study, which was presented at the AWWCA monthly board meeting on March 4, 2019. Thank you very much for this much needed study. As McMaster University has grown enormously since we purchased our home in 1984, we have seen vehicle and pedestrian traffic substantially increase.

As a homeowner on Paisley Avenue South, I would like to applaud your suggestion to "Implement Turn Prohibition" at Main St./Paisley Ave. S. Since the stoplight was installed on this corner a number of years ago, we have seen a substantial increase in vehicle traffic, including huge trucks that are making deliveries to the businesses in Westdale Village. Paisley Avenue South is a direct route to Westdale Village and is likely the main reason we are seeing the increase in vehicle traffic, particularly the huge delivery trucks. The pedestrian traffic on Paisley Avenue South has also increased due to the increased number of students from the growing McMaster University and Columbia College, in addition to the residents of the two Camelot Towers apartment buildings. I believe having a "no left turn" from Main Street onto Paisley Avenue South would eliminate the excessive vehicle traffic and have a positive impact on the safety of pedestrians.

As a longtime resident on Paisley Avenue South, I would welcome the implementation of no left turns onto our street from Main Street.

Thank you again for this suggestion which I fully support and look forward to its implementation.

Regards,



Shams, Aniq

From: Polonsky, Loren
Sent: Friday, March 8, 2019 3:35 PM
To: Shams, Aniq
Subject: FW: comments on traffic study in Westdale

Another comment...

From: Purins, Bryan <Bryan.Purins@hamilton.ca>
Sent: Friday, March 08, 2019 3:34 PM
To: Gowrie, Joseph <joseph.gowrie@woodplc.com>
Cc: Bhim, Ravi <ravi.bhim@woodplc.com>; Polonsky, Loren <loren.polonsky@woodplc.com>
Subject: FW: comments on traffic study in Westdale

FYI

Bryan Purins C.E.T.

PROJECT MANAGER, ROADWAY SAFETY

TRANSPORTATION OPERATIONS & MAINTENANCE, PUBLIC WORKS

TEL: 905-546-2424 EXT. 1713



www.hamilton.ca

From: [REDACTED]
Sent: March-08-19 3:29 PM
To: Purins, Bryan
Subject: comments on traffic study in Westdale

Hello Bryan,

I've had the chance to look over the recommendations re: traffic in Westdale, though was not at the public consultation. I wanted to pass along a couple of comments. I live on Dalewood Cres between Stirling and King. As you likely know, this street is the throughway the neighbourhood uses (including those parked at Mac) to get out of the Village on to Main St W. The light at King and Dalewood, facing north, is a quick green. So what naturally happens is that people tend to speed along this block to try to make the light. It usually goes like this – drivers enter the block at slow speed (due to the 4 way stop at Stirling), and about ½ way down they hit the gas to try to catch the light. This happens to be the exact area of the street where young children reside. This has been an ongoing issue for the 16 years I have lived here, probably for much longer than that. Some years ago a number of my neighbours had requested speed bumps or some other traffic calming measure, but were denied.

On the flip side of that coin, I feel I should point out that at 4pm on weekdays our block (Dalewood between Stirling and King) gets completely backed up due to the shift/class change at McMaster, and I kind of wonder if this 4 way stop won't make that problem worse. I notice that you have a planned 4 way stop at Dalewood Ave and Arnold, which I assume is because of the middle school at this corner. It is possible that this stop, which happens only a few houses after the light

at King St W, will result in the calming that I desire, however I wonder if there may be a better option? Unfortunately I don't have one to suggest.

Thank you,



Date: Monday, March 4, 2019
Location: St. George Church, 134 Emerson Street



Westdale Neighbourhood Traffic Management Study Comment Sheet

Thank you for inviting us to participate in tonight's Westdale community meeting to update you on the status of the community's Neighbourhood Traffic Management Study. We hope you found our discussion useful and informative.

We would appreciate additional input that is relevant to this study (see below). Please email your completed comment sheet by March 11, 2019 to:

Bryan Purins, CET
City of Hamilton Acting Project Manager
Traffic Roadway Safety

Email: bryan.purins@hamilton.ca
Phone: (905) 546-2424 ext. 1713

PLEASE PRINT

Name: [REDACTED]

Address: [REDACTED] Postal Code: [REDACTED]

E-Mail: [REDACTED] Phone: [REDACTED]

I want to be added to the mailing list (X)

Do you have additional questions or comments about the Westdale Neighbourhood Traffic Management Study that you would like the City of Hamilton to address? Please be specific.

We have chronic problems with trucks illegally using our section of Forsyth Ave. N. in order to enter and egress the Sterling St. entrance to the University. We were out of town for the June meeting

Do you believe the transportation issues discussed at tonight's community meeting reflect the challenges that exist within Westdale today? Why or why not?

*Please help us in any way possible! Thank you!
P.S. There are several large trucks using our street between 4 and 7 a.m.*

Thanks again for your participation!

Please note that the comments received through the course of this study will be considered in selecting the recommended improvement(s). Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. If you would like more information, please contact: Bryan Purins, Acting Project Manager, Traffic Roadway Safety, bryan.purins@hamilton.ca, 905-546-2424 ext. 1713.

Shams, Aniq

From: [REDACTED]
Sent: Sunday, March 10, 2019 4:17 PM
To: Purins, Bryan
Subject: question re Westdale traffic study
Attachments: Westdale Traffic study.pdf

Hello

I received the attached document from the AWWCA.

Can you please advise the difference between the first map and the second? They seem to be the same.

I am in favour of the many pedestrian friendly suggestions.

1. I would like to recommend that where possible, the pedestrian signals switch to the walk sign in advance of the green lights for cars. There is one on King West at Sterling and it works very well.

2. would it be possible to have a pedestrian scramble at Main and Emerson/McMaster University?

Thanks for your work on this.

Shams, Aniq

From: [REDACTED]
Sent: Sunday, March 10, 2019 11:47 PM
To: Purins, Bryan
Subject: Westdale Neighbourhood Traffic Management Study

I didn't receive any notification of the plan from the city, and learned about it only today. I do not believe the speed reduction on Main Street (Longwood to Dundurn) is necessary, and it should be left at 60 km/hr.

I also do not believe the intersection of King and Haddon requires all way stop, as there is a light at Dalewood, which is very close. There is already a two way stop there.

I urge you not to use speed humps/bumps as they are a hazard for cyclists as well as cars, and require almost a complete stop. In areas with problems, it would be much preferred to have stop signs at intersections instead of these humps.

[REDACTED]

Westdale Neighbourhood Traffic Management Study Comment Sheet

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We would appreciate additional input that is relevant to this study (see below). Please email your completed comment sheet by March 11, 2019 to:

Bryan Purins, CET

City of Hamilton Acting Project Manager
Traffic Roadway Safety

Email: bryan.purins@hamilton.ca

Phone: (905) 546-2424 ext. 1713

PLEASE PRINT

Name: _____

Address: _____

Postal Code: _____

E-Mail: _____

Phone: _____

I want to be added to the mailing list (X)

Do you have additional questions or comments about the Westdale Neighbourhood Traffic Management Study that you would like the City of Hamilton to address? Please be specific.

1. We would appreciate that the speed limit be reduced on Forsyth Ave N. (with appropriate signage), as there is a tendency for vehicles to accelerate despite the short distance. The speed cushions and flexible bollards are very welcome additions!

Do you believe the transportation issues discussed at tonight's community meeting reflect the challenges that exist within Westdale today? Why or why not?

2. There is a chronic problem with large trucks using Forsyth N regularly despite signage indicating that no trucks are allowed.

We appreciate your assistance in helping us tackle these issues.

Thanks again for your participation!

Thanks, _____

Please note that the comments received through the course of this study will be considered in selecting the recommended improvement(s). Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. If you would like more information, please contact: Bryan Purins, Acting Project Manager, Traffic Roadway Safety, bryan.purins@hamilton.ca, 905-546-2424 ext. 1713.

Shams, Aniq

From: Purins, Bryan <Bryan.Purins@hamilton.ca>
Sent: Thursday, May 23, 2019 10:13 AM
To: [REDACTED]
Subject: RE: Hansen #15221657 Westdale Neighbourhood Traffic Management review - feedback

Good morning [REDACTED]

Thank you for taking the time to provide your comments regarding the Westdale Transportation Management Plan. I have passed them along to the Consultant for review. The 30km/h speed limit in the North End was a pilot project initiated by the residents and supported by Council 5 years ago. One caveat of that was it was to be the only area with 30km/h speed limits until a study can be completed to determine the effect on compliance levels. Staff will be summarizing the pilot project in a report later this year once we can collect data for the "after" studies.

Studies have shown that artificially lowering the speed limit really has no effect on reducing vehicle speeds on roadways. Drivers tend to travel at speeds they feel comfortable, regardless of the speed limit, it is why most people travel over the 100km/h speed limit on highways and why the Province has proposed raising the speed limit to 110km/h in certain stretches. If you want drivers to abide by the speed limit there has to be some type of physical traffic calming measure in place, hence the recommendation for speed cushions, bumpouts, speed monitoring device and the pedestrian crossover on Longwood. While you may not feel it is a dangerous crossing we have had other residents request an all-way stop or some safer form of crossing in that area because they feel it is unsafe.

Best,

Bryan Purins C.E.T.

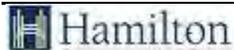
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TRANSPORTATION OPERATIONS & MAINTENANCE, PUBLIC WORKS

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From: [REDACTED]
Sent: May-22-19 7:40 PM
To: PW Traffic Operations
Cc: Wilson, Maureen
Subject: Westdale Neighbourhood Traffic Management review - feedback

To whom it may concern,
As a recent Westdale North Resident, I was pleased to learn of this review and possible solutions to make our neighbourhood safer.

While I appreciate the options that have been presented, I just don't think any of them go far enough. I live on Longwood Rd N between Norwood and Franklin and do not believe that slowing people down at Franklin with a Pedestrian activated crossing or bumps outs will do much to stop people from speeding between the stop sign on Norward and the top of the hill, which is actually not a dangerous cross to make. The only way to make the streets safer is to slow down traffic throughout the neighbourhood. It is no secret that speed is an issue as the sign indicating speed was reinstalled this spring. As residents of Longwood, we are so fortunate to be in walking distance to Cootes Paradise. We welcome visitors but feel they need a reminder that Longwood isn't a highway to paradise, it is a residential road.

If we want to continue to be a family-friendly neighbourhood (and city) the streets need to be safe for all users, including the toddlers learning how to safely cross streets, ride bikes and share the road.

Jamesville got it right. Why can't we? 30km/h speed limit. No exceptions. Let's make this explicit that this is a safe, pedestrian community that follows **vision zero policies**. This ensures kids can make mistakes and not lose their lives.

Many thanks for your time, effort and considerations



I would like to be added to the mailing list.

Meeting agenda

Date: 9:00 a.m., April 24, 2018 **Meeting at:** Front Boardroom
330 Wentworth Street North, Hamilton

Ref: TPB186044/TPB186045

Subject/purpose: **Technical Advisory Committee Meeting # 1**
Westdale and Ainslie Woods Neighbourhood Transportation Studies

Attendees:

Alan Kirkpatrick, Transportation Planning	Jason Vander Heide, HSR
Sam Sidawi, Asset Management	Daryl Bender, Cycling
Susan Jacob, Engineering Design	Steve Molloy, Transportation Planning
Trevor Horzelenberg, LRT	Tiffany Singh, Community Planning
Kris Jacobson, LRT	John Verbeek, Fire
Sharon Mackinnon, Public Health	Hal Klassen, EMS
Kerry Davren, Parking	Bryan Purins, Traffic
Peter Locs, Parking	Ravi Bhim, Wood
Bob Paul, Road Operations	Joseph Gowrie, Wood
Colin Vidler, Waste Collection	Loren Polonsky, Wood
Mike Stelmach, Waste Collection	Joel Elgersma, Wood

To be presented/discussed:

1. Introductions
2. Project Overview
3. Identification of Neighbourhood Issues
4. Consultation and Communication Strategy
5. Schedule / Major Milestones
6. Next Steps



Minutes

Date: 9:00 a.m., April 24, 2018

Meeting Front Boardroom

at: 330 Wentworth Street North, Hamilton

Ref: TPB186044/TPB186045

Subject/purpose:

Technical Advisory Committee Meeting #1
Westdale and Ainslie Wood Neighbourhood Transportation Studies

Attendees:

Alan Kirkpatrick, Transportation Planning (AK)
Sam Sidawi, Asset Management (SS)
Susan Jacob, Engineering Design (SJ)
Trevor Horzelenberg, LRT (TH)
Sharon Mackinnon, Public Health (SM)
Bob Paul, Road Operations (BP)
Mike Stelmach, Waste Collection (MS)
Steve Molloy, Transportation Planning (SM)
Tiffany Singh, Community Planning (TS)

John Verbeek, Fire (JV)
Bryan Purins, Traffic (BP)
Vaughan McDonald, EMS (VM)
Andy McLaughlin, HSR (AM)
Ravi Bhim, Wood (RB)
Joseph Gowrie, Wood (JG)
Loren Polonsky, Wood (LP)
Joel Elgersma, Wood (JE)

Regrets:

Kris Jacobson, LRT
Kerry Davren, Parking
Peter Locs, Parking

Colin Vidler, Waste Collection
Jason Vander Heide, HSR
Daryl Bender, Cycling

PLEASE NOTE: If there is any comment or amendment to be made to these meeting notes, they must be brought to the notice of Wood Environment & Infrastructure Solutions within 24 hours of issue and confirmed in writing.



MATTERS DISCUSSED

ACTION BY:

1. INTRODUCTION

- i. The meeting began with introductions. It was noted that City of Hamilton representatives for parking and cycling were absent.

INFO

2. PROJECT OVERVIEW

- i. Ravi Bhim (RB) provided a brief overview of the project scope and outlined that the purpose of the assignments is to identify transportation-related issues/opportunities within the Ainslie Wood and Westdale neighbourhoods and to recommend potential solutions will satisfy Phase 1 and 2 of the Class Environmental Assessment (EA) process for master plans.
- ii. RB discussed the approach that will be taken to identify opportunities through data gathering and meetings with City staff.

INFO

INFO

3. IDENTIFICATION OF NEIGHBOURHOOD ISSUES

- i. RB asked each attendee to discuss how transportation issues within the two neighbourhoods affect their department's operations.
- ii. Sam Sidawi (SS) identified drainage as a factor that should be included in the decision-making process for the implementation of speed calming measures (i.e. narrowings, speeds bumps, etc.).
- iii. Bob Paul (BP) noted concerns with snow clearing associated with cycling infrastructure.
- iv. Tiffany Singh (TS) stated that three major residential developments are planned in the neighbourhoods: McMaster residence, Columbia College residence and another development on Macklin Street. She also noted that McMaster University wants to decrease their parking requirements once the LRT has been constructed.
- v. Steve Malloy (SM) stated the importance of the *Complete Streets* policy and its role in relation to these transportation studies. SM advised that the connectivity of active transportation routes should be a major objective.
- vi. John Verbeek (JV) noted that road width is one of the key factors that affects fire services. He advised that narrow streets will be partially blocked in event of an emergency as the fire apparatus will take up most of the road space and can take up to three lanes if the outriggers need to be deployed. Mike Stelmach (MS) echoed those concerns, noting that similar issues apply for waste management.

INFO

INFO

INFO

INFO

INFO

INFO



MATTERS DISCUSSED

ACTION BY:

- vii. Vaughan McDonald (VM) indicated that speeds bumps are the main concern for Emergency Medical Services, as they add a level of discomfort for patients being transported in ambulances. **INFO**

- viii. Sharon Mackinnon (SM) reiterated the importance of the *Complete Streets* policy and the connectivity of active transportation routes within the City. SM spoke of the 2007 *Ainslie Wood Westdale Walkability Assessment Report* which may have recommendations that are applicable to this undertaking. Wood has obtained report. **INFO**

- ix. Andy McLaughlin (AM) stated that road width is also a consideration for the HSR. He also noted that upon implementation of the LRT, HSR bus routes are anticipated to change. AM identified the McMaster Master Plan as a useful source of information for the future of HSR on and near the McMaster campus. **INFO**

- x. Trevor Horzelenberg (TH) noted that in the future, McMaster may not want HSR to operate on campus but are dedicating space to the LRT on the southwest corner of campus (at the Main / Cootes intersection). **INFO**

- xi. TH stated that upon implementation of LRT service, traffic capacity is expected to remain consistent with existing conditions on Main Street. He indicated that all existing signalized intersections will remain in operation. TH noted that the centre two-way-left-turn-lane between Cline Avenue and Newton Avenue will be removed and pushed to signalized intersections. **INFO**

- xii. Joseph Gowrie (JG) inquired as to whether the consultant can have access to the traffic modelling used in support of the LRT. TH indicated that modelling can be provided, but will likely be limited to that which is provided in the EA. **City**

- xiii. TH noted that the construction period for the LRT will be the worst-case scenario for traffic operations and is expected to last from 2019-2024. Traffic/construction staging could change week-to-week during construction. He remarked that there may be consideration to construct the LRT in which construction adjacent to the university campus is not undertaken during the school period. Recommendations of Neighbourhood Studies will be not be for during the construction of the LRT. **INFO**

- xiv. JV noted that during LRT construction, increased emergency response times are expected. As such, a temporary fire station is planned to be located near the intersection of Longwood Road and Main Street West to provide acceptable emergency responses. **INFO**

- xv. AM noted that McMaster students are provided with free bus passes as part of their tuition (everyone pays). He indicated that the "first and last mile" **INFO**



MATTERS DISCUSSED

ACTION BY:

theory should be a consideration in the study. Also, many McMaster students hop on the bus for one or two s

xvi. The Longwood Bridge is a “run-in” for HSR and is to be replaced with a structure that has sidewalks on both sides and a cycling path on the east side which will enhance active transportation connectivity.

INFO

xvii. Columbia College has a large pedestrian population in a dorm west of the Highway 403 Ramp, which crosses the ramp. Columbia College is planning a new residence on the north side of Main Street. A pedestrian crossing at Paisley Street is planned as part of the LRT project.

INFO

4. SCHEDULE / MAJOR MILESTONES

i. JG outlined future steps in the study process. He stated that data collection and background review will be finalized shortly. Additional site visits are scheduled to take place. This, in conjunction with existing conditions analysis will be undertaken in preparation for TAC Meeting No. 2 and PIC No. 1.

INFO

ii. JG identified key study milestones, noting that PIC No. 1 is targeted for June 2018 and PIC No. 2 is slated to occur in the fall of 2018.

INFO

iii. Alan Kirkpatrick (AK) noted that the general timing for PIC No. 1 is satisfactory and should not present an issue with the timing of the municipal election.

INFO

5. CONSULTATION AND COMMUNICATION STRATEGY

i. Loren Polonsky (LP) provided a summary of the consultation and communication strategy. He noted that two interactive Public Information Centres (PICs) are planned for both Ainslie Wood and Westdale, and that more informal meetings should be considered prior to the PICs with the two ratepayer groups, student union and others as identified.

Wood/City

ii. Steve Molloy (SM) stressed the importance of engaging the students and absentee landowners throughout the PIC process. He also mentioned that there may be opportunities to work with the McMaster Student Union (MSU) to gain a better understanding of the issues and concerns associated with the transportation network in the neighbourhoods and with students.

INFO

6. NEXT STEPS

i. AK noted that Wood will ask TAC members to review PIC#1 and PIC#2 materials prior to the events to ensure their accuracy and clarity on key issues relative to the two neighbourhoods.

INFO

ii. Wood to forward potential dates for PIC#1 to AK so he can arrange location.

Wood/City



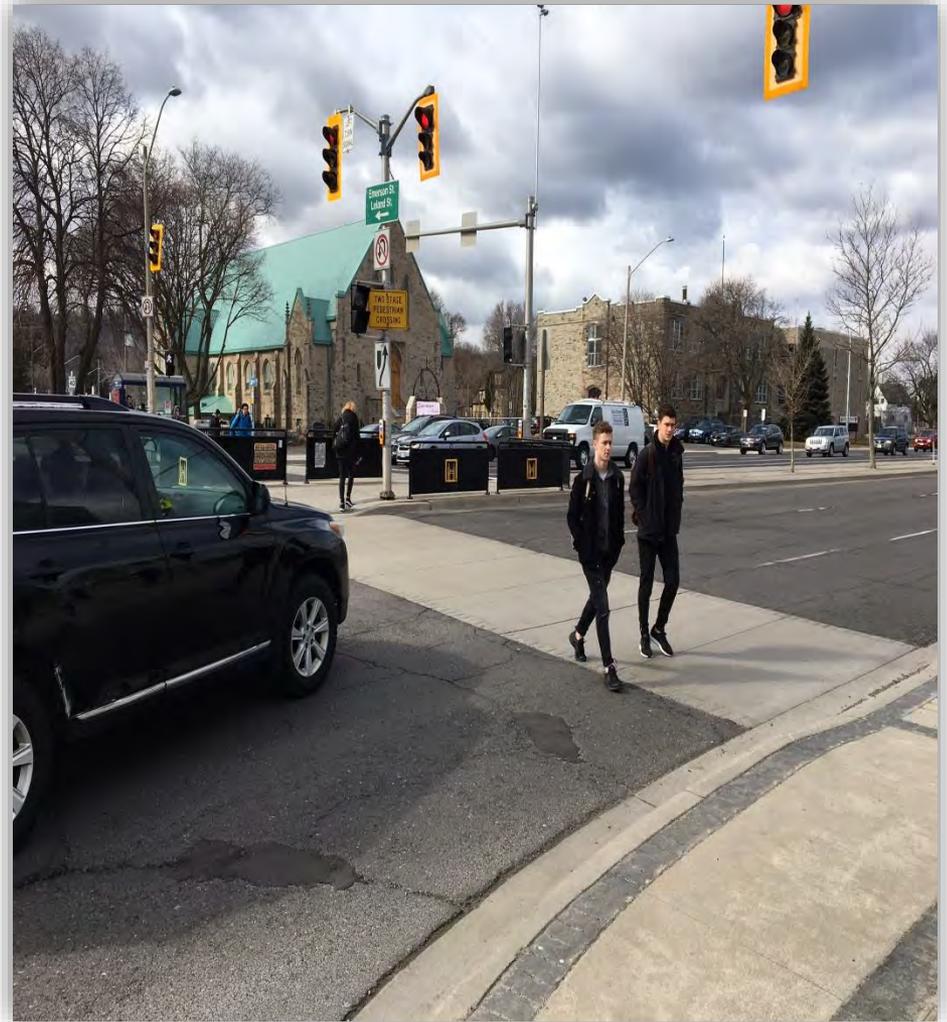


Westdale and Ainslie Woods Neighbourhood Transportation Studies

Technical Advisory Committee (TAC) No. 1
April 24, 2018

TAC Meeting No. 1 - Agenda

1. Introductions
2. Project Overview / Approach
3. Identification of Neighbourhood Issues
4. Consultation and Communication Strategy
5. Schedule / Major Milestones
6. Next Steps



Project Overview



The Purpose of the assignments is to identify any transportation-related issues/opportunities (operational, safety and active transportation) within the Ainslie Woods and Westdale Neighbourhoods and recommend solutions to the level of a Stage 2 EA.



Project Overview



Approach

- Identify Opportunities through Data Gathering
 - Traffic Counts – Several Outstanding intersections remain
 - EMME Projections
 - Speed Surveys – One Outstanding Corridor
 - Collision Data - Received
 - Neighbourhood Walkthroughs / Site Visits
 - TAC Meetings / Hamilton Staff
 - PIC Meetings



Identification of Neighbourhood Issues - Westdale



Identification of Neighbourhood Issues – Ainslie Woods

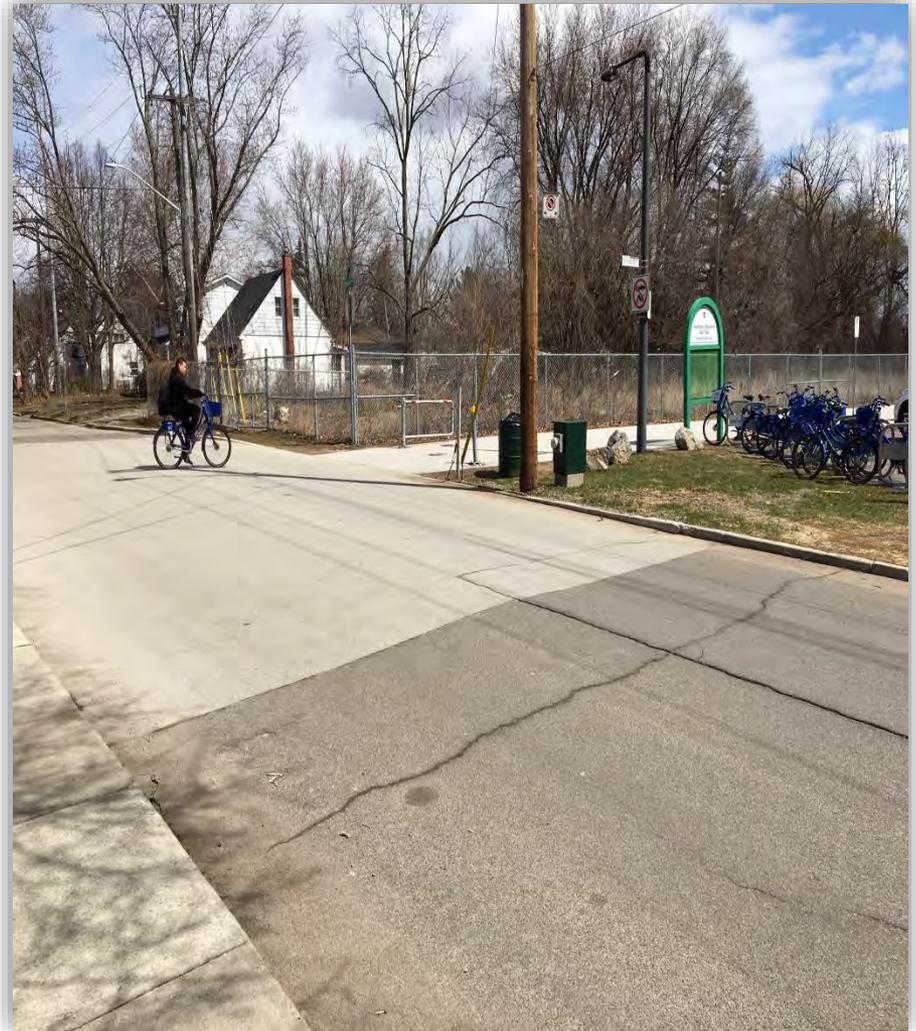


Key Study Milestones



Consultation and Communication Strategy

- Two Public Information Centres planned in both Ainslie Woods and Westdale
 - PIC No. 1 will be interactive, may be arranged around key transportation issues
 - PIC No. 2 will focus on the evaluation process and provide clarity around the recommended solutions
- Consideration should be given to engaging local stakeholders prior to PIC No. 1 (esp. ratepayer and/or student groups)



Next Steps

- Complete data collection and background report review
- Undertake additional field visits
- Complete “Existing Conditions” picture and document
 - Traffic Capacity Analysis
 - Traffic Operations Review
 - Safety Review
 - Active Transportation Review
 - Transit Review
- TAC Meeting #2 – Mid May Target
- PIC #1 – Early June Target





Questions and Discussion



wood.

woodplc.com

Shams, Aniq

From: Polonsky, Loren
Sent: Friday, March 8, 2019 9:51 AM
To: Shams, Aniq
Subject: FW: Westdale @ Ainsley Wood TMPs

From: Purins, Bryan <Bryan.Purins@hamilton.ca>
Sent: Thursday, February 21, 2019 3:02 PM
To: Gowrie, Joseph <joseph.gowrie@woodplc.com>; Bhim, Ravi <ravi.bhim@woodplc.com>; Polonsky, Loren <loren.polonsky@woodplc.com>
Subject: RE: Westdale @ Ainsley Wood TMPs

Hi Everyone,

Can you please ensure the highlighted sections below are incorporated into the recommendations for Ainsley Wood? It was brought up how there is no mention of the Emerson St bike lanes on the map that was used for the meeting last week.

Best,

Bryan Purins C.E.T.

ACTING PROJECT MANAGER, TRAFFIC SAFETY
TRAFFIC OPERATIONS & MAINTENANCE
CITY OF HAMILTON
E-MAIL: bryan.purins@hamilton.ca
TEL: 905-546-2424 EXT. 1713

From: Gowrie, Joseph [<mailto:joseph.gowrie@woodplc.com>]
Sent: January-23-19 3:37 PM
To: Purins, Bryan; Bhim, Ravi; Kirkpatrick, Alan
Subject: RE: Westdale @ Ainsley Wood TMPs

Thank you Bryan,
we will review

Joseph E. Gowrie, P.Eng.
Project Manager

Direct: +1 (647) 689 4954
Mobile: +1 (437) 997 7660
www.woodplc.com

wood.

From: Purins, Bryan <Bryan.Purins@hamilton.ca>

Sent: January-23-19 3:35 PM

To: Gowrie, Joseph <joseph.gowrie@woodplc.com>; Bhim, Ravi <ravi.bhim@woodplc.com>; Kirkpatrick, Alan <Alan.Kirkpatrick@hamilton.ca>

Subject: Fw: Westdale @ Ainsley Wood TMPs

Gents,

Please see comments below from our Active Transportation expert.

Bryan

From: Bender, Daryl <Daryl.Bender@hamilton.ca>

Sent: Wednesday, January 23, 2019 1:31 PM

To: Purins, Bryan

Cc: Molloy, Steve

Subject: Westdale @ Ainsley Wood TMPs

Bryan,

I have reviewed the two docs and have the following comments.

Ainsley Woods

- We ask that the study address the traffic control at the 6 trail crossings (Ewen through to Stroud). We are supportive of the plan to introduce stop control for street traffic – and give r.o.w. to trail traffic – where suitable. This needs to be designed in consideration of sightlines and the proximity of other stop control, etc.
- There are general comments about pedestrian markings – we need to confirm that the idea of markings are married with suitable control

Ref # 3 – add a note to flag the need for a suitable cycling crossing – from planned Emerson bicycle lanes to where an assessment determines bicycle should “land” on campus

Ref # 4 – what does ped barriers mean? More? less? Different?

Ref # 6-9 – see first note above and we need to ensure these crossing are not just for peds

Ref # 10 – we need to review the idea of bollards with Road Ops

Ref # 14 – planned bicycle lanes should be mentioned

Ref # 17 – planned cycle route signage should be flagged

Ref # 19 – planned bicycle lanes should be mentioned

Westdale

Ref # 2 – as per above (Emerson)

Ref # 6 – do we agree that LOS is so poor? We should flag planned cycling infrastructure (an below ref # 21)

Ref # 7 – flag the need to address a cycling connection for WB to NB

Ref # 14 – any cycling suggestions?

Ref # 21 – flag plans to modify the bicycle lanes south of King St – possibly a 2-way cycle track on the east side

Ref # 22 - resolve a bicycle lane onto campus (WB)

Ref # 26 – confirm street asphalt width available

Regards,

Daryl Bender B.E.S.

Project Manager, Active Transportation

Planning and Economic Development, City of Hamilton

905-546-2424 x 2066

www.hamilton.ca/cycling

From: Bender, Daryl
Sent: January-16-19 9:34 AM
To: Purins, Bryan
Subject: Westdale @ Ainsley Wood TMPs

Bryan,
Congrats on the title!

Your brief email might be a significant task...

I assume Emerson will be conventional bicycle lanes, but maybe widths will require us to remove all parking... and then we would likely have buffered BLs. At the trail, it would continue to have stop control on the trail approaches – OR we could switch the stop control to the street approaches if there is appetite... I had an email about that recently.

Regards,
Daryl Bender B.E.S.
Project Manager, Active Transportation
Planning and Economic Development, City of Hamilton
905-546-2424 x 2066
www.hamilton.ca/cycling

From: Purins, Bryan
Sent: January-15-19 9:58 AM
To: Bender, Daryl
Subject: Westdale @ Ainsley Wood TMPs

Hi Daryl,
I've attached two memo's for the Ainsley Wood & Westdale Traffic Management Plans put together by Wood Consulting. Could you have a look and provide any comments you might have related to cycling?

Also,
Do you have a design of what Emerson St. will look like after the bike lane project is complete, specifically what the rail trail crossing will look like? We should probably mirror that on all trail crossings as part of these NTMPs.

Best,

Bryan Purins C.E.T.
ACTING PROJECT MANAGER
TRAFFIC ROADWAY SAFETY
CITY OF HAMILTON
E-MAIL: bryan.purins@hamilton.ca
TEL: 905-546-2424 EXT. 1713

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Memo

To: Bryan Purins, C.E.T., City of Hamilton

From: Joseph Gowrie, P.Eng., Wood
Loren Polonsky, MUP, Wood

Date: March 26, 2019

File: TPB186045

cc: Ravi Bhim, P.Eng., PTOE, Wood

Re: Summary of Comments from Ainslie Wood - Westdale Community Association and Update to Alternatives Memo

On Monday March 4, 2019, Wood presented its progress to the Ainslie Wood - Westdale Community Association. A summary of the project to date as well as the suggested problems and opportunities throughout the neighbourhood and the proposed solutions were discussed. In addition to valuable discussions throughout the meeting, numerous individuals submitted comments to the City of Hamilton using the comment forms provided by Wood. These comments are summarized in Table 1.



City of Hamilton
March 26, 2019

Table 1: Summary of Comments Received at Ainslie Wood – Westdale Community Meeting

Street / Area	Issue	Suggested Solution
Forsyth Ave	Speeding	<ul style="list-style-type: none"> • Speed limit reduction with clear signage • Speed cushions and/or flexible bollards
	Large trucks frequently use Forsyth despite signage indicating no trucks	<ul style="list-style-type: none"> • Increased enforcement
Sterling Street & Forsyth Avenue N	Busy pedestrian intersection	<ul style="list-style-type: none"> • Add Pedestrian crossing or signalize for safe crossing
Longwood Road	Lack of connectivity between existing cyclist facilities	<ul style="list-style-type: none"> • Add bike lanes in both directions from Main to Aberdeen • Outside of our study area
	Speeding	<ul style="list-style-type: none"> • In favour of speed cushions but not flexible bollards (not enough space)
Multi-Use Path along Cootes Dr	Right of way for cyclists	<ul style="list-style-type: none"> • Change stop / yield signs so bicycles can ride and vehicles required to yield • Outside of our study area
Neighbourhood	Speed Management	<ul style="list-style-type: none"> • Do not use speed humps / bumps, if possible use stop signs
	Pedestrian Signals	<ul style="list-style-type: none"> • Give additional walk time to pedestrians before green begins for vehicles (example at King St /Sterling Ave) – Leading Pedestrian Interval
Main Street West	Speeding	<ul style="list-style-type: none"> • Do not lower speed limit from 60 km/h
King Street West & Haddon Avenue	Safety / speeding concerns	<ul style="list-style-type: none"> • Do not make AWSC, too close to light at Dalewood. Will also potentially give false sense of security to peds / cyclists.
Main Street West & Emerson Street / McMaster	Crossing is 2 to 3 stages depending on origin and destination	<ul style="list-style-type: none"> • Pedestrian scramble
King Street West & Dalewood Crescent	Speeding - short green phase in NB/SB direction causes vehicles to speed to catch the light from Sterling to King. Volume issues around 4 pm when classes change. AWSC might make queuing worse.	<ul style="list-style-type: none"> • Traffic calming measures along this section of Dalewood Crescent (from King Street to Sterling Street)
Main Street West & Paisley Avenue	Trucks using Paisley Ave	<ul style="list-style-type: none"> • Support the idea of no left-turn from Main St

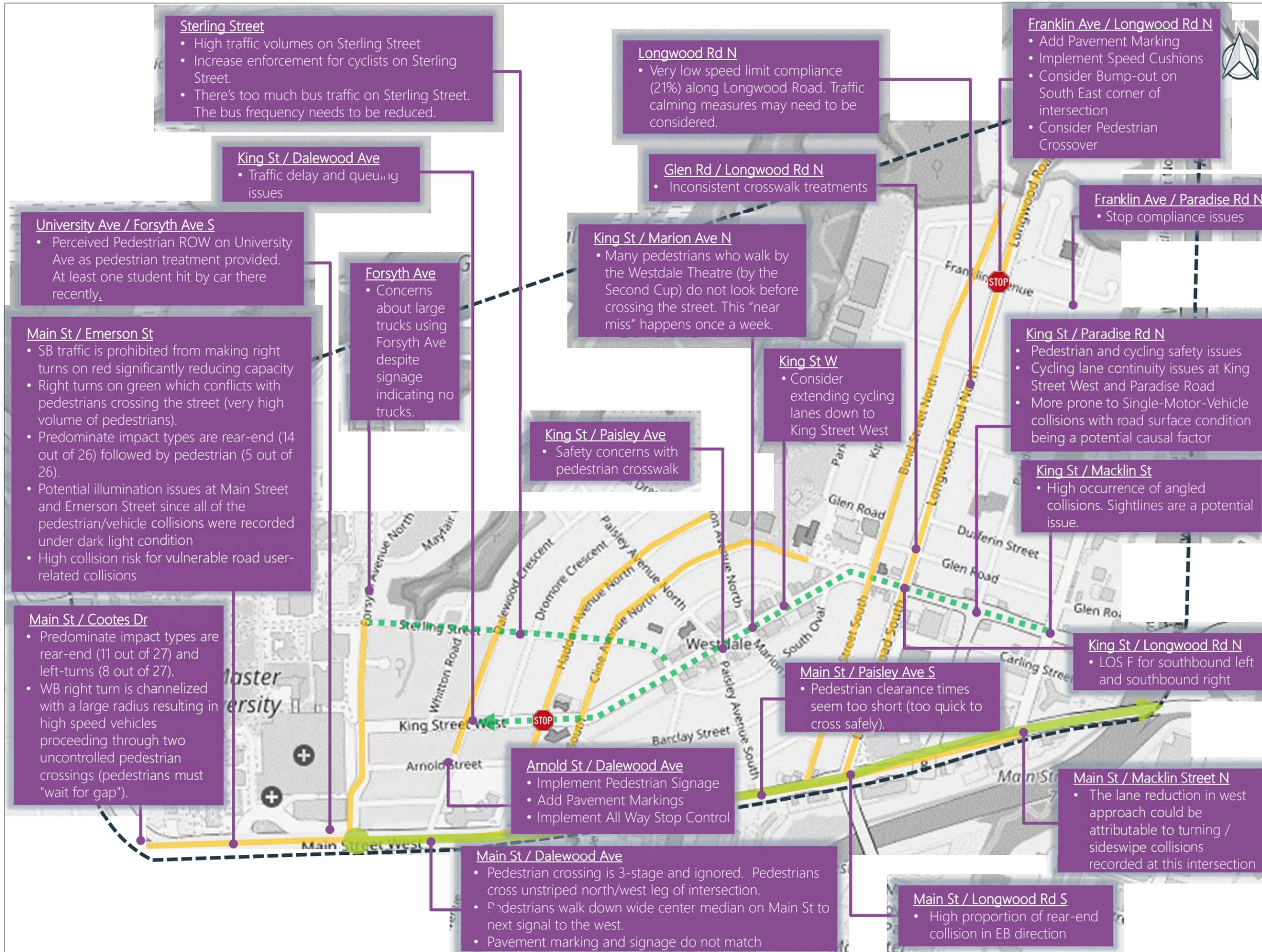
City of Hamilton
March 26, 2019

These comments were then incorporated to the study with the issues and their proposed solutions evaluated using the same method and table as in the *Identification of Alternatives Memo* which was submitted to the City on January 8, 2019. Additionally, the two figures provided to the community association at the meeting were updated to reflect the new comments. The evaluation table as well as the update figures are appended.

OB/jeg

Table 3 - Westdale Neighbourhood Traffic Management Study Evaluation of Alternatives and Recommended Improvements

Table 3 - Westdale Neighbourhood Traffic Management Study Evaluation of Alternatives and Recommended Improvements											
Type of Improvements	Locations	Details	Evaluation Criteria							Recommendations	Implementatn/Phasing Strategy
			Change in Level of Transportation Service	Supportiveness of Other Transportation Modes	Efficiency of Use of Existing Infrastructure	Safety	Compatibility with City Plans	Implementation Feasibility	Estimated Costs		
Legend			Significant Positive Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	Significantly improves the ability to use sustainable modes of transportation	Enhance the use of facility with no modification to existing infrastructure	Improves safety for all road users	Compatible	Very easy to implement (requires minimal resources/very short duration)	No Cost		
			Moderate Positive Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	Improves the ability to use sustainable modes of transportation	Enhance the use of facility with minor modification to existing infrastructure	Improves safety for some road users	--	Easy to implement (requires some technical resources/short duration)	Low Cost		
			No Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	No Change	No change to existing infrastructure	No Change	--	--	Medium Cost		
			Moderate Negative Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	More difficult to use sustainable modes of transportation	Requires minor modification to existing infrastructure with no direct enhancement of facility.	Increases the safety risks for some road users	--	Difficult to implement (requires some technical resources/long duration)	High Cost		
			Significant Negative Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	Significantly more difficult to use sustainable modes of transportation	Requires significant modification to existing infrastructure with no direct enhancement of facility.	Increases the safety risks for all road users	Not Compatible	Very difficult to implement (requires significant technical resources/long duration)	Prohibitive Cost		
Signalize	Sterling Street & Forsyth Drive	Signalize the intersection	Currently AWSC therefore may be a small decrease in LOS / increase in delay when opposing directions forced to stop for a longer period (phase length). 0.25	Supports safe pedestrian crossing but may cause increase in delay when pedestrians are forced to wait for the light to cross. 1.00	Requires installation of signal and updates to pavement parkings. 0.25	Improves safety for pedestrians (increased comfort and visibility). May cause queue spillback and increase in rear end collisions. 1.00	Not consistent with Hamilton Policy based on Signalized Intersection Warrant. Warranted by pedestrian volumes only. 0.25	Difficult to implement. Signal design required. Electrical connection and equipment set up required. Some impact to traffic during installation. 1.00	High Cost 0.25	Carried Forward	Medium Term (3-5 years)
Speed Cushions	Dalewood Crescent	Add speed cushions on Dalewood Crescent between King Street and Steling Street	Moderate Negative Impact. Potential for minor decrease in capacity and minor increase in delays (slower speeds) 0.25	Supports pedestrians and cyclists 0.75	Minor modification to existing infrastructure (road surface) with no direct enhancement of facility. 0.25	Improves safety of active transportation users and reduce overall collision severity due to lower travel speeds. Potential reduction in all collision types by 40-50%. 1.00	Consistent with City policy objectives (i.e. Traffic calming technique suggested in Vision Zero section of Road Safety Background report) 1.00	Easy to implement. Potential winter maintenance issue. 0.75	Medium Cost 0.75	Carried Forward	Short Term (1-3 years)
Pedestrian Scramble	Main Street West & Emerson Street	Add pedestrian scramble phase to signal timing plan	Potential to decrease LOS / increase delay due to change in signal timing. Potential to disrupt signal coordination along Main Street. 0.25	Supports pedestrians as approximately 492 pedestrians use this intersection during the AM peak, while 551 pedestrians use it during the PM peak. 0.75	Minimal change to existing infrastructure. Requires new crosswalk markings. 0.50	Potential to improve safety of pedestrians and motorists as both parties have designated time in which the other party does not have the right of way (i.e. theoretical reduction in conflict). Potential to increase j-walking as pedestrians may become impatient waiting for the scramble. 0.50	Consistent with TMP in seeking to provide safe opportunities for pedestrians to cross. May interfere with signal coordination along a significant arterial roadway (Main Street) 0.50	Easy to implement. Requires re-timing the signal phases. 0.75	Very low cost. 1.00	Carried Forward	Short Term (1-3 years)
Decrease Speed Limit	Forsyth Drive	Decrease speed limit from unsigned 50 km/h	Moderate Negative Impact. May result in decreased capacity due to reduced speed 0.25	Creates a safer environment for pedestrians and cyclists. 1.00	No change to existing infrastructure. Requires new signage. 0.50	Potential to improve safety for all road users. Severity of collisions reduce significantly as speeds are reduced. Potential reduction in all collisions of 12%. There were 11 collisions at Forsyth Drive intersections in the last 5 years. 1.00	Consistent with speed limit reduction initiatives outlined in the Hamilton Strategic Road Safety Program as well as the Road Safety Background Report included in the 2018 TMP Update. 1.00	Easy to implement - include "new" tab on speed limit signs. Enforcement might be required initially to raise awareness. 0.75	Low Cost. 0.75	Carried Forward	Short Term (1-3 years)
Leading Pedestrian Intervals	General	Provide additional walk time to pedestrians	Warranted where high volume of turning vehicles conflict with high pedestrian volumes. Potential increase in delay to turning vehicles. 0.50	Supports pedestrians by providing additional walk time. 0.75	No changes to existing infrastructure. 1.00	Improves safety for pedestrians as it gives them more time to cross and increases their visibility for left-turning vehicles. 0.75	Appendix 17 of the Hamilton Pedestrian Mobility Plan discusses the use of LPIs and notes they should only be used at certain intersections including those with heavy vehicle turning movement volumes with concurrent heavy pedestrian volumes or where there are a high percentage of vulnerable road users (seniors, persons with disabilities, children). 0.75	Easy to implement. Requires re-timing the signal phases. 0.75	Very low cost. 1.00	Carried Forward	Short Term (1-3 years)



Legend

-  Study Area
-  All-Way Stop Request
-  Speeding concerns
-  Future LRT Route
-  Corridor Concerns

General Issues/Concerns

- Consider flashing all traffic lights in the neighbourhood at midnight
- Mobility concern for elderly drivers especially with the implementation of active transportation measures
- Consider protected cycling lanes installed in the neighbourhood
- Will the bus traffic on Emerson Street continue once LRT begins to operate?
- How will LRT and buses cohabitate in the study area and in the rest of Hamilton?
- Keep King bus in Westdale Village
- The advanced walk sign on King Street West and Newton Avenue is great and should be applied to other locations.
- Several McMaster students park their cars in the neighbourhood and take a bus to campus. A large parking structure on campus would alleviate this issue.
- Consider implementing chicanes, but not speed bumps.
- Curb extension/bulb-outs are needed in all residential neighbourhoods.
- Narrowing streets and other residual cues essential to slow cars in residential areas.
- Poor pavement surface conditions
- Implement leading pedestrian intervals throughout the neighbourhood

Not to Scale

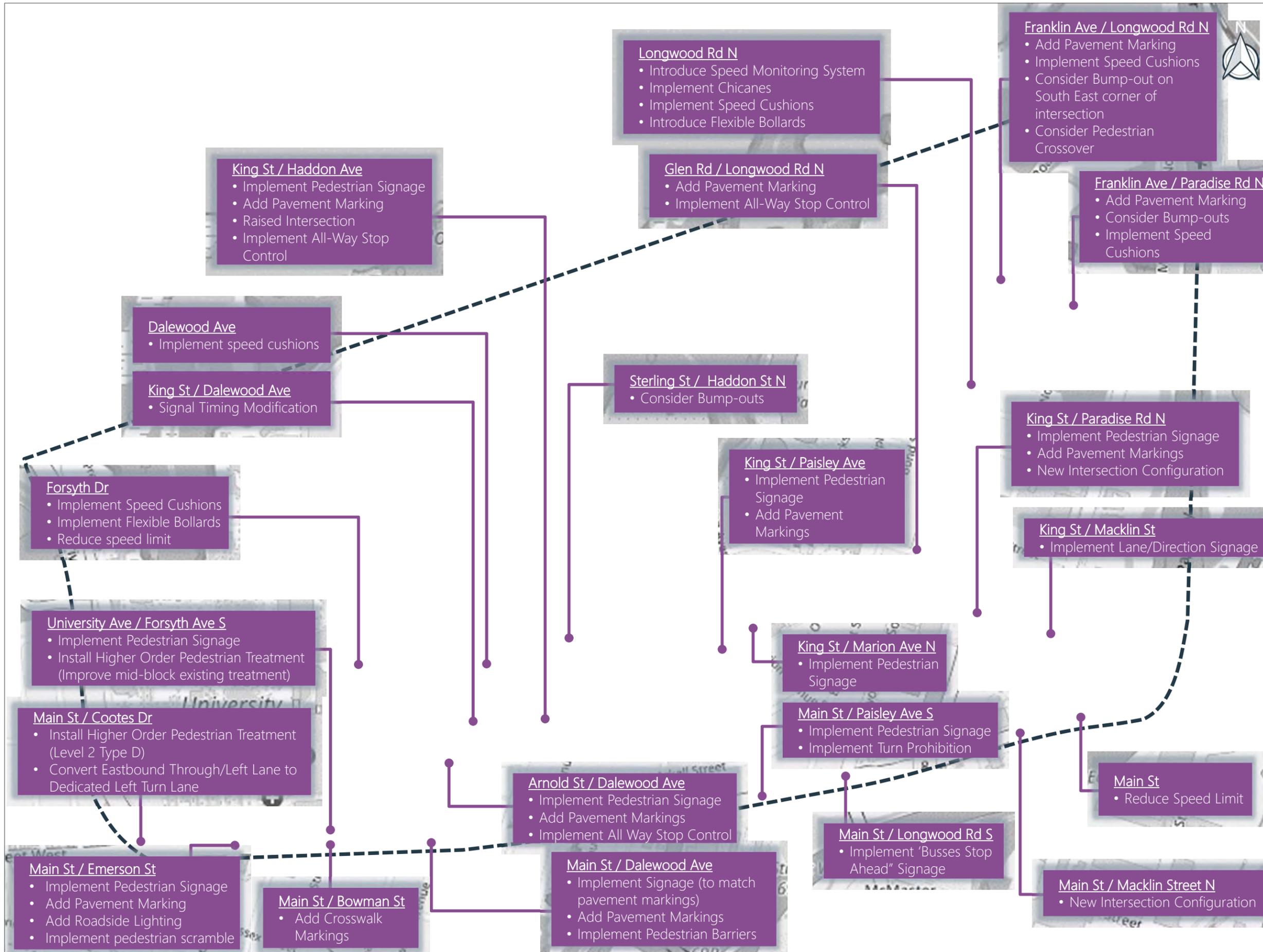
Date: March 26, 2019
Version: 2

FOR DISCUSSION ONLY

Project: Westdale Neighbourhood
Traffic Management Study

Client: City of Hamilton





Legend
 Study Area

Not to Scale

Date: March 26, 2019
 Version: 2

FOR DISCUSSION ONLY

Project: Westdale Neighbourhood
 Traffic Management Study

Client: City of Hamilton



Memo

To: Ainslie Wood - Westdale Community Association

From: Ravi Bhim, P.Eng., PTOE; Wood
Joseph Gowrie, P.Eng., Wood
Loren Polonsky, MUP, Wood

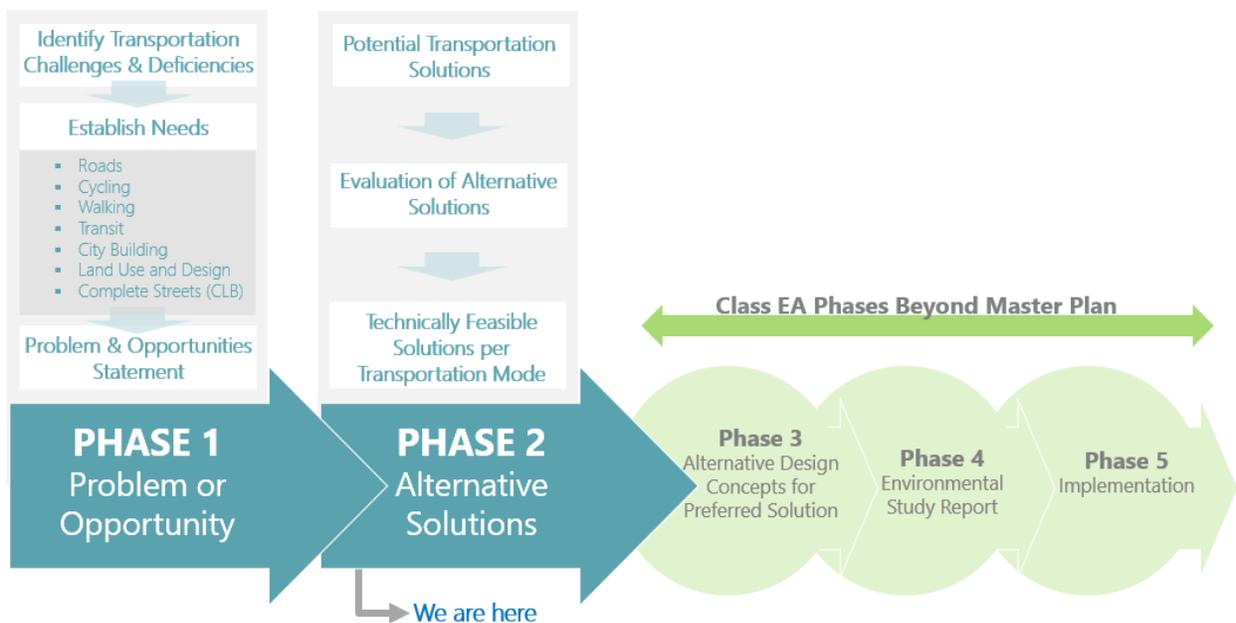
Date: March 4, 2019

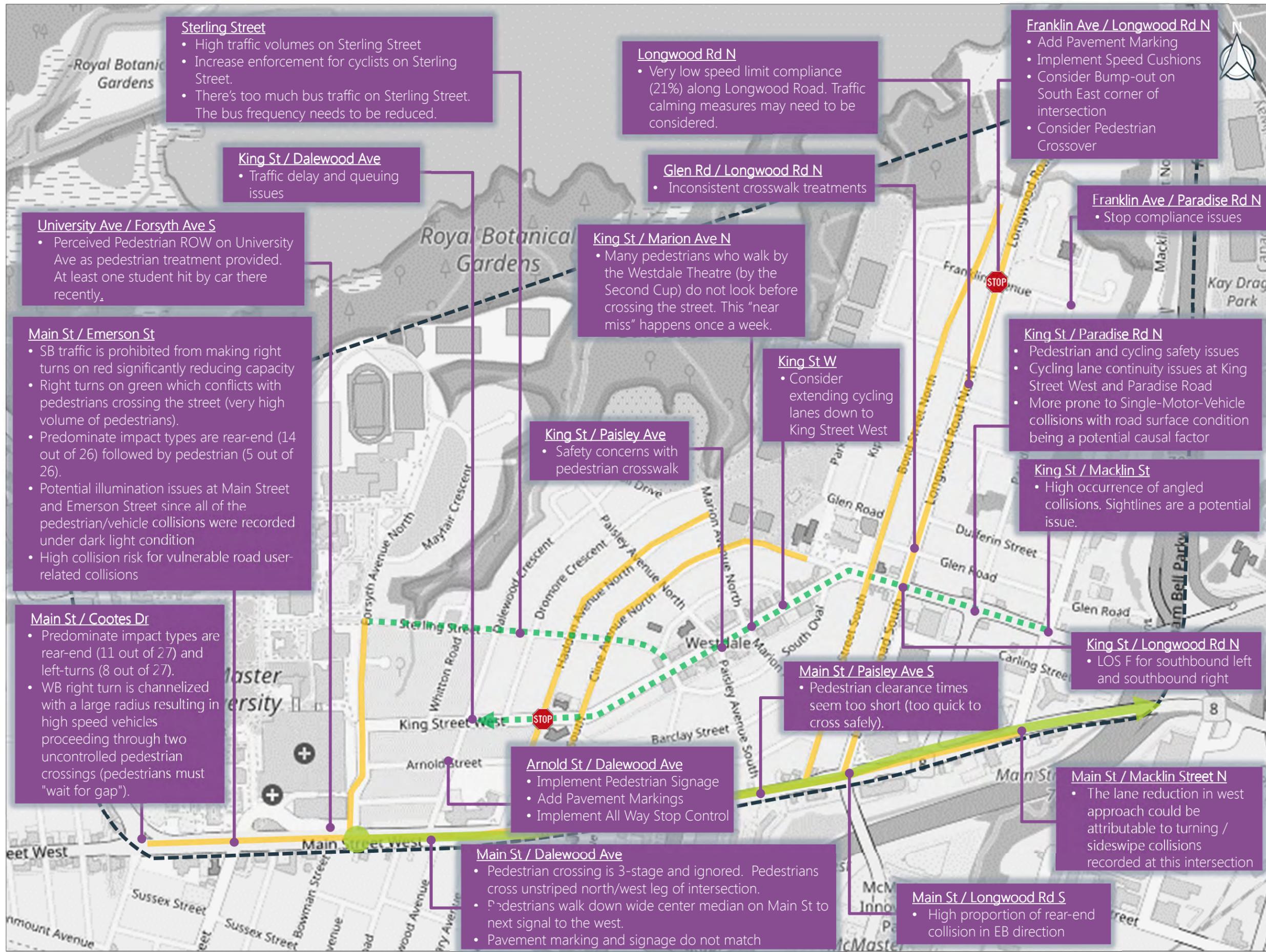
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cc: Councillor Maureen Wilson, City of Hamilton
Bryan Purins, C.E.T., City of Hamilton

Re: **Westdale Neighbourhood Traffic Management Study**

- The City of Hamilton has commissioned a Neighbourhood Traffic Management Study for the Westdale area to identify and recommend potential transportation-related improvements that will benefit all road-users.
- The study will be completed as a Master Plan addressing Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process
- There has been 1 Public Information Centre (PIC) which was held on June 21, 2018 from 6:30-8:00 p.m. followed by a 30-day commenting period.
- The Study is currently in Phase 2 of the MCEA process with PIC #2 to be held soon.





Legend

- Study Area
- All-Way Stop Request
- Speeding concerns
- Future LRT Route
- Corridor Concerns

- General Issues/Concerns**
- Consider flashing all traffic lights in the neighbourhood at midnight
 - Mobility concern for elderly drivers especially with the implementation of active transportation measures
 - Consider protected cycling lanes installed in the neighbourhood
 - Will the bus traffic on Emerson Street continue once LRT begins to operate?
 - How will LRT and buses cohabitate in the study area and in the rest of Hamilton?
 - Keep King bus in Westdale Village
 - The advanced walk sign on King Street West and Newton Avenue is great and should be applied to other locations.
 - Several McMaster students park their cars in the neighbourhood and take a bus to campus. A large parking structure on campus would alleviate this issue.
 - Consider implementing chicanes, but not speed bumps.
 - Curb extension/bulb-outs are needed in all residential neighbourhoods.
 - Narrowing streets and other residual cues essential to slow cars in residential areas.
 - Poor pavement surface conditions

Not to Scale

Date: March 4, 2019
Version: 1

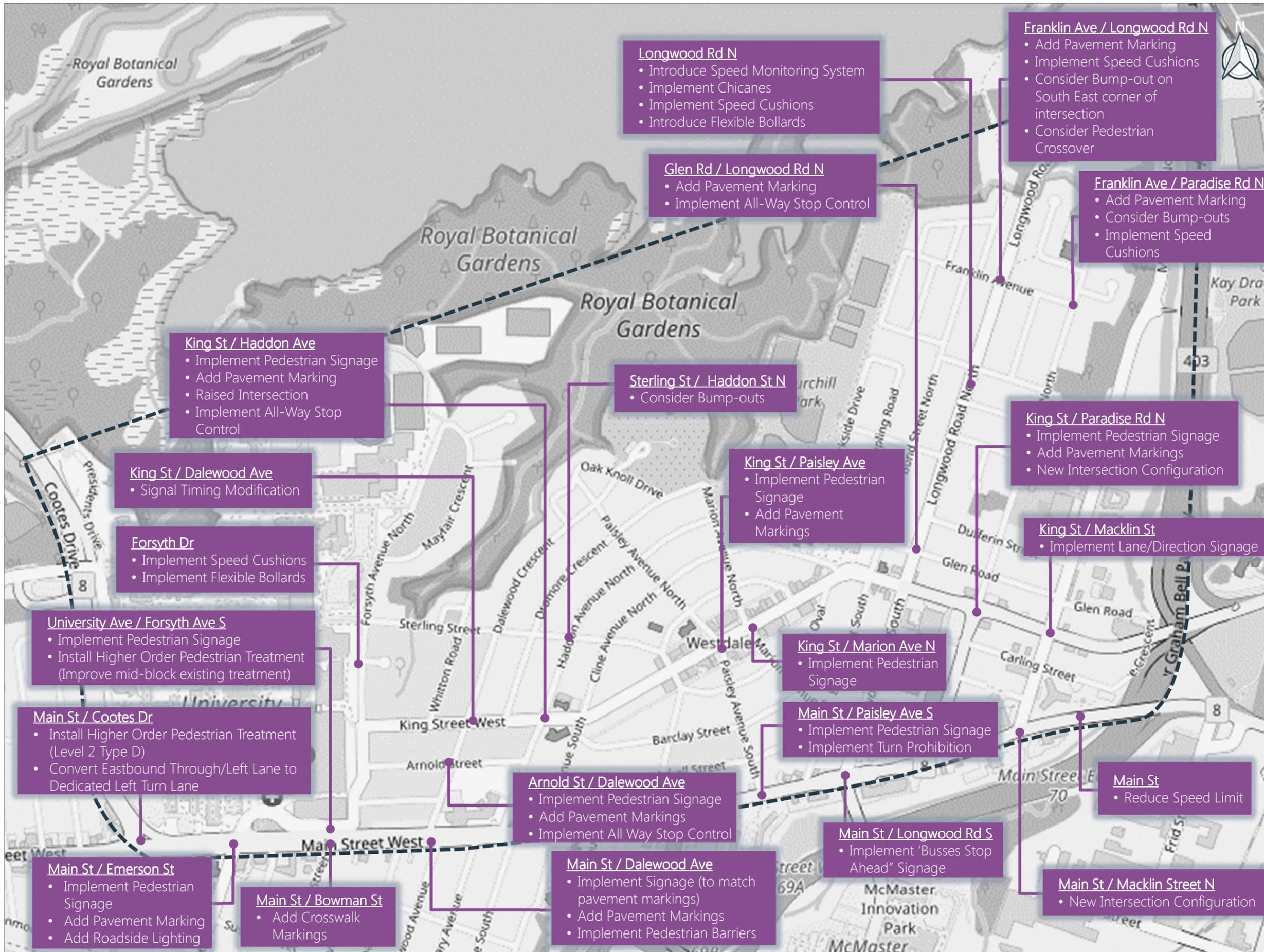
FOR DISCUSSION ONLY

Project: Westdale Neighbourhood Traffic Management Study

Client: City of Hamilton

wood.





Legend
 Study Area

Not to Scale

Date: March 4, 2019
 Version: 1

FOR DISCUSSION ONLY

Project: Westdale Neighbourhood
 Traffic Management Study

Client: City of Hamilton



Minutes

Date: 2:00 p.m., April 3, 2019

Meeting at: Front Boardroom
330 Wentworth Street North, Hamilton

Ref: TPB186044/TPB186045

Subject/purpose:

Technical Advisory Committee Meeting #2
Westdale and Ainslie Wood Neighbourhood Traffic Management Studies

Attendees:

Bryan Purins, Project Manager
Susan Jacob, Engineering Design
Trevor Horzelenberg, LRT
Sharon Mackinnon, Public Health
Bob Paul, Road Operations
Steve Molloy, Transportation Planning
John Verbeek, Fire
Andy McLaughlin, HSR

Kerry Davren, Parking Operations
Jason Vander Heide, Transit Planning and Infrastructure
Sovandary Hoeun, Traffic
Joel McCormick, Waste Processing
Nicholas Tamberelli, Facilities Services
Joseph Gowrie, Wood
Loren Polonsky, Wood

MATTERS DISCUSSED

ACTION BY:

1. CURRENT PROJECT STATUS

- i. Bryan Purins and Joseph Gowrie re-introduced committee members and provided an update of the study's progress. Joseph indicated that the study included the completion of several reports and technical memos, as well as several meetings with residents, ratepayer groups and Councillor Wilson. Joseph indicated that the recommendations directly reflect the discussions the Project Team had with the key stakeholders throughout the study.

INFO

2. OVERVIEW OF RECOMMENDATIONS

- i. Joseph provided a brief overview of the transportation recommendations developed for both the Ainslie Wood and Westdale neighbourhoods. As part of his presentation, Joseph summarized several maps that illustrated both

INFO

PLEASE NOTE: If there is any comment or amendment to be made to these meeting notes, they must be brought to the notice of Wood Environment & Infrastructure Solutions within 24 hours of issue and confirmed in writing.



MATTERS DISCUSSED

ACTION BY:

areas of opportunities or deficiencies as well as proposed measures or strategies to address those specific locations.

- ii. A committee member asked how the study’s recommendations will consider future light rail transit (LRT) service. Joseph responded that the Traffic Management Studies would not include specific recommendations along Main Street as modifications to future LRT service will evolve over the next few years. A committee member clarified that it will be difficult to recommend a solution along Main Street that could be removed within the next five years as a result of LRT operations.
- iii. A committee member asked to describe the kind of chicane that is recommended for Longwood Road North. Joseph responded that the chicane would be flexible bollards or “sticks”. A committee member responded that a more permanent measure (i.e., bump out) might be more suitable for that location.
- iv. A committee member asked why a measure to remove parking along Emerson Street wasn’t considered. Joseph indicated that Wood’s assessment determined that removing parking would not be justified at that location. A committee member responded that Councillor Wilson had asked for parking to be removed at that location once the trail is constructed.

INFO

INFO

INFO

3. NEXT STEPS

- i. Joseph indicated that the City will be hosting a final Public Information Centre in both Ainslie Wood and Westdale in May to elicit input on the preliminary recommendations. Joseph suggested that the final report would be completed for public review towards the end of summer.

INFO



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TAC Meeting #2

April 3, 2019

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Agenda

1. Current Project Status
2. Problems & Opportunities and Recommendations Maps
 - Ainslie Wood
 - Westdale
3. Next Steps



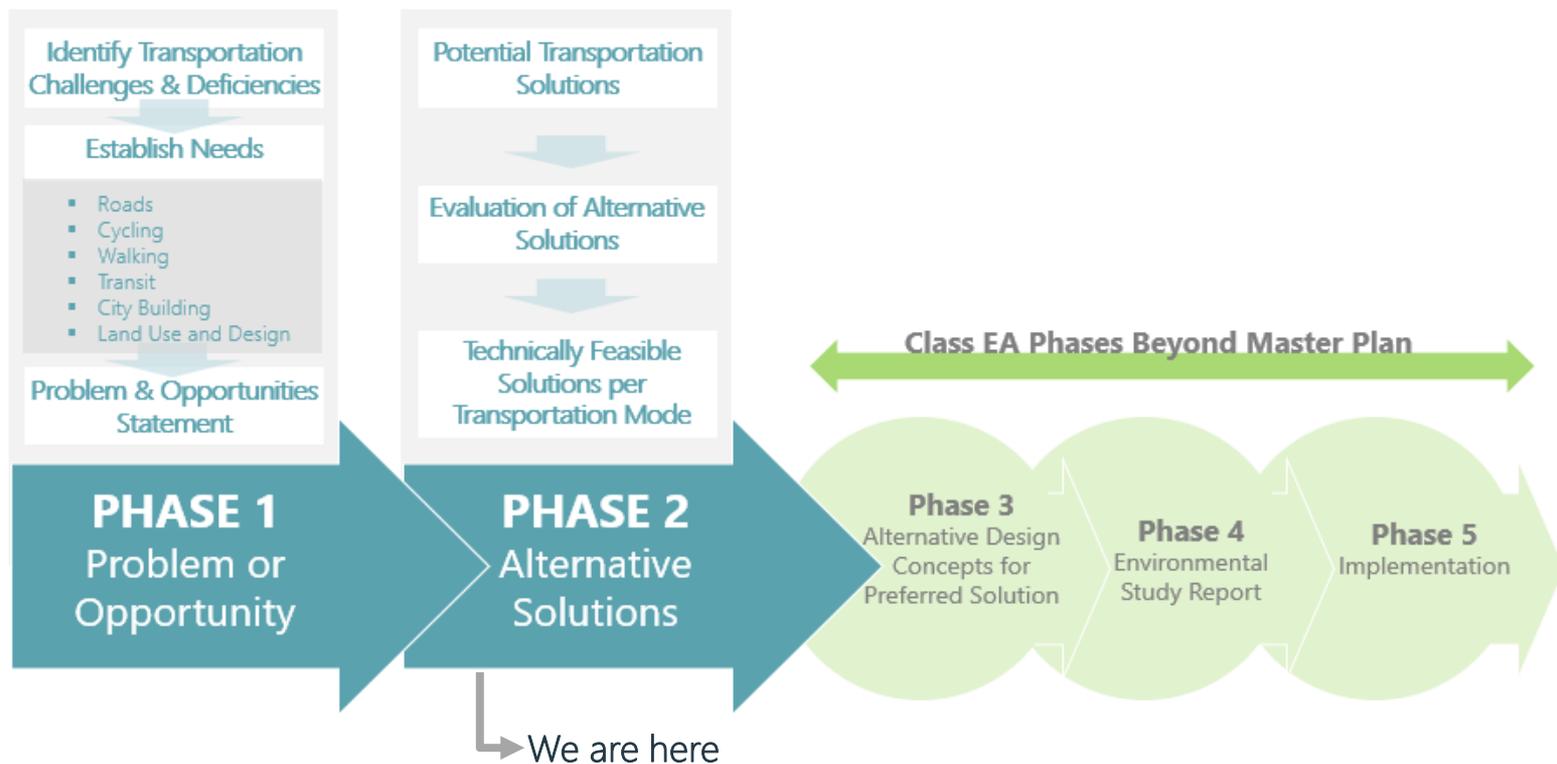
Previous Meetings & Submitted Documents

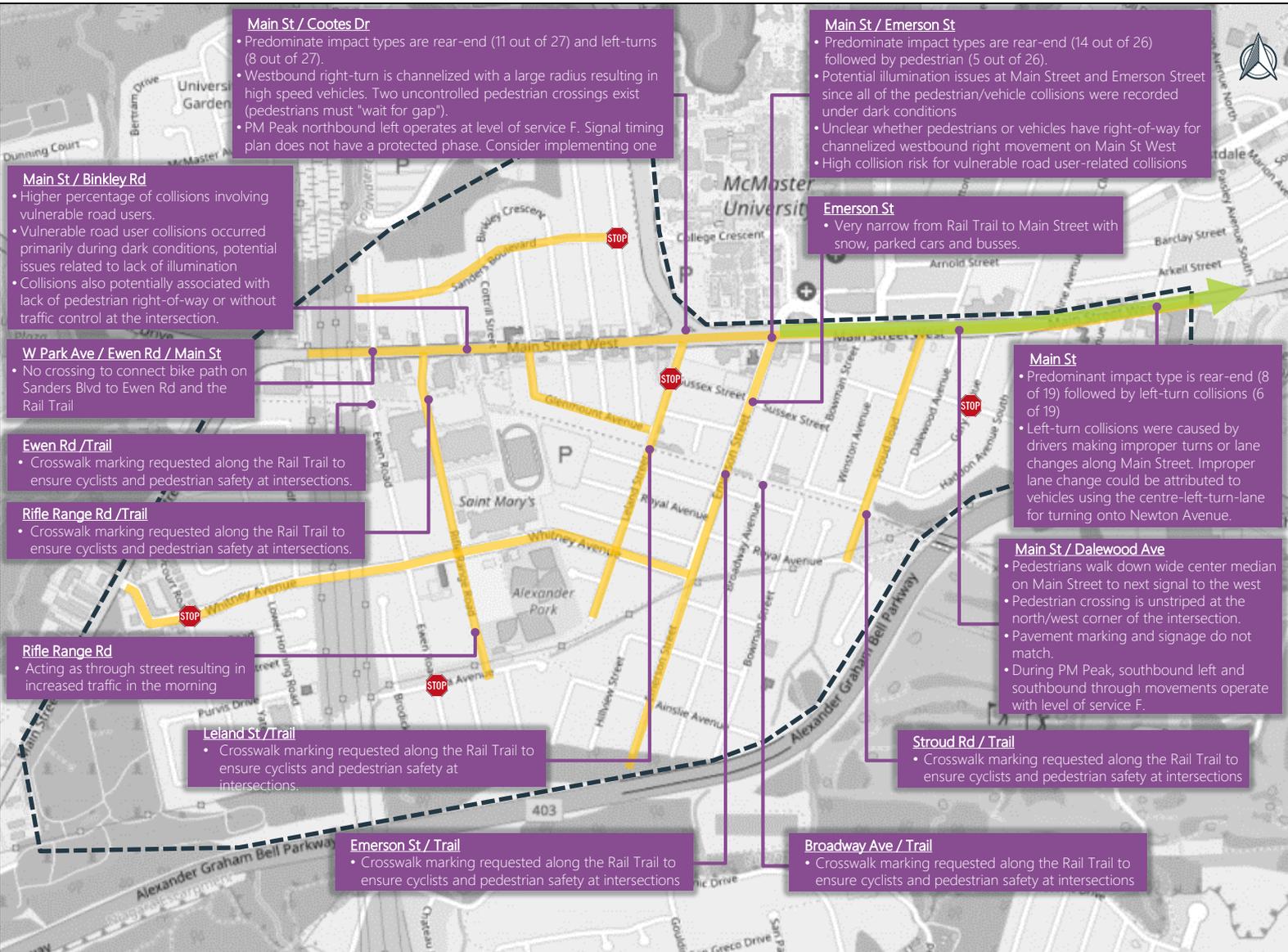
- March 23, 2018 – Project Initiation
- April 24, 2018 – TAC Meeting #1
- June 2018 – PIC #1
- October 2018 – Existing Conditions Report
- November 2018 – Planning Context Final Report
- January 2019 – Future Conditions Report
- January 2019 – Alternative Solutions Memo
- February 24, 2019 – Ainslie Wood Community Meeting
- March 4, 2019 – Westdale Community Meeting
- April 3, 2019 (today) – TAC Meeting #2



Project Status

- Discussed alternatives with Westdale and Ainslie Wood community groups
- Submitted memo with additional problems / solutions based on community meeting discussions





Main St / Cootes Dr

- Predominate impact types are rear-end (11 out of 27) and left-turns (8 out of 27).
- Westbound right-turn is channelized with a large radius resulting in high speed vehicles. Two uncontrolled pedestrian crossings exist (pedestrians must "wait for gap").
- PM Peak northbound left operates at level of service F. Signal timing plan does not have a protected phase. Consider implementing one

Main St / Emerson St

- Predominate impact types are rear-end (14 out of 26) followed by pedestrian (5 out of 26).
- Potential illumination issues at Main Street and Emerson Street since all of the pedestrian/vehicle collisions were recorded under dark conditions
- Unclear whether pedestrians or vehicles have right-of-way for channelized westbound right movement on Main St West
- High collision risk for vulnerable road user-related collisions

Main St / Binkley Rd

- Higher percentage of collisions involving vulnerable road users.
- Vulnerable road user collisions occurred primarily during dark conditions, potential issues related to lack of illumination
- Collisions also potentially associated with lack of pedestrian right-of-way or without traffic control at the intersection.

Emerson St

- Very narrow from Rail Trail to Main Street with snow, parked cars and busses.

W Park Ave / Ewen Rd / Main St

- No crossing to connect bike path on Sanders Blvd to Ewen Rd and the Rail Trail

Main St

- Predominant impact type is rear-end (8 of 19) followed by left-turn collisions (6 of 19)
- Left-turn collisions were caused by drivers making improper turns or lane changes along Main Street. Improper lane change could be attributed to vehicles using the centre-left-turn-lane for turning onto Newton Avenue.

Ewen Rd /Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections.

Rifle Range Rd /Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections.

Main St / Dalewood Ave

- Pedestrians walk down wide center median on Main Street to next signal to the west
- Pedestrian crossing is unstriped at the north/west corner of the intersection.
- Pavement marking and signage do not match.
- During PM Peak, southbound left and southbound through movements operate with level of service F.

Rifle Range Rd

- Acting as through street resulting in increased traffic in the morning

Leland St /Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections.

Stroud Rd / Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections

Emerson St / Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections

Broadway Ave / Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections

Legend

- Study Area
- All-Way Stop Request
- Speeding concerns
- Future LRT Route

General Issues/Concerns

- Consider flashing all traffic lights in the neighbourhood at midnight
- Many residents are unaware of what a flashing yellow sign means. Many people are not stopping or slowing down when the sign is flashing.
- Consider implementing rumble strips on Ofield Road and Ewen Road
- Many cyclists that ride on the sidewalk do not stop at traffic signals
- Bus shelters in the neighbourhood have large advertising signs that block drivers view from someone who may be waiting in the shelter
- Too many free one-hour on-street parking spots for students, not enough for hospital visitors

Date: March 26, 2019
Version: 2

FOR DISCUSSION ONLY

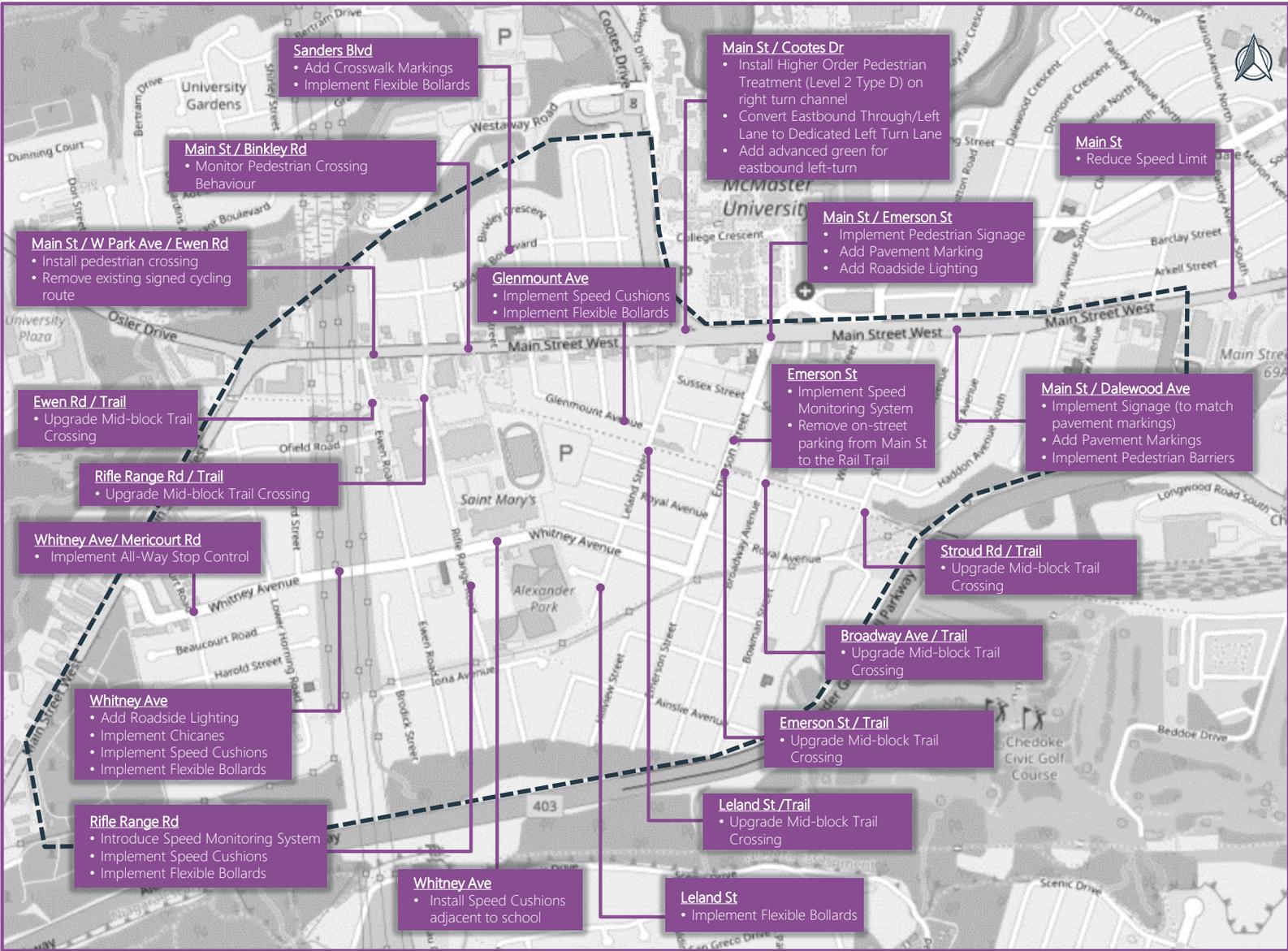
Project: Ainslie Wood Neighbourhood Traffic Management Study

Client: City of Hamilton



Identified Problems and Opportunities for Ainslie Wood Neighbourhood





Legend

Study Area

Not to Scale

Date: March 26, 2019
Version: 2

FOR DISCUSSION ONLY

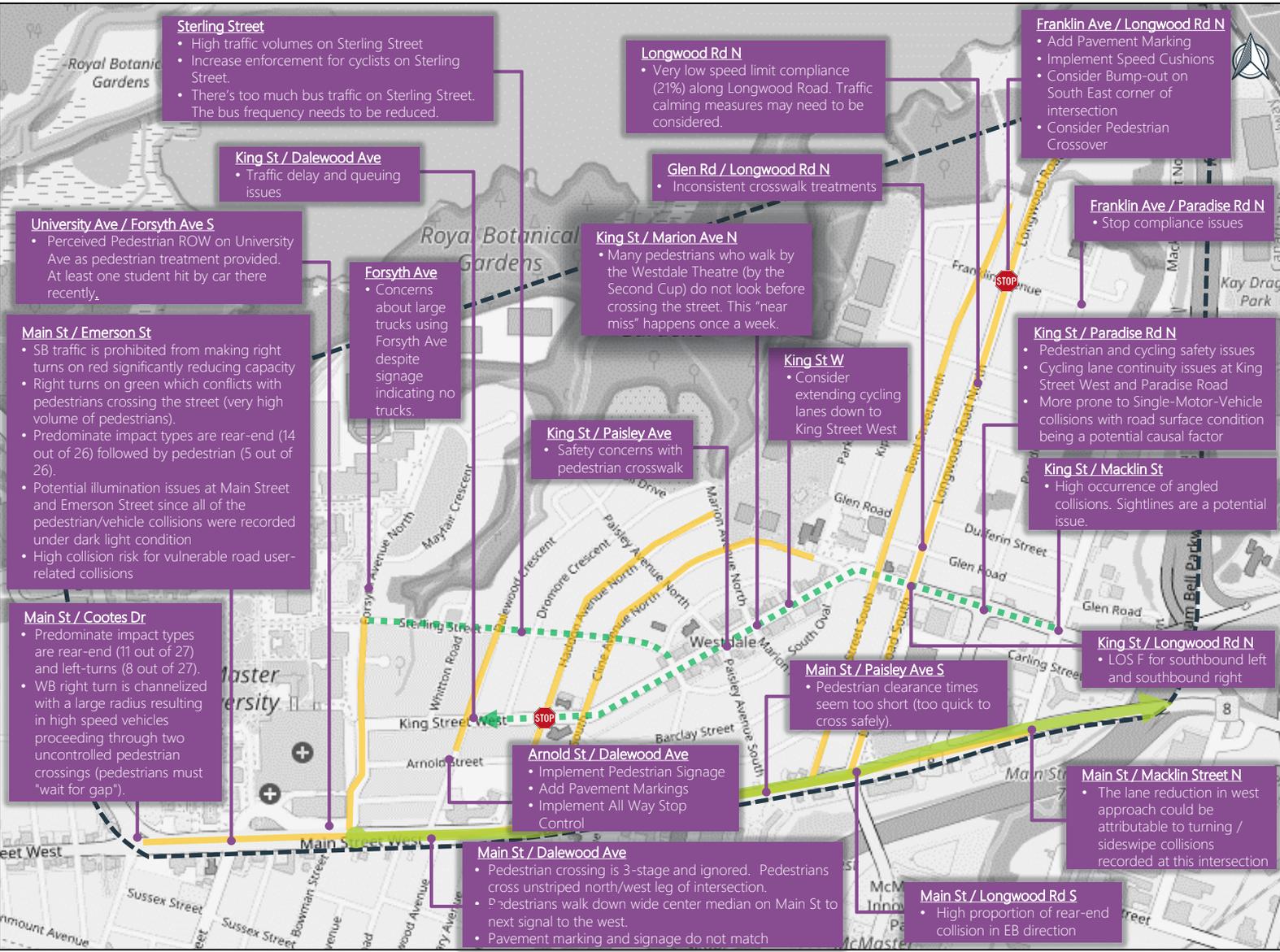
Project: Ainslie Wood Neighbourhood Traffic Management Study

Client: City of Hamilton

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Preliminary Recommended Alternative Solutions for Ainslie Wood Neighbourhood





Legend

- Study Area
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 - Consider implementing chicanes, but not speed bumps.
 - Curb extension/bulb-outs are needed in all residential neighbourhoods.
 - Narrowing streets and other residual cues essential to slow cars in residential areas.
 - Poor pavement surface conditions
 - Implement leading pedestrian intervals throughout the neighbourhood
- Not to Scale

Date: March 26, 2019
Version: 2

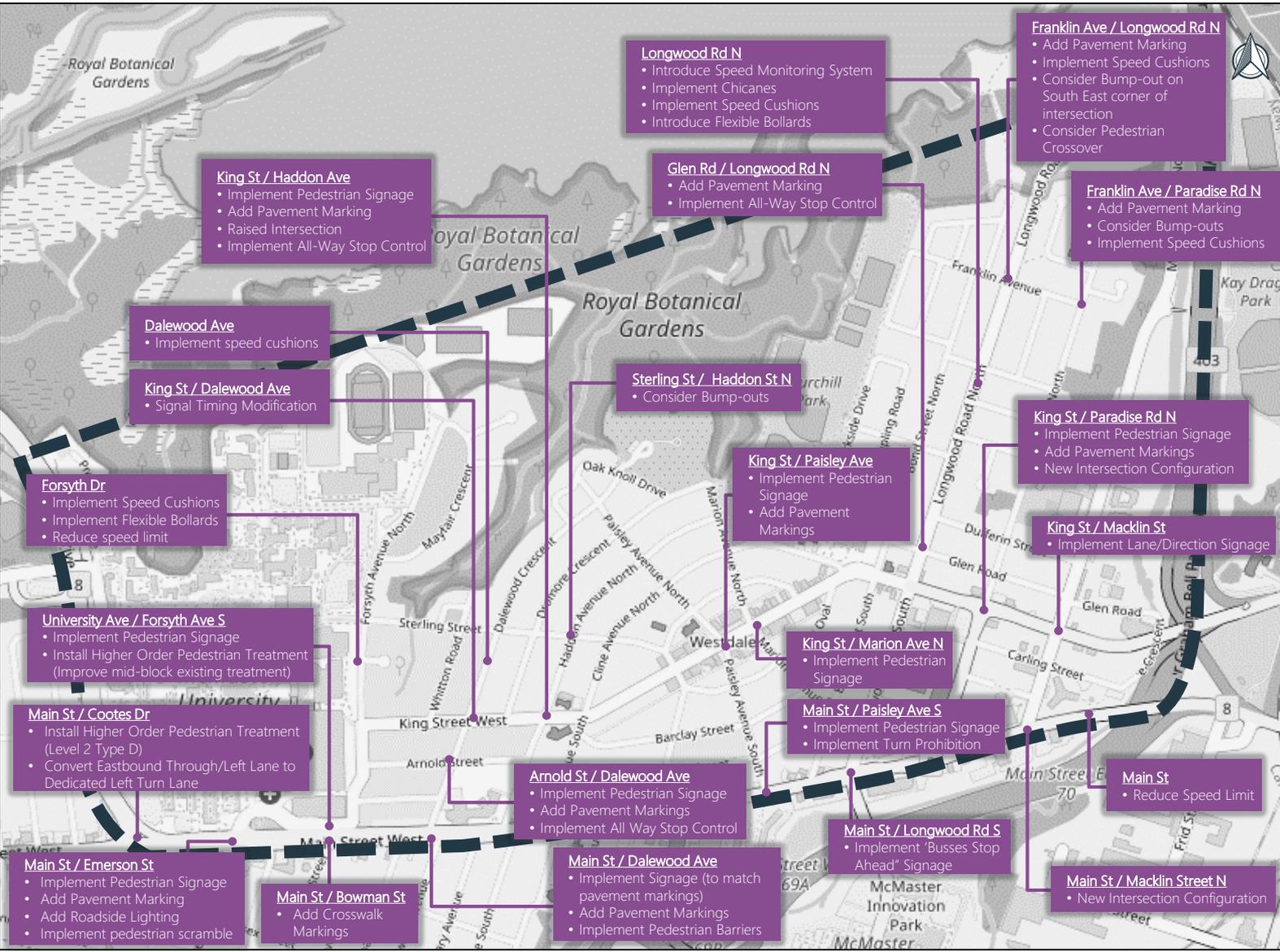
FOR DISCUSSION ONLY

Project: Westdale Neighbourhood Traffic Management Study

Client: City of Hamilton

Identified Problems and Opportunities for Westdale Neighbourhood





Legend

Study Area

Not to Scale

Date: March 26, 2019
Version: 2

FOR DISCUSSION ONLY

Project: Westdale Neighbourhood Traffic Management Study

Client: City of Hamilton

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Preliminary Recommended Alternative Solutions for Westdale Neighbourhood



Next Steps

- PIC #2
- Submission of Final Report
- Questions or Comments



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