Welcome to the Open House and Public Meeting

• Please sign in.

• A presentation is scheduled for 7:00. You are welcome to view the boards until 7:00 and then after the presentation until 8:30.

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

• We also invite you to fill out a comment sheet so that we can ensure that your ideas are recorded.

Together with the North End Neighbours, the City of Hamilton is pleased to present this plan for a Child and Family Friendly Neighbourhood…

…With your help, this can happen.
Purpose of Meeting

The purpose of this Public Information Centre is to:

- Summarize existing problems, future opportunities and a Vision for the North End transportation system
- Present the Technically Preferred Plan
- Receive your input regarding the Plan
- Outline how the Plan will be achieved
- Build momentum and awareness for the NEN Pilot Project!

Important: No final decisions have been made at this time. We need your input before finalizing the plan for the North End Neighbourhood.
Following the first PIC, a Community Advisory Group (CAG) was established. Throughout the study the CAG met numerous times and worked together to help develop the plan you see today. The efforts of the CAG and North End Neighbours is appreciated.
Hamilton’s North End Neighbourhood is uniquely situated next to the Downtown and adjacent to the waterfront. It is home to some 6,000 people, is a family-oriented neighbourhood and a keystone in the City’s urban structure. The North End also includes the Chamber of Commerce, Marine Discovery Centre, several thriving businesses and a number of marine recreation clubs.
Summary of Problems, Opportunities and Vision

- Existing problems as quantified through data and based on input from residents can be summarized as follows:
  - 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
- Emerging Issues
  - Concerns over Pier 8 development
  - Concerns over becoming conduit to waterfront
  - Concerns about integrity of street network
- Key Opportunities
  - Promote North End Neighbourhood as safe place to live, play, relax, 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

Vision as Articulated by the Community Advisory Group:
- 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
Alternatives Solutions Presented in December

At the December 7th, 2006 Public Information Centre, five alternative solutions were presented:

- Do Nothing
- Signage, Education, and Enforcement
- Traffic Management/Diversion
- Traffic Calming
- Pedestrian-oriented Streets

What you said about these solutions

- Do 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
## Strategic Objectives and Components of Preferred Plan

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<thead>
<tr>
<th>Strategic Objectives*</th>
<th>Components of Preferred Plan</th>
<th>(See following boards for details)</th>
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<tbody>
<tr>
<td>Reduce speeds on all streets.</td>
<td>1. Implement <strong>speed limit reductions</strong> in conjunction with traffic calming and comprehensive <strong>education and enforcement</strong> campaign. This will be the defining element of a <strong>pilot project</strong> put forward by the NEN to City Council.</td>
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<td>Divert through traffic as much as possible from the neighbourhood. Any through traffic remaining should be directed, as much as possible, to Wellington and Victoria Streets</td>
<td>2. Implement physical <strong>traffic calming</strong> and <strong>road restrictions/diversions</strong> as part of comprehensive traffic management plan</td>
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<td>Ensure Pier 8 street layout and connections to existing streets minimizes traffic flowing onto Neighbourhood streets.</td>
<td>3. Implement area-wide <strong>directional signage</strong></td>
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<td>Use signage on all entrances to North End to identify area and notify drivers of Child and Pedestrian Friendly Neighbourhood with reduced speeds and traffic calming.</td>
<td>4. Develop interface between Pier 8 and existing streets as <strong>pedestrian-oriented streets</strong> in conjunction with <strong>selected road closures</strong>. Direct traffic as much as possible to Dock Service Road.</td>
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<td>Manage parking from special event traffic to minimize impacts on residential neighbourhood while supporting waterfront activities.</td>
<td>5. Incorporate <strong>signage and public art</strong> into traffic calming at neighbourhood entrances and develop neighbourhood specific signage</td>
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<td>Encourage more people to use transit</td>
<td>6. Continue <strong>special event parking</strong> program and consider <strong>residential permit parking</strong> if necessary</td>
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<td>Monitor effects of above measures on traffic volumes, speed, safety, air quality and child activity.</td>
<td>7. Establish <strong>permanent transit route</strong> designed to serve North End residents and waterfront uses</td>
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<td>8. Outline a <strong>monitoring program</strong> in conjunction with the NEN, academic institutions and other agencies</td>
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* Based on input from North End Neighbours, the public and other stakeholders.
1. Speed Limit Reductions

Background

- As of January 2006, municipalities are allowed to set their own speed limits. Prior to this speed limits lower than 40 km/h (i.e. 30 km/h) could only be implemented in conjunction with area traffic calming. This provides a unique opportunity to introduce speed limit reductions in the North End Neighbourhood and to test the effect.

North End Neighbourhood Proposal

- NEN has suggested a 30 km/h blanket speed limit on all streets in conjunction with traffic calming and other supporting measures. This would require special approval by Council to over-ride existing City policy.

Supporting Measures

- Increased enforcement
- Marketing initiatives (newsletters, radio interviews, special event booths)
- Speed watch program
- Aggressive driver hotline
2. Traffic Calming and Road Restrictions (Conceptual Plan)

Please see detailed plans for further information

Legend:
- Full Road closure (bike/ped access maintained)
- Partial Road closure
- Lane narrowing
- One-way street conversion
- Additional on-street parking
- On-street bike lanes
- Off-street bike trail
- Round-about
- Curb extension
- Choker
- Crossing enhancements
- New/Proposed Road (as per Setting Sail)
Applications: Road Restrictions/Closures

Full Closures
Locations: Strachan at Ferguson, Hughson at Guise

Partial Closures
Locations: Burlington at James, Ferguson at Burlington, Simcoe at Wellington, Bay at Burlington
Applications: Traffic Calming

Curb Extensions/Lane Narrowings/Chokers
Locations: Various

Curb Extension

Traffic Circles/Roundabout
Locations: James/Strachan

Choker (Width may vary and must allow for snow plows)
Applications Lane Reductions

On-Street Parking and Two-way Traffic
Locations: MacNab, all existing local streets
Plus relaxed parking restrictions on James Street and Burlington Street

On-street bike lanes and pavement markings
Locations: Ferguson, Guise, Bay North of Burlington
Applications: Marked Crossings

Marked Crossings
Locations: James/Picton, James/Burlington, Burlington/Wellington, John/Wood and others as appropriate.

Textured cross-walk

Painted cross-walk

Note: City of Hamilton policy is to mark or paint cross-walks only where there is proper protection for pedestrians (e.g. traffic signal, stop sign, pedestrian signal)
3. Area-wide Directional Signage

Sample Guide signs
4. Connections to Pier 8

Setting Sail Recommendations

- A.6.3.5.1.10 states that “Development of Pier 8 shall extend and refine the existing grid of streets and blocks, as indicated on Schedule "M-2". The precise location of new streets shall be determined in Plans of Subdivision but shall generally conform with the street pattern in Schedule "M-2". (see right)"

Proposed Policies to be Recommended by North End Traffic Management Study

- In conjunction with Pier 8 development
  - Close Hughson Street at Guise
  - Close Ferguson Ave to Southbound traffic at Burlington subject to Pier 8 traffic volumes
  - Discourage use of John Street for vehicular traffic through physical measures (see examples to right)
  - Maintain full connections for pedestrians and cyclists
  - Promote Dock Service Road as major entry/exit route
5. Signage and Public Art

- Signage, banners and public art can all help to make drivers aware they are entering and within a residential neighbourhood.

- Can be implemented through marketing campaign and proposed pilot project, with significant input from residents.
6. Special Event Parking

- Special Event Parking Plan
  - Current approach involves “flip-down” signs
  - Program can be expanded in coverage or frequency as required

- Residential Parking Permits
  - Residential permit parking can be implemented on a street or block basis on request, except for arterial streets
  - Current rates are $65/yr
  - Visitors must obtain pass from City Hall
7. Transit Improvements

- Potential to introduce permanent transit service to Waterfront, building on seasonal Waterfront Shuttle

- Request HSR to use buses that minimize air emissions (hybrids, low emission diesel and natural gas)

- Potential to use North End to test neighbourhood transit pass
8. Monitoring and Reporting

The City of Hamilton and other municipalities can learn from the proposed North End Traffic Plan initiatives. Proposed measures/methods include:

- Traffic volumes and speeds
- Air quality measurements (potential to link to McMaster Research)
- Transit use and modal shift
- Resident surveys and businesses before and after implementation
- On-going comments received by City
Financial Considerations

- What will the Plan Cost?
  - Preliminary estimates of the cost for physical improvements is approximately $1.3 million depending on number of bump-outs and design treatments, landscaping, etc.
  - Other costs include banners, signage, marketing materials and on-going monitoring

- Where will the money come from?
  - Existing traffic calming budget (allocation based on priority and need)
  - Contributions from new development
  - Private contributions
  - On-going capital and operating budgets subject to Council approval
  - Grant programs available for pilot projects
Next Steps

- Council Approval
- Project File Report for Road Closures/Lane Reductions
- Develop detailed plans (drawings) and costs for specific measures
- Implement preferred plan
- Monitoring and follow-up

We Want to Hear From You!

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

😊 Speak to a representative at this public information centre

📝 Complete one of our feedback forms here today or mail or fax in your comments

🌐 Visit our website at www.hamilton.ca/north-end-traffic

📞 Arrange a meeting with City staff

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

PUBLIC WORKS DEPARTMENT
Capital Planning & Implementation Division
Strategic and Environmental Planning Section

IBI GROUP