### Alternatives

#### A. Chicane

**Description, Pros and Cons**
- A series of alternating mid-block curb extensions or islands that narrow the roadway, requiring motorists to slow down. Chicanes can also create new areas for landscaping and public space in the roadway.
  - Pros: May slow drivers and reduce cut-through traffic. Changes the look of the street. Has minimal impact on emergency response.
  - Cons: May require design and expensive implementation. Likely to require modifications to storm water drainage. May impact on-street parking or snow removal operations.

#### B. Speed Humps

**Description, Pros and Cons**
- Raised sections in a roadway that help control speeding and cut through traffic on local neighborhood streets.
  - Pros: Self-enforcing. May decrease traffic volumes. Requires minimal maintenance.
  - Cons: Likely to increase noise near the hump. May impact drainage. May increase emergency response times.

#### C. Speed Enforcement

**Description, Pros and Cons**
- Working with the Hamilton Police Service to target specific areas identified during the data collection process to enforce speed limits and other traffic laws in the neighbourhood.
  - Pros: Long-term speed enforcement may result in driver changes over time. Can be used in areas that do not qualify for engineering solutions to traffic challenges.
  - Cons: Requires long-term dedication of enforcement; limited commitment probably won’t help.

#### D. Community Safety Zone Designation

**Description, Pros and Cons**
- Are sections of roadway where public safety is of special concern or where collision prone areas occur within a community. Designations indicate to the motorist that they are within a zone where fines have been increased.
  - Pros: Inexpensive, when coupled with enforcement, can be effective over time. Increases driver awareness along certain streets.
  - Cons: Signage is not self-enforcing.

#### E. Lane Reduction “Road Diet”

**Description, Pros and Cons**
- A technique whereby the number of travel lanes and/or effective width of the road is reduced in order to achieve safety improvements. Often recaptures road space for cycling lanes, street parking and landscaping.
  - Pros: Reduces the number of lane changes which can make a road safer. Existing rights-of-way can be used to facilitate cycling or streetscape enhancements.
  - Cons: Lane speeds are dictated by the slowest driver – not real speed limits, which can result in congestion at time.

#### F. Right/ Left Turn Restrictions

**Description, Pros and Cons**
- Generally a low-cost method of reducing cut-through traffic, but they require enforcement.
  - Pros: Inexpensive. Effective at volume and speed control.
  - Cons: May redirect drivers to other streets. May increase trips lengths.

#### G. Signal Timing Improvements

**Description, Pros and Cons**
- Adjusting the timing and coordination of signals to account for the changes in land use, traffic demand and road network enhancements.
  - Pros: Properly reflects traffic volumes resulting from recent growth. Can result in travel time savings in the short-term.
  - Cons: The cost of retiming signals varies, but can be expensive for numerous intersections. The long-term effectiveness is limited as a result of traffic changes.

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Your Opinion Matters! Please provide comments on how we can improve the auto environment in the Ainslie Wood Neighbourhood.

Which Alternative do you prefer and why?

If you think any of these Alternatives can improve your area, place a marker on the map!
### Alternatives

#### H. Curb Extension/ Bulbouts

**What?** Extends the sidewalk or curb line out into the parking crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street.

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
</table>
| - Reduces pedestrian crossing distance.  
- Breaks up driver sight-lines.  
- Introduces opportunities for visual enhancements and streetscaping. | - May impact drainage along gutter lines.  
- Can be expensive to construct. |

#### I. Crosswalk Markings

**What?** These delineate the area set aside for walkers to cross the road. They are usually painted yellow, white, or a combination of the two, and typically include crosswalk safety signs.

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
</table>
| - Improves the visibility of crossing locations.  
- Provides a cue to drivers to slow down. | - Low initial cost but requires regular maintenance and may not be visually aesthetic.  
- They can be easily covered by snow. |

#### J. Pedestrian Signal

**What?** Helps pedestrians cross at intersections with traffic lights.

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Provides for an orderly way for pedestrians to cross a busy intersection.</td>
<td>- In the event that a pedestrian does not utilize a pedestrian signal, it is considered “lost time”.</td>
</tr>
</tbody>
</table>

#### K. Mid-block Pedestrian Crossing

**What?** Are marked crosswalks placed between intersections. They look similar to intersection crosswalks, but often incorporate several design features to increase safety.

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
</table>
| - Decrease random and unpredictable crossings associated with a high risk of collisions, especially in areas that are heavily travelled by pedestrians or where block lengths are long.  
- Benefits areas with high number of crossings including schools, malls, etc.  
- Can be confusing to drivers without proper signage or signalization.  
- May be unsafe where vehicle speed limits are high. | |

#### L. Street Furniture

**What?** Consists of a wide variety of elements and amenities installed in the public right-of-way for the use and convenience by the public.

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
</table>
| - Can contribute to a high quality public realm, improved streetscape and visual coherence.  
- Hamilton’s Co-ordinated Street Furniture Guidelines (2015) has already addressed the need for a unified need for a street furniture program. | - Generally expensive to purchase, clean and maintain. |

#### M. Street Lighting

**What?** Improves visibility of vulnerable road users under dark light conditions and the ability to recognize the potential dangerous traffic situations.

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
</table>
| - Improves safety for drivers, cyclists and pedestrians at intersections and crossing locations.  
- Relatively expensive to implement.  
- Some lights give off heat as well as light energy, which is wasteful; however, Hamilton has begun to upgrade its street lights to more energy and cost-efficient light-emitting diode (LED) lights. | |
## Alternatives

### N. Shared Use Lanes or “Sharrows”

<table>
<thead>
<tr>
<th>What?</th>
<th>A cyclist marking used to facilitate and encourage cyclist use on roadways where it may not be possible to install bike lanes.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pros</td>
<td>• Encourages cyclists and motorists to share the road safely.</td>
</tr>
<tr>
<td>Cons</td>
<td>• Could be interpreted that cyclists are only permitted to be in the lane if sharrows are present.</td>
</tr>
</tbody>
</table>

### O. Conventional Cycling Lanes

<table>
<thead>
<tr>
<th>What?</th>
<th>Designate an exclusive space for bicyclists through the use of pavement markings and signage.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pros</td>
<td>• Enables cyclists to ride at their preferred speed without interference from prevailing traffic conditions.</td>
</tr>
<tr>
<td>Cons</td>
<td>• Requires drivers to take extra care when using on-street parking to avoid cyclist.</td>
</tr>
</tbody>
</table>

### P. Buffered Cycling Lanes

<table>
<thead>
<tr>
<th>What?</th>
<th>Enables a design that provides a more protected and comfortable space for cyclists than a conventional cycling lane.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pros</td>
<td>• Provides more comfort for cyclists riding in mixed traffic.</td>
</tr>
<tr>
<td>Cons</td>
<td>• Connections, intersections, and driveways require careful design attention; otherwise, they become conflict points or visible hazards.</td>
</tr>
</tbody>
</table>

### Q. Protected/ Raised Cycling Lanes

<table>
<thead>
<tr>
<th>What?</th>
<th>Physically separated lanes for bicycles that run next to vehicular traffic, which include different designs to separate cyclists from vehicles, including the use of bollards, a hard curb or planter boxes.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pros</td>
<td>• Physical separation allows additional safety and comfort for cyclist.</td>
</tr>
<tr>
<td>Cons</td>
<td>• Can create controversy if the separated cycling lane is created at the expense of taking away a vehicular lane.</td>
</tr>
</tbody>
</table>

### R. Multi-Use Path

<table>
<thead>
<tr>
<th>What?</th>
<th>Shared-use paths that provide off-road connections for both cyclists and pedestrians.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pros</td>
<td>• Provides a grade separated facility that helps protect pedestrians and bicyclists from vehicles.</td>
</tr>
<tr>
<td>Cons</td>
<td>• Creates potential driveway crossing conflicts due to limited visibility of the crossing.</td>
</tr>
</tbody>
</table>

## Description, Pros and Cons

### Feedback

- Your Opinion Matters! Please provide comments on how we can improve the pedestrian environment in the Ainslie Wood Neighbourhood.
- Which Alternative do you prefer and why?
- If you think any of these Alternatives can improve your area, place a marker on the map!

## Additional Comments? We want to hear them!