



Hamilton

# INFORMATION REPORT

<b>TO:</b>	Mayor and Members General Issues Committee
<b>COMMITTEE DATE:</b>	April 20, 2016
<b>SUBJECT/REPORT NO:</b>	North End Traffic Management Plan (NETMP) Implementation Update (PW08094(e)) (Ward 2)
<b>WARD(S) AFFECTED:</b>	Ward 2
<b>PREPARED BY:</b>	Steve Molloy 905-546-2424 Extension 2975
<b>SUBMITTED BY:</b>	John Mater, C.E.T. Acting General Manager Public Works Department
<b>SIGNATURE:</b>	

## Council Direction

Further to the Public Works Committee meeting on October 4, 2010, regarding the approval of the North End Traffic Management Plan (NETMP), the following recommendation was considered:

- (d) That the General Manager, Public Works be directed to report back on the findings of the Pilot Project

## Information

As requested, this report provides a summary of year three (3) of the five (5) year pilot project, relating to the North End Traffic Management Plan.

For information regarding the background of the NETMP, please refer to the following documents located on the project web page [www.hamilton.ca/north-end-traffic](http://www.hamilton.ca/north-end-traffic).

- Public Works Committee report
- Consultant's report
- OMB decision
- GIC Information Report PW08094c (2015)
- On-going study updates

## Background

In August 2002, the City of Hamilton initiated an Integrated Land Use and Transportation Master Plan Study for the West Harbour Area, entitled Setting Sail. The project was completed under the integrated planning process, as set out in the Municipal Engineer's Association Municipal Class Environmental Assessment process

(June 2000). The City, and a team of consultants, engaged key stakeholders and the broader community in a series of consultation events aimed at identifying common principles, opportunities and constraints, which became the basis for the Secondary Plan and transportation network.

Throughout the integrated study process, significant public consultation occurred. During these public consultation events, traffic concerns were frequently mentioned. The main concerns expressed by residents relating to existing and anticipated traffic issues in the North End Neighbourhood include:

- The infiltration of through traffic on local streets
- The overall increase in traffic in the neighbourhood
- The possible loss of on-street parking on streets due to roadway improvements and traffic requirements during peak periods
- The extension of the grid network into the Waterfront development area, in particular, Pier 8
- The traffic generated by special events in the Waterfront area
- Traffic safety and speeding

Accordingly, the North End Traffic Management Plan (NETMP) was initiated to address these concerns and approved by Council in 2007. The plan was subsequently appealed to the Ontario Municipal Board (OMB), by representatives of the North End Neighbourhood. In December 2012, the OMB rendered a decision in favour of the Council approved plan.

### Implementation

Since May 2013, approximately eighty-five percent (85%) of the traffic calming and management measures, identified in the NETMP, have been implemented at over forty (40+) locations, as identified in Figure 1. The majority of progress has been made by applying temporary measures in the neighbourhood. The use of temporary measures has assisted in identifying issues and making modifications (where necessary) prior to the installation of permanent measures.

Introduction of the bike share program operated by Sobi Hamilton in the City also included nine (9) bike share stations located within the north end neighbourhood. Of these stations, three are used regularly for recreational trips (Bayfront Park, Discovery Drive and Bay at Strachan). This is related to their proximity to the waterfront trail at Bayfront Park.

At a neighbourhood level, total use at all North End stations is consistent with all other neighbourhoods. However, since population and station density varies between neighbourhoods usage was also evaluated on a per-capita basis. Using this approach, the stations use in the North End neighbourhood ranked as the 5th highest out of all 25 neighbourhoods.

Figure 1: Implementation Progress by Location

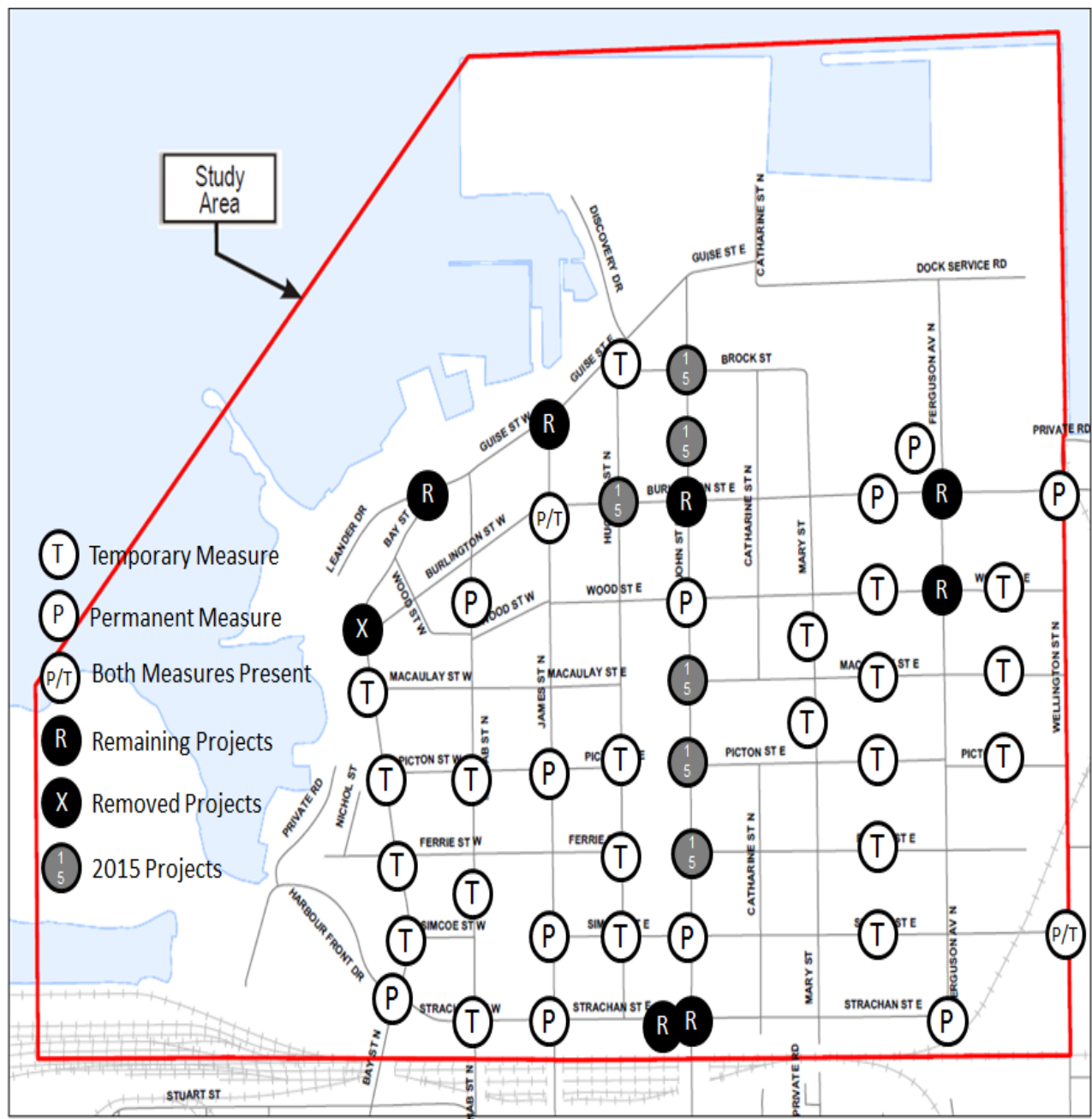
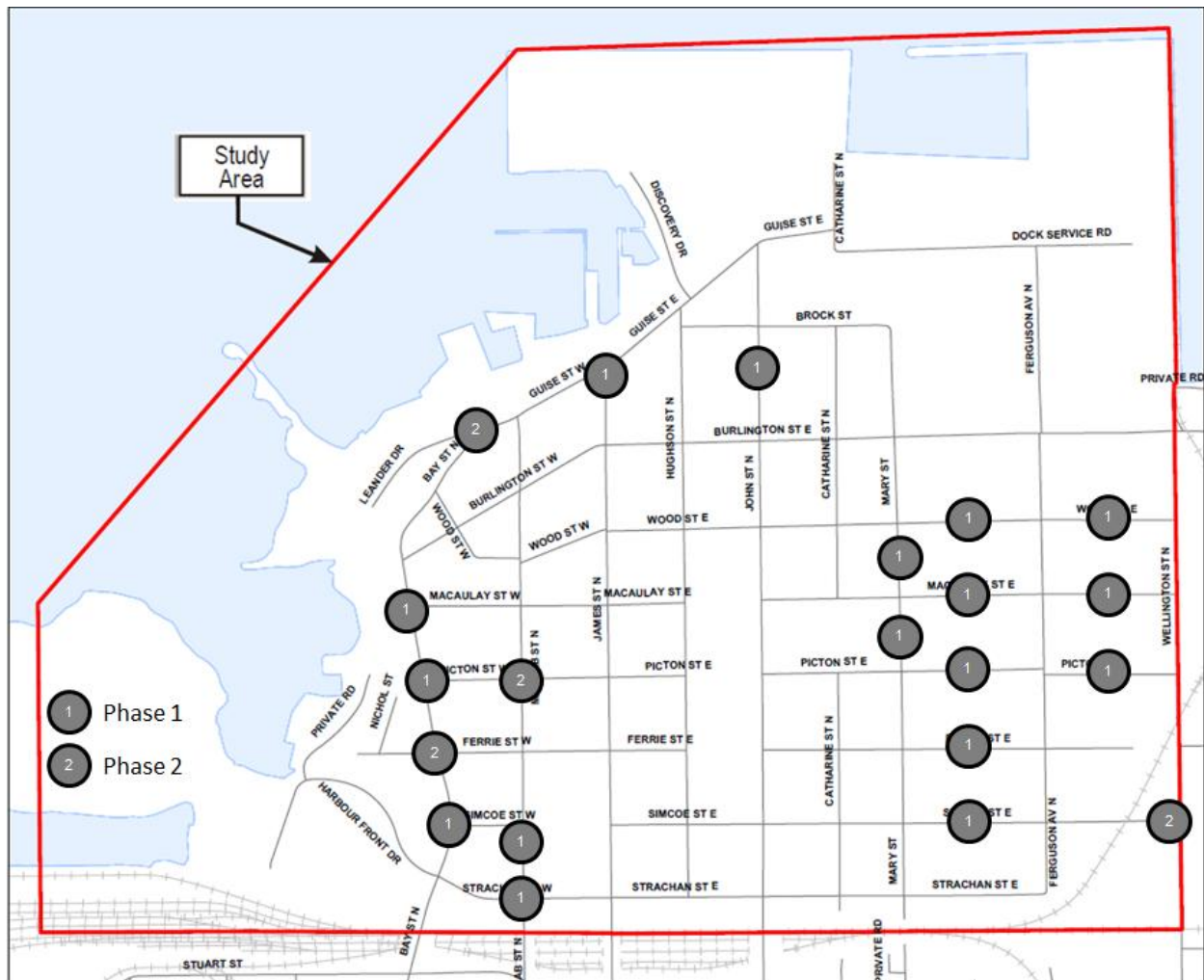


Figure 2: Implementation Schedule for 2016



The timing of the two-way conversion of John Street North and alignment of the Strachan Multi-Use Recreational Trail are currently being coordinated with the reconstruction of the John Street Bridge over the Canadian National (CN) rail line, which is anticipated for 2017. The conversion of John Street North has been programmed and will take place in 2018. In addition, a call for public art submissions will take place in 2016 to improve the look of the neighbourhood gateway signs. Members of the north end neighbourhood will be part of the jury to select the best submission.

Since May 2013, the cost to implement the NETMP is approximately two hundred and fifty thousand dollars (\$250,000).

Monitoring Plan

Data continues to be collected to monitor the impacts of the measures being implemented in the neighbourhood. Prior to the installation of measures, data was collected in spring 2013 on a neighbourhood-wide scale. This was followed-up with data collected at the same locations in spring 2015. Below are the findings thus far.

Table 1: Before and After Traffic Volumes Comparison

Street Name	Average Daily Traffic (average of three-day 24-hour count)			
	2013 Apr	2014 Apr	2014 Oct	2015 Apr-May
Bay Street	5754	-	-	3693
Burlington Street	5189	-	-	7499
Ferguson Avenue	-	919	-	1172
Ferrie Street**	-	345	373	-
Guise Street	-	1338	-	2590
Macauley Street**	-	464	506	-
James Street	7720	-	-	8774
John Street	1662	-	-	1597
MacNab Street	325	-	-	321
Mary Street	-	-	-	684
Picton Street**	-	413	513	-
Simcoe Street*	474			506
Simcoe Street**		502	1733***	
Wellington Street	3696	-	-	5145
Wood Street**	-	614	636	-

\* Between Ferguson and Wellington (impacts of partial closure)

\*\* Between Mary and Ferguson (impacts of speed humps)

\*\*\* Increase associated with traffic diversion due to James Street bridge resurfacing

As Table 1 above illustrates, traffic volumes along many of the corridors are stable with minor variances, which is typically seen with fluctuations with traffic patterns over time. Burlington Street East did see a 45% increase in traffic volumes (or 2300+ vehicles). With this increase in traffic on Burlington Street coupled with the partial closure of Burlington Street West at James Street. Bay Street did observe a reduction in traffic volumes, especially in the southbound direction. Much of the increase in traffic volumes did occur on the arterial roads, which was part of the intent of the traffic management plan.

Since implementation has begun, three partial closures were installed with mixed results at the following locations:

- Burlington Street West at James Street (restricting westbound through traffic)
- Simcoe Street East at Wellington Street (restricting southbound right turns)
- Bay Street North at Burlington Street (restricting northbound through traffic)

The partial closure of Burlington Street West at James Street has been the most acceptable of the three. Due to feedback received from the public, modifications were made the Simcoe Street measure by reducing the period of day the restriction is in place. The Bay Street measure received the most feedback from the neighbourhood and had an unintended adverse effect on travel patterns. North bound motorists diverted to Wood Street as the first available route to then waterfront as opposed to using MacNab or James Streets. As a result the measure was removed. As complaints along this section of Bay Street continue, staff will be working with residents toward a reasonable solution. The proposed partial closure of Ferguson Street at Burlington Street to southbound traffic will be monitored until such time that the measure is required (associated with Waterfront development).

Table 2 below illustrates, travel speeds have generally reduced as an effect of the various measures. Although a successful reduction in travel speed occurred with the application of various traffic calming/management measures, it has not been effective in accomplishing compliance to the posted thirty kilometres per hour (30 km/h) speed limit on the local streets within the neighbourhood. Furthermore, reliance on reduction of speed limits without physical traffic calming is not effective (i.e. John Street).

Table 2: Before and After Speed/Volume Survey Comparison<sup>1/2</sup>

Street Name	Direction	2013 Apr	2014 Apr	2014 Oct	2015 Apr-May
Bay Street	NB	47.6	-	-	46.8
	SB	39.0	-	-	39.3
Burlington Street*	EB	55.1	-	-	52.3
	WB	48.1	-	-	49.4
Ferguson Avenue	NB	-	47.5	-	44.9
	SB	-	42.2	-	43.2
Ferrie Street	EB	-	46.1	42.5	-
	WB	-	47.8	39.4	-
Guise Street	EB	-	48.5	-	45.7
	WB	-	48.9	-	48.8

Street Name	Direction	2013 Apr	2014 Apr	2014 Oct	2015 Apr-May
Macauley Street	EB	-	44.1	40.8	-
	WB	-	44.9	33.8	-
James Street*	NB	56.0	-	-	54.3
	SB	58.7	-	-	53.8
John Street	NB	38.8	-	-	48.0
MacNab Street	NB	48.8	-	-	55.0
	SB	-	-	-	43.9
Mary Street	NB	-	-	-	39.8
	SB	-	-	-	29.8
Picton Street	EB	-	49.5	37.9	-
	WB	-	46.7	42.7	-
Simcoe Street**	EB	46.8			46.9
	WB	39.5			47.5
Simcoe Street***	EB		43.6	36.9	
	WB		39.5	39.0	
Wood Street	EB	-	45.8	43.7	-
	WB	-	40.7	38.8	-

<sup>1</sup> Rounded to the nearest 10<sup>th</sup> percentage point

<sup>2</sup> 85<sup>th</sup> Percentile represents the speed at or below which 85 percent of vehicles travel.

\* Posted Speed Limit is 50 km/h

\*\* Between Ferguson and Wellington (impacts of partial closure)

\*\*\* Between Mary and Ferguson (impacts of speed humps)

### Neighbourhood Engagement / Project Coordination

As outlined in the OMB decision, a working group was established representing City staff and the North End Neighbourhood to work together on an on-going basis to establish neighbourhood priorities for implementation and collaboration on data collection for the monitoring plan.

City staff and representatives from the neighbourhood met to discuss projects for implementation in 2015. On-going email correspondences, telephone conversations and in-person meetings with residents and non-residents regarding the NETMP implementation have occurred and will continue to occur throughout the duration of implementation and monitoring phases. These discussions were meaningful, as staff were able to make applicable modifications that would balance the goals of the NETMP



while minimizing neighbourhood impacts. Regular updates were also provided to the Ward Councillor's Office to provide neighbourhood updates and collect feedback for the project.

The Pier 7/8 Transportation Impact and Parking Studies are currently being undertaken. Both projects are being coordinated and have shared information. The Metrolinx announcement to develop the portion of the A-line from King Street north will have an impact on the North End. As this project evolves, coordination between the two project teams will be necessary to determine impacts associated with the ultimate alignment and construction management.

#### Public Reaction

In 2015, the amount of feedback received by the public has been reduced, demonstrating a greater acceptance of the measures. Comments were generally related to site specific issues, minor adjustments and requests for additional stop signs. The biggest concern raised by the community was in regard to the partial closure of Bay Street north of Burlington Street. In response to the community concerns, this measure was removed from the plan. Since the removal of the partial closure, there has been a request to reduce speed through the section of Bay Street between Burlington Street and Leander Drive

#### Next Steps:

- Continue to consult and work with North End Neighbourhood representatives, the Ward Councillor and residents

Continue to monitor and assess impacts and report back in 2017