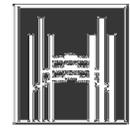


**Appendix B**  
**CAG Meeting 1**



Hamilton

## Strathcona Transportation Management Plan Community Advisory Group Project Charter

### **BACKGROUND**

The City of Hamilton is undertaking a Municipal Class Environmental Assessment (EA) study to develop a comprehensive Transportation Management Plan for the Strathcona Neighbourhood, which will address transportation issues including, but not restricted to, the following:

- Existing transportation issues for each travel mode (road, transit, bicycle, walking);
- Pedestrian connectivity within the neighbourhood and to destinations beyond the neighbourhood (safety and quality of the walking experience along with sidewalk infrastructure and adequacy);
- Level of transit service within the neighbourhood;
- Existing parking supply and demand;
- On street commercial vehicle loading;
- Current and designated road allowances;
- Truck traffic/truck routes;
- The impact of recent Provincial funding announcements regarding rapid transit on King and/or Main Street, and improvements to GO Transit;
- Neighbourhood traffic infiltration (following the City of Hamilton Traffic Calming Policy);
- Traffic calming opportunities (following the City of Hamilton Traffic Calming Policy);
- Changes resulting from the implications of G.R.I.D.S., intensification, and the Strathcona Secondary Plan;
- Potential for two way traffic on King and Main west of Queen Street (pending recommendations from the downtown transportation master plan) and Queen Street or by incorporating alternative uses for any excess capacity (i.e. more pedestrian or transit friendly uses);
- A comprehensive traffic study to review the function, capacity and alignment of the intersection of Main Street West with Frid Street, Highway 403 ramp and Dundurn Street;
- The impact of the Frid Street extension, as approved by the Kirkendall Neighbourhood Plan on the intersection of Dundurn Street and Main Street;
- The opportunity to provide a key direct cycling link between downtown and McMaster University, along with cycling connectivity within the neighbourhood and to destinations outside the neighbourhood; and,
- End of trip facilities for cyclists (bicycle storage, etc.)

### **Mandate**

The purpose/mandate for the Community Advisory Group (CAG) is to create a forum for key stakeholders and the City of Hamilton to discuss opportunities and identify issues and to explore solutions that are right for the Strathcona community and the City. To further this mandate,

participants are asked to assist the City to understand their goals and issues through participation in a process of open dialogue and submissions.

The CAG will provide advice to the project study team on all aspects of the study.

### **Goals for CAG**

- Create better stakeholder understanding of the current situation in the Strathcona Neighbourhood.
- Ensure stakeholder concerns and views are identified, understood and considered in the decision-making processes.
- Provide insight, advice, and feedback to the City on any concerns, values, information and preferences regarding all aspects of the feasibility of neighbourhood transportation system.
- Act as a forum for the exchange of information and views.
- Assist the City in anticipating and responding to stakeholder views and preferences, including the preparation of appropriate public forums and a public education strategy.
- Resolve as many issues as possible prior to the City Council meeting considering this matter.

### **Objectives for the CAG include providing advice and input on:**

- Establishing overall goals, reviewing priorities and recommendations for the transportation management plan
- Providing input on developing and implementing a public education and outreach program on transportation issues together with City staff, and
- participate in the evaluation of alternatives for the transportation plan

### **Roles and Responsibilities**

#### City of Hamilton/Consultant Team

- Provide adequate background information to enable participation.
- Provide overviews/presentations on key issues.
- Act as a resource for main discussion and breakout sessions.
- Identify ways in which stakeholder consultation has influenced the decision-making process.
- The City will receive and consider all submissions made by stakeholders. Decision-making authority rests with City Council.

#### Stakeholder Representatives

- Review material presented.
- Identify key issues.
- Provide and present input, advice and feedback on issues
- Explore potential areas of agreement around key issues.
- Provide advice on the most effective way of involving the general public in forums to discuss issues at key points in the project.
- Provide advice on the most effective public education strategy
- Participate in all workshop sessions.

## **Stakeholder Discussion Sessions**

- All meetings will be held at a consistent location and time, agreeable to all participants, and determined at the first meeting.

## **Volunteer Time**

Although the city can not offer any payment for participation on the committee, support services such as for any related copying can be provided.

## **Duration of the Consultation Period**

It is expected that this project will take place between June 2008 to February 2009.

## **Additional Consultation Opportunities**

Parties who are not available to attend or cannot be accommodated in the stakeholder consultation sessions are invited to follow the process and submit comments through the City website and attend the Public Information Centres that will be held during this process.

## **Contact Information**

Should you have any questions about this document, please contact:

### **Justin Readman, B.Sc.(Env.)**

Project Manager Waterfront Recreation Master Plan

Capital Planning & Implementation Section

Public Works

City of Hamilton

Ph: 905-546-2424 ext 2218

Fax: 905-546-4435

E-mail: [Justin.Readman@hamilton.ca](mailto:Justin.Readman@hamilton.ca)



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[www.itransconsulting.com](http://www.itransconsulting.com)

File: 2.3  
Project # 4580

## Agenda

**Project:** Strathcona Transportation Management Plan EA  
**Subject:** **Strathcona Community Advisory Group (CAG)**  
**Meeting Date:** June 28, 2008, 7:00 p.m.  
**Location:** Erskine Presbyterian Church  
19 Pearl Street North  
**Attendees:** Justin Readman – City of Hamilton  
Strathcona Community Advisory Group  
Darren Hardenbrook – iTRANS Consulting Inc.  
Sharon Attwood – iTRANS Consulting Inc.

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	Item	By
1.0	Introductions	Justin
2.0	Identify Goals for Study	Darren / Justin
3.0	Discussion of CAG Concerns	All
4.0	Discussion of Public Consultation Process	All
	4.1 Assistance from Community Group	
	4.2 Interaction with Project Team (City/Consultant)	
5.0	Other Items	



Hamilton

**Community Advisory Group #1  
Strathcona Neighbourhood Transportation Management Plan**

Erskine Presbyterian Church, 28 July 2008 7:00 pm – 9:00 pm

**SIGN-IN SHEET**  
(please print clearly)

<b>Name (include affiliation)</b>	<b>Organization (if any)</b>	<b>Address</b>	<b>City</b>	<b>Postal Code</b>	<b>Email</b>	<b>Tel.</b>	<b>Fax</b>

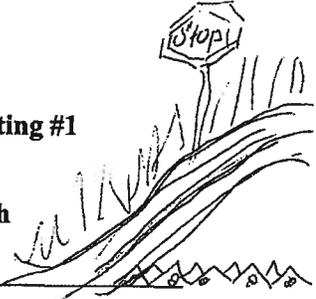


Hamilton

Community Advisory Group Meeting #1

Monday July 28, 2008  
Erskine Presbyterian Church

COMMENT SHEET



**PROJECT: STRATHCONA NEIGHBOURHOOD  
TRANSPORTATION MANGEMENT PLAN**

PLEASE PRINT

NAME: \_\_\_\_\_  
E-mail: \_\_\_\_\_  
(Number & Street) \_\_\_\_\_  
(Municipality) \_\_\_\_\_  
(Postal Code) \_\_\_\_\_

Comments:

The evening was helpful in understanding a superficial level of what is involved in improving community transportation issues.

It might be useful to look at European (Netherlands) models of making a community more environmentally enlightened regarding transportation issues. We should encourage people of all ages to become cyclists and not use their cars so much.

- I would like to see community-wide education concerning transportation safety -

Please send your comments by Tuesday August 12, 2008 to:  
Justin Readman, B.Sc.(Env.)  
Project Manager  
Capital Planning & Implementation  
Public Works  
City of Hamilton  
77 James Street North, Suite 320  
Hamilton, ON L8R 2K3  
Ph. 905-546-2424 ext. 2218  
Fax 905-546-4435  
E-mail [epanning@hamilton.ca](mailto:epanning@hamilton.ca)

- re: \*pedestrians
- children, elderly
- mom's with strollers
- or crossing streets with kids
- \* Reduce your speed
- \* Give the right away to cyclists and

\* reminds for having a bicycle for commuting as it encourages a healthier neighbourhood.



Hamilton

Community Advisory Group Meeting #1

Monday July 28, 2008  
Erskine Presbyterian Church

COMMENT SHEET

PROJECT: STRATHCONA NEIGHBOURHOOD  
TRANSPORTATION MANGEMENT PLAN

PLEASE PRINT

NAME: [redacted]  
E-mail: [redacted]  
(Number & Street) [redacted]  
(Municipality) [redacted]  
(Postal Code) [redacted]

Comments:

I am just quite shocked with the info  
regarding the MTO's 800 meter <sup>policy</sup> ~~to stretch~~.  
The evening's program was quite helpful  
& useful. I guess something has to be done  
about that!

Please send your comments by Tuesday August 12, 2008 to:  
Justin Readman, B.Sc.(Env.)  
Project Manager  
Capital Planning & Implementation  
Public Works  
City of Hamilton  
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File: 2.3  
 Project # 4580

## Meeting Minutes

**Project:** Strathcona Transportation Management Plan EA  
**Subject:** **Community Advisory Group Meeting #1**  
**Meeting Date:** Monday, July 28, 2008 – 7:00 p.m.  
**Location:** Erskine Presbyterian Church  
 19 Pearl Street North  
**Prepared by:** Sharon Attwood  
**Attendees:**

Jen Dawson – Strathcona Neighbourhood resident  
 Gord McNulty – Strathcona Neighbourhood resident  
 Michael Nonva – Strathcona Neighbourhood resident  
 Nancy Bryans – Strathcona Neighbourhood resident  
 Dawn Graham – Strathcona Neighbourhood resident  
 Kathy Wolsey – Strathcona Neighbourhood resident  
 Lee Baxter – Strathcona Neighbourhood resident  
 Justin Readman – City of Hamilton  
 Vanessa Grupe – City of Hamilton  
 Daryl Bender – City of Hamilton  
 Andy McLaughlin – City of Hamilton  
 Darren Hardenbrook - iTRANS Consulting Inc.  
 Sharon Attwood - iTRANS Consulting Inc.

**Distribution:**

Attendees

<b>Item</b>	<b>Action</b>
1.0 <b>INTRODUCTIONS</b>	
	Introductions of the City and consultant project team and the residents in attendance were made.
2.0 <b>IDENTIFY GOALS FOR STUDY</b>	
	Justin Readman provided an overview of the goals and objectives of the Transportation Management Plan for the Strathcona Neighbourhood.

Additionally, Justin discussed the purpose of the Community Advisory Group (CAG) as outlined in the Project Charter circulated by the City prior to the meeting. A copy of the CAG Project Charter is attached to these minutes for reference.

### 3.0 **DISCUSSION OF COMMUNITY CONCERNS**

#### 3.1 **Concerns Received To Date**

Darren Hardenbrook opened discussions by providing a summary of the community concerns received to date within the Strathcona Neighbourhood that are to be considered as part of the Transportation Management Plan Study. Noted below are the key discussion points of the concerns noted to date:

- Consideration of changing the operation of Dundurn Street to two (2) southbound lanes and one (1) northbound lane from York Street to King Street.
  - queuing of southbound traffic in the PM peak hours is significant and can extend to York Street
  - Sunday parking on the east side of Dundurn Street for Church services would be displaced with only one northbound lane
  - Widening of Dundurn Street likely to be difficult due to width of right-of-way
  - Lee Baxter asked if altering signal timings at King Street and Dundurn Street would be an option
    - Daryl Bender noted that the City has previously investigated the signal timings at this intersection

A review of the operations for this section of Dundurn Street will be completed and the following opportunities will be included in the assessment: iTRANS /  
CITY

- Contra-flow lane(s)
- Widening of Dundurn Street
- Alterations to the Signal Timing Plans at King Street and Dundurn Street
  
- Request for additional cycling facilities on York Boulevard from Locke Street to Bay Street (east of Queen Street)
- Request to consider providing a Carpool Lot in vicinity of Victoria Park

- Long-term care facilities and senior residents in Strathcona
  - Consider providing additional walk time to assist senior's in crossing streets (especially King Street, Main Street and York Boulevard)
  - Young children also require additional walking time to cross
- Request to investigate the potential to have Magill Street / Oxford Street and Crooks Street converted into one-way streets due to the narrow pavement width
  - Since reconstruction in 2007, the pavement width is 12-15 inches narrower
  - Insufficient room for vehicles approaching one another to manoeuvre around each other
  - Issue is worse in the winter months where snow accumulation and storage on the streets further narrow the pavement width
- Consideration of improving pedestrian / bicycle facilities on the McKittrick (King Street) Bridge over Highway 403
  - Several residents don't currently utilize the bridge to travel between Strathcona and Westdale due to the unattractive nature of the experience and the proximity to traffic
  - Reduce number of vehicle lanes on bridge
  - Expand walking / cycling width on bridge
  - Addition of vegetation or screening
- Consideration of conversion of Queen Street to two-way traffic to better facilitate access to potential future developments on Queen Street properties and intensification of properties in the neighbourhood
  - Vanessa indicated that the Fortino's Plaza owners are not currently interested in intensification or mixed use development on their property

iTRANS

These concerns will be addressed in the process of completing the Strathcona Neighbourhood Transportation Management Plan EA.

### 3.2 Roundtable Discussion of Additional Community Concerns

Residents in attendance identified additional community concerns in the Strathcona Neighbourhood that they would like to be considered as part of the Transportation Management Plan Study. Noted below are the key discussion points of these additional community concerns. These items will be considered as part of the assessment.

iTRANS

### **Two-way Conversions of Roads**

Kathy Wolsey inquired of what the long-term effects of the 2-way conversions are on the surrounding land uses, especially St. Joseph's Hospital

- Justin Readman indicated that post conversion studies have not been done, but there may be information in the Downtown Master Plan about James Street and John Street
- Dawn Graham asked if the two-way conversions have slowed traffic
  - Although no studies have been completed, there was discussion of the potential impacts and anecdotal evidence of the impacts of the two-way conversions:
    - Speed may be slowed
    - Congestion may be increased
    - Safety is not necessarily improved, review of pre and post collision histories would be an indicator of the levels of safety
    - Higher levels of congestion may increase the level of noxious emissions

### **Dundurn Street Traffic Diversions**

- Nancy Bryans asked if it is possible for traffic on Dundurn Street can be diverted to Queen Street
  - Daughter was hit by a vehicle on Dundurn Street
  - Darren Hardenbrook noted that while it is possible to apply restrictions to roads to change travel patterns, it does not necessarily solve the overriding traffic concerns. For example, if traffic was restricted from the York Boulevard at Dundurn Street intersection:
    - Traffic volumes on Queen Street would be significantly increased and could possible result in conditions worse than are currently experienced
    - Issue of vehicles cutting through the residential areas to access King Street may be created and/or increased
  - Several residents noted anecdotally that they have observed many drivers ignore traffic control devices and exceed speed limits through area
- Restrictions installed at Dundurn Street would have to be carried over to all streets between Dundurn Street and Queen Street or traffic will simply seek another route through the neighbourhood

## **Enforcement**

In response to a resident comment regarding the lack of enforcement of speed limits on the King Street and Main Street bridge structures over Highway 403 during rush hour, Darren Hardenbrook noted the following:

- There are safety concerns with placing enforcement officers on structures
  - There is a lack of space for the police to observe traffic
  - No safe place for the officer to pull over the vehicle
  - Stopping a vehicle on the structure in a live travel lane
- The existing congestion approaching Dundurn Street and the weaving of traffic from the Highway 403 ramps on Main Street between the Highway 403 and Dundurn Street result in reduced speeds for eastbound traffic approaching Dundurn Street during peak hours of operation.

## **Dundurn Street and Main Street**

Southbound left turn vehicles will not yield to pedestrians on the east crosswalk and continue to flow steadily if no northbound through traffic is present.

- Vehicles do not stop for pedestrians
- Particular problem for pedestrians who are visually impaired, children and parents with strollers / young children
- Many residents prefer to make three crossings to get from the northeast to southeast sidewalk in order to avoid this crosswalk

## **King Street and Dundurn Street**

- There is no crosswalk on the west leg of the intersection (on the Fortino's Plaza side of the intersection)
  - Forces residents living on the west side of Dundurn Street, north of King Street to cross three crosswalks (completing a 'C' pattern) around the intersection to access the plaza
  - Encourages mid-block jaywalking across five (5) or (6) lanes of live traffic in addition to the bicycle lane for a more direct route across King Street
  - Consideration of a crosswalk on the west side of the intersection requested
- Sidewalk on the southeast corner of the intersection (by the 'KFC') is too narrow for the pedestrian volumes
- Gord McNulty requested that the sign "watch for pedestrians" at this intersection are made bigger
  - Sign design and sizing is regulated
  - Investigate if larger signs are an option and are appropriate

- Suggested red-light cameras would be useful at this intersection
  - Daryl Bender noted that there may be technical impediments to red-light cameras. Daryl also noted the following:
    - Red-light cameras are a passive enforcement, not immediate
    - Implementation of red-light cameras are part of a City-wide system, implementation at this intersection cannot be considered in isolation
- Concerns with the safety of crossing the south side of intersection

### **Parking**

Lee Baxter indicated that GO Transit has not previously shown interest in a Municipal/GO Transit Parking Lot in the neighbourhood

- GO Transit bus stop is located at the intersection of King Street and Dundurn Street
- Permit parking is now in effect in some areas of the neighbourhood. Lee suggests that this is directly due to GO commuters parking on-street in the neighbourhood
- Dawn Graham suggest that GO commuters tend to “share” on-street spaces with residents who drive to work
- There are few off-street parking lots in the neighbourhood
- Darren Hardenbrook conveyed that the Strathcona neighbourhood receives the greatest amount of enforcement manpower in the City

### **Speed Limits**

Lee Baxter would like to see reduced speed limits on the side streets

- Stop signs are often ignored
- Particular incidence spot is Napier Street and Pearl Street
  - Many accidents, residents requested a Stop sign on Pearl Street which was installed
  - Running of the Pearl Street Stop sign is observed by residents

### **Traffic Collisions in the Strathcona Neighbourhood**

Residents suggest that there are several areas where there are operational issues and have many accidents

- It was noted that collision data from the City will be reviewed as part of the study process
- Many of the residents conveyed that this will not give a true indication of the number of collisions as many of these collisions are not reported

- Nancy Bryans has witnessed 6 collisions in the area of Dundurn Street and Lamoreaux Street. Her observations include:
  - Many drivers make “rolling stops” resulting in pedestrians and cyclists to be “tapped” by front bumpers
  - Drivers ignore and drive around crossing guard
  - Area has a lot of traffic due to the Strathcona School at Lamoreaux Street and Strathcona Avenue

### **Crosswalks**

Concern regarding the safety of the existing painted crosswalks for crossing guards at Dundurn Street at Lamoreaux Street and King Street at Pearl Street

- King Street at Pearl Street is a difficult crossing due to topography and width of King Street
- Painted lines for crossing guards with no other form of protection
- Dundurn Street at Lamoreaux Street crosswalk was re-painted a few years ago

### **Post Meeting Item:**

Further investigation into this item identified that there are four legal types of pedestrian crossings of streets in the province of Ontario with varying levels of protection. They are discussed below and are listed by highest level of protection to lowest as follows:

- Pedestrian crosswalks at signalized intersections with appropriate signal displays, signing and markings in place.
- Intersection Pedestrian Signal (IPS) are crossings with appropriate signal displays, signing and markings in place where the main street is signalized to facilitate pedestrian crossings and the side street is Stop controlled
- Pedestrian Crossing (PXO) are similar to an IPS in that the appropriate signing and markings are in place however, they are controlled by overhead signing with flashing amber beacons instead of signal displays
- Supervised School Crossings are crossings where signs and painted lines are present and the crossing is patrolled by either an adult school crossing guard or a school patrol (children from the school in proper safety attire and training). A concern of this type of crossing is that it operates as intended only during times when the crossing guard is present. At all other times, pedestrians are required to yield to traffic and cross only when safe to do so (i.e. there is an adequate break in traffic to cross safely)

### **MTO Jurisdiction**

MTO has jurisdiction over road operations within 800 metres from the centreline of their highways. In the case of proposing alterations to the operation of King Street and Main Street, the 800 metre jurisdiction from the centreline of Highway 403 would be in the vicinity of Locke Street. Therefore:

- any improvements made at the Main Street and Frid Street intersection will be challenging due to the proximity to the Highway 403 exit ramps to Main Street
  - Weaving of Main Street / Highway 403 off-ramp traffic between Frid Street and Dundurn Street forces operating speeds to be lower entering the Strathcona neighbourhood
  - There is very little open space adjacent to these ramps to accommodate significant changes due to: the rail corridor; the Fortino's Plaza; and Dundurn Street.
- The King Street and Main Street structures over Highway 403 are under the jurisdiction of the MTO. Any proposed alterations to the structures to address concerns from the residents would require MTO approvals
- Alterations to the operation of the Highway 403 ramps to King Street and Main Street will necessitate significant change to the Highway 403 interchanges as there are left side and right side ramps on both structures (on-ramps at King Street; off ramps at Main Street).
  - MTO approvals to modify main line (Highway 403) operations to accommodate the changes to ramp connections
  - Reconfiguration of the ramps would be very expensive
  - Reconfiguration of the ramps would alter ramp operations and traffic impacts may reach farther into the adjacent neighbourhoods

### **Neighbourhood Bus Pass Program**

Jen Dawson noted that she has read a report on how a neighbourhood bus pass program could help alleviate parking in the Strathcona Neighbourhood. A neighbourhood bus pass was proposed by Environment Hamilton for the North End.

- Example site in Boulder, Colorado
- Cost could be \$60 - \$100 for an annual pass (based on other study areas, not HSR)
- U-Pass for McMaster University students is \$67.50 for 8 months
- This could help alleviate parking issues by allowing households to reduce the number of cars

### **Data Collection**

Jen Dawson expressed concerns about the completeness of the collision data

- She is aware of a person who was hit by a car and went to the hospital, but no collision report was filed that she is aware of
- The residents would prefer that residents indicate problem spots in the neighbourhood
- Roadside observations could be filed to identify problem locations
  - Darren Hardenbrook clarified that the observations would need to be quantifiable in order to be included in the study
- It is important to ensure that the data are inclusive of pedestrians and cyclists and not solely motor vehicles, particularly in turning movement counts
- The perceived safety of the intersections by residents and road users should be accounted for when identifying problem locations

### **Education**

Public education will be investigated as part of the EA process. Some options include:

- City-wide safety initiatives to raise awareness of transportation safety
- Community level programs to address neighbourhood specific issues
- Expanding education programs to address non-motorized users of the transportation network
- Identification of areas of concern and forwarding of information to appropriate municipal departments for further action (e.g. investigation, monitoring and enforcement if necessary)

## **4.0 Discussion of Public Consultation Process**

Justin Readman explained the Environmental Assessment purpose and process. He highlighted the points of contact between the study team and the public.

For a Schedule B Class Environmental Assessment, the mandatory points of contact with the public are:

- Public Information Centre about design options; and

- Posting the report in public venues (e.g. libraries) for a 30 day review period where the public can:
  - Comment on the study
  - Request clarification and/or for further information/assessment to be completed on specific issues
  - If any Schedule 'B' or 'C' projects are identified and outstanding issues persist, a Part II Order request can be filed to the Ministry of the Environment (MOE)

The optional points of contact that are included for this study or that are under consideration are:

- Notice of commencement
- Public Information Centre about data inputs
- Community Advisory Group (CAG) Meetings
- Post cards survey (consideration to utilize CAG volunteers to change this survey to a door-to-door survey)

The residents requested that the presentation materials (notices, questionnaires, etc.) be designed to be more engaging in order to encourage community involvement in the process.

#### 4.1 Assistance from Community Group

Jen suggested that walkabouts that are well advertised be organized so residents can give on-the-spot comments to help identify problem locations in the neighbourhood

- It was suggested that a series of walkabouts to cover each area of the neighbourhood separately would be more effective and promote greater participation by residents
- Examples in the City of Hamilton include studies in the Town of Dundas and in the North End where walkabouts were completed
- Assistance will be provided by City in organizing and running these walkabouts

Jen Dawson also indicated that the neighbourhood may be interested in helping with door-to-door surveys.

Darren Hardenbrook cautioned that door-to-door surveys need to be undertaken very carefully to ensure that the responses are unbiased

- An even distribution throughout the neighbourhood must be collected in order to ensure that the results are statistically representative
- A bigger sample size is better to ensure the accuracy and statistical significance of the results

- The study team will develop the questionnaire and sampling methodology if the CAG can provide the man-power
  - The City may be able to contribute co-op students
  - Participation incentives help increase response rates, however the incentives must be donated by local business as they cannot be provided by the City
- It would increase awareness of the study if information is displayed at public events and in public locations, such as the lobbies of apartment buildings

#### 4.2 **Interaction with Project Team (City/Consultant)**

The CAG should be a manageable size and representative of entire neighbourhood

- Justin Readman suggested that 12 members would be a reasonable size
- The CAG should include residents from all parts of the neighbourhood, specifically:
  - north of York Boulevard
  - between York Boulevard and King Street, east of Dundurn Street
  - between York Boulevard and King Street, west of Dundurn Street
  - between King Street and Main Street, east of Locke Street
  - between King Street and Main Street, west of Locke Street
- Other possible groups that may be represented include:
  - the BIA (Jeff Bush would be a likely representative)
  - A resident from 75 Queen Street (and/or a senior citizen)
  - A member of one of the cycling groups
  - A representative of enforcement officers (Joanne Savoie is the neighbourhood crime manager)

The mandate for CAG is to act as a sounding board for the Study Team. The responsibilities of the CAG members would include:

- Attendance at a meeting prior to each PIC to provide feedback on the PIC materials
- To act as both a resident with a personal voice and as a representative of the neighbourhood
- The CAG will advise and provide opinions on the options presented to them that will be considered in the evaluation process
- The CAG members will be responsible for and respectful of the opinions and concerns of the neighbourhood

Darren Hardenbrook stated that the stakeholder meetings are designed to be a consensus building exercise with input from the community assisting in the progress of the environmental assessment. This process should maximize the potential for general agreement of the methodology utilized in the environmental assessment but cannot ensure that all parties will agree with the recommendations of the study.

- Criticism is part of the process and is welcomed
- It is important to include all perspectives in order for the study to be complete and stand up to scrutiny
- This EA is part of a long term incremental process where new studies will build upon the recommendations identified in this study to continue to work towards reaching the long term goals of the neighbourhood
- The process must look at issues in a fair and transparent manner

## 5.0 Other

Adjoining neighbourhood studies and city-wide studies must be considered when developing options and considering future conditions in the neighbourhood.

It is beneficial for the study team to collect as many comments as possible early in the study so that they can be given equal consideration.

Dawn Graham would like to develop ideas to better inform cyclists, transit users, and pedestrians about the study and its objectives

- Suggests putting up posters in bus shelters and cycle shops
- There was also a suggestion that the City/consultant use a more receptive style in their notices and public meeting materials
- Darren noted the importance of maintaining a professional appearance in the formal notifications but will investigate the potential to develop more appealing graphics for public presentations
- Alternatively Jen Dawson suggested that the Neighbourhood Association could create a secondary poster with no official logos attached to further advertise points of contact should it be necessary

Clarification was requested about the difference between a Master Plan and a Management Plan

- Justin indicated that a Master Plan involves land use issues, whereas a Management Plan is just transportation issues
- Since the Strathcona Secondary Study has considered the planning components for Strathcona, the traffic components are

being completed under the title of a Management Plan

Vanessa suggested creating a topic list so when specific groups are approached, they can be aware of all issues being investigated as part of this study.

Kathy Wolsey stated that the residents 75 Queen Street could do a door-to-door survey and offer results as comments from their tenant board

- It is important to ensure that all surveys completed for the study are consistent and undertaken in the same time frame
- It would be preferable to wait until the neighbourhood-wide survey is prepared and we can revisit this possibility at that time

Jen Dawson asked for a power point presentation that the neighbourhood association could use, illustrating some creative ideas used in other neighbourhoods

- Darren suggested that iTRANS could find reasonable examples of streetscapes and other cutting edge ideas that would fit in the neighbourhood
- Darren noted that he would not be comfortable illustrating unique ideas that may not be feasible for this neighbourhood
- Treatments used in other parts of the city, such as on Aberdeen, will be included in possible concepts

CAG Meeting  
E-mail Comments Summary

Source	Date	Summary
<del>Paula Solomon</del>	7-May-08	2 SB lanes on Dundurn Bike facilities on York
<del>Barbara Smith</del>	27-Nov-07	55 Queen St. N. mixed use building Federal Building 220 Dundurn - LCBO, Shopper's Drug Mart, mixed use Queen St. 2-way conversion
<del>Christina Smith</del>	13-Nov-07	Carpool lots
<del>Christina Smith</del>	27-Feb-08	Magill, Crooks, Oxford 1-way conversions
<del>Christina Smith</del>	25-Feb-08	McKittrick bridge
<del>Christina Smith</del>	8-Feb-08	Involving residents in study
<del>Christina Smith</del>	14-Jul-08	Long term care facilities
<del>Clancy Bryan</del>	28-Jul-08	Community education
<del>Michael Mann</del>	28-Jul-08	shocked at MTO 800m jurisdiction
SSP PIC Attendee	24-Apr-08	Pedestrian Improvement Area
SSP PIC Attendee	24-Apr-08	Main Street crossing at bus stop between Dundurn and Locke
SSP Submissions and Responses		Red light cameras at Main and King on Dundurn
SSP C/C&S vs. PP	26-Jan-06	Install bollards to protect pedestrians from heavy traffic
SSP C/C&S vs. PP	3-Apr-06	Aesthetics - currently bleak
SSP C/C&S vs. PP	3-Apr-06	Create access to rail trail behind Inchbury
SSP C/C&S vs. PP	26-Jan-06	Reduce number of lanes on major streets such as York
SSP C/C&S vs. PP	3-Apr-06	Increase landscaping, put bike lanes in median on York
SSP C/C&S vs. PP	26-Jan-06	Connection to Kay Drage Park over rails via Hunt St. or Tom St.
SSP C/C&S vs. PP	3-Apr-06	More benches for seniors
SSP C/C&S vs. PP	3-Apr-06	Make York more pedestrian friendly
SSP C/C&S vs. PP	26-Jan-06	Bike lanes on York east of Dundurn
SSP C/C&S vs. PP	26-Jan-06	Cheaper buses that go directly downtown
SSP C/C&S vs. PP	26-Jan-06	Add transit ROW on York, Main and King for bus only
SSP C/C&S vs. PP	3-Apr-06	Cycling route on/at Inchbury to Victoria Park, Pier 4 & Dundurn Castle
SSP C/C&S vs. PP	3-Apr-06	No truck route on York
SSP C/C&S vs. PP	17-Jan-06	Truck routes on Main and Queen are an issue
SSP C/C&S vs. PP	26-Jan-06	24 hour, 7-day/week on-street parking on major streets as traffic calming
SSP C/C&S vs. PP	16-Feb-06	Commuter parking at Victoria Park problem
SSP C/C&S vs. PP	3-Apr-06	On-street parking will hinder bus traffic