Public Information Centre No. 2

Westdale Neighbourhood Traffic Management Review

Date: May 13 2019,
Time: 7:00pm – 9:00pm
Location: St. Cuthbert's Presbyterian Church
2 Bond St N, Hamilton, ON L8S 3W1
Study Overview

The Westdale 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 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?
The Study Process

Identify Transportation Opportunities and Challenges
- Conducted walk-about of Westdale’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 Westdale 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

We are here
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.
Some of the Things You Told Us About Westdale’s Transportation System

- There’s too much bus traffic on some streets and the bus frequencies need to be reduced.
- Consider new measures to enforce parking in Westdale.
- Consider other measures (chicanes, bump-outs) that narrow roads at certain locations to reduce speeds in Westdale.
- Improve pedestrian safety on local roads by providing more signage and clearer crossings.
- Make cycling lanes safer and extend them to other locations in the community.
- Parking is a major problem in Westdale. Several McMaster students leave their cars for hours on local streets.
- We don’t like those temporary speed humps to slow traffic down.
- The City should identify additional measures on Main Street once the light rail is built.
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

Social / Cultural Environment

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

Transportation & Technical Engineering

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
### Roadway Improvement Alternatives

<table>
<thead>
<tr>
<th>Intersection Configuration</th>
<th>Speed Monitoring System</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>What?</strong></td>
<td><strong>What?</strong></td>
</tr>
<tr>
<td>Modify intersection design</td>
<td>Target specific areas identified during the data collection process to enforce speed limits and other traffic laws in the neighbourhood.</td>
</tr>
<tr>
<td>to improve safety for</td>
<td></td>
</tr>
<tr>
<td>pedestrians, cyclists and</td>
<td></td>
</tr>
<tr>
<td>commuters.</td>
<td></td>
</tr>
<tr>
<td><strong>When?</strong></td>
<td><strong>When?</strong></td>
</tr>
<tr>
<td>&gt; 5 years</td>
<td>1 - 3 years</td>
</tr>
<tr>
<td><strong>Cost?</strong></td>
<td><strong>Cost?</strong></td>
</tr>
<tr>
<td>&gt; $100,000</td>
<td>&lt; $25,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lane / Direction Signage</th>
<th>Chicanes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>What?</strong></td>
<td><strong>What?</strong></td>
</tr>
<tr>
<td>Additional signage clarifying the King Street split at Paradise Road.</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><strong>When?</strong></td>
</tr>
<tr>
<td>1 - 3 years</td>
<td>3 - 5 years</td>
</tr>
<tr>
<td><strong>Cost?</strong></td>
<td><strong>Cost?</strong></td>
</tr>
<tr>
<td>&lt; $25,000</td>
<td>$25,000 - $100,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bump Outs</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>What?</strong></td>
<td></td>
</tr>
<tr>
<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>
<td></td>
</tr>
<tr>
<td><strong>When?</strong></td>
<td></td>
</tr>
<tr>
<td>3 - 5 years</td>
<td></td>
</tr>
<tr>
<td><strong>Cost?</strong></td>
<td></td>
</tr>
<tr>
<td>$25,000 - $50,000</td>
<td></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.*
# Pedestrian and Cycling Improvement Alternatives

<table>
<thead>
<tr>
<th>Pedestrian Signage</th>
<th>Higher Order Pedestrian Treatment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>What?</strong></td>
<td>Identifies pedestrian crossing areas to improve safety.</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>
<tr>
<td><strong>What?</strong></td>
<td>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.</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>Pavement Markings</th>
<th>Pedestrian Crossover</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>What?</strong></td>
<td>Used to indicate lane endings, curves, intersections and cross walks.</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>
<tr>
<td><strong>What?</strong></td>
<td>Includes signage and corresponding pavement markings indicating motorists and cyclists to stop for pedestrians.</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>

*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

<table>
<thead>
<tr>
<th>Alternative</th>
<th>What?</th>
<th>Cost?</th>
<th>When?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Raised Intersections</strong></td>
<td>Used to encourage drivers to cross slowly, while yielding to pedestrians.</td>
<td>&gt; $100,000</td>
<td>&gt; 5 years</td>
</tr>
<tr>
<td><strong>All-Way Stop Control</strong></td>
<td>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.</td>
<td>&lt; $25,000</td>
<td>1 - 3 years</td>
</tr>
<tr>
<td><strong>Flexible Bollards</strong></td>
<td>Used as a safety measure in order to control traffic and provide a barrier between the road and sidewalks.</td>
<td>&lt; $25,000</td>
<td>1 - 3 years</td>
</tr>
<tr>
<td><strong>Speed Cushions</strong></td>
<td>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.</td>
<td>&lt; $25,000</td>
<td>1 - 3 years</td>
</tr>
<tr>
<td><strong>Reduce Speed Limit</strong></td>
<td>Install signage indicating the new lower speed limit. The speed limit will be lowered from 50km/hr to 40km/hr on Forsyth Avenue.</td>
<td>&lt; $25,000</td>
<td>1 - 3 years</td>
</tr>
<tr>
<td><strong>Signal Timing Modifications</strong></td>
<td>Adjusting the timing and coordination of signals to account for the changes in land use, traffic demand and road network enhancements.</td>
<td>&lt; $25,000</td>
<td>1 - 3 years</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.
Preliminary Recommended Alternative Solutions for Westdale Neighbourhood

Note: Future transportation improvements will be addressed along the Main Street corridor as the Hamilton LRT project advances.

Client: City of Hamilton
Project: Westdale Neighbourhood Traffic Management Study

Date: May 13, 2019
Version: 1

FOR DISCUSSION ONLY
Not to Scale

Legend
- Study Area
- Pedestrian Crossing
- Higher order pedestrian treatment
- Crosswalk markings
- All-Way Stop Control
- Signal timing modification
- Intersection reconfiguration
- Lane direction signage
- Raised intersection
- Speed Cushions
- Reduce speed limit
- Flexible bollards
- Bump outs
- Chicanes
- Speed monitoring system
- Pedestrian Signage
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 Westdale 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

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

By Phone: 905-546-2424 Ext. 1713

905-335-2353 Ext. 3136

By E-mail: TrafficOps@hamilton.ca

Ainslie.NTMR@woodplc.com

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