Public Information Centre No. 1

Westdale Neighbourhood Traffic Management Review

Date: June 21, 2018,
Time: 6:30 p.m. – 8:00 p.m. (short presentation at 6:40 pm)
Location: St. George’s Reform Episcopal Church, 134 Emerson St
Study Overview

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

What are some other important transportation issues in Westdale? (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 Westdale’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 Westdale 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 Westdale 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 Westdale 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 Westdale 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 Study Area

The Westdale Neighbourhood is generally bounded by the King’s Highway 403, Main Street, Cootes Drive and natural terrain in the north.
Westdale’s Transportation System

Travel Patterns

49,900 Daily trips from the study area are made during a typical day.

64% Of daily trips are made by car.

Population and Employment

<table>
<thead>
<tr>
<th>Expected Population Growth</th>
<th>Expected Employment Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>2031</td>
</tr>
<tr>
<td>6,600</td>
<td>7,240</td>
</tr>
<tr>
<td>2016</td>
<td>2031</td>
</tr>
<tr>
<td>15,010</td>
<td>19,390</td>
</tr>
</tbody>
</table>

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 high proportion of the residential and employment demographics are comprised of students and school staff.

The neighbourhood is expected to experience growth in population and employment in the next 20 years.

*2031 figures estimated based on the projected growth rate of Lower Hamilton (10% for population, 30% 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 the Westdale community is to encourage a greater shift towards more sustainable transportation modes including transit, walking and cycling.

Mode Share data extracted from Transportation Tomorrow Survey, 2016

A presentation by the City of Hamilton and Wood.
Existing Traffic Operations

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

**85th Percentile Speed**
- 20-29 km/hr
- 30-39 km/hr
- 40-49 km/hr
- 50-59 km/hr
- 60-69 km/hr

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

*85th percentile speed indicates the speed range that was observed 85% of the time.

**Overall, surveys do not indicate speeding is a concern.** Data indicates that in most instances, drivers are traveling within the posted speed limits in Westdale.

There are observed anomalies in survey speeds where a few vehicles exceeded speed limit by more than 20 km/hr such as Longwood Road.
Historical Collision Patterns (2013-2017)

A presentation by the City of Hamilton and Wood.

330 Collisions within the last 5 years.

64% Of all collisions within the study area occurred on Main Street.

The most common impact type was rear-end collision.

Main Contributing factors for rear-end collisions:
- Speeding
- Close Traffic Gaps
- Disobey Traffic Control
Hamilton Light Rail Transit

Designated as one of the primary corridors for intensification and mixed-use developments in the Hamilton Urban Official Plan.

The planning direction for the LRT corridor is to promote active transportation and transit use.
Existing Transit Network

LEGEND

- Purple: HSR Route 1: King
- Green: HSR Route 5: Delaware
- Red: HSR Route 6: Aberdeen
- Blue: HSR Route 10: B-Line Express
- Orange: HSR Route 51: University
- Pink: Future Hamilton LRT Station
- Dashed: Future Hamilton LRT Alignment
- Green Circle: GO Transit Station
- Green Line: GO Transit Route

**4 serving McMaster University along Main Street West and Sterling Street and 1 serving Longwood Road and Macklin Street.**

**Future Hamilton LRT Station**

**GO Transit Station**

**GO Transit Route**

**Future Hamilton LRT Alignment**

**The Hamilton LRT will affect the future transit network by re-routing buses or adding feeder bus routes.**

**3 GO Transit Bus Stops**

for GO transit routes No. 15, 47 and 16. Routes 15 and 47 stop at McMaster Campus.
Existing and Planned Active Transportation Network

Sidewalks are provided on both sides for a 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 Westdale to improve overall network continuity and encourage active modes of transportation.
The Westdale neighbourhood contains a diverse range of land uses from Residential to Commercial, Institutional and Open Space.

A large area in the neighbourhood is designated as an Environmentally Sensitive Area - Cootes Paradise (classified as a Provincially Significant Wetland Class 1 Wetland).

Major historical landscapes in Westdale neighbourhood include the McMaster University (Historic Core), designated under the Ontario Heritage Act.

A presentation by the City of Hamilton and Wood.
Transportation Challenges & Opportunities within Westdale

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

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@woodplc.com
DRAFT “Problem and Opportunity Statement”
Serves as the Foundation of this Study

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 Westdale, the Problem and Opportunity Statement states:

“As a result of existing and future growth within Westdale, 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.”

Tell us what you think about the draft Problem and Opportunity Statement!
(Write your comments in the space below or use post-it notes)
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!

Your Opinion Matters!
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

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

Your Opinion Matters!
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 Westdale, while also identifying the technical merits of each alternative.
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 Westdale
- Host Public Information Center #2 in the fall of 2018 to engage the community on preliminary solutions
- Prepare and file the Westdale Neighbourhood Traffic Management Study, which complies with the Master Planning process for Municipal Class Environmental Assessment studies

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