



Hamilton



**IBI**  
GROUP

# North End Traffic Management Study

Public Meeting and Open House

June 26, 2007

Presentation of Preferred Plan



## 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!

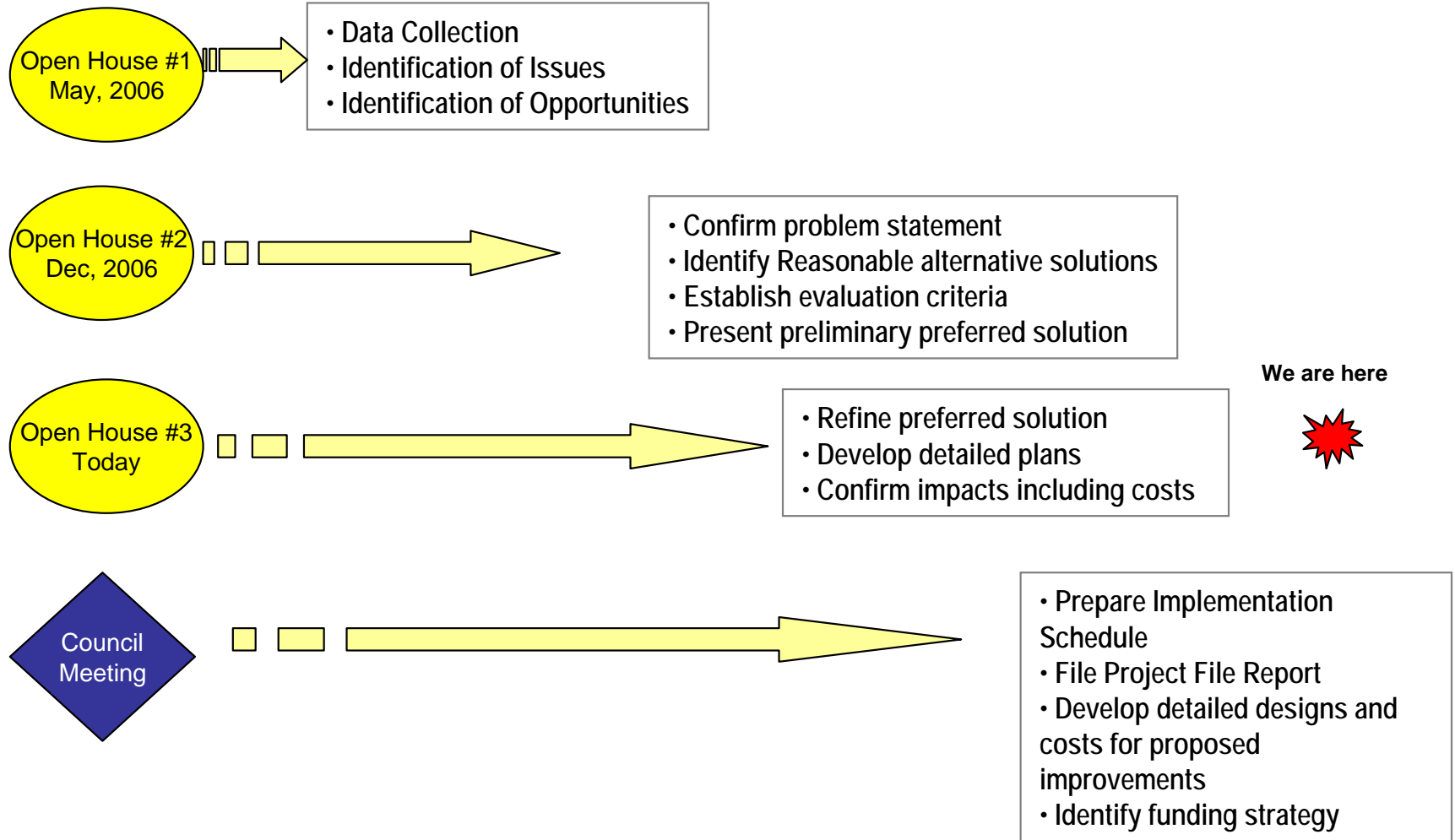


## Reminders

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



# Study Process

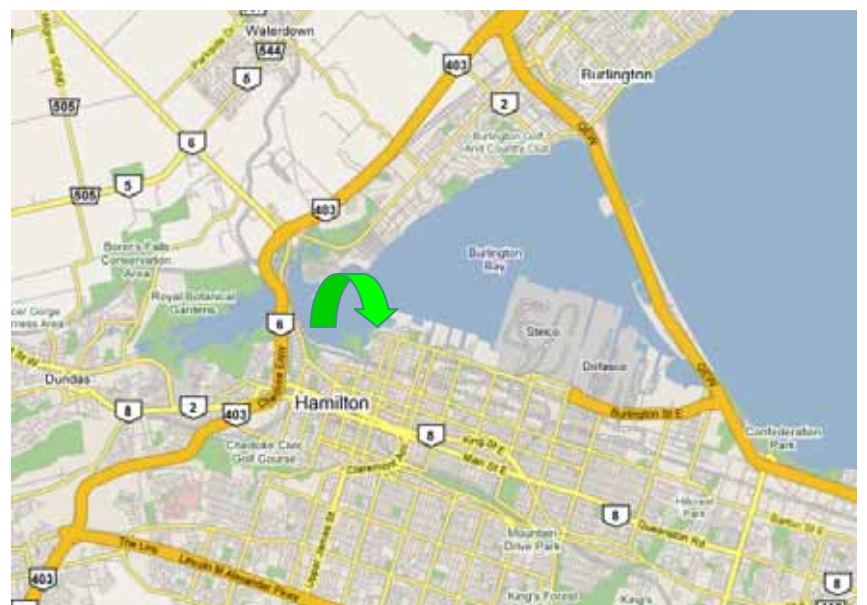




# Why is the North End So Important?

- 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!





## 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



# Emerging Issues and Concerns of Residents

- 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, 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





# 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





## 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



# 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



## 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 and permit parking
- Improved transit connections
- Comprehensive monitoring program



# 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





# 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





## Directional Signage

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





# Pedestrian-Oriented Streets

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







# Signage and Public Art

- Emphasis residential neighbourhood
- Involve community in design





# Special Event Parking

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





## 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



## 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



## 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?

