

**CITY OF HAMILTON**

***PUBLIC WORKS DEPARTMENT  
Capital Planning & Implementation Division***

<b>Report to:</b> Chair and Members Public Works Committee	<b>Submitted by:</b> Beth Goodger Acting General Manager Public Works Department
<b>Date:</b> August 14, 2008	<b>Prepared by:</b> Justin Readman Extension 2218

**SUBJECT: North End Traffic Management Study (PW08094) - (Ward 2)**

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**RECOMMENDATION:**

That the North End Traffic Management Plan be endorsed;

- (a) That the General Manager, Public Works, be authorized and directed to file the North End Traffic Management Plan with the Municipal Clerk for a minimum thirty day public review period;
- (b) That at an appropriate time following resolution of the appeals to the Setting Sail Secondary Plan for the West Harbour, the General Manager, Public Works, be authorized and directed to proceed with implementation of the recommended traffic calming and management components of the preferred plan subject to funding approval through the capital budget process;
- (c) That at such time when the preferred strategy is substantially constructed the speed limit on all streets within the North End Neighbourhood, save James Street North and Burlington Street East, be set at 30 km/hr as a Pilot Project for a duration of two years, and that the appropriate by-law to amend the City of Hamilton Traffic By-law 01-215 be passed and enacted;
- (d) That the General Manager, Public Works be directed to report back on the findings of the Pilot Project;
- (e) That 30 km/h not be implemented within any other neighbourhood until the effects of this Pilot Project are analyzed and proven to be effective and be justified to continue.

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Beth Goodger  
Acting General Manager  
Public Works

**SUBJECT: North End Traffic Management Study  
(PW08094) - (Ward 2) - Page 2 of 15**

**EXECUTIVE SUMMARY:**

In response to a number of transportation issues identified through the planning process for the Setting Sail Secondary Plan, the City initiated this traffic management study for the North End Neighbourhood (See Appendix A for Study Location) in January 2006. The study has been carried out according to the guidelines set out in Schedule 'B' of the Municipal Engineers Association (MEA) Class Environmental Assessment. While changes to the Ontario Environmental Assessment Act mean that traffic calming projects are now exempt from an Environmental Assessment, this study has nevertheless been carried out using the same Class EA process. All specific projects have been reviewed and they are either exempt from the Class EA or are identified as a Schedule 'A' or 'A+' project. Therefore the projects are pre-approved and there is no opportunity for a 'Part II Order' request (appeal).

Five alternative strategies, plus the 'do nothing' option were identified. These alternatives were evaluated against natural, social, economic and technical criteria. Based on the evaluation, the preferred alternative is a neighbourhood wide speed limit reduction to 30 km/h (except for James Street North and Burlington Street East); a traffic management strategy consisting of a number of curb extensions; partial and full road closures; a roundabout at James Street North and Strachan Street; and coordination of one-way to two-way conversions with the Downtown Transportation Master Plan. The southern limit of the Study area is the CN Rail Line. Bay and John Street North (south of Strachan Street), and Wellington Street are outside of the study area and are therefore not impacted by the speed limit reduction.

Although not required, it is recommended to place the North End Traffic Management Study on public record for a minimum 30-day review period. Subject to comments received during the review period and approval of funding as part of the Capital Budget, the City will proceed with the North End Traffic Management improvements.

**BACKGROUND:**

The information/recommendations contained within this report affect Ward 2 and is in response to a number of transportation issues identified through the planning process for the Setting Sail Secondary Plan; which is currently appealed to the Ontario Municipal Board. One of the appeals specifically relates to traffic impacts associated with development proposed in the Setting Sail study area. The City initiated this traffic management study in the North End, in January 2006, in response to the potential traffic effects from future development on Pier 8. Although the primary focus of the study was to address these concerns, a large part of the discussions during consultation with the Community Advisory Group focused on broader concerns about community liveability and sustainability, of which traffic is one component. To the extent possible, these broader community goals are reflected in the recommendations.

It is also important to note that Setting Sail Policy A.6.3.5.1.18 states: "Prior to approval of any new development on a single block or multiple blocks on Piers 7 and 8, a comprehensive traffic calming study shall be completed and implemented. The study shall include the area north of the CN railway line." The intent of the North End Traffic Management Study is to satisfy this policy, while incorporating feedback, where feasible, from local residents and agencies.

**SUBJECT: North End Traffic Management Study  
(PW08094) - (Ward 2) - Page 3 of 15**

The study area for this traffic management plan is bounded by Wellington Street North to the east, the CN rail line to the south, and the harbour to the west and the north, as shown in Appendix 1. The North End Neighbourhood is located on the northeast periphery of Hamilton's Downtown area and, according to 2006 census data, is home to approximately 5,250 residents.

Land use in North End is primarily older residential with some high-density apartment buildings and some mixed commercial uses. As with the surrounding neighbourhoods, the street network is a grid pattern made up of one-way and two-way streets. North End residents as well as the City of Hamilton at large consider the Neighbourhood an integral part of the downtown community and of great value to the City's presence and character.

The area is also one that is expected to undergo significant change over the next few decades. The Secondary Plan document, *Setting Sail*, included a slightly larger study area than the North End Neighbourhood Traffic Management Study, and provides an overall planning framework and land use plan. It identifies three areas of major change, including the Waterfront, the Barton-Tiffany Area and the Ferguson-Wellington Corridor. Pier 8 specifically, would see the extension of the local streets onto it to provide for residential housing in the form of medium density and mixed-use buildings.

While *Setting Sail* provides a long term vision for the North End Neighbourhood, including an overall transportation master plan, there remain several issues that affect liveability for existing residents. Issues that have been identified include cut-through traffic, traffic increases, potential loss of parking, impact of proposed network extensions into Pier 8, traffic from special events, and safety and speeding concerns.

**Municipal Class Environmental Assessment/Consultation**

This project followed the Schedule 'B' planning and design process of the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment document (October 2000, as amended in 2007) for roads, water and wastewater, and transit projects; although not required as a result of changes to the Environmental Assessment Act and amendments to the Municipal Class EA project schedules. Phases 1 (Problem Definition) and 2 (Identification and Evaluation of Alternative Solutions to determine a preferred solution) were completed.

Public consultation is a key component of the Class Environmental Assessment process. Three formal Public Information Centres (PICs) were held to consult with the neighbourhood:

- An initial PIC on May 1, 2006 was held to introduce the study to residents and to identify transportation problems and issues within the neighbourhood. A special notice of this meeting was delivered to all households in the neighbourhood through a bulk mailing, along with two notices in the *Hamilton Spectator* on April 20th and April 27th, 2006. Fifty six (56) people signed in at this meeting.
- A second PIC on December 7, 2006, held to present the results of the technical analysis of transportation problems and to introduce possible alternatives to address these problems. This meeting was advertised in the *Hamilton Spectator* on November 24th and December 1st, 2006, and on the City of

**SUBJECT: North End Traffic Management Study  
(PW08094) - (Ward 2) - Page 4 of 15**

Hamilton Website. Notices were also sent to individuals who had attended the first PIC or who had otherwise expressed interest in the study. Fifty (50) people signed in at this meeting.

- A third PIC on June 26, 2007 was arranged to present the draft preferred plan and to receive feedback on this plan. This meeting was advertised in two issues of the Hamilton Spectator and on the City of Hamilton Website. The notice was mailed to all registered mailing addresses in the neighbourhood, along with any addresses that were on the study mailing list. Ninety four (94) people signed in at this meeting.

In addition to the formal PICs, six working meetings were held with the North End Neighbourhood Community Advisory Group (CAG) set up for this project by the City of Hamilton. The CAG was used as a sounding board to identify/verify existing transportation problems, to provide feedback on possible transportation solutions, and as an opportunity for the neighbourhood to present its own alternatives for consideration.

The CAG comprised a broad cross-section of individuals, reflecting residents from various areas of the North End and other stakeholders (i.e. Hamilton Port Authority, the Chamber of Commerce). Members were invited from the public who had expressed an interest at the PIC of May 1, 2007, and also from City of Hamilton Traffic Engineering and Operations, Parking and Bylaw Services, Community Planning and Design and Transit (HSR), local business associations and a cycling committee representative. CAG meetings were held on July 20, August 8 and October 12, 2006, March 29 and May 2, 2007, and April 24, 2008.

**ANALYSIS/RATIONALE:**

**Alternative Strategies**

The Traffic Management study identified the following list of alternative solutions to address cut through traffic, speeding and future potential traffic associated with Pier 8:

1. Do nothing (as required per the Municipal Class EA process);
2. Alternative 1 – Signage, Education, Enforcement;
3. Alternative 2 – Traffic Management/Diversion;
4. Alternative 3 – Traffic Calming;
5. Alternative 4 – Pedestrian Streets; and,
6. Alternative 5 – Traffic Calming with Speed Limit Reductions.

In addition to, and a combination of the above alternatives, a concept of a “Child and Family Friendly Neighbourhood” was brought forward by the North End Neighbours, which included the concept of a blanket 30 km/h speed limit within the entire neighbourhood. The following supporting measures were also presented at the Public Information Centre of December 7, 2006 (these measures could be combined with any of the alternatives).

**Options to Address Special Event Traffic**

- Increase number of events where special event parking is in effect;
- Consider new municipal parking lot near Liuna Station;

**SUBJECT: North End Traffic Management Study  
(PW08094) - (Ward 2) - Page 5 of 15**

- Provide parking shuttle from York Parkade or other downtown parking lots for major events (or increase frequency of Gore to Shore Shuttle); and,
- Promote selected streets as pedestrian streets during events (e.g. MacNab Street, Bay Street north of Strachan).

**Options to Address Pier 8 Traffic**

- Make Hughson, John and Catharine priorities for pedestrianization treatments, lane narrowing, and curb extensions;
- Enforce urban design standards; and,
- Improve transit service levels.

**Preferred Solution**

**TRAFFIC CALMING AND TRAFFIC MANAGEMENT**

To support the objectives of reduced speed and cut-through traffic, a range of traffic calming and traffic management measures were proposed as part of the preferred plan. Appendix B shows the traffic calming and traffic management measures presented as part of the preferred plan at the PIC of June 2007 and reviewed with the City's operational groups and emergency services.

A **full road closure** is proposed on Hughson Street immediately south of Guise Street, coordinated with the development of the Pier 8 lands. A full road closure will occur at the intersection of Strachan Street and Ferguson Avenue – although this will be required due to construction of the Ferguson Avenue Bridge and would occur regardless of this neighbourhood traffic management study.

**Partial road closures** are proposed to prevent northbound traffic on Bay Street at Burlington Street, westbound traffic on Burlington Street at James Street, southbound traffic on Ferguson Avenue at Burlington Street, and westbound traffic on Simcoe Street at Wellington Street.

**Lane narrowing** is proposed at key entry points to the neighbourhood on Bay Street, MacNab Street, John Street and Burlington Street.

The coordination of **one-way to two-way street conversions** on MacNab Street in accordance with the Downtown Transportation Master Plan, and conversion of the remaining section of John Street is proposed if a lay-by area can be provided on the west side of John Street to accommodate school drop-off activity. The creation of a lay-by on John Street for school drop-off activity would require land outside the current right-of-way and should therefore be viewed as a long term measure that would not be implemented along with the other measures recommended in this plan.

**Additional on-street parking** is proposed on Burlington Street between Ferguson Avenue and Mary Street to reduce available road width and contribute to reduced speeds. Additional on-street parking is also recommended on James Street and on John Street.

On Ferguson Avenue, Guise Street and Bay Street, **on-street bicycle lanes** are recommended, and an **off-street bike trail** is proposed south of Strachan Street and along Ferguson Avenue/Dock Service Road.

**SUBJECT: North End Traffic Management Study  
(PW08094) - (Ward 2) - Page 6 of 15**

A **roundabout** is proposed at the intersection of James Street and Strachan Street to act as a gateway feature and to reduce traffic speeds on James Street. This recommendation is subject to a more detailed design study to ensure that the proposed roundabout will not impact the ability to provide rapid transit in the future.

A series of **curb extensions** and **chokers** are proposed throughout the neighbourhood.

**Enhanced pedestrian crossing facilities**, primarily through pavement markings, are proposed on Guise Street at Bay and James, on John Street at Simcoe and Wood, and on Burlington Street at Wellington, Ferguson and Mary. The pedestrian crossing at the intersection of Burlington Street and Ferguson Avenue is recommended as an intersection pedestrian signal.

**Speed limit reductions** throughout the neighbourhood (except James Street North and Burlington Street East), in line with the desire of the North End Neighbourhood to have a 30 km/h speed limit on all streets in the study area. As we know from experience, speed limit signing alone has little impact on speed reductions. In order to be successful, the speed limit reduction must be combined with traffic calming measures, increased enforcement, marketing initiatives and community support since this study's assessment of non-neighbourhood traffic found that the majority of traffic in the study area has origins or destinations within the study area.

It is recognized that the West Harbour Waterfront is an important destination within the City of Hamilton and that access to this location will be maintained. As such, James Street North and Burlington Street East are recommended to remain at 50 km/h for a number of reasons. Namely traffic is promoted to utilize these streets to access businesses and the waterfront rather than the residential streets within the neighbourhood; existing businesses within the neighbourhood are not impacted; and, James Street North is identified as a future Rapid Transit Corridor.

John Street North and Bay Street North, south of Strachan Street and Wellington Street are outside of the study area and would not be signed as 30 km/h streets. This maintains access to Bayfront Park, via Bay Street and maintains access to the commercial properties on John Street.

A case study review of 30 km/h zones has shown that they can be found in:

- Turin, Italy: 30 km/h speed limit with traffic calming in a densely populated area near the City centre. Municipal government is considering expanding it across the City.
- Dublin, Ireland: City centre speed limit reduced from 50 km/h to 30 km/h to help prevent death of cyclists and pedestrians.
- London, England: Will be installing 20 mph (~32 km/h) zones in 2009 in certain areas with consideration of installing on a widespread basis. These areas plan to be enforced with photo radar.
- Whangarei, New Zealand: 30 km/h on a number of local streets and additional areas planned. Controlled using traffic calming treatments or signage.
- Netherlands: In 2002 the Netherlands had 21,423 km of "Zone 30" residential streets (signed at 30 km/h). Traffic calming is only applied to "dangerous" locations. Signage alone is typically used with strict enforcement. Areas less than the size of 2 km<sup>2</sup> are ideal for "Zone 30". The Institute for Road Safety Research states: "For the quality of life (noise level, ease of crossing the road,

**SUBJECT: North End Traffic Management Study  
(PW08094) - (Ward 2) - Page 7 of 15**

amount of emission) it is not justified to lead more than 5,000 motor vehicles per 24-hours through a 30 km/hour street.” James Street North and Burlington Street East have 24 hour vehicle counts greater than 5000 vehicles/day.

- Oslo, Norway: Speed limits in residential areas are normally 30 km/h.
- Stockholm, Sweden: In an attempt to improve safety and reduce energy the default urban speed limit on residential streets in Stockholm have been reduced to 30 km/h with the application of traffic calming techniques or road design to limit speeds. Major traffic carrying streets remain at 50 km/h, similar to the recommended plan outlined within this report.
- Albuquerque New Mexico, has applied a 20 mph (~32 km/h) speed limit to its residential streets within the Central-Highland-Upper Nob Hill neighbourhood.

The wide spread use of 30 km/h is quite a unique application in Canada and its outcome here may have an unknown likelihood of success. That being said, there is minimal risk to the City of Hamilton as the costs would be minor to elevate the speed limit, should 30 km/h be found to be too slow and the traffic calming/traffic diversion elements proposed for the neighbourhood will not cause any safety concerns in doing so. As such, this has merit as a pilot project (see monitoring and reporting, page 8).

#### **AREA-WIDE DIRECTIONAL SIGNAGE**

Directional signage would be installed in the wider area that would promote the use of Wellington Street and Victoria Street as the main routes to and from the harbour from the downtown area and from key arterial routes such as York Street and Cannon Street. This is more practicable for traffic coming from the east, but re-routing traffic from the west to use Victoria Street instead of Bay Street or James Street to reach some waterfront destinations may result in a circuitous route that may cause negative impacts on vehicle travel time and emissions. Traffic travelling from the west may choose to use Bay Street to Strachan Street (for access to Bayfront Park) or James Street as their primary access to the West Harbour area.

#### **CONNECTIONS TO PIER 8**

Proposed policies to be recommended by the North End Traffic Management Study are to (in conjunction with Pier 8 development):

- Close Hughson Street at Guise;
- Close Ferguson Ave to southbound traffic at Burlington subject to Pier 8 traffic volumes;
- Close Bay Street to northbound traffic at Burlington Street West;
- Discourage use of John Street for vehicular traffic through physical measures;
- Maintain full connections for pedestrians and cyclists; and,
- Promote Dock Service Road as major entry/exit route.

#### **SIGNAGE AND PUBLIC ART**

The introduction of neighbourhood-specific signs, banners and public art are recommended since they can help to raise awareness for drivers entering the area. This component of the recommendation should be designed in consultation with the neighbourhood, and could be tailored to tie in with a marketing campaign to raise awareness of the proposed pilot project.

### **SPECIAL EVENT PARKING**

The current program of restricting neighbourhood parking during special events should be continued, and could be expanded in coverage or frequency as required.

### **TRANSIT IMPROVEMENTS**

Several transit improvements could be considered that would provide stronger alternatives to the use of private automobiles, including:

- Introduce permanent transit service to the waterfront, building on seasonal waterfront shuttle;
- Request HSR to use buses that minimize air emissions (hybrids, natural gas or electric (should light rail be installed)); and,
- Potentially use North End to test a neighbourhood transit pass.

The City is completing a Rapid Transit Feasibility Study, under a separate process, that includes a proposed 'A Line' route. This route would connect the waterfront to the airport via James Street/Upper James.

### **MONITORING AND REPORTING**

The North End can serve as a pilot project for pedestrian-oriented improvements, sustainable transportation initiatives, community consultation, and private sector funded community improvements. In addition, this is experimental in the City of Hamilton with an unknown outcome within Canada as to speed reduction. The results of the monitoring can help determine the effectiveness of this application.

City staff will develop a monitoring program to assess the impact of the traffic management strategy that may include monitoring the following (prior to and during the two year Pilot Project):

- Traffic volumes and speeds;
- Air quality measurements (potential to link to McMaster Research);
- Transit use and modal shift;
- Speeding infractions and collisions;
- Work with Emergency Services to monitor response times within the neighbourhood;
- Survey residents and businesses before and after implementation; and,
- On-going comments received by City.

While it is expected that the City would provide the necessary resources, neighbours can also participate in the monitoring and follow-up. Based on the outcomes of the monitoring, modifications to the plan should be implemented where required and this will not be implemented within other neighbourhoods unless the results of the monitoring prove to be successful.

### **ALTERNATIVES FOR CONSIDERATION:**

The preferred alternative solution has been identified using an evaluation and screening process that fulfils the requirements of the MEA Municipal Class EA document for Schedule 'B' projects; although not required due to changes to the Environmental Assessment Act and amendments to the Municipal Class Environmental Assessment



**SUBJECT: North End Traffic Management Study  
(PW08094) - (Ward 2) - Page 9 of 15**

process. All specific projects within this study are either exempt from the Act or are categorized as Schedule 'A' or 'A+' projects. For 'A+' projects, public notice is required prior to implementation. The notice of completion for this study will satisfy the notification requirements.

The preferred alternative solution is not normally reconsidered at the end of the process unless there is an issue that is proven to affect the outcome of the evaluation process. There are two alternatives for Council to consider with respect to the recommendations of this report:

- (1) Endorse the plan **without** one or more of the components and:
  - a. File the North End Traffic Management Study Report with the City Clerk for a minimum 30 day public review period and proceed with implementation, subject to funding approval; or,
  - b. Implement the preferred strategy without filing the North End Traffic Management Study Report.
- (2) Not endorse the plan.

As there have been no Schedule 'B' or 'C' projects identified the City is not required to file the report for a minimum 30 day public review period and could therefore implement the preferred solution upon capital budget approval. However, Staff recommend that Council endorse the plan and file the report for 30 days so that the study maintains a transparent consultation process. Staff also recommend that all components of the traffic management plan be endorsed including the speed limit reduction as a Pilot Project. Staff does not recommend (2) as development would not be able to proceed on Piers 7 and 8 as per Setting Sail Policy A.6.3.5.1.18.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

**Financial**

Funding for detailed design and project construction will be brought forward to Council as part of the 2009-2018 10 Year Capital Budget Program. The estimated cost (excluding property acquisition, monitoring and public art) for the traffic calming/traffic management items is \$1.6 million. Detailed design and contract administration is included in the total cost at 20% along with 20% for construction contingency.

A lay-by at Benetto School is recommended in order to allow for the John Street two-way conversion. The feasibility of this will require further discussion with the school board. A lay-by could potentially be constructed on school property, or be incorporated into the John Street right-of-way. Depending upon the configuration of a potential lay-by, property acquisition may be needed. Accordingly, costs associated with possible property acquisition are not known at this time and would need to be reviewed in conjunction with further investigations.

A work program for the monitoring component will be developed by City staff and the associated costs will be submitted as part of the appropriate capital budget year. It is anticipated that the development of the monitoring program will cost less than \$100,000.

**Staffing**

There are no staffing implications.

**SUBJECT: North End Traffic Management Study  
(PW08094) - (Ward 2) - Page 10 of 15**

**Legal**

Municipal undertakings such as road improvements, water and wastewater projects are subject to Ontario's Environmental Assessment Act. The Act allows for the approval of Class Environmental Assessments and the municipality has the option of following the planning process set out in the Municipal Engineers Association Class Environmental Assessment (October 2000, as amended in 2007). This study has followed the Schedule 'B' Planning and Design Process and will fulfill phase 1 and 2 of the Class EA process, although not required due to changes to the Ontario Environmental Assessment Act and amendments to the Municipal Class Environmental Assessment process.

**POLICIES AFFECTING PROPOSAL:**

Setting Sail Policy A.6.3.5.1.18 states: "Prior to approval of any new development on a single block or multiple blocks on Piers 7 and 8, a comprehensive traffic calming study shall be completed and implemented. The study shall include the area north of the CN railway line."

The recommendations in the North End Traffic Management Plan are consistent with the Public Works Strategic Plan. The study highlights the goals of the Public Works Strategic Plan in "greening" and "stewardship" of the City. The North End Traffic Management Plan is a model for integrated community sustainability planning.

On January 1<sup>st</sup>, 2007 the Ontario Highway Traffic Act, R.S.O. 1990, c. H.8 was amended to read "The council of a municipality may, for motor vehicles driven on a highway or portion of a highway under its jurisdiction, by by-law prescribe a rate of speed different from the rate set out in subsection (1) that is not greater than 100 kilometres per hour and may prescribe different rates of speed for different times of day. 2006, c. 32, Sched. D, s. 4 (3)." Prior to this municipalities were limited on the rate of speed that could be applied to a highway (i.e. 30 km/h could only be applied to highways that contained traffic calming features).

The proposed 30 km/h speed limit reduction on all streets except for James Street North and Burlington Street East contravenes the current speed limit policy, "Policy for Setting Speed Limits on City of Hamilton Roadways (TOE01189) - (Affects Ward 15 and has City Wide Implications)". However, it should be noted that this policy discusses the use of traffic calming to effectively reduce speeds rather than signage alone. In most cases the preferred solution ties traffic calming features with a reduced speed limit the outcome should be more effective than stand alone speed reductions.

The recommended solution does not meet all of the criteria of the City of Hamilton Traffic Calming and Neighbourhood Traffic Management policy. This is due to the fact that the North End Traffic Management Study commenced and was nearly completed at the time the policy was approved by Council.

The recommendations of this report will not bind the corporation or alter or contravene any established City Policy, with the exception of the aforementioned policies.

**RELEVANT CONSULTATION:**

**STAKEHOLDER COMMENTS**

Hamilton Port Authority has stated that they are not supportive of the northbound lane closure at Bay and Burlington and the westbound lane closure at Burlington and James Street.

The Hamilton Chamber of Commerce provided the following recommendation to the City: “The Hamilton Chamber of Commerce urges the City of Hamilton to consider the unintended negative effects of restrictive traffic flow to the Harbour and its various points of interest. The Chamber supports lower speed limits on ‘local’ roads, coupled with calming measures that allows for vehicular movement to clearly outline which roads are ‘arterial’ and which are ‘local’.”

The Hamilton Waterfront Trust provided the following comment: “The Hamilton Waterfront Trust does not support recommendations for full or partial closures on roads in the North End identified as Primary Mobility Streets or Neighbourhood Mobility Streets in the West Harbour Transportation Master Plan (2005), including Bay Street, Guise Street, Burlington Street, and Ferguson Avenue.”

While the North End Neighbourhood (NEN), are in agreement with the aforementioned preferred solution components, their representatives would also like to see additional measures implemented (as presented in a brochure during the sixth CAG meeting). These measures include:

- changing the speed limit on James Street North and Burlington Street East to 30 km/h;
- closing Bay Street and MacNab Street to north bound traffic at Strachan;
- fully closing MacNab Street at Guise and Bay Street north of Burlington Street;
- Narrowing James Street North to one lane in each direction; and,
- Installing traffic humps throughout the neighbourhood.

City staff has carefully reviewed all comments received to date and are confident that the preferred plan, attached in Appendix 2, provides an appropriate level of compromise between all stakeholders, while maintaining access to the West Harbour Waterfront. The preferred plan includes traffic calming and traffic management, while keeping the waterfront accessible for all visitors, the neighbourhood accessible for local residents, emergency services and, operations and maintenance services. In addition future initiatives, such as Rapid Transit, will have impacts on the James Street corridor.

**Agency Consultation**

The following City of Hamilton departments were contacted for this project:

- Hamilton Police Services
- Hamilton Emergency Services
- Planning and Economic Development (Community Planning and Design, Downtown and Community Renewal), Parking and By-Law Services
- Public Works (Operations & Maintenance, Transit, Traffic Engineering & Operations, Waste Management, Capital Planning and Implementation (Open Space Development)
- Community Services (Culture and Recreation)

**SUBJECT: North End Traffic Management Study  
(PW08094) - (Ward 2) - Page 12 of 15**

- Corporate Services (Legal Services)

Local First Nations and Aboriginal Organizations were contacted throughout the study and did not provide any objections.

The following agencies were contacted for this project:

- Ministry of the Environment
- Ministry of Natural Resources
- Ministry of Culture
- Ministry of Community and Social Services
- Ontario Native Affairs Secretariat
- Ministry of Transportation
- Ministry of Natural Resources
- Municipal Affairs and Housing
- Ontario Provincial Police
- Department of Fisheries & Oceans
- Environment Canada
- Hamilton Port Authority
- Transport Canada
- Indian and Northern Affairs Canada
- Canadian Environment and Assessment Agency
- Bell Canada
- CN Rail
- Southern Ontario Rail
- Union Gas Ltd.
- Horizon Utilities Corporation
- Hamilton Conservation Authority
- Sun Canadian Pipeline
- Trans Canada Pipelines
- Enbridge Pipelines Inc.
- Hamilton Health Sciences
- Hamilton-Wentworth District School Board
- Hamilton District Catholic School Board

The following agencies provided comments:

- Ministry of Environment
- Transport Canada
- Indian and Northern Affairs Canada
- Six Nations Lands and Resources
- CN Rail
- Horizon Utilities Corporation
- Canadian Environment and Assessment Agency

All comments were addressed where appropriate.

**SUBJECT: North End Traffic Management Study  
(PW08094) - (Ward 2) - Page 13 of 15**

**CITY STRATEGIC COMMITMENT:**

By evaluating the “**Triple Bottom Line**”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

**Community Well-Being is enhanced.**  **Yes**  **No**

Opportunities for physical activity are supported and enhanced.

The preferred alternative allows for the provision of cycling lanes and an improved pedestrian experience by means of slower traffic and curb extensions and reduction of cut-through traffic.

**Environmental Well-Being is enhanced.**  **Yes**  **No**

A sustainable transportation network provides many options for people and goods movement; vehicle dependency is reduced. The preferred plan promotes alternative modes of transportation. There is a slight negative environmental impact as vehicular emissions could increase due to slower travel speeds

**Economic Well-Being is enhanced.**  **Yes**  **No**

Local Economy, to promote the North End as a desirable place to live, work and play.

Land Use in the Urban Area, to use alternative modes of movement, such as walking, cycling and public transit daily.

**Does the option you are recommending create value across all three bottom lines?**

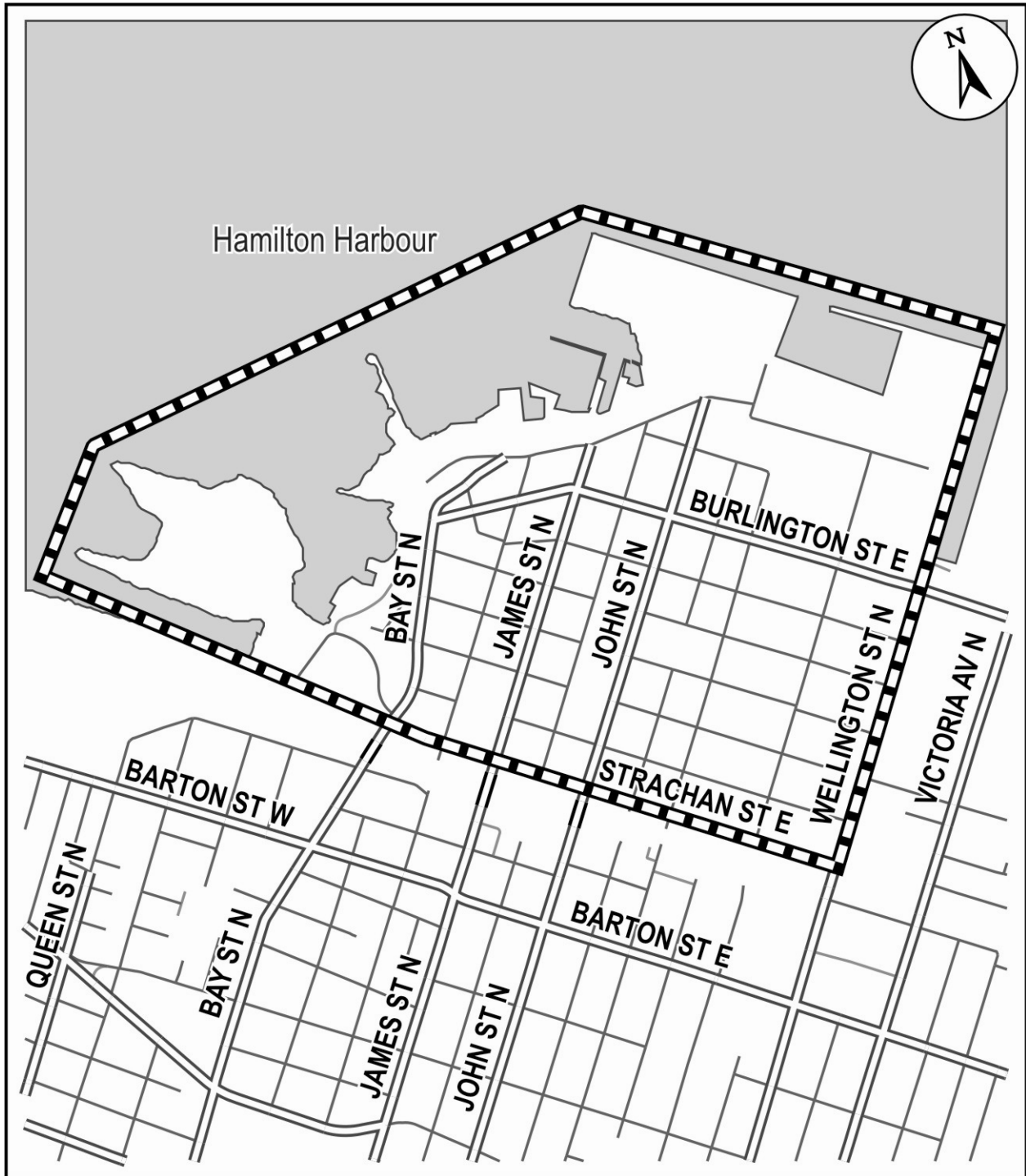
**Yes**  **No**

The preferred alternative addresses the speeding and cut-through traffic concerns and helps protect the neighbourhood from future Pier 8 traffic and minimizes the impact on all three bottom lines.

**Do the options you are recommending make Hamilton a City of choice for high performance public servants?**  **Yes**  **No**

The recommendations in this report have no impact on the desired results for this commitment. (e.g. life long learning, supportive workplace).

APPENDIX A



**SUBJECT: North End Traffic Management Study  
(PW08094) - (Ward 2) - Page 15 of 15**

**APPENDIX B**

