

Shams, Aniq

From: Kirkpatrick, Alan <Alan.Kirkpatrick@hamilton.ca>
Sent: Friday, July 20, 2018 11:57 AM
To: Gowrie, Joseph; Bhim, Ravi
Subject: Emerson & Whitney - Request for Speed Bumps - CSR#14899668

Hi
To be addressed in study.

Thanks, Al

From: Purins, Bryan <Bryan.Purins@hamilton.ca>
Sent: Friday, July 20, 2018 10:28 AM
To: Kirkpatrick, Alan
Subject: FW: Emerson & Whitney - Request for Speed Bumps - CSR#14899668

Hi Al,
Just wanted to forward a speeding concern on Emerson St. for the NTMPs.

Bryan

From: Yardley, Angie
Sent: July-03-18 10:08 AM
To: Purins, Bryan
Cc: Starr, Joanne; PW Traffic Operations; 'defining@outlook.com'
Subject: Emerson & Whitney - Request for Speed Bumps - CSR#14899668

Bryan:

called in and is requesting speed bumps at the above location due to high speeding traffic in this area.

Please refer to CSR#14989668.

Thank you

Angie Yardley

Traffic Clerk Dispatcher
Traffic Operations & Engineering
Roads & Traffic, Public Works
P: 905-546-2424, Ext. 1435
F: 905-318-5713
Email: angie.yardley@hamilton.ca

Shams, Aniq

From:
Sent: Wednesday, July 4, 2018 3:41 PM
To: Projectmail - AinslieWoodWestdaleNTMR
Subject: Traffic Study

Hello, I am a resident of Ainslie Wood, living on Ewen Rd. I'm writing about the traffic study. We have a unique situation on our street. Mixed in with our homes we have a candy factory, a produce warehouse, 2 craft beer venues, a funeral home, a denture business and an entrance to the rail trail. Our street also is used as a short cut for people coming off the mountain down Wilson St to Whitney and then onto Ewen to get back onto back onto Main St. University students also park on our street and then hop on the bus for the final stretch to the university in order to save on parking costs. So our street ends up being parking lot, a loading bay, a thoroughfare and an attraction. I've witnessed several fender-benders over the years, and the rail-trail crossing is dangerous for bikers and pedestrians due to poor visibility caused by the big trucks, and high traffic flow. I would love to see our street cut off from Main Street at the corner of Ewen and Olfield. It would cut down on the through traffic making the street safer for the residents and visitors.

Sent from my iPad

Comment Sheet

Thank you for inviting us to participate in tonight's Ainslie Wood Community Association meeting to update you on the status of the community's Neighbourhood Traffic Management Study. We hope you found our discussion useful and informative.

We would appreciate additional input that is relevant to this study (see below). Please email your completed comment sheet by February 21, 2019 to:

Bryan Purins, CET

City of Hamilton Acting Project Manager
Traffic Roadway Safety

Email: bryan.purins@hamilton.ca
Phone: (905) 546-2424 ext. 1713

PLEASE PRINT

Name: _____

Address: _____

E-Mail: _____

I want to be added to the mailing list (X)

Do you have additional questions or comments about the Ainslie Wood Neighbourhood Traffic Management Study that you would like the City of Hamilton to address? Please be specific.

- ① Advance green light required on Main St. W. at Coates Drive going Eastbound.
 - ② A stoplight or pedestrian crosswalk around West Park Ave. / Ewan Rd. on Main St. West to aid in crossing Main St. W. for pedestrian, ^{cyclists} accessing ~~buses~~ the rail trail / bike route along Sanders Blvd., bus stops, etc.
 - ③ Stop signs along Sanders Blvd. at Cottril / ~~Binkley~~ Binkley Cres. or Hollywood N. / Binkley Cres.
- Do you believe the transportation issues discussed at tonight's Community Association meeting reflect the challenges that exist within Ainslie Wood today? Why or why not?
- ④ R. Flerange and Ewan / Trail - upgrade Mid-block Trail crossing.

Thanks for addressing the issues, they do address our challenges. The above comments were all discussed at our Feb. 14th meeting and written to stress their importance.

Thanks again for your participation!

Please note that the comments received through the course of this study will be considered in selecting the recommended improvement(s). Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. If you would like more information, please contact: Bryan Purins, Acting Project Manager, Traffic Roadway Safety, bryan.purins@hamilton.ca, 905.546.2424 ext. 1713.

Shams, Aniq

From: Polonsky, Loren <loren.polonsky@woodplc.com>
Sent: Friday, July 13, 2018 2:16 PM
To: Shams, Aniq
Subject: FW: Ainslie Wood traffic study

Loren Polonsky, MUP

Senior Environmental Planner
Direct: (905) 335-2353, Ext. 3053
Mobile: (416) 574-0631
www.woodplc.com



From: Kirkpatrick, Alan [mailto:Alan.Kirkpatrick@hamilton.ca]
Sent: Thursday, July 12, 2018 12:56 PM
To: Bhim, Ravi (ravi.bhim@woodplc.com) <ravi.bhim@woodplc.com>; Gowrie, Joseph (joseph.gowrie@woodplc.com) <joseph.gowrie@woodplc.com>; Polonsky, Loren <loren.polonsky@woodplc.com>
Subject: Ainslie Wood traffic study

Hi:

Additional traffic staff comments below.

I am inquiring with "Development review staff" whether a TIS is going to be done for the proposed McMaster residence near Ewen and whether a Traffic signal would be part of the outcome.

ak

From: Declair, Robert
Sent: July-12-18 12:17 PM
To: Kirkpatrick, Alan; Purins, Bryan
Cc: Cornwell, Jeff
Subject: Ainslie Wood traffic study

Main/Ewen

This was last studied in October 2014. Warrants were met 33% on Volume, 25% on Delay. Overall this locations ranks #106 out of 135 locations on our list for potential new signals. We could restudy but given the very low warrant values the situation has not likely changed in the past few years. If developments are proposed in the area then the TIS should identify is signals are required.

Beg buttons.

I assume they are talking about the signals at Main/Westbourne and Main/Fortinos access. We have had similar complaints before.

Both these signals operate semi-actuated. We generally operate signals semi-actuated when the volume of traffic on the side-street equates to less than 30% of the total intersection traffic. At Westbourne the side-street volume accounts for 10% of total traffic and at the Fortinos access it is less than 7% of the total traffic. That is why they are semi-actuated. To remove the push buttons would require the signals to operate fixed time 24/7 meaning they would constantly cycle regardless of demand. Given that 90% of the traffic at these signals is on Main Street having these signal cycle would delay a significant amount of traffic for no reason which will increase congestion and possibly encourage drivers to disobey the signals and increase the potential for right angle collisions. Buttons are provided for pedestrians to confirm their intentions to cross. For vehicles, because they must stay on the roadway in marked lanes, we can very accurately predict their intentions and location and as such we can automatically detect them. For pedestrians we cannot automatically detect them but more importantly we cannot automatically detect what their intentions are. They may be at the corner waiting for a bus or an Uber, going for a walk, just standing there, etc. Since we cannot anticipate their intentions they must activate the button.

Esso Station

The signal has been in place for over 25 years. The reason for the pedestrian displays across the Esso driveway is a technical legal issue. We are required by the HTA to provide traffic signal displays for any commercial driveway within a signalized intersection. Because we provide signal displays for outbound traffic from the Esso driveway we also need to provide pedestrian displays across the driveway to prevent any pedestrians from crossing the driveway when there is a green display for the driveway. The fact that pedestrians may still cross when a "Don't Walk" is displayed across the driveway is a choice made by the pedestrian. We cannot legally change this without closing the Esso driveway.

This message is the property of John Wood Group PLC and/or its subsidiaries and/or affiliates and is intended only for the named recipient(s). Its contents (including any attachments) may be confidential, legally privileged or otherwise protected from disclosure by law. Unauthorized use, copying, distribution or disclosure of any of it may be unlawful and is strictly prohibited. We assume no responsibility to persons other than the intended named recipient(s) and do not accept liability for any errors or omissions which are a result of email transmission. If you have received this message in error, please notify us immediately by reply email to the sender and confirm that the original message and any attachments and copies have been destroyed and deleted from your system.

If you do not wish to receive future unsolicited commercial electronic messages from us, please forward this email to: unsubscribe@woodplc.com and include "Unsubscribe" in the subject line. If applicable, you will continue to receive invoices, project communications and similar factual, non-commercial electronic communications.

Please click <http://www.woodplc.com/email-disclaimer> for notices and company information in relation to emails originating in the UK, Italy or France.

As a recipient of an email from a John Wood Group Plc company, your contact information will be on our systems and we may hold other personal data about you such as identification information, CVs, financial information and information contained in correspondence. For more information on our privacy practices and your data protection rights, please see our privacy notice at <https://www.woodplc.com/policies/privacy-notice>

Shams, Aniq

From: Polonsky, Loren
Sent: Friday, March 8, 2019 9:51 AM
To: Shams, Aniq
Subject: FW: Ainslie Wood Traffic

From: Purins, Bryan <Bryan.Purins@hamilton.ca>
Sent: Friday, February 22, 2019 10:03 AM
To: Gowrie, Joseph <joseph.gowrie@woodplc.com>; Bhim, Ravi <ravi.bhim@woodplc.com>; Polonsky, Loren <loren.polonsky@woodplc.com>
Cc: Kirkpatrick, Alan <Alan.Kirkpatrick@hamilton.ca>
Subject: FW: Ainslie Wood Traffic

Good morning,
Please see the comments below related to Ainslie Wood.

Best,

Bryan Purins C.E.T.

ACTING PROJECT MANAGER, TRAFFIC SAFETY
TRAFFIC OPERATIONS & MAINTENANCE
CITY OF HAMILTON
E-MAIL: bryan.purins@hamilton.ca
TEL: 905-546-2424 EXT. 1713

From: _____
Sent: February-22-19 9:53 AM
To: Purins, Bryan
Subject: Ainslie Wood Traffic

Hi, I just have some thoughts on the traffic issues in Ainslie Wood. I find the biggest challenge is Emerson St. There should be no parking on either side of this street until after the rail trail. This is such a busy street, with buses, cars, bikes, skateboards and pedestrians. The parked cars are such a problem in the area from Sussex to Main St. The bus cannot go through when leaving the stop by Canadian Martyr's church because of the cars. It is down to a single lane at times when you add in the snow, the situation is horrendous. There are times when I just refuse to drive on the street. I know that bikes lanes were discussed and some business owners were against them, but what about either eliminating street parking from Main St to the rail trail or installing bike lanes from Main St. To the rail trail.

Another issue I have is with the students who park their cars and take the bus. Instead of putting up more 1 hour parking signs farther and farther from campus, can you just charge for parking on all the little streets near the University. This would generate a lot of income. In addition there is on street paid parking near all the hospitals except McMaster. Patients are forced to pay a lot for hospital parking and many times this is full. I think a lot of students would pay for 3 hour parking. There is limited parking on campus and they have no where else to go.

Thanks,

Shams, Aniq

From: Purins, Bryan <Bryan.Purins@hamilton.ca>
Sent: Thursday, May 23, 2019 9:54 AM
To: Craig Campbell
Subject: RE: AinsleWood traffic study and Cootes Drive - Media Query

Hi Craig,

Yes, the crossing will be upgraded to a Type C but will ultimately be removed when the intersection is redesigned as part of LRT. We are not quite sure when that intersection will be reconstructed yet, it could be 2 years or it could be 5 years so we are moving ahead to provide a safe crossing in the meantime.

Best,

Bryan Purins C.E.T.

PROJECT MANAGER, ROADWAY SAFETY

TRANSPORTATION OPERATIONS & MAINTENANCE, PUBLIC WORKS

TEL: 905-546-2424 EXT. 1713



www.hamilton.ca

From: Craig Campbell
Sent: May-23-19 9:43 AM
To: Purins, Bryan
Subject: RE: AinsleWood traffic study and Cootes Drive - Media Query

Thanks for that Bryan.

Just clarifying one point – the pedestrian crossing at the right turn channel from Main to Cootes is anticipated to be upgraded (with flashing lights) sometime this year. But that crossing and the right turn channel itself will eventually be removed (Over the next three years or so) when LRT construction/redesign of the Main-Cootes intersection takes place.

Thanks again,

Craig

From: Purins, Bryan
Sent: May 23, 2019 8:56 AM
To: Campbell, Craig (Brabant)
Subject: RE: AinsleWood traffic study and Cootes Drive - Media Query

Good morning Craig,

- The Consultant did review Cootes Drive for the limits of Ainslie Wood and noted that there have been 7 collisions between the Pedestrian Signal and Main St. in the past 5 years. There were no specific patterns or trends that stood out among those collisions so no changes were identified. There was one pedestrian related collision but the details showed the pedestrian crossed midblock between the signals, at night and during snowy weather. The driver was noted by police to have been driving properly at the time of the collision.

- The LRT project should be redesigning the entire intersection of Main at Cootes and removing that right-turn channel during construction
- There are no plans at this time that I am aware of to make changes to the existing pedestrian signal on Cootes.
- The LRT office would be best positioned to answer some of your questions as it is our understanding that the current GO bus platforms would be relocated to Cootes/Main to connect with the terminus of the B-Line.
- The existing pedestrian crossover on the right-turn channel from Main to Cootes does meet the warrant for a Type D crossing (signs and markings only, no flashing lights) as per the Ontario Traffic Manual. As part of the 2019 Capital Budget, staff anticipate removing the existing Type D crossing and installing a Type C (signs, markings and flashing lights) at the east end of the channel.

Best,

Bryan Purins C.E.T.

PROJECT MANAGER, ROADWAY SAFETY

TRANSPORTATION OPERATIONS & MAINTENANCE, PUBLIC WORKS

TEL: 905-546-2424 EXT. 1713



www.hamilton.ca

From: Craig Campbell
Sent: May-22-19 11:15 AM
To: Purins, Bryan
Subject: AinsleWood traffic study and Cootes Drive - Media Query

Hi Bryan,

I'm a reporter for Hamilton Community News and I attended the Ainslie-Wood transportation study on Tuesday evening. I want to follow up with you on a couple of questions. I can try calling you later today to follow-up on this message.

I am working on a story about traffic issues in the Cootes Drive – Main Street West area for deadline on Friday, May 24,

I understand Main Street West – as noted during the presentation/questions and on the project map – is being left out of the project at the request of the LRT office. Is the same true for Cootes Drive?

Cootes is included in the study area, for some reason, but there are no notes on that area – no changes, improvements, or suggestion that it is being left out like Main West.

Do you know if any consideration is being given to removal of the existing pedestrian controlled traffic light at Sanders-Cootes and College Crescent, either by your project or any other city department?

As you may know, McMaster University is currently working with Metrolinx on a redesign of Cootes Drive to accommodate at least one new access to the McMaster campus.

McMaster's campus plan's priorities call for traffic to be redirected to the Cootes Drive accesses away from other existing accesses, obviously altering traffic flow and conditions in the area.

Has Hamilton's LRT office asked that this area be ignored until after the project is completed?

Are you aware of any other city department working on any redesign or changes to Cootes Drive?

Thanks for your help,

Craig

Craig Campbell
Reporter, Dundas Star News
Hamilton Community News
ccampbell@hamiltonnews.com
289-765-0222

Shams, Aniq

From: Purins, Bryan <Bryan.Purins@hamilton.ca>
Sent: Thursday, May 23, 2019 2:39 PM
Subject: Ainslie Wood Public Information Centre
Attachments: PIC No2_Ainslie Wood.pdf

Good afternoon,

As promised, I have attached the boards that were presented at the Ainslie Wood Public Meeting on Tuesday, May 21st. If you have any comments related to the project or the recommendations please do not hesitate to contact me.

Best,

Bryan Purins C.E.T.

PROJECT MANAGER, ROADWAY SAFETY

TRANSPORTATION OPERATIONS & MAINTENANCE, PUBLIC WORKS

TEL: 905-546-2424 EXT. 1713



www.hamilton.ca

Shams, Aniq

From:
Sent: Monday, June 3, 2019 10:29 PM
To: Purins, Bryan
Subject: Re: testing from about Ainslie Wood meeting and Accessible Hamilton

Evening. Thank you for getting back to me. Goodnight,

Sent from my LG Mobile

----- Original message-----

From: Purins, Bryan
Date: Mon, Jun 3, 2019 8:31 AM
To: '
Cc:
Subject: RE: testing from about Ainslie Wood meeting and Accessible Hamilton

Good morning

If you would like any further information on the Ainslie Wood project please do not hesitate to contact me. The display panels that were present at the meeting can be found here: <https://www.hamilton.ca/city-planning/master-plans-class-eas/ainslie-wood-neighbourhood-traffic-management-review>

Best,

Bryan Purins C.E.T.

Project Manager, Roadway Safety
Transportation Operations & Maintenance, Public Works
Tel: 905-546-2424 ext. 1713



www.hamilton.ca

From
Sent: May-31-19 10:38 PM
To: PW Traffic Operations
Cc: accessiblehamilton@cogeco.ca
Subject: testing from about Ainslie Wood meeting and Accessible Hamilton

Hello,

I am trying to contact Bryan Purvis. I met you and some of your colleagues at the most recent Ainslie Wood traffic study meeting. I was not able to stay.
please acknowledge receipt so I know this is correct.

This email is directed in confidence solely to the person(s) named above and may not otherwise be distributed, copied or disclosed. Therefore, the contents of this email should be considered strictly confidential. If you have received this email in error, please kindly notify the sender immediately via a return email. Thank you very much for your cooperation.

**PUBLIC INFORMATION CENTRES (PICs)
&
NOTICE OF STUDY COMMENCEMENT**

THE STUDY

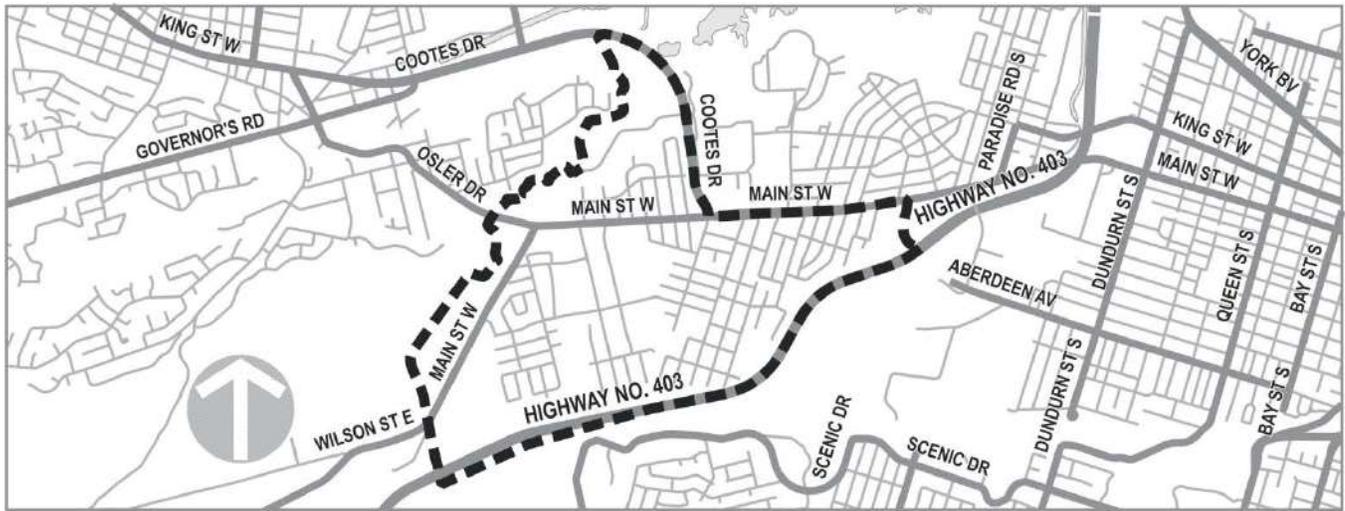
The City of Hamilton has initiated two Neighbourhood Traffic Management Reviews to identify issues and assess alternatives that address existing opportunities and challenges in two neighbourhoods, Ainslie Wood and Westdale, as depicted in the maps below.

PUBLIC INFORMATION CENTRE #1

Ainslie Wood Neighbourhood Traffic Management Review

A Public Information Centre will be held displaying information to receive public input:

DATE: Tuesday, 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

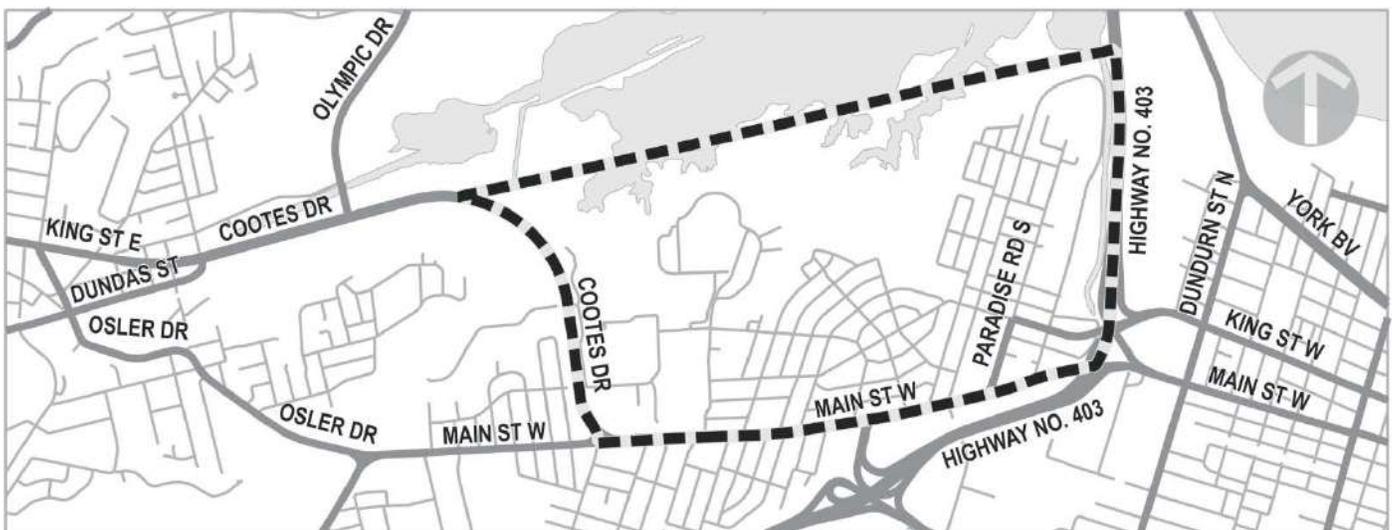


PUBLIC INFORMATION CENTRE #1

Westdale Neighbourhood Traffic Management Review

A Public Information Centre will be held displaying information to receive public input:

DATE: Tuesday, 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.



THE PROCESS

These studies will reflect aspects of a Municipal Class Environmental Assessment (EA) Master Plan process (under the Municipal Engineers Association Municipal Class EA (as amended in 2015), addressing Phases 1 and 2. Following a review of these two neighbourhoods, two separate reports will be prepared that document their results.

A short presentation will be made at each PIC followed by a drop-in style session where attendees can review materials and provide comments on key issues, opportunities and challenges.

A second round of PICs will be held at a later date to present the results of the evaluation process and recommended solutions. Attendees will be asked for their input.

Upon completion of these studies, separate reports will be prepared and made available for public review and comment. Another advertisement will be published at that time, indicating where the reports can be viewed.

PUBLIC COMMENTS INVITED

There is an opportunity for interested persons to review outstanding issues and bring concerns to the attention of our management team at any time during this process. If you have any questions or comments, or wish to be added to the study mailing list, please contact:

Alan Kirkpatrick, CET
Neighbourhood Traffic Management & EA's
City of Hamilton, Public Works Department
Phone: 905-546-2424 ext. 4173
Email: TrafficOps@hamilton.ca

Ravi Bhim, MASc, P.Eng, PTOE
Head Traffic Engineering
Wood
Phone: 905.335.2353, ext 3136
Email: ainslie.ntmr@amecfw.com

Please contact Alan Kirkpatrick, the City's Project Manager, regarding disability accommodation requirements for the PIC by June 11, 2018.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice Issued June 8th and 15th, 2018.

PUBLIC INFORMATION CENTRES (PICs) & NOTICE OF STUDY COMMENCEMENT

THE STUDY

The City of Hamilton has initiated two Neighbourhood Traffic Management Reviews to identify issues and assess alternatives that address existing opportunities and challenges in two neighbourhoods, Ainslie Wood and Westdale, as depicted in the maps below.

PUBLIC INFORMATION CENTRE #1

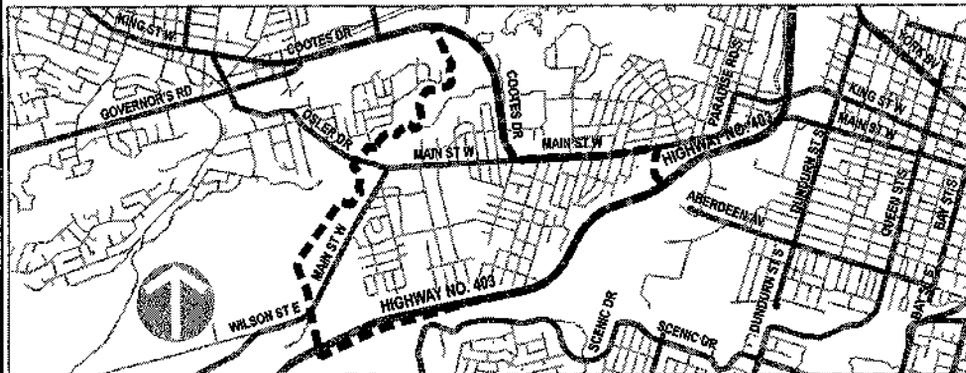
Ainslie Wood Neighbourhood Traffic Management Review

A Public Information Centre will be held displaying information to receive public input:

Date: Tuesday, 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.



PUBLIC INFORMATION CENTRE #1

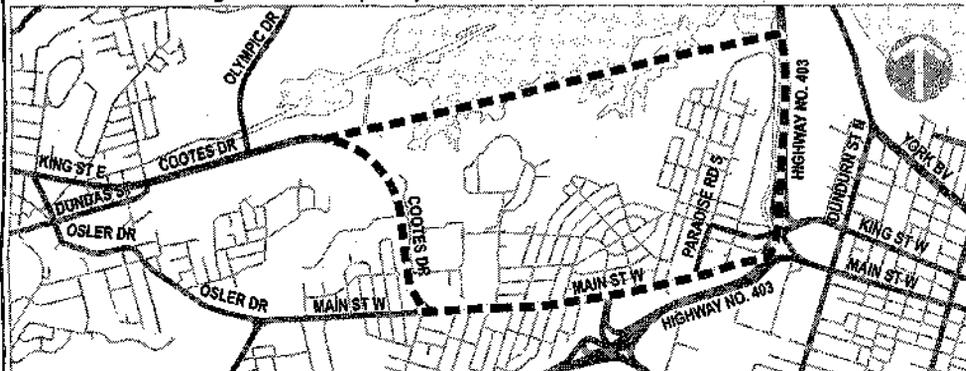
Westdale Neighbourhood Traffic Management Review

A Public Information Centre will be held displaying information to receive public input:

Date: Thursday, 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



A second PIC will be held at a later date to present the results of the assessment of design alternatives and to obtain feedback on the preferred preliminary design.

THE PROCESS

These studies will reflect aspects of a Municipal Class Environmental Assessment (EA) Master Plan process (under the Municipal Engineers Association Municipal Class EA (as amended in 2015), addressing Phases 1 and 2. Following a review of these two neighbourhoods, two separate reports will be prepared that document their results.

A short presentation will be made at each PIC followed by a drop-in style session where attendees can review materials and provide comments on key issues, opportunities and challenges.

A second round of PICs will be held at a later date to present the results of the evaluation process and recommended solutions. Attendees will be asked for their input.

Upon completion of these studies, separate reports will be prepared and made available for public review and comment. Another advertisement will be published at that time, indicating where the reports can be viewed.

PUBLIC COMMENTS INVITED

There is an opportunity for interested persons to review outstanding issues and bring concerns to the attention of our management team at any time during this process. If you have any questions or comments, or wish to be added to the study mailing list, please contact:

Alan Kirkpatrick, CET
Neighbourhood Traffic Management & EA's
City of Hamilton
Public Works Department
Phone: 905-546-2424 ext. 4173
Email: TrafficOps@hamilton.ca

Ravi Bhim, MASC, P.Eng, PTOE
Head Traffic Engineering
Wood
Mississauga, ON L4Z 3K7
Phone: 905-568-2929 Ext. 4325
Email: ainslie.ntmr@amectw.com

Please contact Alan Kirkpatrick, the City's Project Manager, regarding disability accommodation requirements for the PIC by June 11, 2018.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice Issued June 8th and 15th, 2018.

PUBLIC INFORMATION CENTRES (PIC) & NOTICE OF STUDY COMMENCEMENT

THE STUDY

The City of Hamilton has initiated a Neighbourhood Traffic Management Review to identify issues and assess alternatives that address existing opportunities and challenges in the Ainslie Wood Neighbourhood, as depicted in the map below.

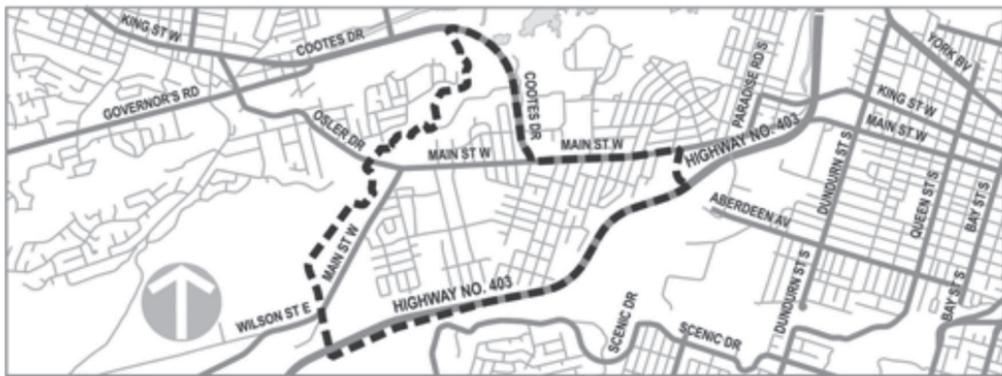
PUBLIC INFORMATION CENTRE (PIC) No. 2 **Ainslie Wood Neighbourhood Traffic Management Review**

A Public Information Centre will be held displaying information to review the recommended solutions and receive public input:

DATE: Tuesday, May 21, 2019

TIME: 7:00 p.m. – 9:00 p.m.

LOCATION: West End Fortinos, 1579 Main St W, 2nd Floor



THE PROCESS

This study will reflect aspects of a Municipal Class Environmental Assessment (EA) Master Plan process (under the Municipal Engineers Association Municipal Class EA (as amended in 2015), addressing Phases 1 and 2. Following a review of this neighbourhood, a report will be prepared that documents the results.

The PIC will be a drop-in style session where attendees can review the results of the evaluation process and recommended solutions. Attendees will be asked for their input.

Upon completion of this study, a report will be prepared and made available for public review and comment. Another advertisement will be published at that time, indicating where the reports can be viewed.

PUBLIC COMMENTS INVITED

There is an opportunity for interested persons to review outstanding issues and bring concerns to the attention of our management team at any time during this process. If you have any questions or comments, or wish to be added to the study mailing list, please contact:

Bryan Purins, CET
Transportation Operations & Maintenance,
Public Works Department
Phone: 905-546-2424 ext. 1713
Email: bryan.purins@hamilton.ca

Ravi Bhim, MASC, P.Eng, PTOE
Head Traffic Engineering
Wood
Phone: 905.335.2353, ext 3136
Email: ainslie.ntmr@amecfw.com

Please contact Bryan Purins, the City's Project Manager, regarding disability accommodation requirements for the PIC by May 21, 2019.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.



**PUBLIC INFORMATION CENTRES (PICs)
&
NOTICE OF STUDY COMMENCEMENT**

THE STUDY

The City of Hamilton has initiated two Neighbourhood Traffic Management Reviews to identify issues and assess alternatives that address existing opportunities and challenges in two neighbourhoods, Ainslie Wood and Westdale, as depicted in the maps below.

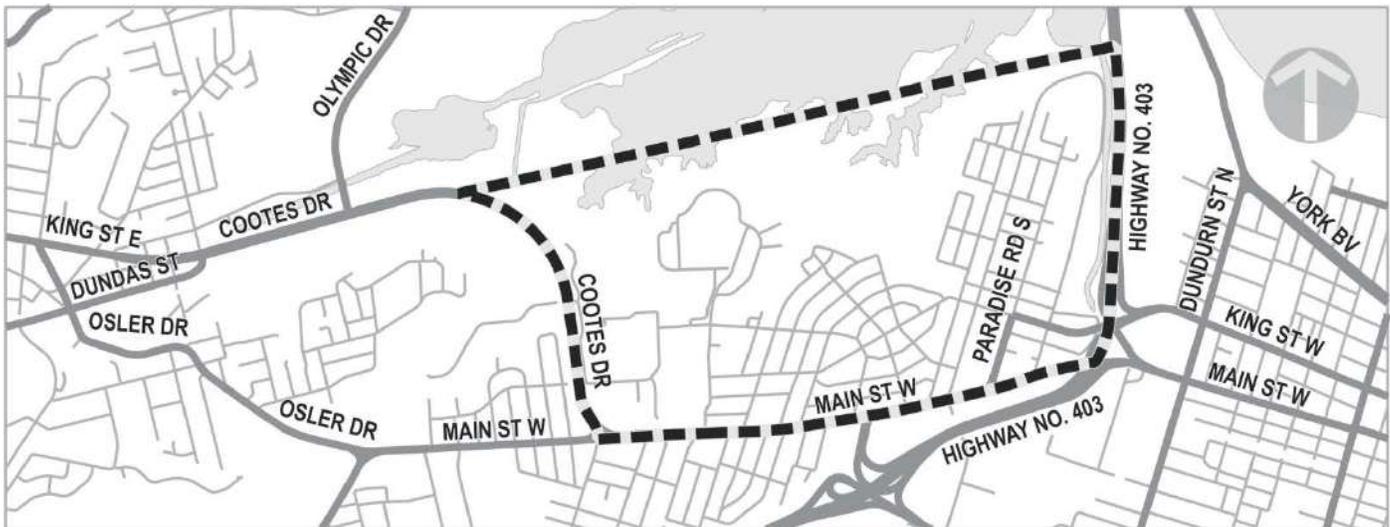
**PUBLIC INFORMATION CENTRE #2
Westdale Neighbourhood Traffic Management Review**

A Public Information Centre will be held displaying information to review the recommended solutions and receive public input:

DATE: Monday, May 13, 2018

TIME: 7:00 p.m. – 9:00 p.m.

LOCATION: St. Cuthbert's Presbyterian Church, 2 Bond St N



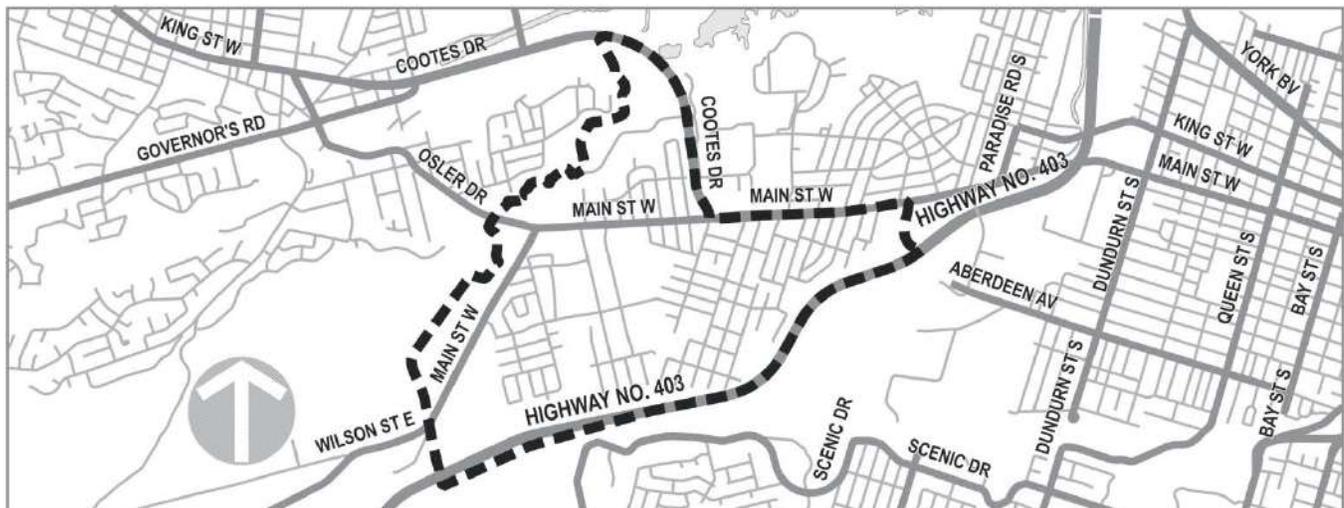
**PUBLIC INFORMATION CENTRE #2
Ainslie Wood Neighbourhood Traffic Management Review**

A Public Information Centre will be held displaying information to review the recommended solutions and receive public input:

DATE: Tuesday, May 21, 2019

TIME: 7:00 p.m. – 9:00 p.m.

LOCATION: West End Fortinos, 1579 Main St W, 2nd Floor



THE PROCESS

These studies will reflect aspects of a Municipal Class Environmental Assessment (EA) Master Plan process (under the Municipal Engineers Association Municipal Class EA (as amended in 2015), addressing Phases 1 and 2. Following a review of these two neighbourhoods, two separate reports will be prepared that document their results.

The PICs will be drop-in style sessions where attendees can review the results of the evaluation process and recommended solutions. Attendees will be asked for their input.

Upon completion of these studies, separate reports will be prepared and made available for public review and comment. Another advertisement will be published at that time, indicating where the reports can be viewed.

PUBLIC COMMENTS INVITED

There is an opportunity for interested persons to review outstanding issues and bring concerns to the attention of our management team at any time during this process. If you have any questions or comments, or wish to be added to the study mailing list, please contact:

Bryan Purins, CET

Transportation Operations & Maintenance,
Public Works Department

Phone: 905-546-2424 ext. 1713

Email: bryan.purins@hamilton.ca

Ravi Bhim, MASc, P.Eng, PTOE

Head Traffic Engineering

Wood

Phone: 905.335.2353, ext 3136

Email: ainslie.ntmr@amecfw.com

Please contact Bryan Purins, the City's Project Manager, regarding disability accommodation requirements for the PIC by May 10, 2019.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Meeting agenda

Date: 9:00 a.m., April 24, 2018

Meeting at: Front Boardroom
330 Wentworth Street North, Hamilton

Ref: TPB186044/TPB186045

Subject/purpose: **Technical Advisory Committee Meeting # 1**
Westdale and Ainslie Woods Neighbourhood Transportation Studies

Attendees:

Alan Kirkpatrick, Transportation Planning
Sam Sidawi, Asset Management
Susan Jacob, Engineering Design
Trevor Horzelenberg, LRT
Kris Jacobson, LRT
Sharon Mackinnon, Public Health
Kerry Davren, Parking
Peter Locs, Parking
Bob Paul, Road Operations
Colin Vidler, Waste Collection
Mike Stelmach, Waste Collection

Jason Vander Heide, HSR
Daryl Bender, Cycling
Steve Molloy, Transportation Planning
Tiffany Singh, Community Planning
John Verbeek, Fire
Hal Klassen, EMS
Bryan Purins, Traffic
Ravi Bhim, Wood
Joseph Gowrie, Wood
Loren Polonsky, Wood
Joel Elgersma, Wood

To be presented/discussed:

1. Introductions
2. Project Overview
3. Identification of Neighbourhood Issues
4. Consultation and Communication Strategy
5. Schedule / Major Milestones
6. Next Steps



Minutes

Date: 9:00 a.m., April 24, 2018

Meeting Front Boardroom

at: 330 Wentworth Street North, Hamilton

Ref: TPB186044/TPB186045

Subject/purpose:

Technical Advisory Committee Meeting #1
Westdale and Ainslie Wood Neighbourhood Transportation Studies

Attendees:

Alan Kirkpatrick, Transportation Planning (AK)
Sam Sidawi, Asset Management (SS)
Susan Jacob, Engineering Design (SJ)
Trevor Horzelenberg, LRT (TH)
Sharon Mackinnon, Public Health (SM)
Bob Paul, Road Operations (BP)
Mike Stelmach, Waste Collection (MS)
Steve Molloy, Transportation Planning (SM)
Tiffany Singh, Community Planning (TS)

John Verbeek, Fire (JV)
Bryan Purins, Traffic (BP)
Vaughan McDonald, EMS (VM)
Andy McLaughlin, HSR (AM)
Ravi Bhim, Wood (RB)
Joseph Gowrie, Wood (JG)
Loren Polonsky, Wood (LP)
Joel Elgersma, Wood (JE)

Regrets:

Kris Jacobson, LRT
Kerry Davren, Parking
Peter Locs, Parking

Colin Vidler, Waste Collection
Jason Vander Heide, HSR
Daryl Bender, Cycling

PLEASE NOTE: If there is any comment or amendment to be made to these meeting notes, they must be brought to the notice of Wood Environment & Infrastructure Solutions within 24 hours of issue and confirmed in writing.



MATTERS DISCUSSED

ACTION BY:

1. INTRODUCTION

- i. The meeting began with introductions. It was noted that City of Hamilton representatives for parking and cycling were absent.

INFO

2. PROJECT OVERVIEW

- i. Ravi Bhim (RB) provided a brief overview of the project scope and outlined that the purpose of the assignments is to identify transportation-related issues/opportunities within the Ainslie Wood and Westdale neighbourhoods and to recommend potential solutions will satisfy Phase 1 and 2 of the Class Environmental Assessment (EA) process for master plans.
- ii. RB discussed the approach that will be taken to identify opportunities through data gathering and meetings with City staff.

INFO

INFO

3. IDENTIFICATION OF NEIGHBOURHOOD ISSUES

- i. RB asked each attendee to discuss how transportation issues within the two neighbourhoods affect their department's operations.
- ii. Sam Sidawi (SS) identified drainage as a factor that should be included in the decision-making process for the implementation of speed calming measures (i.e. narrowings, speeds bumps, etc.).
- iii. Bob Paul (BP) noted concerns with snow clearing associated with cycling infrastructure.
- iv. Tiffany Singh (TS) stated that three major residential developments are planned in the neighbourhoods: McMaster residence, Columbia College residence and another development on Macklin Street. She also noted that McMaster University wants to decrease their parking requirements once the LRT has been constructed.
- v. Steve Malloy (SM) stated the importance of the *Complete Streets* policy and its role in relation to these transportation studies. SM advised that the connectivity of active transportation routes should be a major objective.
- vi. John Verbeek (JV) noted that road width is one of the key factors that affects fire services. He advised that narrow streets will be partially blocked in event of an emergency as the fire apparatus will take up most of the road space and can take up to three lanes if the outriggers need to be deployed. Mike Stelmach (MS) echoed those concerns, noting that similar issues apply for waste management.

INFO

INFO

INFO

INFO

INFO

INFO



MATTERS DISCUSSED

ACTION BY:

- vii. Vaughan McDonald (VM) indicated that speeds bumps are the main concern for Emergency Medical Services, as they add a level of discomfort for patients being transported in ambulances. **INFO**

- viii. Sharon Mackinnon (SM) reiterated the importance of the *Complete Streets* policy and the connectivity of active transportation routes within the City. SM spoke of the 2007 *Ainslie Wood Westdale Walkability Assessment Report* which may have recommendations that are applicable to this undertaking. Wood has obtained report. **INFO**

- ix. Andy McLaughlin (AM) stated that road width is also a consideration for the HSR. He also noted that upon implementation of the LRT, HSR bus routes are anticipated to change. AM identified the McMaster Master Plan as a useful source of information for the future of HSR on and near the McMaster campus. **INFO**

- x. Trevor Horzelenberg (TH) noted that in the future, McMaster may not want HSR to operate on campus but are dedicating space to the LRT on the southwest corner of campus (at the Main / Cootes intersection). **INFO**

- xi. TH stated that upon implementation of LRT service, traffic capacity is expected to remain consistent with existing conditions on Main Street. He indicated that all existing signalized intersections will remain in operation. TH noted that the centre two-way-left-turn-lane between Cline Avenue and Newton Avenue will be removed and pushed to signalized intersections. **INFO**

- xii. Joseph Gowrie (JG) inquired as to whether the consultant can have access to the traffic modelling used in support of the LRT. TH indicated that modelling can be provided, but will likely be limited to that which is provided in the EA. **City**

- xiii. TH noted that the construction period for the LRT will be the worst-case scenario for traffic operations and is expected to last from 2019-2024. Traffic/construction staging could change week-to-week during construction. He remarked that there may be consideration to construct the LRT in which construction adjacent to the university campus is not undertaken during the school period. Recommendations of Neighbourhood Studies will be not be for during the construction of the LRT. **INFO**

- xiv. JV noted that during LRT construction, increased emergency response times are expected. As such, a temporary fire station is planned to be located near the intersection of Longwood Road and Main Street West to provide acceptable emergency responses. **INFO**

- xv. AM noted that McMaster students are provided with free bus passes as part of their tuition (everyone pays). He indicated that the "first and last mile" **INFO**



MATTERS DISCUSSED

ACTION BY:

theory should be a consideration in the study. Also, many McMaster students hop on the bus for one or two s

xvi. The Longwood Bridge is a “run-in” for HSR and is to be replaced with a structure that has sidewalks on both sides and a cycling path on the east side which will enhance active transportation connectivity.

INFO

xvii. Columbia College has a large pedestrian population in a dorm west of the Highway 403 Ramp, which crosses the ramp. Columbia College is planning a new residence on the north side of Main Street. A pedestrian crossing at Paisley Street is planned as part of the LRT project.

INFO

4. SCHEDULE / MAJOR MILESTONES

i. JG outlined future steps in the study process. He stated that data collection and background review will be finalized shortly. Additional site visits are scheduled to take place. This, in conjunction with existing conditions analysis will be undertaken in preparation for TAC Meeting No. 2 and PIC No. 1.

INFO

ii. JG identified key study milestones, noting that PIC No. 1 is targeted for June 2018 and PIC No. 2 is slated to occur in the fall of 2018.

INFO

iii. Alan Kirkpatrick (AK) noted that the general timing for PIC No. 1 is satisfactory and should not present an issue with the timing of the municipal election.

INFO

5. CONSULTATION AND COMMUNICATION STRATEGY

i. Loren Polonsky (LP) provided a summary of the consultation and communication strategy. He noted that two interactive Public Information Centres (PICs) are planned for both Ainslie Wood and Westdale, and that more informal meetings should be considered prior to the PICs with the two ratepayer groups, student union and others as identified.

Wood/City

ii. Steve Molloy (SM) stressed the importance of engaging the students and absentee landowners throughout the PIC process. He also mentioned that there may be opportunities to work with the McMaster Student Union (MSU) to gain a better understanding of the issues and concerns associated with the transportation network in the neighbourhoods and with students.

INFO

6. NEXT STEPS

i. AK noted that Wood will ask TAC members to review PIC#1 and PIC#2 materials prior to the events to ensure their accuracy and clarity on key issues relative to the two neighbourhoods.

INFO

ii. Wood to forward potential dates for PIC#1 to AK so he can arrange location.

Wood/City



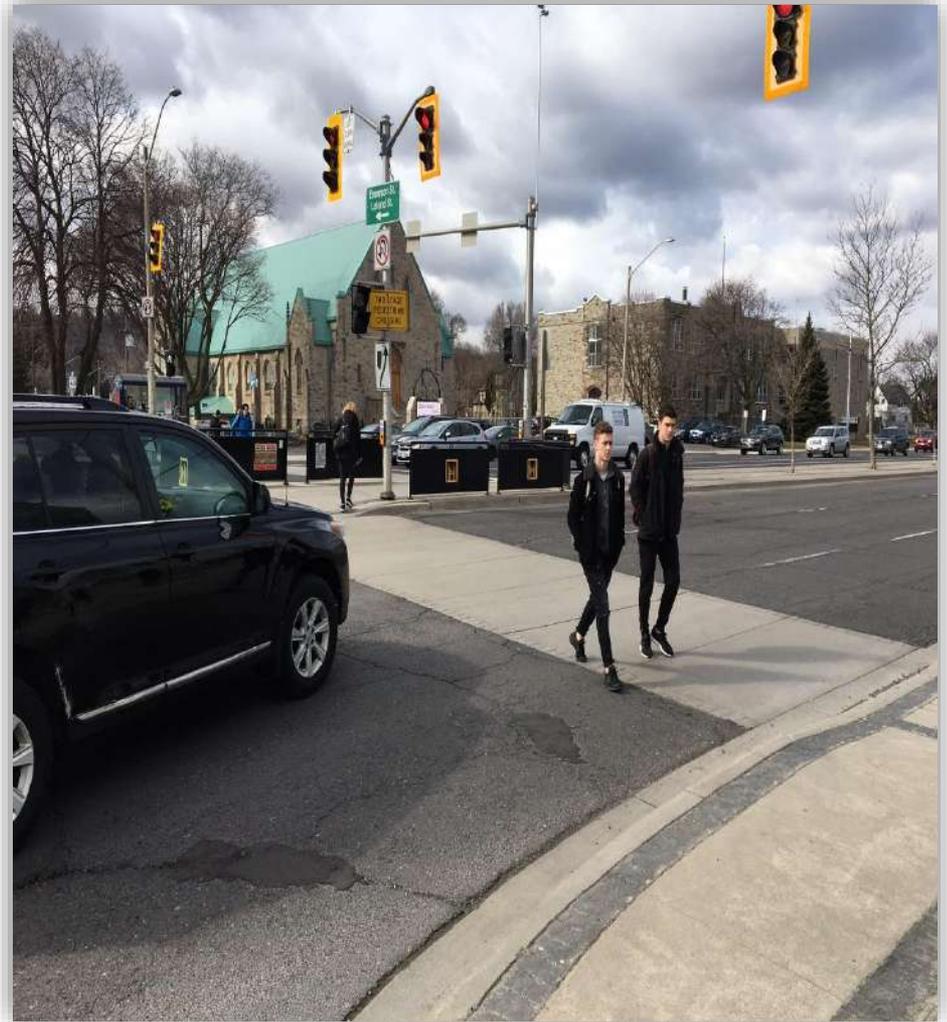


Westdale and Ainslie Woods Neighbourhood Transportation Studies

Technical Advisory Committee (TAC) No. 1
April 24, 2018

TAC Meeting No. 1 - Agenda

1. Introductions
2. Project Overview / Approach
3. Identification of Neighbourhood Issues
4. Consultation and Communication Strategy
5. Schedule / Major Milestones
6. Next Steps



Project Overview



The Purpose of the assignments is to identify any transportation-related issues/ opportunities (operational, safety and active transportation) within the Ainslie Woods and Westdale Neighbourhoods and recommend solutions to the level of a Stage 2 EA.



Project Overview



Approach

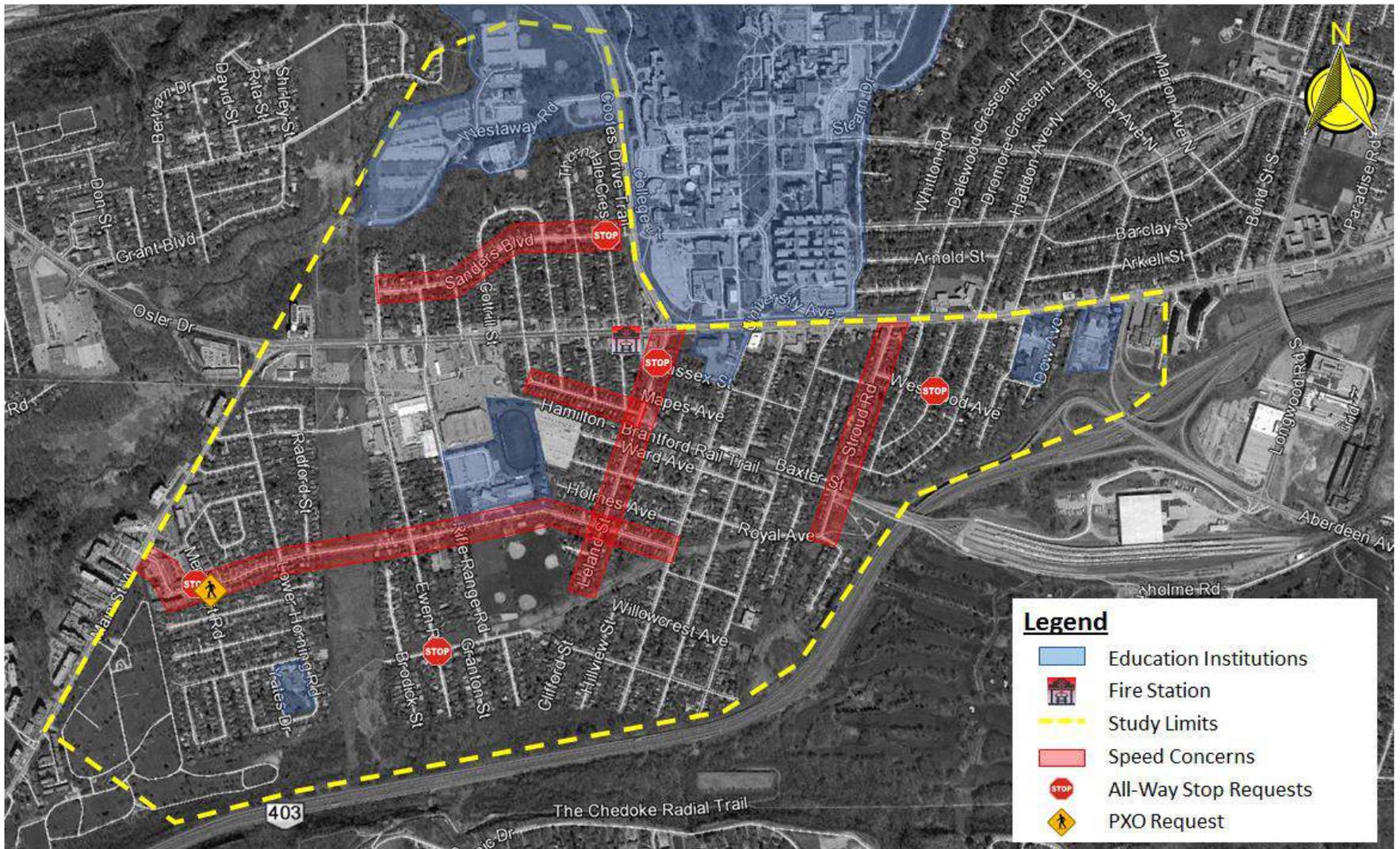
- Identify Opportunities through Data Gathering
 - Traffic Counts – Several Outstanding intersections remain
 - EMME Projections
 - Speed Surveys – One Outstanding Corridor
 - Collision Data - Received
 - Neighbourhood Walkthroughs / Site Visits
 - TAC Meetings / Hamilton Staff
 - PIC Meetings



Identification of Neighbourhood Issues - Westdale



Identification of Neighbourhood Issues – Ainslie Woods

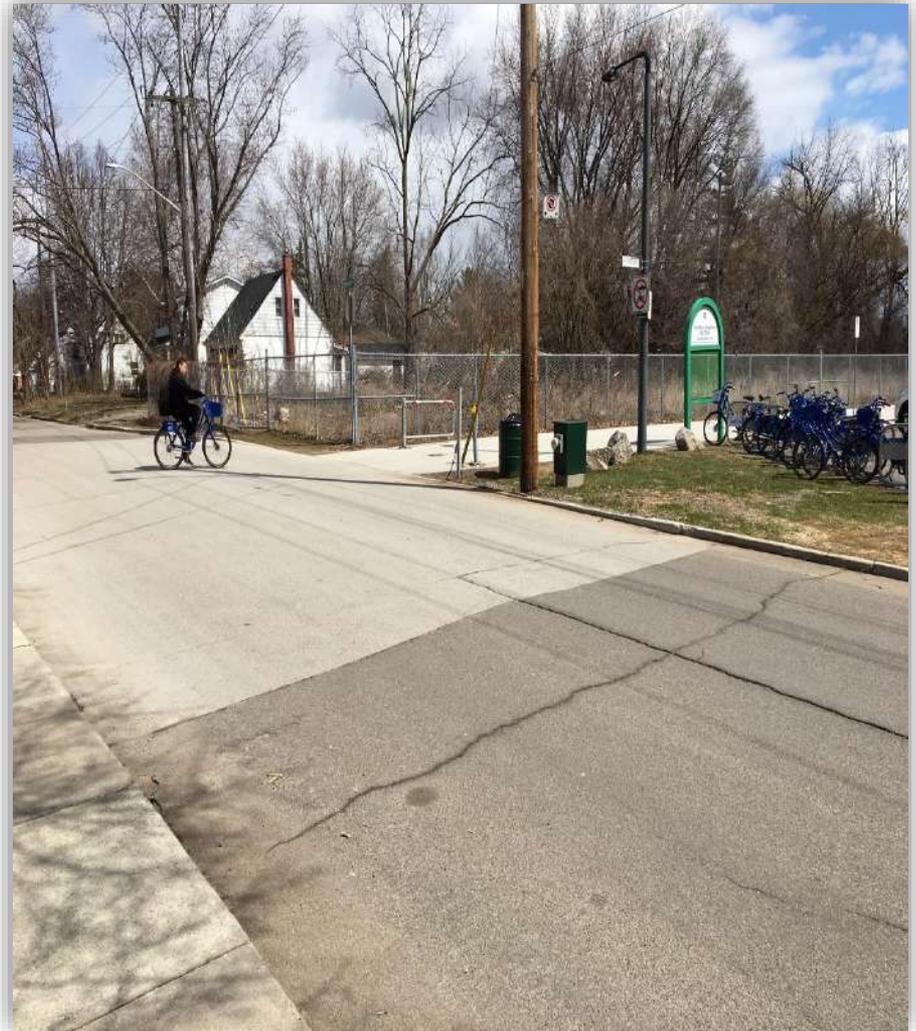


Key Study Milestones



Consultation and Communication Strategy

- Two Public Information Centres planned in both Ainslie Woods and Westdale
 - PIC No. 1 will be interactive, may be arranged around key transportation issues
 - PIC No. 2 will focus on the evaluation process and provide clarity around the recommended solutions
- Consideration should be given to engaging local stakeholders prior to PIC No. 1 (esp. ratepayer and/or student groups)



Next Steps

- Complete data collection and background report review
- Undertake additional field visits
- Complete “Existing Conditions” picture and document
 - Traffic Capacity Analysis
 - Traffic Operations Review
 - Safety Review
 - Active Transportation Review
 - Transit Review
- TAC Meeting #2 – Mid May Target
- PIC #1 – Early June Target





Questions and Discussion



wood.

woodplc.com

Shams, Aniq

From: Polonsky, Loren
Sent: Friday, March 8, 2019 9:51 AM
To: Shams, Aniq
Subject: FW: Westdale @ Ainsley Wood TMPs

From: Purins, Bryan <Bryan.Purins@hamilton.ca>
Sent: Thursday, February 21, 2019 3:02 PM
To: Gowrie, Joseph <joseph.gowrie@woodplc.com>; Bhim, Ravi <ravi.bhim@woodplc.com>; Polonsky, Loren <loren.polonsky@woodplc.com>
Subject: RE: Westdale @ Ainsley Wood TMPs

Hi Everyone,

Can you please ensure the highlighted sections below are incorporated into the recommendations for Ainsley Wood? It was brought up how there is no mention of the Emerson St bike lanes on the map that was used for the meeting last week.

Best,

Bryan Purins C.E.T.

ACTING PROJECT MANAGER, TRAFFIC SAFETY
TRAFFIC OPERATIONS & MAINTENANCE
CITY OF HAMILTON
E-MAIL: bryan.purins@hamilton.ca
TEL: 905-546-2424 EXT. 1713

From: Gowrie, Joseph [<mailto:joseph.gowrie@woodplc.com>]
Sent: January-23-19 3:37 PM
To: Purins, Bryan; Bhim, Ravi; Kirkpatrick, Alan
Subject: RE: Westdale @ Ainsley Wood TMPs

Thank you Bryan,
we will review

Joseph E. Gowrie, P.Eng.
Project Manager

Direct: +1 (647) 689 4954
Mobile: +1 (437) 997 7660
www.woodplc.com

wood.

From: Purins, Bryan <Bryan.Purins@hamilton.ca>

Sent: January-23-19 3:35 PM

To: Gowrie, Joseph <joseph.gowrie@woodplc.com>; Bhim, Ravi <ravi.bhim@woodplc.com>; Kirkpatrick, Alan <Alan.Kirkpatrick@hamilton.ca>

Subject: Fw: Westdale @ Ainsley Wood TMPs

Gents,

Please see comments below from our Active Transportation expert.

Bryan

From: Bender, Daryl <Daryl.Bender@hamilton.ca>

Sent: Wednesday, January 23, 2019 1:31 PM

To: Purins, Bryan

Cc: Molloy, Steve

Subject: Westdale @ Ainsley Wood TMPs

Bryan,

I have reviewed the two docs and have the following comments.

Ainsley Woods

- We ask that the study address the traffic control at the 6 trail crossings (Ewen through to Stroud). We are supportive of the plan to introduce stop control for street traffic – and give r.o.w. to trail traffic – where suitable. This needs to be designed in consideration of sightlines and the proximity of other stop control, etc.
- There are general comments about pedestrian markings – we need to confirm that the idea of markings are married with suitable control

Ref # 3 – add a note to flag the need for a suitable cycling crossing – from planned Emerson bicycle lanes to where an assessment determines bicycle should “land” on campus

Ref # 4 – what does ped barriers mean? More? less? Different?

Ref # 6-9 – see first note above and we need to ensure these crossing are not just for peds

Ref # 10 – we need to review the idea of bollards with Road Ops

Ref # 14 – planned bicycle lanes should be mentioned

Ref # 17 – planned cycle route signage should be flagged

Ref # 19 – planned bicycle lanes should be mentioned

Westdale

Ref # 2 – as per above (Emerson)

Ref # 6 – do we agree that LOS is so poor? We should flag planned cycling infrastructure (an below ref # 21)

Ref # 7 – flag the need to address a cycling connection for WB to NB

Ref # 14 – any cycling suggestions?

Ref # 21 – flag plans to modify the bicycle lanes south of King St – possibly a 2-way cycle track on the east side

Ref # 22 - resolve a bicycle lane onto campus (WB)

Ref # 26 – confirm street asphalt width available

Regards,

Daryl Bender B.E.S.

Project Manager, Active Transportation

Planning and Economic Development, City of Hamilton

905-546-2424 x 2066

www.hamilton.ca/cycling

From: Bender, Daryl
Sent: January-16-19 9:34 AM
To: Purins, Bryan
Subject: Westdale @ Ainsley Wood TMPs

Bryan,
Congrats on the title!

Your brief email might be a significant task...

I assume Emerson will be conventional bicycle lanes, but maybe widths will require us to remove all parking... and then we would likely have buffered BLs. At the trail, it would continue to have stop control on the trail approaches – OR we could switch the stop control to the street approaches if there is appetite... I had an email about that recently.

Regards,
Daryl Bender B.E.S.
Project Manager, Active Transportation
Planning and Economic Development, City of Hamilton
905-546-2424 x 2066
www.hamilton.ca/cycling

From: Purins, Bryan
Sent: January-15-19 9:58 AM
To: Bender, Daryl
Subject: Westdale @ Ainsley Wood TMPs

Hi Daryl,
I've attached two memo's for the Ainsley Wood & Westdale Traffic Management Plans put together by Wood Consulting. Could you have a look and provide any comments you might have related to cycling?

Also,
Do you have a design of what Emerson St. will look like after the bike lane project is complete, specifically what the rail trail crossing will look like? We should probably mirror that on all trail crossings as part of these NTMPs.

Best,

Bryan Purins C.E.T.
ACTING PROJECT MANAGER
TRAFFIC ROADWAY SAFETY
CITY OF HAMILTON
E-MAIL: bryan.purins@hamilton.ca
TEL: 905-546-2424 EXT. 1713

This message is the property of John Wood Group PLC and/or its subsidiaries and/or affiliates and is intended only for the named recipient(s). Its contents (including any attachments) may be confidential, legally privileged or otherwise protected from disclosure by law. Unauthorized use, copying, distribution or disclosure of any of it may be unlawful and is strictly prohibited. We assume no responsibility to persons other than the intended named recipient(s) and do not accept liability

Memo

To: Bryan Purins, C.E.T., City of Hamilton

From: Joseph Gowrie, P.Eng., Wood
Loren Polonsky, MUP, Wood

Date: March 26, 2019

File: TPB186044

cc: Ravi Bhim, P.Eng., PTOE, Wood

Re: Summary of Comments from Ainslie Wood Community Association and Update to Alternatives Memo

Ainslie Wood Comments

On Thursday February 14, 2019, Wood presented its progress to the Ainslie Wood Community Association. A summary of the project to date as well as the suggested problems and opportunities throughout the neighbourhood and the proposed solutions were discussed. In addition to valuable discussions throughout the meeting, numerous individuals submitted comments to the City of Hamilton using the comment forms provided by Wood. These comments are summarized in **Table 1**.



City of Hamilton
March 26, 2019

Table 1: Summary of Comments Received at Ainslie Wood Community Meeting

Street / Area	Issue	Suggested Solution
Emerson Street	Very busy street and not enough room to drive with parked cars, snow, busses etc.	<ul style="list-style-type: none"> • No parking on either side of the street from Rail Trail (Whitney Ave) to Main St • Install bike lanes along same stretch
Neighborhood - Wide	Parking – too many free one-hour spots for students and not enough parking for hospital visitors	<ul style="list-style-type: none"> • Charge for parking on side streets
Main St West @ Cootes Drive	Long queues for eastbound left turn	<ul style="list-style-type: none"> • Advanced green for eastbound left-turn
West Park Avenue / Ewen Road & Main Street West	No crosswalk / light to cross at to connect to Rail Trail	<ul style="list-style-type: none"> • Add nearby crossing for pedestrians / cyclists going between Sanders Blvd bike route and the Rail Trail
Sanders Boulevard	Speeding	<ul style="list-style-type: none"> • Stop signs at Binkley Cr/ Cottrill St and or Binkley Cr/Hollywood St
Trail Crossings	Apply same trail crossings recommended on Leland Street to all trail crossings	<ul style="list-style-type: none"> • Upgrade crossings at Rifle Range Rd and Even Rd

These comments were then incorporated to the study with the issues and their proposed solutions evaluated using the same method and table as in the *Identification of Alternatives Memo* which was submitted to the City on January 4, 2019. Additionally, the two figures provided to the community association at the meeting were updated to reflect the new comments. The evaluation table as well as the update figures are attached at the end of the memo.

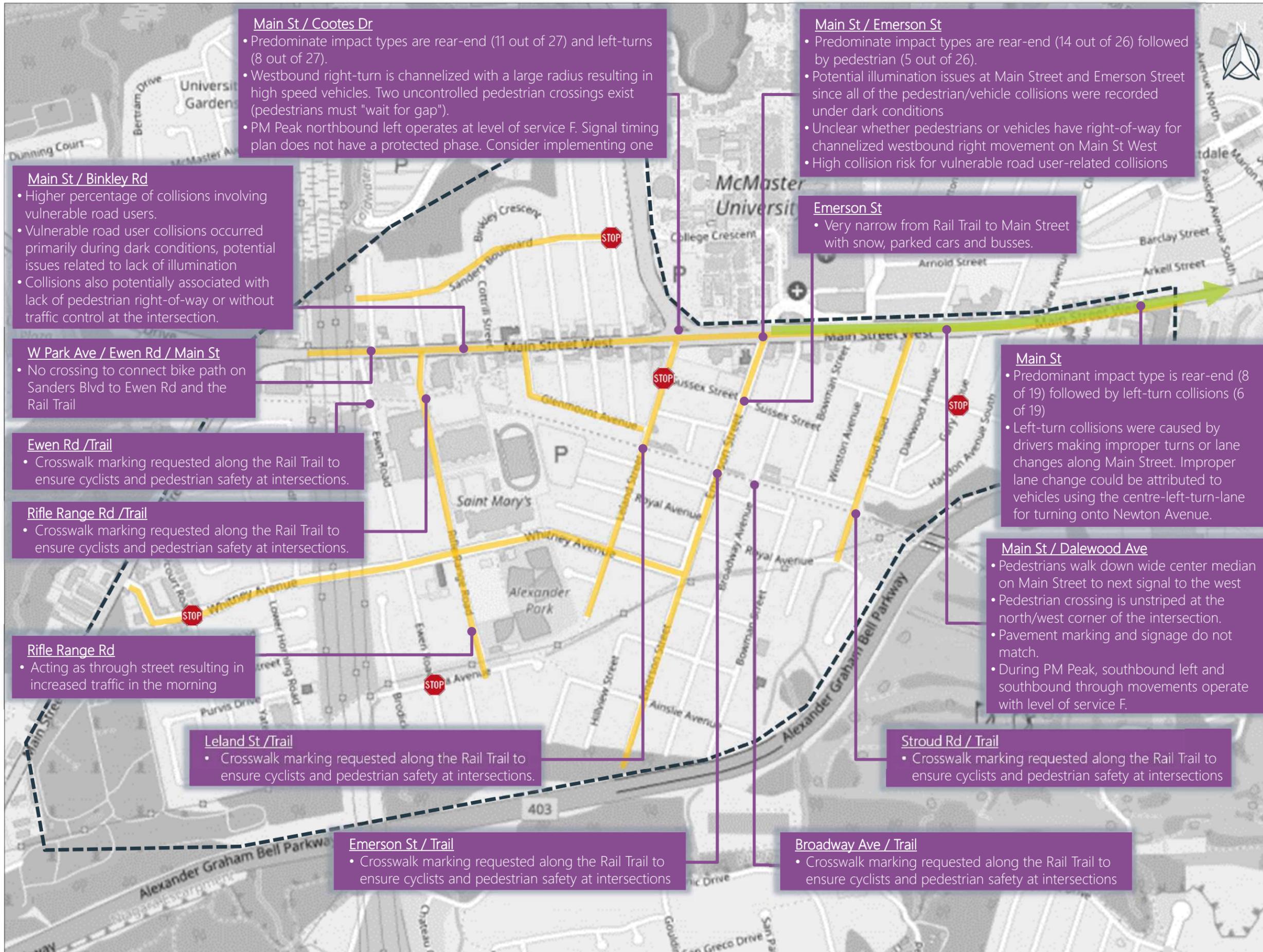
OB/jeg

Table 3 - Ainslie Wood Neighbourhood Traffic Management Study Evaluation of Alternatives and Recommended Improvements

Type of Improvements	Locations	Location ID	Details	Evaluation Criteria							Recommendations	Implementation / Phasing Strategy
				Change in Traffic Level of Service	Supportiveness of Other Transportation Modes	Efficiency of Use of Existing Infrastructure	Safety	Compatibility with City Plans	Implementation Feasibility	Estimated Costs		
Legend	All			Significant Positive Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	Significantly improves the ability to use sustainable modes of transportation	Enhance the use of facility with no modification to existing infrastructure	Improves safety for all road users	Compatible	Very easy to implement (requires minimal resources/very short duration)	No Cost		
			Moderate Positive Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	Improves the ability to use sustainable modes of transportation	Enhance the use of facility with minor modification to existing infrastructure	Improves safety for some road users	--	Easy to implement (requires some technical resources/short duration)	Low Cost			
			No Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	No Change	No change to existing infrastructure	No Change	--	Medium implementation difficulty.	Medium Cost			
			Moderate Negative Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	More difficult to use sustainable modes of transportation	Requires minor modification to existing infrastructure with no direct enhancement of facility.	Increases the safety risks for some road users	--	Difficult to implement (requires some technical resources/long duration)	High Cost			
			Significant Negative Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	Significantly more difficult to use sustainable modes of transportation	Requires significant modification to existing infrastructure with no direct enhancement of facility.	Increases the safety risks for all road users	Not Compatible	Very difficult to implement (requires significant technical resources/long duration)	Prohibitive Cost			
Pedestrian / Cycling	Main Street West & West Park Avenue / Ewen Road		Add crossing in this area to connect cycle lanes on Sanders Boulevard and the Rail Trail	Moderate Negative Impact. Introducing controlled crossing approximately 125m from Rifle Range Rd intersection will require coordination and is below required minimum spacing for intersection control.	Supports pedestrians and cyclists	Minor modification to existing infrastructure to insert crossing (curb changes). Requires purchasing and installing poles, buttons etc.	Improves safety of active transportation users trying to cross at this location.	Consistent with City's Complete-Livable-Better Streets Policy for comfortable and safe opportunities for active transportation as controlled crossing is available.	Medium implementation difficulty.	Medium Cost	Carried Forward	Short-term (1-3 Years)
				 0.25	 1.00	 0.50	 0.75	 0.75	 0.50	 0.50		
	West Park Avenue / Ewen Road		Remove existing signed cycling route (shared on-street)	Potential reduction in cyclists crossing at uncontrolled intersection results in improved level of service.	Continues to support pedestrians and cyclists as parallel cycling route is located 125m away.	Minimal change to existing infrastructure. Requires removing signage. No new construction.	Improves safety of active transportation users as uncontrolled crossing is not encouraged through signage.	Consistent with City's Complete-Livable-Better Streets Policy for comfortable and safe opportunities for active transportation as controlled crossing is available.	Easy implementation. Removal of signage.	Low Cost	Carried Forward	Short-term (1-3 Years)
				 0.75	 1.00	 0.50	 1.00	 0.75	 0.75	 1.00		
All Way Stop Control	Various locations along Sanders including Binkley Crescent / Cottrill Street and/or Binkley Crescent / Holleywood Street	9	Requested by resident as a means of speed control	Moderate Negative Impact. Currently TWSC. May minimally increase delay.	Falsely supports pedestrians - all vehicles required to stop therefore pedestrians free to walk; however, vehicles tend to roll through stops (or not stop at all) if drivers realize there is low/no conflicting vehicles / pedestrians.	Minimal change to existing infrastructure. Requires purchasing and installing new signage. No new construction.	Stop sign not recommended as a speed control method as vehicles may not come to complete stop and may create false sense of security for pedestrians.	Per the Installation Policy for All-Way Stop Control at Intersections (TOE01053), the City states "the use of all-way stop control for reducing vehicle speed on a roadway is not appropriate"	Easy to Implement. Will require signs with "new" tab to alert drivers to new all-way stop.	Low Cost, requires two new stop signs and signage indicating "new" all-way stop controlled	Screened Out	Short-term (1-3 Years)
				 0.25	 0.25	 0.75	 0.00	 0.00	 0.75	 0.75		
Implement Signage	Rifle Range Road @ Rail Trail Crossing		Add signage indicating trail crossing	No impact to Traffic Operations	Supports trail users (pedestrians and cyclists)	Enhance the use of trail crossing facility with minor modification to existing infrastructure. Requires purchasing and installing new signage. No new construction.	Improve safety of pedestrians, cyclists and motorists (i.e. motorists are aware of AT traffic using Rail Trail)	Compatible with Hamilton Recreational Trail Master Plan, Section 2.8.1 Minor and Major Roads ("consideration of signage along roadways in advance of crossing points to alert motorists of trail crossings")	Very Easy to implement. Add signs with "new" tab.	Low Cost	Carried Forward	Short-term (1-3 Years)
				 0.50	 0.75	 0.75	 1.00	 1.00	 1.00	 0.75		
	Ewen Road @ Rail Trail Crossing		Add signage indicating trail crossing	No impact to Traffic Operations	Supports trail users (pedestrians and cyclists)	Enhance the use of trail crossing facility with minor modification to existing infrastructure. Requires purchasing and installing new signage. No new construction.	Improve safety of pedestrians, cyclists and motorists (i.e. motorists are aware of AT traffic using Rail Trail)	Compatible with Hamilton Recreational Trail Master Plan, Section 2.8.1 Minor and Major Roads ("consideration of signage along roadways in advance of crossing points to alert motorists of trail crossings")	Very Easy to implement. Add signs with "new" tab.	Low Cost	Carried Forward	Short-term (1-3 Years)
				 0.50	 0.75	 0.75	 1.00	 1.00	 1.00	 0.75		

Table 3 - Ainslie Wood Neighbourhood Traffic Management Study Evaluation of Alternatives and Recommended Improvements

Type of Improvements	Locations	Location ID	Details	Evaluation Criteria							Recommendations	Implementation / Phasing Strategy
				Change in Traffic Level of Service	Supportiveness of Other Transportation Modes	Efficiency of Use of Existing Infrastructure	Safety	Compatibility with City Plans	Implementation Feasibility	Estimated Costs		
Legend	All			Significant Positive Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	Significantly improves the ability to use sustainable modes of transportation	Enhance the use of facility with no modification to existing infrastructure	Improves safety for all road users	Compatible	Very easy to implement (requires minimal resources/very short duration)	No Cost		
			Moderate Positive Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	Improves the ability to use sustainable modes of transportation	Enhance the use of facility with minor modification to existing infrastructure	Improves safety for some road users	--	Easy to implement (requires some technical resources/short duration)	Low Cost			
			No Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	No Change	No change to existing infrastructure	No Change	--	Medium implementation difficulty.	Medium Cost			
			Moderate Negative Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	More difficult to use sustainable modes of transportation	Requires minor modification to existing infrastructure with no direct enhancement of facility.	Increases the safety risks for some road users	--	Difficult to implement (requires some technical resources/long duration)	High Cost			
			Significant Negative Impact to Traffic Operations (e.g. Delay, Capacity, LOS)	Significantly more difficult to use sustainable modes of transportation	Requires significant modification to existing infrastructure with no direct enhancement of facility.	Increases the safety risks for all road users	Not Compatible	Very difficult to implement (requires significant technical resources/long duration)	Prohibitive Cost			
Add Crosswalking Markings	Riffle Range Road @ Rail Trail Crossing		Add crosswalk markings at Rail Trail crossing to improve visibility	No impact to Traffic Operations 0.50	Supports trail users (pedestrians and cyclists) 0.75	Enhance the use of trail crossing facility with minor modification to existing infrastructure (painted crosswalk marking) 0.75	Potential to improve safety of trail users by making them more visible while crossing. May add confusion regarding who has ROW (trail users have stop signs while vehicles are not required to stop). 0.50	Not compatible with Hamilton Recreational Trail Master Plan Section 2.8.1 Minor and Major Roads ("pavement markings, to delineate crossings. Should not be considered at uncontrolled trail road intersections as users are required to wait for traffic gaps before crossing these locations to avoid a false sense of security") 0.00	Very Easy to implement. 1.00	 0.75	Carried Forward	Short-term (1-3 Years)
	Ewen Road @ Rail Trail Crossing		Add crosswalk markings at Rail Trail crossing to improve visibility	No impact to Traffic Operations 0.50	Supports trail users (pedestrians and cyclists) 0.75	Enhance the use of trail crossing facility with minor modification to existing infrastructure (painted crosswalk marking) 0.75	Potential to improve safety of trail users by making them more visible while crossing. May add confusion regarding who has ROW (trail users have stop signs while vehicles are not required to stop). 0.50	Not compatible with Hamilton Recreational Trail Master Plan Section 2.8.1 Minor and Major Roads ("pavement markings, to delineate crossings. Should not be considered at uncontrolled trail road intersections as users are required to wait for traffic gaps before crossing these locations to avoid a false sense of security") 0.00	Very Easy to implement. 1.00	 0.75	Carried Forward	Short-term (1-3 Years)
Parking Issues	General		Introduce more paid on-street parking spots.	No impact to Traffic Operations 0.50	Minimal impact to cyclists and pedestrians 0.75	Minimal change to existing infrastructure. Requires purchasing and installing new meters. 0.75	No change to safety. 0.50	Consistent with the City's Complete Liveable Better Streets Policy in providing on-street parking on local roads and connectors. Adding paid parking will need to be coordinated with the City's Parking Master Plan. 0.50	Easy to Implement. Install meters and signage. 0.75	Low Cost 0.75	Carried Forward	Short-term (1-3 Years)
				 0.50	 0.75	 0.75	 0.50	 0.50	 0.75	 0.75	0.64	
Parking Issues	Emerson Street	18	No parking from Rail Trail (Whitney Avenue) to Main Street	Potential for small improvement in delays caused by vehicles waiting to pass each other around parked vehicles. 0.50	No parking may reduce vehicular volume on Emerson Street which supports pedestrians and cyclists 0.75	Minimal change to existing infrastructure. Requires purchasing and installing new signage. No new construction. 0.75	Potential reduction in dooring incidents. May see increase in vehicle speeds as ROW stays wide parking may have acted as a traffic calming measure. Parked vehicles also provide buffer between pedestrians and traffic. 0.50	Not consistent with the City's Complete Liveable Better Streets Policy in providing on-street parking on local roads and connectors. 0.25	Very easy to Implement. Will require signs / notification to alert drivers to new parking restrictions. 1.00	Low Cost 0.75	Carried Forward	Short-term (1-3 Years)
				 0.50	 0.75	 0.75	 0.50	 0.25	 1.00	 0.75	0.64	



Main St / Cootes Dr

- Predominate impact types are rear-end (11 out of 27) and left-turns (8 out of 27).
- Westbound right-turn is channelized with a large radius resulting in high speed vehicles. Two uncontrolled pedestrian crossings exist (pedestrians must "wait for gap").
- PM Peak northbound left operates at level of service F. Signal timing plan does not have a protected phase. Consider implementing one

Main St / Binkley Rd

- Higher percentage of collisions involving vulnerable road users.
- Vulnerable road user collisions occurred primarily during dark conditions, potential issues related to lack of illumination
- Collisions also potentially associated with lack of pedestrian right-of-way or without traffic control at the intersection.

W Park Ave / Ewen Rd / Main St

- No crossing to connect bike path on Sanders Blvd to Ewen Rd and the Rail Trail

Ewen Rd /Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections.

Rifle Range Rd /Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections.

Rifle Range Rd

- Acting as through street resulting in increased traffic in the morning

Leland St /Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections.

Emerson St / Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections

Broadway Ave / Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections

Main St / Emerson St

- Predominate impact types are rear-end (14 out of 26) followed by pedestrian (5 out of 26).
- Potential illumination issues at Main Street and Emerson Street since all of the pedestrian/vehicle collisions were recorded under dark conditions
- Unclear whether pedestrians or vehicles have right-of-way for channelized westbound right movement on Main St West
- High collision risk for vulnerable road user-related collisions

Emerson St

- Very narrow from Rail Trail to Main Street with snow, parked cars and busses.

Main St

- Predominant impact type is rear-end (8 of 19) followed by left-turn collisions (6 of 19)
- Left-turn collisions were caused by drivers making improper turns or lane changes along Main Street. Improper lane change could be attributed to vehicles using the centre-left-turn-lane for turning onto Newton Avenue.

Main St / Dalewood Ave

- Pedestrians walk down wide center median on Main Street to next signal to the west
- Pedestrian crossing is unstriped at the north/west corner of the intersection.
- Pavement marking and signage do not match.
- During PM Peak, southbound left and southbound through movements operate with level of service F.

Stroud Rd / Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections

Legend

- Study Area
- All-Way Stop Request
- Speeding concerns
- Future LRT Route

General Issues/Concerns

- Consider flashing all traffic lights in the neighbourhood at midnight
- Many residents are unaware of what a flashing yellow sign means. Many people are not stopping or slowing down when the sign is flashing.
- Consider implementing rumble strips on Ofield Road and Ewen Road
- Many cyclists that ride on the sidewalk do not stop at traffic signals
- Bus shelters in the neighbourhood have large advertising signs that block drivers view from someone who may be waiting in the shelter
- Too many free one-hour on-street parking spots for students, not enough for hospital visitors

Not to Scale

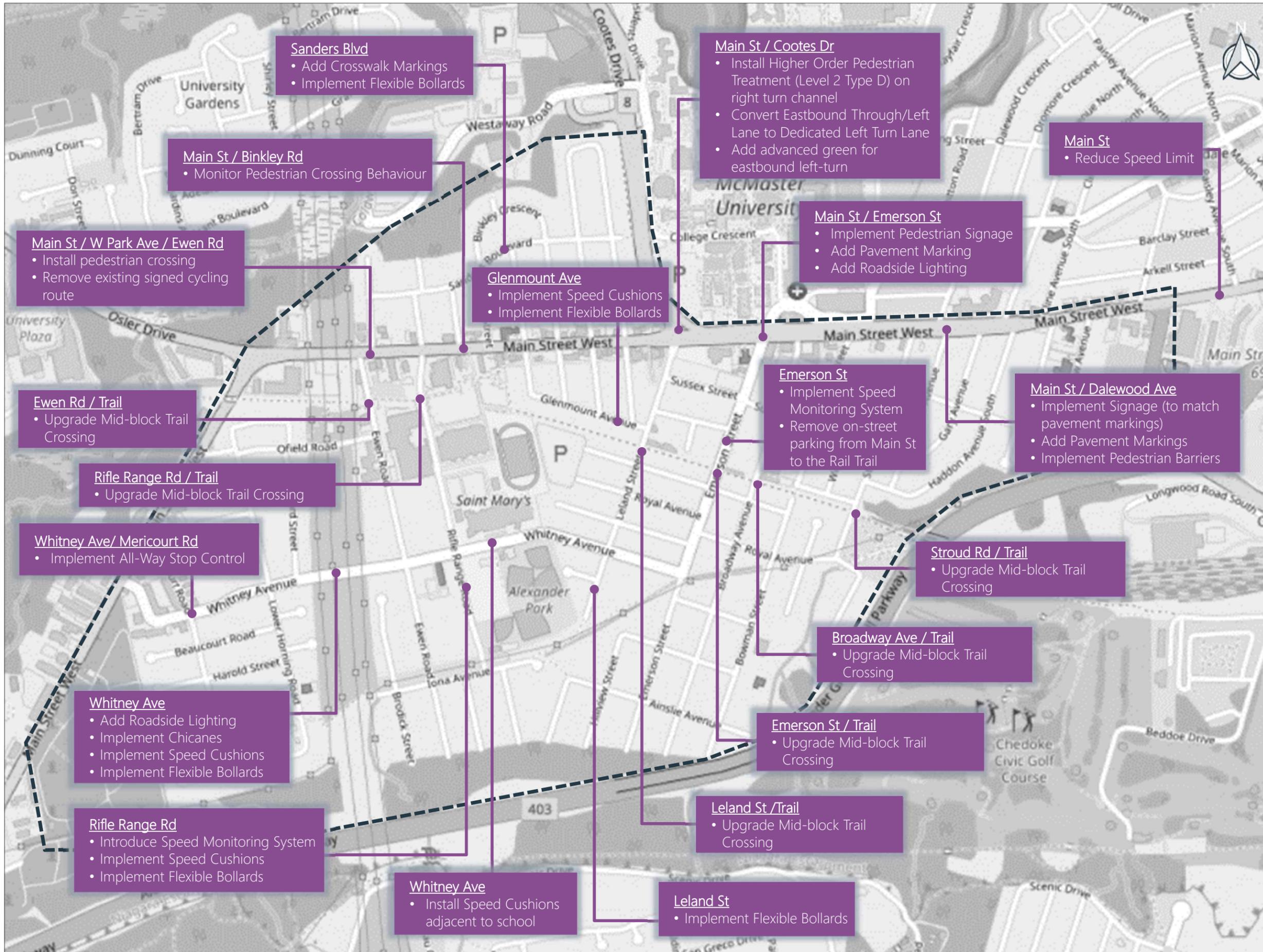
Date: March 26, 2019
Version: 2

FOR DISCUSSION ONLY

Project: Ainslie Wood Neighbourhood Traffic Management Study

Client: City of Hamilton





Legend
 Study Area

Not to Scale

Date: March 26, 2019
 Version: 2

FOR DISCUSSION ONLY

Project: Ainslie Wood Neighbourhood
 Traffic Management Study

Client: City of Hamilton



Memo

To: Ainslie Wood - Westdale Community Association

From: Ravi Bhim, P.Eng., PTOE; Wood
Joseph Gowrie, P.Eng., Wood
Loren Polonsky, MUP, Wood

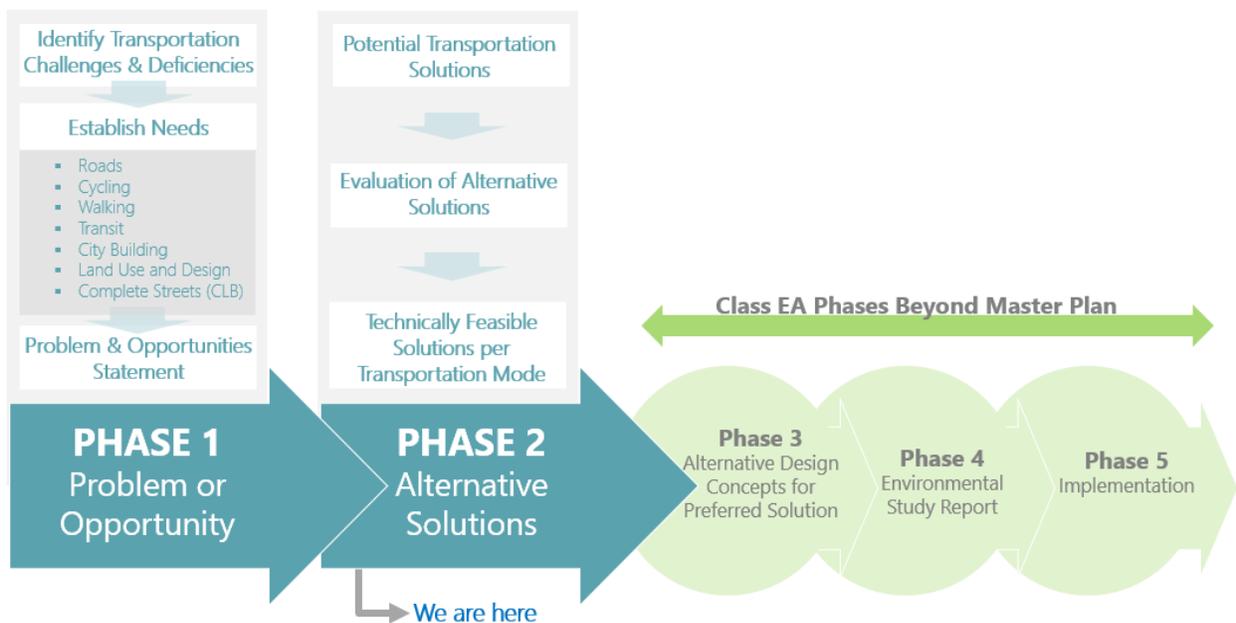
Date: March 4, 2019

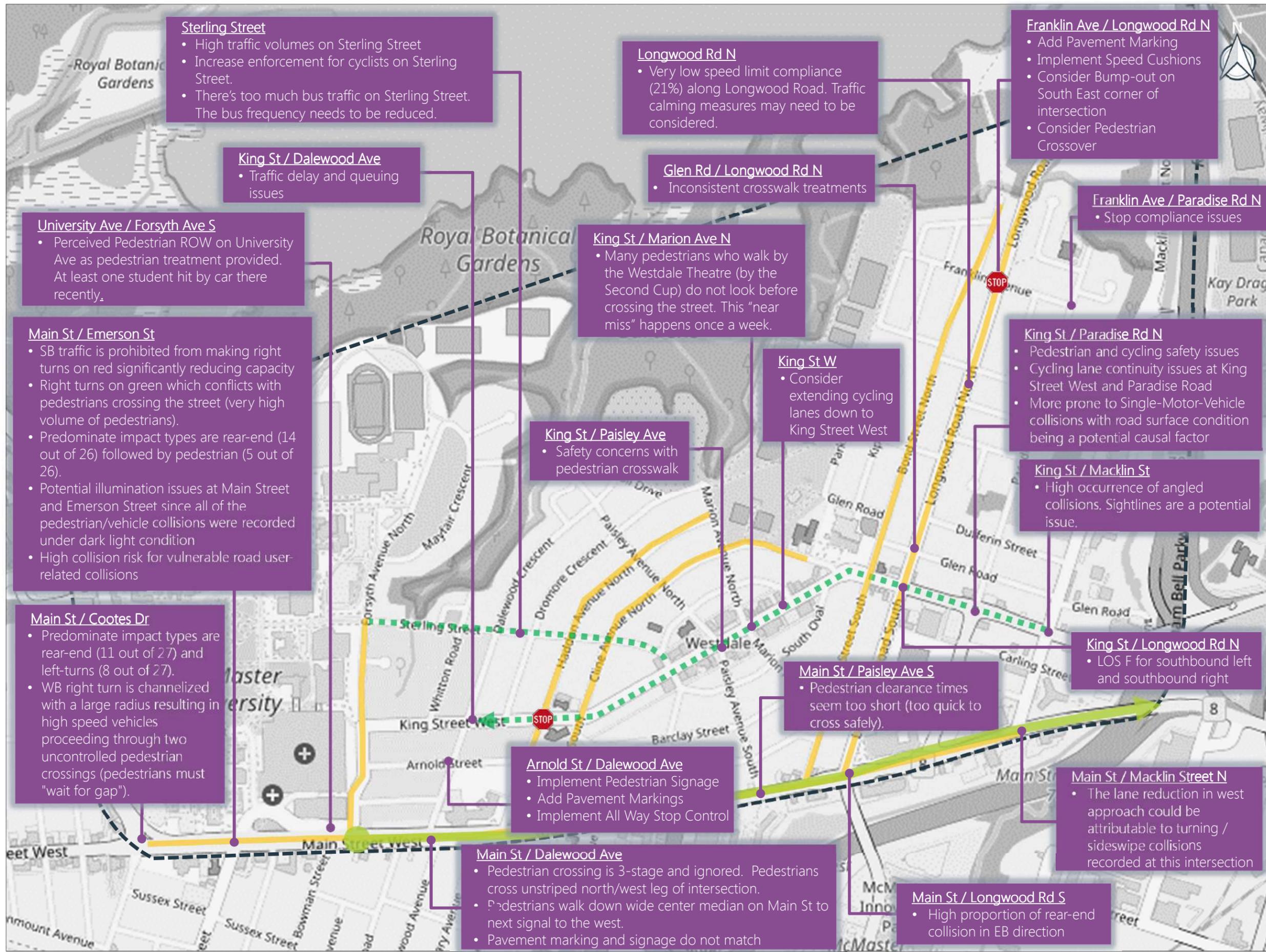
File: TPB186045

cc: Councillor Maureen Wilson, City of Hamilton
Bryan Purins, C.E.T., City of Hamilton

Re: **Westdale Neighbourhood Traffic Management Study**

- The City of Hamilton has commissioned a Neighbourhood Traffic Management Study for the Westdale area to identify and recommend potential transportation-related improvements that will benefit all road-users.
- The study will be completed as a Master Plan addressing Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process
- There has been 1 Public Information Centre (PIC) which was held on June 21, 2018 from 6:30-8:00 p.m. followed by a 30-day commenting period.
- The Study is currently in Phase 2 of the MCEA process with PIC #2 to be held soon.





Legend

- Study Area
- All-Way Stop Request
- Speeding concerns
- Future LRT Route
- Corridor Concerns

- ### General Issues/Concerns
- Consider flashing all traffic lights in the neighbourhood at midnight
 - Mobility concern for elderly drivers especially with the implementation of active transportation measures
 - Consider protected cycling lanes installed in the neighbourhood
 - Will the bus traffic on Emerson Street continue once LRT begins to operate?
 - How will LRT and buses cohabitate in the study area and in the rest of Hamilton?
 - Keep King bus in Westdale Village
 - The advanced walk sign on King Street West and Newton Avenue is great and should be applied to other locations.
 - Several McMaster students park their cars in the neighbourhood and take a bus to campus. A large parking structure on campus would alleviate this issue.
 - Consider implementing chicanes, but not speed bumps.
 - Curb extension/bulb-outs are needed in all residential neighbourhoods.
 - Narrowing streets and other residual cues essential to slow cars in residential areas.
 - Poor pavement surface conditions

Not to Scale

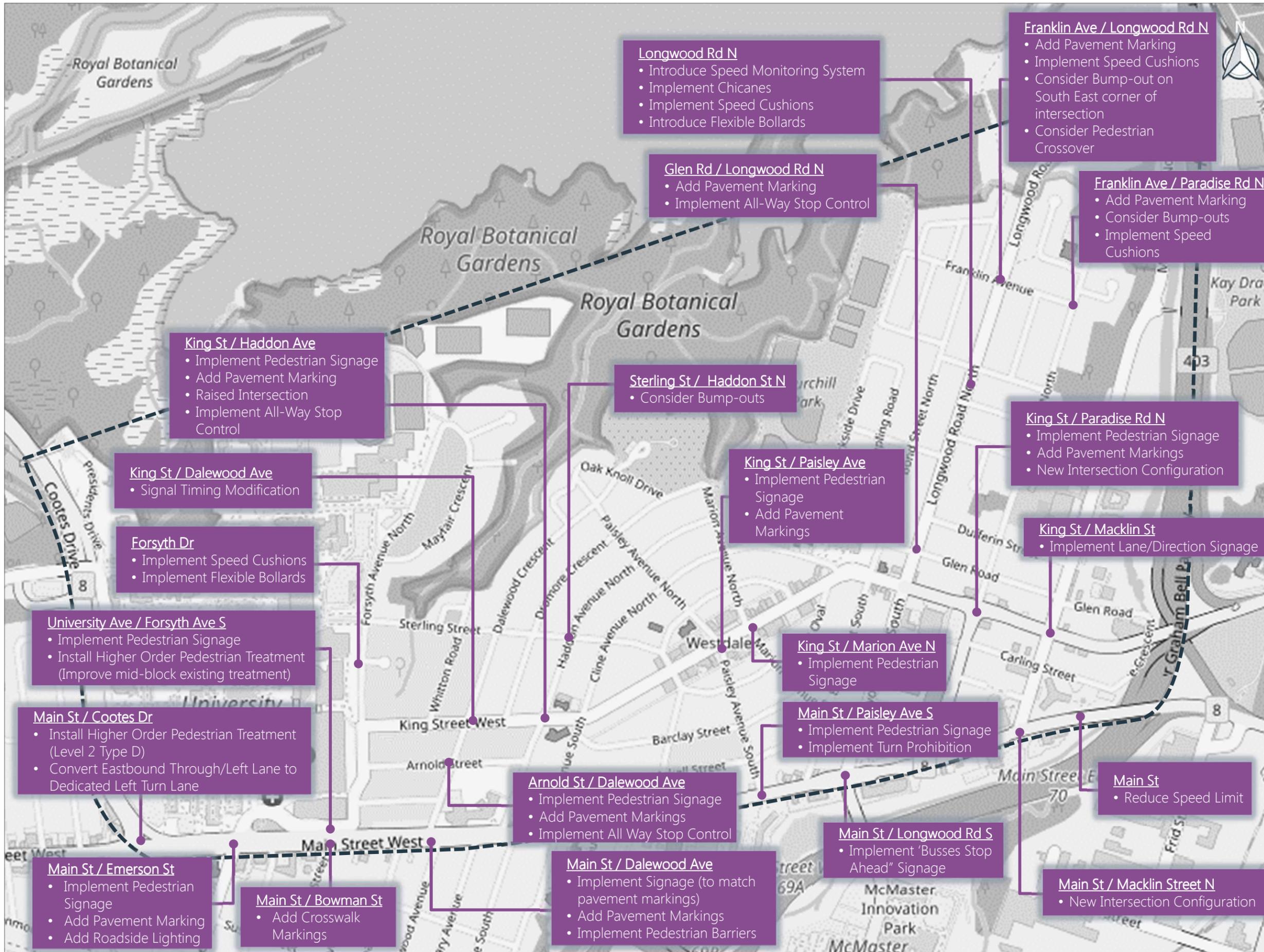
Date: March 4, 2019
Version: 1

FOR DISCUSSION ONLY

Project: Westdale Neighbourhood Traffic Management Study

Client: City of Hamilton





Legend
 Study Area

Not to Scale

Date: March 4, 2019
 Version: 1

FOR DISCUSSION ONLY

Project: Westdale Neighbourhood
 Traffic Management Study

Client: City of Hamilton



Minutes

Date: 2:00 p.m., April 3, 2019

Meeting at: Front Boardroom
330 Wentworth Street North, Hamilton

Ref: TPB186044/TPB186045

Subject/purpose:

Technical Advisory Committee Meeting #2
Westdale and Ainslie Wood Neighbourhood Traffic Management Studies

Attendees:

Bryan Purins, Project Manager
Susan Jacob, Engineering Design
Trevor Horzelenberg, LRT
Sharon Mackinnon, Public Health
Bob Paul, Road Operations
Steve Molloy, Transportation Planning
John Verbeek, Fire
Andy McLaughlin, HSR

Kerry Davren, Parking Operations
Jason Vander Heide, Transit Planning and Infrastructure
Sovandary Hoeun, Traffic
Joel McCormick, Waste Processing
Nicholas Tamberelli, Facilities Services
Joseph Gowrie, Wood
Loren Polonsky, Wood

MATTERS DISCUSSED

ACTION BY:

1. CURRENT PROJECT STATUS

- i. Bryan Purins and Joseph Gowrie re-introduced committee members and provided an update of the study's progress. Joseph indicated that the study included the completion of several reports and technical memos, as well as several meetings with residents, ratepayer groups and Councillor Wilson. Joseph indicated that the recommendations directly reflect the discussions the Project Team had with the key stakeholders throughout the study.

INFO

2. OVERVIEW OF RECOMMENDATIONS

- i. Joseph provided a brief overview of the transportation recommendations developed for both the Ainslie Wood and Westdale neighbourhoods. As part of his presentation, Joseph summarized several maps that illustrated both

INFO

PLEASE NOTE: If there is any comment or amendment to be made to these meeting notes, they must be brought to the notice of Wood Environment & Infrastructure Solutions within 24 hours of issue and confirmed in writing.



MATTERS DISCUSSED

ACTION BY:

areas of opportunities or deficiencies as well as proposed measures or strategies to address those specific locations.

- ii. A committee member asked how the study’s recommendations will consider future light rail transit (LRT) service. Joseph responded that the Traffic Management Studies would not include specific recommendations along Main Street as modifications to future LRT service will evolve over the next few years. A committee member clarified that it will be difficult to recommend a solution along Main Street that could be removed within the next five years as a result of LRT operations.
- iii. A committee member asked to describe the kind of chicane that is recommended for Longwood Road North. Joseph responded that the chicane would be flexible bollards or “sticks”. A committee member responded that a more permanent measure (i.e., bump out) might be more suitable for that location.
- iv. A committee member asked why a measure to remove parking along Emerson Street wasn’t considered. Joseph indicated that Wood’s assessment determined that removing parking would not be justified at that location. A committee member responded that Councillor Wilson had asked for parking to be removed at that location once the trail is constructed.

INFO

INFO

INFO

3. NEXT STEPS

- i. Joseph indicated that the City will be hosting a final Public Information Centre in both Ainslie Wood and Westdale in May to elicit input on the preliminary recommendations. Joseph suggested that the final report would be completed for public review towards the end of summer.

INFO



wood.

TAC Meeting #2

April 3, 2019

woodplc.com

Agenda

1. Current Project Status
2. Problems & Opportunities and Recommendations Maps
 - Ainslie Wood
 - Westdale
3. Next Steps



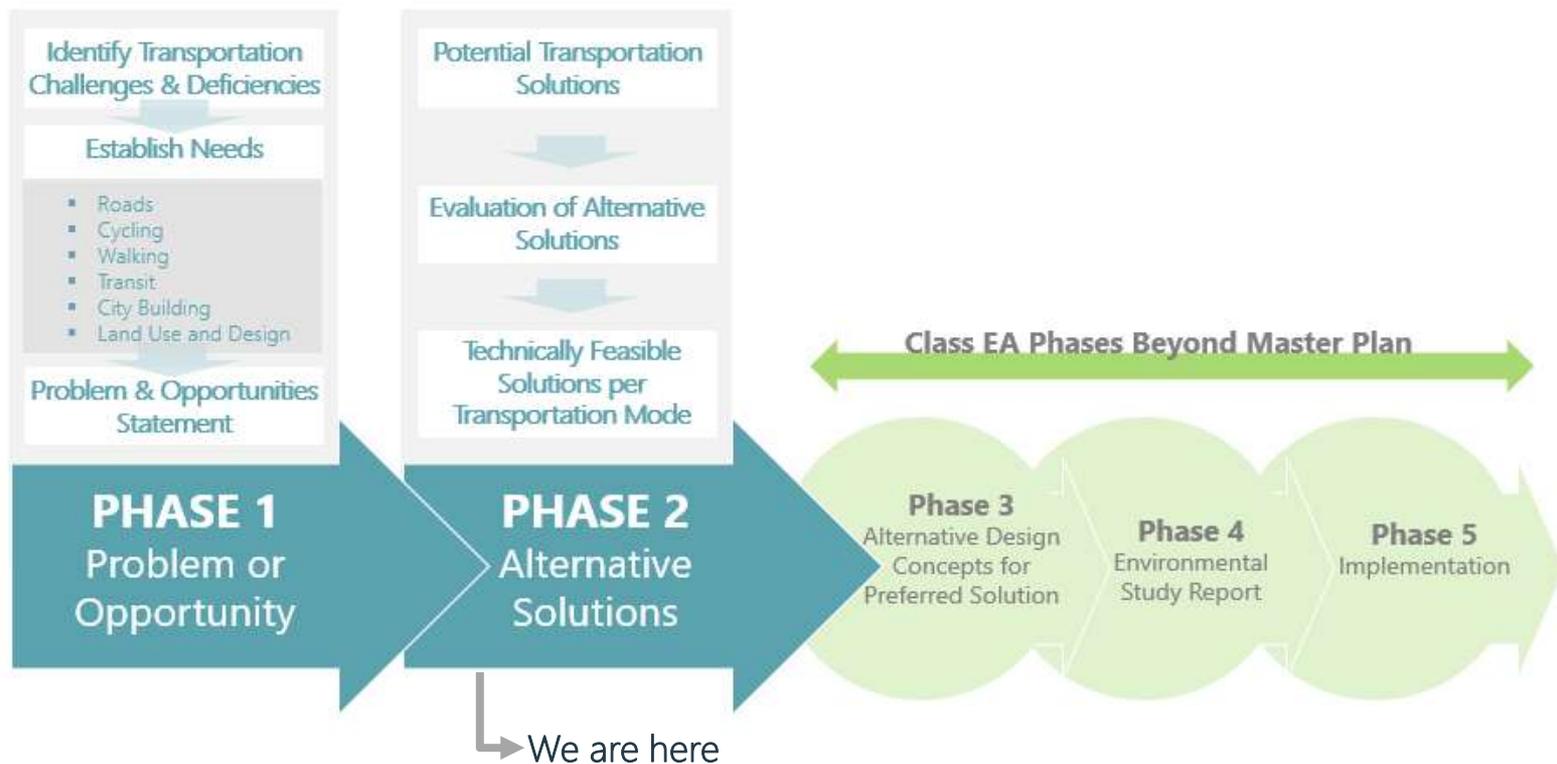
Previous Meetings & Submitted Documents

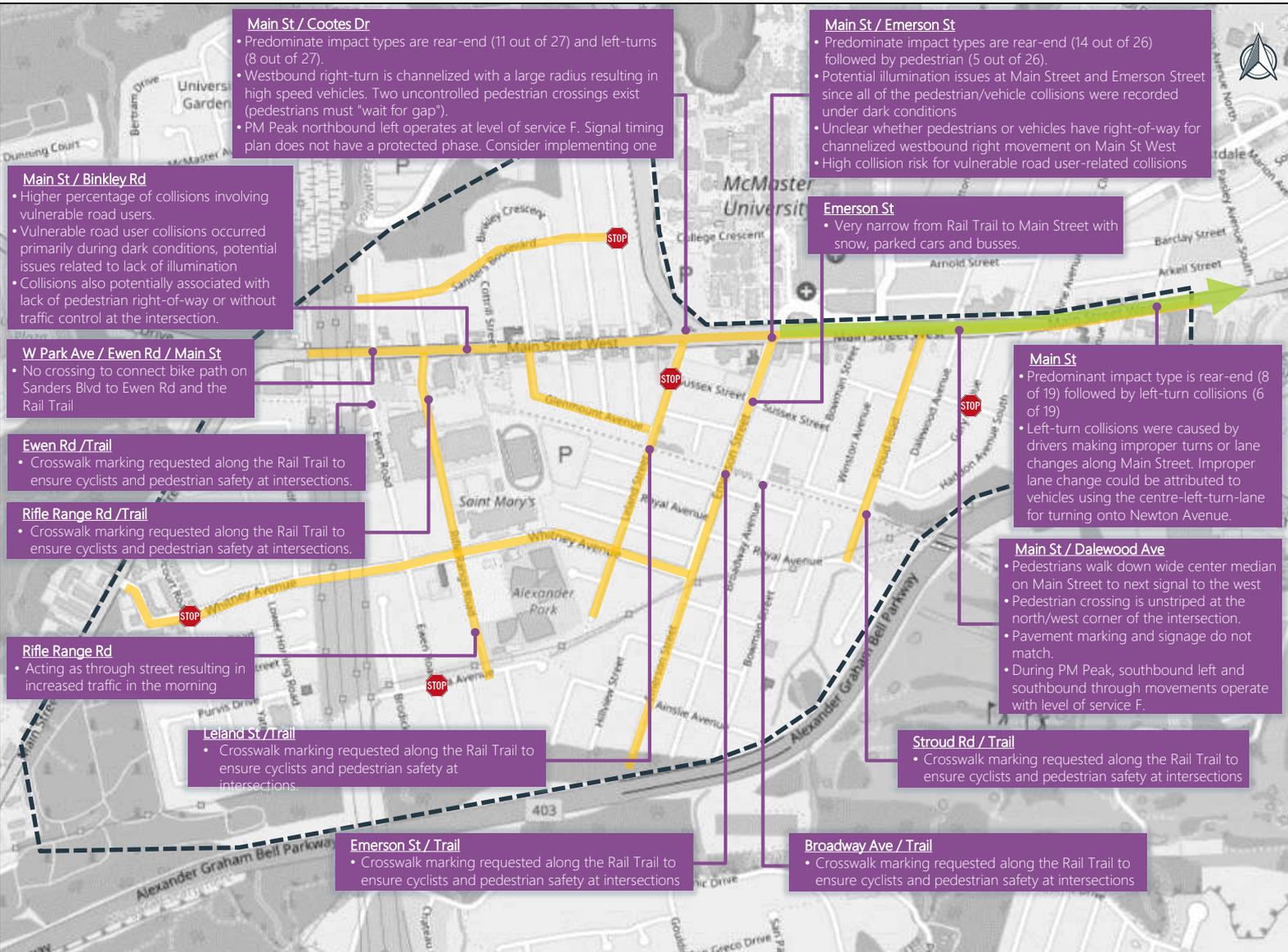
- March 23, 2018 – Project Initiation
- April 24, 2018 – TAC Meeting #1
- June 2018 – PIC #1
- October 2018 – Existing Conditions Report
- November 2018 – Planning Context Final Report
- January 2019 – Future Conditions Report
- January 2019 – Alternative Solutions Memo
- February 24, 2019 – Ainslie Wood Community Meeting
- March 4, 2019 – Westdale Community Meeting
- April 3, 2019 (today) – TAC Meeting #2



Project Status

- Discussed alternatives with Westdale and Ainslie Wood community groups
- Submitted memo with additional problems / solutions based on community meeting discussions





Main St / Cootes Dr

- Predominate impact types are rear-end (11 out of 27) and left-turns (8 out of 27).
- Westbound right-turn is channelized with a large radius resulting in high speed vehicles. Two uncontrolled pedestrian crossings exist (pedestrians must "wait for gap").
- PM Peak northbound left operates at level of service F. Signal timing plan does not have a protected phase. Consider implementing one

Main St / Emerson St

- Predominate impact types are rear-end (14 out of 26) followed by pedestrian (5 out of 26).
- Potential illumination issues at Main Street and Emerson Street since all of the pedestrian/vehicle collisions were recorded under dark conditions
- Unclear whether pedestrians or vehicles have right-of-way for channelized westbound right movement on Main St West
- High collision risk for vulnerable road user-related collisions

Main St / Binkley Rd

- Higher percentage of collisions involving vulnerable road users.
- Vulnerable road user collisions occurred primarily during dark conditions, potential issues related to lack of illumination
- Collisions also potentially associated with lack of pedestrian right-of-way or without traffic control at the intersection.

Emerson St

- Very narrow from Rail Trail to Main Street with snow, parked cars and busses.

W Park Ave / Ewen Rd / Main St

- No crossing to connect bike path on Sanders Blvd to Ewen Rd and the Rail Trail

Main St

- Predominant impact type is rear-end (8 of 19) followed by left-turn collisions (6 of 19)
- Left-turn collisions were caused by drivers making improper turns or lane changes along Main Street. Improper lane change could be attributed to vehicles using the centre-left-turn-lane for turning onto Newton Avenue.

Ewen Rd / Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections.

Rifle Range Rd / Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections.

Main St / Dalewood Ave

- Pedestrians walk down wide center median on Main Street to next signal to the west
- Pedestrian crossing is unstriped at the north/west corner of the intersection.
- Pavement marking and signage do not match.
- During PM Peak, southbound left and southbound through movements operate with level of service F.

Rifle Range Rd

- Acting as through street resulting in increased traffic in the morning

Leland St / Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections.

Stroud Rd / Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections

Emerson St / Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections

Broadway Ave / Trail

- Crosswalk marking requested along the Rail Trail to ensure cyclists and pedestrian safety at intersections

Legend

- Study Area
- All-Way Stop Request
- Speeding concerns
- Future LRT Route

General Issues/Concerns

- Consider flashing all traffic lights in the neighbourhood at midnight
- Many residents are unaware of what a flashing yellow sign means. Many people are not stopping or slowing down when the sign is flashing.
- Consider implementing rumble strips on Ofield Road and Ewen Road
- Many cyclists that ride on the sidewalk do not stop at traffic signals
- Bus shelters in the neighbourhood have large advertising signs that block drivers view from someone who may be waiting in the shelter
- Too many free one-hour on-street parking spots for students, not enough for hospital visitors

Date: March 26, 2019
Version: 2

FOR DISCUSSION ONLY

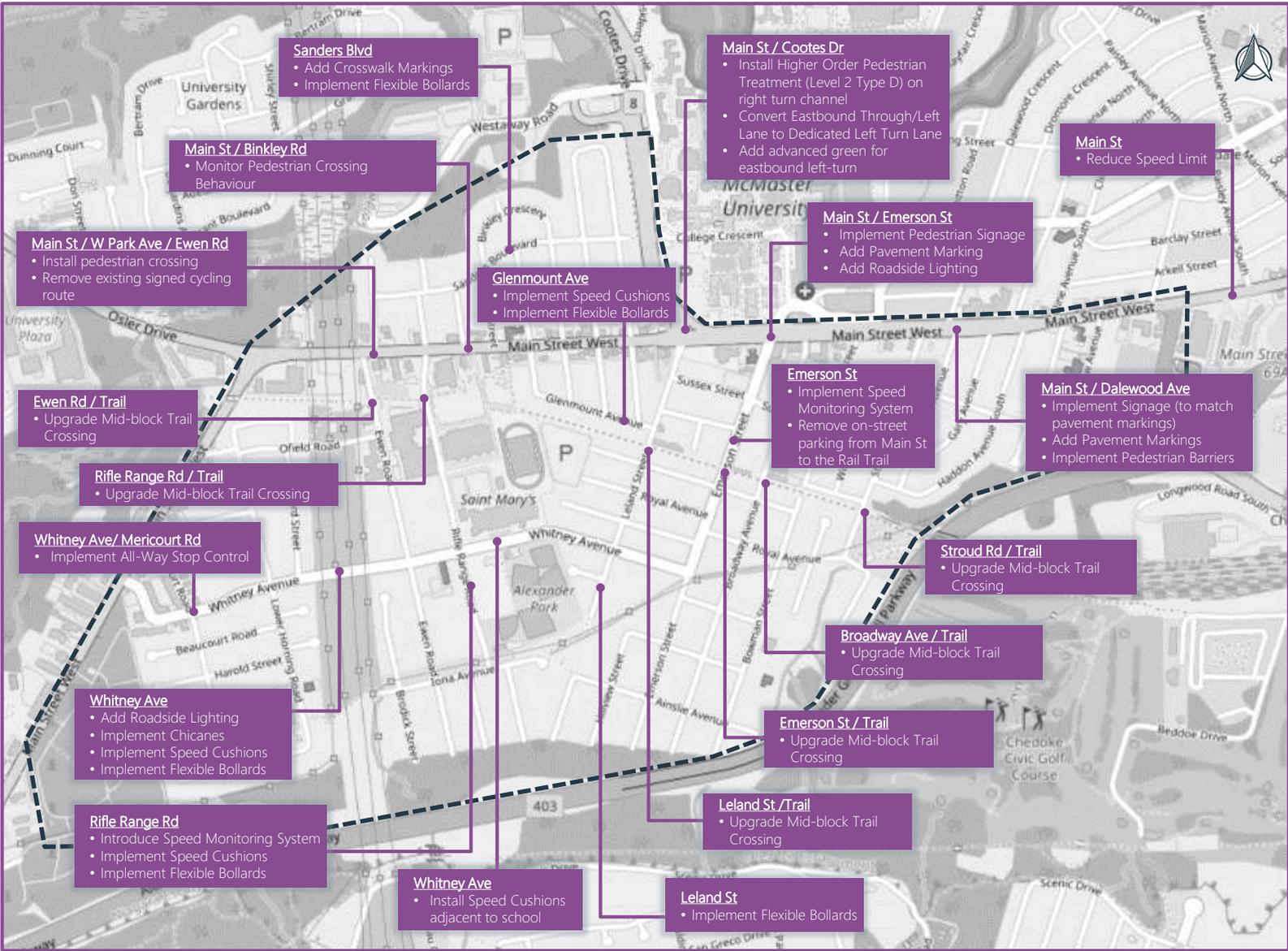
Project: Ainslie Wood Neighbourhood Traffic Management Study

Client: City of Hamilton



Identified Problems and Opportunities for Ainslie Wood Neighbourhood





Legend

Study Area

Not to Scale

Date: March 26, 2019
Version: 2

FOR DISCUSSION ONLY

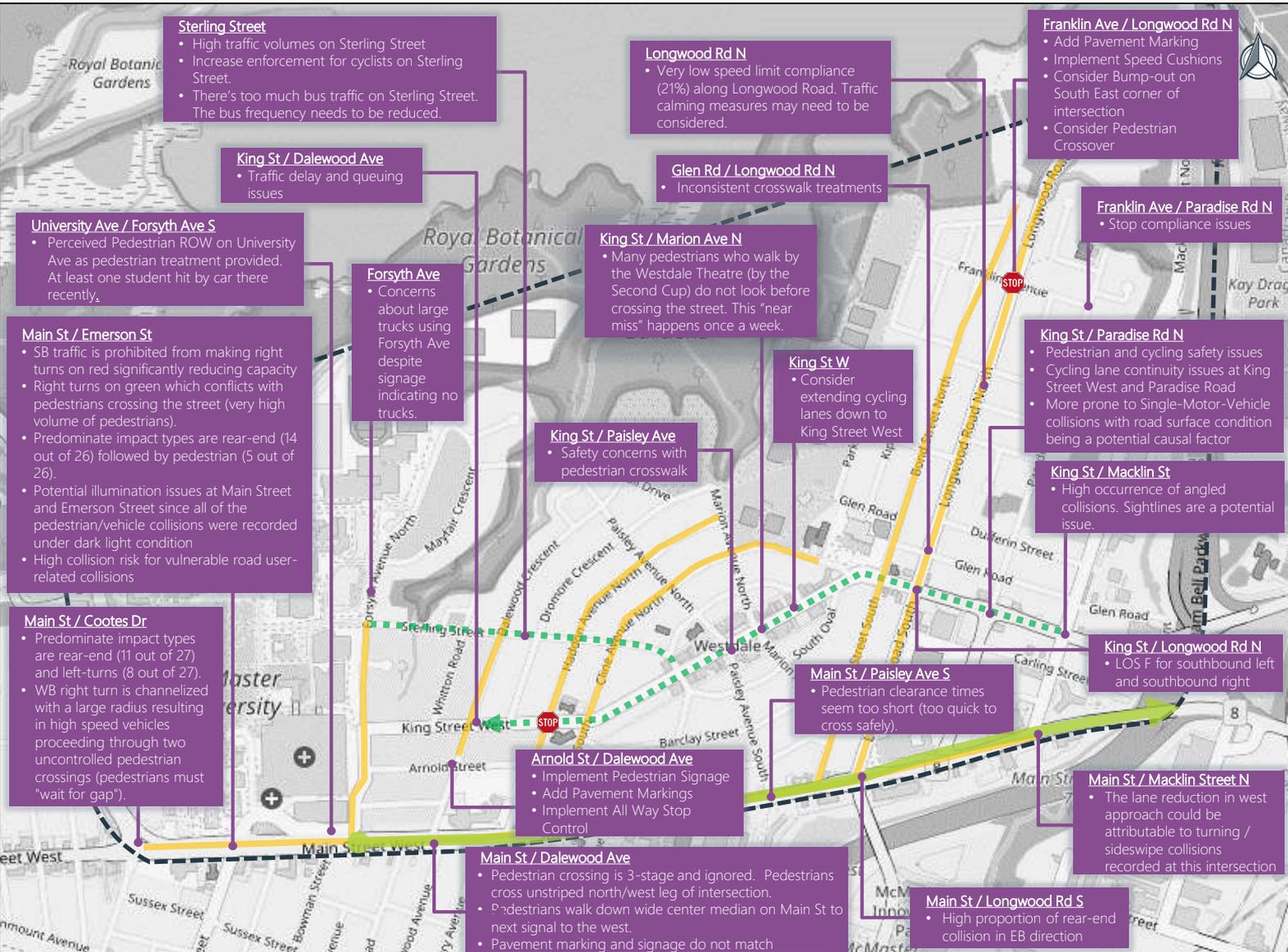
Project: Ainslie Wood Neighbourhood Traffic Management Study

Client: City of Hamilton

wood.

Preliminary Recommended Alternative Solutions for Ainslie Wood Neighbourhood





Legend

- Study Area
- All-Way Stop Request
- Speeding concerns
- Future LRT Route
- Corridor Concerns

- General Issues/Concerns**
- Consider flashing all traffic lights in the neighbourhood at midnight
 - Mobility concern for elderly drivers especially with the implementation of active transportation measures
 - Consider protected cycling lanes installed in the neighbourhood
 - Will the bus traffic on Emerson Street continue once LRT begins to operate?
 - How will LRT and buses cohabitate in the study area and in the rest of Hamilton?
 - Keep King bus in Westdale Village
 - The advanced walk sign on King Street West and Newton Avenue is great and should be applied to other locations.
 - Several McMaster students park their cars in the neighbourhood and take a bus to campus. A large parking structure on campus would alleviate this issue.
 - Consider implementing chicanes, but not speed bumps.
 - Curb extension/bulb-outs are needed in all residential neighbourhoods.
 - Narrowing streets and other residual cues essential to slow cars in residential areas.
 - Poor pavement surface conditions
 - Implement leading pedestrian intervals throughout the neighbourhood
- Not to Scale

Date: March 26, 2019
Version: 2

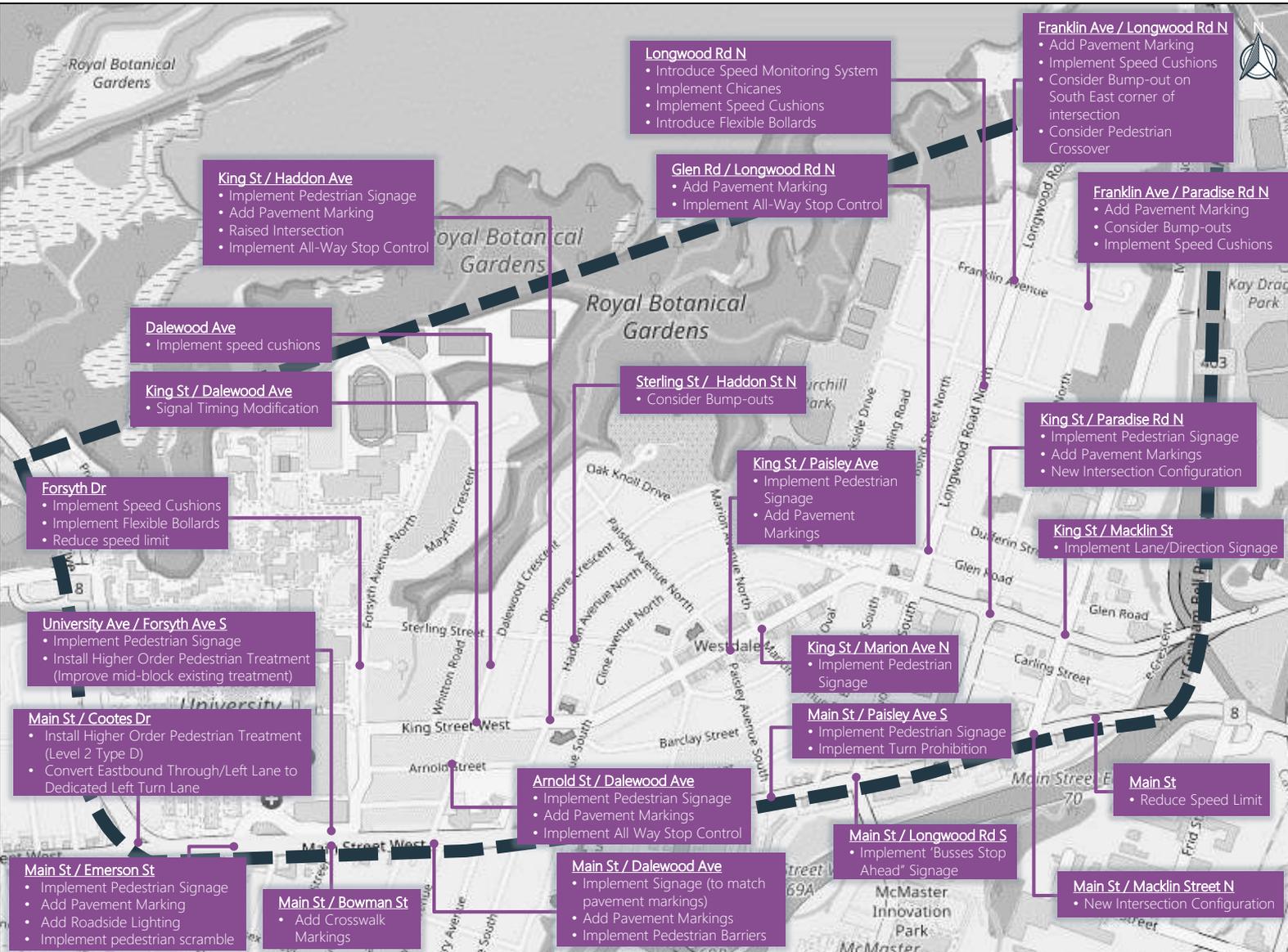
FOR DISCUSSION ONLY

Project: Westdale Neighbourhood Traffic Management Study

Client: City of Hamilton

Identified Problems and Opportunities for Westdale Neighbourhood





Legend

 Study Area

Not to Scale

Date: March 26, 2019
Version: 2

FOR DISCUSSION ONLY

Project: Westdale Neighbourhood Traffic Management Study

Client: City of Hamilton

Preliminary Recommended Alternative Solutions for Westdale Neighbourhood



Next Steps

- PIC #2
- Submission of Final Report
- Questions or Comments



wood.

woodplc.com