



**North End Traffic Management Study
Public Information Centre #2 - Dec. 7, 2006
Comments Received at PIC**

A comment form was distributed at the December 7, 2006 Public Information Centre. The comment form included 4 questions as follows:

- 1. Do you agree with the summary of existing conditions and problems/opportunities to be addressed? Are there any major transportation issues that were missed?*
- 2. Five general alternatives have been considered for the North End neighbourhood. Please explain what you like or dislike about any of these alternatives.*
- 3. Do you support the preferred solution involving traffic calming and potential speed limit reductions? Please explain.*
- 4. The North End Neighbourhood Association has put forward a proposal to implement a blanket 30 km/hr maximum speed limit throughout the neighbourhood. Please provide your thoughts on this proposal.*

The following is a summary of the comments received on each question.

Do you agree with the summary of existing conditions and problems/ opportunities to be addressed?

- Air quality, health, traffic, speed
- Drivers are very distracted by the view from Bay Street. Crossing Bay to get to the sidewalk is very difficult and dangerous.
- Anticipated effect neighbourhood wide of the Pier 8 influx.
- I don't see speed as a huge problem but would still like to see some calming on John Street.
- Yes
- Projections of increase in trips when Piers, Tiffany, Barton/Ferguson are built out.
- Aside from residents all stakeholders have not been considered (ie. Yacht clubs, Chamber, Bayfront).
- Don't forget about the HSR! Bus links are required for increased festival traffic. It's a traffic nightmare during events and the bus would absorb some of this.
- I am concerned on how any solutions would be perceived by outside interest visitors. While I agree with the need to address rogue traffic, I would not want to lose tourist traffic in the area.
- Problem is that Wellington will never be a major route without a CN Bridge. Why is the money being spent on Ferguson? It feels like a waste.
- The summary is addressing most issues except for the peak hour traffic is timed with Dofasco and Stelco shift changes throughout the day.
- Yes the issue of traffic, speed and pedestrian safety have been addressed. We need to implement change and plan around/for future development.

- I live on Ferrie St. W. between Bay and MacNab – a very narrow street with many driveways and parking on both sides. For some reason we seem to get a large amount of through traffic on this street. They appear to be cutting up from Bay to James. I don't know whether they are just trying to avoid lights or signs or just make a wrong turn somewhere. On occasion we get very large transport trucks driving through. Is there any way to reduce this? (i.e. signage or having this traffic use Strachan Street which is more able to handle larger volumes of traffic. One of the reasons Ferrie St. is used this way is that there is no stop sign at Macnab St. I also think Macnab St. should revert to 2 way traffic for its entire length. The sooner the better. It would also take some of the pressure off of James St. N. At present it is a very under utilized street. There should be increased parking on Macnab as well. The residents from Macnab end up parking on the side streets which causes problems there.

What Do You Like or Dislike about:

Do Nothing:

- Done that.
- Dislike status quo.
- Does not anticipate the “growth” effects.
- Never improves things.
- The current situation is not that bad.
- Doing nothing is ridiculous.
- Dislike.
- Not an option especially with the promise of increased traffic.
- It does nothing to address the speed and peak hour drive through traffic load.
- No. There are problems that need to be addressed. They will get worse as development increases.
- Not an option.
- Not an option.

Signage, Education and Enforcement:

- Needed. Look to Europe.
- Increased enforcement.
- Enforcement and signage is ineffective.
- Enforcement is expensive and untenable.
- All below [Traffic Management/Diversion, Traffic Calming, Pedestrian-oriented Streets] depends on degree of implementation if a combination of these was implemented the north end would become a model neighbourhood re: traffic and would improve air quality.
- If speeding is an issue then have some enforcement.
- Stop sign at Picton St. and Bay St.
- People have a tendency to ignore signs. I would place minimal stress on this.
- Like.

- Yes, of course.
- Many stop signs are ignored already; other signs will be ignored as well.
- Better signage/enforcement of no right turn at Leander/Bay/Guise intersection.
- Yes. Reducing speed limits is cost effective.
- Some new signage may help specific problems.
- A weak alternative which brings a blight of signs.

Traffic Management/Diversion:

- Needed. Too much through traffic/Industrial dust.
- Good idea. Make James a major street (more than now).
- Speed humps are undesirable.
- Not good as shown. Divert away from Burlington West from Wellington. Diversion idea good but I don't get the value of the southbound right restrictions shown.

Answer: The southbound right restrictions are intended to eliminate traffic attempting to cut through the neighbourhood from James Street.

- Dislike diversion. Does not promote the revitalized harbourfront.
- Morning rush hour. Divert northbound traffic east to Strachan St. More turning lanes at Wellington and Burlington.
- Through traffic should be diverted to main streets like James and Barton where they belong.
- Like diversion.
- Not sure how this will help.
- Close off Stuart Street West of Bay to through traffic.
- Can get auto drivers upset and cause cut through on side streets.
- Yes a must. Divert all "thru" traffic around the north end.
- Not enough punch.

Traffic Calming:

- Slow Down. More plants/trees.
- Roundabouts are a good idea. Curb extenders. No speed bumps.
- Yes.
- With narrow lanes painted. Good. All streets two sided parking. Speed humps only on Bay, Burlington and John.
- Yes
- Dislike, Speed humps/bumps are ugly and noisy.
- I agree 100%. Use speed humps and reduce the speed limit.
- I don't really think speed humps are needed. But more bike lanes are always a good thing given that 29% of trips are to downtown. They should be done by bike. People need lanes to build their confidence.
- Dislike with conditions.

- Increase parking yes plus bike lanes. Speed humps on Bay and Burlington might be the only way. I'm not sure if I like the roundabouts.
- Change speed to 40 km/h so that no construction will be done on all streets.
- A great first step on the way to pedestrian oriented streets when used with 30km/h max speed for the entire neighbourhood.
- My concern is that traffic is limited after Ferguson Avenue Bridge is completed.
- Not on Burlington Street which is used by EMS vehicles from Victoria to Bay in emergency situations.
- Yes this will help detour all the "thru" traffic that doesn't take Wellington. No speed humps. I like one way streets.

Pedestrian Oriented Streets:

- Every street should be for people.
- Bicycle friendly. Roundabouts good idea. Inconvenient to trucks therefore they go another way.
- Yes.
- Yes, but why on already calm streets? Do only on busy streets to discourage cars and encourage pedestrians.

Answer: The degree and type of traffic calming depends on the intended function of the roadway. See: http://www.myhamilton.ca/NR/rdonlyres/B6FF769D-DA30-472E-8416-798F1E54B6FE/0/17TrafficCalmingJan2005_1375290.pdf

- Yes.
- Good but planters, planted curb extensions not likely to be maintained unless the residents adopt them.
- What is the cost?? What is the benefit? Who pays?

Answer: The estimate costs have not been determined at this time. Estimated costs will be calculated for the next Public Information Centre. The benefit is to increase neighbourhood residents' quality of life and to improve the image of the North End. The City of Hamilton sets aside an annual budget for traffic calming projects.

- These streets look very attractive. I fully support this approach.
- Dislike.
- A very good alternative that would work most effectively with 30 km/h max speed for the entire neighbourhood.
- Yes. Curb extensions, plants are good. Bay Street would be nice for planters. Burlington Street and Bay Street look nice because they are open and wide (bike lanes?). No ugly yellow signs on curb extensions.
- Preferable option.

Do you support the preferred solution, Pedestrian Oriented Streets, involving traffic calming and potential speed limit reductions?

- The traffic is too fast, too much, we are all getting sick. High stress! No level of government is doing a thing to slow down the consumption of energy or CO₂ levels from traffic.
- Suggest Burlington between Bay and James is calmed. I like roundabouts!

- Not enough to restore.
- Yes I support this. Add in painted narrow lanes and edging street with 2 foot painted borders and paint in parking lane etc.
- Generally. There needs to be measures that ensure that all thru traffic takes Wellington, Victoria and possibly James and Burlington East. Traffic should be deterred from Bay and Burlington Street West. These should be used only for local traffic.
- Yes.
- Could be more empathetic. Route more Burlington Street Westbound on to Wellington. Moving Wellington eastward and putting through traffic on it; Bringing Dock Service Road to Burlington at Wellington would make whole area residential streets.
- No, seems excessive.
- Very much so! This will make a re-born neighbourhood. Please get started as soon as possible. I think that we should have more roundabouts as suggested-especially at Burlington and James. Wow! I wish this would happen in my neighbourhood.
- No. However any adjustments must not have the neighbourhood appear unavailable. If change were to present the restriction of traffic, then I would be less likely to visit the area.
- Generally yes. My main concern is how the new traffic from Pier 8 will be directed. Wellington and Victoria would be great but without bridges I don't know that it will happen. James Street may be the only alternative. I found the ideas on "your vision".
- Support speed limit reduction to 40 km/h, put up proper signs to designate one way streets which we like. Leave MacNab St. one-way as a child crossing safety first zone.
- With a blanket 30 km/h speed limit, pedestrian oriented streets would be an effective program. Aggressive traffic calming is required as well as diverting though traffic to Wellington and Victoria. Future access to Pier 8 also has to be included to integrate the growing community with the old north end.
- Yes. It is needed badly.
- Yes, this is a real community that cares.
- Yes. They will keep the north end a friendly "calm" place to live and work. I would love to see Burlington and Wellington only allow one lane of traffic west bound. With this Burlington at James should only allow east bound traffic.
- As a resident of the north end I would support the proposed preferred option for current and future traffic management. I like the possibility of aesthetic upgrades along with the practical aspects.
- Yes I support this option. The north end has managed to quietly thrive and remain stable despite some very ugly traffic roads. With some very much needed attention to pedestrian improvements, the benefits will be enjoyed by many. A vibrant neighbourhood enhances the waterfront experience for residents and visitors. With every opportunity I would like to see trees and plant material used in traffic calming options. The awkward entrance to Bayfront Park I hope provides further options for traffic calming. There is also City owned green space on the N/E and S/E corners of Bay Street at the park entrance, which could be made much more attractive. A beautiful grove of small trees and ornamental grasses would be a vast improvement on the current depressing effort. We have a beautiful harbour and a good start with the trail system. Now let's make the north end streets and sidewalks supportive of a lively community and welcoming to the many new visitors who are discovering the harbour.

The North End Neighbourhood Association has put forward a proposal to implement a blanket 30 km/h maximum speed limit throughout the neighbourhood. Please provide your thoughts on this proposal:

- Excellent. Spent time in Europe and Vancouver-look to these places to see a higher quality of life.
- Is it enforceable?
- Has my vote!
- Why not go for it? By the time it is implemented new development (more cars) will be almost in place and they will see from the start.
- I'm in essential agreement, with possible exemption for Burlington East and James Street. Yes. But no speed bumps.
- Is it enforceable?
- Sounds like a nice idea but it is not legal.
- Good Idea!
- Perhaps on neighbourhood streets but maybe not on Wellington, James, Burlington from Wellington to James. These are still important streets to divert traffic through but I fully support this on quieter streets-as would the north end children!
- I am in disagreement as this will not achieve any progress towards the goal of traffic resolve.
- I like this except for on James Street and on Burlington East of James.
- You only need to reduce to 40 km/h. We don't want any new speed bumps, curb push outs or lane reductions.
- A fantastic proposal that will prepare the community for Pier 8 development and an enhanced waterfront. It provides reasonable access and enhances the image of the new City of Hamilton.
- Good idea.
- Great idea.
- Yes please. The north end is an easy going place that runs at a slower pace of life. Speeding thru traffic takes away from this quality of life. The reason the north end is the best place to live, work and raise my kids.
- After reading the information regarding this proposal I would support the speed reductions and other measures proposed by the NEN.

Additional Comment:

There are two westbound through lanes and two left turn lanes on Burlington Street at Wellington Street. This intersection offers the most opportunity for access/egress improvement to/from Pier 10. [Removed Name] should be consulted about an alternative design for this intersection, such as a right turn lane off Burlington into Pier 10 or improved lane markings.

Dock Service Road: This is a route of access/egress to Piers 8 and 10. Note also that the Lakeport Brewing warehouse activities will be expanding off Ferguson.

[Removed Name] should be consulted regarding the opportunity for access/egress improvement for truck turning and access to the Piers 8 and 10 if changes are proposed.

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

Justin Readman
Project Manager
City of Hamilton
77 James Street North, Ste 320
Hamilton, Ontario
L8R 2K3
Ph. 905-546-2424 ext. 2218
Fax 905-546-4435
Email jreadman@hamilton.ca

Brian Hollingworth
Project Manager
IBI
230 Richmond St. West
Toronto, Ontario
M5V 1V6
Ph. 416-596-1930 ext. 414
Fax 416-596-0644
Email bhollingworth@ibigroup.com