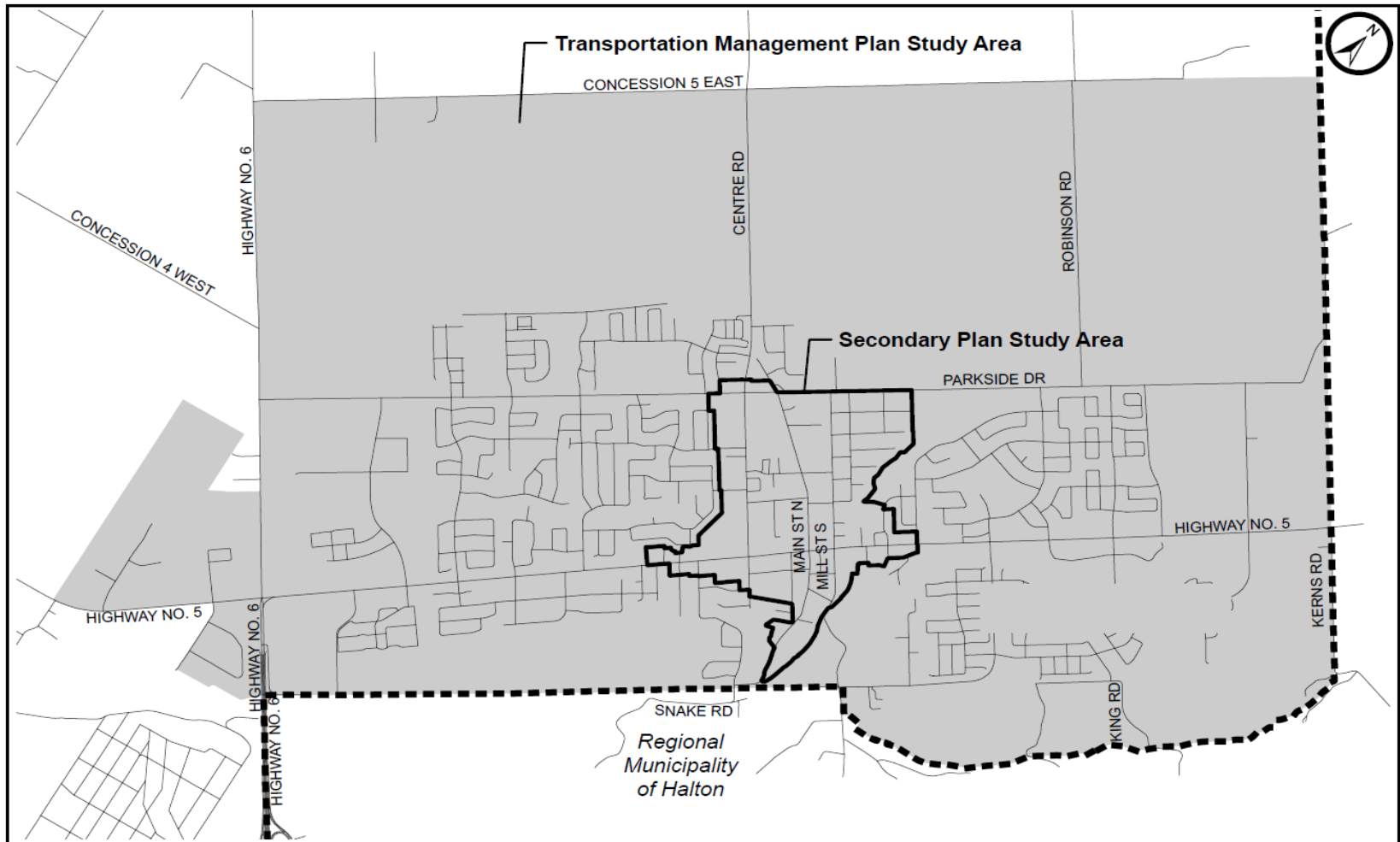


PLANNING COMMITTEE MEETING WATERDOWN TMP

March 22, 2022

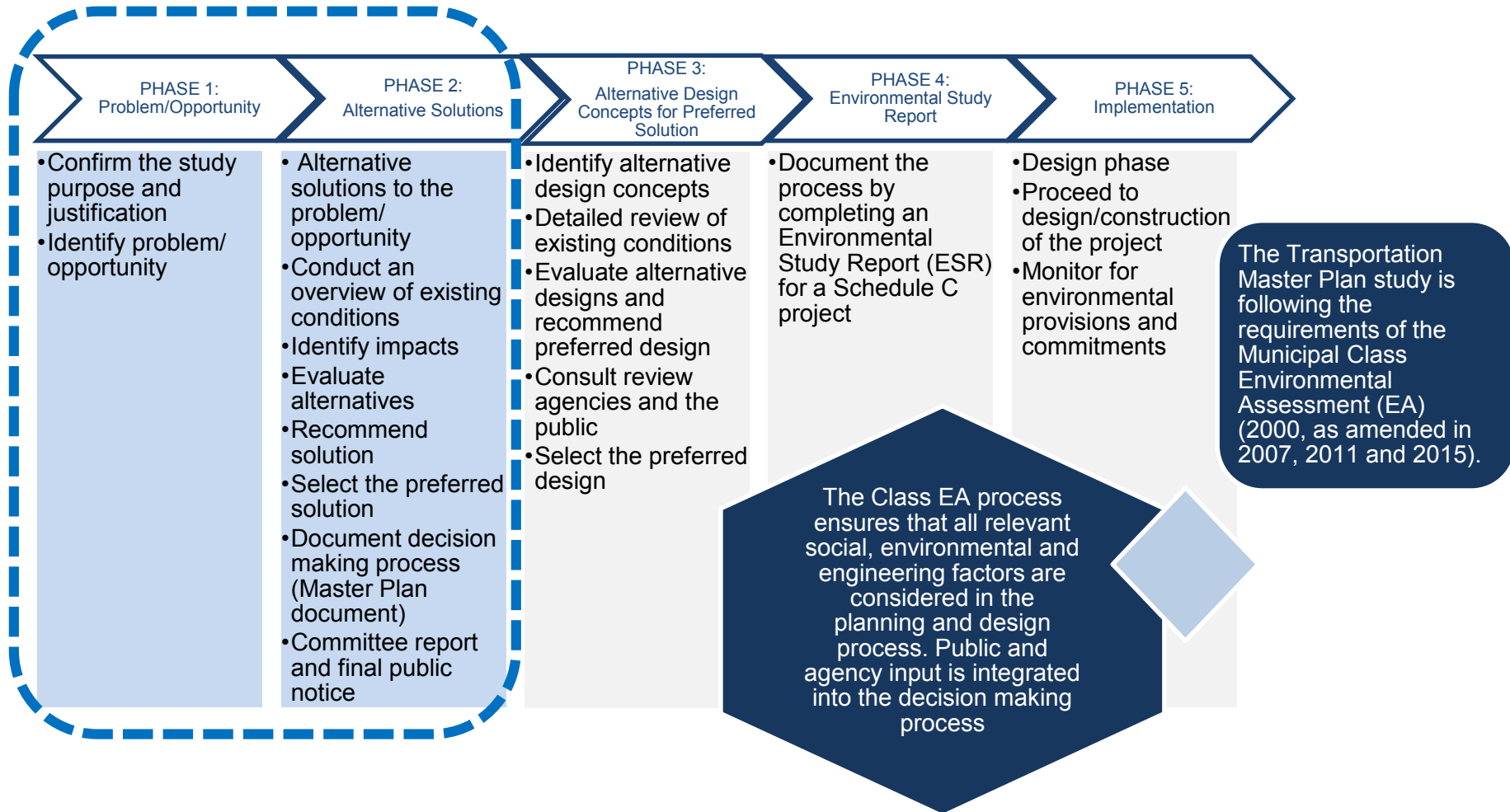
Study Area



Study Objective

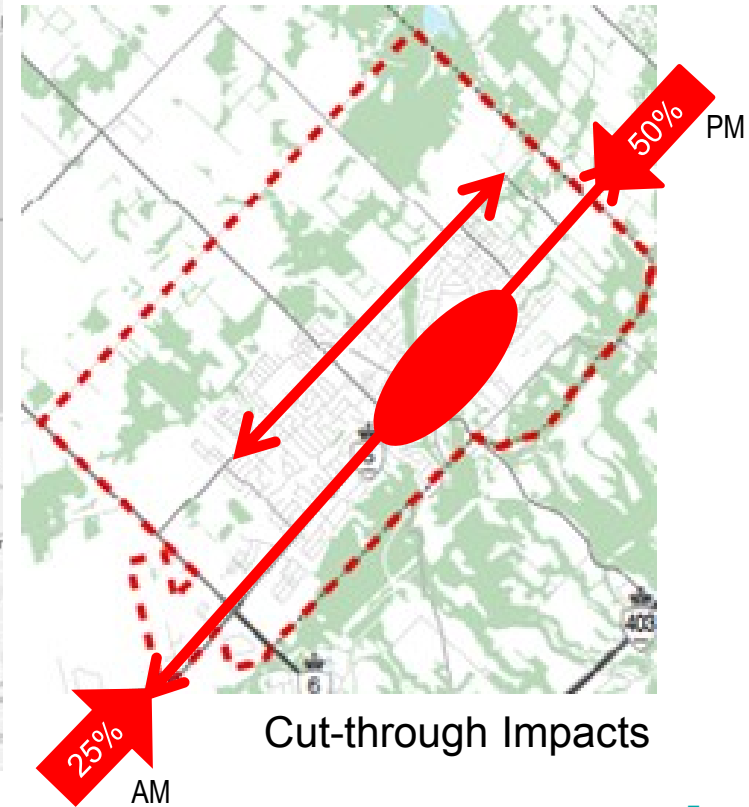
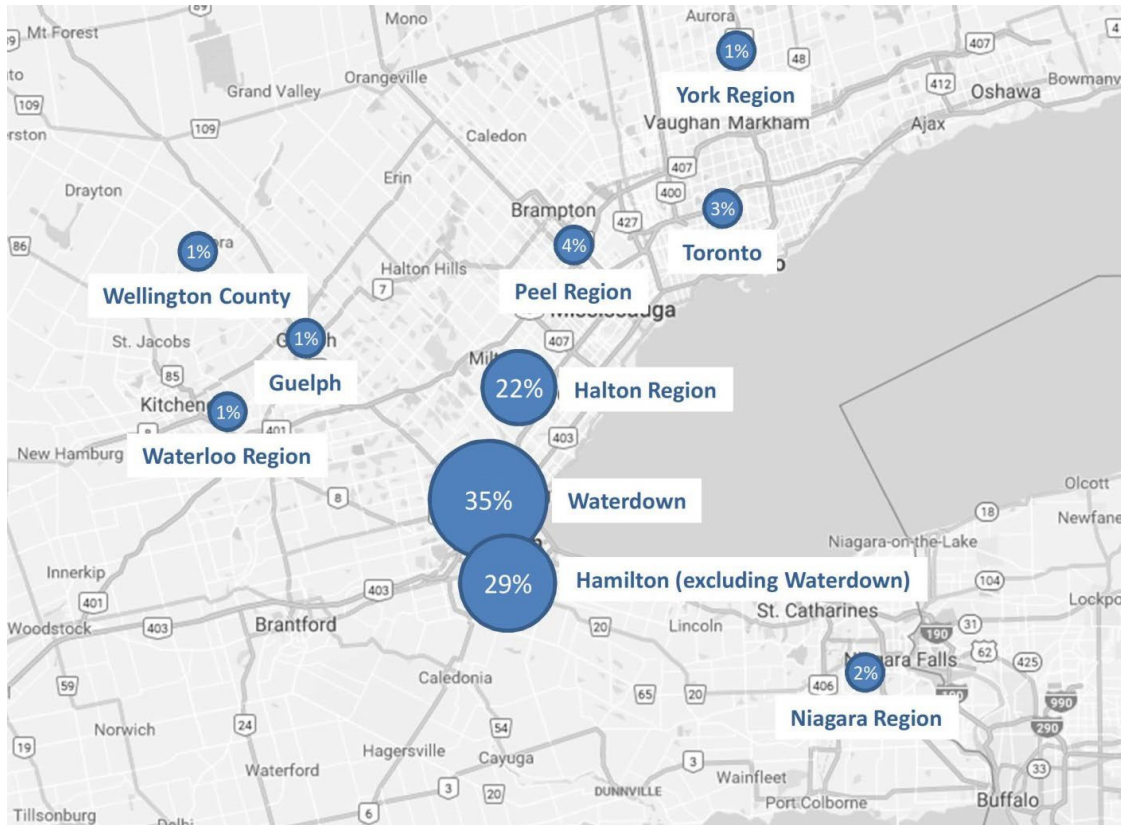
- Identify current transportation problems
- Develop solutions to address current problems
- Support growth and protect for future needs
- Transportation study to support Waterdown Node Secondary Plan

Study Process



Existing Conditions

- Approximately, 88% of all trips made by Waterdown residents are by car
- About 65% of all trips origins are destined to areas outside of Waterdown



Transportation Issues

Network Capacity Issues:

- Dundas Street between Hamilton Street and Mill Street (AM and PM peak periods)
- Mill Street (NB) at Dundas Street (PM peak period)
- Right-turn from Dundas Street onto Avonsyde Boulevard

Speeding Issues:

- Spring Creek Drive
- Laurendale Avenue
- Braeheid Avenue
- Riley Street
- Burke Street
- Brian Boulevard
- Main Street North

Safety:

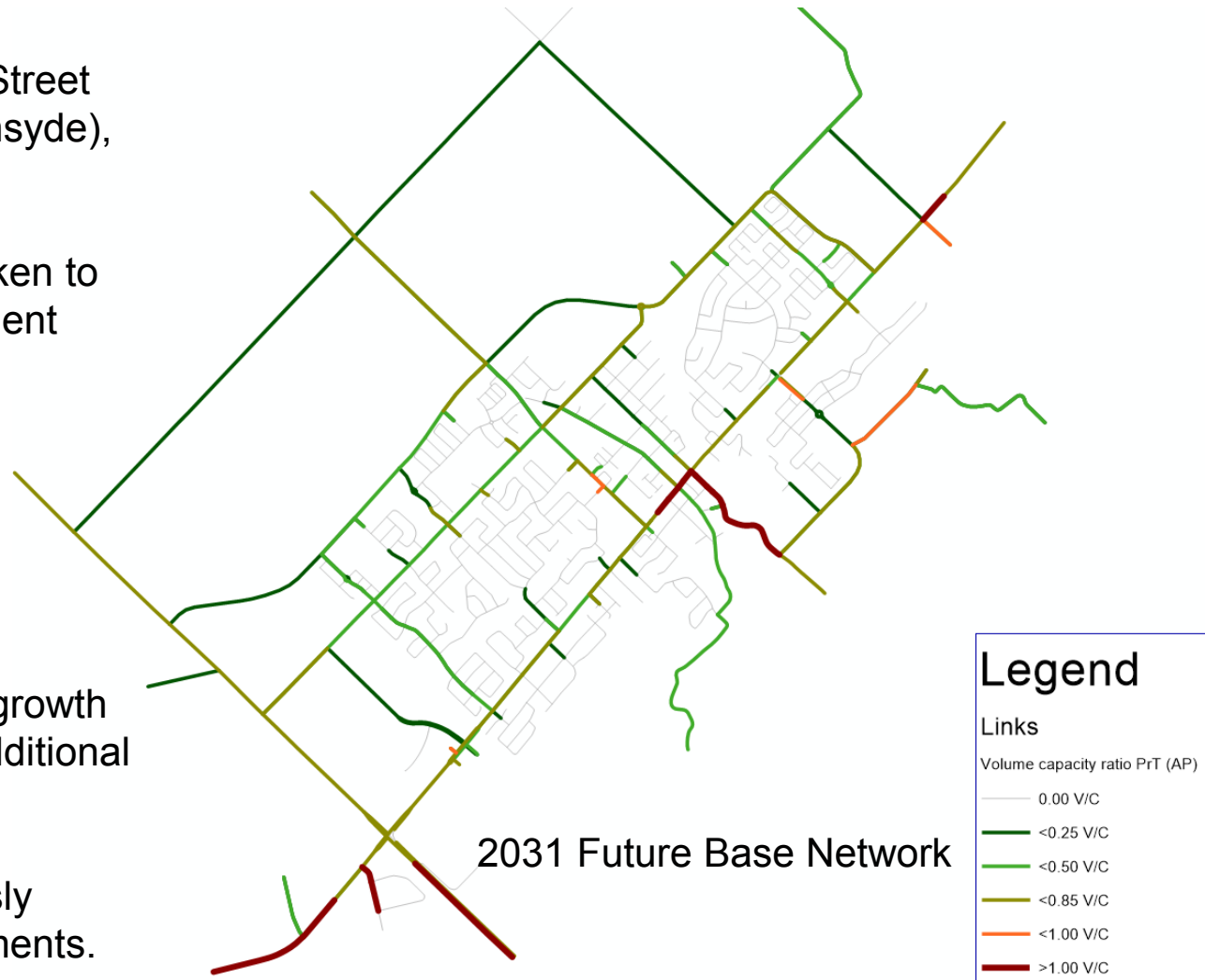
- Concerns on Mill Street South in the Smokey Hollow area
- Road curves - Brian Blvd
- School crossing - Guy Brown School (Brian Boulevard @ Longyear Drive)
- Left-turn from Boulding Avenue onto Parkside Drive during PM peak period

Neighbourhood Traffic infiltration:

- Spring Creek Drive
- Niska Drive
- Hollybush Drive
- Nisbet Boulevard
- Main Street North

Network Analysis Findings

- Network constraints at Mill Street South, Dundas Street (Avonsyde), Highway 5/6
- Sensitivity Analysis undertaken to account for future development (e.g. iConnect)
- GRIDS2: Forecasted 2051 growth is not anticipated to have additional pressure on the network.
- Need to implement previously approved network improvements.



Problem and Opportunity Statement

“ Waterdown’s transportation network capacity is becoming insufficient to accommodate current and future traffic volumes, resulting in congestion, safety concerns, and traffic infiltration into residential neighbourhoods ”

The Waterdown Transportation Management Plan Study was initiated to address short-term issues and identify long-term improvements needed for road network, public transit, and pedestrian and cyclist facilities.

Summary of Alternatives

Road Network / System Optimization

- Widening of Dundas St at the core area
- Mill Street North conversion to one way
- Connect Main Street North to Hamilton Street/Centre Road
- Optimize signal timings

Travel Demand Management

- Expand active transportation network
- Expand HSR transit service
- Active transportation connections across Grindstone Creek

Road Safety

- Options to address safety issues, traffic calming, pedestrian crossings
- Options to address traffic infiltration

Evaluation Criteria

Transportation

- Road capacity
- Feasibility
- Pedestrians & Cyclist
- Transit
- Emergency Services

Public Health

- Air Quality
- Safety
- Social Interaction
- Transportation equity
- Active Transportation

Physical Environment

- Cultural Heritage
- Green space
- Streetscape and public spaces

Cost

- Capital
- Operations / Maintenance
- Economic benefits

Public Consultations

- 12 Consultation events (inclusive of joint events with Secondary Plan)
- Notices to all residents in Waterdown, stakeholders
- PIC #1: October 10, 2019 (in-person)
 - ~ 36 attendees
- PIC #2: October 21, 2020 (virtual)
 - ~ 60 participants
- Three Community Focus Group meetings
- Two presentations to the Flamborough Community Council
- Consultation meetings with Waterdown BIA including walk-about tour of the core area
- Project website to obtain comments and to provide updated information throughout the study process
- Comments received throughout the study period and during PICs



Provincial Investments

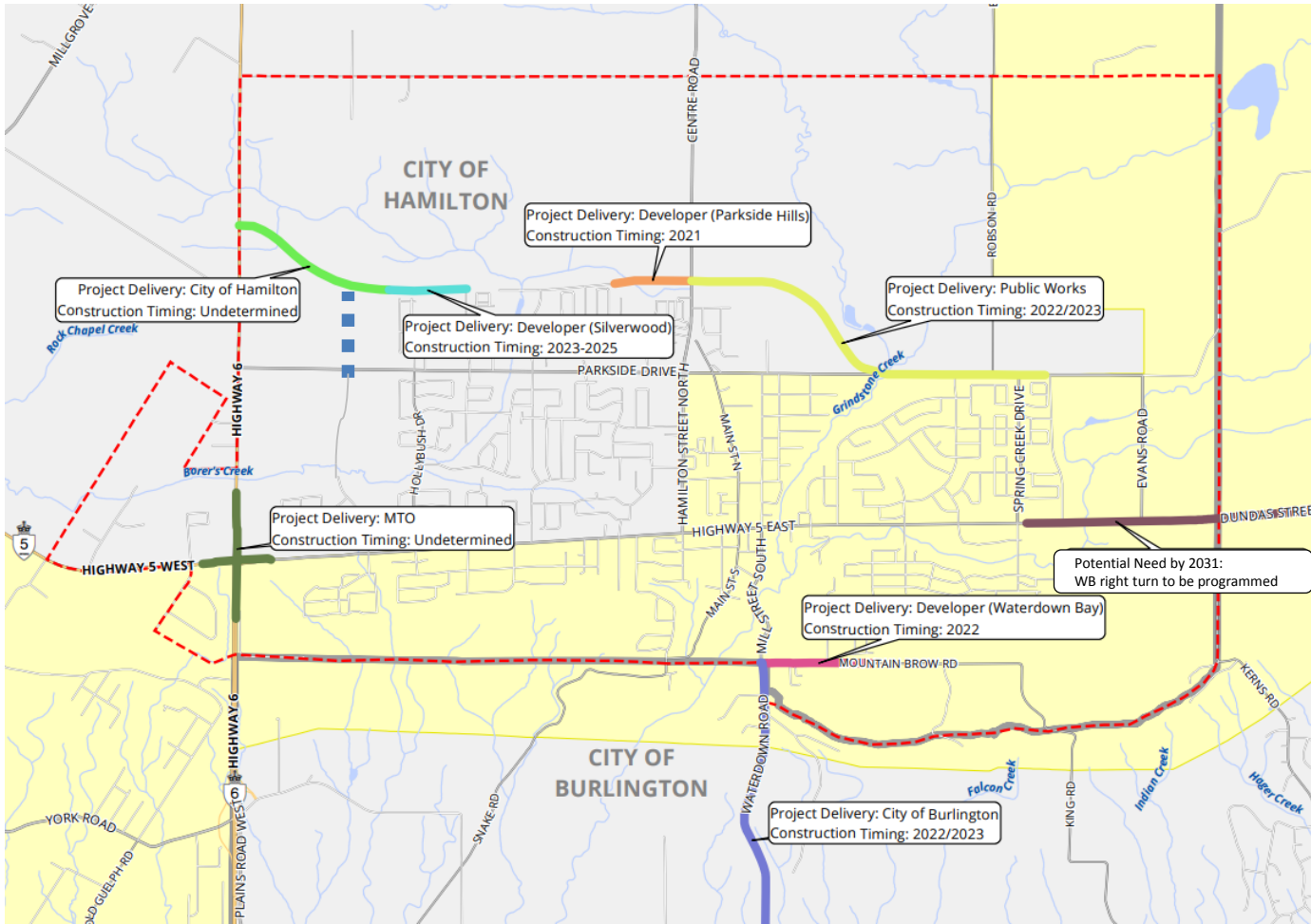
Advancement of Provincial Projects

- Detail design of Highway 5 / 6 Interchange underway
 - Property acquisition / utility relocation and coordination
 - Construction
- Metrolinx Dundas Street BRT
 - <https://www.metrolinxengage.com/en/engagement-initiatives/dundasbrt>

Upstream / Downstream Network Improvements

- Morriston By-Pass (Design-build contract awarded)
 - <https://highways6and401hamiltontoguelph.ca/>
- Highway 6 / 403 Interchange Preliminary Design and Environmental Assessment
 - <https://hwy403hwy6preliminarydesignea.ca/>

Preferred Alternative: (Network Optimization)



CITY OF HAMILTON

WATERDOWN TRANSPORTATION
MANAGEMENT PLAN

ROAD NETWORK IMPROVEMENT MAP FIGURE E-2

- Study Area
- Highway
- Arterial Road
- Collector Road
- Local Road
- Ramp
- Municipal Boundary
- Niagara Escarpment Plan Boundary

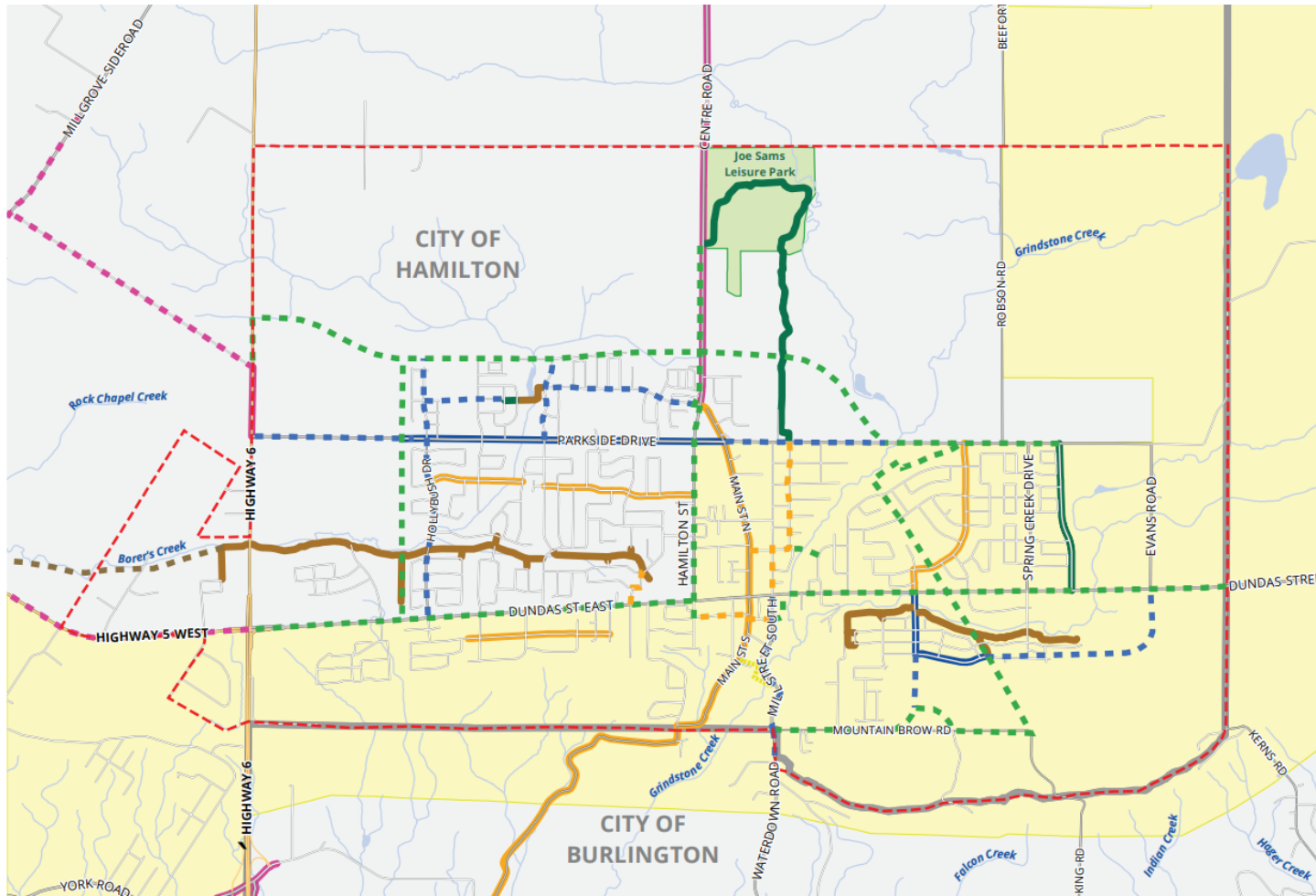
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MAP DRAWING INFORMATION:
DATA PROVIDED BY MNW
MAP CREATED BY: GM
MAP CHECKED BY: SF
MAP PROJECTION: NAD 1983 UTM Zone 17N



PROJECT: 19-0192
STATUS: FINAL
DATE: 08/24/11

Preferred Alternative: Transportation Demand Management (TDM)



CITY OF HAMILTON

WATERDOWN TRANSPORTATION
MANAGEMENT PLAN

RECOMMENDED ACTIVE TRANSPORTATION IMPROVEMENTS

FIGURE E-1

- Study Area
- Planned Bicycle Lane
- Planned Paved Shoulder
- Planned Multi-use trail Paved
- Planned Multi-use Trail Unpaved
- Planned Bicycle Boulevard
- Planned Pedestrian Connection
- Highway
- Arterial Road
- Collector Road
- Local Road
- Ramp
- Bicycle Lane
- Paved Shoulder
- Multi-use Trail Paved
- Multi-use Trail Unpaved
- Bicycle Boulevard
- Municipal Boundary
- Park
- Niagara Escarpment Plan Boundary



MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR

MAP CREATED BY: GM
MAP CHECKED BY: BF
MAP PROJECTION: NAD 1983 UTM Zone 17N

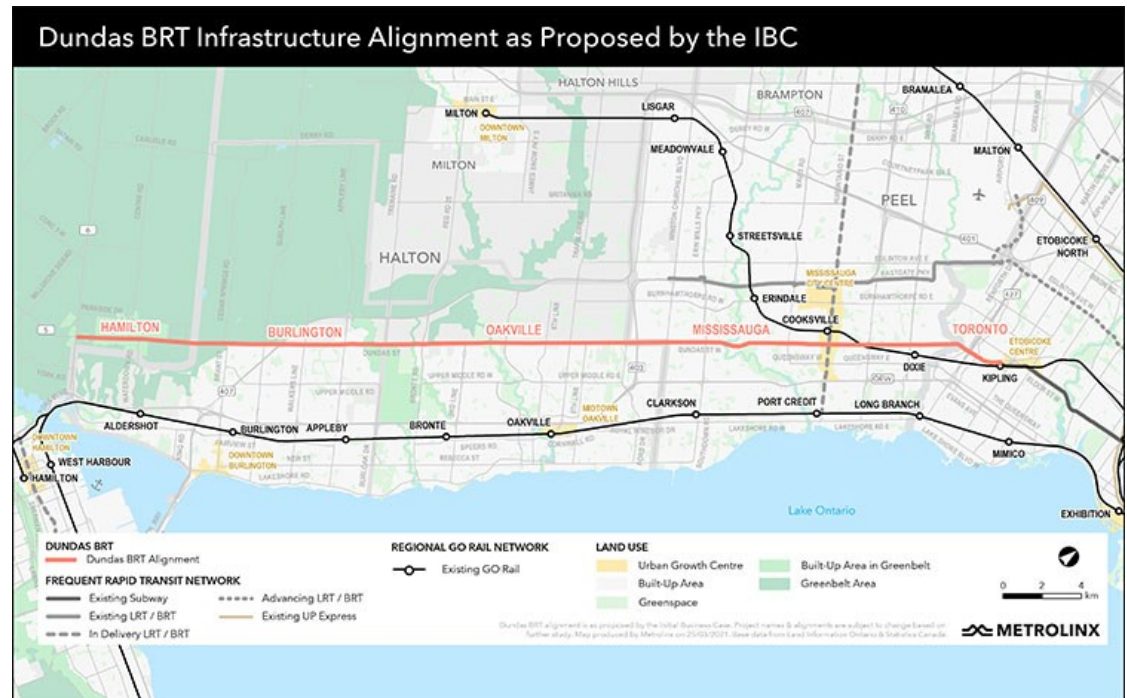
Preferred Alternative: Transportation Demand Management (Transit)

Transit

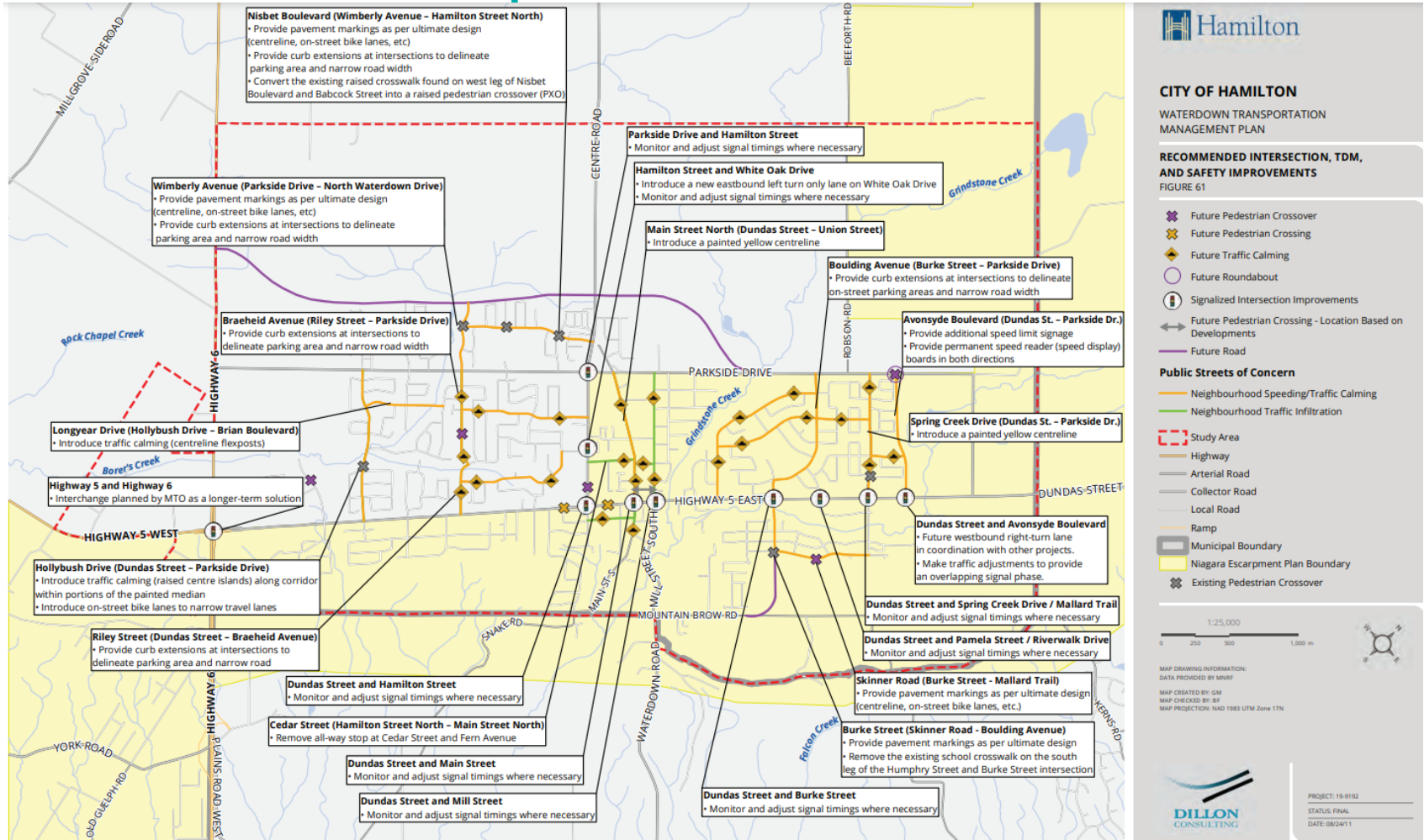
- Improve transit service and coverage (modify Route 18)
 - Alternative Service Delivery: On-demand Transit service introduced
- Dundas Street BRT (mixed travel lanes through Waterdown)
 - Transit node near Dundas/Hamilton intersection

HSR My Ride On-Demand
Spare Labs Inc. Travel & Local
Everyone
You don't have any devices
Add to wishlist

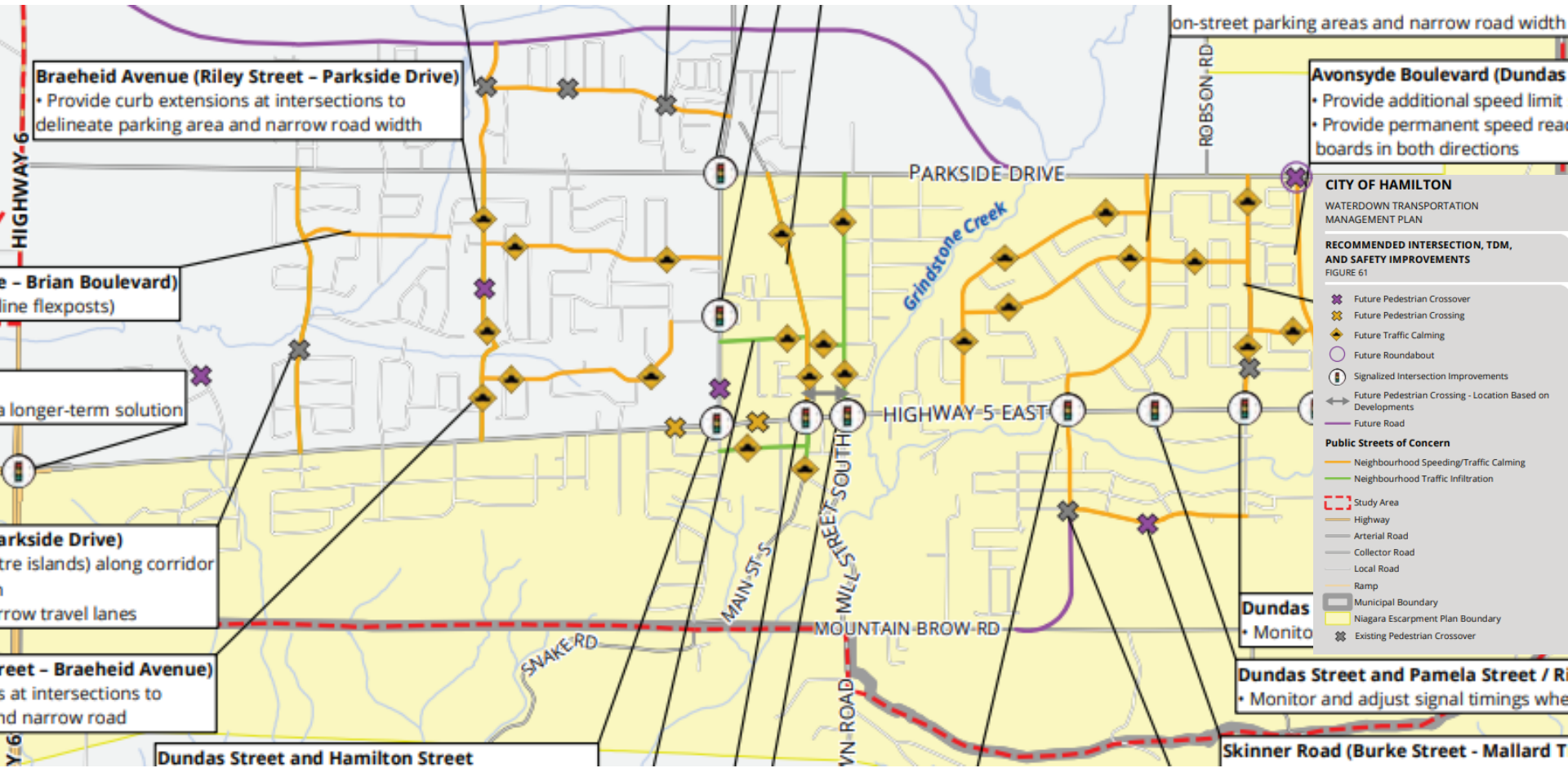
Share your ride with others heading the same way
Get picked up where you want
Schedule a ride with the tap of a button



Preferred Alternative: Neighbourhood Vision Zero / Complete Street Interventions



Neighbourhood Vision Zero / Complete Street Interventions



Recommendations

(e) That the Waterdown Community Transportation Management Plan, attached as Appendix “G” to Report PED22001, be endorsed, and that:

(i) The General Manager of the Planning and Economic Development Department be authorized and directed to file the Waterdown Community Transportation Management Plan, attached as Appendix “G” to Report PED22001, with the Municipal Clerk for a minimum 30-day public review period;

(ii) Upon the completion of the 30-day public review, staff be authorized and directed to program the recommended projects identified in Appendix “H” of this Report for detailed design and implementation using funds under Project ID Account No. 4032017051, and to include the additional needed funds in future Capital Budget submissions;

Recommendations (Cont'd)

(f) That staff be authorized to undertake the necessary detailed feasibility and design studies and supporting Municipal Class Environment Assessment Studies as required, for the following recommended transportation improvement plans in Waterdown:

(i) The extension of Clappison Avenue from Parkside Drive to North Waterdown Drive;

(ii) An active transportation bridge across Grindstone Creek connecting Church Street to Margaret Street Park;

(iii) An active transportation bridge across the rail line from Sealy Park to the west side of Grindstone Creek, and a walkway through the south side of Mill Street South to the Smokey Hollow waterfall;

(iv) Rerouting of planned bike lanes from Dundas Street between Hamilton Street and the Dundas Street bridge, to traverse south on Hamilton Street, east on Barton Street, east on Griffin Street, to continue through the rear of existing properties on the east side of Mill Street South and connect to the future Dundas Street bridge sidewalk on the south side of Dundas Street;

Recommendations (Cont'd)

- (g) That funding for the recommended four studies under item (f) above be considered as part of the 2023 Capital Budget planning process.

Thank you