Public Information Centre No. 2

Ainslie Wood Neighbourhood Traffic Management Review

Date: May 21 2019,
Time: 7:00pm – 9:00pm
Location: Fortinos Community Room
1579 Main St W, 2nd floor

woodplc.com
Study Overview

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

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?
The Study Process

**Identify Transportation Opportunities and Challenges**
- Conducted walk-about of Ainslie Wood’s transportation system
- Identified high crash, volume and speed areas
- Engaged local residents at public meeting (July 2018) to discuss their own experiences

**Establish Needs**
- Roads
- Cycling
- Walking
- Transit
- City building
- Land use and design

**Problem & Opportunity Statement**

**Established Study Foundation**

**Identify Potential Transportation Solutions**

**Evaluate Transportation Solutions**

**Select the Most Technically Feasible Transportation Solution for each “Opportunity” or “Problem”**
- Engage ratepayer group
- Engage Technical Advisory Committee (TAC) comprised of City staff

**“Tweak” Transportation Solutions and Present at Public Meeting**

**Complete Study – Summer/Fall 2019**
- Finalize recommendations
- Submit Ainslie Wood Master Plan report for public review
- Further define implementation schedules for each improvement

All projects recommended as part of this study are pre-approved to proceed to implementation, as approved in the City’s budget.

**PHASE 1**
*Problem or Opportunity*

**PHASE 2**
*Alternative Solutions*
The Ainslie Wood Neighbourhood is generally bounded by the King’s Highway 403, Main Street and Cootes Drive.
Some of the Things You Told Us About Ainslie Wood’s Transportation System

Consider new measures to enforce parking in Ainslie Wood. Students are not obeying parking signs.

Make cycling lanes safer for all users and separate them from normal sidewalks.

Speeding occurs at all times of the day on Sanders Boulevard. The street is very wide which encourages speeding.

Consider new measures for Emerson Street and Whitney Avenue as we experience lots of speed at those locations.

Parking is a major problem in Ainslie Wood. Several McMaster students leave their cars for hours on local streets.

Consider other measures (chicanes, bump-outs) that narrow roads at certain locations to reduce speeds in Ainslie Wood.

There is a lack of visibility of the rail trail at Emerson Street and other locations.

Identify measures that support the City’s Vision Zero initiative.
Things Considered in Evaluating Potential Transportation Improvements

**Evaluation Criteria**
- 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
- Supports Sustainable Transportation (Transit, Cycling and Walking)
- Potential Impact on Safety
- Potential Travel Delay/ Traffic Capacity
- Adherence to Applicable Design Standards
- Ease of Implementation
- Capital Cost
- Operation and Maintenance Costs
- Timing/Phasing
- Supports Existing and Future Developments
- Compatibility with Provincial and Local Transportation Plans and Policies
Preliminary Recommended Alternative Solutions for Ainslie Wood Neighbourhood

FOR DISCUSSION ONLY

Date: May 21, 2019
Version: 1

Client: City of Hamilton
Project: Ainslie Wood Neighbourhood
Traffic Management Study

Legend
- Study Area
- Higher order pedestrian treatment
- Crosswalk markings
- Monitor pedestrian crossing behaviour
- Remove existing signed cycling route
- Roadside lighting
- Upgrade trail crossing
- All-Way Stop Control
- Speed Cushions
- Flexible bollards
- Chicanes
- Speed monitoring system
- Parking Prohibition
- Bump Outs

Note: Transportation improvements will be addressed along the Main Street corridor through the Hamilton LRT project as the scope progresses and becomes further refined.
# Roadway Improvement Alternatives

<table>
<thead>
<tr>
<th>Speed Monitoring System</th>
<th>Chicanes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>What?</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>When?</strong></td>
<td>3 - 5 years</td>
</tr>
<tr>
<td><strong>Cost?</strong></td>
<td>$25,000 - $100,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parking Prohibition</th>
<th>Bump Outs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>What?</strong></td>
<td>Signs prohibiting on-street parking in order to deter people from leaving their cars in the neighbourhood for long periods of time.</td>
</tr>
<tr>
<td><strong>When?</strong></td>
<td>1 - 3 years</td>
</tr>
<tr>
<td><strong>Cost?</strong></td>
<td>&lt; $25,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parking Prohibition</th>
<th>Bump Outs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>What?</strong></td>
<td>Extend the sidewalk or curb line out into the parking crossings by reducing the pedestrian crossing distance. This will visually and physically narrow the roadway, improve the ability of pedestrians and motorists to see each other, and reduce the time that pedestrians are in the street.</td>
</tr>
<tr>
<td><strong>When?</strong></td>
<td>3 - 5 years</td>
</tr>
<tr>
<td><strong>Cost?</strong></td>
<td>$25,000 - $50,000</td>
</tr>
</tbody>
</table>

---

*All costs are on a per unit basis. Costs are estimates and require additional analysis before finalizing.

**Timing of improvements dependent on Council approval.
**Roadway Improvement Alternatives**

### Roadside Lighting
- **What?** Improves visibility of vulnerable road users under night conditions.
- **When?** > 5 years
- **Cost?** > $100,000

### All-Way Stop Control
- **What?** Vehicles coming from all directions are required to stop before the crosswalk or stop line. This is used as a safety measure to lower speeds in residential neighborhoods.
- **When?** 1 - 3 years
- **Cost?** < $25,000

### Flexible Bollards
- **What?** Used as a safety measure in order to control traffic and provide a barrier between the road and sidewalks.
- **When?** 1 - 3 years
- **Cost?** < $25,000

### Speed Cushions
- **What?** This permanent improvement raises sections of the road to reduce speed. Speed cushions will be built in a way that allows emergency vehicles to avoid the cushions.
- **When?** 1 - 3 years
- **Cost?** < $25,000

*All costs are on a per unit basis. Costs are estimates and require additional analysis before finalizing.*

**Timing of improvements dependent on Council approval.**
Pedestrian and Cycling Improvement Alternatives

**Upgrade Trail Crossing**

- **What?** These are marked crosswalks for trail crossing in order to improve safety.
- **When?** 3 - 5 years
- **Cost?** $25,000 - $100,000

**Crosswalk Marking**

- **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.
- **When?** 1 - 3 years
- **Cost?** < $25,000

**Higher Order Pedestrian Treatment**

- **What?** May include safety features such as signs, signals, crossing guards or raised platforms. The solution is to implement a higher form of pedestrian crossing by including more safety features.
- **When?** 3 - 5 years
- **Cost?** $25,000 - $100,000

**Remove Existing Signed Cycling Route**

- **What?** Removal of signed bicycle route on West Park Avenue encourages cyclists to use the signed cycle route on Westbourne Road and directs riders to cross Main Street at a controlled crossing location.
- **When?** 1 - 3 years
- **Cost?** < $25,000

*All costs are on a per unit basis. Costs are estimates and require additional analysis before finalizing. **Timing of improvements dependent on Council approval.
Thank You for Attending!

Next Steps

- Finalize transportation recommendations based on tonight’s input.
- Refine phasing and costs of transportation improvements for City budget.
- Complete and file the Ainslie Wood Neighbourhood Traffic Management Study, which will comply with the Master Planning process for Municipal Class Environmental Assessment studies.

Contact Us

By Mail: Bryan Purins, C.E.T.  
Project Manager,  
City of Hamilton

By Phone: 905-546-2424 Ext. 1713

By E-mail: TrafficOps@hamilton.ca

Ravi Bhim, MASc, P.Eng, PTOE  
Head Traffic Engineer,  
Wood Environment & Infrastructure Solutions

By Phone: 905-335-2353 Ext. 3136

By E-mail: Ainslie.NTMR@woodplc.com

Website: https://www.hamilton.ca/city-planning/master-plans-class-eas/ainslie-wood-neighbourhood-traffic-management-review