APPENDIX K

Public Consultation

Public Information Centre #1

Public Information Centre #1 Summary Report

Schedule 'C' Municipal Class Environmental Assessment for Upper Wellington Street between Stone Church Road and Limeridge Road, City of Hamilton, Ontario

Prepared for:

City of Hamilton

September 8, 2021

Public Information Centre #1 Summary Report

Schedule 'C' Municipal Class Environmental Assessment for Upper Wellington Street between Stone Church Road and Limeridge Road

Prepared for:

City of Hamilton

Prepared by:

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September 8, 2021

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1.0 Introduction

The City of Hamilton (the City) is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for improvements to Upper Wellington Street between Stone Church Road and Limeridge Road. The purpose of this Class EA is to identify improvements to the roadway to meet the future needs of the surrounding community for all road users. Building off the recommendations from the City's transportation planning policies, the City of Hamilton is taking this opportunity to implement capacity and active transportation improvements on Upper Wellington Street, between Limeridge Road East and 50m south of the intersection at Stone Church Road East and Upper Wellington Street. This study is being conducted in accordance with the Ontario Environmental Assessment Act (EAA) requirements for a Schedule 'C' Project (Phases 1-4) as outlined in the Municipal Engineers Association's Class EA document (Municipal Engineers Association, 2000 as amended in 2011 and 2015).

This report documents the methods of distribution of the combined Notice of Study Commencement and Public Information Centre #1, the purpose and content of PIC #1, the comments received, and the responses provided by the Study Team.

2.0 Study Contact List

A Study Contact List was developed at the onset of the Study to identify contacts to distribute Study notifications. This list includes contacts from Indigenous Nations, Federal and Provincial Agencies, local Conservation Authority, various departments from the City of Hamilton, utility companies, special interest groups, members of the public who expressed interest in the study and the area residents.

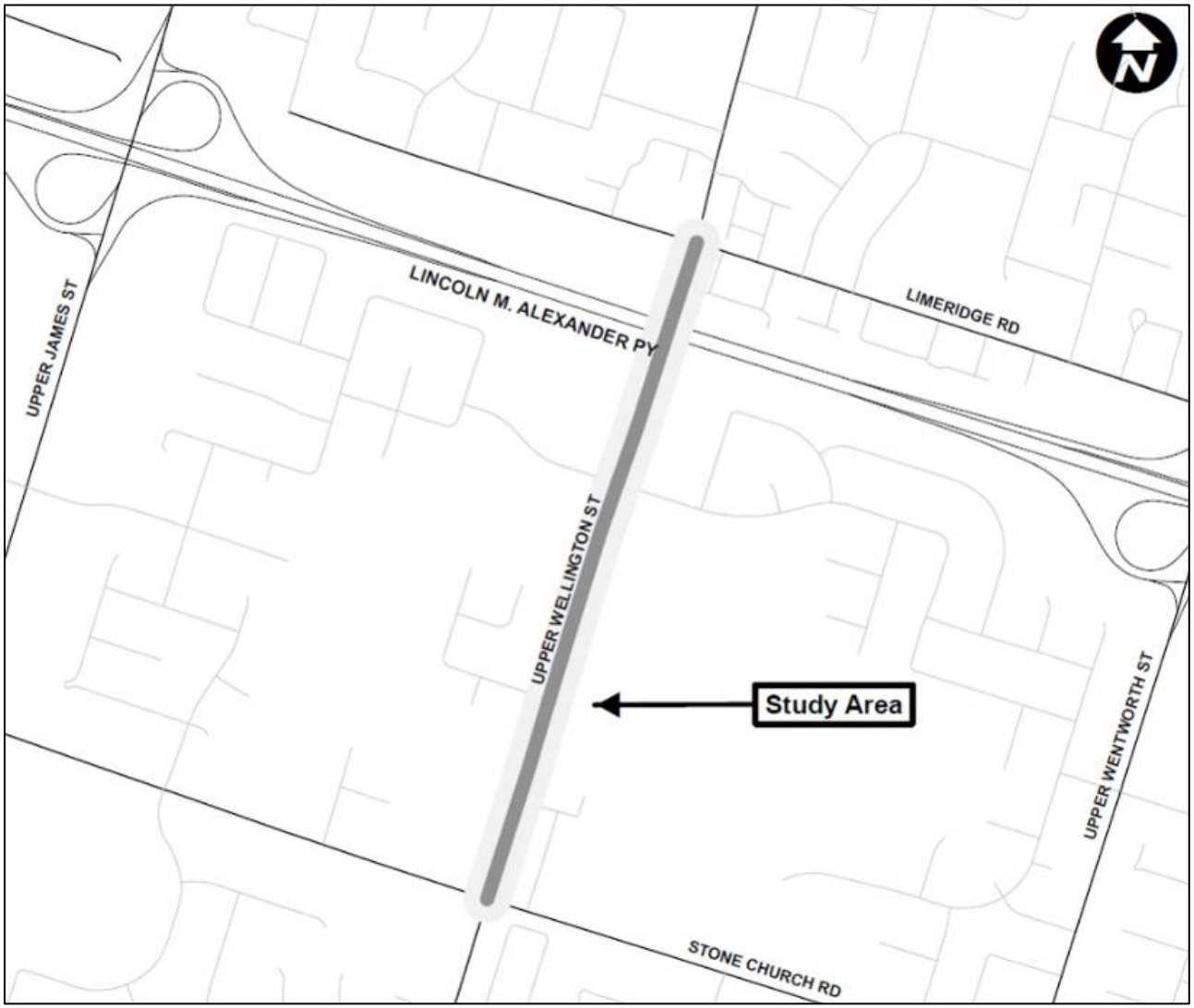
The Study Contact List will be updated throughout the Study. **Table 2-1** identifies the contact groups that are listed on the Study Contact List. **Figure 2-1** shows the overall study area.

Table 2-1: Contact Groups on the Study Contact List

Contact groups	
Indigenous Nations	
Six Nations of the Grand River	Huron-Wendat First Nation
Mississaugas of the Credit First Nation	Haudenosaunee Confederacy Chiefs Council c/o Haudenosaunee Development Institute
Metis Nation of Ontario	
Federal Agencies	
Environment Canada	Indigenous and Northern Affairs Canada
Provincial Agencies	
Ministry of the Environment, Conservation and Parks	Ministry of Natural Resources and Forestry
Ministry of Heritage, Sport, Tourism and Culture Industries	Ministry of Municipal Affairs and Housing
Ministry of Agriculture, Food and Rural Affairs	Ministry of Transportation
Infrastructure Ontario	

Conservation Authority	
Hamilton Conservation Authority	
City of Hamilton	
Councillor Danko	Councillor Pauls
Special Interest Groups	
Bethel Gospel Tabernacle	Kingdom Worship Centre
The Wellington Retirement Residence	Hamilton Fire Station #2

Figure 2-1: Study Area



3.0 Notice of Study Commencement and Public Information Centre #1

A combined Notice of Study Commencement and Public Information Centre #1 was issued to invite the public, Indigenous Nations, regulatory agencies and stakeholders to participate in the Public Information Centre #1. The notice was issued via following means:

Table 3-1: Distribution Method for the combined Notice of Study Commencement and Public Information Centre #1

Notice Distribution Method	Date
Posting on project webpage	May 14, 2021
Email circulation to the Indigenous Nations (Mississaugas of the Credit First Nation, Six Nations of the Grand River, Metis Nation of Ontario, Huron-Wendat Nation and Haudenosaunee Confederacy Chiefs Council c/o Haudenosaunee Development Institute)	May 13, 2021
Issued for mailout to the area residents	May 13, 2021
Email circulation to Government Agencies, Emergency Services, Active Transportation Committees, Utility Companies and Special Interest Groups	May 17, 2021
Email circulation to regional and municipal clerks for distribution to elected officials	May 17, 2021
Publication in Hamilton Mountain News	May 27, 2021 June 3, 2021

The Notice of Study Commencement and Public Information Centre #1 is provided in **Appendix A**.

4.0 Online Public Information Centre #1

As part of the Online Public Information Centre (PIC), an online meeting was held on June 8th, 2021, which started at 6:00 p.m. PIC #1 was held virtually in a meeting room through a Webex Event and recorded for uploading to the project webpage. The information materials and Virtual Consultation Platform for PIC#1 were posted online on the project webpage. Comments were invited at the online meeting and during a three-week period following the event (June 8th – 29th). The purpose of the PIC #1 was to:

- Provide a summary of study background and the Municipal Class EA process;
- Provide an overview of technical studies completed and planned;
- Present the Problem and Opportunity(s);
- Identify the constraints and opportunities;
- Present the possible cross-sections;
- Allow the public to provide input;
- Enable the use of public feedback in the next stage of developing and evaluating potential alternative designs; and,
- Identifying the next stage of the process.

Online meeting attendees were encouraged to voice their comments during the meeting, or to email them to Study Team Members following the event. A total of 15 attendees joined the online meeting. Following the online meeting, a recording of the event was also made available on project webpage. As of July 14th, 2021, the recording obtained 43 views. There was also an online comment form available on the project webpage which residents/general public could fill out until June 29, 2021. The PIC #1 slides are provided in **Appendix B**.

5.0 Summary of PIC #1 Comments and Study Team's Responses

As noted above, the PIC #1 participants were encouraged to provide feedback on the Study by submitting comments on via email, or through the online comment form. The deadline for comments was June 29, 2021. The comments received are provided in **Appendix C and D**.

A summary of key PIC #1 comments and Study Team's responses is provided in **Table 5-1**. The comments received through PIC #1 were grouped by subject and the content of comments was summarized. Please note that the comments provided in **Table 5-1** do not reflect the exact wording, but instead provide a summary of those comments.

Table 5-1: Summary of PIC #1 Comments and Study Team's Responses

Subject	Summary of Comments	Study Team Response
Bicycle Infrastructure/Active Transportation	How would transit stops interact with bicycle lanes?	The project team will be considering bus bays and their interactions with bicycle lanes. The team will use the City's Complete, Livable, Better Streets to guide analysis. The City's transit staff are also involved in the study and will contribute to these analyses.
	Why isn't there a cycle track planned for over the Lincoln Alexander Parkway?	There are a number of physical constraints with the overpass – the bridge structure, four lanes of traffic and a sidewalk - as well as the requirement to consider the planned construction timing and budget. The project will include a recommendation for a cycling connection over the Lincoln M. Alexander Parkway but it is unknown at this time what the facility will consist of and what the implementation plan will be. Updates will be provided as the project progresses.
	If a three-lane cross section is possible, why can't a cycle lane be incorporated over the Lincoln Alexander Parkway with two lanes and a centre lane?	This is something that could be looked into further. It may be possible to narrow some lanes and add a bike path. In the next phase of the EA we will be looking at the exact measurement of lanes.
	Does transportation demand include bicycle trips?	Yes, all forms of active transportation were included in our assessment. The City is trying to encourage different modes of transportation, including walking and cycling.
	Will curbs between bicycle facilities be poured formed concrete or precast?	While there will be cycling infrastructure, the exact design of the facility, including methods of separation, has not been confirmed yet. This will be further explored at the next PIC.
	Will this be brought to the Hamilton Cycling Advisory Committee during the process that will design the bicycle lane?	The Hamilton Cycling Advisory Committee has been circulated the project information for the first stage of the public engagement process. As the project proceeds and begins to look more at active transportation facilities, the project team is ensuring that Committee members remain updated on project developments and have opportunities to comment and provide feedback.
Cross-Sections/Traffic Assessments	When will it be determined if widening will be to 4 lanes or 5 lanes?	This project is only considering widening up to 4 lanes at this time.
	Have you considered two lanes with a turning lane to match what is there for the southern part of Upper Wellington?	This is something that we will be considering ahead of the next PIC. The project team will discuss with the City how roads like this are handling similar traffic.
	From Stonechurch to Rymal Road, it goes back to two lanes and a left turn lane – why are we doing four lanes? Why can't it be uniform? Why do we need four lanes?	This is something the project team will be looking at moving forward. According to traffic projections, a two-lane roadway would be over capacity by 2031.

Subject	Summary of Comments	Study Team Response
	In other areas of the City they have narrowed motor vehicle lanes to accommodate bike lanes. Is 3.5 m driving lanes on par with this? Wider lanes make it comfortable for speeding.	Typically, at this stage of the EA, 3.5m is a good placeholder. Future phases will determine the exact dimensions moving forward.
	What's the plan where the lanes change from 4 lane to 2 lanes in the area "50m south of the intersection at Stone Church"?	There is no widening proposed south of Stone Church. The lane operations would prevent two through lanes.
	Why not two lanes with a centre turning lane all the way from Limeridge to Stone Church?	This is something that is being explored.
	If capacity with 4 lanes is "well below" in the north section of Upper Wellington, why increase to 4 lanes instead of two with a turning lane? What is the capacity to the south?	The area to the south of Stone Church is beyond the scope of this study so no traffic analysis was completed here. Roads within the study area are currently operating beyond capacity. Both four through lanes and two through lanes are being considered.
	Have you considered 3 lanes of contraflow for motorist? 2 lanes for the rush hour direction and 1 in the other?	This is not something that we had considered, but we will consider it in Phase 3 of the study.
	Do your traffic projections consider the need to use transit more than single occupied vehicles in the future?	Yes, the traffic projections came out of the City's transportation master plan which considers transportation management.
	Doesn't this just put the same problem onto the area south of Stone Church?	Not necessarily, there are lots of turning movements occurring at the Upper Wellington/Stone Church intersection.
	Will the decision for which option to go with be made before PIC 2?	Yes, the proposed cross-sections will be decided before PIC #2.
Utilities	Will the utilities be moved in all the possible cross-section scenarios?	It is likely that the utilities will have to be relocated. In particular, there is a line of utility poles on the west side of Upper Wellington close to the roadway that will likely have to be moved.
	Will hydro lines be relocated underground as part of this project?	At this time, utilities are not planned to be relocated underground. This is due to factors such as the construction budget, utility provider infrastructure plans, and provincial legislation.
	Will a sewer line be installed as part of this project along Sirente Drive?	Storm sewer infrastructure will be considered in Phase 3 of the EA. Sanitary sewer needs will be reviewed in coordination with City staff from applicable teams and an implementation plan for improvements will be developed outside of the EA. Final construction plans will not be confirmed until the detailed design phase of the project.
Other / General Comments	Does the future transportation projects for traffic factor in the proposed long-term care facility at 1411 Upper Wellington?	As part of this study any traffic assessments related to future developments were made available. Future traffic assessments for the study area will involve this data.

Subject	Summary of Comments	Study Team Response
	What is the current width of the section of Upper Wellington that needs to be improved?	From property line to property line, the width is between 20 – 26m depending on the area.
	Does the impact on properties require any land acquisition/expropriation?	The roll plan indicated that there would be some property impacts with the current plan. These will be further explored in the study.
	What is the estimated cost of project?	The 2019 Development Charge Background Study estimated the entire Upper Wellington project (EA, design, construction, etc.) to cost just over $9.3M. As the project proceeds and the design is confirmed, construction costs will be reassessed.
	What cultural/archaeological sites have been identified?	As part of the project, the appropriate archaeology and cultural heritage studies have been completed or are currently under review. Available information will be published with the final report for this project in accordance with the Ontario Heritage Act.
	Is the grading considered to be changed? Properties at 1318-1324 Upper Wellington have some concerns.	Sightlines are considered to be adequate in the study area. The project team will look into this further. Final grading requirements will not be confirmed until after the EA and during the detailed design phase.
	What is the traffic annual growth rate of study area?	2.5% for our analysis, based on discussions with the City.
	Maybe if you do the two lanes and a turning lane then we could save some of those mature trees.	Thank you, we will consider this moving forward.

6.0 Next Steps

Comments will be further reviewed by the study team and will inform the next phase of the Study. The project team will identify and evaluate alternative solutions to address the problem based on comments received. The Preferred Solution will be presented to the public in PIC #2.

Appendix A:
Notice of Study Commencement and Public Information Centre #1

Hamilton

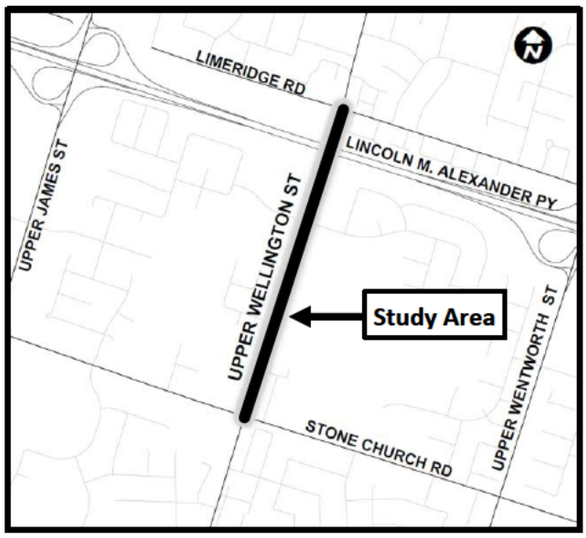
Upper Wellington Street Municipal Class EA

Notice of Study Commencement and Public Information Centre (PIC) #1

Background

The City of Hamilton has initiated a Municipal Class EA, Schedule C process to look at transportation improvements along Upper Wellington Street between Limeridge Road and Stone Church Road.

This stage of the study will confirm the problem/opportunity statement, as well as the road cross-section, number and location of travel and turning lanes, traffic control requirements, intersection design elements and improvements, and active transportation requirements. A second PIC will be held at a later date to review the project's identification and evaluation of alternative designs, and identification of a recommended design.



Process

This project is being carried out as a Schedule C project under the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011, and 2015).

We want your input!

Public consultation is an important part of this study and there are two ways to participate:

Review Materials Anytime	Join the Virtual PIC
Visit the project webpage anytime from June 1st to June 29th to view the information display panels. A comment form will be available until midnight on June 29th. Following the live event, a video recording of the presentation will also be posted. Materials are available 24 hours a day, 7 days a week. The project website is: www.hamilton.ca/UpperWellingtonEA	There will be a **live** virtual meeting held on **Tuesday, June 8, 2021 from 6:00 pm to 8:00pm.** The project team will provide an overview presentation of the project and will be available to answer questions. The event will be held using the Webex Event program where individuals can participate online or by phone. **Pre-registration is required** and can be done at the below website: www.hamilton.ca/UpperWellingtonEA

If you have any accessibility requirements in order to be able to review the PIC materials and provide comments, please contact the City Project Manager below as soon as possible.

For more information, to provide comments, or to be added to our mailing list, please contact:

Megan Salvucci
Project Manager, Asset Management
City of Hamilton
Phone: 905-546-2424 ext. 2732
Email: megan.salvucci@hamilton.ca

Lachlan Fraser, MPIA
Consultant - Transportation Planner
Wood Environment & Infrastructure Solutions
Email: lachlan.fraser@woodplc.com

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This Notice Issued May 27th and June 3rd in the Hamilton Mountain News.

Appendix B:
PIC#1 Presentation Slides

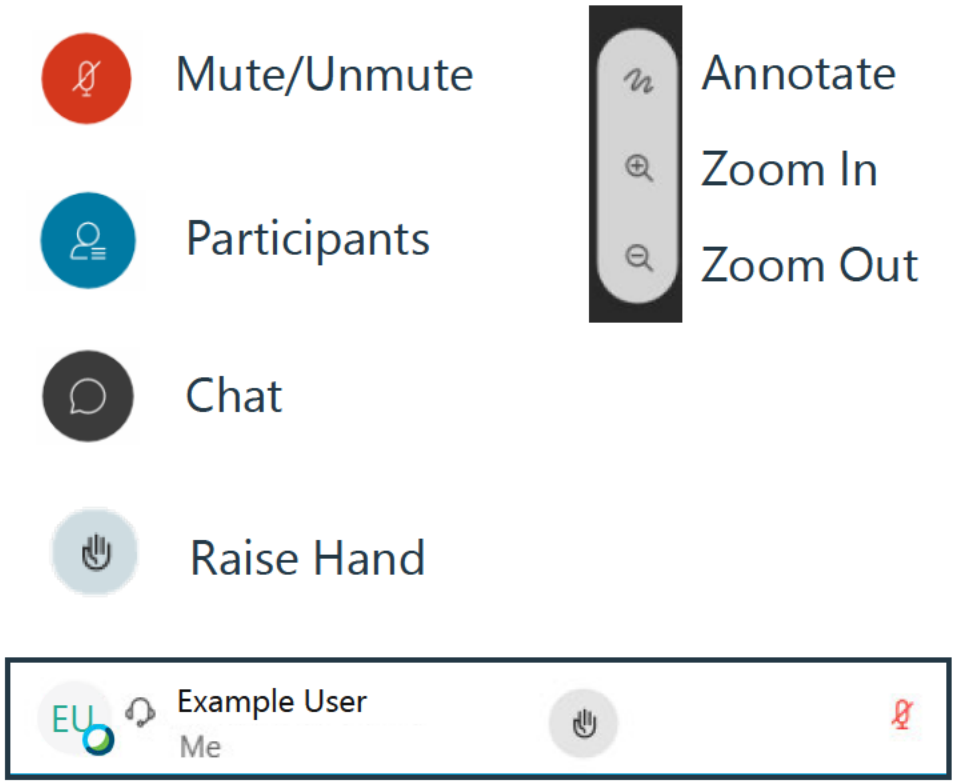
Upper Wellington between Stone Church Road and Limeridge Road Municipal Class Environmental Assessment

Public Information Centre #1

June 8th, 2021 - 6:00 – 8:00 pm

Housekeeping Rules

- Please remain muted during presentation and while others are asking questions
- Questions can be asked by:
    1. Q&A Function
    2. Waiting for designated phone user time
    3. “Raise Hand” & Unmute
- Please keep questions brief
- Use *3 to raise your hand when calling in
- Magnifying glass can be used to zoom in on an item



Hamilton
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Welcome to the Public Information Centre

Your input is important! Any comments can be sent to the below contacts by June 29th, 2021:

Megan Salvucci	Lachlan Fraser, MPIA
Project Manager, Asset Management City of Hamilton P: 905-546-2424 ext. 2732 E: megan.salvucci@hamilton.ca	Transportation Planner & Consultation Lead Wood Consulting E: lachlan.fraser@woodplc.com

Please visit our webpage for more information:

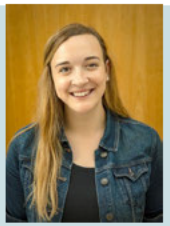
www.Hamilton.ca/UpperWellingtonEA

A recording of the presentation will be posted following the event.

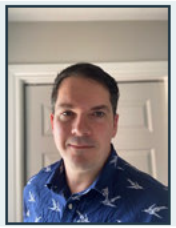
Presentation Outline

- Introductions
- Overview
- Municipal Class EA Process & Study Timeline
- Consultation Process
- Planning and Policy Context
- Technical Studies Being Completed
- Existing Land-Use, Transportation, Active Transportation and Transit
- Problem and Opportunity Statement
- Evaluation of Alternative Solutions
- Possible Cross-Sections
- How to Get Involved in this Study & Next Steps

Introductions



Megan Salvucci
Project Manager
City of Hamilton



Justin Jones, M.A, IAP2
Facilitator
WSP



Jeff Suggett, M.Sc.
Project Manager
Wood Consulting



Lachlan Fraser, MPIA
Transportation Planner & Consultation Lead
Wood Consulting

Overview

The Municipal Class Environmental Assessment (MCEA) process is a planning tool used to identify the possible adverse effects of proposed infrastructure projects on the environment. For the purposes of this PIC, "EA" is synonymous with "MCEA".

The current EA is a Schedule C project which has the potential for significant environmental effects.

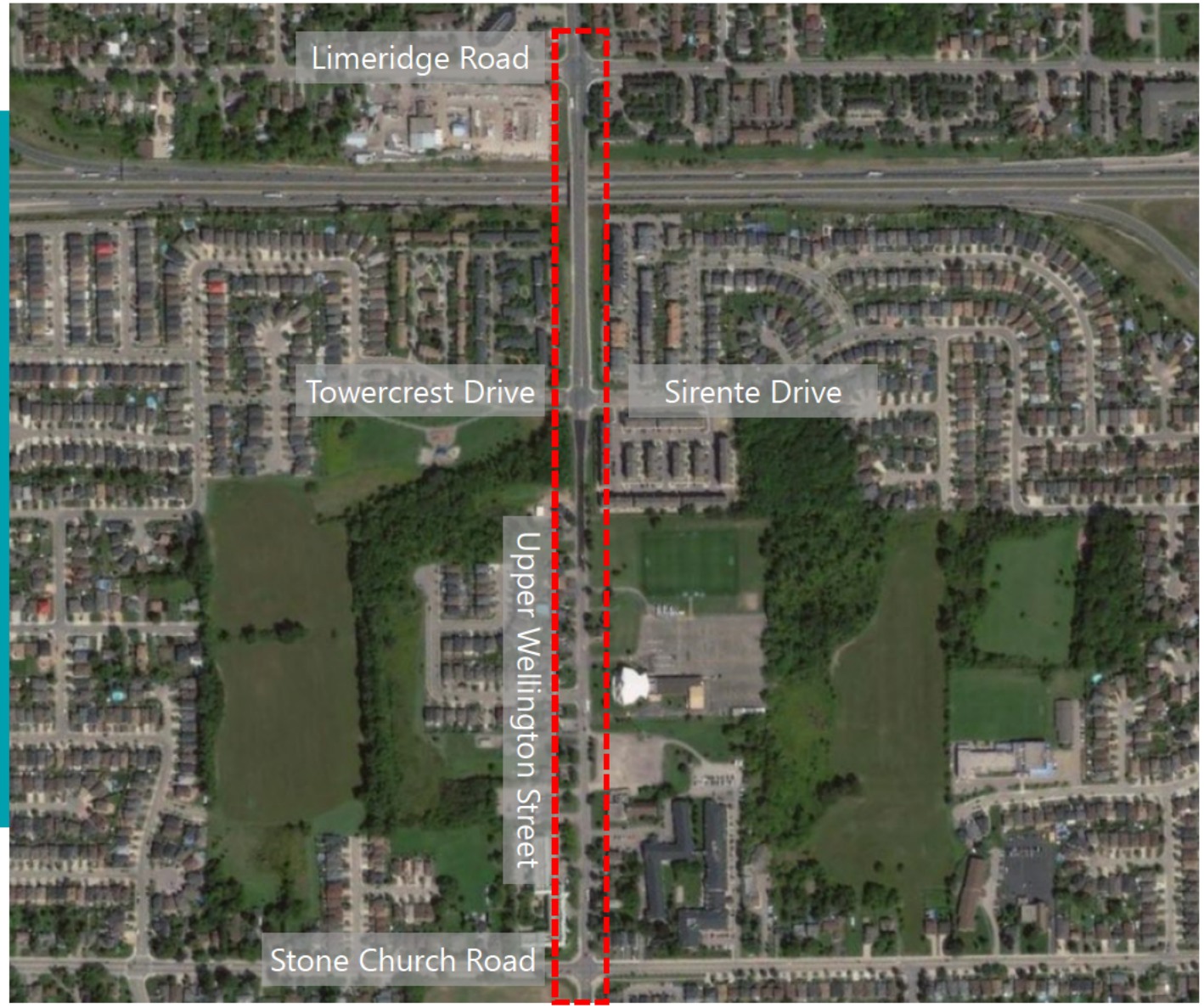
We want your opinion on:

- *The direction of the project (Problem & Opportunity Statement)*
- *The preferred solution*
- *The possible cross-sections*

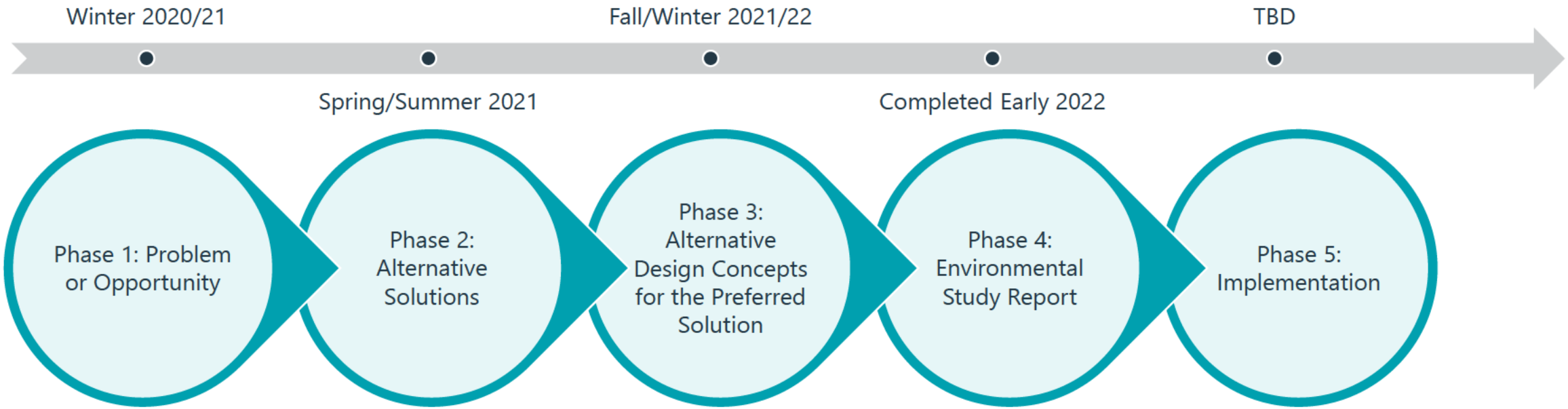
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Overview – Study Area

The Study Area consists of Upper Wellington Street between Limeridge Road and Stone Church Road in Hamilton, Ontario.



Project Timeline and Environmental Assessment Process



- Identify Problems and Opportunities

- Identify and Evaluate Alternative Solutions
- Identify Preliminary Preferred Solution
- Undertake consultation

We are here!

- Identify and Evaluate Alternate Designs for Preferred Solution
- Complete Environmental Inventory and Impact Assessment
- Identify Preliminary Preferred Design and Improvements
- Undertake consultation

- Confirm Recommended Design and Improvements
- Project Documentation (Environmental Study Report)
- Issue Notice of Study Completion

- Project Implementation (Detail Design and Construction)

Hamilton

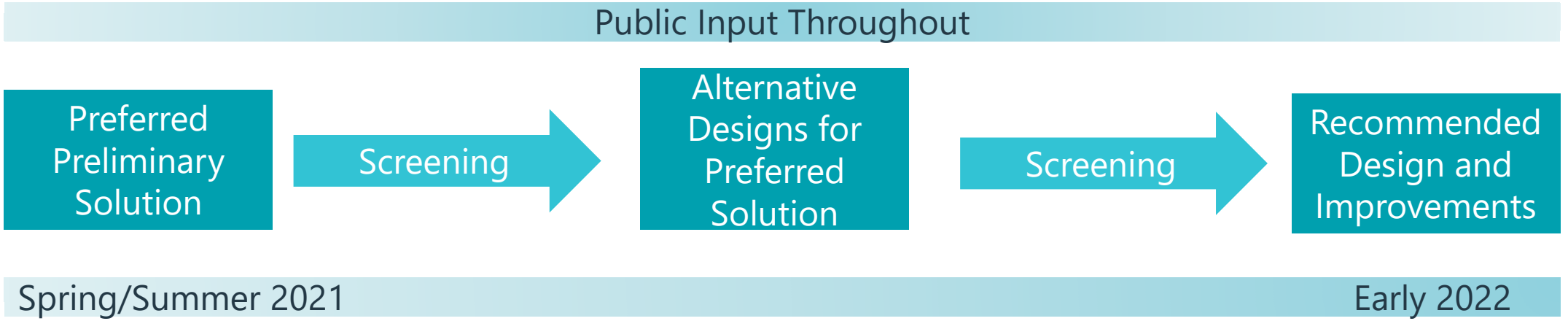
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Consultation Process

How the process works

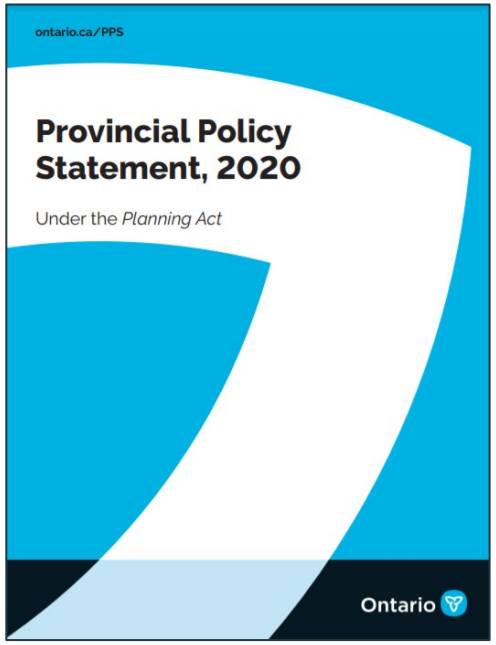
The Environmental Assessment Process will develop a Preferred Preliminary Solution that is then "screened", which then forms Alternative Designs for the Preferred Solution, and the best design then forms a recommendation at the end of this study.

You are invited to contribute suggestions for the Preferred Preliminary Solution and provide input on the evaluation criteria. At the next Public Consultation Event, you will be able to review the alternative designs.



Planning and Policy Context

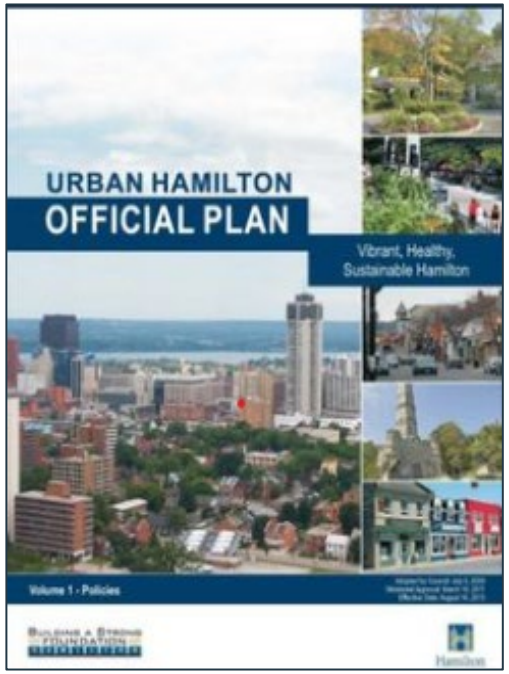
The current EA Study is consistent with the following policy documents:



Provincial Policy Statement (2020)



A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)



Urban Hamilton Official Plan (2013)

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Transportation Planning and Policy Context

The current EA Study builds on the recommendations of the following documents:

South Mountain Area Transportation Master Plan (2000) & South Mountain Area Transportation Master Plan Review (2006)

- Recommended Upper Wellington between south of Lincoln Alexander Parkway and Stone Church Road be widened from two to five lanes (four lanes of traffic and one dedicated turn lane)

City of Hamilton Transportation Master Plan (2007)

- Recommended road widening and a two-way left-turn lane on Upper Wellington Street between Limeridge Road and Stone Church Road

City of Hamilton Cycling Master Plan (2009) and Review and Update (2018)

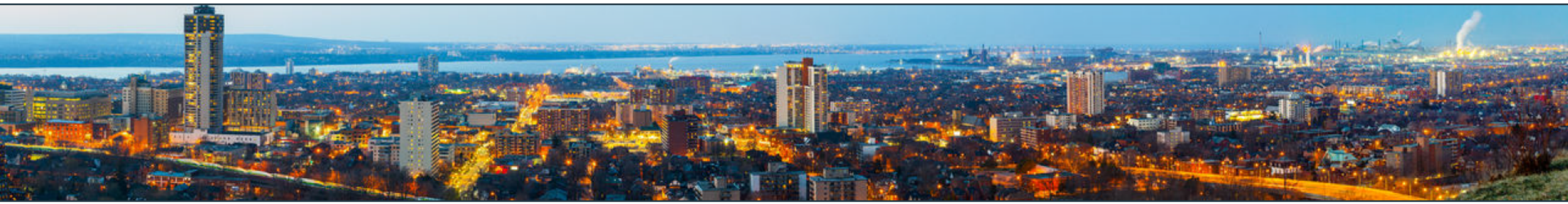
Recommended bike lanes on Upper Wellington Street from Limeridge Road to Rymal Road

Hamilton Pedestrian Mobility Plan (2012)

Identified study area as a Suburban Context Area with Sidewalk Clear-Zone Width for local, collector, and arterial roads at 1.5m

City of Hamilton Transportation Master Plan Review and Update (2018)

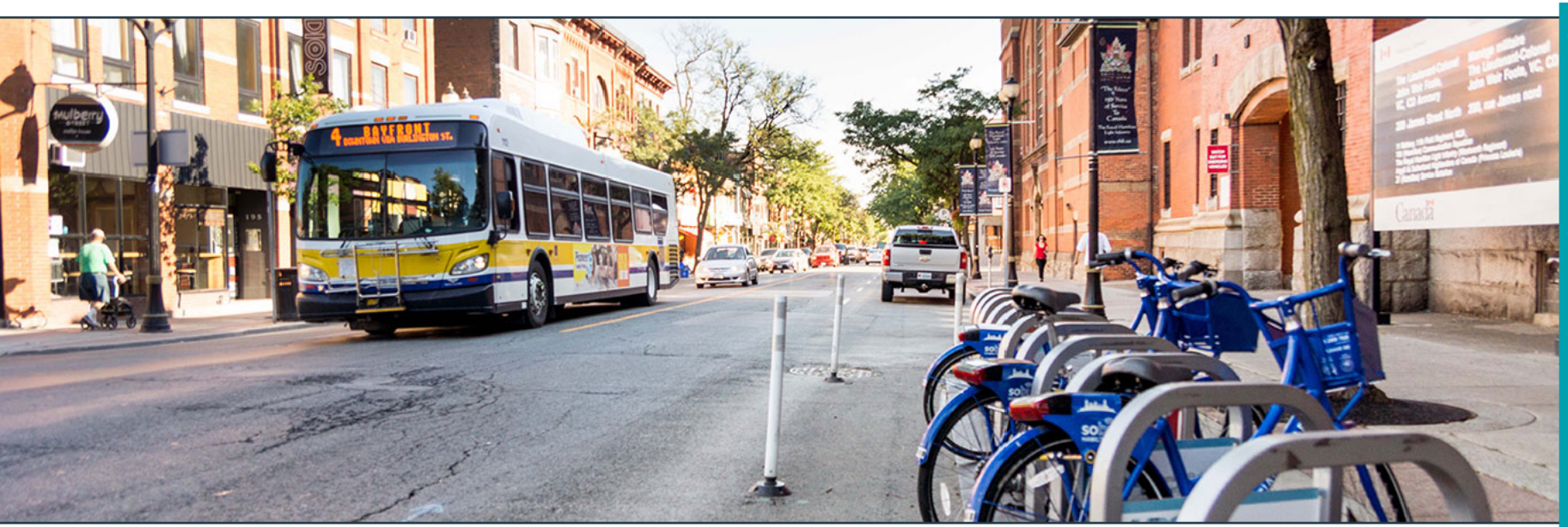
Reconfirmed recommendation of Upper Wellington Street widening



Complete Liveable Better Streets

- Hamilton's Complete-Liveable-Better Streets vision will help inform the direction of this study

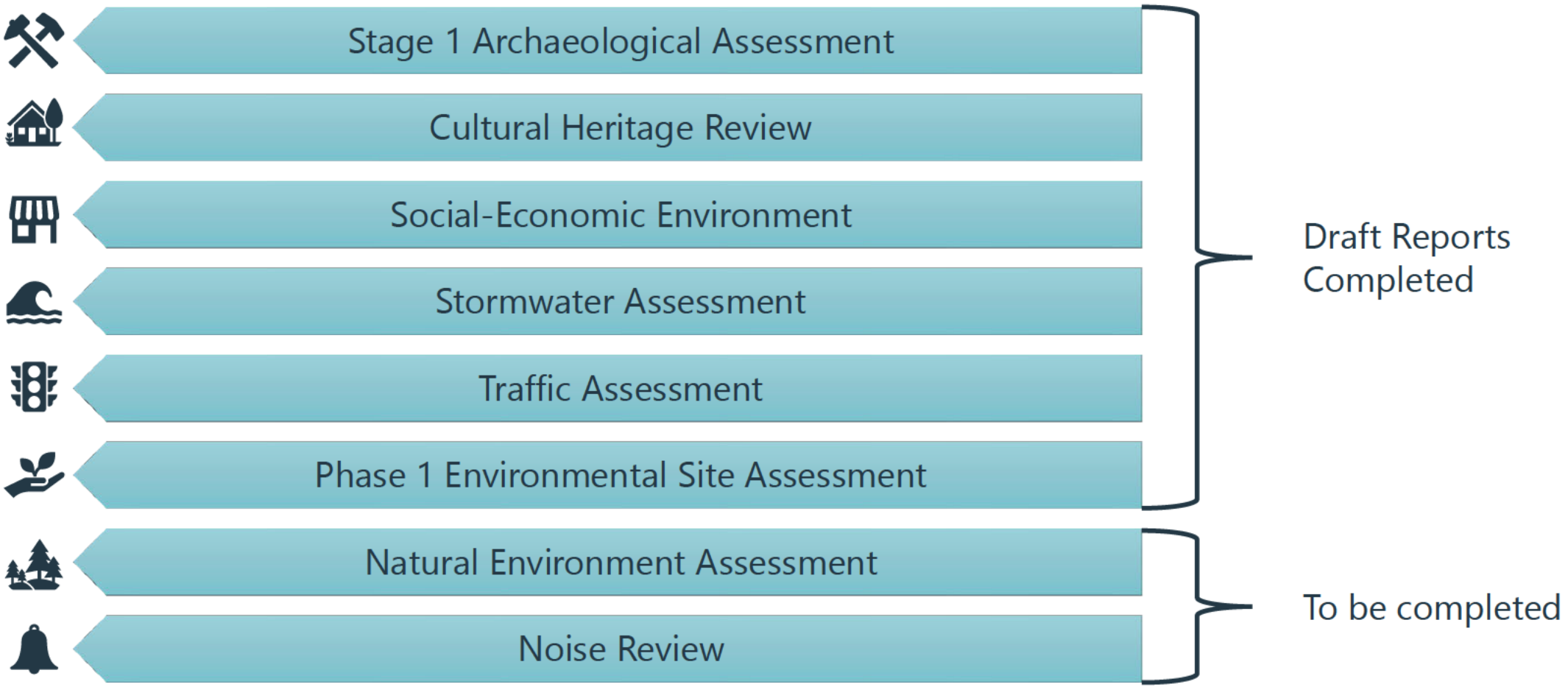
"Complete Streets are streets that are safe for everyone: people who walk, bicycle, take transit, or drive, and people of all ages and abilities"



- Encourage designs that better balance considerations for the different transportation; modes that share streets
- Focus on enhancing road safety, and;
- Design streets to address the transportation requirements and placemaking functions of surrounding areas

Technical Studies Being Completed

The following investigations and inventories are being completed as part of the current Class EA:



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Archaeological and Cultural Heritage Resources

Archaeology

Findings

- A Stage 1 Archaeological Assessment was carried out in accordance with the Standards and Guidelines for Consultant Archaeologists (2011) developed by the Ministry of Heritage, Sport, Tourism and Culture Industries.
- The Stage 1 Archaeological Assessment has identified that there are areas within the Study Area that have archaeological potential.
- Shared with relevant Indigenous Nations

Recommendations

- A Stage 2 Archaeological Assessment will be completed during detailed design phase of the project to assess areas that may be impacted by the project works for the archaeological resources

Cultural Heritage Resources

Findings

- The *Ministry of Heritage, Sport, Tourism and Culture Industries' Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes Checklist* was completed to identify recognized heritage properties and potential heritage properties that may be of cultural heritage value.
- The completion of the Checklist and associated background review determined that the Study Area contains, and is adjacent to, properties with known and potential cultural heritage value.
- Shared with relevant Indigenous Nations

Recommendations

- The proposed road work will be planned in a manner that avoids impacts to the identified known and potential heritage properties. If impacts are anticipated, then further cultural heritage work in the form of a Conditions and Impact Assessment is recommended.

Socio-Economic Environment

Findings

- Existing land uses within the Study Area include commercial, residential, institutional/community facilities, and recreational.

Recommendations

- Consideration for these features will be incorporated into the evaluation of alternatives process to identify a preferred design.



1 – Gas Station and Shopping Plaza
2 – Hamilton Builders' Supply
3 – Jerome Neighbourhood Park
4 – Bethel Gospel Tabernacle
5 – Fire Station 2
6 – Kingdom Worship Centre
7 – The Wellington Retirement and Long-Term Care Residence

Stormwater Management Assessment

Findings

- There is currently no SWM for the roadway
- Limited storm sewers but those present are generally of acceptable capacity
- Performance of the major system (overland flow) is generally acceptable for the study area with the exception of a sag at the intersection with Towercrest Drive/Sirente Drive



Recommendations

- Grading improvements or increased inlet capacity to address the sag point at Upper Wellington Street and Towercrest/Sirente Drive
- Provide stormwater management for the roadway (potentially for just the new roadway area or for a larger portion of the existing roadway):
  - Quantity control (to mitigate increase in peak flows/runoff)
  - Quality control (to mitigate increases in contaminants)
- Review opportunities for at source controls which promote infiltration and water balance, such as Low Impact Development Best Management Practices (LID BMPs)
- If feasible, there is value in preserving roadside ditches rather than a roadway urbanization, since these more naturally align with LID BMPs

Contamination and Noise (pending)

Phase I Environmental Site Assessment

Findings

- A review of local records and reconnaissance by Wood team member identified potentials for environmental concern
- Potentially contaminating activities which result in areas of potential environmental concern include:
  - Hamilton Builders' Supply
  - Husky Retail Fuel Outlet
  - The Fire Hall
  - Potential salt-impacted soils beneath the roadway due to winter salting

Recommendations

- An intrusive investigation, such as a Phase II ESA, should be undertaken during detailed design to address the areas of environmental concern

Noise Review (Pending)

- Wood will assess potential noise effects during the evaluation of alternative design concepts process at a high level and will identify additional acoustic requirements beyond the Class EA process, as needed. Wood will compare the relative noise impacts of the various alternatives in a qualitative manner.
- Each alternative design will receive a rank based on the expected qualitative impact associated with each key comparator.
- This will be completed in Phase 3 of the Class EA process.

Natural Environment Assessment (pending)

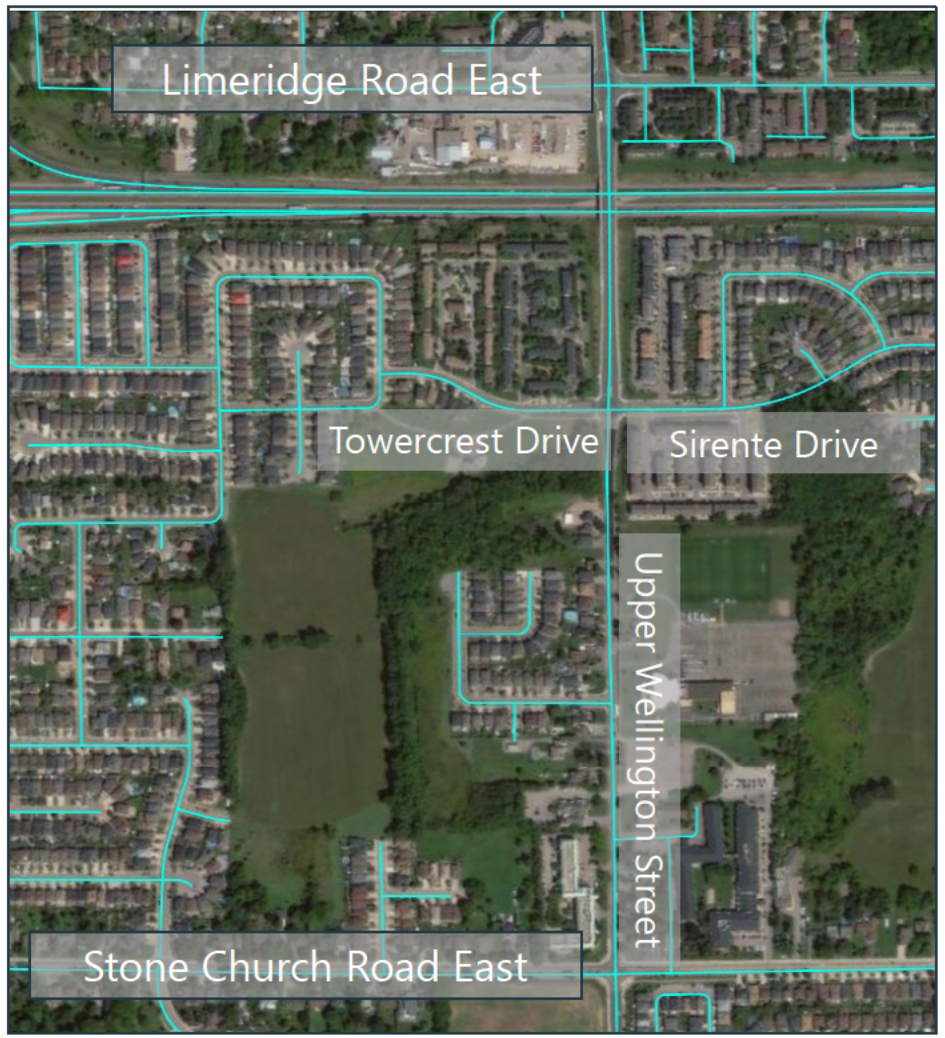
- The following tasks will be carried out to complete the Natural Environment Assessment:
  - Assessment of natural environment:
    - Vegetation Inventory
    - Breeding Bird Surveys
    - Incidental Wildlife
    - Significant Wildlife Habitat Screening
    - Species at Risk Screening
  - Completing a tree inventory:
    - To consider existing trees in the evaluation of alternatives and to minimize impacts on trees through design process



Existing Transportation Network

Study area corridor is **four** lanes from Towercrest Drive/Sirente Drive until the study area boundary at Limeridge Road.

The section south of Towercrest Drive/Sirente Drive consists of **two** lanes south of the Upper Wellington Street intersection to Stone Church Road East.



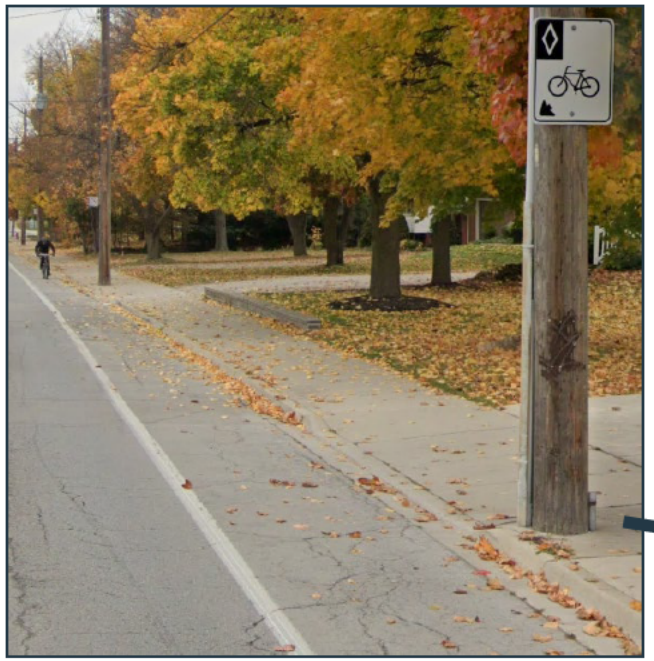


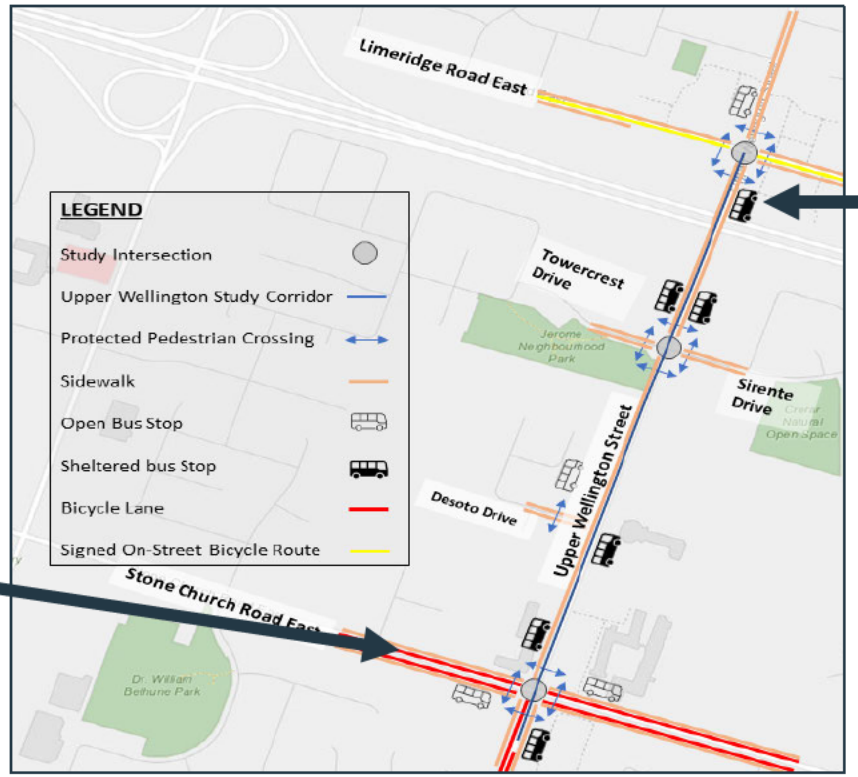


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Existing Active Transportation and Transit Network

Sidewalks are the primary active transportation facility within the study area. Sidewalks are present on both sides of Upper Wellington Street between Limeridge Road and Towercrest Drive. South of Towercrest Drive, sidewalks are provided on the west side of Upper Wellington until Stone Church Road East. Bicycle lanes are provided along Limeridge Road East and Stone Church Road East and public transit operates along Upper Wellington Street and Stone Church Road East.



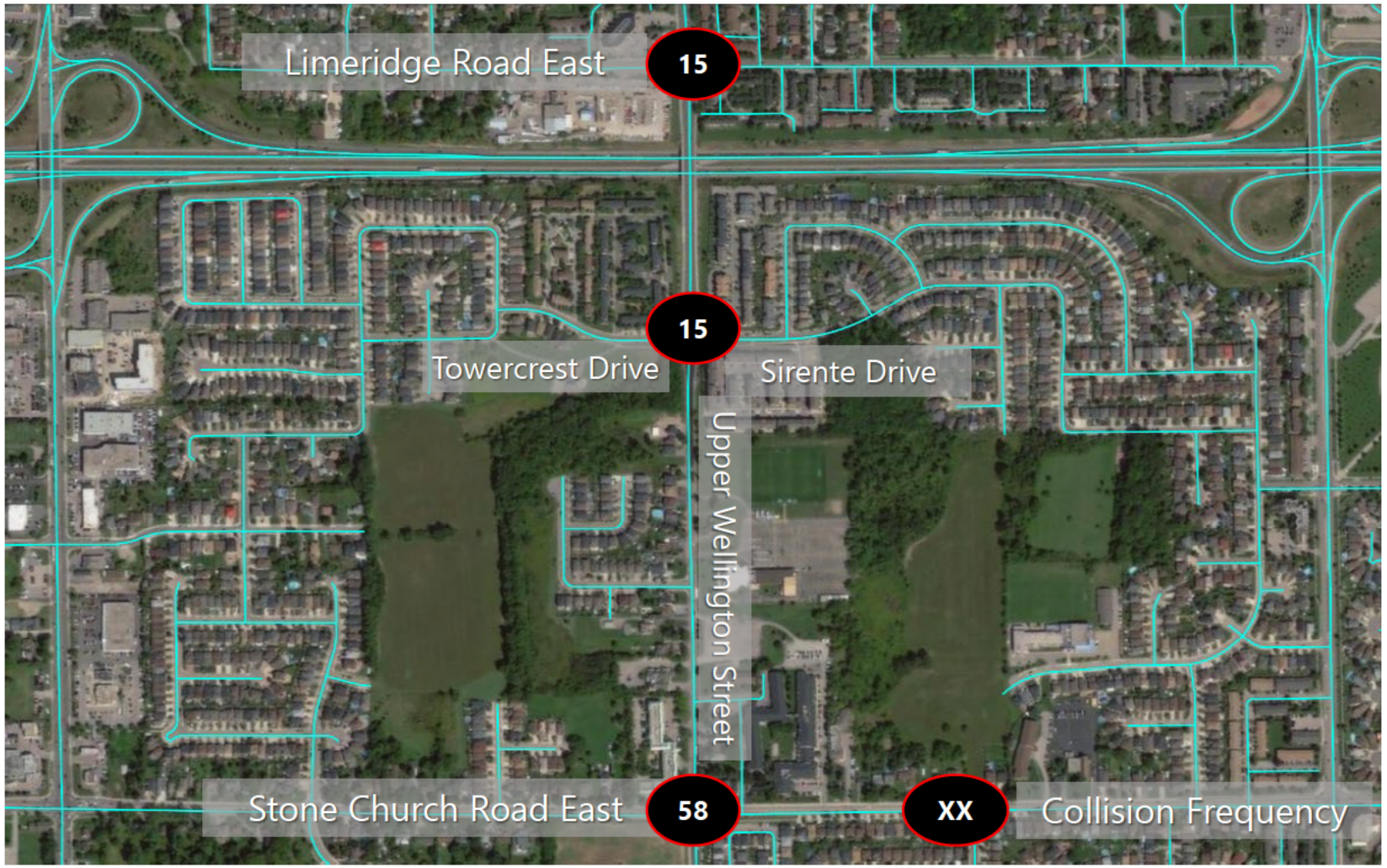




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Safety

- Very few mid-block collisions
- Upper Wellington Street / Stone Church Road experiencing a higher collision frequency than the other two intersections
- Pattern of collisions noted to be primarily rear end and appear to relate to congestion
- Reviewed for conformance with City's Vision Zero objectives



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Traffic Assessment

Peak Traffic Flows in Year 2031 without widening Upper Wellington



Findings

- Provincial and City of Hamilton background studies detail plans for road widening and active transportation facilities within study corridor along Upper Wellington Street
- Two-lane section of Upper Wellington will exceed capacity (for a 2-lane road) by 2031

Recommendations

- Widening of Upper Wellington Street between Stone Church Road and Towercrest Drive/Sirente Drive up to a **4-lane cross section**
- Consistency with cross section to the north
- Along with the widening, improve pedestrian and cyclist facilities

wood.

Problem and Opportunity Statement

As part of this MCEA, the transportation assessment identified that there are capacity deficiencies along Upper Wellington Street for the existing conditions (2020) and future conditions (2031).

Building off the recommendations from the City's transportation planning policies, the City of Hamilton is taking this opportunity to implement capacity and active transportation improvements on Upper Wellington Street, between Limeridge Road East and 50m south of the intersection at Stone Church Road East and Upper Wellington Street.

Alternative Solutions

Alternative Solution 1 - Do Nothing: No improvements to the Upper Wellington Street within the study area.

Alternative Solution 2 - Manage Transportation Demand (TDM): Manage demands on transportation infrastructure using policies, programs, infrastructure improvements, and/or services to influence travel behaviour. TDM encourages sustainable travel choices (use of transit, shift to active transportation, and encourage carpooling).

Alternative Solution 3 - Improve Other North-South Roads: This alternative considers improvements to the other north-south roads: Upper Wentworth Street to the east, or Upper James Street to the west.

Alternative Solution 4 – Improve Upper Wellington Street: This alternative would involve widening Upper Wellington Street from two traffic lanes up to four traffic lanes, signal timing, providing active transportation facilities, improving transit, providing dedicated turn lanes, and improving system efficiency within the Study Area.

Moving Towards a Preferred Design

The alternative solutions have been evaluated using the following criteria to identify a preferred solution:

Transportation

- Planning Policies
- Capacity and Level of Service
- Safety/Vision Zero
- Active Transportation
- Transit Services

Socio-Economic Environment

- Private Property
- Economic Development
- Public Realm
- Accessibility
- Emergency Response Time
- Construction Impacts

Natural/Cultural Environment

- Natural Heritage System
- Trees
- Archaeological Resources
- Built Heritage and Cultural Heritage Landscapes

Technical

- Stormwater Management
- Climate Change Mitigation and Adaptation
- Implementation Cost
- Operation and Maintenance Cost

Evaluation of Alternative Solutions

	Evaluation Criteria	Alternative 1 Do Nothing	Alternative 2 TDM	Alternative 3 Improve Other North-South Roads	Alternative 4 Improve Upper Wellington Street
Transportation	Planning Policies	○	○	○	●
	Capacity and Level of Service	○	◑	○	●
	Safety	○	○	○	●
	Active Transportation	○	◑	○	●
	Transit Services	○	◑	○	●
Socio-economic Environment	Private Property	●	●	◑	○
	Economic Development	○	●	○	●
	Public Realm	○	○	○	●
	Accessibility	○	○	◑	●
	Emergency Response Time	○	◑	◑	●
	Construction Impacts	●	●	◑	◑
Natural Environment	Terrestrial Resources and Wildlife	●	●	◑	○
	Trees	●	●	◑	○
Cultural Environment	Archaeological Resources	●	●	◑	◑
	Built Heritage and Cultural Heritage Landscapes	●	●	◑	◑
Technical	Stormwater Management	○	○	○	●
	Climate Change Mitigation and Adaptation	○	◑	●	●
Cost	Implementation Cost	●	●	○	○
	Operation and Maintenance Cost	●	●	●	●
Overall Recommendation		**Not Recommended**	**Not Recommended**	**Not Recommended**	**Recommended**

Scoring System / Evaluation Scale	○	◑	●
	Highest negative impacts or lowest benefits	Moderate negative impacts and benefits	Lowest negative impacts or greatest benefits

Preferred Solution: Alternative 4

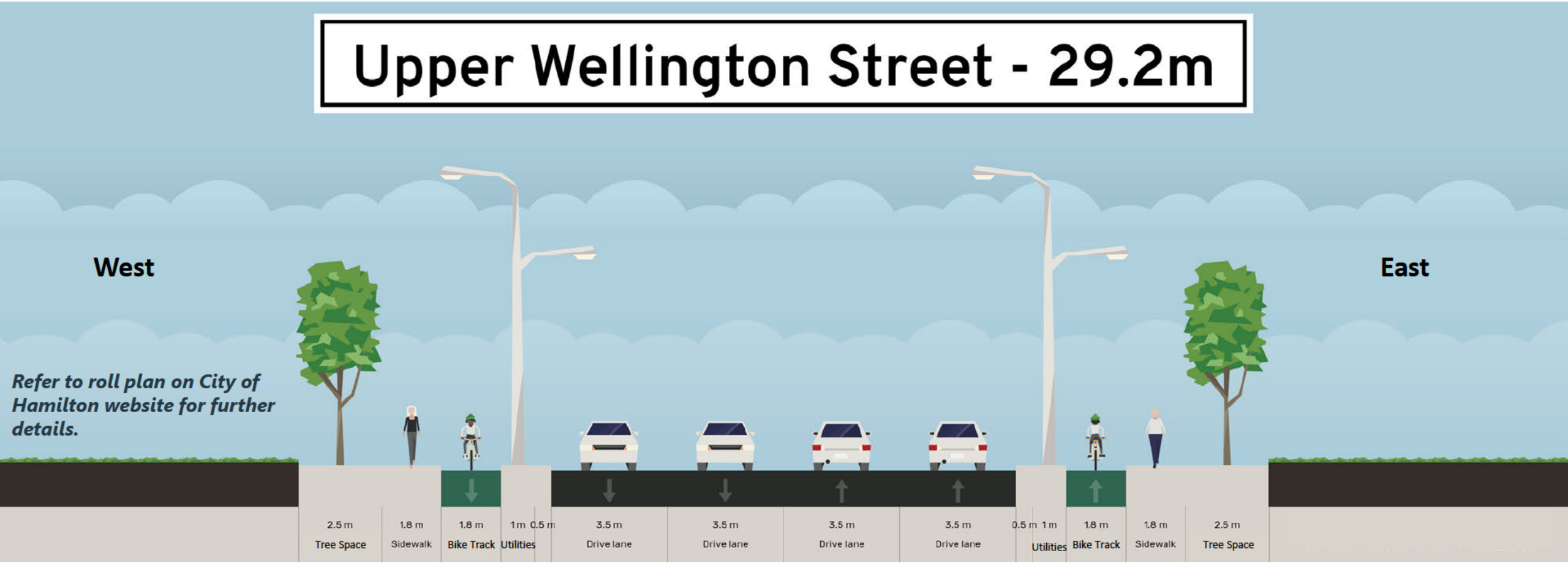
Improve Upper Wellington Street

Improvements will involve widening Upper Wellington Street from two traffic lanes up to four traffic lanes, providing/extending dedicated turn lanes, improving signal timing, providing active transportation facilities and/or improving transit system efficiency between Sirente Drive/Towercrest Drive and 50 m south of Stone Church Road.



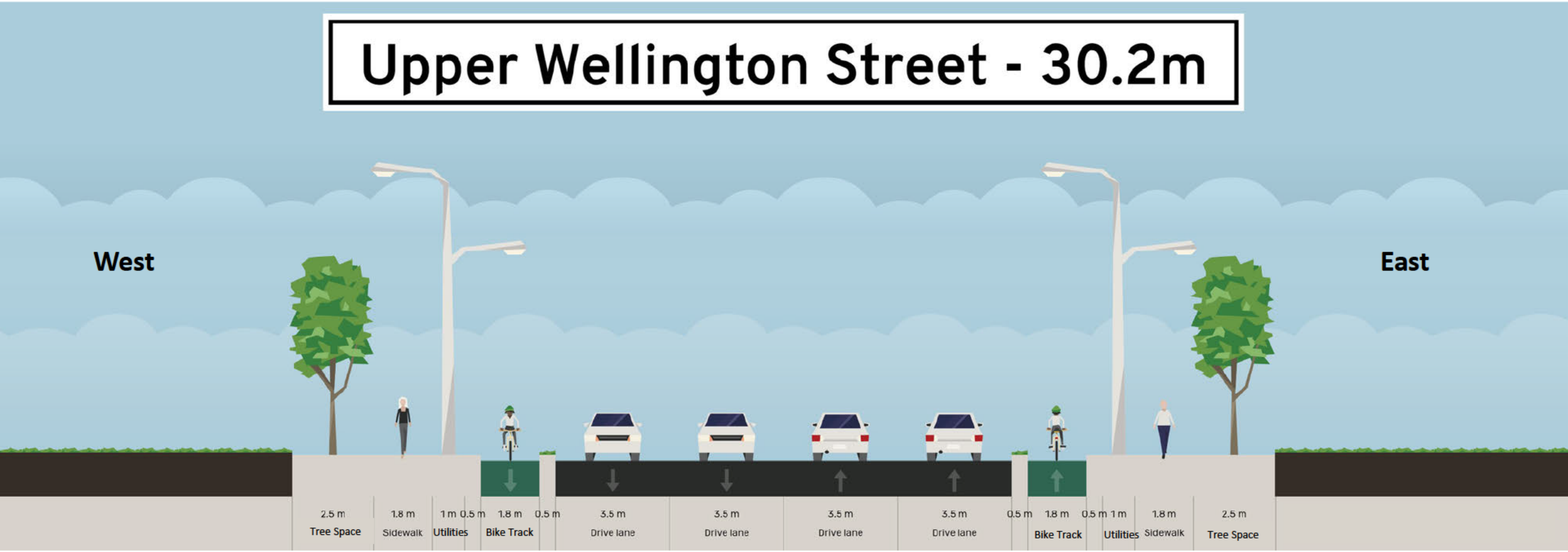
Possible Cross-section (1)

The following cross-sections are examples of what Upper Wellington between Towercrest Drive/Sirente Road and Stone Church Road might look like after improvements:



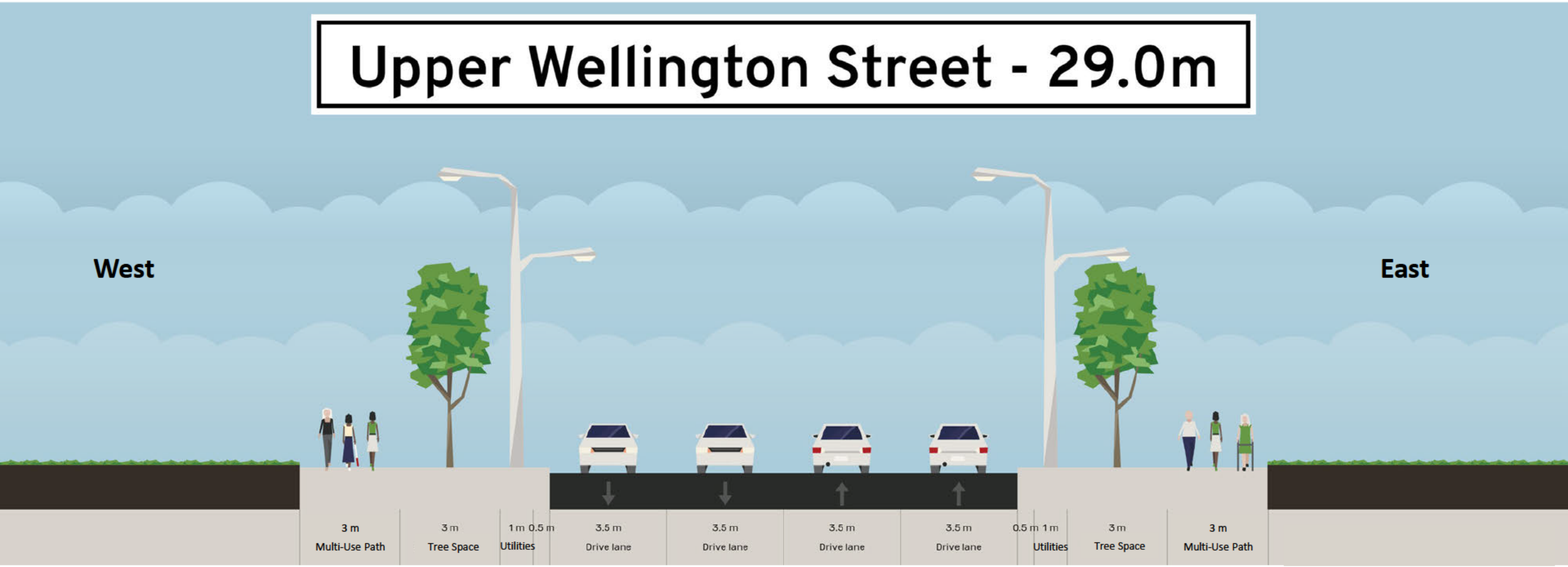
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Possible Cross-section (2)



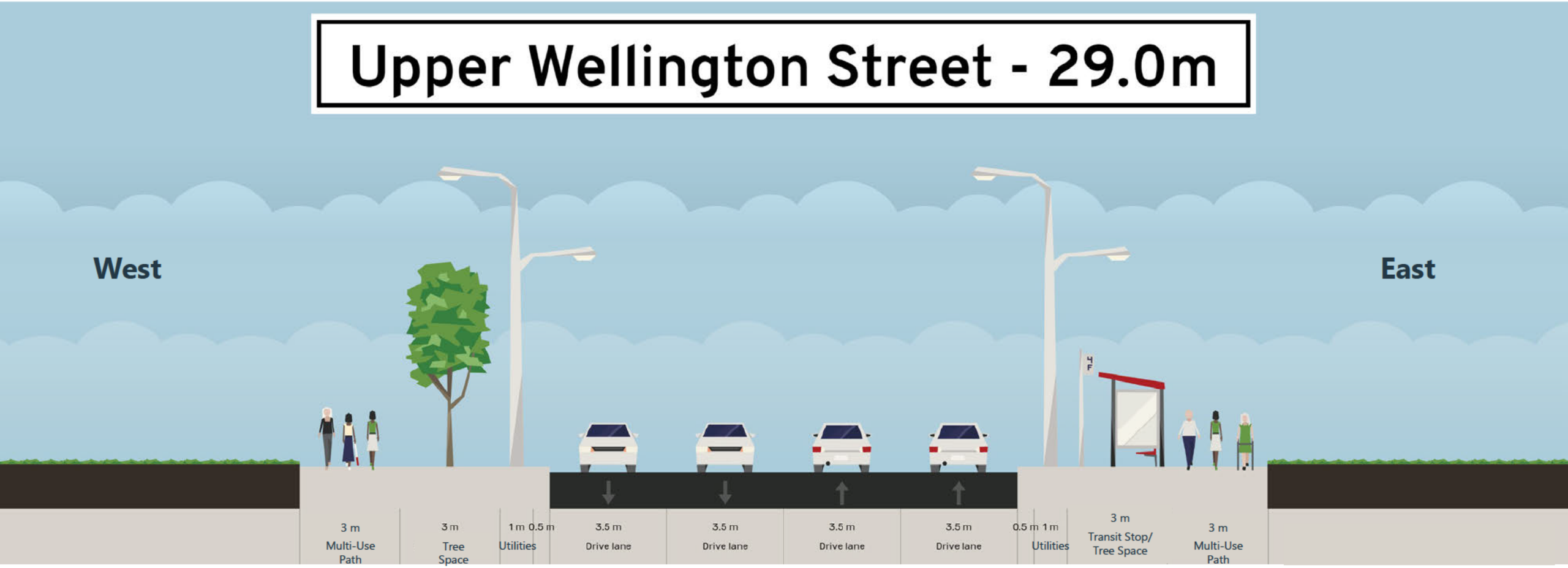
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Possible Cross-section (3a)



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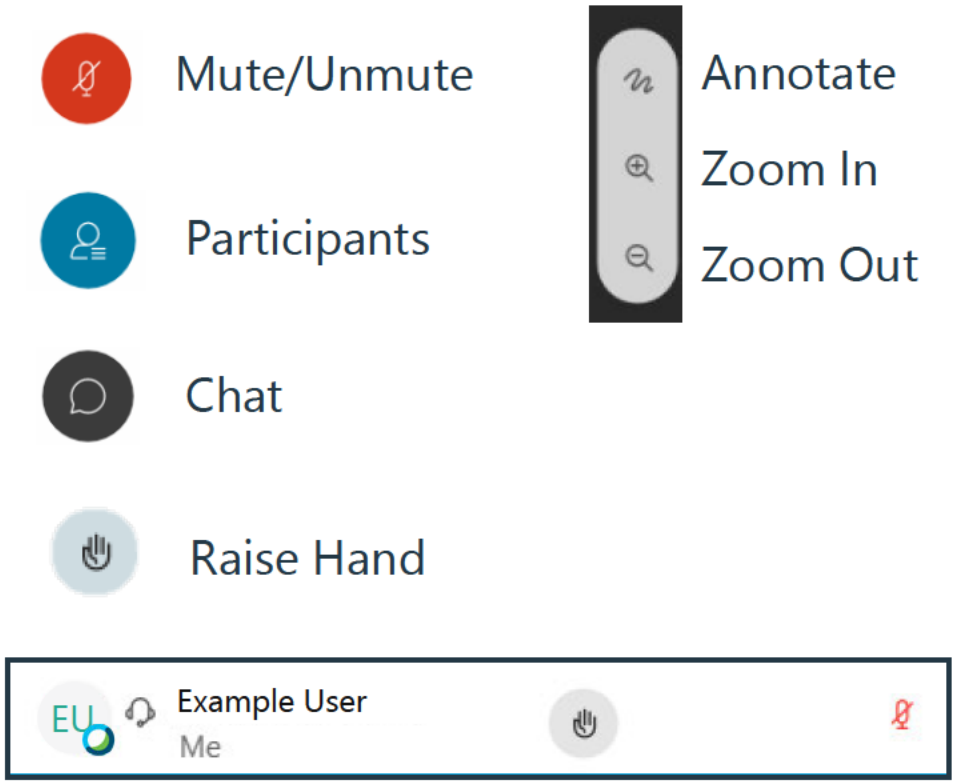
Possible Cross-section (3b – Transit Stop shown)



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Housekeeping Rules

- Please remain muted during presentation and while others are asking questions
- Questions can be asked by:
    1. Q&A Function
    2. Waiting for designated phone user time
    3. “Raise Hand” & Unmute
- Please keep questions brief
- Use *3 to raise your hand when calling in
- Magnifying glass can be used to zoom in on an item



wood.

Getting involved in this study and next steps

Your input is important! Any comments can be sent to the below contacts by June 29th, 2021:

Megan Salvucci	Lachlan Fraser, MPIA
Project Manager, Asset Management City of Hamilton P: 905-546-2424 ext. 2732 E: megan.salvucci@hamilton.ca	Transportation Planner & Consultation Lead Wood Consulting E: lachlan.fraser@woodplc.com

Please visit our webpage for more information:

www.Hamilton.ca/UpperWellingtonEA

A recording of the presentation will be posted following the event.

Appendix C:

PIC #1 Comments Received During Live Event

	Name	Comment	Response
1.		Does future use study for traffic factor that there is a proposed long term care facility at 1411 Upper Wellington?	Some developments have been taken into consideration, may not specifically be for that development.
2.		What is the current width of the section of upper Wellington that needs to be improved?	Ranges from 20-26m depending on the location.
3.		Looking forward to active transport connections. Will the utilities have to be moved in all cross sections?	Likely they will stay where they are.
4.		Will a sewer line be installed as part of this project along Sirente Drive?	Will be considered in Phase 3 of the EA. Still open for discussion at the moment.
5.		When will it determined if it is four or five lanes?	Only considering to expand to 4 lanes.
6.		Will hydro go underground in this plan?	Likely not.
7.		How would transit stops interact with the bicycle lanes? Would there be use of the best practice bus bulbs?	We'll be considering bus bays in our study. The complete liveable better streets will provide further guidance in the preliminary designs. Transit staff also provide input into the project.
8.		Does the impact on properties require any land acquisition/expropriation?	The roll plan indicated that there would be some property impacts with the current plan. These will be further explored in the study.
9.		Why is there no cycle track planned for over the linc? Such is in the cycling master plan, and this is the only crossing between West 5th and Sherman for the cycling network.	The structure is a major constraint over the Linc. As such, we're not entertaining any potential changes to the cross section.
10.		Have you considered two lanes with a turning lane to match what is there for the southern part of Upper Wellington? And then include TDM to reduce further traffic growth on this section.	This will be a discussion that the City will continue to have to determine if it can meet capacity.
11.		What is the estimated cost of project?	No answer at the moment, but it will be a factor in the evaluation moving forward.

12.		What cultural/archaeological sites have been identified?	Not off the top of our head, but there is a property (explain**) which has determined cultural heritage. This information will be posted online in the near future.
13.		If a two-lane cross section is possible, why can't a cycle lane be incorporated over the Linc with two lanes and a center lane?	Don't want to reduce capacity, but we can review offline.
14.		Why aren't utilities considered to go underground?	Multiple agreements come into play with the utility providers.
15.		In other areasof the city they have narrowed motor vehicle lanes to accommodate bike lanes. Is 3.5 m driving lanes on par with this? Wider lanes make it comfortable for speeding	Typically at this stage of the EA, 3.5m is a good placeholder. Future phases will determine the exact dimensions moving forward.
16.		Is the grading considered to be changed? 1318-24 have some concerns.	Sightlines are considered to be adequate. We can add this to our list of notes to follow up on.
17.		Why can't we match the cross section south of Stone Church to the proposed improvement area?	Refer to traffic capacity concerns.
18.		What's the plan where the lanes change from 4 to 2 in the area "50m south of the intersection at Stone Church"?	No widening proposed south of Stone Church. The lane operations would prevent two through lanes
19.		what is the traffic anual growth rate of study area?	2.5% is the growth factor that has been used for this study.
20.		Why not two lanes with a centre turning lane all the way from Limeridge to Stone Church? That way there is some consistency and bike lanes could be added between Towercrest and Limeridge.	It is on the table for discussion moving forward.
21.		If capacity with 4 lanes is "well below" in the north section of upper wellington, why increase to 4 lanes instead of two with a turning lane? What is the capacity to the south? South of Stone Church.	No analysis was done south of Stone Church. The study area does not extend that far.
22.		Have you considered 3 lanes of contraflow for motorist? 2 lanes for	It's something that we can consider as part of Phase 3 of the study.

		the rush hour direction and 1 in the other?	
23.		Does your traffic projections take the need to use transit more than single occupied vehicles in the future?	Yes transit is a consideration in our modelling.
24.		Doesn't this just put the same problem onto the area south of Stone Church?	Not necessarily. Lots of turning movements occur at the UW/SC intersection
25.		Does transportation demand include bicycle trips?	Yes we also factor in a split for walking and cycling.
26.		Will curbs between bicycle facilities be poured formed concrete or precast?	Not determined yet. But the City does require a buffer of some kind between cyclists and general traffic.
27.		Really want to look at why four lanes is required.	This time of the project is perfect for comments like this. We can review this further.
28.		Will this be brought to the Hamilton Cycling Advisory Committee during the process that will design the bicycle lane?	Yes, the cycling team from the City is contributing to this project and will report back to their committee.
29.		Will the decision for which option to go with be made before PIC 2?	Yes the proposed cross section will be decided before PIC#2
30.		Just a thought.....maybe if you do the two lanes and a turning lane then we could save some of those mature trees	Something we can consider moving forward.

Appendix D:

PIC #1 Comments Received During Consultation Period

Public Consultation Comments (June 8th - June 28th)			
Comment #	**Date**	**Source**	**Comment**
0	Monday, May 17, 2021	Email	Hamilton provided Notice of Commencement and PIC to Indigenous Communities via email
1	Friday, May 21, 20221	Email	Ahead of the PIC for the Upper Wellington MCEA, I just want to note that this segment of road was identified in the City's 2018 Cycling Master Plan Update for future bike lane installation. I'm hoping that as part of the 'urbanization' of this section the City will take the opportunity to include bike lanes. Specifically, I hope the City will implement a protected bike lane for this section which is supportive of Council's stated support for Vision Zero. While some areas in the lower city have seen the City move to include protection for bike lanes, there is very little bike lane infrastructure at all in the upper City currently, let alone protected. Cycling is both a recreational activity for many, but also an essential means of transportation for many in the City. As property values and development has proceeded within the core, a number of residents who rely on cycling to meet their daily needs have been displaced and have moved to further parts of the City. Investment in cycling infrastructure in these areas is essential to ensure an equitable transportation network across the City. I look forward to reviewing the project materials once available.
2	Tuesday, June 22, 2021	PIC Comment Form	1. Pedestrian and cycling facilities. Alternatively Hamilton Conservation could evaluate protection of the wooded area to the south of Sirente Drive up to the Dr. Bob Kemp Hospice. This would allow for trails that could divert pedestrian and cycling traffic from Upper Wellington. The owner of [redacted] would consider pedestrian access to the wooded area through their property. Ideally the wooded trail would be continuous from Sirente Drive to Stone Church road through access at [redacted] or alternatively the hospice driveway. 2. Would like to ensure the study area considers a centre turn lane as the current roll plan does notillustrate this. Especially for major driveways to commercial properties and area intersections. Given the number of existing private driveways between Sirent Drive and Stone Church Road, a centre two-way left turn lane should be considered when the Phase 3 alternative design concept is developed. Would also like the city to consider the stormwater management capacity along Upper Wellington Street. Could clarification be provided as to how the EA improvements will address intersection capacity at Stone Church Road / Upper Wellington Street, queuing of vehicles, and private driveway access for all existing and future driveways to Upper Wellington between Sirente Drive / Towercrest Drive and Stone Church Road?
3	Friday, June 25, 2021	Email	Apologies for the delay but thank you for submitting your comments. We will review and take them into consideration.
4	Monday, June 14, 2021	PIC Comment Form	1. (1) Cycling grid connectivity (2) pedestrian improvements (3) minor vehicle capacity improvement.There is a cycling lane on the part of Upper Wellington to the south of the study area. I am interested in seeing the cycling facilities developed through the study area. I would also prefer that the cycling infrastructure be developed all the way to Limeridge Road and not stop at Sirente. Limeridge Road is another cycling route; having cycling facilities connect to other cycling facilities is an important part of encouraging this mode of transportation. I look forward to seeing proper sidewalks along the study area. I have seen someone with a mobility device that travels along this corridor even though it is not currently easy to use the current facilities. I expect the new developments will be very much appreciated by him. I have rarely experienced traffic congestion on this section. Several times it did occur due to a school bus stopping on the road. Perhaps it could be possible to encourage the school buses tostop on the side streets instead of on Upper Wellington, as part of TDM? 2. I think it is important to have a cycle lane across the Lincoln Alexander Parkway. This was included in the cycling master plan. It is dangerous to cross by bicycle at Upper James and Upper Wentworth due to the on/off ramps to the Parkway on those roads. The nearest cycling facility to cross the LIncoln Alexander Parkway is West 5th or Upper Sherman, both a significant detour. Having a cycling option on Upper Wellington is an important connecting structure in the minimum grid cycling plan. Having the cycling lane across the bridge is part of considering the balance of modes over the bridge, as opposed to prioritizing car traffic. Since Slide 22 of the PIC presentation indicates that the current four lanes on the northern section of Upper Wellington will be "well below capacity", I think the city should consider converting those four lanes to two, with a middle turning lane. To satisfy the goal to balance modes of transportation, I think it is worthwhile to consider adding a bicycle lane and reducing car traffic slightly on this overpass given the "well below capacity" label. (In fact, this bicycle lane could be extended even further north, but that is outside this study area.)I would like to see the recommendation to put in only two lanes with a center turning lane along the study area as was done on Upper Paradise, West Fifth, and Upper Sherman. Four lanes seems like too much road, and does not match the southern portion of Upper Wellington. I expect four lanes will be unnecessarily wide, encourages vehicles to move at higher speeds and is less conducive to comfortable alternate modes of transportation along the road. Given the current elder-care facility and the planned elder-care facility across the street near Stone Church, that might also be a reason to avoid developing a four lane throughway along this route. Also, these facilities might be a reason to hesitate moving forward with the multi-use pathway option to avoid mixing bicycle traffic with elderly pedestrians on the same pathway. It is exciting to see this section of road being developed. I drive, use transit and cycle on thisroute regularly. When considering the grade just south of Sirente, it was noted during the PIC that the grade has not caused significant traffic incidents at the intersection to date. Widening the road may promote faster moving cars, and make it more likely that cars might miss seeing the warning lights at the top of the hill traveling north to the intersection. As such, it might be worth considering that a wider road with the current grade might contribute to an increase in traffic accidents at the intersection. This could be another reason to hesitate developing a four-lane road. Thank you for a clear and informative presentation.
5	Tuesday, June 15, 2021	Email	Thank you for your comments. We will review and take them into consideration as the project proceeds. I can also confirm that I have added you to our contact list so you will be directly notified of any future public engagement opportunities.
6	Tuesday, June 15, 2021	Email	I spoke with Councillor Pauls this morning about the Upper Wellington EA. She has been receiving comments from her constituents about concerns over the potential property impacts associated with a four-lane cross-section. To address this, she asked that a letter be prepared so that she can deliver it and have conversations with residents along the study area (see attached). She suggested reaching out to you with this information in case you are receiving similar concerns or would like to follow a similar process. If you are interested in using the letter, please let me know if you would like any changes or any additional information to be included.

7	Tuesday, June 15, 2021	Email	I spoke to Councillor Pauls today and suggested that she could provide copies of the letter to one of her neighbours on the Ward 8 side who can distribute to their neighbours as required. I do not believe we have received specific feedback from Ward 8 residents to date. Looking at the roll plan and presentation, I understand that traffic's recommendation is a four lane cross section, which will require property expropriation. However, I need to better understand the traffic projections and continuity with the existing ROW cross sections north and south of this section of Upper Wellington. It appears that Upper Wellington south of Stone Church was constructed to the relatively new three lane configuration with provision to remove the double wide boulevards to accommodate future widening when traffic volumes require an additional two vehicular lanes. If this is the case, I assume that the City already owns the appropriate ROW south of Stone Church to accommodate future widening – in which case if Upper Wellington in the study area is 3 or 4 lanes is somewhat irrelevant to the property requirements as we would want to acquire all property now for the full 4 lane cross section, even if we only build out to three lanes with provision for future widening. The available ROW north of the study area is also fixed due to the bridge over the Linc – so I am confused with the recommendation to provide four vehicular lanes, bike lanes and sidewalks for the study area – which would be impossible to carry over the bridge. I need to better understand the continuity of the proposed cross section north of the study area and available ROW from the Linc to Concession as the entirety of Upper Wellington should have the same cross section from end to end. Perhaps it would be best to schedule a meeting with appropriate staff to discuss these issues.
8	June 18,2021	Email	I can definitely set up a call to review transportation data and assumptions for the project. Based on comments we have received so far and further discussions about approaches to Complete Streets, we are actually in the process of doing an additional analysis. The initial assessment for this project followed the typical EA process and focused primarily on the study area. However, we are currently looking more in depth at surrounding areas (ex. parallel streets, Upper Wellington south of Stone Church, etc.) to have a better understanding of the network. We anticipate that the findings will be available in early July. Please let me know if your preference is to have the call as soon as possible or to wait until the additional findings are available. A few additional notes: •Upper Wellington south of Stone Church has not been recommended for additional widening beyond three lanes under any transportation master plan. However, planning conditions do change and we are currently looking into whether future traffic conditions may require a widening in this section. •The portion of Upper Wellington between Limeridge and Towercrest/Sirente was included in this project for connectivity purposes. Although the bridge will not be reconstructed during the upcoming construction cycle, the EA has the capability to provide recommendations for whenever the bridge is reconstructed. This approach has been taken in other EA projects (ex. Southcote Road). Another consideration is that, should the preferred alternative solution be for a three-lane cross-section, the portion of road over the bridge could also be recommended to have three-lanes which would provide room for cycling facilities.
9	Thursday, June 10, 2021	Voice memo	I'd like to be on the mailing list for upper wellington street from limeridge to the stone church. My address is [redacted] I'd like to be on the mailing list. My phone number is [redacted]
10	Tuesday, June 15, 2021	Email	In response to our conversation this morning about concerns over the proposed four-lane cross-section for the Upper Wellington EA, I have prepared a letter that can be provided to residents. Please let me know if you would like any changes to the letter or for any additional information to be included. As you suggested, I will be contacting Councillor Danko shortly to provide him with this letter as well.
11a	Thursday, June 10, 2021	Email	I believe I had heard that the cross-section would be chosen as a result of the comments received from PIC #1. Without additional information regarding implementation this is difficult, but I would like to provide my feedback regardless. Possible Cross-Section (1) is the best option. My reasons are as follows: 1) Cross-section (2) places cyclists closer to the road. On a street where vehicle traffic, including local and personal trucks may be travelling 50km/h or likely closer to 60km/h, further from the street means it will be more comfortable for cyclists, and be safer. This means cyclists are more likely to use this route and stay off the sidewalk. It will also provide an additional physical barrier of light posts closer to the road which will act as a vertical visual deterrent to speeding. I would even like to see trees between the bicycle lane and the road, where there is no light post. This cross-section is also the widest option meaning it will encroach the most onto properties. 2) Cross-section (3a) places cyclists among pedestrians. This is not best practice for cycling routes, both for recreation and commuting. Commuting cyclists are likely to be travelling at 15km/h, possibly faster on the downhill, making it dangerous for pedestrians. Recreational cyclists will likely either be travelling faster, or choose the street instead. The city has flagged issues regarding cyclists on multi-use trails in various locations and brought these concerns to the Hamilton Cycling Advisory Committee. This shows that there are known issues with this design and should not be implemented. 3) Hamilton and North America are welcoming a new era of cycling, which means when we design roadways with cycling lanes, we should be thinking 20 years into the future when this road will be rebuilt. What will be acceptable, or best practice then? Will the city need to rebuild because the standards will change and this will be considered dangerous in the future? The city should choose cross-section (1) because it is the best design and has the best potential for best-practice of NACTO but also of places where cycling is considered much more important. Things like bus bulbs, and room for cars to stop before turning onto the road, so the cycle track can continue behind a stopped car waiting for an opening from a driveway are things that are possible with more space between the roadway and the cycle track.

11b	Thursday, June 10, 2021	Email	There are a few caveats and recommendations: 1) In NO CIRCUMSTANCE should the bicycle lane be placed behind the sidewalk. This makes no sense as fastest travelling vehicles should be closer to the centre of the road slowing outward. This also reduces sightlines for vehicles exiting driveways before entering onto a cycleway where bicycles could be travelling 15km/h-20km/h. It also leads to pedestrians using the cycle track as it is further from automobiles. 2) Bus bulbs should be utilized to allow for wheelchair accessible boardings, and it is best practice so cyclists do not have to stop for bus boardings. 3) Space should be left between the road curb, and the cycle track on driveways so a car does not block the cycle track while waiting for space to turn. 4) The cycle track should be grade separated (meaning lower than the sidewalk and boulevard between it and the road. This must be done to avoid pedestrians utilizing it as a wide sidewalk. If cycle lanes are to be utilized, they must be available. Nobody will use a road when it is accessible 20% of the time. We must utilize the same line of thinking for cycle lanes, In future, these are the kinds of designs that should be brought before the cycling advisory committee for comment. I am chair of the committee, though commenting in my capacity as a private citizen, however I feel this is the kind of topic that should be discussed at committee. I am a downtown resident, but I do feel the outer city residents disdain that downtown is the focus of much of the city's effort. We see plenty of projects happening in Ward 1- 4, but rarely from 7 & 8. I would appreciate, and so would members of committee being able to provide official commentary on this. Just as a matter of how the process works. We must provide a notice of motion to provide an official recommendation. So in this case where the deadline for comment is June 29, committee would need this information for the May meeting so there is time to draft a motion for the June meeting. If you are unsure of any of the topics discussed, (bus bulbs, and space for cars to stop) please let me know and we can discuss further. Please let me know if I misunderstood the requirement for cross-section decision from this PIC.
12	Friday, June 11, 2021	Email	Thank you for providing your comments. They will be added to the project file and taken into consideration as the project progresses. The purpose of this first PIC is to look at alternative solutions – what components should be included in the right-of-way in order to address current and future transportation demands. A second PIC will be held (likely later this year) to review alternative designs (confirmation of preferred facility types, measurements, etc.) for the preferred solution. Your comments are very helpful as they indicate your preferred components and preferred design approach, which will continue to be assessed as the project moves forward. If you have any questions regarding implementation, please let me know. In terms of the Cycling Committee, thank you for bringing this to my attention. This project has followed the typical process for EAs in terms of notifying the Cycling Committee but we are always open to improving this process. I will reconnect with the staff liaison to review what changes can be made to ensure that there is enough time, and that a proper process is followed, for the Committee to provide comments.
13	Monday, June 14, 2021	Email	Thank-you for your detailed feedback. Upper Wellington is a very important mountain cycling link and it is very important to leverage this opportunity to incorporate high quality cycling infrastructure. As you know, the north-south network of identified cycling routes on the mountain are on alternating arterial roads that do not have an intersection with the Linc – Upper Wellington being the most central route with very high opportunities to be updated into a key north-south mountain cycling corridor. Unfortunately, the connectivity of the proposed cross sections are somewhat limited by the four lane cross section available at the bridge over the Linc, and the relatively new cross section south of the project area that was built with one through lane in each direction, a centre turning lane and a painted bike lane on each side. I personally agree with your assessment of the current options which staff have presented to accommodate traffic operations and current complete streets best practices.
14	Thursday, June 17, 2021	Email	We have been residents of [redacted] for almost 7 years. As tax payers we want to voice our concern by saying, we have seen the proposed development for Upper Wellington Street and we are very much against it. The street is busy enough. We only support a three-lane cross-section. Thank you.
15	Friday, June 18, 2021	Email	Thank you for your comments. We will review and take them into consideration as the project proceeds. Would you like to have your email added to our mailing list for this project?
16	Friday, June 18, 2021	Email	Thank you Megan for your email. We would be happy to receive emails concerning this project. Have a great day.
17	Tuesday, June 29, 2021	Email	Regarding the 4 lane cross – section on Upper Wellington st. I have some concerns regarding this matter. Upper Wellington is a busy street. Depending on the time, It could take up to 10 minutes for me to exit my driveway. Adding more lanes would make this more difficult. One of the concerns in entering my driveway, If there is to be 2 added lanes with cars it would make it difficult to turn into my driveway causing a traffic jam. I live next door to the fire department . I have witnessed cars in a panic when the sirens are on and the Fire truck wants to exit their driveway. 4 lanes would cause much panic and sudden stops when the fire truck needs to exit immediately . It is my understanding that the city would have to expropriate a certain amount from my frontage to add these extra lanes. This would provoke my taxes to increase as sidewalks would be added and the value of my home decrease. During the winters upper wellington is an emergency route for the Fire department , Clearing the 4 lanes would result in excessive amount of snow piled upon the side of the road possibly blocking the driveways.

18	Thursday, June 10, 2021	Email	I just wanted to pass along some information for your records. This morning I received a voicemail from a resident [redacted]. He requested to be added to the mailing list for the Upper Wellington EA. In return , I left a voicemail confirming that I had added him to our mailing list and that he would receive notices for the project's second PIC and Notice of Completion. The resident then called back to provide some comments on the proposed improvements. He stated that his preferred cross-section for Upper Wellington would be to have five vehicle lanes and bike lanes. I noted that we were not considering a five-lane cross section at this time and that we were looking at options with three or four lanes. He then responded that he would prefer four lanes due to buses - with three lanes, you can't use the centre turn lane to pass a stopped bus but people do and it's unsafe. With four lanes, you can switch lanes and pass the bus safely. I let him know that we would add his comments to our records and take them into consideration as part of the public engagement process.
19	Monday, May 17, 2021	Email	The City of Hamilton has formally initiated the Municipal Class Environmental Assessment (EA) process to address transportation challenges along Upper Wellington Street (Limeridge Road to Stone Church Road). On Tuesday, June 8th we will be holding a virtual Public Information Centre. Further Information can be found in the attached document or on our webpage: www.hamilton.ca/UpperWellingtonEA Please let me know if you have any comments, questions or would like additional information.
20	Monday, June 28, 2021	Email	As discussed, I'm just sending a quick email to summarize our call this afternoon. You mentioned that you don't have any comments/ questions at this time , other than that you are interested in archaeological fieldwork and natural heritage. For archaeology, our Phase 1 Archaeology Assessment is currently with your team for review. In terms of natural heritage work, we will be circulating you the draft document to review around September. I've also copied in Nimesh who will be the Project Manger for the remainder of this project. He will be reaching out to you periodically for updates on the natural heritage assessment and at the key EA points of contact.
21	Tuesday, June 15, 2021	Letter	The City of Hamilton has initiated a Municipal Class Environmental Assessment (EA) to look at transportation improvements along Upper Wellington St from Limeridge Rd to Stone Church Rd. A virtual Public Information Centre (PIC) was held on June 8th, 2021 to review the alternative solutions that are being assessed for the project. All options being assessed include active transportation facilities, transit-supportive measures, and stormwater management. Based on preliminary findings, the preferred alternative is to widen the road up to four lanes between Towercrest Dr/ Sirente Dr and Stone Church Rd. However, this is not the confirmed design. We are currently seeking feedback from the community until June 29th, 2021 to confirm whether a four-lane or three-lane cross-section is appropriate and which right-of-way elements are a priority for the community. Based on comments received and data collected, a final alternative solution will be chosen and a second PIC will be held in late 2021 to review design options for the solution. This letter was created in response to comments received regarding the potential property impacts. While it is still early in the planning process and exact impacts will not be confirmed until detailed design, approximate impacts from a four-lane cross-section were displayed on a roll plan that can be found on the project's webpage. While property impacts may occur from any road widening project, a four-lane cross-section will have greater impacts to properties than a three-lane cross-section. If you would like to submit comments or request email notices for future public engagement opportunities, please contact me at megan.salvucci@hamilton.ca. Additional information (including the PIC recording, panels, and roll plan) can be found at: www.hamilton.ca/UpperWellingtonEA.

Public Information Centre #2

Upper Wellington Street Improvements (Stone Church Road to Limeridge Road) Municipal Class Environmental Assessment

Public Information Centre #2

Sackville Hill Seniors Recreation Centre (780 Upper Wentworth St, Hamilton)
Tuesday, December 10, 2024
6:00 p.m. – 8:00 p.m.



Land Acknowledgement



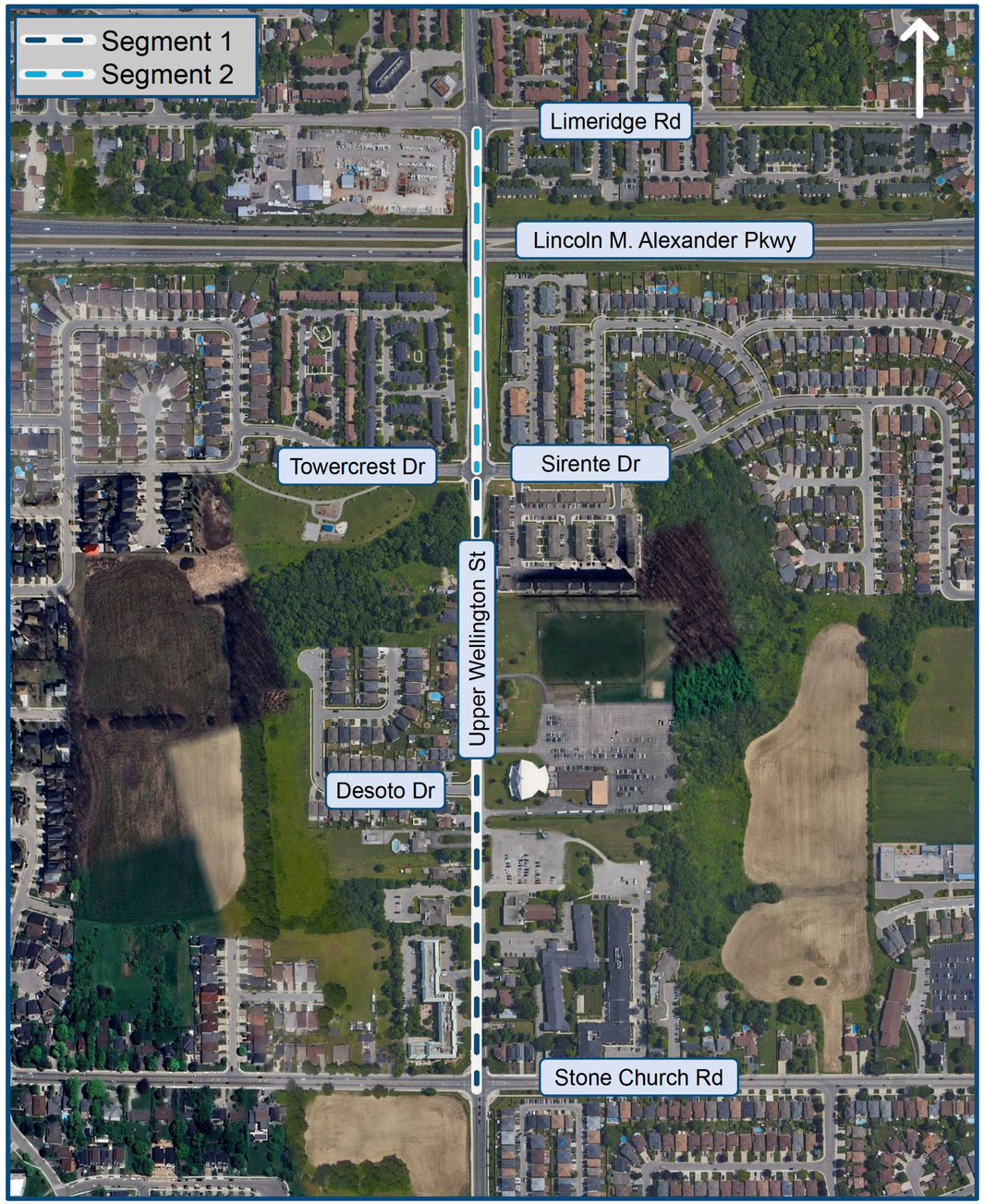
The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. We further acknowledge that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation.

Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.

Study Overview

- The City of Hamilton is undertaking a Municipal Class Environmental Assessment (Class EA) Study for Upper Wellington St from Stone Church Rd to Limeridge Rd (subject corridor).
- The intent of this study is to identify transportation and stormwater / drainage improvements for this corridor.
- This study is building on the recommendations of the South Mountain Area Transportation Master Plan (2000; reviewed in 2006) and City's Transportation Master Plan (2007; reviewed and updated in 2018), which identified the need for widening of this corridor.

The purpose of this Public Information Centre is to present the Preliminary Preferred Design for the corridor and solicit feedback.



Study Process and Timeline

The **Municipal Class Environmental Assessment (Class EA)** process is a planning tool for municipal infrastructure projects, approved under Ontario's *Environmental Assessment Act*. This study is being conducted as a Schedule 'C' project, and it will address Phases 1 to 4 of the Class EA process.

Phase 1: Identify Problem and Opportunities

- Identify problem and opportunities
- Initiate technical studies

Phase 2: Alternative Solutions

- Identify and evaluate alternative solutions to identify a preferred solution
- Undertake consultation
- Select preferred solution

Phase 3: Alternative Designs

- Identify and evaluate alternative designs to identify a preferred design
- Undertake consultation
- Select preferred design

Phase 4: Environmental Study Report

- Prepare Environmental Study Report (ESR) to document the planning process
- Place ESR on public record for a minimum of 30-day review period
- Issue Notice of Completion

Phase 5: Implementation

- Complete Detailed Design
- Proceed to Construction and Operation
- Monitor Environmental Impacts and Mitigation Measures

Presented at PIC #1 in Jun. 2021

We Are Here (PIC #2 – Dec. 2024)

Summer 2025

Timing to be Determined

Class EA Phase 1: Problem and Opportunity

Upper Wellington Street Improvements

Problem	Opportunity
The traffic assessment for future conditions (2031) identified that the subject corridor will encounter traffic capacity issues, leading to congestion.	Adding a center left-turn lane would increase capacity and improve traffic flow, reducing congestion during peak hours.
The Upper Wellington Street and Stone Church Road intersection would face significant delays during peak hours, leading to critical congestion issues.	Changes to the road layout would help reduce delays for north-south traffic and adjusting traffic signal timings would help increase capacity for east-west movements.
There are no cycling facilities within the subject corridor.	There is opportunity to provide dedicated cycling facilities that are safe and comfortable.
A sidewalk is located along the west side, which transitions to a gravel path. Sidewalks are also located north of Towercrest Drive / Sirente Drive.	There is opportunity to provide dedicated pedestrian facilities that are safe and comfortable for users of all ages and abilities.
Upper Wellington Street between Stone Church Road and Towercrest Drive / Sirente Drive has rural cross-section.	There is opportunity to transform this segment to urban cross-section and provide stormwater management improvements.

City's goal is to transform this corridor into a complete street corridor. ***Complete Streets*** *are streets that are safe for everyone: people who walk, bicycle, take transit, or drive, and people of all ages and abilities.*

Class EA Phase 2: Updates to Preferred Solution

Upper Wellington Street Improvements

Preferred Solution Presented at PIC #1:
Widening of Upper Wellington St from Stone Church Rd to Towercrest Dr from 2 to 4 lanes, with intersection improvements and active transportation facilities.

Feedback Received at PIC #1:
Reduce property and tree impacts by reducing widening from 4 to 3 lanes.

Updated Preferred Solution:
Further traffic analysis determined that Upper Wellington St from Stone Church Rd to Towercrest Dr is well-suited for a three-lane cross section. Accordingly, the preferred solution was updated to:

Between Stone Church Rd and Towercrest Dr:

- Widening to 3 traffic lanes, with dedicated a centre turn lane, and active transportation facilities.

Between Limeridge Rd and Towercrest Dr:

- Provision of active transportation facilities within the existing roadway (no widening of bridge required).





Class EA Phase 3: Road Design Options

Upper Wellington Street Improvements

Multi-Use Trail



Not carried forward for evaluation due to several reasons, including inconsistency with existing bike lanes on the south and future bike lanes on the north, intersection design challenges, and safety concerns.

On-Street Bike lane



Carried forward for further evaluation.

Off-Street Bike lane



Carried forward for further evaluation.

Two road design options were developed and evaluated for the subject corridor. These options included on-street and off-street bike lanes and pedestrian sidewalks.

Evaluation Criteria

The road design options were evaluated using the following evaluation criteria:

Transportation

- Effects on Road Alignment and Profile
- Accommodates All Road Users (Pedestrians, Cyclists, Transit Customers and Auto Drivers)
- Safety and Comfort for All Road Users (Pedestrians, Cyclists, Transit Customers and Auto Drivers)
- Alignment with City's Transportation Policies and Directives

Social Environment

- Planning for Equity
- Effects on Private Properties
- Effects on Accesses to Adjacent Properties
- Noise Effects

Natural Environment

- Effects on Terrestrial Resources and Wildlife
- Effects on Trees
- Effects on Fish and Fish Habitat
- Effects on Stormwater

Cultural Environment

- Effects on Archaeological Resources
- Effects on Built Heritage Resources and Cultural Heritage Landscapes

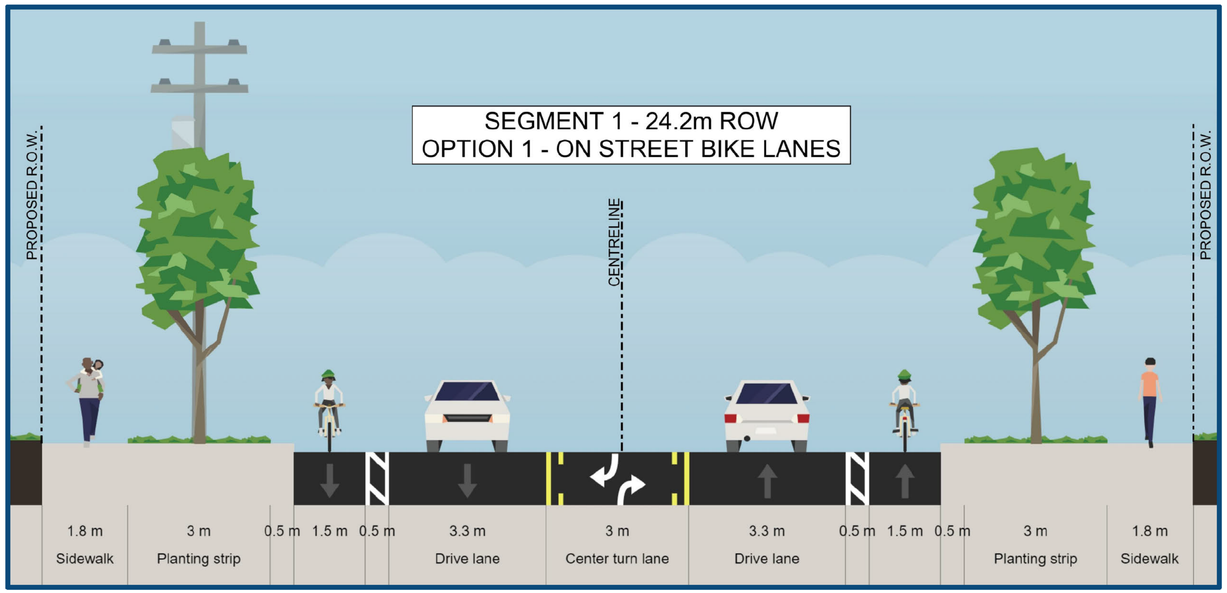
Technical Environment

- Effects on Existing Utilities
- Effects on Bridge Structure

Economic Environment

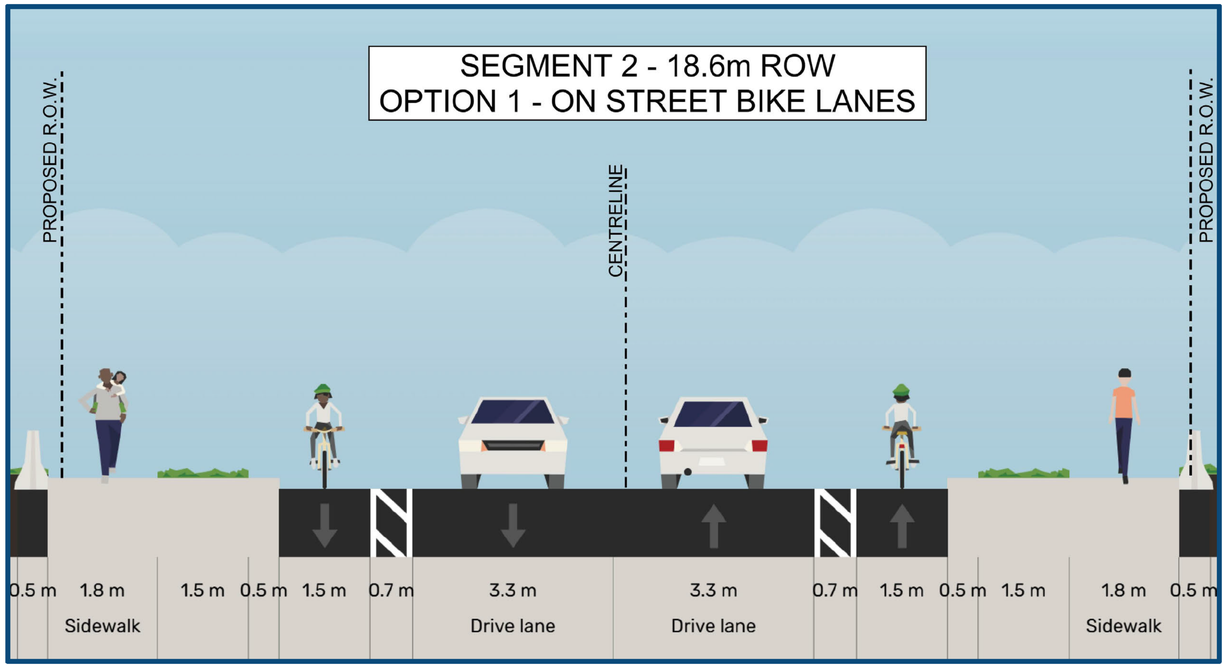
- Construction Cost
- Maintenance Cost

Road Design Option 1 (On-Street Bike Lanes)



Segment 1: Upper Wellington St between Stone Church Rd and Towercrest Dr / Sirente Dr

- Widen Upper Wellington Street to three traffic lanes, including one travel lane in each direction, a centre two way left turn lane, on-street bike lanes, boulevards / planting strips for trees and sidewalks

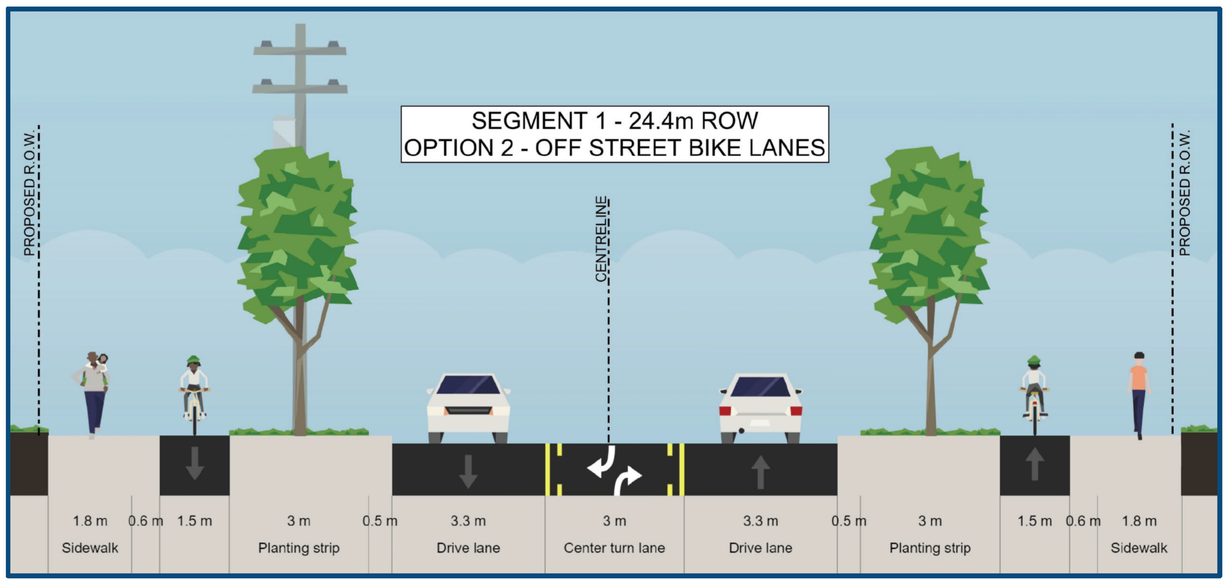


Segment 2: Upper Wellington St between Towercrest Dr / Sirente Dr and Limeridge Rd

- Reducing Upper Wellington Street from four travel lanes to two travel lanes, with on-street bike lanes and sidewalks

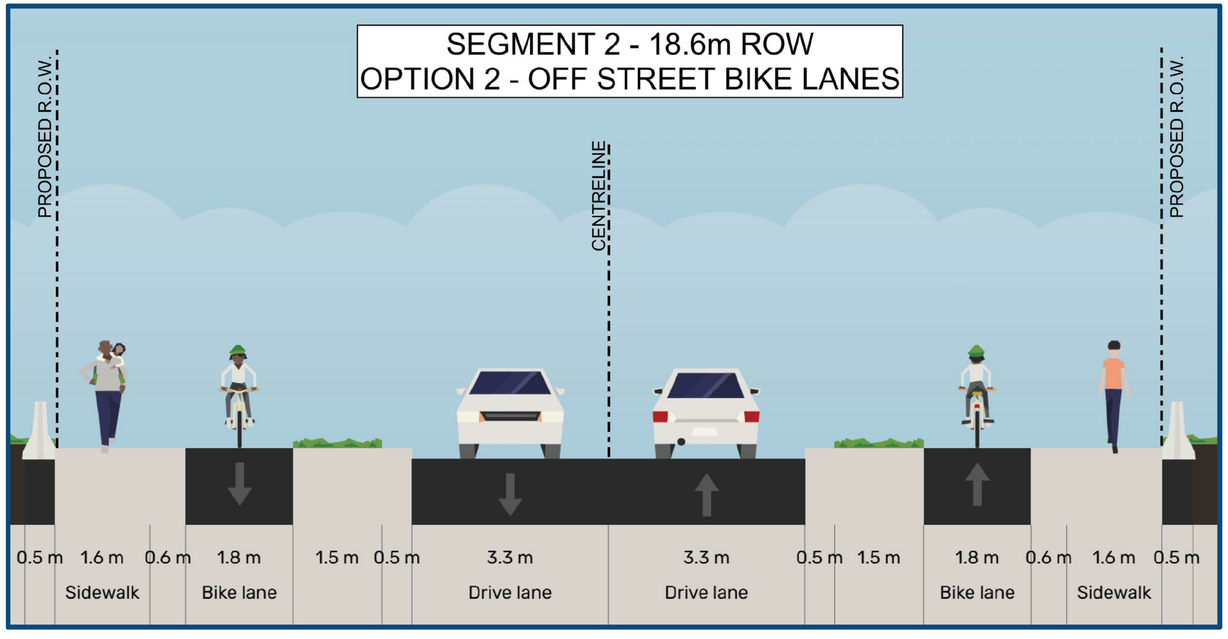
NOT RECOMMENDED

Road Design Option 2 (Off-Street Bike Lanes)



Segment 1: Upper Wellington St between Stone Church Rd and Towercrest Dr / Sirente Dr

- Widen Upper Wellington Street to three traffic lanes, including one travel lane in each direction, a centre two way left turn lane, off-street bike lanes, boulevards / planting strips for trees and sidewalks



Segment 2: Upper Wellington St between Towercrest Dr / Sirente Dr and Limeridge Rd

- Reducing Upper Wellington Street from four travel lanes to two travel lanes, with off-street bike lanes and sidewalks

RECOMMENDED

Evaluation of Road Design Options

Both options received similar scores based on their impacts and benefits on transportation, and social, natural, cultural, technical and economic environments. However, **Option 2 (Off-Street Bike Lanes)** has some additional benefits that set it apart from Option 1, and make it a recommended road design option. These include:



Safety & Comfort: Physically separated bike lanes eliminate vehicle encroachment, ensuring cyclist safety.



Reduced Conflicts: Transit and waste vehicles stay out of bike lanes, minimizing conflict points.



Better Transit Connections: Raised lanes allow seamless bus connections for cyclists without curb jumps.



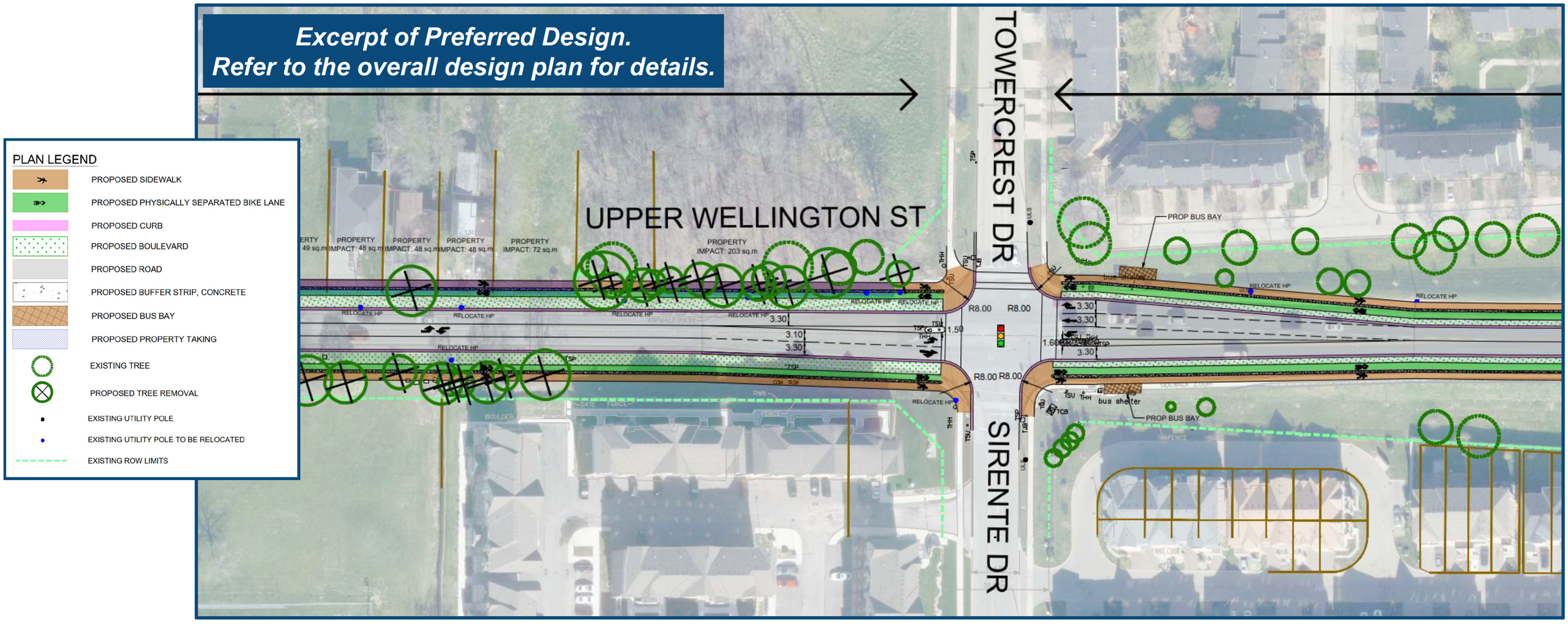
Alignment with City Plans: Supports City's Cycling Committee Motion (2022) and Accelerated Active Transportation Plan (2024–2028).



Equity: Provides highest safety and comfort for vulnerable road users.

Preferred Design

- The preferred design **(Off-Street Bike Lanes)** is at functional design in nature. It will be finalized considering the feedback received through PIC #2.
- Impacts to properties and trees would need to be confirmed during detailed design phase when the design is advanced to a sufficient level of detail and grading limits are defined. There may be opportunities at that time to reduce impacts to properties and trees through design refinements.



Stormwater Management

- The need for stormwater quantity and quality controls will be evaluated as part of the Stormwater Management Assessment.
- This assessment will propose stormwater management measures to provide stormwater quality and quantity controls.
- Opportunities will be explored to incorporate Low Impact Development (LID) Best Management Practices (BMPs), including infiltration / bioretention areas and soil retention systems for trees and plantings.



Example of Bioretention Area.
Source: City of Portland, BES.

Environmental Protection

- The project's environmental impacts will be identified once the preferred design is finalized, and appropriate protection and mitigation measures will be developed.
- Based on the current design, approximately 45 tree removals are anticipated.
- These impacts will be confirmed during the detailed design phase when the design and grading limits are more defined.
- There may be opportunities to reduce tree impacts through design refinements at that stage.
- To maintain existing tree cover, the City's Tree Protection Guidelines require a 1:1 compensation for any trees removed.





Next Steps

Winter 2025

Review and Consider Feedback from PIC #2

Finalize Preferred Design

Spring 2025

Finalize Technical Studies

Prepare Environmental Study Report to Document Planning Process

Summer 2025

Issue Notice of Study Completion

How Can You Provide Input?

Thank you for taking the time to participate in this Public Information Centre. Your feedback is valuable. You are encouraged to provide comments by filling out the comment form or by contacting the Project Team Members identified below by **December 24, 2024**:

Megan Salvucci, RPP
Senior Project Manager – Infrastructure Programming and Planning
City of Hamilton
Email: megan.salvucci@hamilton.ca

Mir Ahsan Talpur, RPP, MCIP
Senior Environmental Planner
WSP Canada Inc.
Email: mir.talpur@wsp.com

Visit project website for project information:
https://www.hamilton.ca/environmental-assessments/upper-wellington-street-limeridge-road-east-stone-church-road-east

Subject: RE: Upper Wellington St. study

From: [redacted]
Sent: Friday, November 22, 2024 10:59 PM
To: Salvucci, Megan <Megan.Salvucci@hamilton.ca>
Subject: Upper Wellington St. study

External Email: Use caution with links and attachments

Hi Megan, I am a resident on Upper Wellington [redacted]. I think it would be great to have two lanes further south on this street instead of just one lane each way to make the street a viable alternative to get to Rymal. Heading south on this street is currently not convenient. I am sure Turkstra Lumber, just south of Mohawk on Upper Wellington would love it to be more convenient for their customers also.
Thank you for your consideration.

Hamilton
Public Works

PUBLIC INFORMATION CENTRE

Upper Wellington Street (Limeridge Rd to Stone Church Rd) EA
Tuesday, December 10th, 2024
Sackville Hill Seniors Recreation Centre – 780 Upper Wentworth St
6:00 pm – 8:00 pm

Name: [redacted]

Address [redacted]

Contact info (phone number or email): [redacted]

Comments:

my comment (suggestion) has to do with the planting strip (buffer) on both side of Upper Wellington. btwn. Stonechurch Rd & Tweedsmuir/Swiss I don't think that these planting strips are necessary. By eliminating the planting strips the city will save tax dollars. Grass and/or trees will not have to maintained/repaired or replaced. at a cost to the City (its taxpayers) I've seen many examples of grass.

over →

Comments and information regarding this study are being collected to assist the City of Hamilton in meeting the requirements of the *Environmental Assessment Act*. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them by **Tuesday, December 31, 2024** to either:

Megan Salvucci, RPP
Project Manager, Infrastructure Renewal
City of Hamilton
Phone: 905-546-2424 ext. 2732
Email: megan.salvucci@hamilton.ca

Mir Ahsan Talpur, RPP, MCIP
Senior Environmental Planner (Consultant)
WSP Canada Inc.
Phone: 647-545-8974
Email: mir.talpur@wsp.com

and trees that have been damaged.
Every year during maintenance by
plows, grass cutting and city crews.
There is a need to then replace
or repair. I think the buffer planting
strip area should be something other
than such as asphalt or concrete

Hamilton
Public Works

PUBLIC INFORMATION CENTRE

Upper Wellington Street (Limeridge Rd to Stone Church Rd) EA
Tuesday, December 10th, 2024
Sackville Hill Seniors Recreation Centre – 780 Upper Wentworth St
6:00 pm – 8:00 pm

Name: [redacted]
Address: [redacted]
Contact info (phone number or email): [redacted]

Comments:

MY CONCERN OF A 3 LANE ROADWAY IS WHEN A BUS STOPS DRIVERS PASS THE BUS ON THE LEFT TURN LANE.

Comments and information regarding this study are being collected to assist the City of Hamilton in meeting the requirements of the *Environmental Assessment Act*. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them by **Tuesday, December 31, 2024** to either:

Megan Salvucci, RPP
Project Manager, Infrastructure Renewal
City of Hamilton
Phone: 905-546-2424 ext. 2732
Email: megan.salvucci@hamilton.ca

Mir Ahsan Talpur, RPP, MCIP
Senior Environmental Planner (Consultant)
WSP Canada Inc.
Phone: 647-545-8974
Email: mir.talpur@wsp.com

From: Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
Sent: January 2, 2025 10:01 AM
To: Talpur, Mir Ahsan Ali
Cc: Malloy, Patrick
Subject: FW: Upper Wellington Street Limeridge to Stone Church

Good morning Mir,

Please see below one comment received from the PIC.

Thank you!

Kind regards,

Olivia Stanciu, M.SC., PMP (she/her)
Project Manager – Capital Infrastructure Planning
Infrastructure Renewal
Public Works
Engineering Services, City of Hamilton
Hamilton

From: Salvucci, Megan <Megan.Salvucci@hamilton.ca>
Sent: Thursday, January 2, 2025 8:34 AM
To: Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
Subject: FW: Upper Wellington Street Limeridge to Stone Church

Megan Salvucci, *MCIP*, *RPP* (she/her)
Senior Project Manager – Infrastructure Programming and Planning
Infrastructure Renewal
Engineering Services
Public Works, City of Hamilton
(905) 546-2424 Ext.2732
Hamilton

From: [redacted]
Sent: Tuesday, December 24, 2024 8:29 PM
To: Salvucci, Megan <Megan.Salvucci@hamilton.ca>
Cc: Ward 8 Office <ward8@hamilton.ca>
Subject: Upper Wellington Street Limeridge to Stone Church

External Email: Use caution with links and attachments

Hello Megan,

I ride my bicycle from Brucedale Ave E and Upper Wellington to the YMCA on Rymal Road several mes each week.

The sec on of Upper Wellington south of Stone Church has on street bike lanes. Those lanes are wide enough for my bicycle to not interfere with traffic and the 3 traffic lanes are wide enough that even large vehicles have no need to encroach on the bicycle lane. To make it safer the City could install those flexible bollards on the edge of the bicycle lane in front of houses so they didn't interfere with driveways.

I would much prefer the City choose Roll Plan Op on 1 with on street bike lanes. This would be considerably cheaper than Op on 2. It would match with the south end of Upper Wellington. It is safe enough and much safer than what I ride now dodging power poles on the gravel beside the pavement.

The money that the City saves going with Op on 1 could be used to repave Upper Wellington north of Limeridge where the pavement is mostly in terrible condi on.

I know the bicycle advocates want Op on 2, but there is li le extra value gained s cking a green strip between the cars and the bicycles. Responsible use of taxpayer dollars should suggest Op on 1 and then fix other road problems with the money not wasted on Op on 2.

Thank you

==========



Public Comments on the Environmental Study Report

Outlook

FW: Upper Wellington Road Improvements

From Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
Date Fri 2025-12-05 3:47 PM
To Talpur, Mir Ahsan Ali <mir.talpur@wsp.com>

Hi Mir,

Please see below the answer to the resident's complaint. I cc'ed you the first time I was writing the response, but my Outlook crashed and I lost that first draft.

Kind regards,

Olivia Stanciu, M. Sc., PMP (she/her)
Project Manager – Capital Planning
Infrastructure Renewal
Engineering Services
Public Works, City of Hamilton
(905) 546-2424, ext. 4101

Confidentiality disclaimer: This email is for the intended recipients only. If the reader of this message is not the intended recipient, please note that any distribution of this message, in any form, is strictly prohibited. If you have received this message in error, please immediately notify the sender and delete or destroy any copy of this message.

-----Original Message-----
From: Stanciu, Olivia
Sent: Friday, December 5, 2025 3:46 PM
To: Pauls, Esther <Esther.Pauls@hamilton.ca>; [redacted]
Cc: Salvucci, Megan <Megan.Salvucci@hamilton.ca>; Sharma, Dipankar <Dipankar.Sharma@hamilton.ca>
Subject: RE: Upper Wellington Road Improvements

Good afternoon [redacted]

Thank you for reaching out.

Based on the studies completed for the Upper Wellington Street Environmental Assessment, and in accordance with the Municipal Class Environmental Assessment process, Upper Wellington Street is recommended to be divided into two segments:

- Stone Church Road East to Towercrest Drive / Sirente Drive: Widening from two to three traffic lanes, including a dedicated centre-turn lane and new active transportation facilities.
- Towercrest Drive / Sirente Drive to Limeridge Road East: A road diet, reducing the roadway from

four lanes to two through-lanes, with centre-turn lanes at intersections and active transportation facilities.

Design options were then developed, and Option 2 (Three-Lane Cross-Section with Sidewalks and Off-Street Bike Lanes) was selected due to several key advantages:

- Physically separated bike lanes provide the greatest safety and comfort for cyclists by preventing vehicle encroachment. They also remove the need for transit and waste-collection vehicles to enter bike lanes, reducing conflict points.
- Raised bike lanes improve connections to transit stops, allowing cyclists to transition to and from buses without navigating curbs.
- The design supports the City's transportation plans and guidelines, including the Pedestrian Mobility Plan (2012), TMP Review and Update (2018), Cycling Master Plan Review and Update (2018), Cycling Committee Motion (2022), Complete Streets Design Guidelines (2022), and the Accelerated Active Transportation Implementation Plan (2023).
- From an equity perspective, physically separated facilities offer the highest level of safety and comfort for vulnerable road users.

Segment 1 Design: This section includes widening from two lanes to three, with 3.3-metre through-lanes and a 3-metre centre-turn lane. It also includes 1.5-metre off-street bike lanes and 1.8-metre sidewalks on both sides, separated by a 0.6-metre buffer and 3-metre planting strips/boulevards.

Segment 2 Design: This section implements a road diet, reducing the existing four-lane cross-section to two 3.3-metre through-lanes with dedicated turning lanes at intersections. The reallocated space will accommodate 1.8-metre bike lanes, a 1.5-metre buffer for streetscaping, and the existing 1.6-metre sidewalks with a 0.6-metre buffer. Across the Lincoln M. Alexander Parkway overpass, the design transitions to use the existing 2.0-metre sidewalks and repurposes the roadway to include 1.8-metre physically separated bike lanes, minimizing impacts to the bridge structure.

Please let me know if you need any further detail or clarification.

Kind regards,

Olivia Stanciu, M. Sc., PMP (she/her)
Project Manager – Capital Planning
Infrastructure Renewal
Engineering Services
Public Works, City of Hamilton
(905) 546-2424, ext. 4101

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-----Original Message-----
From: Piedimonte, Diane <Diane.Piedimonte@hamilton.ca> On Behalf Of Pauls, Esther
Sent: Friday, December 5, 2025 2:06 PM
To: [redacted]

Cc: Pauls, Esther <Esther.Pauls@hamilton.ca>; Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>; Salvucci, Megan <Megan.Salvucci@hamilton.ca>; Sharma, Dipankar <Dipankar.Sharma@hamilton.ca>
Subject: FW: Upper Wellington Road Improvements

Thank you for your note, we trust staff will respond accordingly.

Gratefully,

Diane Piedimonte
PT Administrative Assistant to Councillor Esther Pauls – Ward 7 Hamilton City Hall, 71 Main Street West – 2nd Floor Hamilton, Ontario L8P 4Y5
phone: 905-546-2706 | email: Diane.Piedimonte@hamilton.ca

My working hours may be different than yours. Please do not feel obligated to reply outside of your normal work schedule.

-----Original Message-----
From: [redacted]
Sent: Friday, December 5, 2025 1:44 PM
To: Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>
Subject: Upper Wellington Road Improvements

External Email: Use caution with links and attachments

Hello. I have just tried to read the assessment regarding road modifications to Upper Wellington between Limeridge Road and Stonechurch Road. It is very hard to read and understand from a non educated citizen in this field. It seems as if one recommendation is to “diet” Upper Wellington between Limeridge and Sirente/Towercrest from 4 lanes to three with a center turn lane.

This an overpass over the Lincoln Alexander Expressway! There is nowhere to turn left!

There are already left hand turn lanes at the stoplights at both ends of this stretch of roadway, Sirente/ Towercrest and Limeridge Road. I live in this area and know the traffic patterns. I have no idea why we would want to reduce 4 lanes of traffic at this location. This would only cause grief and problems for traffic heading south on U.Wellington, waiting for buses at the stop and right hand traffic turns off of U.Wellington onto Towercrest. This would be a waste of taxpayer money to spend on the Upper Wellington road improvements overpass at the Linc.
If I have misread or interpreted this report incorrectly, regarding this part of the project, my apologies.

Regards. [redacted]

Sent from my iPad

Outlook

RE: Public Comments on Upper Wellington Rd EA RE: [redacted]

From Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
Date Tue 2025-12-09 12:52 PM
To [redacted]
Cc Cooper, Rob <Rob.Cooper@hamilton.ca>; Wojewoda, Nicola <Nicola.Wojewoda@hamilton.ca>; Talpur, Mir Ahsan Ali <mir.talpur@wsp.com>

You are very welcome, [redacted]

Have a great day too and merry Christmas!

Kind regards,

Olivia Stanciu, M. Sc., PMP (she/her)
Project Manager – Capital Planning
Infrastructure Renewal
Engineering Services
Public Works, City of Hamilton
(905) 546-2424, ext. 4101
Hamilton

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From: [redacted]
Sent: Tuesday, December 9, 2025 12:35 PM
To: Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
Cc: Cooper, Rob <Rob.Cooper@hamilton.ca>; Wojewoda, Nicola <Nicola.Wojewoda@hamilton.ca>; Talpur, Mir Ahsan Ali <mir.talpur@wsp.com>
Subject: Re: Public Comments on Upper Wellington Rd EA RE: [redacted]

External Email: Use caution with links and attachments

Thank you so much for all your information. You have been extremely helpful.
I am very grateful I will finally be able to connect to the city sewer line.
I hope you have a great day and a very merry Christmas

[redacted]

From: Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
Sent: Tuesday, December 9, 2025 12:28:22 PM
To: [redacted]
Cc: Cooper, Rob <Rob.Cooper@hamilton.ca>; Wojewoda, Nicola <Nicola.Wojewoda@hamilton.ca>; Talpur, Mir

Ahsan Ali <mir.talpur@wsp.com>
Subject: RE: Public Comments on Upper Wellington Rd EA RE: [redacted]

Good afternoon [redacted]

The project is anticipated to begin the construction phase in 2029 and be completed by 2030.
With the proposed urbanization of the road (adding curbs and gutters), new storm sewers and related drainage features (such as catchbasins and maintenance holes) may be needed, as follows:

- The storm sewers located south (downstream) of Desoto Drive are generally expected to remain in place. Our initial review suggests they have enough capacity, but this will be confirmed during the next stages of preliminary and detailed design, when the road profile and sewer condition are reviewed in more detail.
- New storm sewers are expected to be added upstream of Sirente Drive (from the roadway high point southward), since this section of the road currently has no storm sewer servicing.
- No new storm sewers are planned for the area north of Sirente Drive. Because there is no planned increase in paved or hard surfaces in this section, the existing storm sewers are considered sufficient.
- As part of the detailed road design, we expect to add several new catchbasins to properly collect stormwater from the new urbanized road cross-section.

Thank you!

Kind regards,

Olivia Stanciu, M. Sc., PMP (she/her)
Project Manager – Capital Planning
Infrastructure Renewal
Engineering Services
Public Works, City of Hamilton
(905) 546-2424, ext. 4101
Hamilton

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From: [redacted]
Sent: Tuesday, December 9, 2025 11:36 AM
To: Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
Cc: Cooper, Rob <Rob.Cooper@hamilton.ca>; Wojewoda, Nicola <Nicola.Wojewoda@hamilton.ca>; Talpur, Mir Ahsan Ali <mir.talpur@wsp.com>
Subject: Re: Public Comments on Upper Wellington Rd EA RE: [redacted]

External Email: Use caution with links and attachments

Great thank you so much for addressing all of my concerns.
When is Construction project rejected to be starting?
Also, are you guys going to be running the sewer line from Sirente to the south of upper Wellington ?

[redacted]

From: Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
Sent: Tuesday, December 9, 2025 11:22:19 AM
To: [redacted]
Cc: Cooper, Rob <Rob.Cooper@hamilton.ca>; Wojewoda, Nicola <Nicola.Wojewoda@hamilton.ca>; Talpur, Mir

Ahsan Ali <mir.talpur@wsp.com>
Subject: RE: Public Comments on Upper Wellington Rd EA RE: [redacted]

Good morning [redacted]

Thank you so much for all the information provided! We are aware of all the developments that are happening, and we took them all into consideration when we did the studies.

Regarding the bus route, the City's Transit team was also involved in the project and approved of this design.

Please don't hesitate to reach out to me if you have any other questions. Thank you!

Kind regards,

Olivia Stanciu, M. Sc., PMP (she/her)
Project Manager – Capital Planning
Infrastructure Renewal
Engineering Services
Public Works, City of Hamilton
(905) 546-2424, ext. 4101
Hamilton

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From: [redacted]
Sent: Monday, December 8, 2025 4:28 PM
To: Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
Cc: Cooper, Rob <Rob.Cooper@hamilton.ca>; Wojewoda, Nicola <Nicola.Wojewoda@hamilton.ca>; Talpur, Mir Ahsan Ali <mir.talpur@wsp.com>
Subject: Re: Public Comments on Upper Wellington Rd EA RE: [redacted]

External Email: Use caution with links and attachments

Hi Olivia,
thank you for the reply
I have a camera system with AI monitoring
So far since November 1st,there has only been 121 cyclists heading north on Upper Wellington
To justify a bike lane over two lanes does not make sense. Especially when you were talking minor differences as far as expropriations.
I just want to make sure we are understanding ourselves to the east of Bethel gospel church There is a massive development going on (2028) that alone should bring minimum 5000 new residence.
Right at the corner of Upper Wellington and Stone Church is another future development they are proposing twin towers, 16 stories
You were also aware of the upgrades to the church, of course the retirement house.
Then right on the corner of Upper Wellington and Sirente there are two massive developments going on that will bring at least 10,000 residence
Now, if we consider what Upper James has going on, we are talking easily 50,000 new residents.
So I just want to make sure we are all on par here.
Have you guys considered exploring the option of two lanes each way over the bike lane and turning lane ?

I have voiced my concern with the online meet a few years ago. I have never heard any feedback.
I just know in the next decade, this will be a major regret of the city of Hamilton as the city will continue to expand in residencies, and eventually expand the urban boundaries south of Rhymal Road. They're already is extreme gridlock during rush hours. Also there is a curvature in the road and a pretty steep hill south of sirente. As far as safety goes, two lanes would be far more appropriate. The sad reality is we live in Canada and for about half the year people aren't using their bikes. I've seen cars broken down on the hill, spinning out in the snow and countless accidents. There are extreme dangers that are always present that two lanes would rectify. Especially for the walking pedestrians considering north of Sirente is dual lanes both way merging to one lane which creates a major hazard for vehicles trying to bypass into one lane, especially during rush-hour
[redacted] I hear people honking their horns all day and night and a few times a week it'll be the near miss brake screeches/accidents.
One more thing to consider Upper Wellington is a major bus corridor/bus route a lot of the times people are going to be bypassing the bus in the turning lane, which is another major safety concern.
I really appreciate you taking the time to consider this. I know it may be too late but I have voiced my concern for years and I hope you guys can consider this for the greater Hamilton.
Thank you so much. I hope you have a great day.

[redacted]

From: Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
Sent: Monday, December 8, 2025 3:51:43 PM
To: [redacted]
Cc: Cooper, Rob <Rob.Cooper@hamilton.ca>; Wojewoda, Nicola <Nicola.Wojewoda@hamilton.ca>; Talpur, Mir Ahsan Ali <mir.talpur@wsp.com>
Subject: RE: Public Comments on Upper Wellington Rd EA RE: [redacted]

Good afternoon [redacted]
Thank you for your email and for raising these important questions.
To address the points you mentioned, the capacity of a single traffic lane is approximately 850 vehicles per hour. The addition of a dedicated turning lane will increase the overall corridor capacity by an additional 250 vehicles per hour. At present, peak volumes are approximately 650 vehicles per hour during rush hour. Given these conditions, the proposed turning lane will effectively eliminate the congestion currently caused by vehicles slowing down to turn left into driveways or intersecting roads.
In alignment with the **Complete Street Design Manual**, the objective of the project is to design the corridor in a manner that provides a balanced and safe environment for all road users. This includes drivers, pedestrians, cyclists, and transit users. The design approach prioritizes safety, accessibility, and efficiency across all modes of transportation.
Furthermore, future developments within the surrounding area were carefully considered during the planning process. A comprehensive Transportation Assessment was conducted to evaluate potential traffic increases associated with anticipated growth, ensuring that the proposed improvements will adequately support both current and future transportation needs.
Please feel free to reach out if you have any additional questions or require further clarification. Thank you!
Kind regards,

Olivia Stanciu, M. Sc., PMP (she/her)
Project Manager – Capital Planning
Infrastructure Renewal
Engineering Services
Public Works, City of Hamilton
(905) 546-2424, ext. 4101
Hamilton

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From: Wojewoda, Nicola <Nicola.Wojewoda@hamilton.ca>
Sent: Monday, December 8, 2025 2:01 PM
To: Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
Cc: Cooper, Rob <Rob.Cooper@hamilton.ca>
Subject: Public Comments on Upper Wellington Rd EA RE: [redacted]

Hi Cllr Rob Cooper & Olivia,
FWD'ing comments on Upper Wellington Designs
Nikola

From: [redacted]
Sent: Saturday, December 6, 2025 3:14 PM
To: Ward 8 Office <ward8@hamilton.ca>
Subject: Public Comments on Upper Wellington Rd EA RE: [redacted]

External Email: Use caution with links and attachments

Hi Rob
I'm writing to you from [redacted]
We have been involved in the online meets five years ago about this road expansion
To me, it doesn't make sense why you guys are still proposing a single lane each way you guys should be doing two lanes each way and not worrying so much about a bike lane. If you propose two lanes each way they can go around the bikes only makes sense.
Also, with all the developments coming to Upper Wellington, it would only make sense that there will be more traffic as there will be more occupants
I think you guys need to sit back and revisit this. Be logical about this before you guys do something wrong
There already is way too much congestion with one lane each way a turning lane is not gonna help other than people turning into the church or the retirement house
Also, this is blowing my mind away while you guys are keeping the Hydro post up instead of going underground when the Hydro company is proposing to pay half the price. Hamilton did it for the expansion from Lime Ridge and Upper Sherman up to Stone Church and Upper Sherman Over a decade ago
There are Third World countries that are doing their Hydro underground. In the long run It's been proven to save money, be more efficient and a lot more safer for the citizens.
I know my Voice as a taxpayer doesn't matter. But as citizens we need to be logical and mainly practical, especially when it comes to redesigns and expansions
I will not be attending the meeting either will any of the other occupants of the rest of our lots
Hopefully, you can Voice some of our concerns

To think that there will be about 10,000 new taxpayers in your riding In the next five years. And possibly another 20,000 in the next 10 years would only make sense to really consider what we are saying. I understand you guys will have to revise your plans, but you have to think about the future in the long run.
There Are five major developments going on in the next decade in this ward.
I would really appreciate it if you could reach out to me by Phone or possibly stop by so I can elaborate if you're not aware of what is coming to this area
You can reach me at [redacted] please if you're ever in the area, please stop by
Thank you so much for all your help. I hope you have a great day.
[redacted]

Outlook

RE: Upper Wellington Street Environmental Assessment

From Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
Date Mon 2025-12-15 10:42 AM
To [redacted] Ward 8 Office <ward8@hamilton.ca>; Talpur, Mir Ahsan Ali <mir.talpur@wsp.com>; Wojewoda, Nicola <Nicola.Wojewoda@hamilton.ca>

Good morning [redacted]
Please accept my apologies for the delayed response, as I was unwell over the past few days.
To address your question, the preliminary cost estimate has been analyzed and detailed in Section 6 of the Environmental Study Report. As mentioned previously, all studies completed for this report are based on the Complete Streets Manual and the Transportation Master Plans, which aim to ensure safe and accessible roads for all users—pedestrians, cyclists, transit riders, and drivers alike.
If you have any further questions or require clarification, please do not hesitate to reach out.
Thank you for your understanding.
Kind regards,

Olivia Stanciu, M. Sc., PMP (she/her)
Project Manager – Capital Planning
Infrastructure Renewal
Engineering Services
Public Works, City of Hamilton
(905) 546-2424, ext. 4101
Hamilton

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From: [redacted]
Sent: Wednesday, December 10, 2025 10:06 AM
To: Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>; Ward 8 Office <ward8@hamilton.ca>; mir.talpur@wsp.com; Wojewoda, Nicola <Nicola.Wojewoda@hamilton.ca>
Subject: RE: Upper Wellington Street Environmental Assessment

External Email: Use caution with links and attachments

Thank you for replying Olivia,

I read the included staff recommendation in the original study published by Engage Hamilton. WSP included the same recommendation without any cost benefit analysis.

Without consideration of cost you can build extraordinary safety. But is that level of safety necessary?

The infrastructure from Stone Church to Rymal is sufficiently safe. It respects the use of tax payer money. It is operationally efficient: buses can pull in close to the sidewalk for regular and accessible passengers access; garbage collectors minimize the number of steps they need to take at each stop; the large street snow plows can clear the bike lanes for those that chose to ride during the winter.

The same infrastructure is all that is needed from Stone Church to Towercrest Drive. And as I said in the earlier email, the bridge over the Linc can be left alone.

==========

[redacted]

From: Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
Sent: Monday, December 08, 2025 15:36
To: [redacted] Ward 8 Office <ward8@hamilton.ca>; mir.talpur@wsp.com; Wojewoda, Nicola <Nicola.Wojewoda@hamilton.ca>
Subject: RE: Upper Wellington Street Environmental Assessment

Good afternoon [redacted]

Thank you for reaching out.

Based on the studies completed for the Upper Wellington Street Environmental Assessment, and in accordance with the Municipal Class Environmental Assessment process, Upper Wellington Street was recommended to be divided into two segments:

- Stone Church Road East to Towercrest Drive / Sirente Drive: Widening from two to three traffic lanes, including a dedicated centre-turn lane and new active transportation facilities.
- Towercrest Drive / Sirente Drive to Limeridge Road East: A road diet, reducing the roadway from four lanes to two through-lanes, with centre-turn lanes at intersections and active transportation facilities.

Design options were then developed, and Option 2 (Three-Lane Cross-Section with Sidewalks and Off-Street Bike Lanes) was selected due to several key advantages:

- Physically separated bike lanes provide the greatest safety and comfort for cyclists by preventing vehicle encroachment. They also remove the need for transit and waste-collection vehicles to enter bike lanes, reducing conflict points.
- Raised bike lanes improve connections to transit stops, allowing cyclists to transition to and from buses without navigating curbs.
- The design supports the City's transportation plans and guidelines, including the Pedestrian Mobility Plan (2012), TMP Review and Update (2018), Cycling Master Plan Review and Update (2018), Cycling Committee Motion (2022), Complete Streets Design Guidelines (2022), and the Accelerated Active Transportation Implementation Plan (2023).
- From an equity perspective, physically separated facilities offer the highest level of safety and comfort for vulnerable road users.

Segment 1 Design: This section includes widening from two lanes to three, with 3.3-metre through-lanes and a 3-metre centre-turn lane. It also includes 1.5-metre off-street bike lanes and 1.8-metre sidewalks on both sides, separated by a 0.6-metre buffer and 3-metre planting strips/boulevards.

Segment 2 Design: This section implements a road diet, reducing the existing four-lane cross-section to two 3.3-metre through-lanes with dedicated turning lanes at intersections. The reallocated space will accommodate 1.8-metre bike lanes, a 1.5-metre buffer for streetscaping, and the existing 1.6-metre sidewalks with a 0.6-metre

buffer. Across the Lincoln M. Alexander Parkway overpass, the design transitions to use the existing 2.0-metre sidewalks and repurposes the roadway to include 1.8-metre physically separated bike lanes, minimizing impacts to the bridge structure.

If you have any other questions, please don't hesitate to reach out to me. Thank you!

Kind regards,

Olivia Stanciu, M. Sc., PMP (she/her)
Project Manager – Capital Planning
Infrastructure Renewal
Engineering Services
Public Works, City of Hamilton
(905) 546-2424, ext. 4101
Hamilton

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From: [redacted]
Sent: Friday, December 5, 2025 3:16 PM
To: Ward 8 Office <ward8@hamilton.ca>; Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>; mir.talpur@wsp.com
Subject: Upper Wellington Street Environmental Assessment

External Email: Use caution with links and attachments

Hello,

Let me start off by stating that several times per week, I ride my bicycle [redacted] along Upper Wellington to [redacted] Rymal Road.

The recommendation is wrong in a number of ways.

The first is that the most expensive option was chosen without due consideration for the taxpayers of Hamilton. There is the initial capital cost to build. There is the ongoing operating cost to look after the trees and grass between the vehicle and bicycle paths: more staff along with water and water truck costs.

In the several years that I have ridden this route, the bicycle path on the edge of the road between Stone Church and Rymal has been very safe. Seldom do I have a problem with buses or garbage trucks. This same solution could be used between Stone Church and Limeridge Rd. A separated bicycle path is not needed.

In the report it states that multi-use paths were not carried forward because it would create inconsistencies with the existing bike lane south of Stone Church. Later on in the report it states that there will be obtaining larger right-of-way dedications from Rymal Road to Mohawk Road; so the plan would be to have the same bike lanes the whole distance. The inconsistencies would go away. The City has recently put in MUPs on West 5th and Upper Wentworth and these don't seen to create inconsistencies. MUPs are far cheaper than separate but adjacent dedicated pedestrian and bicycle paths. With all the trips that I have taken along Upper Wellington, I see very few pedestrians using the side walk. It is unlikely that there would be conflicts between the few pedestrians and the few bicycles.

The plan calls for the bridge over the Lincoln Alexander Parkway to be rebuilt to have 3 vehicle lanes instead of 4. Changing a bridge is very slow and expensive. But also, the bridge work will impact traffic on the Linc. Linc traffic is already very heavy especially during rush hour. Further impacts to traffic flow will frustrate drivers, possibly leading to accidents. There are left turn lanes at either end of the bridge. Just take away one lane from each direction. There is no need for a middle turning lane on the bridge.

My personal opinion is that WSP was contracted to provide validity to the City of Hamilton staffs' desire to push through the most expensive option for fixing Upper Wellington from Towercrest Dr to Stone Church Road. For a lot less taxpayer money, the same goal can be achieved.

I hope that City Council puts an end to this Assessment and sends staff back to the drawing board.

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