Please sign in.

Staff from the City and consulting team will be glad to speak with you regarding your questions or comments.

We also invite you to fill out a comment sheet so that we can ensure that your ideas are recorded.
Purpose of Public Information Centre

The purpose of this Public Information Centre is to:

- Describe the purpose of the traffic study, and its objectives;
- Review some previously reported traffic and parking issues and problems;
- Identify possible solutions that may help address traffic problems; and
- Receive your input on current traffic and parking problems in the North End.

Your comments are essential to adequately identify problems and develop feasible and effective solutions.

Important: No decisions have been made at this time. We need your input before deciding on the direction for the North End Neighbourhood.
Study Background and Objectives

- This study was initiated to develop a comprehensive Traffic Management Plan for the North End Neighbourhood that will review the following issues:
  - existing parking supply and demand
  - neighbourhood traffic infiltration
  - traffic calming opportunities
  - traffic impacts associated with the redevelopment of the West Harbour

- This traffic study will work alongside the West Harbour Waterfront Recreation Master Plan, and will incorporate recommendations from the Recreation Master Plan into the analysis of traffic impacts of Harbour development (the first public information centre for the Recreation Master Plan is May 16, 2006).

- The Traffic Management Study will investigate alternative solutions and select a plan that responds to neighbourhood concerns, but also considers the integrity of the road network, and changes approved in the West Harbour Transportation Master Plan.

- The study is to be carried out according to the guidelines set out for Class Environmental Assessments (EA). The EA process ensures that a reasonable range of alternatives are considered and that the public has sufficient input into the decision process.
Traffic Issues Reported by Residents

A range of traffic issues were reported by North End residents in submissions to the City in 2004 during the Setting Sail planning process. Some of the main traffic issues are summarized below:

- Concern about potential negative traffic and parking impacts on the neighbourhood from new developments along the Harbour;
- Parking and traffic flows for large-scale events on Bayfront, Pier 4 and other recreational areas must be considered;
- Concern about pedestrian access to schools in the neighbourhood and children crossing roads;
- Concern about traffic and parking in vicinity of schools; and
- Concern about speeding on Bay Street in particular.
Your Traffic and Parking Concerns

- Please use pens to note on the board below what you think are key areas for traffic and parking concerns.
Existing Traffic Conditions: Speed and Volume

- Traffic data was collected in the North End neighbourhood at selected locations based on resident input from the Setting Sail process. The main speed and volume characteristics are summarized below.

Legend

- 85th percentile speed
- Peak number of vehicles per hour
Existing Traffic Conditions: Collisions

- Data for collisions reported in the North End neighbourhood from January 2000 to December 2004 was collected from the City. The neighbourhood intersections where collision data indicates a need for further analysis are summarized below.

<table>
<thead>
<tr>
<th>Type</th>
<th>Main Street</th>
<th>Cross Street</th>
<th>Collisions (Jan 2000-Dec 2004)</th>
<th>Above Expected Collision Rate</th>
<th>City-wide Rank*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signal</td>
<td>Burlington</td>
<td>John</td>
<td>10</td>
<td>N</td>
<td>1192</td>
</tr>
<tr>
<td>Signal</td>
<td>Burlington</td>
<td>Mary</td>
<td>2</td>
<td>N</td>
<td>1578</td>
</tr>
<tr>
<td>Ped Signal</td>
<td>James</td>
<td>Picton</td>
<td>1</td>
<td>N</td>
<td>1393</td>
</tr>
<tr>
<td>Ped Signal</td>
<td>James</td>
<td>Simcoe</td>
<td>1</td>
<td>N</td>
<td>1394</td>
</tr>
<tr>
<td>Two-way stop</td>
<td>Macnab</td>
<td>Strachan</td>
<td>5</td>
<td>Y</td>
<td>109</td>
</tr>
<tr>
<td>Two-way stop</td>
<td>James</td>
<td>Strachan</td>
<td>10</td>
<td>Y</td>
<td>163</td>
</tr>
<tr>
<td>Two-way stop</td>
<td>Mary</td>
<td>Strachan</td>
<td>4</td>
<td>N</td>
<td>466</td>
</tr>
<tr>
<td>Two-way stop</td>
<td>James</td>
<td>Ferrie</td>
<td>6</td>
<td>Y</td>
<td>698</td>
</tr>
<tr>
<td>Two-way stop</td>
<td>Burlington</td>
<td>Ferguson</td>
<td>3</td>
<td>N</td>
<td>1500</td>
</tr>
<tr>
<td>All-way stop</td>
<td>Bay</td>
<td>Burlington</td>
<td>0</td>
<td>N</td>
<td>1845</td>
</tr>
</tbody>
</table>

*Rank is based on a total of 2080 intersections contained in the City's database

- This traffic management study will investigate potential causes and recommend remedial measures where safety deficiencies are identified.
Future Traffic Conditions:
New Developments

- Future traffic increases expected from developments including:
  - Pier 8: up to 750 new residential units
  - Barton-Tiffany: up to 1,875 residential units

- Future traffic increases due to special events (Recreation Master Plan process will establish scope of future activity)

- Setting Sail includes a policy to track and monitor traffic generated by new development. Where a development application exceeds 100 residential units or where major cultural institution or commercial floor area is greater than 500 square metres, a Traffic Impact Study will be completed to update the transportation network data as a condition of development approval
What can be done?
Possible Solutions

- This study is being conducted as a Schedule B Class Environmental Assessment (EA). Under this process, it is necessary to identify a reasonable range of alternative solutions to the problem, including a “Do Nothing” option.

- Possible solutions may include
  - Changes to parking by-laws
  - Traffic control changes
  - Traffic calming to reduce speeds
  - Signs and pavement markings
  - Investigation of lane closures
  - Community initiatives
  - Ongoing monitoring of traffic conditions by the City

- Some of these possible solutions are introduced on the next boards.
What is Traffic Calming?

RAISED CROSSWALKS
A marked pedestrian crosswalk at an intersection or mid-block location constructed at a higher elevation than the adjacent roadways.

Benefits
- Substantial volume reduction
- Minor conflict reduction
- Minor improvement to the environment

Disbenefits
- Moderate disbenefit to emergency response; other travel modes and maintenance

Costs
- Low to moderate

SPEED HUMPS
A raised area of the roadway, which deflects both the wheels and frame of traversing vehicles.

Benefits
- Reduces speeds
- Minor reductions in volumes & conflicts
- Minor improvements to the environment

Minor Disbenefits to:
- Emergency response
- Other modes of travel
- Maintenance and potential noise at hump

Costs
- Low to moderate

CURB EXTENSIONS
A horizontal intrusion of the curb into the roadway resulting in a narrower section of roadway.

Benefits
- Substantial benefits to the environment
- Minor reductions in speed and conflicts

Minor Disbenefits to:
- Emergency response
- Other travel modes
- Maintenance

Costs
- Low to moderate

TRAFFIC CIRCLES
A raised island located in the centre of an intersection, which requires vehicles to travel through the intersection in a counter-clockwise direction around the island.

Benefits
- Substantially reduces conflicts
- Substantial benefit to the environment
- Minor reduction in speeds

Minor Disbenefits
- Emergency response
- Other travel modes
- Maintenance

Costs
- Moderate to high

Note: These examples may or may not be appropriate for the North End depending on the problems identified in this study.
Possible Community Initiatives

These are some actions that can be taken by the community or the City to help reduce traffic speeds, provide a sense of neighbourhood security and generally attempt to instill a sense of responsibility in drivers to respect the well-being of others.

- **SPEED WATCH**
  - Aims to make drivers aware of their actual speed
  - Auxiliary Police use radar equipment and a digital board to monitor vehicle speeds
  - Gives drivers instant feedback
  - Speeds are recorded by the Auxiliary Police

- **AGGRESSIVE DRIVERS HOT LINE**
  - The Aggressive Drivers Hot Line is a phone number for concerned citizens to call if they witness an act of bad driving on the streets of Hamilton and wish to report the incident
  - Police Officers review complaint and, if warranted, send a letter to the registered owner of the vehicle advising them of the incident

  Ph (905) 546 1768

- **NEIGHBOURHOOD WATCH**
  - All neighbours watch out for other neighbours
  - Neighbours can contact area coordinator, zone captain, or committee members of any observed activity in the neighbourhood
  - Area coordinator notifies Watch Office of any activities reported

- **ENFORCEMENT**
  - Increased enforcement of speeding, parking and illegal turning movements can decrease the number of problems in an area.

- **NEIGHBOURHOOD ASSOCIATIONS AND NEWSLETTERS**
  - Neighbourhood newsletters can provide education to all neighbours and residents
  - Newsletter articles can be supplied by residents, emergency service providers, safety experts.

Note: These examples may or may not be appropriate for the North End depending on the problems identified in this study.
Where are we going from here?

- Analysis of traffic issues identified at this meeting
- Form North End Traffic Advisory Group from community to provide inputs throughout the study (see handout)
- Determine potential improvement options based on input from this meeting
- Quantify impacts of options and conduct evaluation to develop initial improvements
- Hold second public meeting to review initial options
- Based on input from second public meeting, quantify impacts of options and conduct evaluation to develop a preferred plan
- Present preferred plan for comment at third and final public meeting
- Take recommended plan to Council for endorsement
- Implement preferred plan
We Want to Hear From You!

These panels outline possible directions for the North End neighbourhood. We would like to know what you think about the ideas presented here. There are four ways to participate:

😊 Speak to a representative at this public information centre

📝 Complete one of our feedback forms here today

💻 Visit our website at [www.hamilton.ca](http://www.hamilton.ca)

📞 Arrange a meeting with our staff

**Thank you for contributing to the North End Neighbourhood's future**