

Public Consultation (PIC#2)
Summary Report

Westdale Traffic Management Review
(May 2019)

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1. INTRODUCTION

Wood Environment & Infrastructure Solutions (“Wood”) was retained by the City of Hamilton (referred as “City” hereinafter) to conduct a Traffic Management Study for the 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 MCEA process is graphically presented in **Figure 1**.

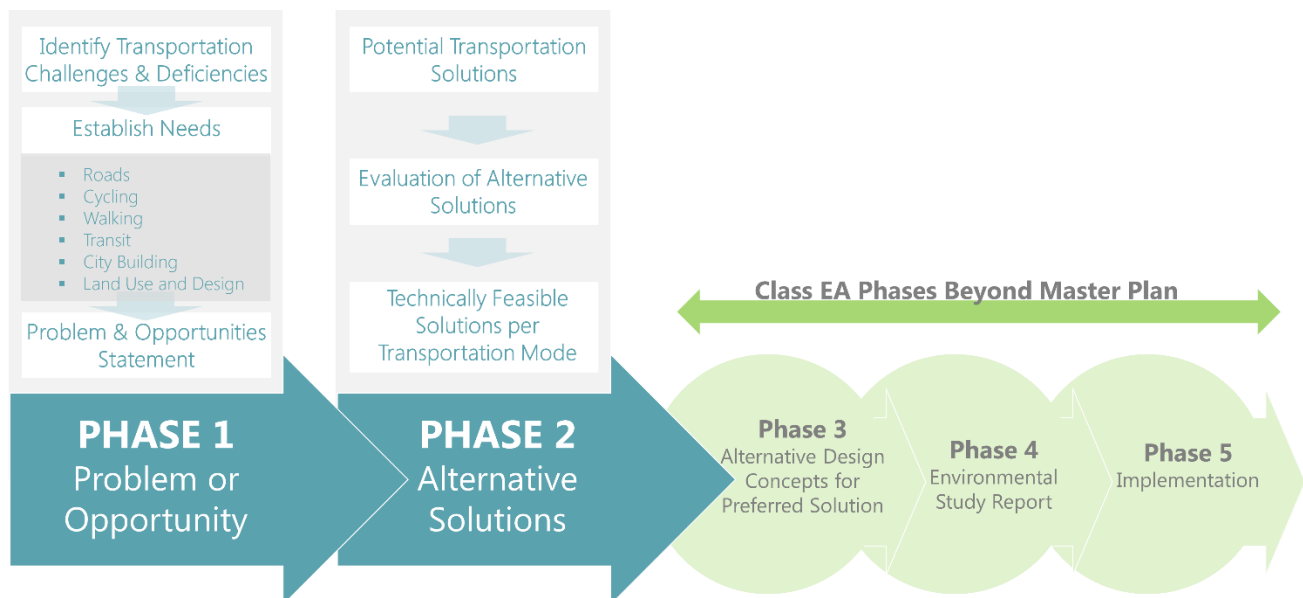


Figure 1: Master Class Environmental Assessment Process

This purpose of this report is to present the results of Public Information Centre (PIC) 2 for the Westdale Neighbourhood Traffic Management Review which was held on May 13, 2019 between 7:00 pm and 9:00 pm at the 2 Bond St N, Hamilton, ON L8S 3W1, Canada (St Cuthbert's Presbyterian 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 and discussions with project team members.

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.

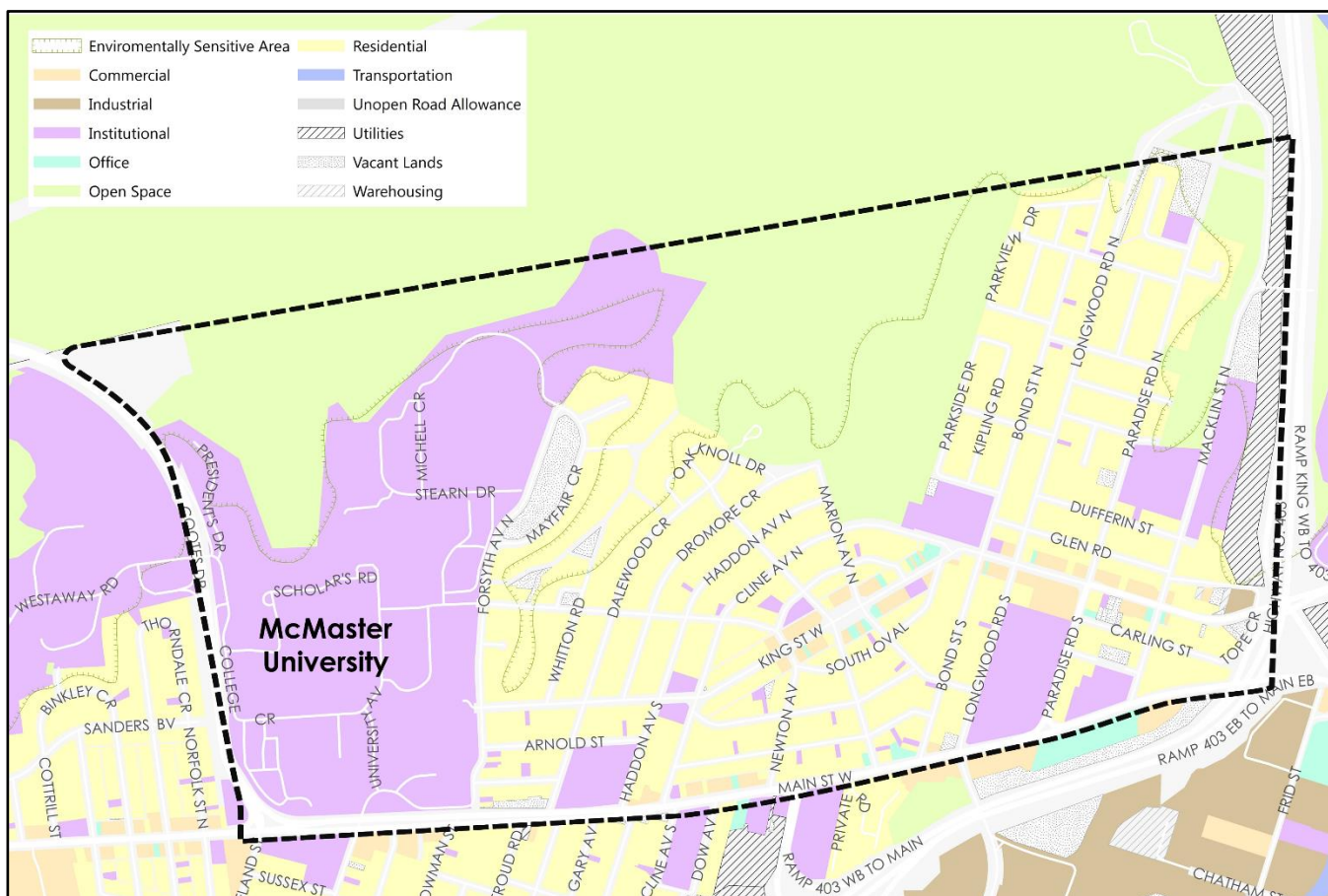


Figure 2: Study Area

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 and PIC 2 conducted on May 13, 2019 and consisted of presenting the public with alternative solutions to the issues presented at PIC 1. Feedback solicited from both PIC 1 and PIC 2 will be considered throughout the project to ensure the project addresses the overall needs of the neighbourhood.

3. PUBLIC INFORMATION CENTRE NO. 2

To fulfil the objectives of the consultation strategy in the approved Terms of Reference (ToR), a second PIC was held on May 13, 2019 between 7:00 pm and 9:00 pm at the St. Cuthbert's Presbyterian Church.

The purpose of the second PIC was to:

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

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

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

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

3.1 Communication Strategy

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

- ▶ **Newspaper advertisement:** notices were placed in the Hamilton Spectator on May 3, 2019 and May 18, 2019 inviting the public to participate; and
- ▶ **Consultation web page:** the City of Hamilton posted PIC information on the project website (<https://www.hamilton.ca/city-planning/master-plans-class-eas/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, 13 residents attended the event. The sign-in sheet is included in **Appendix D**.

3.3 Summary of Participant Feedback

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

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

Attendees were encouraged to provide feedback on the study by submitting their comments on site, via mail, fax, website or email. The deadline for comments was May 27, 2019. Five comment sheets were received during the PIC and five emails were received after the PIC. The completed comment sheets can be found in **Appendix E**. Comments received via email after the PIC event is also 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	I am scared to ride a bike here. I want to see more consistency in the types of bike lanes throughout the City.
Transit	Where are chicanes being implemented and how will they impact cycling? LRT will be blocking off current turning lanes, which will affect the traffic in the rest of the study area.
Parking	What is the long-term ramification of LRT and the future student housing? Where is everyone going to park? Several McMaster students park their cars in the neighbourhood (King St. and Paradise Rd. S. on Glen Rd., Dufferin St., etc.) and then take the bus into McMaster. The problem with parking on both sides of the street is that the road becomes wide enough for only 3 lanes (Marion St.). This becomes more dangerous for children and cyclists (i.e. opening care doors). Paradise Rd. should have on-street parking to help reduce speed issues. Dufferin St. is not wide enough for street parking. Summer months is okay to park one car but in the winter, due to all the snow and ice, it's difficulty to find parking.
Pedestrian Safety	Likes raised intersections but has never seen any before. People will only stop when there is a school crossing guard at Longwood Rd. but otherwise they don't stop. There is lack of education about this. There needs to be a button facing the sidewalk for pedestrian crosswalks because right now it's hidden. There are places with no sidewalks on Paradise Rd.
All Way Stop (AWS) Sign	Sightline issues on Bond St. Are drivers expected to stop at the pedestrian crossover? Will the pedestrian crossover include a traffic light? Likes bollards. People tend to roll through AWS signs instead of stopping. Bond St. and Marion Ave. used to not be an AWS stop but now it is. I like AWS because it slows people down. Uncertainty of ROW at AWS for pedestrians vs. motorists.

Theme	Frequent Comment
Traffic Calming	Would like to see AWS at Paradise Rd. and Glen Rd.
	In favour of speed humps.
	Would like to see speed limits lowered from 50 km/hr to 30 km/hr or 40 km/hr. There are so many students and they don't follow the rules. The streets in this area are narrow and have parking on both sides, which make a 30 km/h speed limit more comfortable.
	All streets where people gather, such as Bond St. should be 40km/h.
	Locke St. could be 30km/h. Basically anywhere where there is congestion should be 30 km/h.
General Traffic	Permit parking on both sides of street to encourage slower speeds.
	Please clarify what a chicane is and how it will impact cycling lanes since narrowing lanes with eliminate bike lanes. Cars will be tempted to speed up to get in front of the bikes.
	Speed bumps provide false sense of security for pedestrians. It is also bad for the environment because of all the stop and go.
	What is the difference between speed cushions vs. speed humps and has the City implemented both? Is there difference in noise level for both? Can buses go over speed cushions, like the ones on Macklin St.
	In favour of raised intersections.
General Traffic	Provide clarification on who has ROW when lights are flashing at pedestrian crossings
	Is a traffic signal warranted at Sterling St. and Forsyth Ave. due to high pedestrian volumes?
	Does traffic volume also consider pedestrian volume? What time of the year and day are traffic counts completed?
	Pedestrian push buttons should be placed such that they are visible from both directions (i.e. should be facing sidewalk).
	Improve consistency of crossings (pavement markings, signage, etc.)
General Traffic	Can we implement a pedestrian scramble? This means any intersections that is not strictly signed will allow pedestrians to go in different directions to cross (diagonal etc.). Similar to New York. Can this be implemented at an AWS?
	Continual parade of students at Sterling St. and Forsyth Ave.; traffic backs up as a result

3.3.2 Additional Comments and Feedback

Other comments that were received included:

- ▶ Heavy trucks on Longwood and Paradise are shaking house (resulted in crack in ceiling).
- ▶ Some of the costs for roadway improvement alternatives are excessive.
- ▶ Implementation of LRT will close some turns in/out of Westdale from Main Street. Has this been considered?
- ▶ The Jamesville neighbourhood is very safe... can we mirror those traffic calming measures in Westdale?
- ▶ The map with alternatives shown needs more solutions / alternatives.
- ▶ Do you measure the effectiveness of the implementation?
- ▶ I'm always hypercautious at intersections because you don't know pedestrian and cyclist's behaviour.
- ▶ The general public does not have a basic understanding of rules. This is a destination neighbourhood, where people are unfamiliar with AWS signs and how to drive in dense areas.
- ▶ Why are vision zero practises not implemented here? The study team should research other cities and countries vision zero practises and copy places where there are less pedestrians' deaths / injuries.
- ▶ Do all people perceive intersections differently? Is it innate?
- ▶ Clarify the adjustments to King St. and Paradise. There is a plan to build student housing in this area; has the study team taken this into consideration? Who is responsible for the coordination of both plans?

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



Public Information Centre No. 2

Westdale Neighbourhood Traffic Management Review

Date: May 13 2019,

Time: 7:00pm – 9:00pm

Location: St. Cuthbert's Presbyterian Church
2 Bond St N, Hamilton, ON L8S 3W1

Study Overview

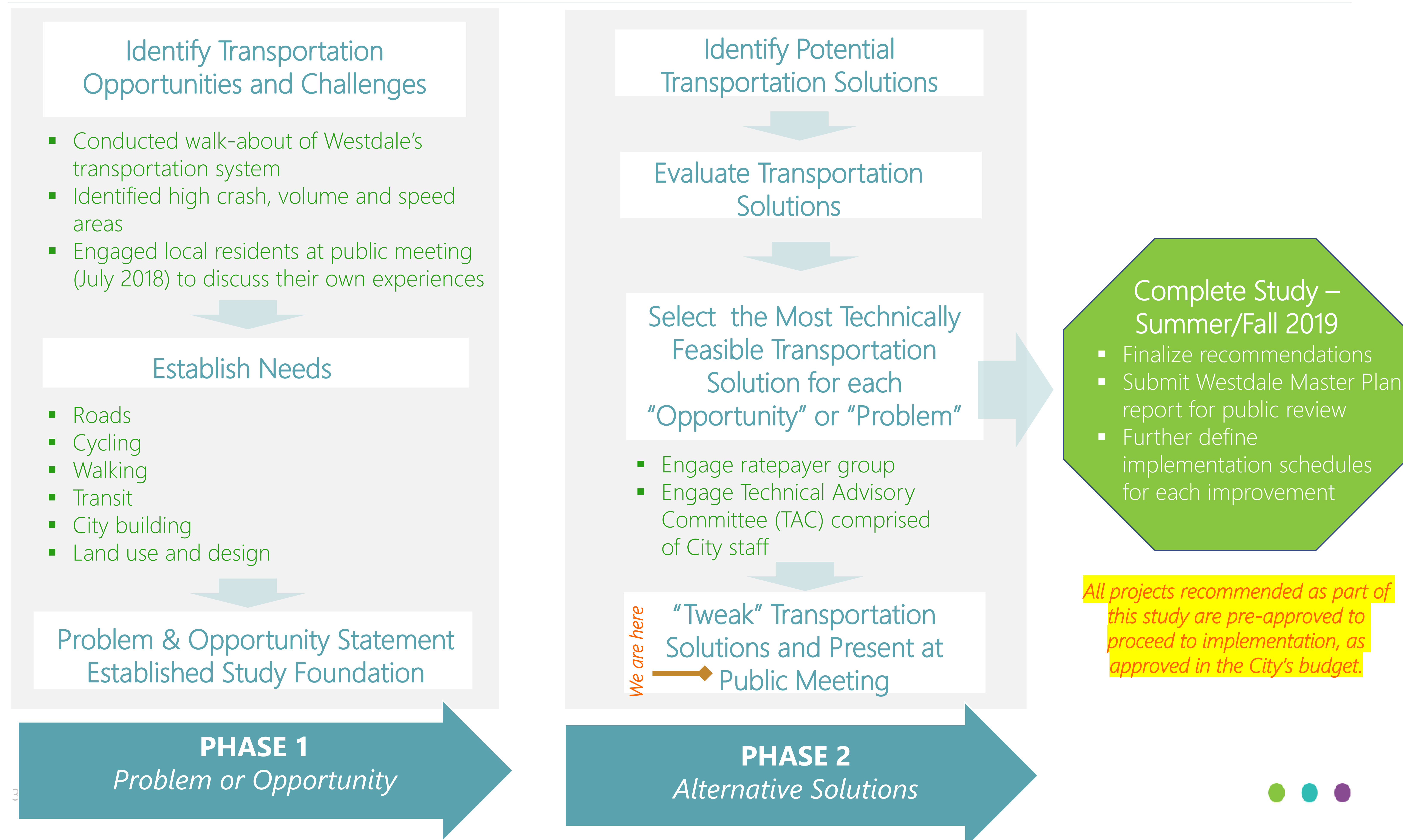
The [Westdale Neighbourhood Traffic Management Review](#) was initiated to identify potential ways to improve the transportation safety and mobility needs of local residents – for all modes of travel.

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?

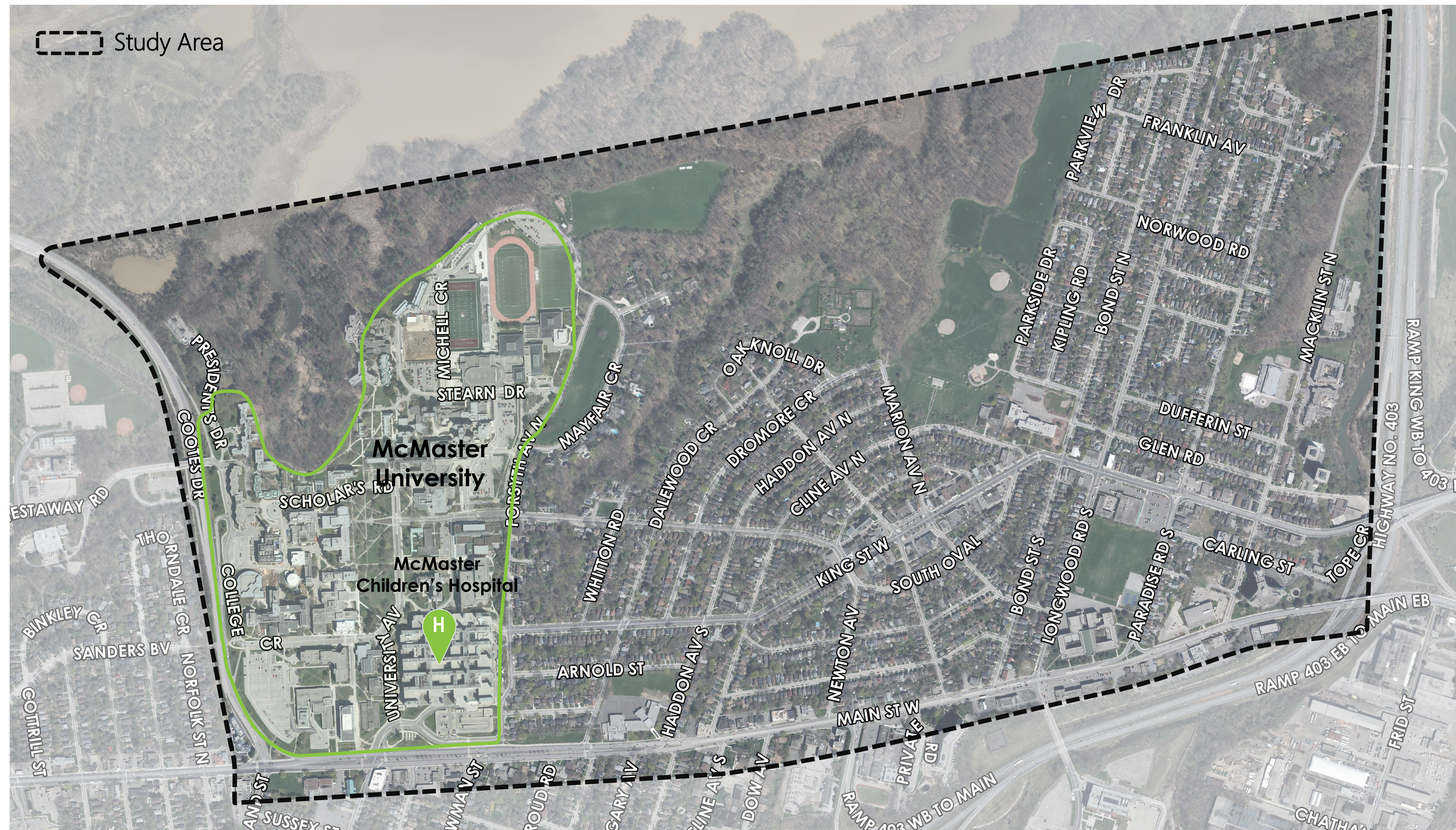


The Study Process

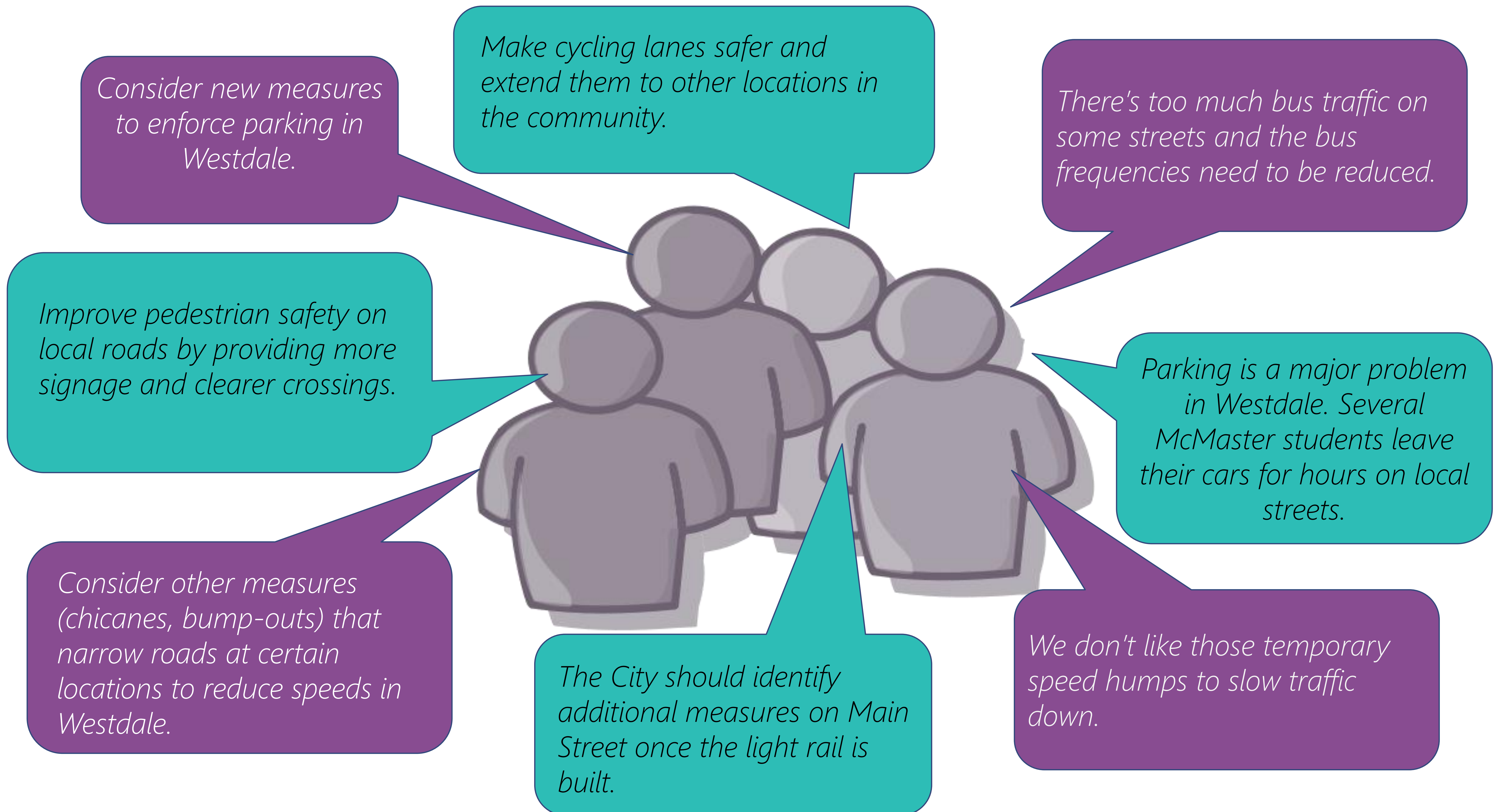


The Study Area

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



Some of the Things You Told Us About Westdale's Transportation System



Roadway Improvement Alternatives



Raised Intersections



What? Used to encourage drivers to cross slowly, while yielding to pedestrians.

When? > 5 years

Cost? > \$100,000

All-Way Stop Control



What? Vehicles coming from all directions are required to stop before the crosswalk or stop line. This is used as a safety measure to lower speeds in residential neighborhoods.

When? 1 - 3 years

Cost? < \$25,000

Flexible Bollards



What? Used as a safety measure in order to control traffic and provide a barrier between the road and sidewalks.

When? 1 - 3 years

Cost? < \$25,000

Speed Cushions



What? This permanent improvement raises sections of the road to reduce speed. Speed cushions will be built in a way that allows emergency vehicles to avoid the cushions.

When? 1 - 3 years

Cost? < \$25,000

Reduce Speed Limit



What? Install signage indicating the new lower speed limit. The speed limit will be lowered from 50km/hr to 40km/hr on Forsyth Avenue.

When? 1 - 3 years

Cost? < \$25,000

Signal Timing Modifications



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


When? 1 - 3 years


Cost? < \$25,000

*All costs are on a per unit basis. Costs are estimates and require additional analysis before finalizing.
**Timing of improvements dependent on Council approval.



Intersection Configuration





What?

Modify intersection design to improve safety for pedestrians, cyclists and commuters.


When?


> 5 years

Cost?

> \$100,000

Speed Monitoring System





What?

Target specific areas identified during the data collection process to enforce speed limits and other traffic laws in the neighbourhood.

When?

1 - 3 years

Cost?

< \$25,000

Lane / Direction Signage





What?

Additional signage clarifying the King StreetsplitatParadise Road.


When?


1 - 3 years

Cost?

< \$25,000

Chicanes





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.


When?


3 - 5 years

Cost?

\$25,000 - \$100,000

Bump Outs





What?

Extend the sidewalk or curb line out into the parking crossings by reducing the pedestrian crossing distance. This will visually and physically narrow the roadway, improve the ability of pedestrians and motorists to see each other, and reduce the time that pedestrians are in the street.

When?

3 - 5 years

Cost?

\$25,000 - \$50,000

**All costs are on a per unit basis. Costs are estimates and require additional analysis before finalizing.*

***Timing of improvements dependent on Council approval.*



Pedestrian and Cycling Improvement Alternatives

Pedestrian Signage



What? Identifies pedestrian crossing areas to improve safety.

When? 1 - 3 years

Cost? < \$25,000

Higher Order Pedestrian Treatment



What? May include safety features such as signs, signals, crossing guards or raised platforms. The solution is to implement a higher form of pedestrian crossing by including more safety features.

When? 3 - 5 years

Cost? \$25,000 - \$100,000

Pavement Markings



What? Used to indicate lane endings, curves, intersections and cross walks.

When? 1 - 3 years

Cost? < \$25,000

Pedestrian Crossover



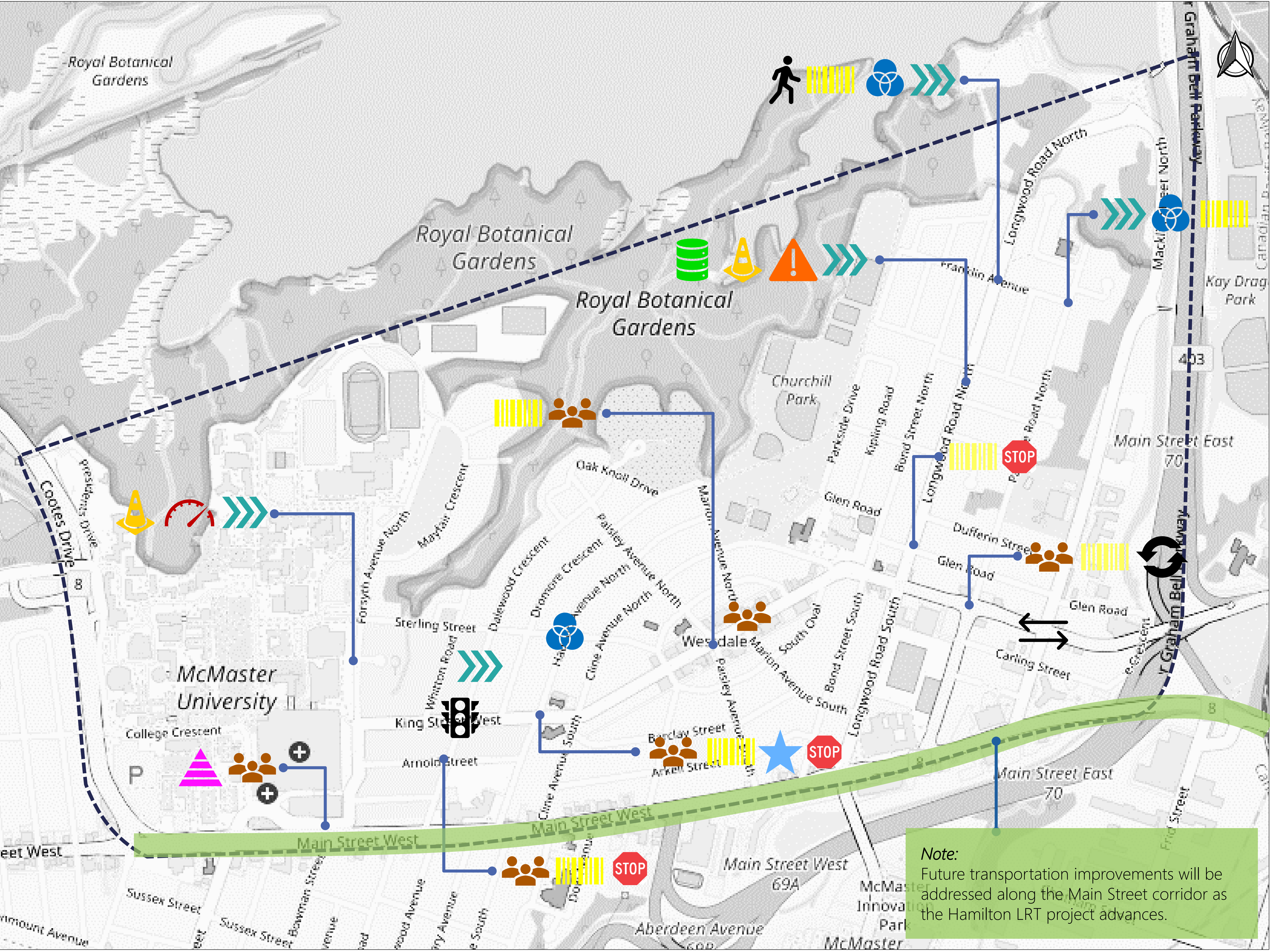
What? Includes signage and corresponding pavement markings indicating motorists and cyclists to stop for pedestrians.

When? 3 - 5 years

Cost? \$25,000 - \$100,000

**All costs are on a per unit basis. Costs are estimates and require additional analysis before finalizing.*
***Timing of improvements dependent on Council approval.*





Legend

- Study Area
- Pedestrian Crossing
- Higher order pedestrian treatment
- Crosswalk markings
- All-Way Stop Control
- Signal timing modification
- Intersection reconfiguration
- Lane direction signage
- Raised intersection
- Speed Cushions
- Reduce speed limit
- Flexible bollards
- Bump outs
- Chicanes
- Speed monitoring system
- Pedestrian Signage

Date: May 13, 2019
Version: 1

FOR DISCUSSION ONLY

Not to Scale

Project: Westdale Neighbourhood Traffic Management Study

Client: City of Hamilton

Preliminary Recommended Alternative Solutions for Westdale Neighbourhood



Things Considered in Evaluating Potential Transportation Improvements



Thank You for Attending!

Next Steps

- Finalize transportation recommendations based on tonight's input.
- Refine phasing and costs of transportation improvements for City budget.
- Complete and file the [Westdale Neighbourhood Traffic Management Study](#), which will comply with the Master Planning process for Municipal Class Environmental Assessment studies.



Contact Us

By Mail: Bryan Purins, C.E.T.
Project Manager,
City of Hamilton

By Phone: 905-546-2424 Ext. 1713

By E-mail: TrafficOps@hamilton.ca

Ravi Bhim, MASc, P.Eng, PTOE
Head Traffic Engineer,
Wood Environment & Infrastructure Solutions

905-335-2353 Ext. 3136

Ainslie.NTMR@woodplc.com

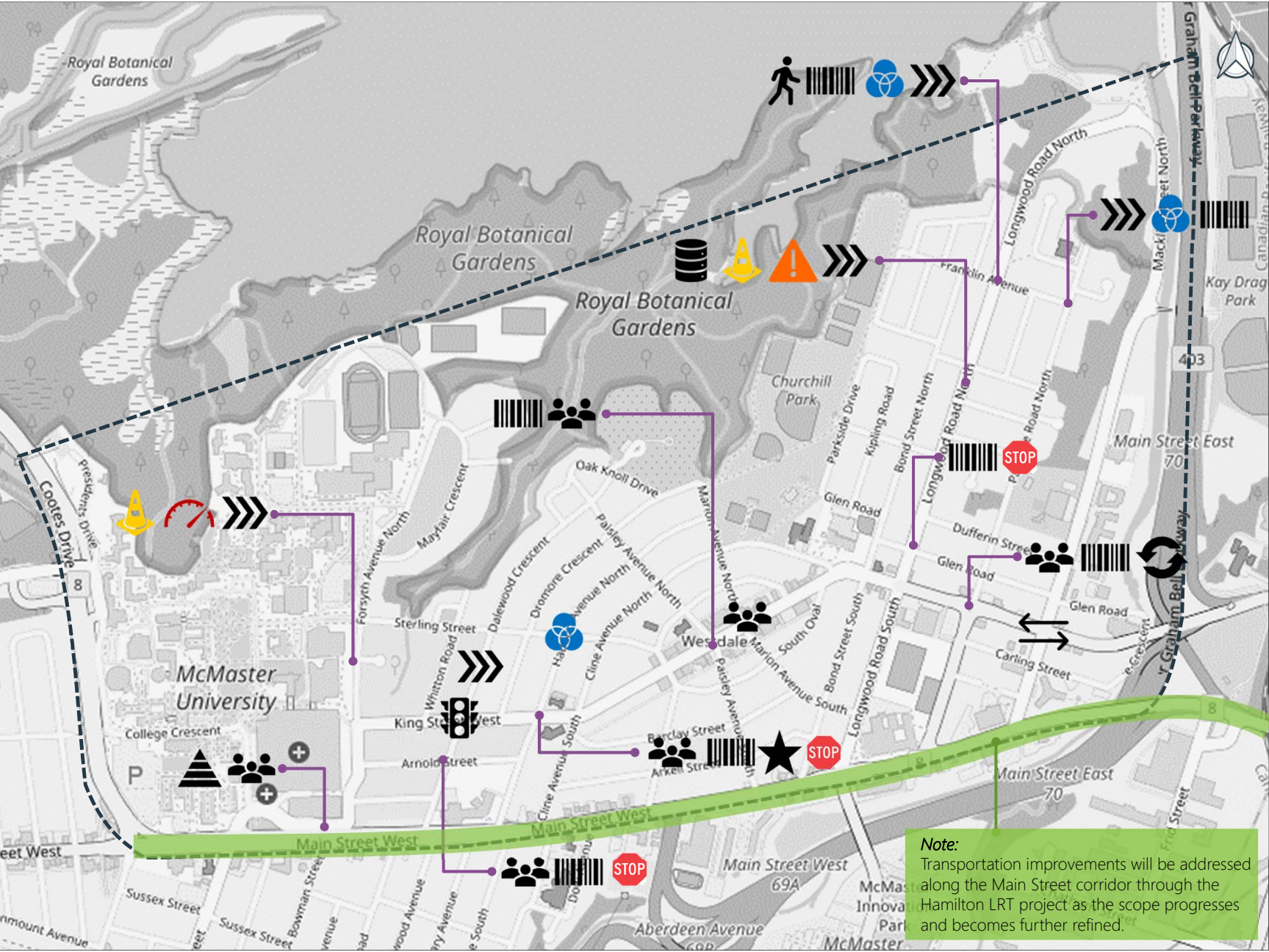
Website : <https://www.hamilton.ca/city-planning/master-plans-class-eas/westdale-neighbourhood-traffic-management-review>



Appendix B:

Recommended Preferred Solutions





Legend

- Study Area
- Pedestrian Crossing
- Higher order pedestrian treatment
- Crosswalk markings
- All-Way Stop Control
- Signal timing modification
- Intersection reconfiguration
- Lane direction signage
- Raised intersection
- Speed Cushions
- Reduce speed limit
- Flexible bollards
- Bump outs
- Chicanes
- Speed monitoring system

Not to Scale

Date: May 13, 2019
Version: 1

FOR DISCUSSION ONLY

Project: Westdale Neighbourhood Traffic Management Study

Client: City of Hamilton

wood.

Note:
Transportation improvements will be addressed along the Main Street corridor through the Hamilton LRT project as the scope progresses and becomes further refined.

Preliminary Recommended Alternative Solutions for Westdale Neighbourhood

Appendix C: PIC Notice



The PICs will be drop-in style sessions where attendees can review 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:

Bryan Purins, CET	Ravi Bhim, MASc, P.Eng, PTOE
Transportation Operations & Maintenance, Public Works Department	Head Traffic Engineering Wood
Phone: 905-546-2424 ext. 1713	Phone: 905.335.2353, ext 3136
Email: bryan.purins@hamilton.ca	Email: ainslie.ntmr@amecfw.com

Please contact Bryan Purins, the City's Project Manager, regarding disability accommodation requirements for the PIC by May 10, 2019.

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.

Appendix D: Sign-in Sheet



Name	Address	Phone#	E-mail	Went to be added to the mailing list?
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Note: 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, Project Manager, TrafficOps@hamilton.ca, 905-546-2424 ext. 1713.

Name Address Phone# E-mail Want to be added to the mailing list?

30.				Yes <input type="checkbox"/>	No <input type="checkbox"/>
31.				Yes <input type="checkbox"/>	No <input type="checkbox"/>
32.				Yes <input type="checkbox"/>	No <input type="checkbox"/>
33.				Yes <input type="checkbox"/>	No <input type="checkbox"/>
34.				Yes <input type="checkbox"/>	No <input type="checkbox"/>
35.				Yes <input type="checkbox"/>	No <input type="checkbox"/>

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Appendix E:

Comment Forms



City of Hamilton

PUBLIC INFORMATION CENTRE NO. 2

Westdale Neighbourhood Traffic Management Review

Date: Monday, May 13, 2019

Location: St. Cuthbert's Presbyterian Church 2 - Bond St N, Hamilton, ON L8S 3W1, Canada

COMMENT SHEET

Thank you for attending tonight's Westdale Neighbourhood Traffic Management Review's Public Information Centre! We hope you found the presentation materials useful and informative.

We would appreciate additional input that is relevant to this study (see below). Please drop your completed comment sheet in the box provided before leaving - or return your comment sheet via e-mail or mail by May 27, 2019 to:

Bryan Purins

City of Hamilton Project Manager

Public Works Department

Email: TrafficOps@hamilton.ca

Phone: (905) 546-2424 ext. 1713

PLEASE PRINT

☒ I want to be added to the mailing list

Question No. 1: What do you think about the preliminary recommendations?

- Great ideas.

- Consistent SLOW 30 KMH SPEEDS!

- No more 50!

- Franklin speed cushions, bump outs are necessary!

↳ Longwood is highly active with runners, cyclists & walkers.

↳ Drag racing on Longwood near Franklin at night is a problem.

→ Vision Zero should be our guide.



Hamilton

↳ Make our neighborhood a Vision Zero exemplar.
↳ Boldly declare this with a sign, **wood.**

Question No. 2: Any other comments, questions or suggestions?

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, Project Manager, TrafficOps@hamilton.ca, 905-546-2424 ext. 1713.

City of Hamilton

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Bryan Purins

City of Hamilton Project Manager

Public Works Department

Email: TrafficOps@hamilton.ca

Phone: (905) 546-2424 ext. 1713

PLEASE PRINT

☒ I want to be added to the mailing list

Question No. 1: What do you think about the preliminary recommendations?

- chicane on Longwood may put cyclists at risk.
- slowing the traffic & lowering the speed limits are a good idea.



Hamilton

wood.

Question No. 2: Any other comments, questions or suggestions?

Painted crosswalks are nice & visible for drivers but the paint used is very SLIPPERY for pedestrians. Seniors, people with disabilities, people with balance problems have a hard time with these crosswalks. I will cross at an unmarked spot because I find those painted crosswalks too slippery.

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, Project Manager, TrafficOps@hamilton.ca, 905-546-2424 ext. 1713.

Can you do anything about the trucks going up & down Longwood? My house rattles when they go by.

City of Hamilton

PUBLIC INFORMATION CENTRE NO. 2

Westdale Neighbourhood Traffic Management Review

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Bryan Purins

City of Hamilton Project Manager

Public Works Department

Email: TrafficOps@hamilton.ca

Phone: (905) 546-2424 ext. 1713

PLEASE PRINT

☐ I want to be added to the mailing list

Question No. 1: What do you think about the preliminary recommendations?

- would like to see the traffic slowed to 30 throughout Westdale, including King Street between Sterling and Cline
- Keep signage & pedestrian & walkways and slowing strategies as consistent as possible throughout.
- Keep signage to a minimum
- Give pedestrians and cyclists safety on our roads.



Hamilton

Thank you.

wood.

Question No. 2: Any other comments, questions or suggestions?

See other side.

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, Project Manager, TrafficOps@hamilton.ca, 905-546-2424 ext. 1713.

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City of Hamilton Project Manager

Public Works Department

Email: TrafficOps@hamilton.ca

Phone: (905) 546-2424 ext. 1713

PLEASE PRINT

☐ I want to be added to the mailing list

Question No. 1: What do you think about the preliminary recommendations?

I think these recommendations are premature with the advent of 3 huge developments under consideration and the LRT and how they will impact traffic & flow within the neighbourhood.

The lack of parking for these developments will also influence parking in the neighbourhood for such things as parents ~~vis~~ & friends visiting students & more in/out day.



Hamilton

wood.

Traffic lights should be installed at the corner of King St. W. & Forsythe (near the University).

Also, ~~light~~ traffic lights should be installed at the corner of Forsythe & Sterling. It is an accident waiting to happen at these locations.

Question No. 2: Any other comments, questions or suggestions?

Remove speed bumps from Barclay St. It gives kids a false sense of security / safety. The kids don't look when crossing / playing on the street. It causes more fumes to be released into the air with the stopping & starting.

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, Project Manager, TrafficOps@hamilton.ca, 905-546-2424 ext. 1713.

The Pedestrian crossing is in the wrong place on Longwood Rd near the high school. It should be before Marion as it now blocks the turning lane backing up traffic.

The bus stop on King St. W (just past the bridge) should be an indent so cars can pass the bus.

Currently, cars are stuck waiting for pedestrians to load into the bus while cars are backing all the way to the bridge. Because the bus stop is right where the road splits between Westdale & Main St. W.

The corner of Haddon & King St. W. should have a traffic light as cars are trying to go straight across & they can't see because parked cars are blocking their view

City of Hamilton

PUBLIC INFORMATION CENTRE NO. 2

Westdale Neighbourhood Traffic Management Review

Date: Monday, May 13, 2019

Location: St. Cuthbert's Presbyterian Church 2 - Bond St N, Hamilton, ON L8S 3W1, Canada

COMMENT SHEET

Thank you for attending tonight's Westdale Neighbourhood Traffic Management Review's Public Information Centre! We hope you found the presentation materials useful and informative.

We would appreciate additional input that is relevant to this study (see below). Please drop your completed comment sheet in the box provided before leaving - or return your comment sheet via e-mail or mail by May 27, 2019 to:

Bryan Purins

City of Hamilton Project Manager

Public Works Department

Email: TrafficOps@hamilton.ca

Phone: (905) 546-2424 ext. 1713

PLEASE PRINT

☒ I want to be added to the mailing list

Question No. 1: What do you think about the preliminary recommendations?

Should be consideration to a 4 way stop at
Glen + Paradise given the amount of students coming to and
from school



Hamilton

wood.

Question No. 2: Any other comments, questions or suggestions?

~~We~~ Need for consideration of a potential development at King + Paradise given increased traffic and limited space for waste trucks and limited parking spaces

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, Project Manager, TrafficOps@hamilton.ca, 905-546-2424 ext. 1713.

1. *Journal of the American Medical Association*, 1997; 277: 1001-1005.

Hello

I am just following up with regards to the voicemail you left me on May 15th. Attached, please find an updated specification drawing for the speed cushions.

As you can see from the drawing, the height of the cushions will be approximately 8 cm. I was told we do have a speed cushion installed on Second Rd W in Upper Stoney Creek, however, it was installed years ago and it is not constructed to the new specifications attached.

As an example, the speed cushions we will be installing will be more similar to the ones in the image below:



Best regards,

Sov Hoeun

Roadway Safety Technologist

Transportation Operations & Maintenance, Public Works

(905) 546-2424 Ext.4106



www.hamilton.ca

From: Hoeun, Sovandary

Sent: March 27, 2019 4:34 PM

Subject: Speed Cushion Specifications

Hello

As per our conversation on the phone, please find the specification drawing attached for the speed cushions we will be installing on Bond Street.

If you have any questions, please let me know and I would be happy to answer.

Best regards,

Sov Hoeun

Traffic Safety Technologist

Transportation Operations & Maintenance, Public Works

(905) 546-2424 Ext.4106



www.hamilton.ca

Shams, Anika

Sent: Monday, May 6, 2019 10:19 AM
To: Purins, Bryan
Subject: please add me to the Westdale traffic management study mailing list.

Thank you!

Shams, Anika

To: Purins, Bryan
Subject: Wesdale Traffic Review

Hi Bryan,

I have attended two sessions regarding traffic in Westdale. I truly appreciate the hard work that the company has been doing. I would like to add that at Marion N and North Oval it is dangerous. Because of parked cars right near the curb, the traffic coming from North Oval going west edges outward. Many times people turn the corner going on Marion towards Cline. Something needs to be done so those individuals can see oncoming traffic on Marion when on North Oval; and those on Marion travelling toward King.

Thank you,

Shams, Anika

To: Purins, Bryan
Subject: mailing list

Follow Up Flag: Follow up
Flag Status: Flagged

Please add me to the mailing list of the Westdale Neighbourhood Traffic Review.

From: Purins, Bryan

Subject: RE: Hansen #15221657 Westdale Neighbourhood Traffic Management review - feedback

Good morning

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.

PROJECT MANAGER, ROADWAY SAFETY

TRANSPORTATION OPERATIONS & MAINTENANCE, PUBLIC WORKS

TEL: 905-546-2424 EXT. 1713



Hamilton Public Works - Providing services that bring our City to life!

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.