

Summary of Survey Results

1. Survey Area Information

The survey below was hand delivered to approximately 350 homes and businesses in November 2019, in the following areas:

- Upper James Street between Fennell Avenue and Rosedene Avenue;
- All properties along Churchill Avenue;
- All properties along Duff Avenue;
- Queensdale Avenue between West 2nd and Upper Wellington Street;
- West 2nd between Duff and Fennell;
- Brantdale Avenue between Upper James Street and West 5th;
- Brucedale Avenue between West 2nd and Upper Wellington Street; and
- All properties along Genesee Street.

Roadside signs were also installed along Upper James Street, Churchill Avenue, Duff Street, Queensdale Avenue, Brantdale Avenue and Brucedale Avenue as shown below:



2. Survey Content



Potential Changes to Traffic Control on Upper James Street between Fennell Avenue and Inverness Avenue

We want to hear from you! This is your opportunity to provide feedback on proposed improvements along Upper James. Take the short survey to add your voice to the conversation.

The City of Hamilton has been examining options to make Upper James Street more pedestrian friendly without impacting traffic flow. Since 2016, there have been four additional traffic signals approved along the Upper James Street corridor, two of which

are already in operation and two that are nearing completion. Several other enhancements, such as pedestrian countdown signals, red light cameras, and increased pedestrian crossing times have already been implemented at existing traffic signals along Upper James Street.

As a result of the review, changes are proposed to traffic control on Upper James Street between Fennell Avenue and Inverness Avenue. In an effort to more evenly distribute the traffic signal spacing and align signals with HSR bus stops, the City is proposing to relocate some existing traffic signals. The traffic signal at Upper James Street at Churchill Avenue/Duff Street would be moved to Upper James Street at Queensdale Avenue; and the traffic signal on Upper James Street at Brantdale Avenue would be moved to Upper James Street at Brucedale Avenue. These changes could improve walkability in this section of the corridor and provide easier vehicular access to Upper James Street from the adjacent neighbourhoods. This change would also involve the relocation of the school crossing and crossing guard for Queensdale Elementary School. Changes in travel patterns along Brucedale Avenue, Queensdale Avenue, Brantdale Avenue and other nearby streets in the Southam and Centermount neighbourhoods are expected.

We are seeking feedback from residents and business owners who live and travel through the area. Please complete the attached survey, or online at www.hamilton.ca/upperjamestraffic. You can also drop-in to an information centre on November 25th from 6:30 p.m. – 8:30 p.m. at the Queensdale Elementary School Gymnasium - 67 Queensdale Avenue East, Hamilton.

Any personal information that may be provided by an identifiable individual through the completion of this survey is collected under the authority of section 227 of the *Municipal Act* and City By-Law No. 01-215, *By-Law to Regulate Traffic*. The information collected will be used for the purposes of determining the appropriate traffic controls along a corridor of Upper James Street in the City of Hamilton. With the exception of personal information all comments will become part of the public record. If you have any questions about the collection, use and disclosure of the information collected please contact the Project Manager, Traffic Signals, Transportation Operations and Maintenance, 1375 Upper Ottawa Street, Hamilton, ON L8W 3L5, or 905-546-2424 extension 7443.

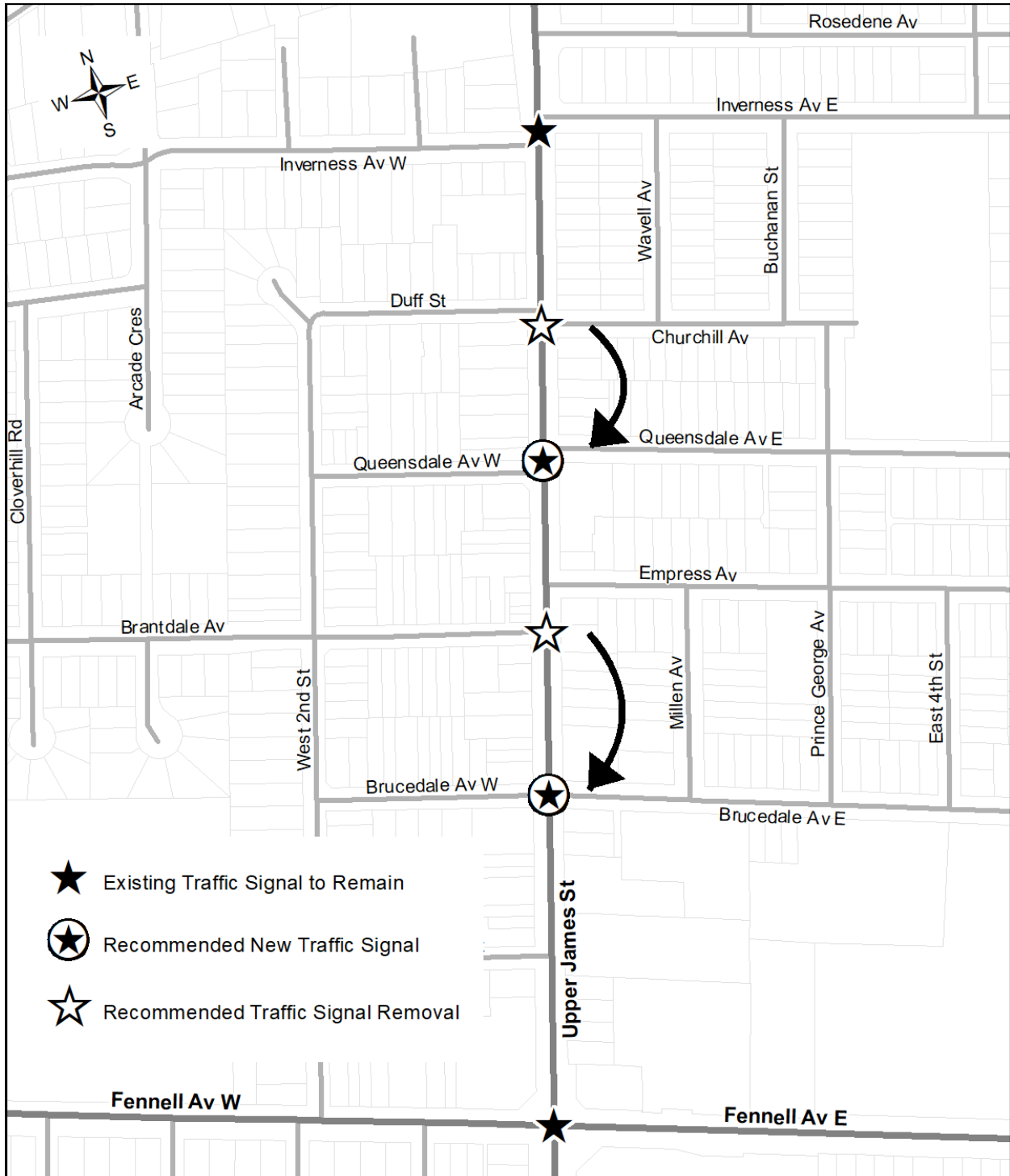
Name: _____

Address: _____

If you wish to receive more information about the proposed changes, please provide us with your email address below:

Email: _____

Map of Upper James Street Where Traffic Signal Relocations are Proposed



Survey Questions:

1. Do you support the relocation of the pedestrian signal on Upper James Street at Churchill Avenue and Duff Street to a full traffic signal at Upper James Street at Queensdale Avenue instead?

I support the proposed relocation

I do not support this change for the following reason(s):

2. Do you support relocating the traffic signal on Upper James Street at Brantdale Avenue to Upper James Street at Brucedale Avenue?

I support the proposed relocation

I do not support this change for the following reason(s):

3. Do you have any additional comments on the proposed improvements to this stretch of Upper James Street?

Thank you for participating in our survey. Please send completed survey to the attention of:

Jeff Cornwell, Project Manager, Traffic Signals & Systems
City of Hamilton, Traffic Operations Centre
1375 Upper Ottawa Street Hamilton, ON L8W 3L5

3. Survey Results

There were a total of 132 unique responses (duplicates responses removed).

Churchill Pedestrian Signal Removal:

102/132 (77%) respondents support the removal of the IPS at Churchill Avenue/Duff Street and relocation to Queensdale Avenue as a full signal.

The 30 respondents who did not support the relocation were for the following reasons:

- Not necessary/does not address making Upper James more pedestrian friendly- 19
- Based on my location would be inconvenient/safety concerns for children crossing – 10
- Would increase neighbourhood traffic infiltration- 1

Note: Many of the respondents who noted safety concerns with the relocation of the crossing guard from Churchill Avenue/Duff Street noted that this would be satisfactory if there was another crossing guard at Inverness. As a result of this feedback staff are recommending an additional crossing guard in the report.

Brantdale Traffic Signal Removal:

89/132 (67%) respondents support the removal of the traffic signal at Brantdale Avenue and relocation to Brucedale Avenue.

The 43 respondents who did not support the relocation were for the following reasons:

- Not necessary/does not address making Upper James more pedestrian friendly- 19
- Difficulty entering Upper James Street from Brantdale Avenue due to delay and/or visibility concerns- 13
- Would increase neighbourhood traffic Infiltration- 11

Other Common Comments and Trends Identified from the Survey

1. 10 respondents requested traffic calming (speed reductions, lane width reductions, cycling lanes, capacity reductions) along Upper James Street

Staff Action: Through the analysis within report it was determined that the 50 km/h posted speed limit for Upper James Street is appropriate based on the characteristics of the roadway; and that two through lanes in each direction are required to accommodate the current vehicular traffic flows. The Urban Official Plan classifies Upper James Street at a Major Arterial Roadway, and as such it would not be appropriate to install traffic calming devices or narrow the travelled portion of the roadway. Additionally, Upper

James Street serves various transit routes and is currently a Truck Route, which preclude the narrowing of lane the travel lanes.

2. 7 respondents requested speed humps installed along Brucedale Avenue to reduce speeds

Staff Action: Under review by Roadway Safety to assess the feasibility of installing speed cushions along Brucedale Avenue either prior to, or after the recommended signalization changes.

3. 7 respondents requested more speed enforcement along Upper James Street

Staff Action: Hamilton Police Services has been notified of this request for enforcement. Speed radar feedback signs have also been installed along Upper James Street north of Fennell Avenue

4. 5 respondents requested the asphalt condition improved along Upper James Street

Staff Action: The Roadway Maintenance section adheres to minimum maintenance standards on all Hamilton Roadways. The rehabilitation of Upper James Street between Mohawk Road and Fennell Avenue is tentatively scheduled for 2024. This concern has been provided to Roadway Maintenance.

5. 5 respondents requested a reduction in the amount of congestion along Upper James Street

Staff Action: The proposed relocation of traffic signals, as noted in the report is expected to improve traffic operations for vehicles and pedestrians by improving traffic signal spacing, and reduce queuing and delay.

6. 4 respondents mentioned revitalizing of the commercial areas fronting Upper James Street

Staff Action: As noted in the report, planter boxes are planned to enhance aesthetics along the corridor. The Planning and Economic Development department has been notified of these comments for consideration of a revitalization program.

7. 4 respondents requested a reduction in truck traffic along Upper James Street

Staff Action: Upper James Street is currently designated as a full time route. The Transportation Planning section is currently undertaking the Truck Route Master Plan Study Update, which will assess whether this corridor remains a truck route in the future.

8. 4 respondents requested investigation into a Red Light Camera at Upper James Street at Inverness Avenue

Staff Action: Annually, the Traffic Operations section recommends signalized intersections for implementation of red light camera equipment. The Upper James at Inverness Avenue intersection will be assessed as part of this ongoing yearly program.

9. 4 respondents asked for traffic calming along Rosedene Avenue, or a physical barrier to prevent left-turns from Upper James Street

Staff Action: Studies are being undertaken to determine compliance with the existing left-turn prohibition, which may lead to a request for Police enforcement. The Roadway Safety section will review the need for installing speed cushions on Rosedene Avenue.