CITY OF HAMILTON

PUBLIC WORKS DEPARTMENT
Operations & Maintenance Division

SUBJECT: Neighbourhood Traffic Study - Cross Street - Melville Street Heritage Conservation District (PW08124) - (Ward 13)

RECOMMENDATION:

(a) That the recommendations of the Cross Street - Melville Street Neighbourhood Traffic Study be endorsed;

(b) That staff be authorized to undertake detailed design and implementation of the recommended Traffic Calming measures in the Cross Street - Melville Street Heritage Conservation District Neighbourhood Traffic Study at an estimated cost of $150,000, with funding to be from the Annual Traffic Calming Capital Budget 4040916102.

(c) That staff submit a heritage permit application under Part V of the Ontario Heritage Act and obtain the required approvals prior to implementation.

Scott Stewart, C.E.T.
General Manager
Public Works

EXECUTIVE SUMMARY:

The purpose of this report is to seek endorsement of the Cross Street/Melville Street Neighbourhood Traffic Study Report and obtain approval to proceed with the implementation of its recommendations. The City of Hamilton initiated the Cross Street/Melville Street Neighbourhood Traffic Study in February 2007 in response to traffic and safety related concerns raised by local residents. The objective of this study was to identify and assess traffic operations and safety issues within the Cross Street-Melville Street Heritage Conservation District in the community of Dundas. The study area boundaries were Sydenham Street, Alma Street, Cross Street and Park Street.
East. The examination of traffic operations along adjacent arterial roads (York Road, King Street West, etc) was not included in the scope of this study.

Although traffic calming projects are no longer subject to the Municipal Class EA Act (February 2007), this study was undertaken in a manner consistent with the EA planning process, specifically relating to public consultation and study documentation. The scope of this study was to identify traffic and safety deficiencies and to recommend viable solutions acceptable to the majority of residents and stakeholders, and consistent with the strategic goals and objectives of the City.

**BACKGROUND:**

The information/recommendations provided within this report primarily affects Ward 13.

In response to traffic and safety related concerns raised by local residents, the City of Hamilton initiated the Cross Street/Melville Street Neighbourhood Traffic Study in February 2007. Although traffic calming projects are no longer subject to the Municipal Class EA Act (February 2007), this study was undertaken in a manner consistent with the EA planning process, specifically relating to public consultation and study documentation.

Public consultation ensures that all local residents and stakeholders are presented with the opportunity to provide input to the project in a meaningful way. There were two formal points of public contact throughout this study, the first being a public open house held on April 2, 2007, with a follow up public open house on June 18, 2007. Staff also made a presentation of the study’s findings to the Cross Street-Melville Street Heritage Conservation District Advisory Committee, who subsequently indicated their support for the recommendations contained in the report.

While the study did not identify any serious collision problems or patterns at any of the intersections within the study boundaries, the consultant determined that several locations may benefit by the implementation of curb extensions or bump-outs to improve the safety of pedestrian movements as well as sightlines of pedestrians. The intersection of Cross and Park was identified by the residents as experiencing collisions or “near misses” (four collisions in the past five years), while the intersection of Park and Sydenham was also mentioned as having too many collisions (eight collisions in the past five years). The primary concern to local residents was inappropriate vehicular speeds.

The recommendations of the study include:

- The installation of textured concrete curb extensions on all four quadrants of Cross and Park.
- The installation of a textured concrete curb extension on Cross, opposite Victoria.
- A series of three textured concrete curb extensions on Park between York and Cross.
- The installation of textured concrete curb extensions on Cross at Melville.
- The installation of textured painted crosswalks on both legs of Park at Cross.
- The implementation of a 40 km/h speed limit zone on Sydenham near St. Augustine Elementary School.
- The removal of the rumble strips on Cross when the street is reconstructed.
Consideration for reinstating of on-street parking in front of St. Paul’s Church will be reviewed in conjunction with the bump-out construction. This is in accordance with a commitment City Council made in March of 2006 (Report PED06118) prior to undertaking the subject neighbourhood traffic study.

One of the suggestions that will not move forward was a request to install a flashing red beacon above the intersection of Cross and Melville. This is due, in part, to concerns raised by the residents in the immediate vicinity of this intersection, regarding the light flashing into their homes, and Councillor Powers advised he agrees to not proceed with this suggestion.

The area residents felt it would enhance the existing right-of-way condition. The installation of the proposed bump-outs and painting of the crosswalks at this intersection will address the residents concerns regarding the right-of-way assignment at this intersection. Further, the consultants report did not identify a documented collision problem associated with motorists failing to stop at this stop control. The purpose of a flashing beacon is to warn motorists of an unusual or a potentially dangerous situation, which may require the motorist to alter their driving, and the presence of a stop sign would not fall into one of these categories.

ANALYSIS/RATIONALE:

The recommendations are consistent with solutions identified to address traffic and safety concerns raised by the residents and stakeholders who attended the two public meetings. Information received as part of the data collection efforts, combined with site visits, review and analysis of historical information, and residents feedback were taken into consideration when developing the traffic calming plan.

An all-way stop was considered to address safety concerns at Cross and Park, however due to the very steep downhill grade (8%) on Cross approaching Park, an all-way stop was not supported. Curb extensions will address sightline concerns and pedestrian safety at this intersection.

ALTERNATIVES FOR CONSIDERATION:

As an alternative to recommendation b) Council could choose to not act to implement the study recommendations; however this approach is not supported by staff as the safety concerns of the area residents would remain unaddressed.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Legal

The Cross-Melville Heritage Conservation District (HCD) was designated by the former Town of Dundas and approved by the Ontario Municipal Board in 1991 under Section 41 of the Ontario Heritage Act. Under Section 42 of the Ontario Heritage Act, a permit is required for altering any property or for the demolition or removal of any building or structure. Such permits may only be issued by the Council of the municipality. A heritage permit will be required for the proposed work.

It is recommended that the costs for implementing the recommendations contained in the Cross Street - Melville Street Heritage Conservation District Neighbourhood Traffic
Study, in the amount of $150,000 be funded from the 2009 Capital Budget projected 4040916102.

**POLICIES AFFECTING PROPOSAL:**

**The Official Plan of the former Town of Dundas**

The Official Plan of the former Town of Dundas contains principles and policies respecting heritage resources and their management. General Principle 1.5.5 Heritage Resources states that:

“The central and older areas of Dundas, particularly along the main shopping district of King Street West and the Cross-Melville Heritage District, contain numerous attractive historic buildings which contribute strongly to Dundas’ unique heritage character and sense of place. A major objective of the plan is to preserve the overall character of these heritage areas and to provide a design framework for appropriate new development within a historic context.”

Section 1.6.1, Vision, also presents a vision of Dundas that is characterized in part by a “strong heritage character”. Section 1.6.2, Guiding Principles, also states that:

- “Dundas’ strong sense of place and community will be fostered by preserving the natural, cultural and built heritage of the Town”;
- and that
- “high quality urban design will be fostered to create a strong sense of place, and to ensure that new development is compatible with the scale and character of older areas of the Town:”

The subject recommendation will have regard for these policies in the implementation of the proposed work and in the submission of plans and drawings for more detailed work as required under Part V of the **Ontario Heritage Act**.

The subject recommendation is in keeping with the Traffic Calming/Traffic Management policy.

The actions are consistent with Innovate Now!, the Public Works Strategic Plan by showing leading in stewardship for the City and by developing mutually beneficial charters with external customer.

The recommendations are supportive of the Corporate Strategic objectives that deal with planning and management of the built environment.

**RELEVANT CONSULTATION:**

Councillor Russ Powers has advised that he supports the recommendations of this study. Staff also met with the Heritage Conservation District Advisory Committee who advised they support the proposed recommendations.

**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
Implementation of the study’s recommendations will provide the potential for additional safety benefits.
Public services and programs are delivered in an equitable manner, coordinated, efficient, effective and easily accessible to all citizens.
Participation in community life is accessible to all Hamiltonians.
The public are involved in the definition and development of local solutions.
Partnerships are promoted.

Environmental Well-Being is enhanced. ☑ Yes ☐ No
Human health and safety are protected.
The severity of vehicle collision impact is reduced at lower speeds.

Economic Well-Being is enhanced. ☐ Yes ☑ No

Does the option you are recommending create value across all three bottom lines? ☐ Yes ☑ No

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