Public Consultation (PIC#1) Summary Report

Westdale Traffic Management Review
(July 2018)

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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 Westdale neighbourhood area. The objective of this study is to identify and recommend potential transportation-related improvements in the Westdale 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 purpose of this report is to present the results of Public Information Centre (PIC) 1 for the Westdale Traffic Management Review which was held on June 21, 2018 between 6:00pm and 8:00pm at St. George's Reform Episcopal Church. The report discusses the general purpose of PICs, the specific consultation plan developed for the project and the purpose of the PIC. The report also serves to document the key issues presented at the event as well as to summarize the public feedback solicited at the event through the comment sheets, discussions with project team members and comments placed on the presented maps and boards.

The MCEA process is graphically presented in **Figure 1**.

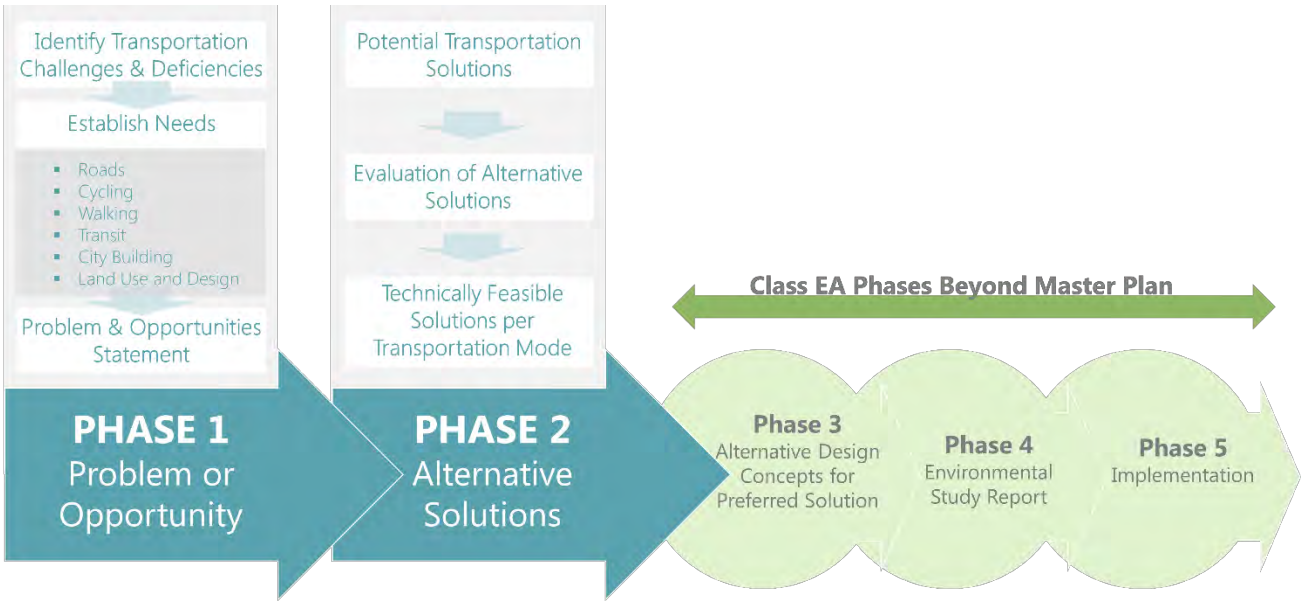


Figure 1: Master Class Environmental Assessment Process

1.1 Study Background

This purpose of the study is to review the traffic conditions in the study area and provide recommendations on potential traffic-related improvements. The Westdale Community is generally bound by the King's Highway 403, Main Street, Cootes Drive and natural terrain. The neighbourhood is mainly low-density residential in nature, with several schools (one (1) elementary, one (1) middle, and two (2) secondary schools). McMaster University is located on the west side of the Westdale neighbourhood. Refer to **Figure 2** for an illustration of the study area.

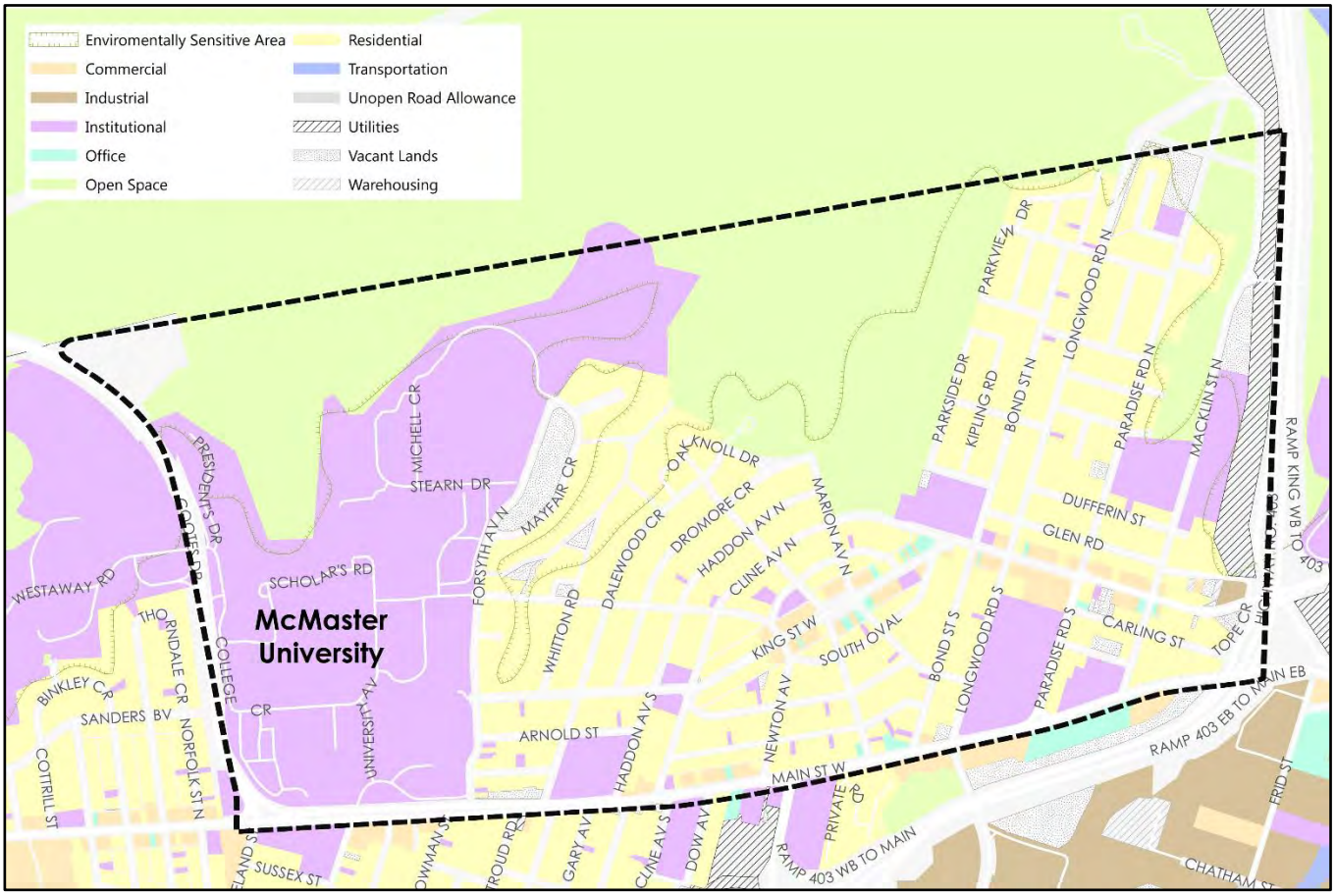


Figure 2: Study Area

According to the Urban Hamilton Official Plan Schedule C, Main Street West and Cootes Drive are major arterials within the study area. King Street is classified as collector. 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 Westdale 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 Westdale 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 Westdale 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/enquiries throughout 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 team;

- 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 21, 2018 while PIC 2 will be conducted in the fall of 2018 and will consist of presenting the public with alternative solutions to the issues presented at PIC 1. Feedback solicited from both PIC 1 and PIC 2 will be considered throughout the project to ensure the project addresses the overall needs of the neighbourhood.

3. PUBLIC CONSULTATION CENTRE NO. 1

To fulfil the objectives of the consultation strategy in the approved Terms of Reference (ToR), a first PIC was held on June 21, 2018 between 6:00pm and 8:00pm at St. George's Reform Episcopal Church.

The purpose of the first PIC was to:

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

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

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

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

3.1 Communication Strategy

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

- **Email**: notices were emailed to key stakeholders and agencies on June 4, 2018;
- **Newspaper advertisement:** notices were placed in the Hamilton Spectator on June 8, 2018 and June 25, 2018 inviting the public to participate; and
- **Consultation web page:** the City of Hamilton posted PIC information on the project website (https://www.hamilton.ca/city-planning/master-plans-class-eas/westdale-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, 23 residents attended the event.

3.3 Summary of Participant Feedback

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

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

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

3.3.1 Common Themes

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

Table 1: Common Themes Discussed at the PIC

Theme	Frequent Comment
Cycling Lanes	Consider protected cycling lanes installed in the neighbourhood (similar to those in Montreal).
	Consider extending cycling lanes down to King Street West.
	Increase enforcement for cyclists on Sterling Street.
Local Transit	There's too much bus traffic on Sterling Street and the bus frequency needs to be reduced.
	Will the bus traffic on Emerson Street continue once light rail transit (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
Parking	Parking issues exist on Emerson Street.
	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.
	Does the City of Hamilton issue parking passes for their visitors so they can park for more than one hour?
	Emerson South and all side streets bumper to bumper parking
Pedestrian Safety	Many pedestrians who walk by the Westdale Theatre (by the Second Cup) do not look for cars before crossing the street. This "near miss" happens once a week. Improving the lane configuration at this location would help.
	The advanced walk sign on King Street West and Newton Avenue is great and should be applied to other locations.
	Main Street West and Paisley Avenue crosswalk are not long enough to be able to cross safely. These areas should have signage that tell cars that they must stop if pedestrians are entering a crosswalk.
Rapid Transit	Concerned about where the LRT will operate and the location of stops.
	How will residents in this neighbourhood access Main Street when LRT blocks the exits?
	How many lanes of traffic will the LRT comprise?
	How will drivers be able to make a U-turn when the LRT is implemented?
	Will local bus service remain - and follow the LRT route - in order to service other areas?
Traffic Calming	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.
	Please clarify what a chicane is and how it will impact cycling lanes and reduce parking in the area.
	How are speed humps and monitors maintained? For example, the speed monitors on Cootes Drive do not work properly, and the speed humps are in poor condition, which results in a safety issue.
General Traffic	There is a high volume of cars on Sterling Street.
	The Sterling Street and Forsyth Ave North McMaster entrance should be closed.
	Marion Avenue South is in poor condition.
	Mobility is a concern for older people in the study area who are forced to drive, which may become more difficult with the implementation of active transportation measures.

Theme	Frequent Comment
	Does the study area include Main Street West?
The Study Process	Why is the study being conducted right now when the LRT will impact the road network in the future? Does the study reflect the impact of the new student residences?

3.3.2 Additional Comments and Feedback

Other comments that were received included:

- Street furniture is a great idea. Let's have serious fines for people who deface or damage them.
- Should be called West Hamilton area, not Westdale.
- The off-road trails in the area are not intended for cycling – environmental sensitive area – walking only
- The McMaster student union is improving their relationship with the neighbourhood association and is a part of the Town and Gown Association of Ontario. They organize several initiatives throughout the year to improve their relationship, such as providing welcome bags to all incoming students.

4. NEXT STEPS

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

Appendix A: Display Boards

wood. Hamilton

Public Information Centre No. 1

Westdale Neighbourhood Traffic Management Review

Date: June 21, 2018,
Time: 6:30 p.m. – 8:00 p.m. (short presentation at 6:40 pm)
Location: St. George's Reform Episcopal Church, 134 Emerson St

Study Overview

The Westdale Neighbourhood Traffic Management Review was initiated to identify actions and strategies to improve the safety and mobility needs of local residents – for all transportation modes.

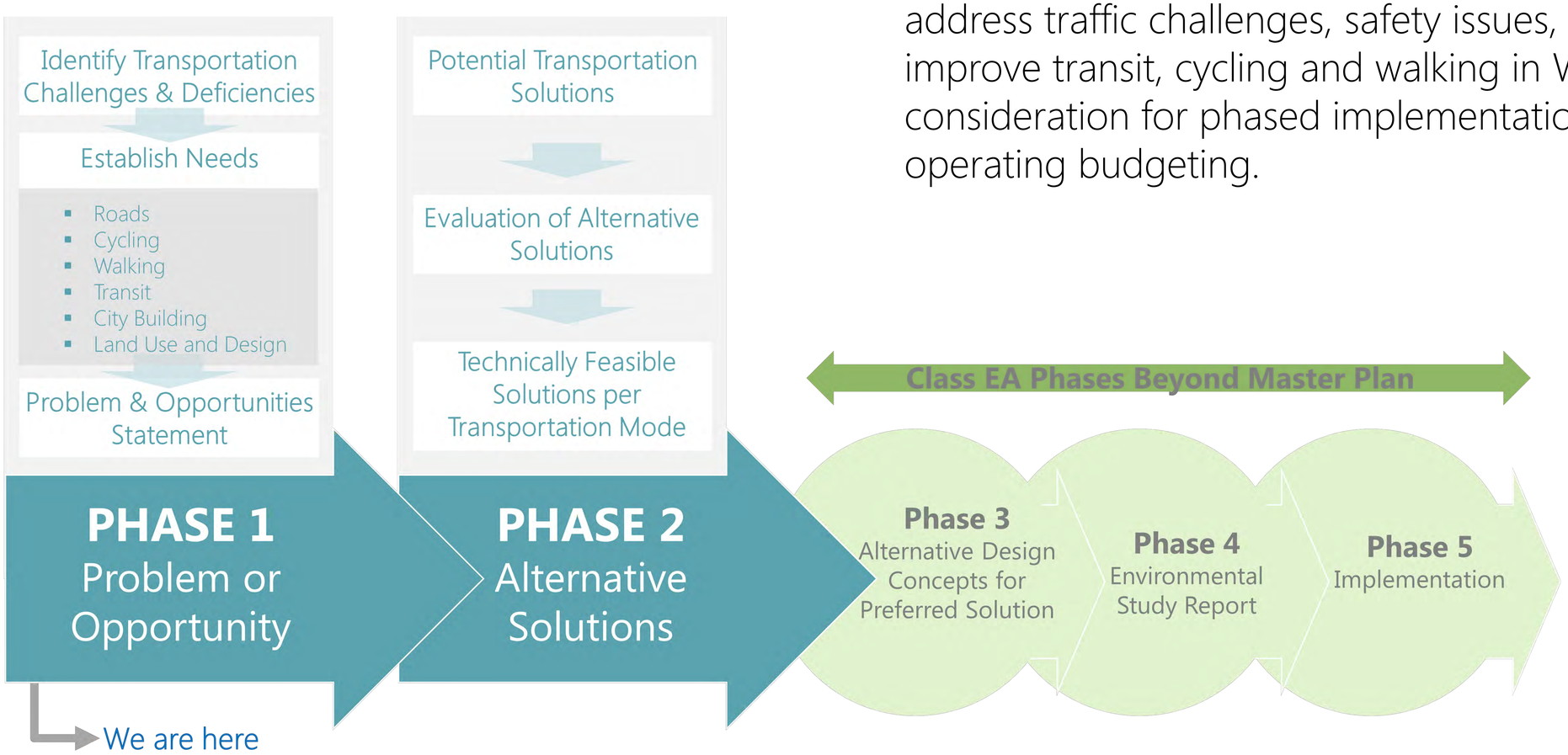
Key Transportation Issues:

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

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

The Study Process

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



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

Relevant Policies and Initiatives Supportive of the Westdale Traffic Management Review

- Ainslie Wood/Westdale Neighbourhoods Transportation Master Plan 2003 – provided a 20-year framework for land use decisions, transportation needs and servicing components.

- Pedestrian Mobility Plan 2014- purpose is to improve and encourage pedestrian mobility throughout the City, something the Westdale Traffic Management Review strives to achieve.

- Draft Hamilton Transportation Master Plan 2018 *(City in Motion)* is a strategic planning framework that provides direction for future transportation-related studies, projects, initiatives and decisions, including the Westdale Traffic Management Review.

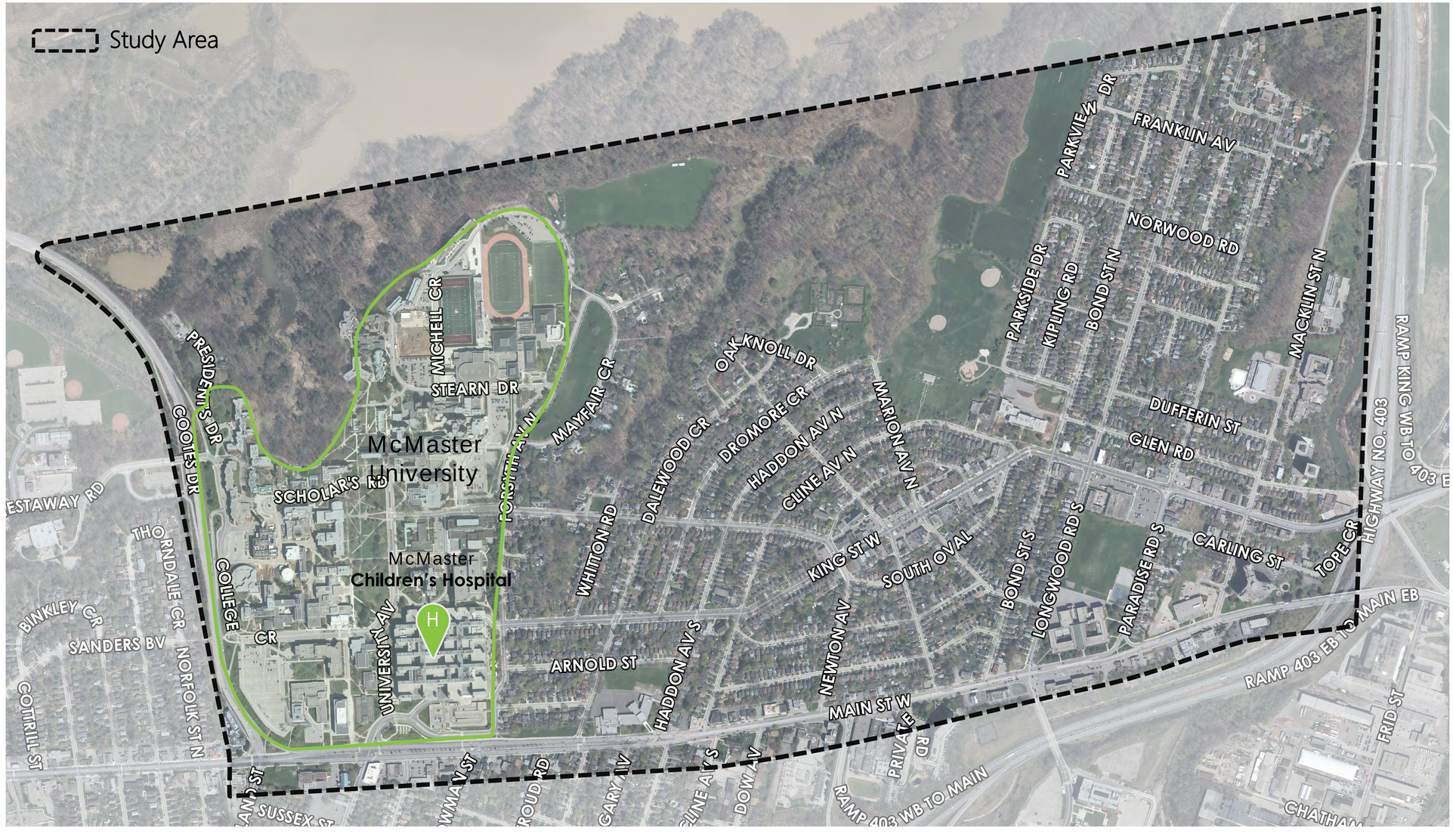
- *Shifting Gears* - Cycling Master Plan is currently being reviewed and updated. Shifting Gears supports the City's Transportation vision and goals by identifying a well-connected, convenient and safe cycling network in the City.

- Complete Streets is a concept that involves designing streets in a manner that is safe for all users, regardless of age and physical ability.

- Vision Zero supports the goal of zero fatalities or serious injuries on the roadway. Vision Zero's target for safer streets can be achieved by addressing traffic safety holistically through education, enforcement, engineering, evaluation and engagement.

The Study Area

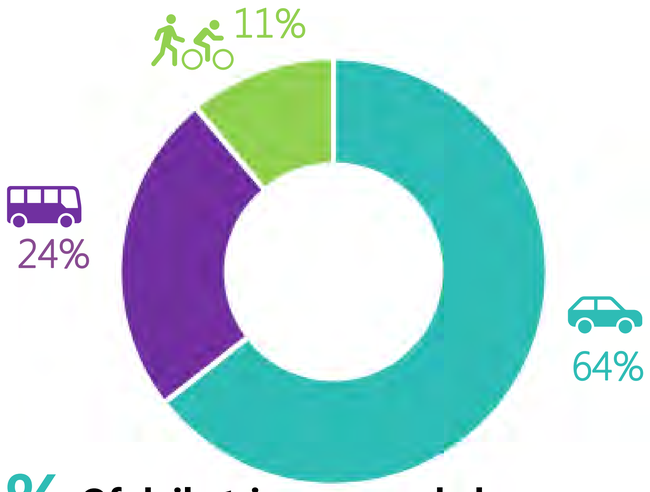
The Westdale Neighbourhood is generally bounded by the King's Highway 403, Main Street, Cootes Drive and natural terrain in the north.



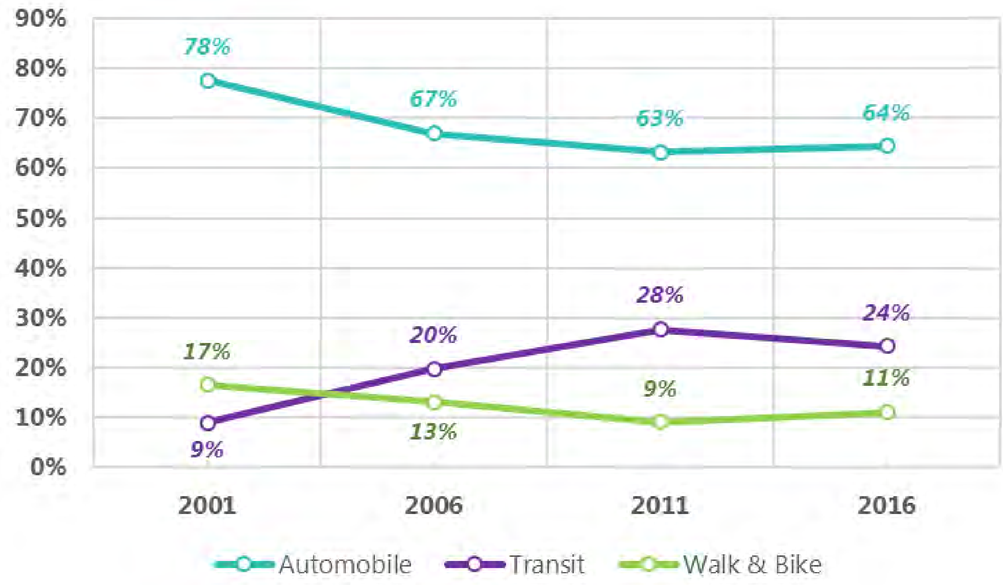
Westdale's Transportation System

Travel Patterns

49,900 **Daily trips from the study area are made during a typical day.**



64% **Of daily trips are made by car.**



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

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

Mode Share data extracted from Transportation Tomorrow Survey, 2016

Population and Employment

Expected Population Growth

2016	2031
6,600	7,240

Expected Employment Growth

2016	2031
15,010	19,390

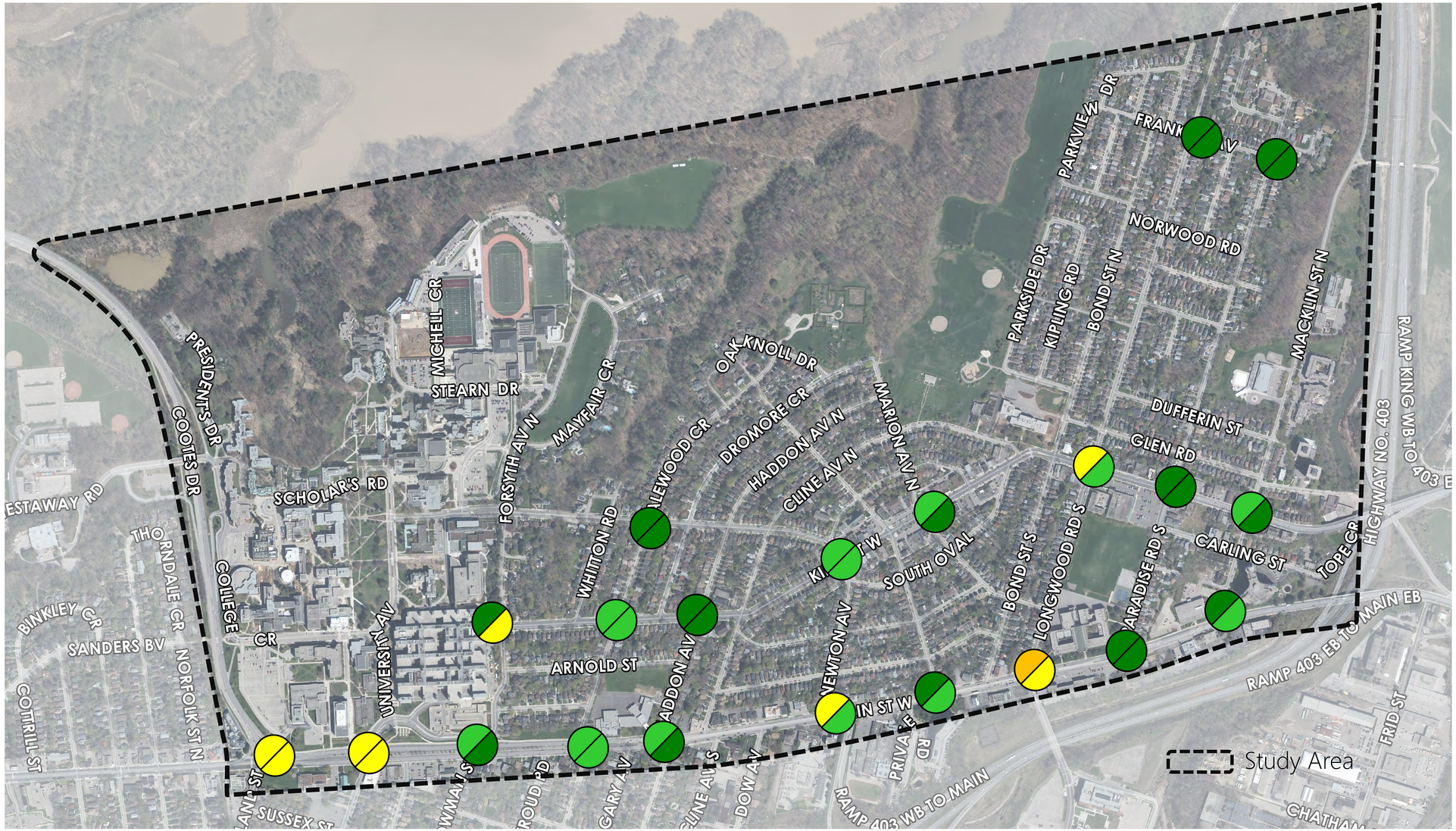
**2031 figures estimated based on the projected growth rate of Lower Hamilton (10% for population, 30% for employment) as per City's Transportation Master Plan, 2007*

Diversity of employment generators whereby the service sector and manufacturing are responsible for most of economic activities in the neighourhood.

Due to the proximity to McMaster University, a high proportion of the residential and employment demographics are comprised of students and school staff.

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

Existing Traffic Operations



Level of Service

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

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

Existing Travel Speeds

85th Percentile Speed

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

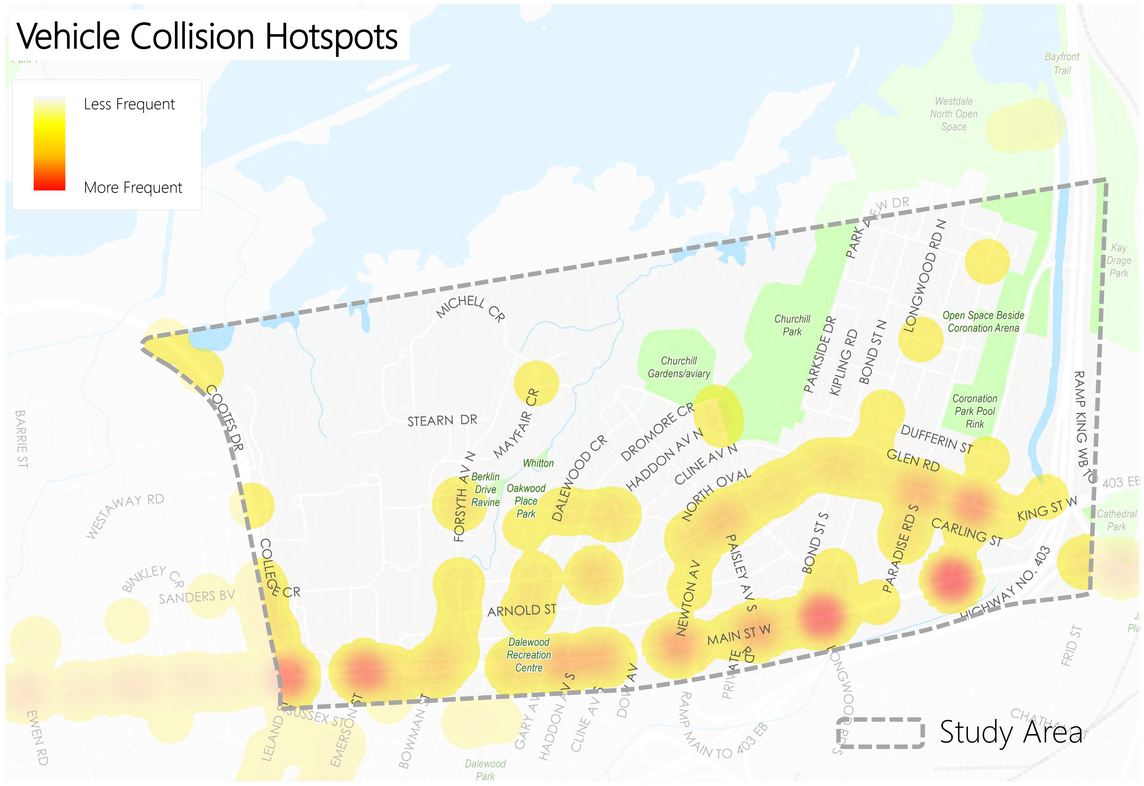
The 85th percentile speeds were within 5km/hr of the posted speed limits.

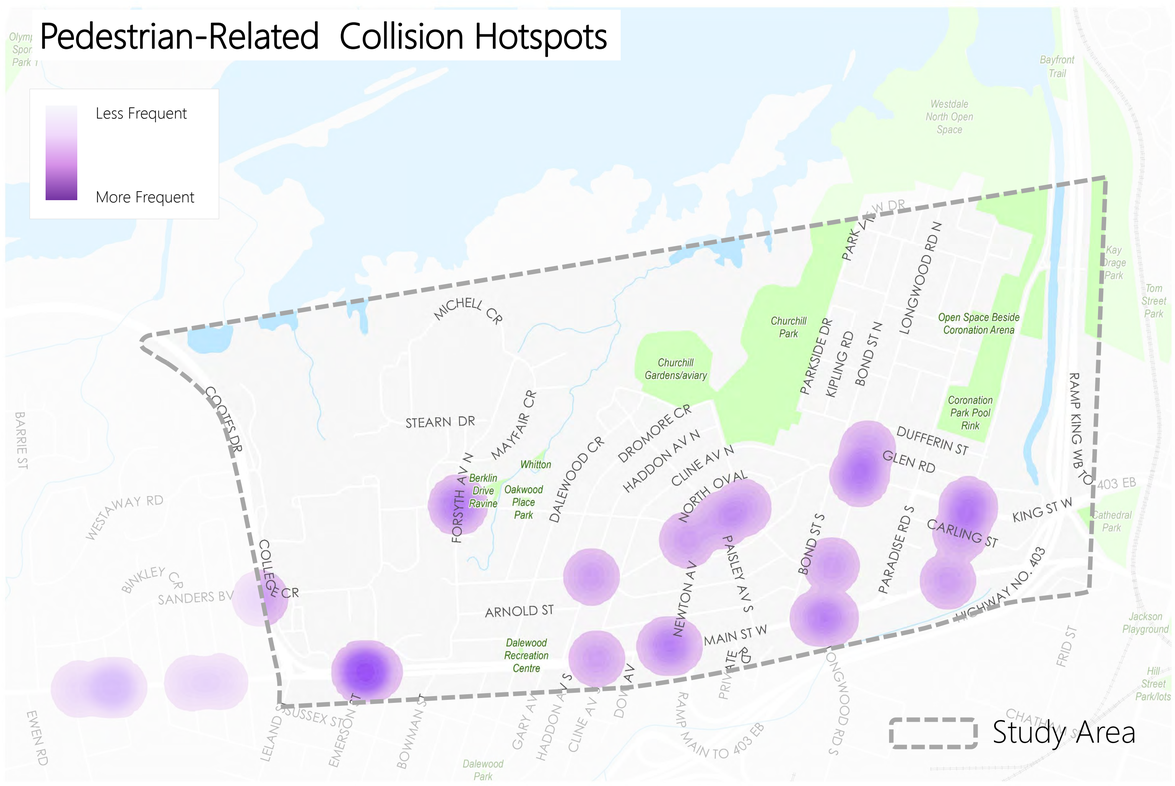
**85th percentile speed indicates the speed range that was observed 85% of the time.*

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

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

Historical Collision Patterns (2013-2017)





330 Collisions within the last 5 years.

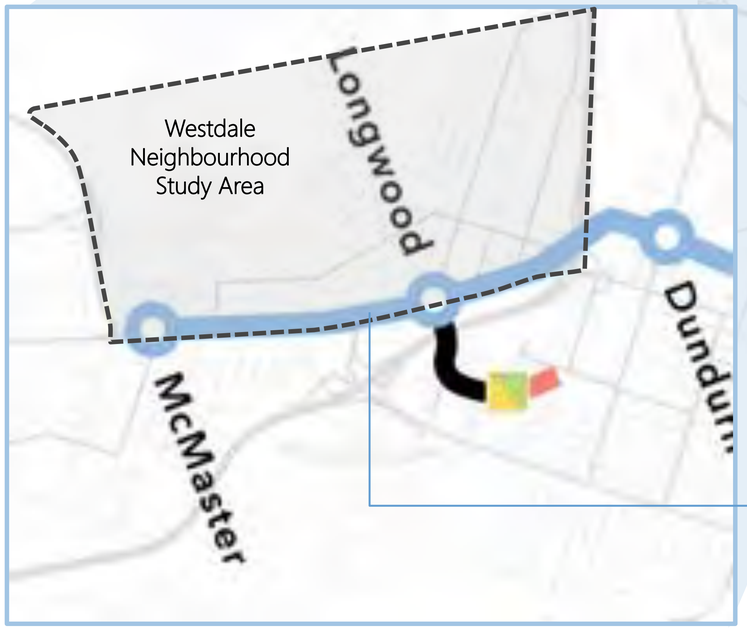
64% Of all collisions within the study area occurred on Main Street.

The most common impact type was rear-end collision.

Main Contributing factors for rear-end collisions:

Speeding | Close Traffic Gaps | Disobey Traffic Control

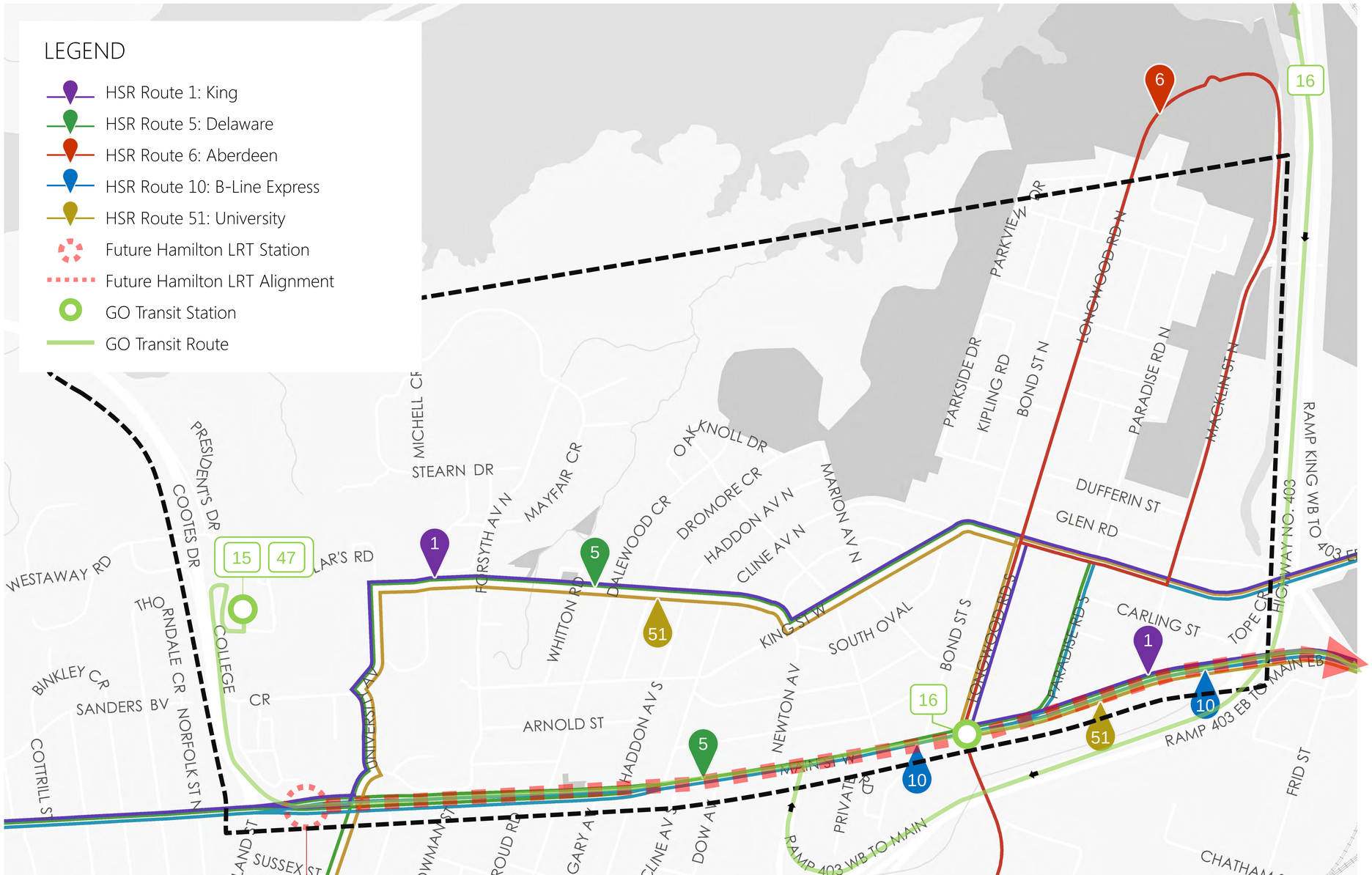
Hamilton Light Rail Transit



Designated as one of the primary corridors for intensification and mixed-use developments in the Hamilton Urban Official Plan.

The planning direction for the LRT corridor is to promote active transportation and transit use.

Existing Transit Network



5 HSR Routes

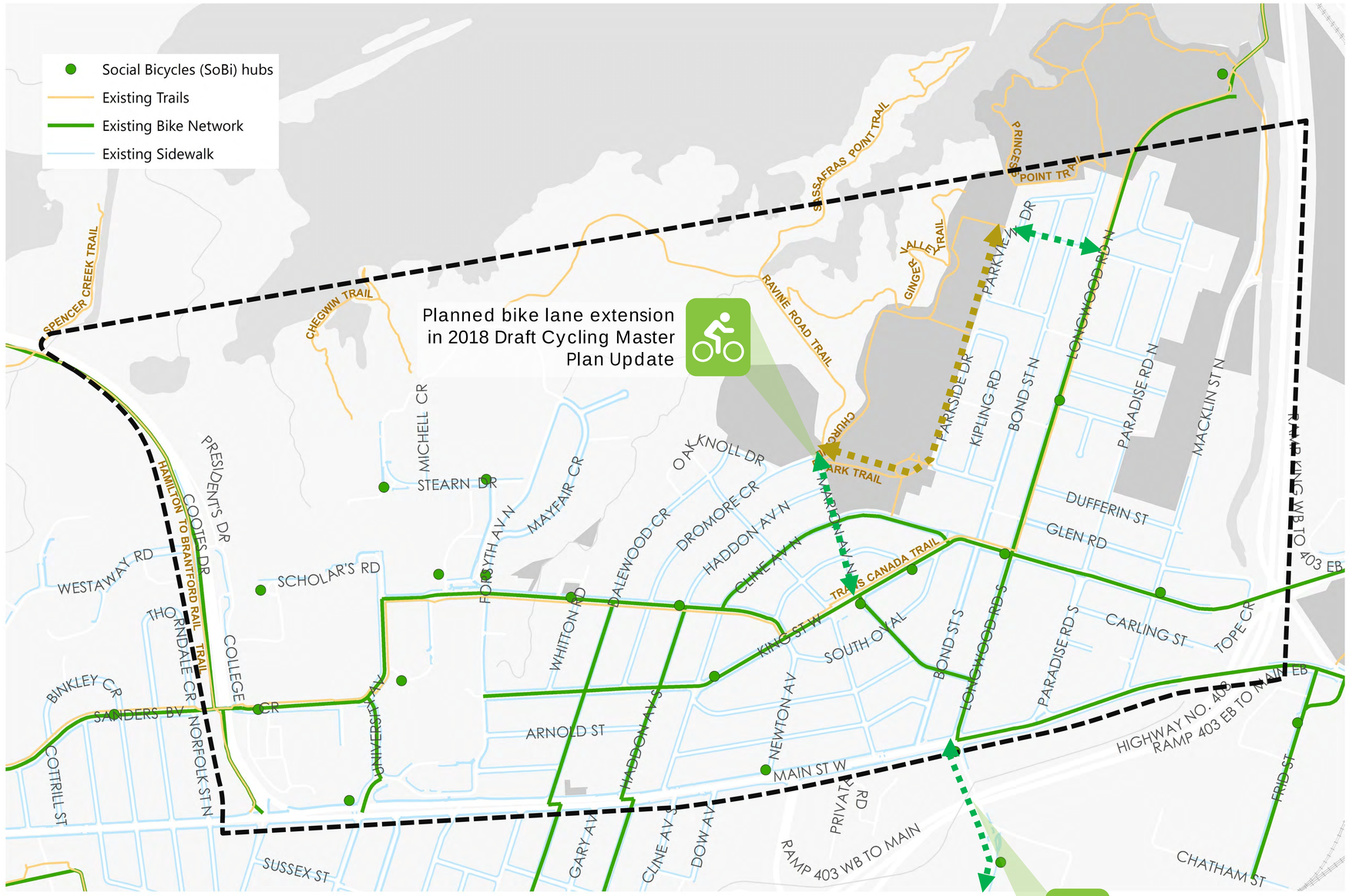
4 serving McMaster University along Main Street West and Sterling Street and 1 serving Longwood Road and Macklin Street.

3 Transit Bus Stops

for GO transit routes No. 15, 47 and 16. Routes 15 and 47 stop at McMaster Campus.

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

Existing and Planned Active Transportation Network

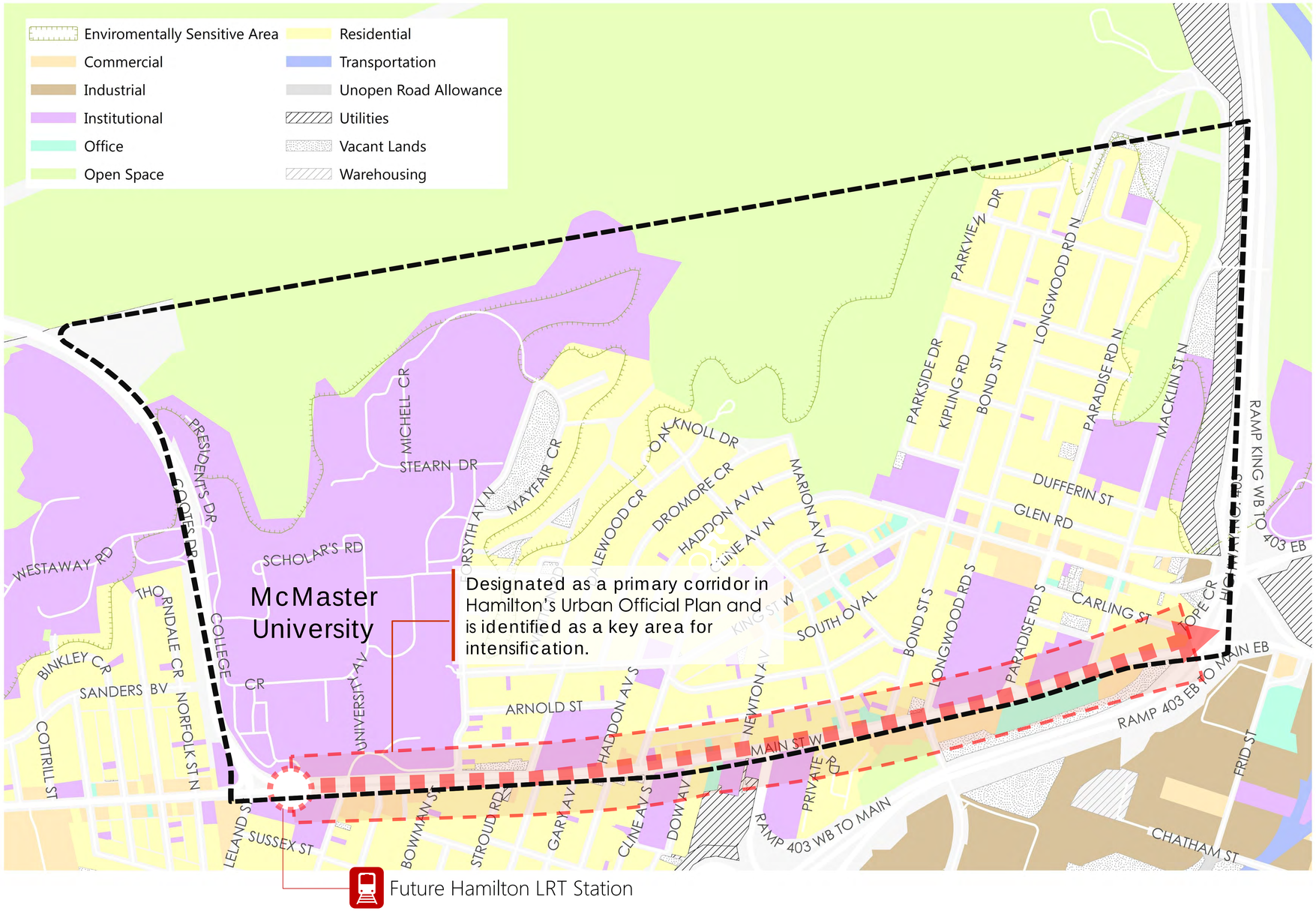


Sidewalks are provided on both sides for a majority of the street network within the study area.

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

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

Land Use Designation



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

A large area in the neighbourhood is designated as an Environmentally Sensitive Area - Cootes Paradise (classified as a Provincially Significant Wetland Class 1 Wetland).

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

Transportation Challenges & Opportunities within Westdale

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

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

Write on a post-it note and stick it on the map

Consult with the project team
We are here to listen!

Complete the comment form
and return by July 5, 2018

Contact us via email
Ainslie.NTMR@woodplc.com

DRAFT "Problem and Opportunity Statement" Serves as the Foundation of this Study

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

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

Tell us what you think about the draft Problem and Opportunity Statement!
(Write your comments in the space below or use post-it notes)

Auto Environment

Alternatives

Description, Pros and Cons

Feedback

A. Chicane

What?

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

Pros

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

Cons

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

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

B. Speed Humps

What?

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

Pros

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

Cons

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

C. Speed Enforcement

What?

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

Pros

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

Cons

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

Which Alternative do you prefer and why?

D. Community Safety Zone Designation

What?

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

Pros

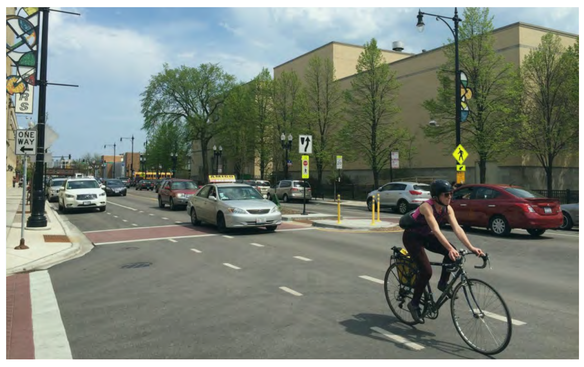
- Inexpensive, when coupled with enforcement, can be effective over time.
- Increases driver awareness along certain streets.

Cons

- Signage is not self-enforcing.

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

E. Lane Reduction "Road Diet"



What?

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

Pros

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

Cons

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

F. Right/ Left Turn Restrictions

What?

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

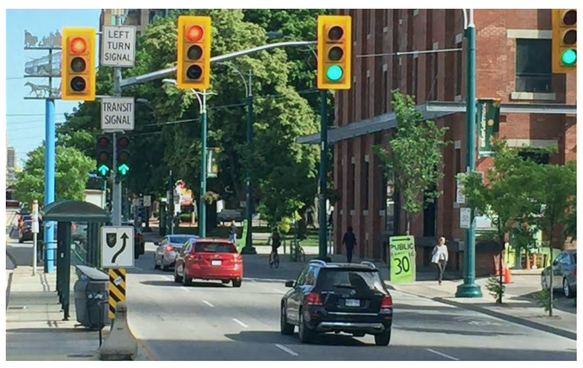
Pros

- Inexpensive.
- Effective at volume and speed control.

Cons

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

G. Signal Timing Improvements



What?

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

Pros

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

Cons

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

Pedestrian Environment

Alternatives

Description, Pros and Cons

Feedback

H. Curb Extension/ Bulbouts

What?

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

Pros

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

Cons

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

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

I. Crosswalk Markings

What?

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

Pros

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

Cons

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

J. Pedestrian Signal

What?

Helps pedestrians cross at intersections with traffic lights.

Pros

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

Cons

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

Which Alternative do you prefer and why?

K. Mid-block Pedestrian Crossing

What?

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

Pros

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

Cons

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

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

L. Street Furniture

What?

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

Pros

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

Cons

- Generally expensive to purchase, clean and maintain.

M. Street Lighting

What?

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

Pros

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

Cons

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

How the Transportation Alternatives will be Evaluated

Social / Cultural Environment

- Potential Impact on Community Noise
- Complies with Accessibility for Ontarians with Disabilities Act (AODA)
- Potential Construction Disruptions
- Potential Impact to Environmental Features
- Potential Impact to Cultural Heritage and Archaeological Features

Economic/ Implementation

- Ease of Implementation
- Capital Cost
- Operation and Maintenance Costs
- Timing/Phasing

Evaluation Criteria

Transportation & Technical Engineering

- Supports Sustainable Transportation (Transit, Cycling and Walking)
- Potential Impact on Safety
- Potential Travel Delay/ Traffic Capacity
- Adherence to Applicable Design Standards

Land Use/ Plans and Policies

- Supports Existing and Future Developments
- Compatibility with Provincial and Local Transportation Plans and Policies

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

Thank You for Attending!

Next Steps

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

Contact Us

By Mail:	Alan Kirpatrick, CET Project Manager, City of Hamilton	Ravi Bhim, MASc, P.Eng, PTOE Head Traffic Engineer, Wood
By Phone:	905-546-2424 EXT. 4173	905.335.2353 EXT. 3136
By E-mail:	TrafficOps@hamilton.ca	Ainslie.NTMR@woodplc.com

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

Appendix B: Study Area Plot

Marian Ave. N and Oak Knoll Dr.: During events at the park (i.e Pumpkin walk), many people park on the side of the road, which makes it very difficult to maneuver. They recently narrowed Dromore Cres. Which makes it even more difficult to navigate.

King St. S: Assess cycling lanes along King St W. along Longwood and Macklin St S, including the location where cycling lanes end (difficult transition)

Longwood Rd N. and Norwood Rd.: Recommend installing an additional stop sign, but no speed humps.

Sterling St.: Too much traffic and cars don't stop at stop signs.

Sterling St.: Cycling Issues on Sterling St. Cyclists do not obey traffic rules, which are required for better enforcement of cyclists.

Sterling St. and Forsyth Ave. N: Close down intersection to cars.

Cline Ave S. and Main St. W: Include a left turn lane for LRT as it is a residential area.

Cline St.: Right turn only lane required.

Longwood Rd N.: Bump-outs recommended along this road due to the width of the street and high speeds.

Cootes Paradise School: Doesn't appear safe to cross the street and get to the school. Recommend using same signage as used on McMaster campus to make it safe for students.

King St. W and Macklin St S: There is a bus stop that blocks traffic.

King St W. and Marian Ave S.: (Second Cup): People walk across the short distance intersection in an unsafe manner without checking for traffic; consider an audible sign.

Dalewood Ave. and Main St. W: Busy street and no left turn for LRT

King St W. and Newton Ave.: Likes the advanced pedestrian walk sign. It is extremely safe and should be applied at other locations.

Marian Ave S.: In need of complete repair. Asphalt is in poor condition and high volume of traffic.

King St W. and west of Bond St S.: Pedestrian crossing approved by City in 2019.

Longwood Rd. S and Marian Ave S.: Barrier near the intersection that blocks traffic for southbound vehicles with bus stops. Northbound lane is a challenge. Assess lane configuration along Longwood.

Appendix C: PIC Notice

PUBLIC INFORMATION CENTRES (PICs)
&
NOTICE OF STUDY COMMENCEMENT

THE STUDY

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

PUBLIC INFORMATION CENTRE #1

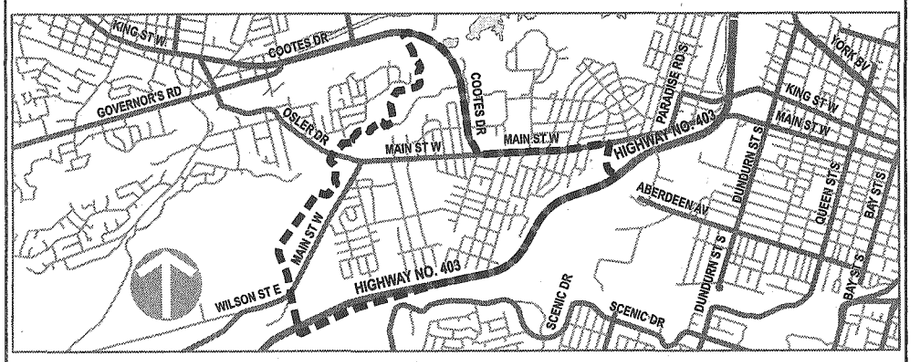
Ainslie Wood Neighbourhood Traffic Management Review

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

Date: Tuesday, June 19, 2018

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

Location: West End Fortinos, 1579 Main St W.



PUBLIC INFORMATION CENTRE #1

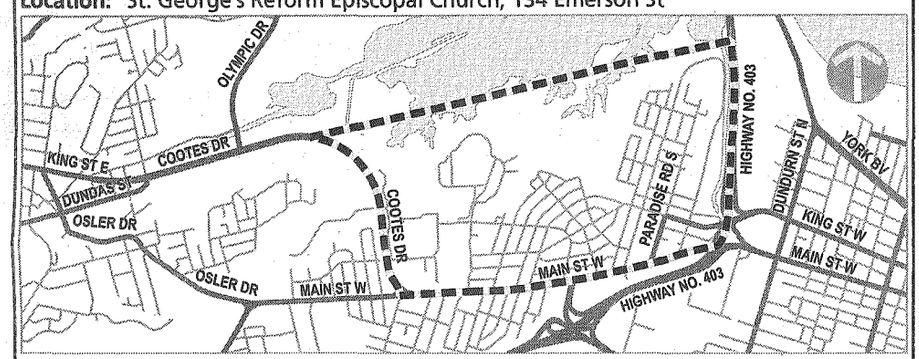
Westdale Neighbourhood Traffic Management Review

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

Date: Thursday, June 21, 2018

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

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



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

THE PROCESS

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

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

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

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

PUBLIC COMMENTS INVITED

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

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

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

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

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

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

Appendix D: Comment Forms

1

City of Hamilton
PUBLIC INFORMATI ON CENTRE #1
Westdale Neighbourhood Traffic Management Review
Date: Thursday, June 21, 2018
Location: St. George's Reform Episcopal Church, 134 Emerson St.

COMMENT SHEET

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

Please drop your completed comment sheet in the box provided before leaving or return comments via email or mail by July 6, 2018 to:

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

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

QUESTIONS / COMMENTS:

The parking infront of St. George's Church is an issue, especially during the week during business hours. All of the spots get taken up by students and it's difficult to hold a meeting or to find spots for a funeral. I would be interested to hear some ideas to resolve this issue. Metered parking with 1hr time limits? Parking passes for the Church? a wheel chair spot in front of the church?
Thank you for holding this meeting !! :)

Hamilton

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

wood.

2

City of Hamilton
PUBLIC INFORMATI ON CENTRE #1
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Head Traffic Engineering
Wood
Mississauga, ON L4Z 3K7
Email: ainslie.ntmr@amecfw.com
Phone: 905-568-2929 Ext. 4325

QUESTIONS / COMMENTS:

Parking
Tea at meeting please
#1 King Bus Keep in Westdale Village King W
traffic management during LRT construction

Hamilton

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or an additional sheet if more space is required.

wood.

City of Hamilton
PUBLIC INFORMATI ON CENTRE #1
Westdale Neighbourhood Traffic Management Review
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3

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Email: TrafficOps@hamilton.ca
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Email: ainslie.ntmr@amecfw.com
Phone: 905-568-2929 Ext. 4325

QUESTIONS / COMMENTS:

Hamilton

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or an additional sheet if more space is required.

wood.

4

City of Hamilton
PUBLIC INFORMATI ON CENTRE #1
Westdale Neighbourhood Traffic Management Review
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COMMENT SHEET

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Please drop your completed comment sheet in the box provided before leaving or return comments via email or mail by July 6, 2018 to:

Alan Kirkpatrick, CET
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Head Traffic Engineering
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Mississauga, ON L4Z 3K7
Email: ainslie.ntmr@amecfw.com
Phone: 905-568-2929 Ext. 4325

QUESTIONS / COMMENTS:

My issue is with Longwood Rd N. It is a wide road with only 1 4-way stop sign. Speed on this road is a real issue. Perhaps using the rubber poles that come out into the road may help slow vehicles. ~~There are no~~

Also, going straight down Longwood around Coote Paradise which leads to Maclin this is a speedway. There are so many deer and other animals in this area along with bikes etc. I would like to see speed

Hamilton

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

wood.

humps to slow traffic.

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

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

Speed issues on Longwood Rd N

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

Main St W is a very scary place to drive/walk/or cycle

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

Thank you for your participation!

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

5

City of Hamilton
PUBLIC INFORMATI ON CENTRE #1
Westdale Neighbourhood Traffic Management Review
Date: Thursday, June 21, 2018
Location: St. George's Reform Episcopal Church, 134 Emerson St.

COMMENT SHEET

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

Please drop your completed comment sheet in the box provided before leaving or return comments via email or mail by July 6, 2018 to:

Alan Kirkpatrick, CET
City of Hamilton Project Manager
Public Works Department
Email: TrafficOps@hamilton.ca
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Ravi Bhim, MAsc, P.Eng, PTOE,
Head Traffic Engineering
Wood
Mississauga, ON L4Z 3K7
Email: ainslie.ntmr@amecfw.com
Phone: 905-568-2929 Ext. 4325

PLEASE PRINT

Name:_____

Address:_____

_____ Postal Code:_____

E-Mail:_____ Phone:_____

QUESTIONS / COMMENTS:

Where are the new employment growth areas projected to be in Westdale?

Hamilton

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

wood.

Appendix E: Comments via Email

Comments from PIC#1

Date	Comment Type	Comment Summary
11-Jun-2018	Email	Request to be added to the mailing list for Westdale traffic information. Individual is interested in Longwood Road North.
22-Jun-2018	Email	The following are comments written on these boards : 2 - Study Overview - "parking" , "keeping King bus in Wesdale Village" 12 - "These off-road trails are no inteded for cycling - environmental sensitive area - walking only" 14 - "Councillor needs to put more of his budget to improving road surfaces on Marion Ave South and other streets that connect to the main streets" 15 - "Can parking be reduced", "West Hamilton area - Not Westdale", "Emerson South and all side streets bumped to bumper parking"
12-Jul-2018	Email	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.

Comments from PIC#1

Date	Comment Type	Comment Summary
16-Jul-2018	Email	Email recieved from a representive of the citizens groups outlining a few requests: 1. Individual requested a report or a URL for information regarding the PIC. Individual also asked why running the King bus along King Street rather than Sterling was not considered. 2. Individual spoke to Councillor's assistant and asked to pass on information. Individual explained that 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". In principle that is good that the project has been established and is being pursued. Individual expressed concern that the public is not being included in the project and experts have already determined the decisions. 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. The individual identified several PBAC members that would be interested to be a part of the citizens group.
23-Jul-2018	Email	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... 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.