



# INFORMATION REPORT

<b>TO:</b> Mayor and Members General Issues Committee	<b>WARD(S) AFFECTED:</b> Ward 2
<b>COMMITTEE DATE:</b> December 4, 2013	
<b>SUBJECT/REPORT NO:</b> North End Traffic Management Plan (PW08094b) - (Ward 2) (Outstanding Business List)	
<b>SUBMITTED BY:</b> Gerry Davis, CMA General Manager Public Works Department	<b>PREPARED BY:</b> Steve Molloy (905) 546-2424, Extension 2975  Al Kirkpatrick (905) 546-2424, Extension 4173
<b>SIGNATURE:</b>	

## Council Direction:

Further to the October 2010 approval of the North End Traffic Management Plan (NETMP), the following recommendation was endorsed:

- (d) *That the General Manager, Public Works be directed to report back on the findings of the Pilot Project.*

## Information:

As requested, this report provides a summary of year one of the five year pilot project, relating to the North End Traffic Management Plan.

For information regarding the background of the NETMP, please refer to the following documents located on the project web page [www.hamilton.ca/north-end-traffic](http://www.hamilton.ca/north-end-traffic).

- Public Works Committee report.
- Consultant's report.
- Ontario Municipal Board (OMB) decision.
- On-going Study updates.

## MONITORING PLAN

A monitoring plan was developed with input provided by affected City divisions and departments and was also vetted with representatives from the North End Neighbourhood Association. Data was collected between March and May 2013 (with few exceptions) to update the data collected as part of the development of NETMP and to create a new benchmark that future data may be compared. The data was collected prior to the Bay Street Bridge construction activities, to reflect more accurate traffic

patterns within the neighbourhood. Future data collection will be coordinated with other on-going construction activities to minimize data impacts.

The tables provided in Appendix “A” illustrate the vehicular data comparison summary and active transportation benchmarking data. A map of the data collection locations is provided in Figures 1 and 2.

As illustrated in the average daily traffic volumes presented in Appendix “A” Table 1, the vehicular traffic volumes have experienced some significant changes since 1999 and 2006. In particular, volumes on Burlington Street East are approximately half than that experienced previously. In general, the traffic volumes along arterial roads have decreased, while local and collector roads have experienced an increase in volumes.

Appendix “A” Table 2 illustrates that the observed eighty fifth (85<sup>th</sup>) percentile vehicle speeds have been generally decreasing on local and collector roads between 2006 and 2013. These speeds were within the posted speed limit of forty kilometres per hour (40 km/h) and fifty kilometres per hour (50km/h) (where applicable). Future monitoring will help to determine the effectiveness of traffic calming measures and the thirty kilometres per hour (30km/h) speed limit on local and collector roads. Operating speeds on arterial roads continues to be above the posted speed limit.

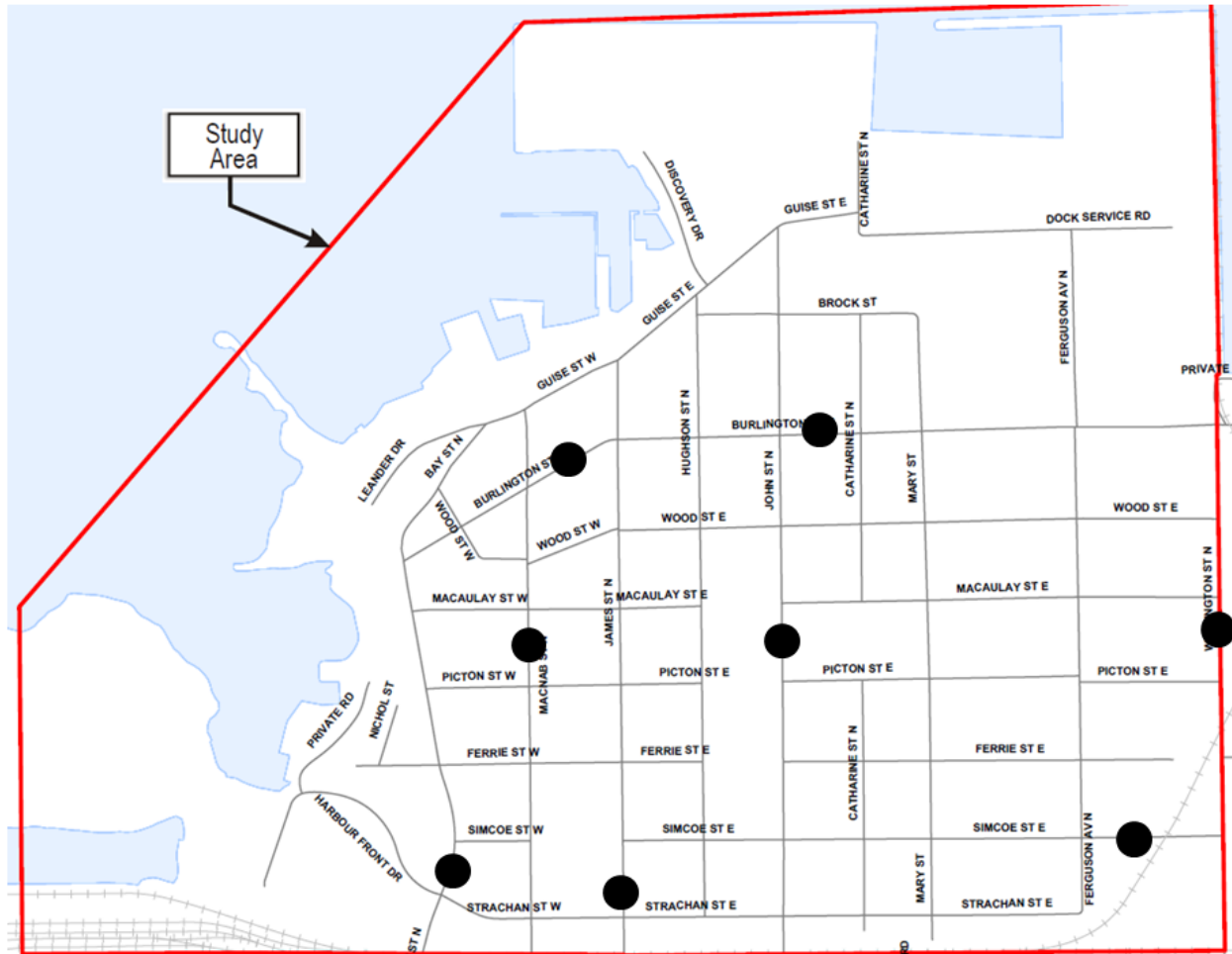
A more detailed traffic infiltration study was conducted in April 2013 to compare the sample collected in 2006. The concern of vehicular traffic using local and collector roads to travel through the neighbourhood rather than using the arterial road alternatives to travel east and west through the City was expressed by the community. Comparing the historical data, the morning period is comparable, while the evening period experienced a slight decrease in infiltration. Appendix “A” Table 3 clearly identifies that the evening period experiences a higher amount of traffic passing through the north end neighbourhood. However, the data also suggests that the majority of traffic is destined to the north end.

Previously, no benchmarking of active transportation use was conducted as part of the development of the NETMP. This information was collected to create a basis for future data collection comparisons. Data was collected along the multi-use trail and footpath network, as well as at arterial road sidewalk locations and along on-road cycling routes. Appendix “A” Tables 4 and 5 summarizes the daily and weekly totals of the active transportation data (based on a continuous twenty-four (24) hour period).

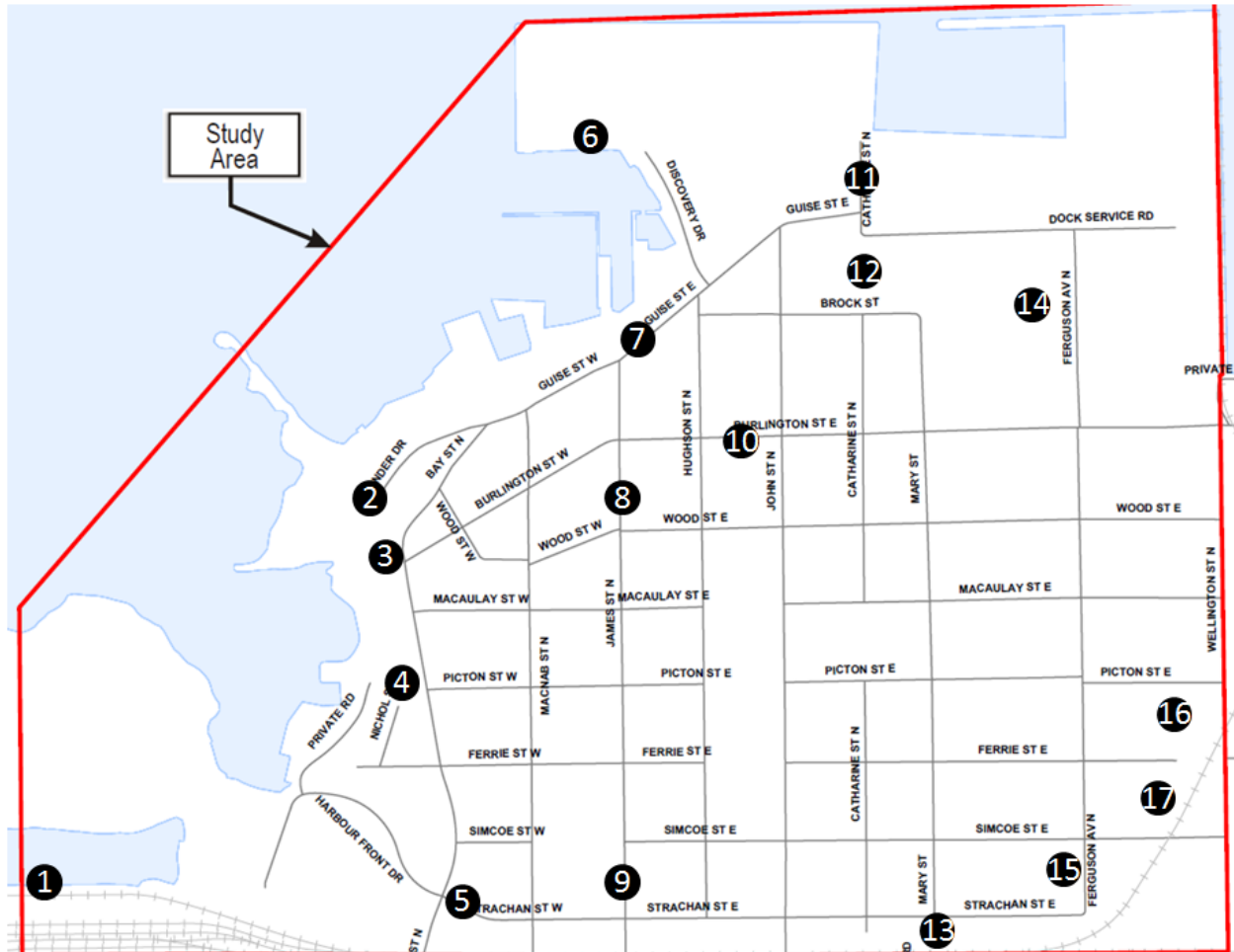
In addition to the above information, Hamilton Police Services applied a Problem Oriented Policing approach focusing on the speed in the north end, which concluded at the end of October. This approach incorporated education of speed reduction and enforcement of the thirty kilometres per hour (30 km/h) speed limit, the results of this project are summarized below:

- Over four hundred (400) warnings were issued to motorists
- Over seventy (70) provincial offense notices were also issued during the project

**Figure 1: Data Collection Locations - Vehicular Traffic**



**Figure 2: Data Collection Locations - Active Transportation Benchmarking**



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Other data identified in the monitoring plan such as assessment values, building permit activity, operational impacts, resident surveys, and public health data will continue to be collected as part of the monitoring program. However, this data will be more relevant to report back on near the conclusion of the pilot.

**IMPLEMENTATION**

The consulting firm IBI Group Inc. was retained to assist in the preparation of detail design drawings and the development of an implementation plan and schedule. The implementation schedule as of May 2013 is provided in Appendix "B".

The following items identified in the NETMP have been implemented (as of November 1, 2013):

- June, 2013: Conversion of MacNab Street from one-way to two-way directional travel flow between Cannon and Burlington Streets. As an effect of the two-way conversion the following all-way stop intersections were installed:
  - MacNab Street and Strachan Street
  - MacNab Street and Mulberry Street (outside the study area)
- July, 2013: Installation of high visibility ("ladder style") crosswalks at the following intersections:
  - James Street and Burlington Street
  - James Street and Picton Street
  - James Street and Simcoe Street
  - John Street and Simcoe Street
  - John Street and Wood Street
- July, 2013: Installation of marked crosswalks were added at the following intersections:
  - MacNab Street and Burlington Street
  - MacNab Street and Strachan Street
  - Ferguson Street and Simcoe Street
- August, 2013: Temporary neighbourhood gateway signs were installed at the following locations entering the neighbourhood:
  - Bay Street and Strachan Street
  - MacNab Street and Strachan Street
  - James Street and Strachan Street
  - John Street and Simcoe Street
  - Ferguson Street and Simcoe Street
  - Burlington Street prior to Wellington Street
- August, 2013: Installation of thirty kilometres per hour (30 km/h) speed limit signs on all streets in the North End neighbourhood with the exception of James and Burlington Streets
- August, 2013: Right-turn restriction at Wellington Street onto Simcoe Street

As of November 1, 2013, the cost to implement the above listed projects is approximately \$64,000 and has been funded by the Traffic Calming Program Account.

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Additional projects are anticipated for implementation by the end of 2013. This includes:

- Installation of temporary traffic calming measures such as chokers and curb extensions at various locations
  - MacNab Street and Strachan Street (curb extensions)
  - MacNab Street - three (3) “chokers” on the east side only
  - Bay Street and Simcoe Street
  - Bay Street and Ferrie Street
  - Bay Street and Picton Street
  - Bay Street and MacCauley Street
- Partial closure of Burlington Street West to restrict westbound through traffic
- Closure of Hughson Street between Guise Street and Brock Street

#### 2014-2015 IMPLEMENTATION

- A capital budget request has been submitted to Council for approval, to complete the remaining 2013 projects and 2014 projects. Future requests will be made for the 2015 Capital Budget submission.

#### CONSULTATION & OUTREACH

In February, 2013, an initial meeting between several City staff and representatives from the NEN was held to discuss the next steps of moving forward after the OMB decision. At that meeting it was agreed by all parties to adhere to the approved plan as envisioned to the best of both parties ability and to monitor the effectiveness of the plan to use as a learning experience in the City.

As outlined in the OMB decision a working group was established representing City staff and the North End Neighbourhood to work together on an on-going basis to establish neighbourhood priorities for implementation and collaboration on data collection for the monitoring plan. Below is a summary of the consultation efforts thus far:

- On-going: Responsive to resident phone and e-mail inquiries and requests
- April, 2013-Current: On-going meetings to communicate with representatives from the North End Neighbourhood Association (To date: seven (7) meetings have been held)
- May 2013: NETMP Ribbon Cutting Ceremony
- July 2013: Attended North End Neighbours BBQ event at MacNab and Strachan
- July 2013: Release of resident survey on-line; postcards and business cards with the study web page and survey link was circulated in the community to solicit feedback.
- July-August 2013: Media releases, advertising and articles in The Hamilton Spectator, CBC Hamilton, and North End Breezes on the speed limit change on local streets
- August, 2013: Attended and distributed surveys Park n’ Party Event near the North End Community Health Centre
- August 2013: 30 km/h launch event at the intersection of Bay and Strachan

## PUBLIC REACTION

In general, the response from the public has been positive. However, there have been comments provided by the public requesting additional or alternative traffic calming and traffic control measures in the neighbourhood, while other comments received questioned the use of public resources to implement the plan. Some specific implementation measures received the most attention, the two-way conversion of MacNab Street, the right-turn restriction on Wellington Street to access Simcoe Street, and proposed traffic calming measures that would have on-street parking impacts.

The comments received regarding the MacNab Street conversion were primarily regarding the increase in vehicular traffic. This increase is a temporary situation relating to the Bay Street bridge closure near Bayfront Park, efforts were made to improve the detour route to alleviate this concern. Other comments were relating to traffic control measures and sight line concerns as an effect of the conversion.

There has also been negative feedback relating to the right-turn restriction on Wellington Street at Simcoe Street and some proposed traffic calming measures impacting on-street parking expressed by some residents. These issues have not yet been resolved and require further communication.

## NEXT STEPS

- Continue to consult and work with North End Neighbourhood representatives, the Ward Councillor and residents.
- Hamilton Police will continue to educate the public and conduct enforcement.
- Collect data relating to temporary measures to assess impacts.

**Table 1: Traffic Volumes Summary (ADT - Average Daily Traffic)**

<b>Street</b>	<b>1999</b>	<b>2006</b>	<b>2013</b>	<b>+(-) % Change Since 1999</b>	<b>+(-) % Change Since 2006</b>
<b>North-South Streets</b>					
Bay Street	4,420	5,110	5,754	30.2%	12.6%
MacNab Street	-	180	325	-	80.6%
James Street	5,980	8,170	7,720	29.1%	(5.5%)
John Street	2,030	2,390	1,662	(18.1%)	(30.5%)
Ferguson Street	-	780	-	-	-
Wellington Street	4,770	-	3,696	(22.5%)	-
<b>East-West Streets</b>					
Burlington Street East	10,660	10,030	5,189	(51.3%)	(48.3%)
Burlington Street West	-	-	3,148	-	-
Simcoe Street	-	-	474	-	-



**Table 2: Vehicular Speed (85<sup>th</sup> Percentile<sup>1</sup>)**

Street	2001	2006	2013	+(-) speed in km/h Change Since 2006
<b>North-South Streets</b>				
Bay Street				
Northbound	-	50 km/h	48 km/h	(2km/h)
Southbound	-	52 km/h	39 km/h	(13km/h)
MacNab Street				
Northbound	-	48 km/h	49 km/h	1km/h
Southbound	-	-	-	-
James Street				
Northbound	-	62 km/h	56 km/h	(5km/h)
Southbound	-	59 km/h	59 km/h	No change
John Street <sup>2</sup>				
Northbound	-	52 km/h	39 km/h	(13km/h)
Southbound	-	-	-	-
Ferguson Street				
Northbound	-	44 km/h	-	-
Southbound	-	47 km/h	-	-
Wellington Street				
Northbound	-	-	-	-
Southbound	-	-	67.8 km/h	-
<b>East-West Streets</b>				
Burlington Street East				
Eastbound	-	57 km/h	55 km/h	(2km/h)
Westbound	-	63 km/h	48 km/h	(15km/h)
Simcoe Street				
Eastbound	-	-	47 km/h	-
Westbound	-	-	40 km/h	-

<sup>1</sup> 85<sup>th</sup> Percentile represents the speed at or below which 85 percent of vehicles travel.

<sup>2</sup> John Street is a school zone with a posted speed limit of 40km/h.

**Table 3: Neighbourhood Traffic Infiltration Summary**

<b>Street</b>	<b>2006 AM (PM)</b>	<b>2013 AM (PM)</b>	<b>+(-) Change Since 2006</b>
<b>% of Northbound Matching at Burlington Street East</b>			
Bay Street	26% (n/a)	26.2% (37.3%)	0.2% AM only
MacNab Street	-	15.4% (37.3%)	-
James Street <sup>1</sup>	-	16.8% (32.3%)	-
John Street	-	13.2% (26.0%)	-
<b>% of Southbound Matching at Burlington Street East</b>			
Bay Street	n/a (24%)	16.1% (20.4%)	(4.4%) PM only
James Street	-	15.4% (19.1%)	-

<sup>1</sup>Traffic on James Street is not considered infiltrating traffic and is provided for comparison purposes only.

**Table 4: Multi-Use Trail, Footpath, and Sidewalk Pedestrian and Cycling Activity**

<b>Data Location</b>	<b>Collection</b>	<b>Total</b>	<b>M</b>	<b>T</b>	<b>W</b>	<b>T<sup>1</sup></b>	<b>F</b>	<b>S</b>	<b>S</b>
<b>North-South Routes</b>									
3) Burlington Street Ramp (to Waterfront)		<b>774</b>	115	143	82	81	68	120	165
8) James Street <sup>2</sup>		<b>8,191</b>	420	531	581	1,061	3,054	1,392	1,152
9) James Street <sup>2</sup>		<b>3,980</b>	518	651	471	702	714	571	353
11) Waterfront Trail <sup>6</sup> (west side Catharine)		<b>1,357</b>	167	159	209	219	199	211	193
12) Catharine Footpath (west edge of Eastwood)		<b>665</b>	65	85	140	124	61	106	84
13) Mary Street Bridge		<b>5,191</b>	681	750	590	800	820	791	759
15) Strachan Footpath (west of Ferguson)		-	-	-	-	-	-	-	-
16) Simcoe Footpath (east of Ferguson)		<b>566</b>	94	93	112	75	60	94	38
17) Ferrie Footpath (east of Ferguson)		<b>616</b>	128	124	53	149	61	55	46
<b>East-West Routes</b>									
1) Waterfront Trail (Bayfront Park near Gazebo)		<b>15,290</b>	4,566	1,306	1,518	1,927	1,402	1,701	2,870
2) Waterfront Trail (near Leander)		<b>7,326</b>	864	788	653	853	764	1,584	1,820
4) Picton Footpath (west of Bay)		<b>705</b>	77	74	107	116	81	143	107
5) Strachan Street <sup>3</sup>		<b>1,496</b>	138	153	134	148	411	297	185
6) Waterfront Trail (near William's Coffee Pub)		<b>6,652</b>	752	841	534	904	912	1,064	1,645
7) Guise Street <sup>4</sup>		<b>3,072</b>	159	479	654	144	429	721	488
7) Guise Street <sup>5</sup>		<b>20,248</b>	2,316	1,070	1,357	4,707	3,877	2,640	4,281
10) Burlington Street East <sup>2</sup>		<b>1,836</b>	251	307	289	261	244	218	266
14) Eastwood Park		<b>6,328</b>	838	566	1,147	1,253	834	647	1,043

<sup>1</sup> Thursday data is underestimated due to installation and removal of data collection device.

<sup>2</sup> Combines data collected on both sides of street

<sup>3</sup> South side only

<sup>4</sup> Sidewalk only

<sup>5</sup> Multi-use Trail only

<sup>6</sup> Count conducted in July

**Table 5: On-Road Cycling Activity**

<b>Data Collection Location</b>	<b>Total</b>	<b>M</b>	<b>T</b>	<b>W</b>	<b>T<sup>1</sup></b>	<b>F</b>	<b>S</b>	<b>S</b>
<b>North-South Routes</b>								
Bay Street (north of Burlington)	<b>153</b>	11	13	12	26	33	32	26
James Street <sup>2</sup> (north of Ferrie)	<b>848</b>	66	51	50	71	289	261	60
Catharine Street (north of Guise)	<b>203</b>	25	46	13	70	20	9	20
Ferguson Street (north of Burlington)	<b>260</b>	56	51	53	12	4	30	54
Ferguson Street (south of Simcoe)	<b>178</b>	36	21	41	2	12	20	46
<b>East-West Routes</b>								
Guise Street (east of James)	<b>416</b>	31	31	34	44	129	98	49
Strachan Street (east of Bay)	<b>398</b>	54	55	38	53	66	68	64
Strachan Street (east of Hughson)	<b>350</b>	54	55	47	46	50	52	46

<sup>1</sup> Thursday data is underestimated due to installation and removal of data collection device.

<sup>2</sup> Data underestimates cycling activity due to damage to data collection device.

# Proposed Traffic Concept Plan

## Phase 1: 2013 Implementation

- Complete
- Temporary Installation
- Permanent Installation

- G Gateway Signage
- N Lane Narrowing / Choker
- C Curb Extensions
- S Signage (no entry, turn restrictions, speed limit, etc.)
- SC Curb Extension / Sidewalk Improvement
- B Bike Lane
- W One-way to Two-way Traffic
- R Roundabout
- CW High Visibility Crosswalk
- PC Partial Restriction
- RC Raised Crosswalk
- FC Full Closure
- P Parking Lay-by
- T Traffic Signal
- MT Multi-use Trail
- PK On-street Parking Changes

SS: 30 km/h speed limit all local streets



# Proposed Traffic Concept Plan

## Phase 2: 2014 Implementation

- Complete
- Temporary Installation
- Permanent Installation

- G Gateway Signage
- N Lane Narrowing / Choker
- C Curb Extensions
- S Signage (no entry, turn restrictions, speed limit, etc.)
- SC Curb Extension / Sidewalk Improvement
- B Bike Lane
- W One-way to Two-way Traffic
- R Roundabout
- CW High Visibility Crosswalk
- PC Partial Restriction
- RC Raised Crosswalk
- FC Full Closure
- P Parking Lay-by
- T Traffic Signal
- MT Multi-use Trail
- PK On-street Parking Changes

SS: 30 km/h speed limit all local streets



# Proposed Traffic Concept Plan

55: 30 km/h speed limit all local streets.

## Phase 3: 2015 Implementation

- Complete
- Temporary Installation
- Permanent Installation
- Timed with other projects or development

- G Gateway Signage
- N Lane Narrowing / Choker
- C Curb Extensions
- S Signage (no entry, turn restrictions, speed limit, etc.)
- SC Curb Extension / Sidewalk Improvement
- B Bike Lane
- W One-way to Two-way Traffic
- R Roundabout
- CW High Visibility Crosswalk
- PC Partial Restriction
- RC Raised Crosswalk
- FC Full Closure
- P Parking Lay-by
- T Traffic Signal
- MT Multi-use Trail
- PK On-street Parking Changes

