Public Information Centre No. 1

Ainslie Wood Neighbourhood Traffic Management Review

Date: June 19, 2018,
Time: 6:30 p.m. – 8:00 p.m. (short presentation at 6:40 pm)
Location: West End Fortinos, 1579 Main St W, Hamilton
Study Overview

The Ainslie Wood Neighbourhood Traffic Management Review was initiated to identify actions and strategies to improve the safety and mobility needs of local residents – for all transportation modes.

Key Transportation Issues:

- How can we make Ainslie Wood’s streets safer for driving, walking and cycling?
- How can we reduce collisions, traffic congestion and queuing at specific locations within Ainslie Wood?
- How can we make transit, cycling and walking more attractive in Ainslie Wood?
- How can we address future transportation issues under consideration in Ainslie Wood?

What are some other important transportation issues in Ainslie Wood? (Please tell us here)
The Study Process

This study is being undertaken as a Community Master Plan, addressing the first two phases of the Municipal Class Environmental Assessment (EA) process.

- The study includes two interactive public meetings enabling meaningful input on potential solutions to address Ainslie Wood’s transportation challenges.
- The Final Report will include a list of feasible solutions to address traffic challenges, safety issues, opportunities to improve transit, cycling and walking in Ainslie Wood and consideration for phased implementation and capital and operating budgeting.

A presentation by the City of Hamilton and Wood.
Relevant Policies and Initiatives Supportive of the Ainslie Wood Traffic Management Review

• Ainslie Wood/Westdale Neighbourhoods Transportation Master Plan 2003 – provided a 20-year framework for land use decisions, transportation needs and servicing components.

• Pedestrian Mobility Plan 2014- purpose is to improve and encourage pedestrian mobility throughout the City, something the Ainslie Wood Traffic Management Review strives to achieve.

• Draft Hamilton Transportation Master Plan 2018 *(City in Motion)* is a strategic planning framework that provides direction for future transportation-related studies, projects, initiatives and decisions, including the Ainslie Wood Traffic Management Review.

• *Shifting Gears - Cycling Master Plan* is currently being reviewed and updated. Shifting Gears supports the City’s Transportation vision and goals by identifying a well-connected, convenient and safe cycling network in the City.

• Complete Streets is a concept that involves designing streets in a manner that is safe for all users, regardless of age and physical ability.

• Vision Zero supports the goal of zero fatalities or serious injuries on the roadway. Vision Zero’s target for safer streets can be achieved by addressing traffic safety holistically through education, enforcement, engineering, evaluation and engagement.
The Ainslie Wood Neighbourhood is generally bounded by the King’s Highway 403, Main Street and Cootes Drive.
Ainslie Wood’s Transportation System

Travel Patterns

Daily trips from the study area are made during a typical day.

- 66% Of daily trips are made by car.
- 13% By bicycle
- 21% By public transit

There is a diversity of employment generators whereby the service sector and manufacturing are responsible for most of economic activities in the neighbourhood.

Population and Employment

Expected Population Growth

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<tr>
<th></th>
<th>2016</th>
<th>2031</th>
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<tbody>
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<td></td>
<td>8,790</td>
<td>9,630</td>
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Expected Employment Growth

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<tr>
<th></th>
<th>2016</th>
<th>2031</th>
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<td></td>
<td>2,460</td>
<td>3,180</td>
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*2031 figures estimated based on the projected growth rate of Lower Hamilton (10% for population, 50% for employment) as per City’s Transportation Master Plan, 2007

A mode shift to transit and active modes of transportation can be observed from 2011 to 2016.

The planning direction for Ainslie Wood is to encourage a greater shift towards more sustainable transportation modes, including transit, walking and cycling.

There is a diversity of employment generators whereby the service sector and manufacturing are responsible for most of economic activities in the neighbourhood.

Due to the proximity to McMaster University, a large part of the residential population is comprised of students.

The neighbourhood is expected to experience growth in population and employment in the next 20 years.
Level of Service (LOS) is the average amount of time it takes for a vehicle to pass through an intersection or complete a specific movement. Some movements take longer than others.
Existing Travel Speeds

The 85th percentile speeds were within 5km/hr of the posted speed limits.

Overall, surveys do not indicate speeding is a concern. Data indicates that in most instances, drivers are traveling within the posted speed limits in Ainslie Wood.
Historical Collision Patterns (2013-2017)

Vehicle Collision Hotspots

- **131 Collisions within last 5 years.**
- **68%** Of all collisions within the study area occurred on Main Street.
- **1 Fatal Collision** At Emerson Street & Mapes Avenue (Due to alcohol-impaired driving)

Pedestrian-Related Collision Hotspots

- The most common impact type was **rear-end collision.**
- Main Contributing factors for rear-end collisions:
  - Speeding
  - Close Traffic Gaps
  - Disobey Traffic Control

A presentation by the City of Hamilton and Wood.
Hamilton Light Rail Transit

Designated as one of the primary corridors for intensification and mixed-use developments.

The planning direction for the LRT corridor is to promote active transportation and transit use.
4 serving McMaster University along Main Street West and Sterling Street. 1 serving Longwood Road and Macklin Street.

The Hamilton LRT will influence the future transit network by re-routing buses or adding feeder bus routes.
Sidewalks are provided on both sides for majority of the street network within the study area.

The neighbourhood currently has a comprehensive bike network that connect to major activity nodes.

There are opportunities in Ainslie Wood to improve the overall network continuity and to encourage active modes of transportation.
The Ainslie Wood neighbourhood contains a diverse range of land uses from Residential to Commercial, Institutional and Open Space.

A Hydro corridor traverses the Ainslie Wood neighbourhood from Cootes Drive to Highway 403.

The neighbourhood is in close proximity to Environmentally Sensitive Areas such as Cootes Paradise, Dundas Valley and Hamilton Escarpment.

Major historical landscapes in Westdale neighbourhood include the McMaster University (Historic Core), designated under the Ontario Heritage Act.
Transportation Challenges & Opportunities within Ainslie Wood

Now it’s your turn! Please indicate on the map where you believe transportation improvements should be pursued in Ainslie Wood.

You can provide any additional comments input using the following method(s):

- Write on a post-it note and stick it on the map
- Consult with the project team We are here to listen!
- Complete the comment form and return by July 5, 2018
- Contact us via email Ainslie.NTMR@wood plc.com
The first phase of this Neighbourhood Traffic Management Study process is to identify a clear statement of the problems or opportunities to be addressed, in order to justify the need for a change(s) or improvement(s). Based on our understanding of the transportation deficiencies and opportunities that exist in Ainslie Wood, the Problem and Opportunity Statement states:

“As a result of existing and future growth within Ainslie Wood, there is a need to improve the safety, mobility and accessibility for all residents, students and employees, whether travelling by automobile, transit, cycling or walking.”
Potential Alternatives: Auto Environment

A. Chicanes
B. Speed Humps
C. Speed Enforcement
D. Community Safety Zone
E. Lane Reduction “Road Diet”
F. Right / Left Turn Restrictions
G. Signal Timing Improvements

If you think any of these alternatives can improve your area, place a marker on the map!
Potential Alternatives: Pedestrian Environment

H. Curb Extensions / Bump-outs
I. Crosswalk Delineation
J. Pedestrian Signals
K. Mid-block Pedestrian Crossings
L. Street Furniture
M. Street Lighting

Your Opinion Matters!

If you think any of these alternatives can improve your area, place a marker on the map!
Potential Alternatives: Cyclist Environment

N. Shared Use Lanes / “Sharrows”
O. Conventional Bike Lanes
P. Buffered Bike Lanes
Q. Cycle Tracks
R. Multi-Use Path

Your Opinion Matters!

If you think any of these alternatives can improve your area, place a marker on the map!
How the Transportation Alternatives will be Evaluated

These evaluation criteria will reflect the need to address the potential impacts associated with the natural, social and economic environments in Ainslie Wood, while also identifying the technical merits of each alternative.

- Support Sustainability Transportation (Transit, Cycling and Walking)
- Potential Impact on Safety
- Potential Travel Delay/ Traffic Capacity
- Adherence to Applicable Design Standards

- Potential Impact on Community Noise
- Complies with Accessibility for Ontarians with Disabilities Act (AODA)
- Potential Construction Disruptions
- Potential Impact to Environmental Features
- Potential Impact to Cultural Heritage and Archaeological Features

- Social / Cultural Environment

- Economic/ Implementation
  - Ease of Implementation
  - Capital Cost
  - Operation and Maintenance Costs
  - Timing/Phasing

- Land Use/ Plans and Policies
  - Supports Existing and Future Developments
  - Compatibility with Provincial and Local Transportation Plans and Policies

- Transportation & Technical Engineering
  - Supports Sustainability Transportation (Transit, Cycling and Walking)
  - Potential Impact on Safety
  - Potential Travel Delay/ Traffic Capacity
  - Adherence to Applicable Design Standards
Thank You for Attending!

Next Steps

• Review input gathered from tonight’s event in anticipation of moving forward into the second phase of study (*alternative solutions*).

• Develop and evaluate *alternative design concepts* for transportation “hotspots” within Ainslie Wood.

• Host Public Information Center #2 in the fall of 2018 to engage the community on preliminary solutions.

• Prepare and file the *Ainslie Wood Neighbourhood Traffic Management Study*, which complies with the Master Planning process for Municipal Class Environmental Assessment studies.

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