Welcome to the Public Meeting

Red Hill Business Park South
Transportation Master Plan
Addendum

December 4, 2012
6:00 p.m. to 8:00 p.m.

Please sign-in
Background – PIC#1

Public Information Centre #1 (PIC#1) was held on June 25, 2012. Feedback was received regarding:

• Evaluation of Twenty Road Alternatives
• Alternatives for Glover Road

A copy of the displays presented at PIC#1 is available in binders on the tables.

The PIC#1 displays are also available on the project website: www.hamilton.ca/redhilltmpaddendum

Following PIC#1 the Project Team reviewed all comments received, and has undertaken additional work in response to the feedback provided by the public.
Feedback from PIC #1

The following provides a summary of the comments received at PIC #1:

• Preference for Glover Road Alternative #1 (keep open with transition and signs).
• Preference for Glover Road Alternative #2 (back-to-back cul-de-sacs).
• Concerns regarding traffic and truck traffic within and near the business park along Nebo Road, Glover Road and Trinity Church Road.
• Desire to see more speed and truck route enforcement within and near the business park.
• Questions regarding future plans at intersections (e.g. design, signs, signalization).
• Questions regarding timing for road works (e.g. Dartnall Road Extension, Trinity Church Arterial Road Corridor).
• Questions regarding the approved Trinity Church Arterial Road Corridor and associated impacts and mitigation.

Property owners on Glover Road north of Dickenson Road East have expressed concern regarding the potential additional traffic within the residential area as a result of developments in the business park.

In response to these comments, additional consideration was given to the Glover Road alternatives, and the Project Team has developed an additional alternative for Glover Road.
Feedback from local residents has identified the need to further review the function of Glover Road as it transitions from the industrial area into the rural residential area north of Dickenson Road East.

The purpose of this Public Meeting is to present the evaluation of alternatives for Glover Road.
This study is being completed in accordance with the Municipal Class Environmental Assessment (Municipal Engineers Association, October 2000, as amended in 2007 & 2011).
South of Twenty Road Glover Road will transition from the industrial area of the business park to the rural residential area.

Through the industrial area the road will change from an urban road with curb and gutter to a rural road with gravel shoulder and ditches.

The following figures provide a general understanding of the differences between rural and urban roads. These figures do not reflect the current design along Glover Road but do reflect the typical road designs documented in the Transportation Master Plan.
Traffic Analysis
Red Hill Business Park South

As part of the review of the transportation network, a traffic analysis has been completed to reflect recent development planning and road network refinements since 2006.

The traffic analysis has determined that:

• **no** additional road capacity (e.g. additional lanes) will be required beyond the existing and approved road network; and
• one east-west collector road (e.g. Twenty Road) would be sufficient to accommodate traffic through the business park.
In response to feedback from the community, **additional traffic counts were completed along Glover Road in September 2012.**

No notable differences in the AM and PM Peak traffic volumes or the 24 Hour traffic volume were observed. The findings of the additional traffic count are consistent with the results of traffic counts conducted previously for Glover Road. As a result, the previous findings have not changed.
Analysis has been completed to determine how the existing traffic volumes along Glover Road are anticipated to compare to traffic volumes in 2031.

The following table provides peak travel time traffic volumes:

<table>
<thead>
<tr>
<th>Glover Road - Combined Northbound and Southbound Traffic</th>
<th>South of Twenty Road</th>
<th>North of Dickenson Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak</td>
<td>PM Peak</td>
<td>AM Peak</td>
</tr>
<tr>
<td>Existing</td>
<td>55</td>
<td>80</td>
</tr>
<tr>
<td>2031 without business park development</td>
<td>65</td>
<td>95</td>
</tr>
<tr>
<td>2031 with business park development</td>
<td>535</td>
<td>770</td>
</tr>
<tr>
<td>Total Incremental Traffic Growth</td>
<td>480</td>
<td>690</td>
</tr>
<tr>
<td>Business Park Traffic Growth</td>
<td>470</td>
<td>675</td>
</tr>
</tbody>
</table>

The following table provides 24 hour volumes along Glover Road:

<table>
<thead>
<tr>
<th>Glover Road – 24 Hour Volumes</th>
<th>Immediately South of Twenty Road</th>
<th>Immediately North of Dickenson Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>700 – 800</td>
<td>500 – 600</td>
</tr>
<tr>
<td>Estimated 2031</td>
<td>6,000 – 6,500</td>
<td>800 – 900</td>
</tr>
</tbody>
</table>

Collector roads like Glover Road typically carry between 5000 to 8000 vehicles per day, therefore the anticipated future traffic volumes are considered low for this type road.

The traffic volumes along Glover Road within the residential area north of Dickenson Road are anticipated to remain well below typical volumes for a Collector road.
Three alternatives have been identified for Glover Road.

• **Alternative #1**: Do Nothing – with appropriate traffic signs to direct trucks away from the residential area.

• **Alternative #2**: Cul-de-sacs on Glover Road north of Dickenson Road East to prevent traffic from entering the residential area from the business park.

• **Alternative #3**: Traffic Island on Glover Road north of Dickenson Road East with appropriate traffic signs to direct trucks away and further discourage industrial traffic from the residential area.

Alternative #3 was added following the first Public Information Centre in response to public feedback from PIC #1.

The following displays provide additional details regarding the three alternatives.
Glover Road: Alternative 1 –
Do Nothing – with Appropriate Traffic Signs

• No change to the existing condition traffic operations on Glover Road north of Dickenson Road East.
• The addition of appropriately placed traffic signs to discourage truck traffic within the Glover Road residential area.
Glover Road: Alternative 2 –
Cul-de-sacs on Glover Road north of Dickenson Road East

• Creation of cul-de-sacs between the business park and residential area.
Glover Road: Alternative 3 –
Traffic Island on Glover Road north of Dickenson Road East with Appropriate Traffic Signs

• Addition of a traffic island at the transition between the business park and the residential area.
• The addition of appropriately placed traffic signs to discourage truck traffic within the Glover Road residential area.
The Glover Road Alternatives have been evaluated using the following evaluation criteria and indicators:

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Natural</strong></td>
<td></td>
</tr>
<tr>
<td>Effect on the Natural Environment</td>
<td>• Removal of vegetation</td>
</tr>
<tr>
<td><strong>Social</strong></td>
<td></td>
</tr>
</tbody>
</table>
| Effect on Access to the Existing Residential Area | • Traffic within the residential area  
|                     | • Travel time (out-of-way travel)  |
| Nuisance Effects    | • Traffic related noise |
| Effect to Emergency Service Response Time and Routing | • Routing  
|                     | • Response time  |
| Effect to Winter Road Maintenance | • Level of service  |
| Effect to Waste Collection | • Operations  |
| Property Required   | • Property to be purchased |
| **Economic**        |            |
| Effect on Businesses | • Operational impacts  |
| **Cultural**        |            |
| Effect on Heritage Features | • Impacts to heritage features |
| Effect on Areas of Archaeological Potential | • Impacts to lands with archaeological potential |
| **Transportation**  |            |
| Effect on Existing Utilities | • Utility relocation requirements |
| Effect on Overall Road Network | • Traffic operations  |
| Road Operations and Maintenance | • Level of service |
| Road Benchmark Construction Costs | • Costs to construct |
## Evaluation – Glover Road

### Summary of the Evaluation of Alternatives and Selection of a Preferred Alternative

<table>
<thead>
<tr>
<th>Factors</th>
<th>Alternative 1: Exit Station – with Appropriate Traffic Signs</th>
<th>Alternative 2: Cul-de-sac on Glover Road north of Dickinson Road East</th>
<th>Alternative 3: Traffic Island on Glover Road north of Dickinson Road East with Appropriate Traffic Signs</th>
<th>Summary Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Natural</strong></td>
<td></td>
<td></td>
<td>Although there is a difference between alternatives the impacts are fairly minor and could be mitigated. Alternative 1 is preferred as it does not result in any direct impacts to the natural environment (e.g. no vegetation removal required).</td>
<td></td>
</tr>
<tr>
<td><strong>Social</strong></td>
<td></td>
<td></td>
<td>It is noteworthy that the Traffic Analysis has determined that even by 2031 the traffic volumes along Glover Road within the residential area north of Dickinson Road are anticipated to remain well below typical volumes for a Collector road. This is true without the cul-de-sacs. Although the cul-de-sacs there will be a minimal increase in traffic within the existing Glover Road residential area by 2031 approximately 10 additional vehicles (daytime peak). Alternative 2 would reduce traffic within the residential area, there are a number of adverse impacts associated with the cul-de-sacs. In particular, the realization of the road service response time (e.g., 3-5 minutes for fire response) and the potential for accidents at the intersection. In addition, residents living near the cul-de-sacs may experience some nuisance effects (e.g., noise) associated with vehicles turning around at the cul-de-sacs. Alternative 1 and Alternative 3 are preferred over Alternative 2 as they do not result in any increases in emergency response time and do not change the response time for other services. In addition, within the residential area the use of Glover Road by non-local traffic should be discouraged by both the transition from (urban to rural) from the industrial to the residential area as well as through the addition of appropriately placed traffic signs. Compliance with truck routes would be monitored. Alternative 3 is preferred as the traffic island is anticipated to calm traffic entering the Glover Road residential area and help to more clearly identify the transition from the business park to the residential area.</td>
<td></td>
</tr>
<tr>
<td><strong>Economic</strong></td>
<td></td>
<td></td>
<td>The alternatives are not anticipated to result in effects to businesses.</td>
<td></td>
</tr>
<tr>
<td><strong>Cultural</strong></td>
<td></td>
<td></td>
<td>Although there is a difference between alternatives the impacts are fairly minor and could be mitigated. Alternative 1 is preferred as it does not impact lands with archaeological potential.</td>
<td></td>
</tr>
<tr>
<td><strong>Transportation</strong></td>
<td></td>
<td></td>
<td>Alternative 2 would reduce traffic within the residential area, Alternative 3 requires the allocation of hydro poles and would result in the reduction to 300% for operations and maintenance services. Alternative 1 and Alternative 3 are preferred over Alternative 2 while keeping Glover Road open provides more flexibility within the road network. Although traffic may legally use Glover Road, the traffic island should discourage trucks within the residential area. Alternative 1 is preferred due to the minor costs to implement.</td>
<td></td>
</tr>
</tbody>
</table>

### Overall Summary

As there is little to no difference between the alternatives for natural, economic and cultural criteria, these criteria do not weigh heavily into the identification of the preferred alternative.

Although Alternative 1 is preferred from a transportation perspective, this preference is due only to the relative cost of implementation. Other than cost, Alternative 3 presents similar transportation features to Alternative 1 and is preferred from a social perspective. Both Alternative 1 and Alternative 3 keep Glover Road open providing more flexibility within the road network. Maintaining flexibility in the road network is in keeping with the City-wide Transportation Master Plan which identifies an objective to maximize the efficiency of the City’s existing road network.

Alternative 3 is preferred as the traffic island is anticipated to calm traffic entering the Glover Road residential area and help to more clearly identify the transition from the business park to the residential area. Overall, Alternative #3 provides a balanced solution between Transportation and Social Evaluation Criteria.

**Note:** Although Alternative 2 is anticipated to encourage only local traffic to access Glover Road between Dickinson Road East and the cul-de-sacs, the benefits of Alternative 2 are outweighed by the associated negative impacts of the cul-de-sacs.

### Legend

- **Most Preferred**
- **Least Preferred**

### Looking for more detail?

The detailed evaluation table is available for review – please see the binders on the tables.

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**Red Hill Business Park South**

**Transportation Master Plan Addendum**

**Public Meeting**

**Date:** December 4, 2012
Based on the evaluation, Alternative #3 (Traffic Island) is the preferred alternative.

Recommended Glover Road Alternative

Given the proposed works, the addition of a traffic island on Glover Road north of Dickenson Road East is considered a Schedule A+ project under the Municipal Class EA.
Traffic Signs

The City’s policy is to use **permissive signs** to indicate where truck routes are located.

Examples – **Permissive Signs**

Under certain conditions **restrictive** signs may be used.

Examples – **Restrictive Signs**

As part of the recommended alternative, restrictive signs are proposed to be installed along Glover Road. The intent is to discourage trucks from travelling through the Glover Road residential area.
Traffic Island Concept
- Example Only (Limeridge Road) -

The photograph above provides a general understanding of what a traffic island looks like. This is not the design for the Glover Road traffic island.

The traffic island will be designed during Detail Design. The following will be considered:

• The island should look pleasing and be a positive addition to the streetscape.
• If vegetation is to be planted it should be easily maintained and not impact vehicle sightlines. The size of the island may limit planting opportunities.
• Property impacts should be minimized.
• Avoid impacts to entrances (driveways).
Next Steps

After this Public Meeting the following will be carried out by the Project Team:

• Review the comments received, respond to questions and incorporate input into the study as appropriate;

• Prepare the Red Hill Business Park Transportation Master Plan (TMP) Addendum Report; and

• Distribute notification (newspaper notices, notices to contact list) when the TMP Addendum Report is ready for public review.
PLEASE COMPLETE A COMMENT SHEET

Would you like to be included on the study mailing list to be notified when the report is ready for public review? Do you have questions or comments regarding the study? Please let us know your thoughts by completing a comment sheet.

Completed comment sheets can be dropped in the box provided or submitted by email, mail or fax (see contact information on the comment sheet).

Comment deadline:
Wednesday December 19, 2012.

Project website:
www.hamilton.ca/redhilltmpaddendum

Thank you!