What's this all about?

The City of Hamilton is working on a Transportation Management Plan for the Strathcona Neighbourhood (Study Area Map on Reverse). The goal of this plan is to address existing transportation issues and transportation management options for the area. We will be looking at driving, cycling, walking, parking and transit conditions and how they can be improved.

We want to hear from you!

How do you travel in and around your neighbourhood?
Are there things you like or don’t like about the transportation network?

What's this all about?

The City of Hamilton is working on a Transportation Management Plan for the Strathcona Neighbourhood (Study Area Map on Reverse). The goal of this plan is to address existing transportation issues and transportation management options for the area. We will be looking at driving, cycling, walking, parking and transit conditions and how they can be improved.

Your input is important to us! You can be involved in the following ways:

Attend the Public Information Centre
Tuesday October 28th, 2008 from 6:30 PM-8:30 PM
Erskine Presbyterian Church
19 Pearl Street North
Hamilton, ON

Meet us for a walking tour of your neighbourhood
Wednesday October 22nd, 2008 at 7 PM OR Saturday October 25th, 2008 at 1 PM
Register for details at eplanning@hamilton.ca or by phone at 905-546-2424 ext 2433

Visit the project website
www.hamilton.ca/strathcona-transportation

Justin Readman, B.Sc.(Env.)
Project Manager
Environmental Planning
Capital Planning and Implementation Division
Public Works Department
City of Hamilton
Ph: 905-546-2424 ext. 2218
Fax: 905-546-4435
Email: eplanning@hamilton.ca
THE STUDY
The City of Hamilton has initiated the Municipal Class Environmental Assessment (EA) process to assess the transportation needs for the Strathcona Neighbourhood (See attached map for study area). The purpose of this study is to identify existing transportation issues and opportunities and to identify improvements to the transportation network.

THE PROCESS
This project is being carried out as a Transportation Management Plan project under the guidelines of the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007). All requirements for Schedule B projects within the Study Area will be fulfilled.

PUBLIC INFORMATION CENTRE
The following Public Information Centre (PIC) will be held to present the existing conditions and to receive public input:

DATE: Tuesday, October 28, 2008
TIME: 6:30 p.m. – 8:30 p.m. (open house format)
LOCATION: Erskine Presbyterian Church, 19 Pearl Street North, Hamilton

We will also be holding a walking tour of the Strathcona Neighbourhood to identify issues and opportunities on Saturday October 25th, 2008 at 1 PM. Register for details at eplanning@hamilton.ca or by phone at 905-546-2424 ext 2433

A second PIC will be held at a later date to present alternative solutions, an evaluation of the solutions and a preferred solution.
Upon completion of the study, a Transportation Management Plan/Project File Report will be available for public review and comment. Another advertisement will be published at that time, indicating where the report can be viewed.

PUBLIC COMMENTS INVITED

There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Managers. If you have any questions or comments or wish to be added to the study mailing list, please contact:

Justin Readman, B.Sc.(Env.)
Project Manager
Capital Planning & Implementation
Public Works Department
City of Hamilton
77 James Street North, Suite 320
Hamilton, ON L8R 2K3
Ph. 905-546-2424 ext. 2218
Fax 905-546-4435
E-mail eplanning@hamilton.ca

Darren Hardenbrook, Dipl. T.
Consultant Project Manager
iTRANS Consulting Inc.
260 Holiday Inn Drive, Suite 23, Building A
Cambridge, ON N3C 4E8
Ph. 519-651-8188 ext. 5957
Fax 519-651-3374
E-mail dhardenbrook@itransconsulting.com

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This Notice issued October 17 and 24, 2008
Public Information Centre #1
Strathcona Transportation Management Plan EA
Erskine Presbyterian Church, 6:30 p.m. – 8:30 p.m.
October 28, 2008

SIGN-IN SHEET
(please print clearly)

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Welcome

Public Information Centre No. 1

Strathcona Transportation Management Plan EA

Tuesday October 28, 2008

City of Hamilton
Welcome to the first Public Information Centre for the Strathcona Transportation Management Plan Environmental Assessment.

Please Sign In and Pick Up Your Information Handout At the Sign-In Table

Members of the Project Team are available to discuss the project with you. Please ask questions. We encourage you to complete a comment sheet before leaving.

Please indicate if you would like to be included on the mailing list. Those on the mailing list will be notified of future public consultation events and will be sent periodic updates on the Project.
Several of the neighbourhoods adjacent to the Strathcona Neighbourhood have secondary plans, including Downtown Hamilton, Ainslie Wood Westdale, Kirkendall, and the West Harbour Planning Area, which encompasses part of the northern portion of the Strathcona Neighbourhood.

There are several studies that have been recently completed or are being conducted concurrently with the Strathcona Transportation Management Plan, which may influence the opportunities and recommendations identified in this study. These studies include:

- Strathcona Secondary Plan
- Strathcona Neighbourhood-Waterfront Trail Pedestrian Connection
- Truck Route Master Plan
- Rapid Transit Feasibility Study
- Cycling Master Plan
The study area has the following boundaries:

- Hamilton Harbour to the North;
- Main Street to the South;
- Queen Street to the East; and
- Highway 403 to the West.
This Transportation Management Plan will review transportation issues in the Strathcona Neighbourhood, including:

- Network capacity and operations
- Transportation safety and traffic calming measures
- Network performance and level of service
- Road classifications and arterial road network
- Neighbourhood concerns and the integrity of the transportation networks for vehicles, cyclists, and pedestrians
- On and off-street parking strategy
- Transit service and multi-modal opportunities
- The roles and operations of King Street and Main Street
- Cycling connectivity between McMaster University and Downtown Hamilton
- Cycling connectivity within the community and to external destinations (eg. York Boulevard to Waterfront)
We are here
Existing Traffic Volumes

Legend
- Signalized Intersection
- Stop Controlled Intersection
- Right Turn
- Through
- Left Turn
- Weekday AM/PM Peak Hour Traffic Volumes

Strathcona Transportation Management Plan EA

Capital Planning & Implementation Division
Environmental Planning Section
www.hamilton.ca/cpi
The Strathcona Transportation Management Plan is being carried out in accordance with the provisions of the Municipal Engineers Association, *Municipal Class Environmental Assessment* (EA) document (2007 update).

Under the Class EA there are three project schedules, with each schedule having different requirements to fulfill the environmental planning process.

- Schedule A projects are limited in scale and generally involve maintenance and operational activities.
- Schedule B projects involve minor modifications to existing facilities.
- Schedule C projects involve new facilities or major modifications to existing facilities.

This Transportation Management Plan is intended to fulfill:

- All Schedule ‘A’ projects.
- All Phase 1 and 2 requirements for all Schedule ‘B’ projects that are identified.
- Identifying Schedule ‘C’ projects for further study.
- There are no Environmentally Significant Areas (ESAs) in the Strathcona Neighbourhood.
- Several prehistoric Native cultures and historic Native and Euro-Canadian occupations were present in the area.
- There are two registered archaeological sites within the Strathcona neighbourhood.
- There are seven properties within the study area that are protected by the Ontario Heritage Act.
- Many buildings in the study area are listed in the City of Hamilton’s Inventory of Buildings of Architectural and/or Historical Interest.
- There are seven proposed Cultural Heritage Landscapes in the study area.
- There are seven City owned parks in the Strathcona neighbourhood.
- Dundurn Park is a Federally Protected Heritage Property.
Rapid transit office has been established and has a stated goal to construct a light rail transit system in 3 years.

In the Strathcona Neighbourhood King Street and Main Street are potential rapid transit corridors.
Existing Truck Routes
Existing Directional Street Network
Existing Parking

Parking Regulations

- Unrestricted Parking
- Metered Parking
- Permit Parking
- Maximum Duration Parking (e.g. 3 hours, 2 hours, 1 hour, 30 minutes)
- Time Restricted Parking (e.g. No parking during specified times, snow routes)
Existing Crossing Guard Locations

Former crossing guard location has had the signage removed, however the pavement markings remain.
Vehicle to Vehicle Collision Summary
Non-Fatal Injury Collisions
2003-2008

Collision Summary

Number of Non Fatal Injury Collisions between 2003 - 2008
Vehicle to Vehicle Collision Summary
Property Damage Only
Collisions 2003-2008

Collision Summary

Number of Property Damage Only Collisions between 2003 - 2008
Existing Bicycle and Pedestrian Network

* Recently constructed multi-use pathways in Victoria Park
Bicycle and Pedestrian Network
Issues and Opportunities

Pedestrian bridge connection from the Strathcona Neighbourhood to the Waterfront Trail is the subject of an ongoing study.

Opportunity to connect Jones Street or Hunt Street to Kay Drage Park and additional north/south connectivity within the Strathcona Neighbourhood.

Investigate York Boulevard and Inchbury Street as possible bike routes.

Investigate potential for Designate Bike Lanes on Locke Street, King Street, and Main Street and contra-flow bike lane on Locke Street.

* Recently constructed multi-use pathways in Victoria Park
Pedestrian Safety Issues and Opportunities

Investigate enhanced pedestrian facilities and crossings on York Boulevard and connections to Dundurn Castle.

Investigate enhanced pedestrian facilities along Dundurn Street, Florence Street, and Pearl Street.

Investigate treatments that would make Locke Street, Hunt Street, Napier Street, Queen Street and the McKittrick Bridge more pedestrian and cycling friendly.
Intersection Improvements
Issues and Opportunities

- Review the curb radius at the intersection of York Boulevard at Strathcona Avenue.
- Investigate possible pedestrian connection at the intersections of Main Street at Pearl Street and Main Street at Frid Street.
- Review crosswalk locations and safety at the intersections of King Street at Pearl Street and Dundurn Street at Lamoreaux Street.
- Review the width of sidewalks and cautionary signage at the intersection of King Street at Dundurn Street. Review possibility of a red-light camera at this location.
- Review the width of sidewalks, crosswalk safety and operations at the intersection of Main Street at Dundurn Street.
- Review safety and operations at the intersection of Pearl Street at Napier Street.
- Review status of citizen request for an all-way stop control at Peter Street and Pearl Street.
Corridor Improvements
Issues and Opportunities

- Review intersection operations with respect to traffic movements at the intersection of Main Street and Frid Street.
- Review road narrowings recommended in the Hamilton Transportation Master Plan and cycling facilities for Locke Street, Barton Street, and Queen Street.
- Investigate alternative cross sections, including two-way operations, rapid transit, bike lanes and on-street parking along King Street and Main Street.
- Investigate volume and queuing concerns in southbound direction during weekday PM peak hour on Dundurn Street.
- Review lane designations to improve lane continuity and reduce queuing on Queen Street. Investigate two-way operations and improved cycling facilities.
Parking
Issues and Opportunities

Commuters from beyond the immediate neighbourhood utilize Strathcona parking for downtown employees and/or GO Transit users.

Parking generators in the neighbourhood with observed overflow parking demands.

Application to reduce on-site parking pending.

Frequent parking infractions within the neighbourhood are Time Limit and Non-permit violations.
One-way Conversion
Issues and Opportunities

Review parking and operations
for possible one-way
conversion on Crooks Street,
Magill Street, Ray Street North,
and Oxford Street.
Potential Cross Section Treatments Under Consideration
Completion of this Environmental Assessment is a part of the process to enable the City to address both the short-term and the long-term transportation needs for the Strathcona Neighbourhood. In order to clearly define the goals and objectives of this study, the following project problem statement has been developed:

“There is a need to develop a transportation plan that addresses the operations and safety needs for the community which accommodates city-wide requirements, while addressing neighbourhood concerns and enhancing the intra-connectivity and inter-connectivity of the neighbourhood transportation network for all modes of transportation, including vehicular movement of people and goods, transit, cyclists, and pedestrians.”
We will review all comments and suggestions received from the public and agencies.

Based on public input, we will:
- Identify alternative solutions and combinations of solutions
- Analyze and evaluate alternative solutions
- Conduct supplementary consultation
- Identify a recommended solution or combinations of solutions for the transportation management plan
- Review and confirm the preliminary preferred solution or combination of solutions for the transportation management plan

The next Public Information Centre is tentatively scheduled for Winter 2009. At this meeting, we will present and request your input on:
- The preliminary preferred solution or combination or solutions for the transportation management plan
- The draft project file
We invite you to fill in the comment sheet with your comments and suggestions. Please submit your comment sheets in the box provided or forward to one of the addresses below.

If you wish to be put on our mailing list, require further information, or wish to provide input to the study, you can contact us in the following ways:

Justin Readman  
Project Manager  
City of Hamilton  
Public Works Department  
320-77 James Street North  
Hamilton, ON L8R 2K3

Ph: 905-546-2424 ext. 6390  
jreadman@hamilton.ca

Darren Hardenbrook  
Consultant Project Manager  
iTRANS Consulting Inc.  
260 Holiday Inn Drive  
Suite 23, Building A  
Cambridge, ON N3C 4E8

Ph: 519-651-8188 ext. 5957  
dhardenbrook@itransconsulting.com
City of Hamilton
Strathcona Transportation Management Plan EA
Public Information Centre
October 28, 2008

Comment Sheet

Place your completed comment sheet in the box provided or send it by November 11, 2008 to:

Justin Readman, B.Sc.(Env.)
Project Manager
Capital Planning & Implementation
Public Works Department
City of Hamilton
77 James Street North, Suite 320
Hamilton, ON L8R 2K3
Ph. 905-546-2424 ext. 2218
Fax 905-546-4435
E-mail eplanning@hamilton.ca

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Ph. 519-651-8188 ext. 5957
Fax 519-651-3374
E-mail dhardenbrook@itransconsulting.com

Please indicate on the map the location of the issue and provide a brief description:

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Please Print
Name: ________________________________________________________________________________________

Address: ________________________________________________________________________________________

Postal Code: _____________

E-mail: ____________________________________________________

Thank you for your participation. Comments and information regarding this study are being collected in order to meet the requirements of the Environmental Assessment Act. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.
City of Hamilton
Strathcona Transportation Management Plan EA
Public Information Centre
October 28, 2008
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Please indicate on the map the location of the issue and provide a brief description:

Dundurn + Lombeque
- create pedestrian operated stop light crossing signal that could operate during peak hours to ensure child safety

Dundurn + York
- lengthen existing crossing time on north/south crossing (crossing point) by 40 seconds
City of Hamilton
Strathcona Transportation Management Plan EA
Public Information Centre
October 28, 2008

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Ph. 519-651-8188 ext. 5957
Fax 519-651-3374
E-mail dhardenbrook@itransconsulting.com

Please indicate on the map the location of the issue and provide a brief description:

I am concerned about pedestrian and cycling safety on Main, King and Dundurn between these streets. They are not friendly or safe. The sidewalks are narrow and butt up against the streets and everyone I know avoids them if possible and this should not be the case.

I would like to see one less lane per road and have narrowed lanes with designated bike lanes and perhaps trees planted to reduce the harshness of the main and king streets.
Place your completed comment sheet in the box provided or send it by November 11, 2008 to:

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Project Manager  Consultant Project Manager
Capital Planning & Implementation  iTRANS Consulting Inc.
Public Works Department  OR  260 Holiday Inn Drive, Suite 23, Building A
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Fax 905-546-4435  E-mail eplanning@hamilton.ca

Please indicate on the map the location of the issue and provide a brief description:

THE PEDESTRIANS WORKING IN DOWNTOWN HAMILTON AND TORONTO PARK THEIR VEHICLES ON MORDEN ST AND SOME TIME FOR MANY DAYS. SO AS RESIDENTS WHO DOESN'T HAVE A CAR MAY I HAVE MANY DIFFICULTIES FINDING A PARKING SPACE ON THE STREET. SO PARKING RESTRICTION IS NECESSARY ON THIS STREET.
Justin Readman, B.Sc.(Env.)
Project Manager
Capital Planning & Implementation
Public Works Department
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Ph. 519-651-8188 ext. 5957
Fax 519-651-3374
E-mail dhardenbrook@itransexpress.com

Please indicate on the map the location of the issue and provide a brief description:

First concern: I walk in Ancaster take the HSR daily HAVEn't worked weekends every other. There is absolutely NO bus service into Ancaster from the weekend. The 5C only goes to Westham Loop. I have to take a cab the rest of the way to work & $20 cost one way. The Ancaster Bus only operates from about 6am on Sat., no service Sunday. Also through the week it only operates till about 7:45 - 8pm. I work in a restaurant on Tranquility Ave, if I am asked to work overtime - an 8hr shift I have to rely on co workers for a ride home. Also on weekends, if I want to go shopping at Hamilton Mall, I have to go on his 4th floor, checkout upper bus or walk to get there. Guess what, it is far too long walking time to get there & I am not going to go shopping there by public transport that costs for anyone who lives in the west end across Dundas.

I have other concerns I am addressing on the HUGE ARZAL Neighbourhood Map.
Justin Readman, B.Sc.(Env.)
Project Manager
Capital Planning & Implementation
Public Works Department
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Please indicate on the map the location of the issue and provide a brief description:

With the ever increasing of commercial traffic, this is a sore spot for the engineers and public.
I live on the North side of Queen for the last 47 years and have seen what one on the City Hall is not able to see or know.
From York Blvd to King and behind
I am probably the oldest resident.
At this stretch of road, some drivers ignore signs and speeds causing mishaps and collisions that are not mentioned—mostly by ignoring the right lane.
To turn right on King St. I am privileged to see the King kissing the Queen at times. Please do not print my joke!
City of Hamilton
Strathcona Transportation Management Plan EA
Public Information Centre
October 28, 2008
Comment Sheet

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Please indicate on the map the location of the issue and provide a brief description:

OXFORD
- one way
- reduce speed from 50 to 30 km/hr
- tighter parking from side to side
- very busy connector between York & Baylon at times of day
- many vehicles/trucks use as raceway
- backing out of drive is dangerous at times
City of Hamilton
Strathcona Transportation Management Plan EA
Public Information Centre
October 28, 2008

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Please indicate on the map the location of the issue and provide a brief description:

To Darren,

I'd like to know about the 'eye' signals at King/Punderson, which I think have been effective to some extent. Are there plans at this intersection since the advent of those signals and their use elsewhere?

- We would find a bus on Punderson useful to provide access to Earl Kitchener school, the Lobo beer store. The York bus route is poorly used & might be extended along Dundurn.
Justin Readman, B.Sc.(Env.)
Project Manager
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Please indicate on the map the location of the issue and provide a brief description:

**Issue:** Parking on Oxford St.

Cars ticketed for parking in wrong direction on Oxford. Dangerous to do U-Turn on road and face of Heavy Foot Traffic.

There is a danger of cars going south on Oxford toward U-Turn on correlating heavy traffic street. (with 2 way traffic capability broadening sufficiently)

Oxford should be a one-way street from York to Barton (North)

This would resolve U-Turns from openings of narrow street as well as allow emergency vehicles, i.e. fire trucks which only go north and to safely travel down this street.

I also believe speed reducers should be put in by of children.

Please Print

Name: ___________________________
Address: ________________________
Email: __________________________
Postal Code: ____________________

Thank you for your participation. Comments and information regarding this study are being collected in order to meet the requirements of the Environmental Assessment Act. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.
I live on Strathcona Ave North.
A great amount of cars use Strathcona when Dundurn St is busy.
I would like to see a 4 way stop at head street to slow traffic flow.
Place your completed comment sheet in the box provided or send it by November 11, 2008 to:

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Public Works Department
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Please indicate on the map the location of the issue and provide a brief description:

- Strathcona + Main: Controlled pedestrian crossing is desperately needed - lots of bus stops and five lanes of busy traffic, Locke and Dundurn are too far away.
- Pearl + Main: controlled pedestrian crossing needed, similar reasons as above.
- Locke + York: pedestrian lights are way too short, even when you press the button, the centre median is an unacceptable stopping location. Try crossing York street with small children or a stroller!
- Main St. Lane reductions! When it was 3 lanes during the recent resurfacing it was actually pleasant to walk down, since traffic was slowed down. Same would apply to King St. W. Picture King St. East between Wellington and Mary - a lane removed on each side, with a slightly expanded sidewalk, plus...
on-street parking, with some trees - that would make King and Main actually enjoyable to walk down.

I mean think about it: most people avoid two of our city's main streets because they are so unpleasant. Walking along Main or King is a thoroughly unpleasant experience, and I do everything I can to avoid them. What does that say about our city?

York has too many lanes. 3 in each direction is excessive. It's not as bad as King or Main, but it's pretty bad.

There may be concerns about diverting traffic off Main streets onto side streets, but putting chicanes or other traffic reducing features on the minor streets to help. We need to make driving way less convenient and unpleasant, and walking and biking more convenient and pleasant.

More congestion is better - slower traffic.

Dundurn + King and Dundurn + Main are scary places to walk. It is terrifying standing on those corners. It needs to change, the sidewalks need widening at the very least.

In the presentation there was a suggestion that Crookes, Magill, etc., could be turned to one way. That has got to be one of the stupidest suggestions I've ever heard.

A controlled crossing on Dundurn between King and York would be great.

A controlled crossing on Queen between York and King would be great. Somewhere around Napier perhaps.
City of Hamilton
Strathcona Transportation Management Plan EA
Public Information Centre
October 28, 2008

Comment Sheet

Place your completed comment sheet in the box provided or send it by November 11, 2008 to:

Justin Readman, B.Sc.(Env.)
Project Manager
Capital Planning & Implementation
Public Works Department
City of Hamilton
77 James Street North, Suite 320
Hamilton, ON L8R 2K3
Ph. 905-546-2424 ext. 2218
Fax 905-546-4435
E-mail eplanning@hamilton.ca

Darren Hardenbrook, Dipl. T.
Consultant Project Manager
iTRANS Consulting Inc.
OR
280 Holiday Inn Drive, Suite 23, Building A
Cambridge, ON N3C 4E8
Ph. 519-651-8188 ext. 5957
Fax 519-651-3374
E-mail dhardenbrook@itransconsulting.com

Please indicate on the map the location of the issue and provide a brief description:

1) 4 Way Stop Needed at Corner of Locke St. N. & Florence St.

2) Speed Limit Reduce to 40 km/hr For Locke St. N. Between King St. and York St.

3) Periodic Deployment Off "Your Speed Is..." Display Sign (Portable Radar) on Locke St. N. Between King St. and York St.

4) Crosswalk Painted Lines & Signs All Ways At Every Intersection of Locke St. N. Between King St. and York St.
6) Limit truck access on Locke - currently transport trucks use it daily to make cut-throughs.
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Please indicate on the map the location of the issue and provide a brief description:

- NEED FOR DESIGNATED BIKE LAKES ON KING + MAIN, IT'S SCARY RIDING ON THESE ROUTES.
- SIMILARLY ON YORK.
- WOULD LIKE JONES AVE TRAIN CYCLE CONNECTION TO KAN DRY MARSH + THEREFORE PRINCESS POINT, ARBUTUS HIGHWAY ENDS BIKE CONNECTION VIA BRIDGE LOCKED TO BAY.
- BIKE ROUTE ON BARTON WGT.
- SOMEHOW PEOPLE SHOULD BE DISCOURAGED FROM PARKING ON NEIGHBORHOOD STREETS ALL DAY LONG WHILE THEY WORK DOWNTOWN.
- WOULD LIKE A GO ROUTE, THE FAMILY BUS LINE SHOULD BE AGGRESSIVELY ADVERTISED. TERRIFIC IDEA!
- GET PEOPLE OUT OF THEIR CARS—BIKE, WALK, PUBLIC TRANSIT.
Correct Jones in Hunt to Kay Drigo
York - bike route

Osipova Biko Locke King & May
Barton Locke
Justin Readman, B.Sc.(Env.)  
Project Manager  
Capital Planning & Implementation  
Public Works Department  
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Please indicate on the map the location of the issue and provide a brief description:

1) Primarily residential area with very limited parking: increase availability of overnight parking. Rev. George St. make one way. Alternate parking side of street bi-monthly so that South side residents don't always have car in front of property. Yes, I live on South side.
2) Bridges connecting 2 Waterfront Trail and Kay Dorge Park - great idea!
3) Hwy 603 - QEW - Alex. Perry - Redhill Estates - provide cross-city access, so reduce emphasis on Main x King through out. Change to 2-way.
4) Cyclists want efficient flow & convenient access too. Provide designated on street lanes on Main, King, Queen, Locke, Dundurn. "Designated Bike Route" on non-continuous side- and back-streets do not encourage bicycle use.

Thank you for your participation. Comments and information regarding this study are being collected in order to meet the requirements of the Environmental Assessment Act. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

I navigate the neighborhood almost exclusively by bicycle. I invite the City or representatives to contact me if insight into bicycle specific issues is being sought.
Laking George

Reduce emphasis on through flow Main, King
Support Bridge & Waterfront Park
access to City Duga Park

Bike lands: Main, King, Locke, Queen, Dundurn
Support 2-way Main, King, Locke
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Please indicate on the map the location of the issue and provide a brief description:

I would like to see red-light cameras at the following intersections: such as King and Dufferin, and Main and Dundas. I would urge strong visible policing enforcement along King, Main and other busy streets. The Hamilton Police Department photo radar should be used, and police cruisers should be parked unmarked along King Street (both sides) between Church and Dundas to help slow down traffic. Also, the Police Department should share collision summary data as it pertains to the various neighbourhoods in the city with the Strathcona Transportation Plan. The Police Department should be aware to provide data on the number of traffic tickets issued in Strathcona and across the city, where such data is available, to help determine areas of greatest risk and to consider if more enforcement is needed.

Please Print
Name: [Redacted]
Address: [Redacted]
Postal Code: [Redacted]

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Please indicate on the map the location of the issue and provide a brief description:

Parking on street - Exhemel - concerts on sidewalks

Beepers & Church on

Corner of B street & Page

Visitors - need speed limit

Traffic on 509 from

Coiners - no parking here temporary

Winter street (stander) parking

Snow onto ramps

Corner - signed speed

High - cannot see traffic

2013
Exhibit X
Base Map
1 Bike lane at the intersection of York Boulevard at Plains Road West makes cyclist feel constrained.

2 Support the idea of connecting Jones Street with Kay Drage Park via a pedestrian and cycling bridge.

3 Support the idea of a connecting bridge between Jones Street and Kay Drage Park, however would be more in favour of a bridge that would support vehicular traffic.

4 The noise from the highway reduces the enjoyment of Kay Drage Park. Suggest a noise barrier.

5 Recommend connecting Locheanne Street with Kay Drage Park.

6 Recommend installing a mini-roundabout at the intersection of Breadalbane Street and Locheanne Street to replace the existing stop sign.

7 Traffic calming and lane restrictions are needed on Breadalbane Street to stop people using it as a by-pass for Dundurn Street.

8 Remove one car lane northbound on Dundurn Street and add bicycle lanes on both sides. This would address speeding and provide a buffer between vehicles and pedestrians. There are currently too many big trucks on Dundurn Street.

9 Install a traffic signal on Dundurn Street between King and York.

10 Would HSR consider rerouting the York bus, extending the route south on Dundurn Street to Main Street or to Aberdeen Avenue, which would allow access to Fortinos, the LCBO, the Beer Store, etc.

11 A traffic signal is required on Dundurn Street. The traffic is solid from top to bottom during the evening.

12 The crossing guard at the intersection of Dundurn Street and Lamoreaux Street has had several near misses. There have been 4 crossing guards in 3 years at this location.

13 Install a pedestrian operated traffic signal at the intersection of Dundurn Street at Lamoreaux Street.

14 There is an informal pathway between Kay Drage Park and the Cathedral. Who owns this property, who is responsible/liable? Could this path be made more formal? There is a safety concern with respect to the lack of maintenance by the railway.

15 Sidewalks need to be widened at the south corners of the intersection of King Street at Dundurn Street. Currently there is not enough space for pedestrians to stand.
16 Contra-flow lane on Dundurn would be advantageous. Currently motorists jump the queue in the southbound direction, which makes crossing from Hunt Street to Head Street dangerous.

17 The gas station at the intersection of King Street at Dundurn Street does no shovel the sidewalks in the winter.

18 The restricted access for Breadalbane Street south of Hunt Street during PM peak hours needs to be more strictly enforced.

19 It is difficult to turn from King Street to Breadalbane Street because drivers are already increasing speed on approach to the ramp to Highway 403.

20 The pilot project of the shifting eyes at the intersection of King Street and Dundurn Street should be continued. The collision history does not account for near misses at this intersection.

21 The pedestrian crossings at the intersection of King Street at Dundurn Street need major improvements. Two-way traffic on King Street and/or removing the ramp into the Fortino's plaza may help. Bike lanes on the full length of Dundurn Street are required. Crossing should be allowed at all points after narrowing crossing points.

22 It is difficult to cross the on-ramp to Highway 403 at the bike lane crossing. Two-way conversion of King Street into the Westdale neighbourhood should be considered.

23 There are visibility issues for pedestrians attempting to cross the off-ramp from Highway 403 near Frid Street.

24 Access to Dundurn Street from the Fortino's plaza is required.

25 Many drivers run the red lights at the intersections of King Street at Dundurn Street and Main Street at Dundurn Street. Pedestrians feel very unsafe as a result.

26 Modify the traffic island at the intersection of Main Street at Dundurn Street so trucks can turn with less difficulty. If Main Street had two-way operations, this problem would be solved.

27 There is significant weaving on Main Street between the off-ramps from Highway 403 and Dundurn Street.

28 Reroute the York bus to go south on Dundrun Street past Main Street. The northbound route could go north on Dundurn Street, east on Head Street, then north on Strathcona Avenue to the Strathcona Loop.

29 There is a significant number of vehicles which turn left onto Main Street from Dundurn Street after the advanced left signal has ended. The drivers will proceed in the turn movement despite the presence of pedestrians attempting to use the pedestrian signals.
30 A pedestrian signal is required at the intersection of Main Street at Strathcona Avenue to access businesses and the bus stop.

31 Some form of pedestrian crossing is required at either the intersection of Main Street at Strathcona Avenue or the intersection of Main Street at Margaret Street to provide improved access to the bus stops between Dundurn Street and Locke Street.

32 A crossing guard at the intersection of Main Street at Locke Street would be beneficial.

33 Reduce traffic speeds on King Street. Suggest removing a lane and widening and enhancing sidewalks with the surplus right-of-way.

34 A diagonal path across Victoria Park from the intersection of King Street at Locke Street towards Strathcona Avenue would be beneficial.

35 Commuter parking has migrated to side streets from the Victoria Park parking lot. The parking lot now appears to be under-utilized. Recommend all day parking in the parking lot to reduce demand on side streets.

36 Traffic on the side streets needs to slow down. There are many children in the parks.

37 The intersection of Florence Street at Locke Street needs stop signs or traffic calming measures.

38 There is significant traffic congestion on York Boulevard when there are events taking place at Copps Coliseum and Hamilton Place. Sometimes motorists must wait 3 to 4 cycles in order to proceed past Queen Street.

39 A pedestrian signal at the intersection of York Boulevard at Strathcona Avenue or York Boulevard at Inchbury Street would be beneficial to provide access to Dundurn Park.

40 Lights were removed from paths in Dundurn Park during recent renovations. Please replace the lights to increase the safety for evening walkers.

41 Support the idea of a pedestrian bridge from Locke Street to the Waterfront Trail.

42 Support the idea of one-way conversion of Crooks Street. Currently the street is too congested with two-way operations, particularly in the winter.

43 Consider a one-way conversion to northbound only traffic on Oxford Street due to the on street parking and narrow road width.

44 Consider a crosswalk at the intersections of York Boulevard at Magill Street or York Boulevard at Ray Street to increase pedestrian safety. Such a connection would make the proposed pedestrian bridge more accessible and unite the neighbourhood.
At the intersection of Locke Street and Florence Street, consider an all-way stop with crosswalks, reducing the posted speed limit to 40 km/h, and installing speed humps or other traffic calming measures.

Consider traffic calming measures such as speed bumps on Tom Street between Dundurn Street and Strathcona Avenue.

There is an issue with parking supply in the vicinity of the Zion Church, particularly on Pearl Street between Napier Street and Peter Street. The church community is very active and runs programs often. The attendees often park on the streets, and there is insufficient supply for the residents.

Bike lanes on Main Street and King Street would be beneficial.

Parking restrictions on Morden Street would be very beneficial. Currently the residents have problems finding parking spaces.

Oppose two-way conversions of Main Street and King Street. The result will be traffic infiltration on the side streets, which will compound existing problems.

It is dangerous to cross King Street at Pearl Street or Ray Street during rush hour.

The properties south of King Street, north of Main Street, east of Locke Street, and west of Queen Street are primarily residential. Please increase the availability of overnight parking.

A property on George Street, west of Pearl Street is renting parking space which exceeds private driveway width. As a result, the availability of public on-street parking is reduced in an area in which parking is already very limited.

Reduce the travel speeds of vehicles on King Street and Main Street, particularly during off-peak periods. More pedestrian crossings are needed in this corridor.
King & Main
Slow down
Cars!!

Needs more crossing for Red.

esp on non path people drive to go.
on 14th from
Dundurn to
Strachan
Consider a
few speed
bumps

We need bike lanes
on Main and King.

Need Parking
Restrictions

Dundurn/Strachan will affect
transportation for bus
running of some
time days

Stop sign??
Traffic calming??
Workers of
least??
Have a crosswalk at Main or Ray to increase pedestrian safety. The pedestrian path is more accessible to all neighborhoods.

Consider Long Drive for a rest stop. Please consider minor roads.

Keep back lots in single family row houses.

Traffic calming at 10-15km per hour.
Support idea of pedestrian bridge here
Pearl & Ray
dangerous
5 at
hour/
King

This address on George st
9 Pearl is reading parking
space which exceeds private
driveway width. Availability
of public on-street parking is
reduced in an area in which
parking already is already very
limited.

Slow cars
esp at night
King
Connect with a bike & pedestrian path & bridge. Great idea!

Sound Issue @ Park from Hwy

Agree!
(though I might add that a vehicular route may be helpful & increase access to parking lot & increase visibility of the park)

Mini roundabout to replace stop sign
Traffic calming lane restrictions prepaid on Breadalbane to stop people using it as a by-pass for Dundurn.

Remove one car lane N-bound and make bicycle lanes on both sides - would address speeding - provide a buffer between vehicles and pedestrians (too many big trucks).

We need a light on Dundurn between King and York.

Would HSR consider re-routing the York bus, extending it south on Dundurn St. to Main or ideally to Aberdeen, allowing access to Fortinos, the LCBO, library, store & school (6k)

Crossing guard on Dundurn Street gets hit several times - we gone thru 4 guards in 3 years.
Pedestrians operate stop light at Dundurn + Lamiereuix

Property ownership?
Pathway access is informal, but who is responsible/liable?
Safety concerns regarding lack of maintenance by railway.

Sidewalks need to be widened at South corners of King + Dundurn = no place for people to stand.

(King + Dundurn) Gas Station a very bad tenant — they do not shovel the sidewalk in the winter.

As discussed with Darren, options to better manage traffic flow on Dundurn by changing lanes to 2 north in am, and 2 south in pm, or some alternative.

One problem is that cars jump the queue when traffic is backed up going south to turn at Dundurn or red light, making it potentially dangerous to cross from...
Enforcement of restricted access required.
(M-F 4-6pm No Entry)

It is almost impossible to turn off King onto Breadalbane because people are already driving at highway speeds before they get to the 403 ramp.

I would like to know the results of the new traffic "eyes" at King-Dundurn, as a pilot project. I'd like to see it continue.

NEED MAJOR IMPROVEMENT TO PEDESTRIAN CROSSING (two way traffic - remove the ramp into Fortinos?)
- BIKE LANES ON DUNDURN FOR FULL LENGTH
- ALLOW CROSSING AT ALL POINTS AFTER NARROWING CROSSING POINTS

The statistics about collisions at King/Dundurn and Main/Dundurn do not take into account near misses. Both my husband and I have almost been hit several times, especially at King - Dundurn [95-96]

NASTY CROSSING AT CYCLE LANE + 403 ON-RAMP
SHOULD CONSIDER MAKING KING ST TWO-WAY INTO WESTDALE
Every day I see at least 3-4 people run a red light at King + Dundurn and Main + Dundurn as a pedestrian I feel very unsafe.

Exits off 403 onto Main St going downtown is a major problem as people try to get to the opposite side of Main before Dundurn.

Have York bus go South on Dundurn past Main to a point not sure where, the back down North on Dundurn to Head/Strathcona up to Strathcona Loop.

I need access to Dundurn S. from the Plaza.
The number of cars turning left onto main from Dundurn, after the advance light has stopped, is frightening. The pedestrian light will come on, and one, two, three, four cars will race through.

Need Pedestrian light to walk across Main St @ Strathcona South to get to Dairy Queen / Bus stop.

Need some sort of pedestrian crossing aid at Margaret or Strathcona & Main, for better access to bus stops between Dundurn & Locke. Perhaps a signal?

What would regret would be to have a crossing guard at this intersection. Thanks.

Slow down traffic on King St - remove a lane and widen/enhance sidewalks.
Add the pathway back diagonal to wards Stratford.

Since the parking lot in Victoria Park now has limited timed parking; Commuters using the Go bus are now parking on side streets; e.g., Head. The parking lot now seems under utilized; I'll go back to all day parking in that lot.

Traffic needs to slow down on side streets; there are many children. Too much risk in the park.
Traffic Congestion on York Blvd when there are events on Copps/Hamilton Place.
When driving a while it takes & light changes to get past Queen St.

Dundurn Park on west side of South Front N to get to pedestrian light @ York.

Support idea of pedestrian bridge here.

Consider 1 way Northbound for Oxford St.

Have a crosswalk at MacGill or Ray Soc to increase pedestrian safety.
Make pedestrian bridge more accessible to Unit neighbourhoods.

Put lights that were taken away along paths back back in Dundurn Park.
Rocke & Florence
- 4-way stop with crosswalks
- consider 40 km/h.
- speed humps or other traffic calming measures

on T5v/St from Dundurn to St. Thomas
- Consider a few speed bumps

We need bike lanes
on Main and King.

Morden St
NEED PARKING RESTRICTION.

Residents have problem with parking, vehicles for long period of time, some times days

2-way streets
@ King and Main
are a bad idea. It will create too much traffic on side streets. Traffic is too fast already
1. Pearl + Ray
too dangerous to cross street at King

2. This address on George st. space which needs private parking is already very limited.

3. Pedestrians need more crossing for.
Strathcona Transportation Management Plan – Project Issues List

Where applicable, comments have been included verbatim, elsewhere; summary comments have been developed based on multiple comments from various sources (email, comment sheet, verbal, etc.).

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>ISSUE / CONCERN</th>
<th>RESPONSE</th>
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<tbody>
<tr>
<td>1. Major Corridor</td>
<td>▪ Two-way conversion of King Street into the Westdale neighbourhood should be considered.</td>
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<tr>
<td>Capacity Analysis</td>
<td>▪ Oppose two-way conversions of Main Street and King Street. The result will be traffic infiltration on the side streets, which will compound existing problems.</td>
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<td>▪ There is significant weaving on Main Street between the off-ramps from Highway 403 and Dundurn Street.</td>
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<td>▪ Speeding on York Boulevard is an issue. Increase monitoring may help alleviate the problem.</td>
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<td>▪ Consider reducing the speeds on Main Street and King Street to create a more pedestrian friendly environment.</td>
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<td>▪ Reduce traffic speeds on King Street. Suggest removing a lane and widening and enhancing sidewalks with the surplus right-of-way.</td>
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<td>▪ Reduce the travel speeds of vehicles on King Street and Main Street, particularly during off-peak periods.</td>
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<td>▪ The coordinated lights facilitate speeding and racing on Main Street and King Street.</td>
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<td>▪ Consider narrowing major streets such as York Boulevard to allow for more useable space along the sides.</td>
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<td>▪ Provide landscaping and bike lanes in the median on York Boulevard.</td>
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<td>▪ Add bike lanes and delete planting strip on York Boulevard.</td>
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<td></td>
<td>▪ Would like to see one less lane on Main Street. King Street, and Dundurn Street between Main Street and King Street. Would like to see narrowed lanes, designated bike lanes, and trees planted.</td>
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<tr>
<td></td>
<td>▪ Reduce the number of lanes on York Boulevard, Main Street, and King Street. Accompany the lane reductions with traffic calming measures on the side streets to prevent traffic infiltration.</td>
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Updated on: February 3, 2009
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| 1. Major Corridor Capacity Analysis (continued) | • Bike lanes on Main Street and King Street would be beneficial.  
• Provide designated on-street bike lanes on Main Street, King Street, Queen Street, Locke Street, and Dundurn Street. "Designated Bike Route" on non-continuous side and back streets do not encourage bicycle use  
• More pedestrian crossings are needed in the King Street and Main Street corridors | |
| 2. Cycling | • Investigate additional bike lanes in the following areas:  
• Along York Boulevard from Dundurn Street to Bay Street  
• Along Locke Street  
• Along Inchbury Street to provide access to Victoria Park  
• To access Dundurn Castle  
• To access Pier 4  
• Provide access to the Waterfront trail  
• Design Locke Street to have a more pedestrian and cycling focus. Consider dedicating a lane between Main Street and King Street  
• Investigate design options to improve the attractiveness of the McKitterick Bridge to cyclists and pedestrians. Currently the bike lanes are close to traffic, there is no vegetation and there is a narrow sidewalk  
• Improve cyclist and pedestrian crossing of on-ramps on the King Street overpass  
• Bike lane at the intersection of York Boulevard at Plains Road West makes cyclist feel constrained.  
• Support the idea of a connecting bridge between Jones Street and Kay Drage Park, however would be more in favour of a bridge that would support vehicular traffic  
• Recommend connecting Locheane Street with Kay Drage Park.  
• There is an informal pathway between Kay Drage Park and the Cathedral. Who owns this property, who is responsible/liable? Could this path be made more formal? There is a safety concern with respect to the lack of maintenance by the railway  
• Bike lanes on the full length of Dundurn Street are required, possibly in |
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| 2. Cycling        | - place of a Northbound travel lane  
- It is difficult to cross the on-ramp to Highway 403 at the bike lane crossing.  
- Bike lanes on Main Street and King Street would be beneficial.  
- Install a bike route on Barton Street west  
- Provide designated on-street bike lanes on Main Street, King Street, Queen Street, Locke Street, and Dundurn Street. “Designated Bike Route” on non-continuous side and back streets do not encourage bicycle use |                                                                                                                                                                                                          |
| 3. Pedestrians    | - A diagonal path across Victoria Park from the intersection of King Street at Locke Street towards Strathcona Avenue would be beneficial.  
- Lights were removed from paths in Dundurn Park during recent renovations. Please replace the lights to increase the safety for evening walkers.  
- There are visibility issues between pedestrians and vehicles heading east over the King Street bridge.  
- Dundurn Street North and Dundurn Street South between Main Street and King Street should be designated as a pedestrian improvement area  
- There is no traffic control at bus stop on Main Street between Dundurn Street and Locke Street. Pedestrians are forced to walk to an adjacent intersection or get off at a different stop in order to cross the street  
- Dundurn Street, Florence Street, and Pearl Street require pedestrian enhancements in order to accommodate the mobility challenged  
- Dundurn Street North and Locke Street North on the west side require a wider sidewalk  
- Investigate options for pedestrian connections to the Waterfront Trail and Kay Drage Park  
- Consider options to make York Boulevard more pedestrian friendly with specific consideration given to pedestrian crossings of York Boulevard and connections to Dundurn Castle  
- Consult the public when planning locations for pedestrian networks  
- Consider installing bollards to provide pedestrians with protection from vehicular traffic |
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| 3. Pedestrians (continued)    | - Improve pedestrian conditions at the intersection of York Boulevard at Dundurn Street  
- Investigate pedestrian improvements for the intersection of King Street at Dundurn Street, particularly the sidewalk width and cautionary signage  
- Install a pedestrian operated traffic signal at the intersection of Dundurn Street at Lamoreaux Street.  
- The pilot project of the shifting eyes at the intersection of King Street and Dundurn Street should be continued. The collision history does not account for near misses at this intersection.  
- The pedestrian crossings at the intersection of King Street at Dundurn Street need major improvements. There are visibility issues for pedestrians attempting to cross the off-ramp from Highway 403 near Frid Street.  
- Some form of pedestrian crossing is required at either the intersection of Main Street at Strathcona Avenue or the intersection of Main Street at Margaret Street to provide improved access to the bus stops between Dundurn Street and Locke Street.  
- A pedestrian signal at the intersection of York Boulevard at Strathcona Avenue or York Boulevard at Inchbury Street would be beneficial to provide access to Dundurn Park.  
- Consider a crosswalk at the intersections of York Boulevard at Magill Street or York Boulevard at Ray Street to increase pedestrian safety. Such a connection would make the proposed pedestrian bridge more accessible and unite the neighbourhood.  
- It is dangerous to cross King Street at Pearl Street or Ray Street during rush hour.  
- More pedestrian crossings are needed in the King Street and Main Street corridors.  
- A controlled pedestrian crossing is required at the intersection of Main Street at Pearl Street.  
- The pedestrian crossing times at the intersection of York Boulevard at Locke Street is insufficient to complete the crossing. The centre median is too narrow to be an effective pedestrian refuge. |

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<tr>
<td></td>
<td>- The intersections of King Street at Dundurn Street and Main Street at Dundurn Street are unpleasant walking environments.</td>
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<td>- Suggest a controlled pedestrian crossing at the intersection of Queen Street at Napier Street.</td>
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<td></td>
<td>- The intersection of Main Street at Dundurn Street needs a “Watch for Pedestrians” sign.</td>
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<td>- Investigate relocating the promotional signs at the intersection of King Street at Dundurn Street to provide a larger pedestrian refuge.</td>
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<td>- Investigate moving the crosswalk at the intersection of King Street and Pearl Street to the east side of the intersection</td>
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<td>- The painted crosswalks for crossing guard use at the intersections of Dundurn Street at Lamoreaux and King Street at Pearl Street concern residents. Some pedestrians interpret these crosswalks as proper crosswalks when there is no crossing guard present. Investigate possible improvements</td>
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<td></td>
<td>- The crossing guard at the intersection of Dundurn Street and Lamoreaux Street has had several near misses. There have been 4 crossing guards in 3 years at this location.</td>
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<td>- A crossing guard at the intersection of Main Street at Locke Street would be beneficial.</td>
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<td>- Provide more benches for seniors</td>
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<td>- At the intersection of Main Street at Dundurn Street there is a major conflict point between pedestrians on the eastern crosswalk and southbound left turning vehicles. Several residents do not feel comfortable using this crosswalk and will use the other 3 instead</td>
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<td>- At the intersection of King Street at Dundurn Street, there is no crosswalk on the west side of the intersection. The sidewalks on the southeast side are too narrow to accommodate the volume of pedestrians that use the crosswalk</td>
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<td>- Investigate possible pedestrian crossings at the intersections of Main Street at Pearl Street, Main Street at Frid Street, and Main Street at Poulette Street</td>
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<td>- Provide curb cuts at paved median locations along York Boulevard</td>
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<td>- Encourage jogging clubs to use off-street facilities</td>
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| 4. Corridor | - Consider a conversion of Queen Street North to 2-way in order to provide better access to developments  
- Two-way traffic on King Street and/or removing the ramp into the Fortino’s plaza may help pedestrian conditions.  
- Two-way conversion of King Street into the Westdale neighbourhood should be considered.  
- Oppose two-way conversions of Main Street and King Street. The result will be traffic infiltration on the side streets, which will compound existing problems.  
- Consider converting one northbound lane to a southbound lane on Dundurn Street, north of King Street  
- It is almost impossible to cross Dundurn Street safely in the early morning and late afternoon due to solid traffic between York Boulevard and King Street  
- Traffic calming and lane restrictions are needed on Breadalbane Street to stop people using it as a by-pass for Dundurn Street.  
- There is significant weaving on Main Street between the off-ramps from Highway 403 and Dundurn Street.  
- Oxford Street is used as a connections between Barton Street and York Boulevard  
- Many drivers use Strathcona Avenue when Dundurn Street is busy.  
- Dundurn Street is too congested.  
- Speeding on York Boulevard is an issue. Increase monitoring may help alleviate the problem  
- Consider reducing the speeds on Main Street and King Street to create a more pedestrian friendly environment  
- Remove one car lane northbound on Dundurn Street and add bicycle lanes on both sides. This would address speeding and provide a buffer between vehicles and pedestrians. There are currently too many big trucks on Dundurn Street.  
- Reduce traffic speeds on King Street. Suggest removing a lane and widening and enhancing sidewalks with the surplus right-of-way. |
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| 4. Corridor (continued) | - Reduce the travel speeds of vehicles on King Street and Main Street, particularly during off-peak periods.  
- Speeding is a problem on Queen Street between York Boulevard and King Street.  
- Reduce speed on Oxford Street from 50 km/h to 30 km/h. Have parking alternate sides for traffic calming.  
- The coordinated lights facilitate speeding and racing on Main Street and King Street.  
- Consider narrowing major streets such as York Boulevard to allow for more useable space along the sides  
- Provide landscaping and bike lanes in the median on York Boulevard  
- Add bike lanes and delete planting strip on York Boulevard  
- Contra-flow lane on Dundurn would be advantageous. Currently motorists jump the queue in the southbound direction, which makes crossing from Hunt Street to Head Street dangerous.  
- Would like to see one less lane on Main Street, King Street, and Dundurn Street between Main Street and King Street. Would like to see narrowed lanes, designated bike lanes, and trees planted.  
- Reduce the number of lanes on York Boulevard, Main Street, and King Street. Accompany the lane reductions with traffic calming measures on the side streets to prevent traffic infiltration.  
- Oxford Street is too narrow for the current uses. There is a danger of hitting car doors due to the narrow road width and two-way traffic  
- Consider converting Crooks Street, Magill Street, and Oxford Street (between York Boulevard and Barton Street) into 1-way streets due to narrow cross sections and on-street parking  
- Oppose the idea of one-way conversions  
- Intersections of Dundurn Street at Main Street and Dundurn Street at King Street should be equipped with red-light cameras because fast traffic poses a risk to pedestrians  
- Improvements are needed on Locke Street between the intersections of Main Street at Locke Street and King Street at Locke Street, inclusive, as |

Updated on: February 3, 2009
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<td>4. Corridor</td>
<td>well as the intersection of York Boulevard at Locke Street</td>
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<td></td>
<td>The intersection of Dundurn Street and Lamoreaux is a high incident spot,</td>
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<td>(continued)</td>
<td>some collisions are due to drivers failing to come to a complete stop and</td>
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<td>colliding with pedestrians or cyclists</td>
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<td></td>
<td>Install a traffic signal on Dundurn Street between King and York.</td>
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<td>Many drivers run the red lights at the intersections of King Street at</td>
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<td>Dundurn Street and Main Street at Dundurn Street. Pedestrians feel very</td>
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<td>unsafe as a result.</td>
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<td>Modify the traffic island at the intersection of Main Street at Dundurn Street</td>
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<td>so trucks can turn with less difficulty. If Main Street had two-way</td>
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<td>operations, this problem would be solved.</td>
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<td>At the intersection of Locke Street and Florence Street, consider an all-way</td>
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<td>stop with cross-walks, reducing the posted speed limit to 40 km/h, and</td>
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<td>installing speed humps or other traffic calming measures.</td>
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<td>Extend the north/south green time at the intersection of York Boulevard at</td>
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<td>Dundurn Street.</td>
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<td>Make all intersections on Locke Street north of King Street and south of</td>
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<td>York Boulevard all-way stops with painted crosswalks.</td>
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<td>Improper southbound right turning manoeuvres at the intersection of King</td>
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<td>Street at Queen Street cause mishaps and collisions.</td>
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<td>Recommend traffic signals at the intersection of Locke Street and Florence</td>
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<td>Street.</td>
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<td></td>
<td>Access to Dundurn Street from the Fortino’s plaza is required.</td>
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<td>Currently it is not possible to head northbound when exiting the Fortino’s</td>
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<td>plaza. This causes some drivers to perform unusual turns.</td>
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<td>Change side of street parking is allowed on for Oxford Street</td>
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<td>Design Locke Street to have a more pedestrian and cycling focus. Consider</td>
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<td>dedicating a lane between Main Street and King Street.</td>
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<td>Bike lanes on the full length of Dundurn Street are required.</td>
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<td>Bike lanes on Main Street and King Street would be beneficial.</td>
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<td>Provide designated on-street bike lanes on Main Street, King Street, Queen</td>
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<td>Street, Locke Street, and Dundurn Street. “Designated Bike Route” on non-</td>
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| 4. Corridor (continued) | - Continuous side and back streets do not encourage bicycle use.  
- There is no traffic control at bus stop on Main Street between Dundurn Street and Locke Street. Pedestrians are forced to walk to an adjacent intersection or get off at a different stop in order to cross the street.  
- Some form of pedestrian crossing is required at either the intersection of Main Street at Strathcona Avenue or the intersection of Main Street at Margaret Street to provide improved access to the bus stops between Dundurn Street and Locke Street.  
- A pedestrian signal at the intersection of York Boulevard at Strathcona Avenue or York Boulevard at Inchbury Street would be beneficial to provide access to Dundurn Park.  
- Consider a crosswalk at the intersections of York Boulevard at Magill Street or York Boulevard at Ray Street to increase pedestrian safety. Such a connection would make the proposed pedestrian bridge more accessible and unite the neighbourhood.  
- More pedestrian crossings are needed in the King Street and Main Street corridors.  
- A controlled pedestrian crossing is required at the intersection of Main Street at Pearl Street.  
- The pedestrian crossing times at the intersection of York Boulevard at Locke Street is insufficient to complete the crossing. The centre median is too narrow to be an effective pedestrian refuge.  
- The intersections of King Street at Dundurn Street and Main Street at Dundurn Street are unpleasant walking environments.  
- Investigate moving the crosswalk at the intersection of King Street and Pearl Street to the east side of the intersection.  
- A crossing guard at the intersection of Main Street at Locke Street would be beneficial.  
- At the intersection of Main Street at Dundurn Street there is a major conflict point between pedestrians on the eastern crosswalk and southbound left turning vehicles. Several residents do not feel comfortable using this crosswalk and will use the other 3 instead. |
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| 4. Corridor  | ▪ Remove Main Street East exist ramp from the Branford bound 403, leaving the Main Street West ramp to accommodate the traffic  
▪ Prohibit left turn movements from Main Street to Locke Street                                                                                       |          |
| (continued)  |                                                                                                                                                                                                               |          |
| 5. Intersection | ▪ The intersection of Pearl Street and Napier Street has many collisions  
▪ Recommend installing a mini-roundabout at the intersection of Breadalbane Street and Lochearn Street to replace the existing stop sign.  
▪ Recommend an all-way stop at the intersection of Strathcona Avenue at Head Street to slow traffic.  
▪ Recommend pedestrian signal at the intersection of Strathcona Avenue and Lamoreaux Street  
▪ There is a "LOOK" at the intersection of King Street at Dundurn Street that needs to be repainted.  
▪ The intersection of Peter Street at Pearl Street requires an all-way stop due to visibility |          |
| 6. Parking   | ▪ Car pool lots near Victoria Park would allow carpooling into downtown  
▪ There is concern that the parking supply will be reduced  
▪ There are more cars than available parking on Locke Street North from Florence Street to York Boulevard  
▪ There is parking spill-over from nearby adjacent downtown area for Hess Village, events at Copps Coliseum, and commuters  
▪ Commuters and others park their cars at Victoria Park all day. Possible alternate location for such parking is behind Big & Tall men's shop  
▪ Commuter parking has migrated to side streets from the Victoria Park parking lot. The parking lot now appears to be under-utilized. Recommend all day parking in the parking lot to reduce demand on side streets.  
▪ There is an issue with parking supply in the vicinity of the Zion Church, particularly on Pearl Street between Napier Street and Peter Street. The church community is very active and runs programs often. The attendees often park on the streets, and there is insufficient supply for the residents.  
▪ Parking restrictions on Morden Street would be very beneficial. Currently                                                                 |          |
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<td>6. Parking</td>
<td>the residents have problems finding parking spaces due to commuters who leave their vehicles for long periods of time.</td>
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<td>- The properties south of King Street, north of Main Street, east of Locke Street, and west of Queen Street are primarily residential. Please increase the availability of overnight parking.</td>
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<td>- A property on George Street, west of Pearl Street is renting parking space which exceeds private driveway width. As a result, the availability of public on-street parking is reduced in an area in which parking is already very limited.</td>
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<td>- Discourage downtown employee parking</td>
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<td>- Parking tickets were issued on Oxford Street for parking facing the wrong direction; however it is dangerous to complete a U-turn.</td>
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<td>- Alternate the side of the street parking is allowed on so residents on the south side do not always have vehicles parking in front of their property.</td>
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<td>- Parking meters on Main Street are too close to Highway 403</td>
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<td>- There is insufficient parking in the vicinity of Strathcona Junior Public School to accommodate the parents. Allowing parking on both sides of Lamoreaux Street and eliminating the bus stop on Lamoreaux Street would help alleviate the problem</td>
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<td>- Consider allowing time limited parking in the bus loop for pick-up and drop-off operations</td>
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<td>- Commuter parking is a problem on New Street</td>
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<td>7. Transit</td>
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<td></td>
<td>- Investigate neighbourhood bus pass programs</td>
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<td>- Consider eliminating on-street parking as it will hinder bus traffic</td>
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<td>- Consider adding buses that go directly downtown for shopping</td>
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<td>- Consider adding a transit right-of-way on York Boulevard, Main Street, and King Street for bus only travel</td>
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<td>- Would HSR consider rerouting the York bus, extending the route south on Dundurn Street to Main Street or to Aberdeen Avenue, which would allow access to Fortinos, the LCBO, the Beer Store, etc.</td>
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<td></td>
<td>- Reroute the York bus to go south on Dundurn Street past Main Street. The</td>
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| 7. Transit (continued) | northbound route could go north on Dundurn Street, east on Head Street, then north on Strathcona Avenue to the Strathcona Loop.  
- Promote the family bus pass.  
- Bus stops on Dundurn Street cause queues to form.  
- Extend York bus route to St. Joseph's hospital  
- Relocate the bus stop at the intersection of King Street at Pearl Street to the corner.  
- Consider removing the bus stop on Lamoreaux Street and/or moving the bus route to Head Street  
- Improve the bus shelter at the intersection of King Street at Dundurn Street | |
| 8. Miscellaneous | The volume of trucks in the neighbourhood and the proximity to pedestrians is a concern  
- Investigate the truck routes on York Boulevard, Main Street, and Queen Street  
- Ensure that the truck routes used comply with City policies  
- Limit truck access on Locke to deter trucks that currently cut through the neighbourhood.  
- Concern about number of trucks on Queen Street  
- Some trucks park half on the sidewalk while unloading.  
- The Fortino's Plaza is not pedestrian friendly and has many traffic issues  
- It is difficult to exit the Fortino's plaza  
- Look at European (i.e. Netherlands) models of making a community more environmentally enlightened  
- Investigate community-wide education concerning transportation safety  
- Periodically deploy radar speed signs on Locke Street between King Street and York Boulevard.  
- The restricted access for Breadalbane Street south of Hunt Street during PM peak hours needs to be more strictly enforced.  
- The existing curb radius allows motorists to turn from York Boulevard onto Strathcona Avenue at higher than average speeds. Reduce curb radii at the Devonport, Strathcona, Inchbury, Pearl, and Ray where they intersect with | |
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<td>8. Miscellaneous</td>
<td>York as well as the intersection of Queen Street at King Street.</td>
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<td>- There are no stop signs on Strathcona Avenue between York Boulevard and Lamoreaux Street, which facilitates speeding.</td>
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<td>- Any traffic calming measures on main streets would require a Class EA</td>
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<td>- Consider unrestricted parking on major streets as a traffic calming measure.</td>
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<td>- It is difficult to turn from King Street to Breadalbane Street because drivers are already increasing speed on approach to the ramp to Highway 403.</td>
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<td>- Traffic on the side streets needs to slow down. There are many children in the parks.</td>
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<td>- Traffic calming efforts would discourage cut-through traffic.</td>
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<td>- Consider traffic calming measures such as speed bumps on Tom Street between Dundurn Street and Strathcona Avenue.</td>
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<td>- There is significant traffic congestion on York Boulevard when there are events taking place at Copps Coliseum and Hamilton Place. Sometimes motorists must wait 3 to 4 cycles in order to proceed past Queen Street.</td>
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<td>- Reroute some traffic from King Street and Main Street to Highway 403, the Queen Elizabeth Way, the Lincoln Alexander Expressway, and the Redhill Creek Expressway.</td>
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<td>- The noise from the highway reduces the enjoyment of Kay Drage Park. Suggest a noise barrier.</td>
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<td>- The gas station at the intersection of King Street at Dundurn Street does not shovel the sidewalks in the winter.</td>
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<td>- Replace stop signs where possible with mini-roundabouts, particularly at the intersections of Locheame at Breadalbane, and Strathcona at Florence</td>
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Hi Judy: Thank you for your comment. It will be documented and help form the development of the transportation management plan for Strathcona. I’ve also copied staff whom are involved in the City Wide Truck Route Master Plan for the City for their consideration.

We will be updating the project website: www.hamilton.ca/strathcona-transportation throughout the study process.

Sincerely,

Justin Readman

-----Original Message-----

From: Dow, Tammy
Sent: Thursday, October 09, 2008 1:37 PM
To: Readman, Justin [Justin.Readman@hamilton.ca]
Cc: Fazio, Margaret; Kirchknopf, Gary; Darren Hardenbrook
Subject: RE: Strathcona Traffic Plan

Justin: Just received my invitation to attend the Strathcona Transportation Management Plan. Unfortunately, I am housebound with a severe illness just now and can't attend any of the walk abouts or the public information meeting. However, as I live just east of Dundurn Castle on Kinnell Street which runs parallel to York Boulevard I am most concerned by the amount of heavy truck traffic on the environmental status of our neighbourhood. In the spring and summer, my back yard is like an industrial site with filth that must be cleaned daily from the pollution created by these vehicles. It is also harmful to our health and is noisy and as such affects the values of our homes which we cherish. I would like this problem addressed most seriously. Many thanks,