

## Crown Point Traffic Calming Committee Update

### Completed Locations

Category	Location	Concern	Current action	Status
Individual Concern	King: Maple to Main	Traffic volume	No specific problem determined.	Completed
Stopping	Dunsmure at Rosslyn	Failure to stop	Referred to Hamilton Police for monitoring. Installed stop bars and crosswalks.	Completed
Stopping	Dunsmure at Glendale	Failure to stop	Referred to Hamilton Police for monitoring. Installed tiger tails.	Completed
Stopping	Dunsmure at Belmont	Failure to stop	Referred to Hamilton Police for monitoring. Installed stop bars and crosswalks	Completed
Stopping	Dunsmure at Park Row	Failure to stop	Referred to Hamilton Police for monitoring. Installed stop bars and crosswalks.	Completed
Stopping	Roxborough at Garside	Failure to stop	Referred to Hamilton Police for monitoring. Installed Stop bars and crosswalks.	Completed
Stopping	Roxborough at Edgemont	Failure to stop	Referred to Hamilton Police for monitoring. Installed tiger tails.	Completed
Stopping	Roxborough at Barons	Failure to stop	Referred to Hamilton Police for monitoring. Existing stop bars, crosswalks and tiger tails in place.	Completed

Category	Location	Concern	Current action	Status
Stopping	Roxborough at London	Failure to stop	Referred to Hamilton Police for monitoring. Installed tiger tails.	Completed
Stopping	Edgemont at Justine	Failure to stop	Referred to Hamilton Police for monitoring. Installed tiger tails.	Completed
Stopping	Central at Houghton	Failure to stop	Referred to Hamilton Police for monitoring. Installed tiger tails.	Completed
Stopping	Tuxedo at Central	Failure to stop	Referred to Hamilton Police for monitoring. Installed tiger tails.	Completed
Require stop sign	Roxborough at Frederick	T-intersection	Review for all-way stop. Installation of all-way stop control supported by Ward Councillor and installed.	Completed
Require stop sign	Roxborough at Grosvenor	Collisions for not stopping	Grosvenor stops with two-stop signs facing motorists. Fencing present at intersection. Review to determine whether all-stop is appropriate.	Minimum warrant criteria for all-way stop control has not been satisfied.  Completed
Require stop sign	Balmoral and Justine	Requires 2-way stop	Balmoral stops with two-stop signs facing motorists. Good sight distance. No problem discovered. Installed tiger tails.	Completed

Category	Location	Concern	Current action	Status
Require stop sign	Barons at Central		Central stops with two-stop signs facing motorists. Good sight distance. No problem discovered. Tiger tails installed.	Completed
Require stop sign	Avondale at Beechwood	Collisions for not stopping	Beechwood stops with two-stop signs facing motorists. Appropriate sight distance for neighbourhood. No problem discovered.  Tiger tails installed	Completed
Require stop sign	Roxborough at Balmoral	Collisions for not stopping	No collisions on file over last 5-years. Currently all-way stop. Two-stop signs facing motorists. No problem discovered.	Work Order issued June 1/18 to add Tiger tail to signs.
Parking	Roxborough at Grosvenor	Sight distance concern	To be reviewed whether sight distance can be increased	Work Order issued June 8/18 to adjust signs.
Parking	Grosvenor at Campbell	Sight distance concern	To be reviewed whether sight distance can be increased	Work Order issued June 8/18 to adjust signs.
Parking	King at Lawrence	Allow parking on both sides	More investigation required. Currently on-street parking is restricted on both King and Lawrence in the area.	More investigation required. Request is unclear.

Category	Location	Concern	Current action	Status
Parking	Ottawa St	Parking away from curb	Referred to Parking By-law enforcement for review	By-law provided information on May 29, 2018. Will continue to enforce as necessary.
Crossing: Ottawa St	Main	Crossing locations and zebra/ladder crossing	Currently under review with the Ottawa Street Master Plan	Currently under review with the Ottawa Street Master Plan.
Crossing: Ottawa St	Roxborough	Crossing locations and zebra/ladder crossing	Currently under review with the Ottawa Street Master Plan	Currently under review with the Ottawa Street Master Plan.
Crossing: Ottawa St	Cannon	Crossing locations and zebra/ladder crossing	Currently under review with the Ottawa Street Master Plan	Currently under review with the Ottawa Street Master Plan.
Individual Concern	Maple between Ottawa and King	Cut-through traffic	Undertake traffic count to update traffic volume. Review collisions	No issued discovered. No further action required. See below summary.

Comprehensive review from May 9 to 16, 2018.

**Speeds Recorded:**

1. WB: Average speed was 33 km/h. The 85<sup>th</sup> percentile speed (the speed at which 85% of the vehicles were travelling) was 38.94 km/h
2. EB: Average speed was 34 km/h. the 85<sup>th</sup> percentile speed (the speed at which 85% of the vehicles were travelling) was 44.09 km/h
3. Conclusion: These recorded speeds are reasonable for this street

**Origin – Destination Recorded:**

The tracing of vehicles on Maple was conducted on May 31, 2018 from 7:00 – 9:00 am and from 3:00 – 5:00 pm.

AM Results		Total	Total	Total
Origin	Destination	vehicles	cut-through	% cut through
Ottawa	King	98	11	11.22%

PM Results		Total	Total	Total
Origin	Destination	vehicles	cut-through	% cut through
Ottawa	King	90	14	15.56%

Conclusion: the number of vehicles recorded on Maple in this area is reasonable for this street and no problem with excessive cut-through traffic was discovered.

**Locations to be reviewed in conjunction with LRT Construction**

The below concerns will be addressed through the construction of the LRT:

Category	Location	Concern	Current action	Status
Individual Concern	King: Delta and Gage	Difficulty to cross	Intersections will be reconstructed with LRT	Intersections will be reconstructed with LRT
Individual	King: Delta	Review	Intersection will be reconstructed with	Intersection will be reconstructed with

Category	Location	Concern	Current action	Status
Concern		alignment	LRT	LRT
Pedestrian Crossing	Kensington and Main	Difficulty crossing	Intersection Pedestrian Signal (IPS) present. Ladder/zebra markings.	Intersections will be reconstructed with LRT.
Pedestrian Crossing	Balmoral and Main	Difficulty crossing	Intersection pedestrian Signal (IPS) present. Intersections will be reconstructed with LRT.	Intersection pedestrian Signal (IPS) present. Intersections will be reconstructed with LRT.

**Under Review**

Category	Location	Concern	Current action	Status
Traffic lights	Kenilworth at Main	Turning left	Review advanced green options	Traffic Signal staff are looking into the feasibility of advanced signals at the intersection while implementing improvements to the signal timing to assist with capacity issues on Kenilworth Avenue
Require stop sign	Tuxedo at Maple	Intersection used to avoid Kenilworth	Currently all-way stop. Two-stop signs facing motorists on all approaches.	Traffic Signals staff will be implementing revising signal timings along the Kenilworth Avenue corridor in 2019 to improve traffic flow.

Category	Location	Concern	Current action	Status
Individual Concern	Main: Gage and Ottawa	Difficulty to cross	Traffic signals present. Will require more review to understand problem	Work orders for ladder markings issued for Ottawa Street and Main Street and Gage Street and Main Street intersections.
Speeding	Belview: King to Cannon	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be scheduled in 2019
Speeding	Houghton: King to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be scheduled in 2019
Speeding	London: Main to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be scheduled in 2019
Speeding	Wexford: King to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be scheduled in 2019
Speeding	Ottawa: King to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be scheduled in 2019
Speeding	Lawrence: King to Ottawa	Vehicle speeds	Referred to Hamilton Police for monitoring.	Location has existing permanent DSS signs nearby
Speeding	Kenilworth: Access to Lawrence	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be

Category	Location	Concern	Current action	Status
				scheduled in 2019
Speeding	Rothsay: Lawrence to Maple	Vehicle speeds	Referred to Hamilton Police for monitoring.	Placement of the Dynamic Speed Signs will be scheduled in 2019
Pedestrian Crossing	Lawrence at Rothsay	Difficulty crossing Lawrence	Dynamic speed signs present. Straight, flat road.	Will require more review to understand problems to consider

### **Pedestrian Crossover (PXO) Request**

For intersections where pedestrian crossing problems were identified, they have been included in the City's list of PXO requests and will be reviewed/considered. The program to add PXO locations across the City includes approximately 8-10 per year. There are approximately 100 locations on the City-wide list.