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North End Traffic Management Study  
Public Meeting and Open House

City of Hamilton

Meeting Summary  
June 26<sup>th</sup>, 2007  
Lura Consulting

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This report was prepared by Lura Consulting, the City's independent facilitator. For further information regarding the summary, please contact either:

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**City of Hamilton**  
**North End Traffic Management Study**  
Bennetto Community Centre  
450 Hughson Street North  
Tuesday, June 26, 2007  
7:00 PM - 9:00 PM

## 1.0 About the Meeting

On June 26<sup>th</sup>, 2007, the City of Hamilton hosted the third a Public Meeting and Open House to discuss the North End Traffic Management Study. The meeting was an opportunity to present two plans (City of Hamilton and North End Neighbours Association) to participants and obtain feedback on the plans. Approximately 91 people attended the meeting.

Representative from the Study Team included:

- Christine-Lee Morrison, Justin Readman, Bill Janssen, Ed Switenky, City of Hamilton.
- Brian Hollingworth, IBI Group.
- Sally Leppard and Liz Nield, Lura Consulting.

The meeting agenda is attached as **Appendix A**, copies of the presentations are included as **Appendix B** and detailed participant feedback is found in **Appendix C**.

## 2.0 Welcome and Opening Remarks

**Sally Leppard, Lura Consulting, Independent Facilitator**

Sally Leppard welcomed participants to the meeting and reviewed the agenda with participants. The meeting's purpose was to share two presentations - the City's proposed plan and the plan proposed by the North End Neighbours Association, followed by a question and answer period and discussion session.

## 3.0 Presentations

The following section provides a brief overview of the proposed plans for the North End Neighbourhood. The complete PowerPoint presentations are available in **Appendix B**.

### City's Proposed Plan

Brian Hollingworth of IBI provided an overview of the study process, concerns and issues that have been heard from the community, key opportunities, the North End Neighbours Vision, the potential solutions examined and the preferred plan for the North-End Neighbourhood. Key components of the preferred Plan include:

- **Speed limit** reductions
- **Traffic calming** and selected road restrictions
- **Area-wide directional signage**
- **Pedestrian-oriented streets**
- **Signage and public art**
- **Special event parking** and permit parking
- **Improved transit** connections
- **Comprehensive monitoring program**

Brian indicated that the next steps for the project would be to: 1) refine the plan based on comments received; 2) present the Plan to Hamilton City Council; 3) develop more detailed plans and cost estimates; and, 4) identify sources to provide funding. Brian noted that in order for this project to be successful, it needs to meet the needs of the community, and as such, residents, community members, and stakeholders need to support the plan.

### **North End Neighbours Association (NEN)**

Stephen Park of NEN provided an overview of the Child and Family Friendly Traffic Plan and concerns to address within the neighbourhood. Key components of the Plan include:

- A legal, uniform consistent 30 km/h speed limit.
- Signage, Education, Enforcement to deliver a consistent strategic message.
- Traffic Management / Diversion to eliminate harmful and unnecessary through traffic.
- Traffic Calming to keep our streets safe, calm and liveable for all residents and visitors alike, especially children, youth, seniors and the vulnerable.
- Designation of specific Pedestrian Streets that are linked to shopping, waterfront parks and activity gateways/entrances, health centre, library; schools, playgrounds etc. to encourage walking, cycling and use of public transit.

### **4.0 Audience Discussion, Questions and Comments**

Immediately following the presentations, Sally asked participants if they had any comments or questions directly related to the presentations. Participants' questions or comments are identified with 'Q' and 'C' respectively. Responses are provided in italics (identified with 'A'). Questions and Comments have been organized around the following topics:

1. Road Closures;
2. Speed limits;
3. Bike Lanes and Parking;
4. Roundabouts;
5. Integration;
6. Intersections; and,
7. Signage.

## 1. Road Closure(s)

- C: Simcoe, Ferrie and Macauley Streets are currently cut off; concern that if more streets are cut off, this will force traffic to other streets in the neighbourhood. Specifically, the proposal includes partial closures on Burlington and Simcoe, however, these streets are already restricted and the traffic is funneled onto other streets. Suggest opening up Mary Street.
- Q: Most of the traffic travels along Burlington St., if Burlington St. is closed to westbound traffic; traffic will use Macauley St. Concern in regard to the NEN proposal to close Bay St. (at Strachan) to northbound traffic.
- A: *The idea to close Bay St. to northbound traffic is due to the fact that there is currently a lot of traffic cutting through on Bay St.; the closure would protect the northern streets.*
- C: We need an explanation of the closures, concern that logic has not been considered. In regard to the proposed closure of Bay St. at Guise St., suggest including extra stop signs, designating the area for local traffic only and design and build speed bumps. For trucks, add stop signs and speed bumps.
- C: From the Chamber of Commerce's (COC) perspective, closure at Burlington and James St. restricts vehicle access from the Hamilton Port Authority's parking lot. What percentage of traffic is through traffic - where is the data? Suggest putting a through ramp at Wellington and Burlington Streets, put stop signs Guise St. and MacNab St. or Guise St. and James St. intersections. COC supports safe driving; and ultimately wants people to understand the roads.
- Q: Suggest diverting traffic to Wellington St. and Victoria St. Please provide rationale for adding another turning lane at Wellington St. and increasing the length of the left turn lane at Burlington St.
- A: *The additional turning lanes are for through traffic. Wellington St. and Victoria St. are identified as the major routes (i.e. arterials) in the City's road network. The study team (from the City of Hamilton) did not include closure at Bay St. and Strachan St., due to the fact that traffic will ultimately shift from using those streets. Our goal is to alleviate congestion from through traffic within the community.*
- Q: In regard to the NEN plan, concern that traffic will be shifted to adjacent neighbourhoods - it is important to consider the fact that children are in every neighbourhood.
- A: *To clarify, the plan is not "set in stone"; issues and concerns with closures will be considered. For example, intersection improvements at Burlington St. and Wellington St. are being looked at, this should divert*

*traffic from the neighbourhood. The Bay St. traffic calming option would push through traffic to Strachan, James, John and Burlington Streets.*

- C: People here at this meeting are hardcore residents who have lived in the area for 50 -100 years. If the study team is looking for an honest opinion, it can be obtained here at this meeting.

## 2. Speed Limits

- Q: The biggest problem with speed limits and speeding is enforcement. Speeding is a consistent issue across this community. Concern that enforcement is not strict enough, police should be asked to enforce speeding in this community. In addition, speed bumps should be installed and maintained.

- A: *Speeds have been documented throughout the study, and were presented at previous Public Meetings. For example, approximately 15% of vehicles were going higher than the speed limit on Burlington St. west of James St.*

- C: In Europe the benefits of a 30km speed limit are well documented, why is there resistance to implement a 30km/hour speed limit? Suggest: 1) roundabouts/chokers are effective at reducing speeds; 2) reducing parking spaces; 3) cease permit parking on streets; and, 4) institute radar speeding programs.

- C: I live on Burlington St., no one stops at the stop sign, and speeding is an issue. I support 30km/hour speed limit.

- Q: MacNab St. and John St. are not wide enough for two way streets. How will this be addressed?

- A: *Parking on one side of the street will remain; the centre line will be shifted over to accommodate.*

- Q: Concern that two-way streets will cause more danger to children and school crossings.

- A: *Two-way streets help slow traffic. Curb extensions can reduce crossing distance.*

- Q: What is a choker (concern that chokers could enhance congestion on streets)?

- A: *A choker is a traffic calming device, it narrows lanes so two cars can slowly pass each other. Overall, the idea of the Plan is to slow down traffic, none of these constrict traffic.*

### 3. Bike Lanes and Parking

Q: Will bike lanes impact parking on Ferguson St.?

A: *Bike lanes will not impact parking; it will be tight fit with parking on one side of the street.*

Q: Please provide clarification about the bridge on Ferguson Ave, how will this slow traffic?

A: *Ferguson Ave can provide a continuous link to the waterfront, and could provide for a street intended to be pedestrian and cyclist friendly.*

C: Concern with Wellington St., speeding is an issue; there is no street sweeping, and hospital parking is an issue. Suggest that 1) the Ferguson Bridge should be moved to Wellington St.; and, 2) traffic is directed to use Victoria St. rather than Wellington St.

C: Most of the traffic uses Simcoe St. Do not close Simcoe St.

C: Suggest closing Simcoe St. and opening Ferrie St.

C: Suggest considering converting Wellington to a two-way Street.

### 4. Roundabouts

Q: Speeding is an issue on Bay St.; suggest that there is not enough room on James St. for a roundabout. Please provide other options.

A: *Agree that a roundabout in conjunction with residences may not fit in with the area. However, in addition to the roundabout, there are options for raised crosswalks and cobblestone.*

Q: Concern that the roundabout at Strachan St. and James St. will cause problems with congestion, especially when an event is occurring at Pier 4. For example, the traffic trying to get out of the North End after a Canada Day event is always backed up.

A: *The roundabout can also act as a gateway feature and will help with speeding. The area will not always be as congested as it is during special events.*

### 5. Integration

C: Concern that the Plan will impact traffic on adjacent neighbourhoods.

## 6. Intersections

Q: Please provide further detail around the plans for the Burlington St. and Bay St. intersection?

A: *Vehicles will not be able to travel north on Bay. They will have to turn right on Burlington St. Bay St. will be a two-way street; however traffic will not be able to enter Bay St. at this intersection. The intent is to divert traffic to Burlington St.*

## 7. Signage

Q: Signage is an issue. For example, people get lost and knock on doors for directions.

A: *Signage within the area requires continual improvement; however it will improve as part of the City's plan.*

Q: Is signage effective?

A: *Signage indicating specific routes is effective; however, they are less effective than road closures.*

## 5.0 CLOSING REMARKS AND NEXT STEPS

Sally Leppard noted that the community appeared to be agreeing on the following:

- Reduced speed limit
- Effective traffic calming taking into account specific local situations

Road closures and two-way systems could require further discussion since the issues are local in nature.

Stephen Park, NEN asked participants to think about the reasons why a 30km speed limit should be introduced. He reiterated that overall enforcement needs to be improved throughout the North End.

Justin Readman, City of Hamilton concluded the meeting and thanked participants for attending and for their contributions. He indicated that the City would be reviewing all comments as they move forward. Justin asked that participants submit their comments in writing<sup>1</sup>. In addition, he indicated that Plans would be refined as necessary and that the Plan would be presented to the City Public Works Committee in September 2007.

Sally Leppard thanked everyone for participating at the meeting and noted that input received at the meeting would be documented.

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<sup>1</sup> Comments received in writing at or after the meeting are summarized and responded to in Appendix C








## Appendix A: Agenda

**North End Traffic Study**  
Bennetto Community Centre  
450 Hughson Street North  
Tuesday, June 26, 2007  
7:00 PM - 9:00 PM

- 7:00      **Introduction and meeting purpose**  
Sally Leppard, Facilitator - Lura Consulting
- 7:05      **Presentation**  
Brian Hollingworth, IBI Group
- 7:25      **Presentation**  
Stephen Park, North End Neighbours Association
- 7:35      **Comments and Questions**  
Participants & Facilitator/Moderator
- 8:50      **Conclusion and Next Steps**  
Stephen Park  
Justin Readman, City of Hamilton
- 9:00      **Adjourn**  
Sally Leppard, Facilitator

## Appendix B: Presentations



**North End Traffic Management Study**

Public Meeting and Open House  
June 26, 2007

Presentation of Preferred Plan

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**Meeting Purpose**

- Re-iterate nature of existing problems, future opportunities and a Vision for the North End transportation system
- Present the Technically Preferred Plan
- Outline how the Plan will be achieved
- Receive your input!

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**Reminders**

- Please sign in
- Fill out comment sheet
- No decisions have been made yet on the final plan
- We are here to listen to everyone

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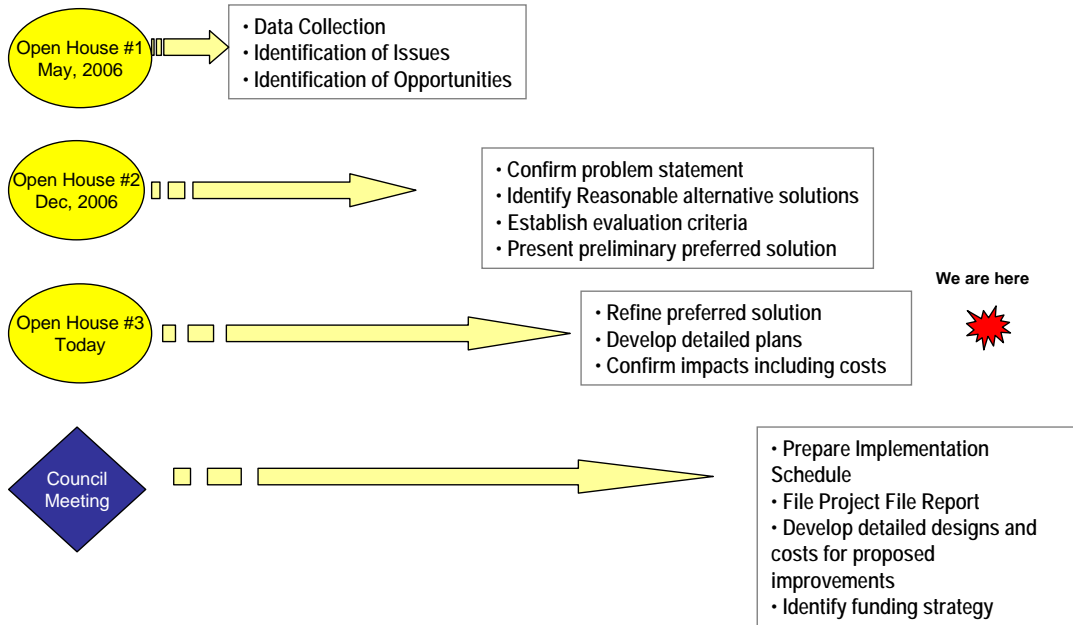


Hamilton



IBI  
GROUP

# Study Process




North End Traffic Management Study

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### Why is the North End So Important?

- The North End is a model community for sustainable development
  - Residents are close to major employment areas
  - Neighbourhood includes a diverse range of people, housing types, businesses, schools
  - Neighbourhood is surrounded by recreation opportunities for all to enjoy
  - New communities are striving to achieve what the North End already has!



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### Issues Detracting from Neighbourhood Livability

- Speeding on streets such as Bay, Guise, James, John and Burlington
- Inconsistency between traffic volumes and desire for streets to function as child and pedestrian-friendly spaces
- Concerns about air quality and noise from traffic
- Special event traffic and parking

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### Emerging Issues and Concerns of Residents

- Concerns over Pier 8 development
- Concerns over becoming conduit to waterfront
- Concerns about integrity of street network

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### Key Opportunities

- Promote North End Neighbourhood as safe place to live, play, walk, cycle
- Implement changes to transportation system that “define” the North End Neighbourhood
- Implement changes to prevent future traffic problems in advance of their occurrence
- Integrate existing and new waterfront development into community in sustainable manner

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### North End Neighbours Vision

- To create a child and family-friendly community in Downtown Hamilton
  - Build on unique attributes of North End Neighbourhood
  - Foster live-work opportunities
  - Create pedestrian-friendly streets
  - Increase walking, cycling and transit use
  - Integrate Pier 8 into community through active transportation links and economic/cultural links
  - Promote waterfront events while managing traffic and parking



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### Potential Solutions Examined

- EA process requires that alternative solutions be examined
- Potential Solutions presentation to public on December 7<sup>th</sup> included
  - Do Nothing
  - Signage, Education, and Enforcement
  - Traffic Management/Diversion
  - Traffic Calming
  - Pedestrian-oriented Streets

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### What we Heard at Last Public Meeting

- Doing Nothing is not an option
- Enforcement and signage alone is not effective
- Traffic should be diverted to major streets as much as possible
- Strong support for traffic calming and safety improvements...but maybe not speed humps
- Pedestrian-oriented streets may improve look of neighbourhood.. but what about costs? ..who would maintain planters?
- NEN proposal for blanket speed limit reduction sounds like a great idea

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### Key Components of Preferred Plan

- **Speed limit** reductions
- **Traffic calming** and selected road restrictions
- Area-wide **directional signage**
- **Pedestrian-oriented streets**
- **Signage** and **public art**
- **Special event parking** and permit parking
- **Improved transit** connections
- Comprehensive **monitoring program**

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### Speed Reductions

- Objective is to reduce speeds throughout neighbourhood
- NEN has targeted for 30 km/hr on all streets
- Final decision will be made by Council
- Must be re-enforced by physical measures, education and awareness programs, increased enforcement



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### Traffic Calming

- Consists of physical measures to slow traffic and improve safety
- Measures include curb extensions, traffic circles, lane narrowings, two-way streets, on-street parking, full and partial road closures



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### Directional Signage

- Promote Wellington and Victoria as routes for through traffic
- Avoid signage that directs traffic into neighbourhood



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### Pedestrian-Oriented Streets

- Design Local Streets connecting to Pier 8 to emphasize pedestrians and bikes
- Implement selected road closures



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### Road Closures

- Intent is to help reduce through traffic
- Access for waterfront activities will be maintained
- Access for pedestrians, bikes and emergency vehicles will be maintained



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### Signage and Public Art

- Emphasis residential neighbourhood
- Involve community in design



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### Special Event Parking

- Current program can be continued and implemented as required
- Permit parking is an option for residents



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### Improved Transit Connections

- Introduce permanent transit service to Waterfront, building on seasonal Gore to Shore shuttle
- Request HSR to use buses that minimize air emissions (hybrids and natural gas)
- Potentially use North End to test neighbourhood transit pass

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### Monitor Impacts

- North End can serve as a test-bed for pedestrian-oriented improvements, sustainable transportation initiatives, community consultation, public-private partnerships, etc.
- Neighbours must participate in monitoring and follow-up

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### Looking forward

- Refine plan based on comments received
- Take plan to Council
- Develop more detailed plans and cost estimates
- Identify funding sources
- Successful outcome requires buy-in from all stakeholders

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**Questions and Comments?**



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Impact of the accident

60 50 40 30 20 km/h

North End Neighbours Traffic Committee:  
Recommendations for a  
*Child and Family Friendly Traffic Plan*

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Concerns to Address

- Existing cut-through traffic on Residential Streets
- Traffic speed on Residential Streets
- Development on Pier 8 of 750 to 1000 Condo / Apartment units + Ground floor businesses as part of Setting Sail
- Past inaction on traffic issues and lack of a substantive plan to manage traffic in Setting Sail

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Making a "Child and Family Friendly" Traffic Plan

The Child and Family Friendly Neighbourhood strategy is based on 5 integrated approaches:

- 1) A legal, uniform consistent 30 km/h speed limit
- 2) Signage, Education, Enforcement to deliver a consistent strategic message
- 3) Traffic Management / Diversion to eliminate harmful and unnecessary through traffic
- 4) Traffic Calming to keep our streets safe, calm and liveable for all residents and visitors alike, especially children, youth, seniors and the vulnerable.
- 5) Designation of specific Pedestrian Streets that are linked to shopping, waterfront parks and activity gateways/entrances, health centre, library; schools, playgrounds etc. to encourage walking, cycling and use of public transit.

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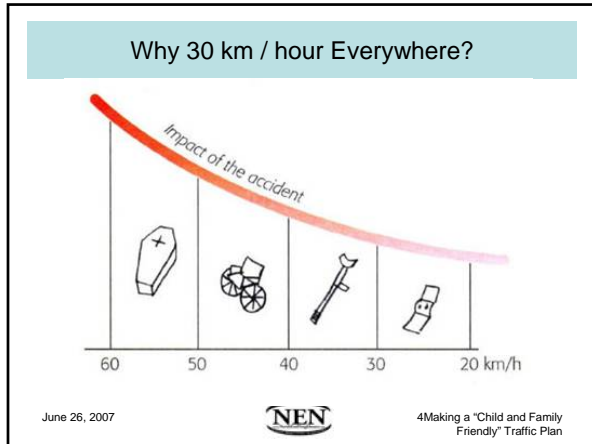
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- ### Why 30 km / hour Everywhere?
- Treats whole neighbourhood as one community, with no artificial divisions.
  - Keeps James and Burlington safe so that children can safely cross for school and / or to access parks on the edges of the neighbourhood.
  - Removes confusion and requirement for signage on all other streets.
- June 26, 2007
- NEN**
- 5 Making a "Child and Family Friendly" Traffic Plan

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### Why 30 km / hour Everywhere?

I had the pleasure last winter of working in Hamilton at the invitation of the City. As part of my work I toured the North End in the company of City Staff and residents. I have also examined the map prepared for the June 26th PIC. I know there is a controversy related to setting a uniform neighborhood 30k speed limit, including James and Burlington.

**The issue should be clear. There is no advantage for people to drive at speeds higher than 30k on any neighborhood street on this absolute final approach to the town center.**

Now that we are regaining our senses about city life we are trying to rebuild life and vitality in our central cities. This requires people to be safe, secure and to have a strong, vibrant life related to the streets they live on... to safely get back and forth across these streets, to hang out and populate these streets for social and security reasons. We should not be confused or conflicted on the issues of what makes places livable. If we cannot make the internal streets of our central cities behave correctly we cannot save our cities. Speed is never appropriate for these settings.

Speed is not only a dangerous, unkind and uncivil act, it is illogical.

Speed robs neighbors of freedom and invokes fear from the urban pioneers that deserve the respect and support of their leaders. Speeding actions along this short stretch provide only milliseconds of gain to the drivers who are taking away these freedoms (of a safe and peaceful life) from the people needing support and respect.

**I also support an appropriate assignment of traffic making use of these neighborhood streets as part of the normal and regular traffic flow, but ONLY at speeds appropriate to rebuilding the neighborhood with no compromises given to safety, social life and enjoyment of urban living.**

**Excerpts from a Letter by Dan Burden, Internationally noted expert.**

June 26, 2007

**NEN**

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### Why 30 km / hour Everywhere?

An excerpt of a letter from Catherine O'Brien, co-author of the Province's Child and Youth Friendly Land-Use and Transport Planning Guidelines.

As you know I have visited Hamilton at the City's invitation to discuss the implementation of the Guidelines in your City. I have examined the map of the North End community you sent me and which I understand was prepared by the City for an upcoming public meeting. While I do not propose to express a planning opinion on the issues in your neighbourhood, I can confirm that in my view, all the internal streets in your community as shown on the map would come within the guidelines recommendation of a uniform 25k speed limit and the 40K recommendation would apply to Wellington and Victoria streets, the apparent arterials.

In my opinion the Guidelines would not support a mixture of 30K and 50K speed limits on the streets within your community. A uniform 30K speed limit throughout your community would be a splendid implementation of the Guidelines and I would encourage your City to provide leadership in the implementation of the Guidelines.

Catherine O'Brien, Ph.D.  
Assistant Professor  
School of Education, Health & Wellness  
Cape Breton University

June 26, 2007



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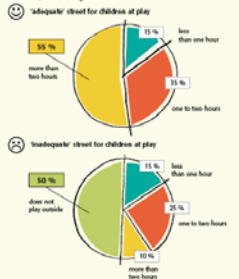
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### The Child Friendly Benefit

Graph 3.5  
Frequency according to which children (whether accompanied or not) regularly play for one hour, between one and two hours, or more than two hours, in their neighbourhood



- When speeds are low children spend far more time outside playing.
- Stats show children go from 50% **not** playing outside to 55% spending **more** than 2 hours outside daily with lower speeds!

June 26, 2007



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### Other Traffic Calming Issues:

- Northbound closure of Bay at Strachan
- On-street bike lanes on Bay and Ferguson need to be painted to be effective
- Lane Lines to be painted at Lane Narrowings / Chicanes
- Limit car access to future streets on Pier 8

June 26, 2007



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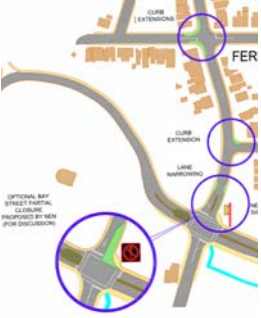
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### Northbound Closure at Bay / Strachan



- Partial closure ensures traffic is redirected onto Strachan then James / Burlington.
- Part of strategy to divert traffic around the whole neighbourhood.
- MacNab to be protected by lane narrowing at Strachan and along length.
- Traffic staff opposed to this option so support is crucial.

June 26, 2007



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### Full Closure of Bay at Guise to Motorized Traffic



- Prevents cut-through traffic from using Guise St. as a high-speed alternative to traffic calming in the rest of the neighbourhood.
- Put barricades at Bay/Guise/Leander and at Wood and Bay to prevent dead-end.

June 26, 2007



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### Bike Lanes to be Painted



- Bike routes with painted lanes need to be in place along Bay to effectively narrow lanes.
- This is the same treatment as Ferguson Ave. and Guise St. will receive.

June 26, 2007



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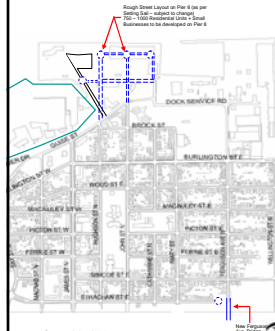
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The Pier 8 Issue: 750 + Units, 1500 + Residents



- Shows the existing plan for Pier 8
- Further negotiations to come.
- Divert as much traffic as is reasonable around the neighbourhood using Dock Service Road.
- City should not pay for road and other infrastructure. Cost should belong to developers.

June 26, 2007



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Your Support

Thank you for attending

Please make your thoughts known... Write your comments down and make sure the City has them.

This may will likely end up before Council in September, and we look forward to your support!

June 26, 2007



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## Appendix C: Comments and Responses



**North End Traffic Management Study  
Public Information Centre #3 - June 26, 2007  
Comments Received at PIC**

A comment form was distributed at the June 26, 2007 Public Information Centre. The comment form included 3 questions as follows:

1. *What elements of the plan do you like?*
2. *What elements do you dislike? Do you have any suggestions?*
3. *What are your thoughts on the speed limit reduction?*

The following is a summary of the comments received on each question with comments or answers provided, *in bold italics*, where applicable.

What elements of the plan do you like?

- Not much
- Too restrictive to people trying to access the waterfront
- Road closures are ill-advised
- One way traffic west of James St. on Burlington West makes a lot of sense
- Harbour commission parking will easily be accessed from Burlington St. W
- 30km limit makes sense – this is a residential area – safety 1<sup>st</sup>
- Traffic north of Burlington St. one way is a must!!
- Basically a good start – many good ideas
- Slow down traffic. If Hamilton gets 30km it will help business, family and it will get Hamilton more tourism. We will be the first city in Canada to have a blanket of 30km.
- What I don't get is climate change is going on and everyone has some how contributed to climate change and Hamilton isn't doing there part to help green and reduce our emissions to help planet earth. In May at school in my grade 7 class at St. Lawrence I did a public speech about climate change and the melting glaciers and one solution is to reduce speeds.
- Just reduce speed to 30km especially on Bay.

- Put in a bike lane on Bay (if there is room) do not sacrifice taking away a car lane to put in a bike lane.
- Overall plan is good
- Bike lanes – good
- Reduce traffic speed
- I do have one comment – not one of the representations from the city had made a comment on this proposal. Why? Are they aware of our concerns? Do they actually care about the plan?

***Answer: City of Hamilton Staff are aware of the concerns of the neighbourhood and have taken the feedback received into consideration of the plan. During the public meeting our consultant responded on the City of Hamilton staffs behalf. City staff attended the meeting as a resource should questions arise that were outside of this study.***

- All ideas proposed to discourage through traffic i.e. 1) make the streets look more residential with trees and planters and pedestrian area. 2) More “stop” signs 3) Bicycle lanes and more on street parking 4) Narrow lanes
- Painted bike lanes is always a good idea; however, Ferguson is far to narrow for parking, 2 way traffic and bike lanes.
- On street parking would be very beneficial on MacNab Street extending from Strachan to Burlington St. At present there are sections of MacNab which have 1 hour parking only in front of residences.
- Speed reduction which will be safer as there are many children in the area. It is not necessary to travel at 50km/hr.
- Two way MacNab – allows cycling both ways on a street besides James, which is a speedway North of Barton (A light at MacNab and Cannon would be helpful)

***Comment: This intersection is outside of the study area; however, there is currently a traffic light at this intersection.***

- Partial closure at Burlington and Ferguson is a good idea – essential really to keep Ferguson from going arterial when new bridge is in.
- Unsure about circle at Strachan and James – very tricky intersection right now – hard to see and lots of traffic

***Comment: A single lane modern roundabout is capable of accommodating 25,000 cars per day. This intersection currently operates at approximately 8,000 cars per day. Visibility considerations will be taken into account in the design stages for this roundabout.***

- John Street two-way would ease some pressure on James, which will only increase with partial closure presently suggested.
- Most of plans elements I favour. I wonder if when streets are narrowed with bump outs whether it will cause significant snow removal problems in the winter. Many of the streets are already narrow and snow cleaning is difficult.

***Answer: Careful consideration to the placement of bump-outs minimizes the impact to snow cleaning, however, they can make it more difficult.***

- James needs to be recognized as a residential/commercial area NOT just a major throughway.
- Making John and MacNab 2 way will ease some of this traffic.
- Partial closure of Burlington and Ferguson/Wellington – encouraging more people to use Wellington
- I like the bump-outs – I am assuming they are like Barton St.

***Answer: There are various examples of bump-outs that the City has installed. Examples can be seen on Aberdeen Avenue and Bold Street.***

- Slowing down of traffic – keep it own 30km
- Having rush hour traffic diverted to main centers
- Increasing community self
- On-street bike lanes
- Bay and Strachan closure
- MacNab narrowing of the street
- Bike lanes
- The blanket 30km limit would be a great start. The traffic calming and diversion appear to be well thought-out for the north ends traffic patterns. The lane restrictions, bump-outs and Burlington are a great idea but a similar restriction at Bay and Strachan would cure the problem. Something such as the lane restriction at Bay and Burlington or a full closure are required to handle the terrible intersection at Guise and Leander.
- The roundabout at James and Strachan will work wonderfully to calm the traffic and provide safe left hand turns from Strachan.
- The blanket speed limit is a great idea, even on James and Burlington
- I like all the proposed partial closures, narrowings, circles, etc... it will take a bit of learning for everyone, but in the long run it will make the neighbourhood a safer and quieter place
- Public art and signage is nice to give the neighbourhood a cleaner identity (still stigma) but if too costly, I'd rather money go towards traffic calming measures (even if it means no planters)
- Directing traffic on to James, Wellington, Dock service road and Guise Street (with lots of calming measures) bring visitors easily to business and destinations.
- Someone suggested making Wellington 2 way that may be a manageable solution since it is already wider than some of the other streets. Increasing the light for the turning lane also a good idea.

***Comment: Wellington Street is identified as Primary Mobility Street under the West Harbour Master Plan. Changing Wellington to two-way would need to be considered in the wider***

*context of the City's road network. Currently, there are no plans to change this street to two-way.*

- What plan? The City's or NEN?

*Answer: Essentially the plans are similar. The major difference is NEN's proposal to close Bay Street North of Strachan Street. Comments can be made on either plan.*

- I like the philosophy of the NEN approach: a liveable neighbourhood. It's not about shaving 20 seconds off a car trip for someone from Oakville or the S. Mountain, or the steel mill. If the purpose is to get people out of their cars, living a more health lifestyle, why do we keep talking about employees of the Port Authority driving the block to pull into a parking lot? People downtown do that all the time.
- I like the plan and the traffic control aspects
- I like the defining of the neighbourhood – I was unable to attend the meeting
- Slowing down the traffic
- Making it accessible to others as long as they drive slow
- I like traffic calming
- 30km speed limit
- Road closures
- Speed limit reductions - these mostly work - in particular, Lake Avenue in Stoney Creek has a 40 km limit and North Shore Blvd in Burlington has a section of 40 km/hour - both these streets also have stop signs every couple of blocks or so and those act as both safety measures and speed reducing measures - 30 km or 40 km/hour are reasonable in an area with on street parking and a large number of pedestrians and children
- Lowering the speed limit.
- 2 way on MacNab and John
- Put in more 4 way stops
- Honestly none. I am not of the opinion that there is a traffic problem in our neighbourhood. A few people in our area want it to be treated as a gated community and seem to be unwilling to allow other Hamilton citizens each access to our part of the city and are happy to make their streets quieter by pushing traffic onto someone else's street. I do not believe that traffic is generally worse here than in any other residential area of Hamilton.
- I would add that although NEN Association may have the best of intentions for our area, they are not, I believe, representative of our area and their opinions should only be given the weight of what they are, a few minded individuals not as elected leadership of the area.
- Not much really. I don't have a problem with the current traffic and I am not opposed to development on the waterfront or Pier 8 if it is done well. I welcome having more well designed residential, commercial development.
- I don't believe that there is a major traffic problem in the neighbourhood especially when I see my Bay St. N neighbour ride his bike down the middle of MacNab St. the wrong way

(quite often) – how bad can the traffic be? My neighbour’s kid’s play in the middle of the street – how bad can the traffic be??

- I like the partial road closure
- Reduced speed
- Crossing enhancement at Eastwood Park
- Crossing enhancement at James and Burlington
- Full road closure at Hughson St. at Guise
- I like the fact that you want to slow the speed in the area. I have no problems with that. Even some one way streets are fine.

What elements do you dislike? Do you have any suggestions?

- Far to prohibitive to users of the waterfront and their clients
- Need to consult more pro-actively - consult with waterfront attraction users
- Partial closure of Bay St will seriously impact our businesses
- NEN Association have far too much say
- Little consideration of impact of Waterfront Development – consult with the existing users, not just the neighbours

***Comment: Consideration has been given to waterfront users in the plan. Access to Bayfront Park from the south is either along Bay Street to Strachan or James Street North to Strachan. Piers 4 through 8 would be accessed via James St. N. or Dock Service Road.***

- Did you consult with Hutch’s, Fisher’s Pier 4

***Answer: All public meetings were advertised in two editions of the Hamilton Spectator “At Your Service” section the two Friday’s prior to each meeting. For this public meeting a notice was delivered to every residence/business/institution within the study area.***

- Consult with people who earn their livelihood in the area
- More effective use of traffic circles/rotaries
- NEN Association presentation “alarmist” in nature
- You can’t close down streets because it will lead to more traffic and pollution.

***Comment: The preferred plan attempts to shift traffic to primary mobility streets such as Wellington Street, Victoria Avenue and James Street. Overall, it is expected that traffic volumes in the North End will be reduced as through traffic seeks other routes. This should also reduce local air pollution.***

- Don’t put stop signs in because it will cause more pollution.
- Note: I live on Bay St N, Hamilton and I’m in grade 7. My mom is going to council in September and I will be going as well to make my speech, but it will be my generation that will have to live with the consequences the decisions that this city will make. Our air is

polluted and by reducing speeds it will help our earth little by little but will make a difference.

- Do not make MacNab a two way because with parking on one side, it will be too dangerous for 2 cars to fit.

***Comment: MacNab Street is approximately 8.2 m in width, which allows for a 2.4 m parking lane and two travel lanes of approximately 2.9 m each. There are several streets in the City that operate with a similar configuration. Outside of the North End, Peel Street North between King Street and York Boulevard is an example of a narrow two-way street with parking on one-side.***

- Frontage of a lot of houses is close to street - that is the front of homes will be close to the street.
- 30km speed is to slow. Let's try it on trial basis first.
- I like MacNab becoming two-way, but I think chocker installation will make street way to narrow!
- I support the NEN. No north bound traffic on Bay St. (North bound closure)
- There is currently a lot of rush hour traffic coming from downtown at 5:00pm.
- More pedestrian activated lights should be placed along James and Burlington St.
- Making some streets "2 way" will cause more traffic on there streets.

**Comment: Streets that are currently one-way may have more overall traffic if converted to two-way. However, the experience with two-way streets is that traffic speeds are reduced, and potentially some traffic in the current one-way direction is reduced. Examples of where this has occurred are Hess Street and Caroline Street south of Main Street.**

- Diverting traffic from one street will just increase the traffic on another street.
- A speed limit is no use unless enforced
- I'm hard of hearing and couldn't follow the question period – couldn't see what was written on the flip chart.
- Great effort everyone – keep up the good work
- 30km is unreasonable – too low
- Traffic circle – James St. is backed up enough from being two-way uptown the circle will make backup worse.
- Choker is a head on waiting to happen
- "do not close" Bay St North Bound
- Why can't we deal with the problem streets as they arise?

***Answer: In order to produce an effective traffic management plan it is important to look at the neighbourhood as a whole before recommending traffic calming. The traffic management plan will outline priority areas and an implementation plan.***

- Lane narrowing at MacNab and Strachan. Won't this cause a problem for drivers stopping at MacNab St. Bridge who want to travel north on MacNab? If another vehicle is traveling south on MacNab. Will this create a backlog and idling of vehicles at stop signs?

***Answer: The traffic volumes on MacNab Street under normal conditions should not create a backlog at stop signs.***

- Choker on MacNab. If this is done for the purpose of slowing down traffic by narrowing the streets, yet the street is proposed to be a 2 way and on street parking, where does all this space exist? Isn't this a contradiction? In one sense you are trying to narrow the street and in another sense you are providing more space for two way traffic and also on street parking.

***Answer: Chokers are placed at specific intervals and are relatively short (similar to a parked car). The street would maintain its current width with parking on one side.***

- My car has already been side swiped while being parked on the street.
- Incomplete – strangling westward flow at Burlington and James will drive traffic up James – which is quite busy already. Send them up Wellington instead? But its already a horrible East-West barrier. Put another lane east of Wellington, and a planted median, or make Wellington and Victoria both two-ways. Don't make James another Wellington!
- Extend Wellington North to dock service road, to accommodate eventual residential traffic on Pier 8 and 9
- Incidentally, is Pier 8 residential really going to be a four-sided block, with north side a row of garage doors? Surely that waterfront site warrants the attention of a real architect rather than new homes section builders? City staff and politicians can and should require this.

***Answer: Setting Sail Secondary Plan for the West Harbour outlines design principals for the redevelopment of Pier 8. Parking areas are to be hidden within buildings (underground or above grade with commercial, cultural or residential fronting the street. A comprehensive urban design study is required prior to the development of any new buildings on Pier 7 or 8.***

- I am primarily opposed to some of the street closures. Simcoe – west from Wellington is the only way for local traffic to get back to neighbourhood without going to Barton. If there was no problem when bridge was on Mary, then it is doubtful there will be a problem with Ferguson.
- I disagree with closure of westbound traffic on Burlington west of James. All of there closures will funnel traffic onto other streets less able to carry them. Strachan St between Bay and James is underused and should be signed to take East/West traffic from Bay to James. Historically, James, Bay and John have been through streets.
- There are already limited options for people to get through their neighbourhood and I think these closures will create more problems.
- More pedestrian crossings (push button)
- Anyway of extending Wellington north to Dock?

***Answer: The City of Hamilton does not own the property north of Burlington Street.***

- Dislike too many road closures

- Total closure of Guise St
- I don't like the fact that the city is not in support of the extra limits on Bay St. The NEN Proposal of northbound closure on Bay from Strachan is a good one. If too many Bay St. residents (and only them) are opposed, then the painted bike lane option should be done.
- Bike lane painting on Bay should be done regardless if there is closure
- Why did the bridge get built at Ferguson, instead, should have built bridge from Strachan to Wellington – boy, would that be able to divert traffic out of the neighbourhood

***Answer: An Environmental Assessment was completed to determine the type of crossing at Ferguson Avenue.***

- Don't listen to [name]'s griping. He's only worried about his [business]. His complaint about the closures simply move people into another neighbourhood is not so true because Wellington is so empty that to divert traffic there will be well accommodated.
- I'm not at all fond of permit parking. It doesn't work. It's frustrating for homeowners (meaning watching front of house for an open spot) because they would have to move their cars after certain hours and when they have guests (unless they give ample notice to the city) they would have to leave or have the consequence of a parking ticket.

**Comment: Under the current Permit Parking Policy, any decision on permit parking is made in conjunction with the residents on an individual street.**

- By the way I do have parking, but I grew up in Toronto with permit parking, my aunt refused to move her car after mid-night (because she was in bed) and would pay up to \$600 per year in fines
- I dislike listening to [name]'s tirades – does he even live in the N.E?
- If “all” North Enders wish to pay increased taxes in return for having their vulnerable opinions favoured at City Hall, then maybe there something to it!
- I question the construction of the houses on Pier 8 – make the whole waterfront a public place. Waterfront Trust and Port Authority are doing quite a good job.
- Also, what is the rationale behind the closure of Simcoe at Wellington and do I understand it will become one way east?

***Answer: The proposed closure of Simcoe at Wellington is to reduce the amount of cut-through traffic when Wellington Street is blocked by trains. The street will be two way; however, traffic will only be able to exit Simcoe to Wellington.***

- Roundabouts.....dislike these things
- Closing of streets
- Closing of Bay/Burlington Sts.....this will then make the traffic come up other streets, i.e. Hughson St.
- Anything to reduce volume of traffic and speed is good
- Please no speed bumps



- No more stop signs – people are rolling through them on Bay St
- Need crosswalks painted at most intersections – they are so faded they can't be seen
- Use 4 way stops at most intersections - there's no need for traffic to speed anywhere - this also helps with safety, especially for children and seniors
- Keep MacNab Street one-way and put a 4 way stop at MacNab & Strachan. On paper it may make sense to change it to 2 ways, however, if you live on MacNab as I do you will know that there is a large number of children (Hamilton Housing on James that backs onto MacNab) who play on the street - whether they should or shouldn't isn't in question, they simply do - one way, with plenty of stops signs and reduced speed should help to make sure there are no deaths - there have been some close calls as people speed down MacNab
- Any sort of traffic calming is a good idea - in Vancouver's west end there are many traffic calming measures - difficult for tourists, but if you live there you get used to them and they become second nature - and they do work to slow the traffic down and keep unnecessary traffic away - also great for pedestrians and bikes
- Raised garden type beds for traffic calming may appear to be a good idea, but realistically, who will keep them clean and tidy?

***Answer: They could be maintained by the City, by local residents, or potentially through contributions from businesses.***

- Please also always keep in mind that what looks ok on paper may not work in reality - people live on these streets, our homes are here and we will be dealing with the changes. Bike lanes are a really good idea - if Hamilton wants to be a pioneer at going green, then bike lanes are a must.
- Closing of Simcoe St. at Wellington. This is a major route into the neighbourhood. Only 2 streets go East and West between Barton and Burlington, Wood is the other one.
- What about open Picton between John and Hughson this would give us one more east and west put and red light there and it would be good for children going to school (and slow down traffic from the bridge to Burlington St.)
- No chokers please: this will take valuable parking off the side streets.
- With the one side parking on Ferguson, John, James, MacNab they will go to the side streets to park and chokers will take away parking spaces.
- Bike route on Ferguson is dangerous. The street is narrow now and with 2 way and parking on one side a bike route should be placed on Wellington or Victoria St.
- Don't need designer flags they look trashy and take away from the natural beauty of the old building and homes and trees (don't want to look like china town in Toronto)
- Plant trees along James, Wellington, and John. This is a great plan – the side street has trees and is well kept.
- I dislike the closing of Burlington St at James to westbound traffic. This is part of our perimeter road around the neighbour

- All the planning in trying to route traffic flow in and out of our area. You forgot the people who live here who have to get in and out too. When you have to go 6 blocks in circles just to get home. Don't forget emergency services will have to do this too. Their ETA is bad enough now
- Don't fence us in.
- I feel that making MacNab St. two-ways is a mistake. There is only room for one lane of traffic in the winter. I am also not in favour of the traffic chokes for the same reason as above and as a cyclist I find them to be a hazard. Will chokes slow down emergency vehicles?
- I would be in favour of a stop sign at the bottom of the hill where Bay St. meets Guise St. as cars do often make the turn too quickly after coming down the hill.
- I don't like or agree with the road closures, 30km speed limit, chokers, curb extensions – pretty much the majority of the plan
- I especially do not want MacNab to become two-ways – there currently is not a lot of traffic on this street and once it becomes two-way that will increase traffic. It's bad in the winter now.
- I don't think there is a lot of traffic in the area in question but a few self interest individuals who want to impose their view/ideas on the rest of the neighbourhood = move to a gated community, if that's what you want.
- I would put a stop sign at the end of Bay St. N where it turns into Guise St.
- All tax payers contribute to the road and should have access to all of them
- I think the city should spend money on fixing the roads between Barton and Strachan first because of all the potholes, etc. before money is spent on this plan

***Comment: Stuart Street is scheduled for reconstruction later this summer.***

- Paint a line down the middle of Bay St. so people don't drive down the middle of it
- I think it is neighbourly to direct traffic onto another streets where other people live also, i.e., Wellington/Victoria – very "NIMBY". Also road closures will definitely result in more traffic on adjoining roads – how fair is that?
- I would like to see on street parking for Burlington between Wood and Bay. I currently have to park on Wood
- Speed bumps on Bay on the hill to Guise St or at the top or bottom to slow traffic from flying through from Burlington to Guise on Bay North
- Can Burlington have curb extensions at Wood?
- Road closure at Simcoe and Wellington – This closure would deny traffic access to Ferguson Ave. Bridge. The easiest way to reduce rush hour traffic is to give the traffic a fast reliable exit route. Ideally, Wellington St. should have an overpass at the train tracks. I think this would also make it safer for pedestrians and motorists leaving the medical facilities on Wellington near Barton. The overpass could link, at the south end, to Cannon street which would allow easy access to the highway link ups on York Boulevard.

- I do NOT like the fact that you want to steer more traffic to Wellington Street. I think you have to discourage drivers as much as possible from using this end of the city as a quick escape or bypass route.
- I also think that it would help to have speed bumps through the neighbourhood streets as well as more stop signs. I mentioned in a previous letter how quiet it was after a power outage caused the lights at Wellington and Burlington to go into four way flashing mode. That was a great help in slowing traffic down and I feel it would be a very good way of encouraging the traffic to move elsewhere. The Red Hill Creek expressway will be open soon and more traffic could be encouraged to use that just by making the North End a slower (and therefore SAFER for us) alternate route.
- I see no reason why there can't be more traffic lights or stop signs on Wellington North from Burlington to the hospital. The traffic always speeds up this hill if they have a green light to turn off Burlington to Wellington southbound. The noise is unbearable most times.

What are your thoughts on the speed limit reduction?

- Selective speed limit reductions are fine; but a blanket reduction is a “non-starter”
- I say okay to 30km. Please, please reduce speed limits in Hamilton. It would mean a great deal to us kids in the north end!
- Good idea, reduce Bay to 30km/hr
- Reduce MacNab to 30km/hr
- I live on Burlington and Bay and I try to go to Pier 4 Park. I try to cross using the cross walk, I look both ways and I got to cross and cars come flying down the street like it's a race track. I personally don't feel like being hit by a car, I'm a kid. I want to live my life, so 30km/hr is perfect and the stop signs aren't enough because people ignore them anyways. I love the idea of 30km/hr.
- I like it, the lower the better
- The 30km limit should be placed on all streets including Burlington and James – this would encourage people to drive at a slower speed, i.e. maybe 40km it would also discourage drivers from using this as a corridor to the west end of the city.
- 30km is unreasonably slow
- What is the average age of residents in the North End? I see more elderly then children.

***Comment: Based on 2001 Census data there are 1220 people 0-14 years old and 540 people 65+ years old living in the North End.***

- Why not start with the 30km limit, and then decide if traffic calming (irritation) is required before. All that money is spent...the speed reduction may all that is required.

***Comment: Studies show that speed limit reductions alone do not achieve actual reductions in speeding. The most successful examples of speed limit reductions were implemented in conjunction with traffic calming.***

- Stated my opinion under question #1
- Strongly in favour – but not just in this one little corner (though that’s fine) – 30km everywhere and drop limit also on Main and King St. etc.
- Accommodate cyclists/pedestrians – indicate with paint etc. – but this requires through routes – car traffic cant ever abate unless cycling is feasible as means of getting from here to Kenilworth or the far west – as for the mountain - its inaccessible to all but a few.
- Logically, every neighbourhood should have a similar study, result would be no traffic allowed anywhere except highways, King, Wellington, Victoria – Ban all vehicles except buses and trucks on the routes and presto car is dead.
- In favour of lowering the limit but ALL OVER THE INNER CITY – say 10 mile radius of City Hall.
- Other suggestions: more planting/small trees etc. at the “calming” locations.
- Slow down the traffic to 30km
- Create pedestrian crossing at Bay and Picton
- Place a crossing enhancement on Picton and Bay
- The 30km blanket is a great idea that would make the North End safe, quiet and clean
- It’s a great idea
- People very often speed a little (some do so a lot) but it often is in relation to the speed limit (e.g. 50km limit people speed to 60-80km.) if the speed limit was 30km, people would speed to 40-60km. I absolutely don’t condone speeding, but it is a reality and I think it is dangerous for us not to have a 30km limit. Not to mention the benefits on the environment, noise level etc.
- The traffic calming suggestions made here all make sense to me, in fact there can even be more, but as is in this proposal it minimally impacts residents regular routes.
- Speed limit reduction may cause too much build up of traffic turning right onto Burlington, etc.
- Most of the side streets are narrow enough with the addition of chocker (maybe not as many as proposed) speeds will reduce naturally.
- All in favour of 30km
- Great!
- 30 km.....as LONG AS IT'S EVERYWHERE, including Bay & Burlington Sts
- I’m trying it now – I think it’s fine
- No lower than 40km per hour. No speed reduction on James St. or Burlington St. The Bayfront Bus often does not make it on time for downtown transfers as it is.

- I could live with 40km on some of the smaller roads but not Burlington or James because this will impact public transit, which currently does not always run on time. Also, there is only the occasional speeder, generally I see people driving lower than 50km already.
- The area of Bay St. between York Blvd. and Barton is the part that needs calming and pedestrian improvements first.

***Comment: This is outside of the study area. However, this section of Bay Street was included in the Hamilton Downtown Mobility Street Master Plan completed in 2003, which included recommendations on streetscaping.***

- Speed limit reduction should be combined with speed bumps to work effectively
- I am very much in favour of a reduced speed limit; however, I don't think it will be successful without police enforcement. The speed limit we have now isn't enforced. The truck route by-law is also not enforced. I think a lot of our traffic problems could have been avoided if we had stronger enforcement of the traffic laws we already have and stiffer penalties for offenders.
- Personally, I feel that the limit is too low. **BUT**, I also feel that by making it that low we may get people to at least go closer to 40 km/h. I don't know that they will slow to 30 but they will not be doing 50, 60 or even 70 which I **have** observed.
- I would also like to see a device like they used to have on the 403 as it turned onto the QEW on the westbound ramp heading towards Niagara. If you came around the corner too fast a sign came on telling you that you were speeding. I think with the technology they have nowadays, it should be possible to have some sort of warning system whether it be lights or what ever. People **HAVE** to be nagged to obey the law!!! Sad, but true.

Additional Comments:

- June 21<sup>st</sup>, 2007 Voice Message. Received NETMS flyer. Called City hall 6 months ago to get a not a through street sign on Strachan East of James due to the construction of Ferguson Bridge. Concerned with safety due to vehicles coming down the street thinking they can get through and have to turn around/back up. Would like the street sign placed East of Mary Street.

***Comment: Sign has been installed***

- June 21<sup>st</sup>, 2007 Voice Message. Received Notice. Thought neighbour was kidding when they said that MacNab was going to be converted to two-way. Don't have enough room on MacNab to convert to two-way with parking. If the street is converted there will be a lot of traffic accidents. Will follow up with an email and will not be able to attend the PIC on Tuesday.
- June 21<sup>st</sup>, 2007 Email. Come this September we will have lived on Wellington St. N. for 19 years. When we were first here there was a set of plans that we went to see as well as were distributed to the house that were to do with dead-ending our street and rerouting the traffic, namely trucks on an angle between Victoria and Wellington up through what is basically vacant land.  
These plans were to go into effect "around the turn of the century". At the time that seemed

so far away and now all of a sudden that is seven years ago!!

We, on Wellington Street North, put up with a lot of noise, traffic, near accidents (every single night there are several cars that feel they must honk at someone that can't seem to corner properly). During rush hour more than 40 vehicles go through this intersection for EACH traffic light cycle.

Right now three trucks went by while I wrote the previous sentence. We can't have the windows open on our house. We always have to call the city about getting the street cleaned. We always have to hose down our houses and our cars to get rid of the soot and dirt. We have to sweep up seeds and beans and other food products that spill from trucks as they corner. We have to call the Port Authority about every four months to have something done about the tracks that bisect the intersection as they are forever heaving up and then clanking all day and night. Those same tracks have not even been used in at least the last five years if not longer.

The houses actually shake from some of the heavier trucks as they bump their way over the tracks and then up the hill. Also, because it is a hill, there is always a shifting of gears just as they go past the first four or five houses. And the soot that comes from their exhausts is just disgusting. You CAN NOT even sit on your porch for five minutes to read without having to clean the dust and dirt off your book and clothes before you go back in.

The area between Wellington and Victoria, Burlington and Ferrie is a good place to reroute the traffic. There are two sections of track there that are used periodically by Bunge Canada, but surely bridges could go over them. That was included in the plans I am sure. In fact from what I see of the area you could reroute traffic up Victoria and then have it join back into Wellington Street North just past Ferrie and it wouldn't disrupt much housing even.

I am sure that you would receive a lot of support from this area to do such a thing.

Now I heard that there was going to be some work done on our street maybe starting this fall. Could the money not be better off spent by making the changes to take the traffic away from our front doors? There is a perfectly good piece of land that has had their trees trimmed in order to stop supplying refuge for vagrants. Maybe the traffic should be going there.

One other thing, if the traffic could be moved then maybe we could all sleep with our windows open and enjoy the breeze as opposed to having to waste so much electricity with running our air conditioners and our vacuum cleaners to clean the dirt from the house. Not to mention the water that we use to try to keep the dust levels down. And I can't imagine what damage all these fumes are doing to our lungs.

- June 21<sup>st</sup>, 2007 Email. I just have a couple questions on some of the proposed changes that were listed in a briefing that I rec'd in the mail today. I think the North End Neighbours may have delivered the brief but I'm not sure as it did arrive at the same time as the mail. I live in an apartment at the marina towers.
- The points that I would like more clarification on are the following:
- Westbound road closure on Simcoe Street, west of Wellington.
- My concern is if a train is crossing the track there, Simcoe Street is a nice detour if you are in a rush to get somewhere.

***Comment: This is why the road closure is being proposed - to reduce cut through traffic in the neighbourhood.***

- Northbound road closure on Ferguson North, south of Burlington Street.

- What is the purpose of spending so much money on a new bridge on Ferguson if it's only going to be used going south?
- Is that to balance the Wellington one way north traffic?

***Answer: The road closure in the notice should have read “southbound road closure on Ferguson North, south of Burlington Street”. This proposed closure would be installed should a traffic issue arise on Ferguson when Pier 8 is developed.***

- Full road closure on Hughson Street North, south of Guise.
- This doesn't make any sense, what do the homes on this block use to exit and enter their homes?

***Answer: Residents would use Hughson from Burlington or John and Brock Street.***

- Roundabouts at James North and Guise
- If the space used to make the roundabout is small such as the ones in Meadowlands it will be terrible.

***Answer: This would be a modern roundabout and would be larger than the ones in the Meadowlands (similar to the one at Wilson Street).***

- How many lanes? The one at Mountain Brow and Kenilworth access is better but I don't know if James and Guise have that much space available.

***Answer: This roundabout would be 1 lane.***

- June 24<sup>th</sup>, 2007 Voice Message. From [name] regarding the full Road Closure at Hughson.

***Concern was that the entire road was being closed. Resident was informed that it was just a closure at Guise and the purpose was to mitigate future traffic issues with the development at Pier 8. He indicated that the closure made sense and would be attending the public meeting.***

- June 25<sup>th</sup>, 2007 Voice message. I will attend this meeting. I am very opposed on this one.
- June 25<sup>th</sup>, 2007 Email. 1. Your fixing the Harbour but these proposals are closing a lot of routes to the Harbour.
- Safety- What about the streets being closed with cement blocks, how does the Fire trucks and the Ambulance get to us? They have to find another route that will take longer.

***Answer: The road closures recommended are partial closures (one travel direction is closed) with the exception of Hughson at Guise. The closure would be a curb extension and not concrete blocks placed across the road. All road closures would be designed to permit emergency vehicle access.***

- As we all know that in an emergency time is paramount. i.e.: heart attack patient and fire at a home.
- The Roundabouts: These are not safe at all. There is too much traffic on James in; the morning to make that work. Plus what about the kids going to school? Did you take their safety in mind?

***Answer: A modern roundabout would be able to accommodate the amount of traffic at this intersection. Roundabouts provide safety benefits in that they require pedestrians to only look in one direction when crossing a traffic lane. A splitter island also offers refuge for a pedestrian when crossing.***

- 4. Problem: You made James St a two-way to help the vendors sell more. But that really has been the case. People don't really stop to shop they just drive on by. That's why there is more traffic in the North End. They also know that James between Barton and King is just too busy; they avoid that street so they take other routes like up Burlington St. W to Bay etc. There's your extra down our side streets. There is a sign on Burlington St W on James "no trucks" but guess what there are more trucks now than ever. The drivers know they will take forever to reach King or Cannon due to it being a 2 way they take our street. This is a major problem.
- I know you want speed to be reduced. That we want to but, to close all these streets is just not right.
- NOTE: We here at the North End do not live in gated communities nor do we wish to. By closing these streets off you might as well put up Gates. They will be more pleasing to the eye than blocks of cement. You want people to come to the Marina and the Harbour but denying people access to them. Does that sound right to you because it sounds like your saying come to the Harbour but when you get here turn back home. Slow down the traffic to 40k/h is a great idea. Closing streets or access to them is not!
- Additional Comment on Comment form - Congratulations to the host and panel for managing a difficult subject. Most of the ideas presented were sensible for reducing traffic through side roads. The artwork wasn't tackled at this meeting, but I look forward to the positive impact such things will mean to the appearance of the North End Neighbourhood
- Additional Comment on Comment Form - You're holding it a Bennetto was a ridiculous idea. The acoustics are and were atrocious and you should have investigated that. I'm tired of public meeting where misinformation is bounced about by people who come in late and have no idea of what's proposed. Why did the city staff say nothing?

***Answer: IBI Group presented on behalf of the City of Hamilton while Lura Consulting facilitated the meeting. City staff were available to provide answers to questions where required. Justin Readman discussed next steps for the project to conclude the meeting.***

- Additional Comment on Comment Form - Agree with closing Burlington West at James – but this will increase Macauley with traffic which is already bad at Bay and Macauley – The curbs will do nothing – traffic should be prevented at James.
- Additional Comment on Comment Form - Wouldn't stop signs do as much as chokers, etc??? Since a stop sign was put on at Ferrie & Hughson, traffic is slower. But if you really want to annoy thru traffic, put stop signs at all corners.....as a driver, I would avoid those areas.

***Answer: In general, stop signs should not be used as traffic calming devices as unwarranted stop signs are not obeyed by many drivers. They should only be utilized as intersection control (where traffic counts warrant)***



- Additional Comment on Comment Form - I thought the presentation at Bennetto was good. IBI – seems interested in Neighbourhood issues.
- June 26<sup>th</sup>, 2007 Email. I think it is unfortunate the study does not include those components of our neighbourhood which are south of the tracks, at least as far as Barton. I am sure there would be serious objection to two-way traffic on MacNab, south of the tracks.

Access along Barton and Stuart is problematical when approaching the west end of our neighbourhood. The edges of our community should be discussed in this process.

Reducing traffic on Bay Street should be encouraged, by moving more vehicles up and down James. This would be assisted by adjusting lights and traffic lane patterns around Cannon and James, and encouraging the flow along Barton to James. Too bad this is outside your study area. Reducing access to Bay by restricting Burlington W. at James N. might work. I am less in favour of restricting Bay north at Strachan E., but very against restricting Bay southward at Strachan.

Increased parking along James won't encourage traffic on that street. Keeping speed limits at present limits on James and Burlington, while reducing all neighbouring streets (especially Bay) would encourage flow along James.

John Street (even if two ways) should be reduced to 30 because it is beside the park, community centre and churches.

On MacNab N. it is not "drive through" traffic which is the major problem, but the residents' driving. On-street parking, with lots of unsupervised small children running and riding, creates hazards which even reduced speed limits probably won't fix.

The high traffic at the store at corner of Simcoe and MacNab, the volume around the several Slushy Drink trucks, and high percentage of very young kids with poor control on bikes and roller blades, make a dangerous situation. People speed over the bridge up to Ferrie. Daily there are many emergency stops especially between Ferrie and Strachan; there are frequent car accidents or serious fender bumps; people occasionally turn south instead of north at Ferrie and Simcoe.

While my neighbours with the store would encourage two-way street to support their business, I think it is too dangerous, even if the lanes are narrowed and chokers are in place. If a two-way street is chosen, I would suggest chokers on MacNab along the roadway beside the Hamilton Housing parking lot, near the store. With the fire hydrant it would reduce the amount of parking but there is too much fast traffic there.

At the meeting one person suggested enforcement. The passive enforcement of curbs, chokers and bumps will work, but not so well on two-way streets as on a one-way. Flower boxes probably won't work in this area unless they are maintained more than the garbage is picked up (infrequently).

If MacNab is made two-way there has to be better control at the MacNab-Strachan crossing. Handicapped access there is difficult. The Salvation Army Truck needs a decent place to park.

The city has planned a pedestrian walkway from downtown to the bay along Ferguson for many years. A pedestrian stroll in the evening through one of the more dangerous parts of town is not that appealing. Reduced traffic on MacNab (rather than increased) could establish

pedestrian and bike use from Copps directly to the Marine Discovery Centre (you can see the flag all the way from downtown).

Although likely out of the question, however, extending Picton back through the Bennetto Park again would take load off Simcoe and Wood streets.

- June 26<sup>th</sup>, 2007 Email. I own a house on MacNab Street North, between Burlington Street and Wood Street. I recently received an email from the North End Neighbours Association, stating changes proposed for traffic and streets in the area. Unfortunately, I am unable to attend the public information session which is to take place this evening, but as a resident and taxpayer, I would like to voice my opinion anyway. I would like to say that my husband and I as well as all the neighbours I have spoken to are completely 100% AGAINST the conversion of MacNab Street into a two way street!!! MacNab Street is already dangerous enough with people treating it like a mini-raceway at this end! Nobody stops properly at the three way stop at Burlington and MacNab already, traffic coming in one more direction will not improve this situation. I can foresee many accidents at that intersection as a result of this proposal. I have two small children, and one more on the way. One of the reasons we chose MacNab over other area streets was because of how quiet it is down here. Adding 2-way traffic will absolutely destroy that for us.

Please, send a survey out to the area residents, before passing any of these proposals. I have friends on other streets that will be affected by these proposals, and they too disagree with the plan. The only proposal which I agree with is the blanket speed limit reduction. That is a wonderful idea. As far as the other plans, on paper to me they look like they will cause mayhem and confusion. If you want to make the traffic in this area safer, have more crossing guards, stoplights and stop signs. I also believe that the police need to start patrolling the area for unsafe drivers to give those of us with small children some sort of sense that we are not alone in dealing with those drivers who are hazardous behind the wheel. As it stands now, I don't know how long it will be before I allow my 7 year old daughter to walk to St. Lawrence School without us (it won't be for a very long time). We have to cross James Street, and even at the 4-way stop (at James and Burlington) we have almost been hit. It is frustrating that there is absolutely no course of action for the offenders. The only way they get any reprimand is if there is a police officer there to witness the event, which has never been the case. This is by no means a bash on Officers, I have nothing but respect for the Police, but these bad drivers need to be accountable. Changing one-way streets into two-way streets won't resolve this; it will just add more confusion.

***Comment: A notice was sent to the entire neighbourhood outlining the proposed significant changes. This notice provided contact information so that people with concerns could contact the project team therefore a survey will not be sent out.***

- June 27<sup>th</sup>, 2007 Email. My big concerns are (trains) for years I've used the Mary St Bridge as my only east/west town access route. I like the fact that I could use the 2 way John as my route. My # 1 would be the Ferguson Ave Bridge and leaving John St alone with the exception of a drop off lane for the very dangerous kids getting dropped off on John.

I love the whole plan of keeping the mass traffic flow out of our neighbourhood, reducing the speed limit and road restrictions.

I don't like closing access to and from the adjoining Wentworth St to Wellington St neighbourhood by having Simcoe St non west bound. Sure you will stop the blocked train traffic from coming through our neighbourhood, but as I see it you should close Simcoe St to through traffic and maybe have a parking lot for the ball players at Jackie Washington park and a safe place for the kids that use the hill in the winter time to toboggan down, and open Ferrie street straight through.

Back to trains.

Victoria St to Burlington St is a 4 train blockage home ride.

Burlington west bound is a 2 train blockage home ride.

Bunge and shipping trains should not be aloud at rush hour this has a huge impact on speeding and congestion, because if you get caught at Burlington tracks not everyone will get through at Wellington St, so the rush is on.

- June 29<sup>th</sup>, 2007 Email. I was at the meeting on Tuesday night past, and was concerned about the traffic and noise etc on Wellington North now and in the future. On Wednesday we had that huge storm go through here and it caused the lights at the Wellington St. Burlington St. intersection to go into flashing red in all directions mode. I think that may be a solution to some of the traffic problems. For the most part people stopped and then proceeded. Actually five cars went through for every three that stopped, but it was very quiet, no horn honking, no near accidents. It would be a very good way to handle some of the traffic. I think enough people would get fed up with it that they may find another route entirely to get past this neighbourhood. Please seriously consider this. I also think that there will be a big problem if another light is put in near the hospital and its parking lot. You are going to end up with traffic backed up across the tracks. Thank you for your time.
- July 9<sup>th</sup>, 2007 Letter. The Hamilton Chamber of Commerce has had a long-standing tradition of supporting the growth initiatives on Hamilton's Waterfront/West Harbour. Recent developments on Pier 4 and on Pier 8 along with the Setting Sail broader vision are wonderful examples of the limitless economic potential of enhanced public access to one of Hamilton's greatest treasures.

As we understand, the North End Neighbourhood Association (NEN) approached the City with concerns of current perceived "through" traffic to the neighbourhood, as well as the potential impact of the planned revitalization to the waterfront and the further development of Pier 8. Out of this concern, IBI Consulting was hired to submit proposed traffic calming measures that would mitigate the concerns of area residents. It is our understanding that IBI conducted a license plate study to ascertain incidences of out-of-neighbourhood vehicular traffic and found high incidences of this type of traffic. What was not captured, however, was the number of vehicles that were strictly using the north-end streets as "through" streets, vis-à-vis those using the neighbourhood to access waterfront attractions.

Through this process, NEN put forward an initiative to create a blanket 30-km speed limit on all streets within the NEN area, including James and Burlington streets. The

intent was to provide a safe environment for children to live in without fear of serious harm if hit by a vehicle. Consequently, both the City and IBI developed a proposed plan based on this information.

The customary Public Information Centers (PIC) and Community Advisory Group (CAG) meetings were also held to gain public input, however, the Chamber was not informed of the traffic study until just before the second PIC meeting. NEN did finally approach the Chamber to ask for our support on two key components. 1) the endorsement of a blanket 30-km/hr on all NEN streets and 2) the endorsement of traffic calming measures to curtail “through” traffic.

The Board of the Hamilton Chamber of Commerce, following input and recommendations received from their Waterfront Revitalization & Stakeholders Task Force, and their Transportation Committee, has now reviewed this request. We are of the opinion that there are serious implications that may not only be detrimental to the growth and development of the Hamilton Waterfront/West Harbour, but may also impact existing businesses in the neighbourhood and on the waterfront – an area that attracts at least 50,000 people per annum. (For example, at least 80% of customers to Fisher’s Pier 4 Restaurant arrive from outside the NEN, and The Hamilton Port Authority has a similarly high proportion of staff and visitors from outside the area.)

The Chamber recognizes that “through” traffic exists, but are unclear as to the genuine percentage of this particular type of traffic and how much is using the waterfront as a destination. Our concern goes further to identify that any traffic calming measures on arterial roads (versus local roads) would effect not only “through” traffic, but also “destination” traffic that use the same roads.

We believe IBI confirms that the assertion of lowering speed limits without traffic calming measures is ineffective. Nevertheless, we would support reduced speed limits selectively, applied to purely residential streets. However, if the intent is to make James and Burlington streets the preferred roads to use for “destination” traffic, then measures must be put into place to safely allow for materially increased traffic flow, but this may not be conducive to reduced speed limits on access routes such as these. Where the options for traffic calming measures are purposed, the Chamber endorses measures that will enable destination vehicular travel to have a clear understanding of which roads to take, including a more effective use of a strategically placed “round about”.

While the Chamber endorses reasonable safe-traffic initiatives to protect pedestrians within the NEN area, we feel it is imperative to include measures that will effectively deal with the realities of existing waterfront users and other local business whose livelihood depends on such traffic. To generally deter destination traffic on a broad-brush basis in an effort to “calm” will undoubtedly lead to discouragement and subsequent decline in interest in the attractions themselves, as well as future development.

We should collectively ensure that measures are taken that will guarantee smooth and safe travel for all, but also those who are and will be using the waterfront as a

destination. We strongly suggest that IBI and the City enter into direct consultation with existing businesses in the NEN, as well as on the waterfront, to determine the specific impact of the proposals on them and their businesses and solicit direct input from them in terms of viable suggestions that would achieve requisite balance. If you wish to sue the Chamber as a venue for arranging such consultation, including the NEN group, we would be happy to provide it.

Please contact our CEO, John Dolbec if you wish us to arrange this, and/or if you require any further information. Attached is a recent public policy statement of our Board of Directors in this matter for your further information.

### **North End Neighbourhood Traffic Policy Resolution**

#### **Submitted by the Hamilton Chamber of Commerce - NEN Traffic Study Sub-Committee to the Transportation Committee**

##### **Issue:**

With the projection of new residential growth coupled with the future growth plans of the Hamilton Harbour and area, the North End Neighbourhood (NEN) Association requested the City of Hamilton to ensure that existing streets provide a safe environment for families, that minimized risks of potential increased traffic and concerns of excessive speed. Also noted was a need to reduce the amount of 'cut-through' traffic that use the NEN roads to move east/west bound on local roads.

##### **Background:**

The City hired IBI Consulting to review concerns of NEN and present traffic calming alternatives to manage the current and expected growth of vehicular traffic within the NEN area. For the purpose of the study, the area is bordered by Wellington to Bay, and Strachan to Guise.

The study confirmed that there was a high percentage of out-of-area vehicular traffic on NEN streets, however there was no data collected that identified how much of this traffic was 'cut-through' versus 'destination' traffic. The study also confirmed that there were various levels of speed that exceeded the posted limits.

Subsequent Public Information Centres (PICs) and Community Advisory Group (CAG) meetings brought forward several options on how to resolve the concerns of the residents of NEN. Through these meetings, NEN continued to push for a more affirmative action plan that would see new visionary options for traffic calming within the NEN area. NEN is an active group that is currently working with the City to divert an OMB meeting on other issues within the Setting Sail recommendations.

From the above communications, a sub-committee was formed and Chamber representation participated in the PIC and CAG to contribute support for a safe

driving community. At a recent meeting, NEN requested that the Chamber support two key areas towards traffic calming measures. They are:

- Support a posted speed limit on ALL streets within the NEN area of 30km/hr.
- Support a plan that would see reduction in ‘through’ traffic from using NEN streets (primarily Burlington and Bay), by a plan that would see this traffic using Wellington and Victoria. Their vision is that ‘destination’ traffic would use James and Burlington as the primary roads to reach points of interest.

The final PIC will be held on June 26<sup>th</sup> at Bennetto School at 7pm. A map will be available to outline other traffic calming measures intended to minimize traffic flow within the NEN area.

While the Hamilton Chamber of Commerce supports safe speeds on residential roads, further investigation shows that neighbouring communities are moving away from “Community Safety Zones” as they have shown to be ineffective. Posting a blanket speed on all streets, arterial and local, carries a risk of confusing vehicular traffic as to which is the appropriate road to use to get to a destination point.

And, while the Chamber also recognizes the concerns of ‘through’ traffic, there remains no actual source data to ascertain the amplitude of the concern. Notwithstanding the issue, the Chamber does understand that ‘through’ traffic exists. Moving towards traffic calming measures to minimize ‘through’ traffic carries real risks of discouraging ‘destination’ traffic to the Harbour, as ‘destination’ traffic uses the same roads as ‘through’ traffic.

## **RECOMMENDATIONS:**

**The Hamilton Chamber of Commerce urges the City of Hamilton** to consider the unintended negative effects of restrictive traffic flow to the Harbour and its various points of interest. The Chamber supports lower speed limits on ‘local’ roads, coupled with calming measures that allows for vehicular movement to clearly outline which roads are ‘arterial’ and which are ‘local’.

- July 16<sup>th</sup>, 2007 Email. Good Morning,

I would like to start off by saying thank you for your efforts in this project. I have attended the last two meetings when I found out about them and the changes since the start of the project have been many, all of which have been positively in my option. I know that it’s not an easily task to address public in an open forum, as most only come out to criticize and point out the negative aspects not the positive benefits that the outcomes brings. Most also fail to see the immense amount of work that is involved. What I would like to mention that this is why I’m writing because I’ve realized that this is not a dog and pony show and that you team members have listen to what community members have had say. This was very obvious when I seen the plans at this second meeting. Thank you for making the changes that were requested, feel free to pass this encouragement on your fellow team members. At this point I would like to apologize for the length of this email, but I feel it’s important to make my options known.

As you are well aware I live in the north end of Hamilton, I've been a resident for just over 3 years but I've been active in a local community church for about 10 years. My family & I are the demographic of citizens that that city is trying to attract down here. We actively live, work and serve our community in an effort to build a better community. I either walk, bike or take HSR transit to the steel mills every day. I say this only because I'm concerned for the entire neighbourhood, not just one area around my home (big picture). My intent is to be unbiased (with the exception of the very end because there is one thing I'm very opposed because it affects me specifically), I'm not concerned about the increasing property value of my house as some other active citizen may be.

I believe that if you reduce commuter traffic and implement most traffic calming measures the overall objectives of the project will be successful in a big picture scheme. The plan implemented it will be very difficult to get into the north end, but once in traveling will be fine. With in the big picture there are several points that I would like to add some light on.

- Air quality - Any reduction in traffic volumes and traffic stopping is openly welcome, as it will always reduce emissions. It also makes it earlier for me to ride my bike or take my daughter for a walk.
- Special event parking. I like the system very much. It's easy/simple and is very effective. I would be nice if there were more designated days. The first year we were here there were 5 days, next year 3 days, last year 1 day (which happen when Portugal won a semi-final soccer game and it was still very quite) and one this year. This year the barricades didn't go up till late afternoon, so there was an increase in traffic.
- Traffic volume – Remove commuter traffic and we have no traffic problems because it only local traffic. However when Pier 8 is developed and we have another 2,000 residents that changes. But the proposal to use the dock service road should resolve this.
- Round-about – Very unique idea, it will slow traffic down and should be implemented.
- Choker & curb extension – Keep traffic out and they should not be needed. But won't work (residents always speed). I would like to see them not implement, but won't work. So they should be added, but please don't add big striped yellow signs just like on Aberdeen near Queen Street (warning for drivers and snow plough operators not to hit them) they are ugly.

***Comment: The yellow signs are required when an obstruction is placed in the roadway (such as a bump-out).***

- Pier 8 infrastructure cost – I thought developers already paid a tax on this, why would you punish them of developing down here. I don't understand what NEN is trying to push here??????? I really don't really care who pays, but don't hinder brown field developments.

***Comment: Developers pay development charges in order to improve infrastructure directly related to their development. This is a common practice in municipalities.***

- Speed limit – The way I understand this is that the city wants a 30 KM/H except Burlington & James St. Perfect! I've try to drive 30-40 from the brewery to my house on Burlington W, & it hard. 30-40 is what I drive everywhere else to annoy people. But if a blank 30 KM/H speed limit is implemented, how is it going to be enforced?? Very difficult. What it will do it keep speeds down to 40-45. If you add any traffic calming you won't be able to drive 40-45 on any side street, but street parking has already done this.

Road closures – Wellington & Burlington – (reduction to one lane entering West bound) must happen. It will reduce a huge amount of commuter traffic

Burlington & Ferguson – Good idea to reduce south bound traffic to new bridge

Burlington & James – Must happen to force traffic south bound on James.

Burlington & Guise – I think this is a bad idea. Any non resident/commuter that drives east bound on Guise is going to Pier 4, numerous boat clubs, chamber of commons or pier 8. If you close this intersection to east bound traffic how will this traffic get to these locations? More than like down other side streets, with many residents. This change will affect far more residual homes (30-35) than the 8 on that section of Guise St.

Bay & Strachan – Would be very nice to keep out commuter traffic, but as stated above how are people going to get to the attraction on the west side of north end (James/MacNab)? That being said it should not happen. Although it must happen if Guise St is closed, otherwise it won't be effective for traffic movement to west side of north end.

To closures this out I would like to mention what I would personally like to see happen that affects me on Burlington Street west. I would like to see traffic closures @ Burlington & James to reduce PM commuter traffic. It would be nice to see closures @ Bay & Strachan, to reduce AM commuter traffic, but this makes getting in to the north end very difficult. What I don't want is Guise St closed, very strong opposed to this. I believe that this is being pushed to increase property value, and is not in the interest of a better community. It will create traffic issues for 4 times the people number of people it creates a resolution for. What demographic of residents benefits from this, and what demographic of residents pays for that "privilege" of reduced traffic? Please also understand that I did sign up for NEN when it first started, but have no further contact since. So if I'd have any contact, how many other NEN members have had the same (several of my other neighbours)? Other than conceptually how is NEN representing its members if they are not in contact? Also if this information is used in public documents (freedom information act) could you please remove my email address as it's my work email?

Once again thank you for your time and listening to local residents and their opinions. Please pass the thanks on to your team.

- July 17<sup>th</sup>, 2007 Letter from Hamilton Port Authority (HPA). Thank you for meeting with me on May 29<sup>th</sup>, 2007 to review and discuss the City of Hamilton's proposed plans arising from the subject study. It is understood that the purpose of the study is to identify measures that when implemented will produce a Child and Family Friendly Neighbourhood, and HPA is supportive of this objective.

With respect to the features of the plan, please see the following comments.

1. Intersection of Burlington Street and Wellington Street

HPA supports the proposed changes at this intersection, including the conversion of one westbound through lane to a right turn lane into Pier 10. However, it is recommended that the right turn lane into Pier 10 be changed to a right turn/through lane, and that two westbound lanes remain past the Lakeport Brewery to Ferguson Street. This change will alleviate the potential impact of having only one westbound



through lane, and the conversion of the second westbound lane to on-street parking. HPA is requesting feedback on this issue.

An opportunity exists at this time for the installation of a traffic signal for vehicles exiting from the Pier 10 area destined southbound on Wellington Street or eastbound on Burlington Street. To that end, HPA is requesting that the City of Hamilton give consideration to this issue.

## 2. Intersection of Bay Street and Burlington Street

The City's proposed plan to eliminate northbound traffic at this intersection will negatively impact patients of the doctors, dentists and laboratory at this site, HPA staff and tenants of 605 James Street North that use the Guise Street parking lot for this building.

It is not clear what this proposed partial closure will accomplish, as northbound traffic that has reached this intersection would have less impact on the residential neighbourhood by continuing northbound on Bay Street than it would by being forced to make a right turn onto Burlington Street and proceed easterly.

HPA could support the implementation of traffic calming measures at the intersection of Bay Street and Burlington Street, but is opposed to the partial closure of this intersection.

## 3. Intersection of Burlington Street and James Street.

The City is proposing a partial closure of this intersection by eliminating westbound traffic, and leaving only a single lane eastbound route. This proposal will negatively impact patients of the doctors, dentists and medical laboratory at 605 James Street North, HPA staff and tenants that use the Burlington Street parking lot.

HPA is opposed to the partial closure of this intersection.

With respect to items 2 and 3 above, HPA is investigating the feasibility of expanding the 605 James Street North administration building, including parking facilities for same. The measures proposed at these two intersection locations would not serve the business interests of HPA, and would negatively impact our customers' and Hope's business.

The continued use of James Street, Burlington Street and Bay Street as arterial routes in the west end of the study area is in the best interest of all the stakeholders impacted by the proposed traffic calming measures.

I would be pleased to discuss these comments with you further, at your convenience.

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

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