



Hamilton



**North End Traffic Management Study
Public Information Centre #1 - May 1, 2006
Comments Received at PIC**

The following is a synopsis of the public comments received verbally by IBI Group and City of Hamilton staff during the above-captioned public information centre.

Frequently asked questions

Q. I had heard that the MacNab Street Bridge was at one time considered for a pedestrian bridge only, and I have also heard that two-way traffic flow is to be introduced on MacNab Street. What is really happening?

A. While there had been some discussion on the options for the MacNab Street Bridge, the City's intention has always been to open the bridge to vehicular and pedestrian traffic. Earlier work on the City's Downtown Transportation Master Plan proposed that MacNab Street be two-way from the Downtown to Guise Street. While detailed design of the two-way conversion has not yet been carried out, and the conversion has not been scheduled, it is the City's intention to carry out the work in the future. The MacNab Street Bridge is required for vehicles for this two-way conversion.

Q. It does not make sense to me that the Mary Street Bridge has been closed and a new bridge will be constructed at Ferguson Avenue. What is the reasoning behind the proposed bridge on Ferguson Avenue, and how many lanes will the bridge have?

A. The Mary Street Bridge was closed because of safety concerns due to deterioration of the structure. The concept design of the bridge includes one traffic lane in each direction, plus bicycle lanes and sidewalks. The City has purchased some properties to facilitate the bridge construction and road improvements. The Mary Street Bridge is to provide pedestrian access to shopping facilities. An Environmental Assessment was completed in October 2003 which identified alternative solutions to address how Mary Street Bridge's structural deficiencies could be addressed. Concerns were raised with the safety of the bridge for pedestrians and vehicles as well as the loss of another bridge in the North End. After much public consultation it was determined that the Mary Street Bridge be replaced with a pedestrian bridge and vehicular bridge be constructed at Ferguson Avenue.

Q. I do not want traffic from development on Pier 8 or special events in the Harbour area to use local North End Neighbourhood streets. Can physical measures to force traffic to use arterial roads be considered?

A. The North End Traffic Management Study will investigate and quantify the traffic impacts of alternative access plans to serve the Pier 8 area, including potential turn restrictions and road closures.

Full comment list

Study Area

- Study area should be expanded to include Victoria Street.

A: That is outside the scope of work. At Future meetings the display maps will provide additional land area that is located outside the study area. However, the boundaries of the study area will remain the same as delineated at the first PIC.

- Display maps should be expanded to facilitate discussion of boundary issues and neighbourhood access.

A: At Future meetings the display maps will provide additional land area that is located outside the study area. However, the boundaries of the study area will remain the same as delineated at the first PIC.

- Study should include potential impacts of housing development in the Barton/Ferguson area.

A: The Setting Sail Secondary Plan recognized the Barton/ Wellington area as an “Area of Major Change”. The Secondary Plan promotes the conversion of the existing industrial lands to residential, institutional and commercial uses. The project team will determine if there will be any potential impacts of the Barton/Wellington residential land use designation based on the policies outlined in Setting Sail.

- Study area should be extended to include Stuart St as residents of the North End use Stuart St to get to Queen St and frequently disobey the all way stop at Stuart and Bay St.

A: At this time the study area boundary will remain the same. The study team will take into account the information provided during our background work.

- Study area map should show suggested street grid on Pier 8 for the planned development.

A: Future maps will have the proposed Pier 8 grid system.

MacNab Street

- Some residents stated that they were informed that MacNab Street Bridge would not be reopened.

A: While there had been some discussion on the options for the MacNab Street Bridge, the City's intention has always been to open the bridge to vehicular and pedestrian traffic.

- When was MacNab Street Bridge closed?

A: MacNab Street Bridge was closed on July 3rd, 2003.

- Concerned with two-way traffic on MacNab Street with children playing in the area.

A: Earlier work on the City's Downtown Transportation Master Plan proposed that MacNab Street be two-way from the Downtown to Guise Street. While detailed design of the two-way conversion has not yet been carried out, and the conversion has not been scheduled, it is the City's intention to carry out the work in the future.

- MacNab Street Bridge should be for pedestrians only.

A: The City is promoting a balanced transportation network which improves the pedestrian realm. MacNab is a local street appropriate for a higher pedestrian focus. MacNab is part of the Secondary Street Network in the Downtown Transportation

Master Plan (DTMP) is intended to convert to two-way traffic from Cannon Street to Guise Street.

- Questioned collision history and designation of MacNab/Strachan intersection as a two-way stop, as the bridge is currently closed.

A: MacNab Street Bridge is now open. In the last 5 years 1 traffic collision has been reported for the MacNab/ Strachan intersection.

Ferguson Avenue

- Concerned that streetscaping and/or traffic calming on Ferguson Avenue will require property

A: At this point in time, the Ferguson Avenue Master Plan is the guiding document. The plan is based on no property acquisition. However, this will be reviewed as detailed design is done.

- Questions about what Ferguson Avenue would look like under the proposed streetscaping plan. Would it have bike lanes? Would the pavement be cobblestone?

A: A bicycle route has been planned along Ferguson Avenue. As for the details of paving material it will be determined during the design stages of the functional design.

- Would like to see the plans for the proposed bridge structure at rail line, concern that Ferguson Avenue is too narrow for increased traffic

A: A copy of the plans can be obtained from the Public Works Department. The bridge will be above the tracks due to the number of trains on that line.

- The Ferguson Bridge may encourage more traffic to divert from Wellington when trains are blocking the crossing. When the Ferguson Avenue Bridge is built, will Simcoe Street between Ferguson and Wellington be closed? If so, would traffic just use the next streets to the south to access Ferguson?

A: Simcoe Street between Ferguson and Wellington will not be closed once the Ferguson Bridge is open. The NETMS will look at cut through traffic from Wellington and come up with ways to try and eliminate it from happening.

- When is the Ferguson Bridge going to be open, and what is the history and logic behind the closure of the Mary Street Bridge and the opening of Ferguson?

A: Construction on Ferguson Bridge will be started in 2007.

Back in August 2003, The City of Hamilton completed a Class Environmental Assessment (EA) on the Mary Street Bridge. The EA for Mary St Bridge was undertaken because there were numerous structural deficiencies as well as safety and operational concerns. The conclusion of the EA work was that the preferred alternative was to replace the existing bridge at Mary Street with a pedestrian bridge only and construct a new bridge at Ferguson Avenue.

A copy of the Class EA can be obtained from the Public Works Department.

- One option to stop traffic from cutting through from Wellington to Ferguson would be to put up turn restrictions.

A: This will be reviewed as part of the North End Traffic Management Study.

- Intersection of Ferguson and Dock Service Road is currently uncontrolled and needs some form of traffic control to safely handle existing and future traffic.

A: This will be reviewed as part of the North End Traffic Management Study.

Pier 8

- Should be left as parkland.

A: According to the West Harbour Secondary Plan: Setting Sail, the long term vision for Pier 8 is to see it develop as a mixed use centre for tourism, small scale commercial, and residential. The design and incorporation of the rich fabric of the existing community are critical to the success of this redevelopment. Portions of Pier 8 are designated as Open Space.

- Access to James Street and John Street should not be permitted.

A: Traffic will be directed to the primary mobility streets. The traffic network is based on three North South primary mobility streets - James, Victoria, Wellington.

- 1) Access to Wellington Street should be promoted, Dock Service Road should be connected to Wellington St.
- 2) There may be opportunities to promote the Dock Service Road as a route to/from Pier 8.

A: The east end of Dock Service Road terminates at Pier 10. Pier 10 is owned by the Port Authority; the City has no jurisdiction on this site. The Port's plan and use of the land do not include a road. Unfortunately at this time we cannot connect Dock Service Road to Pier 10.

- Difficult to exit marina and pier area after existing events such as the Canada Day fireworks.

A: In past years, residents experienced serious parking difficulties since the streets were occupied by visitors to the festivals. They could not entertain guests, leave their homes for shopping or pleasure trips, and safety was often compromised when cars were parked on both sides of a street which would obstruct access by emergency vehicles. As a result, staff was directed to implement a special events parking program that would address residents' concerns.

The City of Hamilton implements a parking plan to minimize the impacts for special events such as Canada Day fireworks. The program prohibits parking by all motorists within the boundaries except residents and their visitors, who have obtained the required Special Event Parking Permit(s).

For more information you can go to the following link:

<http://www.myhamilton.ca/myhamilton/CityandGovernment/CityDepartments/PlanningEcDev/Parking/specialevents.htm>

- Hughson and John should be connected to Pier 8 as they are the routes that will be used by people accessing the area, and diversion via Victoria/Wellington is not practical.

A: The approved transportation network under Setting Sail has Hughson St and John Street extending into Pier 8. The grid street network was extended into Pier 8 to effectively move local traffic to and from Pier 8.

John Street

- School pick-up and drop-off issues between Ferrie Street and Picton Street. Driveway access and children walking between cars are the primary issues.

A: The study team will look at traffic around the school and come up with some recommendations as part of the North End Traffic management Study. This will entail working with the school and parents.

- Terry Baker of Baker Performance – indicated that he would like an explicit review of school pick-up/drop-off activities on John Street and would like to participate in the field review.

A: The study team will look at traffic around the school and come up with some recommendations as part of the North End Traffic management Study. This will entail working with the school and parents.

- Relocate parent activities to Hughson Street or provide parking lot area for them.

A: The study team will look at traffic around the school and come up with some recommendations as part of the North End Traffic management Study. This will entail working with the school and parents.

- Is the long-term plan for John Street to make it two-way all the way to the waterfront? There appears to be conflicting information on what is planned.

A: At this time, it is not the City's long term plan to make John Street two-way all the way to the waterfront. The two-way conversion for John Street is complete and it is only two-way from the mountain to Strachan Street.

James Street

- Pedestrian crossing of James at Macauley is not satisfactory, location is between school and convenience store and used by large numbers of children. Crossing at all times of day is dangerous due to volumes and speeds of vehicles on James Street.

A: This will be reviewed as part of the North End Traffic Management Study.

- Traffic signal desirable at James/Burlington for pedestrian safety.

A: This will be reviewed as part of the North End Traffic Management Study.

- School crossing guard is present at signal at Picton Street, but not at unsignalized Ferrie Street where high numbers of children cross. Consider switching crossing guard location or having guard at both locations.

A: This is out of the scope of NETMS. However, the City of Hamilton Community Traffic Services Section has in the past worked with schools and parents to resolve these issues. As part of the NETMS we can request that our Community Traffic Services look into these issues and provide some feedback to the study team.

Bay Street

- Recommended an all-way stop at Bay Street/Picton Street
A: This will be reviewed as part of the North End Traffic Management Study.
- Noted difficulty for pedestrians and cyclists crossing Bay Street at Picton Street to access Harbour
A: This will be reviewed as part of the North End Traffic Management Study.
- Residents noted many cars not stopping at stop signs at Bay Street/Strachan Street and at Bay Street/Burlington Street
A: This will be reviewed as part of the North End Traffic Management Study.
- Noted difficulty for pedestrians crossing Bay Street at Strachan Street to access Bayfront Park
A: This will be reviewed as part of the North End Traffic Management Study.
- Where did the traffic counts from Bay St North come from?
A: Traffic counts were conducted by the City of Hamilton.
- Traffic levels of Bay Street make it function like a collector road. The City should turn it into a collector road.
A: Under the West harbour Transportation Master Plan, Bay Street is considered a Mobility Street. Mobility Streets provide mobility for through traffic, freight and goods. They connect major activity centres within and to points outside the region, with sufficient connections to neighbourhoods.

Strachan Street

- Northbound John has poor sight lines at Strachan Street, dangerous for pedestrians crossing John Street
A: This will be reviewed as part of the North End Traffic Management Study.
- Providing a bike lane on Strachan Street would make sense
A: This will be looked at during the future Strachan Streetscape work.

Hughson Street

- Speeding by westbound vehicles on Simcoe Street at Hughson Street make intersection dangerous.
A: This will be reviewed as part of the North End Traffic Management Study.
- Not enough parking adjacent to Bennetto School.

A: This will be reviewed as part of the North End Traffic Management Study.

Leander Drive/Guise Street

- Poor pedestrian environment for crossing, lack of curb ramps for strollers/wheelchairs, and sidewalks ending abruptly in some locations.

A: This will be reviewed as part of the North End Traffic Management Study.

- Northbound vehicles driving too fast and encroach on adjacent lanes.

A: This will be reviewed as part of the North End Traffic Management Study.

- Eastbound vehicles have poor sight lines to the south – recommend a stop control for northbound traffic on Bay Street.

A: This will be reviewed as part of the North End Traffic Management Study.

- Is Leander Drive extension a municipal road or a private road?

A: Leander Drive extension is a municipal road.

- Can we provide traffic accidents on Guise Street? The display did not indicate any incidents and there have been a few accidents in the last two years.

A: In the last 5 years there have been 2 accidents reported on Guise Street. One occurred at the corner of Guise and Hughson and the second one occurred at the corner of Guise and James.

- Cars occasionally drive on recreation trail west of Leander loop.

A: This has been brought up as part of the West Harbour Waterfront Recreation Master Plan (WRMP). The WRMP will address how to prevent this from continuing.

Barton/Ferguson

- Study should include potential impacts of housing development in the Barton/Ferguson area

A: The projected residential units for the Barton/Ferguson area will be assessed as part of the North End Traffic Management System.

Bennetto School

- Area school closures have resulted in more pressure on Bennetto School

A: This information will be taken into consideration during the North End Traffic Management Study.

- School property should include a parking area for parents

A: The City of Hamilton Zoning By-law requires new schools to have adequate parking on site. Unfortunately older schools did not have the same regulations in place.

Whenever redevelopment applications come in for existing schools we try to ensure proper parking standards are maintained.

- Medical centre is being relocated to the property at Picton/Hughson (Medical centre is an existing use on John Street north of Burlington Street)

A: This information will be taken into consideration during the North End Traffic Management Study.

Macauley Street

- Some cars using Macauley Street as shortcut to avoid stop signs on Burlington Street

A: This will be reviewed as part of the North End Traffic Management Study.

Parking

- Permit parking may be a good way to ensure parking availability for residents; however, there is a cost to the residents whereas the current parking is free

A: The City of Hamilton offers different permits for two permit parking programs to assist residents with their parking needs and helps ease the shortage of parking in residential neighbourhoods. The Permit Parking program assists residents of a specific street with their parking needs by prohibiting parking by all motorists, except abutting residents who have purchased the necessary parking permits. These streets are identified by the sign shown.

Currently the yearly fee is \$69.10 (includes GST) per permit. More information can be obtained from the following web link:

http://www.myhamilton.ca/myhamilton/CityandGovernment/CityDepartments/PlanningEcDev/Parking/Parking_Permits/

- On-street parking on Burlington Street must be maintained.

A: The intent of the North End Traffic Management Study is not to remove any of the existing on-street parking in the study area; rather we are trying to mitigate the traffic concerns that have been raised to date.

- Question about whether or not front yard parking is permitted.

A: According to the City of Hamilton Zoning By-law, parking is permitted in a residential front yard, but it can only occupy 50% of the gross area of the front yard. For further information and clarification regarding on site parking please contact our Building and Licensing section.

- Investigate potential for adding on-street parking on MacNab north of Burlington Street.

A: This will be reviewed as part of the North End Traffic Management Study.

General Comments

- Way-finding is difficult for people from outside of the area. More directional signage may help.

A: The City of Hamilton will be working on a comprehensive way finding strategy for the Downtown/Waterfront Area. The purpose of this project is to direct visitors to attractions through designated municipal routes.

- For Port Days, why does the Port Authority sign Bay Street as the preferred route, but not James Street, or Wellington Street?

A: The City of Hamilton will be working on a comprehensive way finding strategy for the Downtown/Waterfront Area. The purpose of this project is to direct visitors to attractions through designated municipal routes.

Once this strategy has been completed the City will be going out to businesses/institutions and ask them to use the same way-finding directions the City has come up with on all their promotional materials (i.e. - website materials, pamphlets, advertisements, etc.)

- In some cases, painting stop lines would help to delineate stops.

A: This will be reviewed as part of the North End Traffic Management Study.

- Traffic calming is not an effective use of money.

A: The City of Hamilton believes traffic calming is an investment in neighbourhood quality of life.

- Trucks often disobey truck route signs and use Burlington Street west of Wellington Street.

A: This will be reviewed as part of the North End Traffic Management Study.

- Potential delays for southbound trucks on Wellington due to crossing trains may be the cause of trucks using Burlington/Bay route.

A: This will be reviewed as part of the North End Traffic Management Study.

- It would be good to implement a speed watch program for a few days during the study.

A: The New City Of Hamilton has established a Neighbourhood "Speed Watch" program to encourage residents to become involved in addressing speeding problems in their neighbourhoods. Similar programs have been adopted in Burlington, Guelph, Mississauga and Niagara Falls. The project team would be happy to assist the community in setting up a speed watch program.

Program Procedure:

1. *Requests to use the radar board must be submitted in writing to the Manager of Traffic Engineering and Operations at the City of Hamilton or to the Auxiliary at the Hamilton Police. The written request must identify the location and the number of days (one week maximum) when the board is to be used.*

2. Staff will confirm the availability of the board for the requested dates and arrange an appointment with the applicant for safety training and operation of radar equipment. Applicants must sign an [Agreement Form / Liability Waiver](#) prior to using the radar equipment.
 3. Once the radar board use is complete, the unit and all completed "Citizen Report Forms" are returned to the Traffic Engineering and Operations Section, 3rd floor, Hamilton City Centre (formerly Eaton's Centre).
 4. Staff will review the data collected to assist the community in their effort to reduce speeds.
- Lower speed limits should be considered, especially on Bay Street and Burlington Street.
A: This will be reviewed as part of the North End Traffic management Study..
 - In order to avoid traffic congestion on Southbound James Street approaching Cannon, people look for other routes through the neighbourhood.
A: This will be reviewed as part of the North End Traffic Management Study.
 - How many existing residential units are in the study area?
A: There are approximately 2600 residential units located within the study area.

Comments outside study area

- People use Queen or Hess and Stuart Street as a cut through in the morning and afternoon, but road pavement needs improvement.
- Large trucks often park on Hess Street North (between Stuart and York) over the weekend for long periods. This is unattractive.

Should you have any questions or concerns regarding any of the above information please contact:

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