

Appendix I Public Input

Dow, Tammy

From: Fazio, Margaret <Margaret.Fazio@hamilton.ca>
Sent: Monday, March 25, 2013 9:27 AM
To:
Cc: Strutt, Jocelyn; Dow, Tammy; Carmichael, Elizabeth
Subject: RE: How to comment on the meeting I have just walked out of about Strathcona Secondary Plan#3

Follow Up Flag: Follow up
Flag Status: Completed

Hello Mrs.

Are you looking for information on the Strathcona Transportation Management Plan?

The project is near completion, i.e. all public meetings have already taken place, and the project is scheduled to proceed to Council soon. We are finalizing the Project File Report, which will be provided for last public input during the 30 day review process with Council's permission.

The information presented to the public to date, and public input, can be found at the following project website:

www.hamilton.ca/strathcona-transportation



Please let me know if you have any questions.

Thank you,

Margaret Fazio, B.Sc., EP, MCIP, RPP

Project Manager, Environmental Planning	77 James Street North, Suite 400, Hamilton, Ontario, L8R 2K3
Transportation Planning Services	Phone: 905-546-2424 ext. 2218
Transportation	Fax: 905-546-4435
Public Works Department	E-mail: Margaret.Fazio@hamilton.ca
City of Hamilton	

Hamilton Public Works ~ Providing services that bring our City to life!

This e-mail message in its entirety (including attachments) is confidential and is intended only for the addressee(s) named above. The message contents may contain confidential or privileged information. Any unauthorized use or disclosure is strictly prohibited. If you are not the intended recipient, please notify the sender and delete all copies.

From:
Sent: March 21, 2013 6:09 PM

To: Fazio, Margaret

Subject: Fwd: How to comment on the meeting I have just walked out of about Strathcona Secondary Plan#3

Sent from my iPad

Begin forwarded message:

From: "Strutt, Jocelyn" <Jocelyn.Strutt@hamilton.ca>

Date: 14 March, 2013 11:08:15 AM EDT

To:

Subject: RE: How to comment on the meeting I have just walked out of about Strathcona Secondary Plan#3

Good Morning .

Thank you for attending our Public Information Centre on the draft Strathcona Secondary Plan and providing us with your comments.

I cannot provide comment on the transportation changes that were implemented along Dundurn Street, as that was not part of this project. For information on this, you may wish to contact the Councillor's office, and they may be able to provide you with the background on why this change occurred and the feedback that has been received on it to-date. Dale Brown who works with the Councillor can be reached by email at Dale.Brown@hamilton.ca or by phone at 905-546-2226.

The Strathcona Secondary Plan was identified as a priority for the neighbourhood in 2005, following from adjacent neighbourhoods having recently completed similar land use studies and as a way to direct and support redevelopment at appropriate locations within the neighbourhood. With respect to the land uses proposed along York Boulevard, there was a desire expressed to create a more prominent street presence along this corridor and one way of facilitating that is by promoting new development. We have proposed that residential uses be permitted along this corridor. As part of the Secondary Plan though, we only provide direction with respect to the types of residential uses that are permitted, not the tenure (i.e. whether they are rental units or condominium units) - that is a private business decision made by a land developer. When a development is proposed, representatives from City departments are asked to review and comment on the development proposal, and public safety is a component of that review. The City does not promote development which would be unsafe.

As we discussed at the meeting, the City is currently undertaking a new comprehensive Zoning By-law. As part of that project, a review of parking standards will be undertaken for each zone category, including Commercial uses (stores, restaurants and offices) and Residential uses (single family homes through to multiple dwellings). This will be a

public process, and members of the community will be able to provide their comments on the proposed parking standards as part of that work. Additional information can be found by visiting the project website at www.hamilton.ca/zoningbylawreform

With respect to your comments on parking within the Strathcona neighbourhood, you may wish to speak with Sebastian Stula, supervisor of parking services. He can be reached by email at Sebastian.Stula@hamilton.ca or by phone at 905-546-2424 ext. 3940.

A second City-initiated project that is currently under way is the Strathcona Transportation Management Plan. This project makes specific recommendations for the transportation-related issues affecting the Strathcona neighbourhood. If you would like additional information on this, please contact Margaret Fazio, project manager at Margaret.Fazio@hamilton.ca or by phone at 905-546-2424 ext. 2218.

If you have any additional comments for me with respect to the Secondary Plan, please do not hesitate to contact me.

Regards,
Jocelyn

Jocelyn Strutt, MCIP, RPP
Planner - Community Planning & Design
City of Hamilton Planning & Economic Development Department
Phone: 905.546.2424 x1287
Fax: 905.540.5611
www.hamilton.ca

Office Address: 71 Main Street West, 6th Floor, Hamilton, ON L8P 4Y5
This message is intended only for the recipient. This message may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this message is prohibited. If you have received this message in error, please contact me at Jocelyn.Strutt@hamilton.ca.

-----Original Message-----

From:
Sent: Tuesday, March 05, 2013 8:45 PM
To: Strutt, Jocelyn
Subject: How to comment on the meeting I have just walked out of about Strathcona Secondary Plan#3

I was quite upset by the presentation I just witnessed and left after hearing that the residential area around Dundurn has greatly improved by the traffic pattern change.

I beg to differ and wish my views heard.

I live off Dundurn on Hunt Street, a quiet residential area that has greatly changed for the worse because of changes in traffic patterns and traffic flow and bike lanes.

The area between Main and King going north on Dundurn!

Some genius has made it one lane straight through, one lane a bike lane that disappears at King and two turning lanes. The traffic north and south on Dundurn is bumper to bumper most times now! Trying to get off Hunt is a puzzle at the best of times. Trying to get home from the one grocery store in the area going to Hunt is a crapshoot. Thank God there are gas stations in the area because it takes a lot of gas to maneuver the silly turns and one way streets to come home. But add traffic calming sections and traffic will come to a dead stop. The people in the area are older and few bike!!

We now see large trucks come past our window late at night I assume trying to cut the corner to get to the highway.

We now see cars parked days at a time on our street by car owners that are traveling to Toronto and find our little area convenient and cheap to park in when they take the Go bus.

We now have neighbors that are never seen because they work out of Toronto and Hamilton housing is so cheap comparatively.

So what do I hear at the meeting?

Make multi-plex dwellings close to the road,affordable (I highly doubt) because the people who can afford to buy in the area now are Toronto workers who would grab them up. I know because I have tried to find an affordable apartment to rent and it was practically impossible for me to afford one unless I wanted to purchase a condo which I do not want. Who will buy these new dwellings? Outsiders!

At the meeting it was implied that the decrease in parking spaces was acceptable because people who would live in affordable housing would be less likely to own a car! How discriminatory! Also, parking in these buildings would more than likely be underground! Has anyone on the planning committee thought how unsafe underground parking is in a secure building. Underground parking does not seem to be a plus to me.

Along York Street, not one mention was made of the traffic and parking havoc caused by functions at Copps Coliseum. Perhaps that should have been addressed.

Our street seems over run by people who do not contribute to this community but Toronto's community.

Parking is a headache now with the theater, and the two churches around here. A constant battle for a spot on the street many taken by, again, commuters. So I hear eliminate existing parking areas and this will improve our community -how?

i see very few people walking in this neighborhood except the ones walking to catch the Go bus at the corner. Do i want it to become a new Locke Street with high priced restaurants, high priced housing, traffic congestion, no parking, and expensive few public on street parking spots?

Do I want it to become another James Street? I sat at a restaurant on James whose lovely windows opened up unto James Street. And every few minutes dust, pollution and very loud noise accompanied my meal because of the truck traffic right outside window, from the street. No! No! No!

And the plan I saw had a suggestion of upscale little businesses, quaint store fronts, patio cafes, and congested housing.

Like the failing Westdale area with many businesses closing and very few walk in customers even though it was geared to the pedestrian crowd.

I live here. I don't stroll or window shop here. I buy my prescriptions here and all my groceries, and my gas. Where will I have to go to get my groceries if these " idealist" plans come to fruition?

I guess I would be expected to walk to the LRT that was not successful in Hamilton before, travel to the city center hub, shop for groceries there, and hop back on the LRT carrying groceries , get off at the stop near Dundurn and King and walk home.

At 65 not my idea of advanced thinking!

This just reminded me that Hamilton is trying to take advantage of the high cost of living in Toronto and forget that it's priority should be to provide affordable, truly affordable, housing and a comfortable life for Hamiltonians.

I understand that some people loved the plan. And the one I heard say that had just flipped a house in the area. Of course he would love the plan. Not all people buy here to make a profit.

As I said I live here and have many years. I do not want people who seem to have only planned this, looking at a map and playing to the money, to determine how my neighborhood will move into the future. I want to be considered seriously because this is my future! I live here!

Hi - This area is of a magnitude more dangerous now than pre-construction due to lack of physical separation - cars are starting to use the bike lane thinking they are merging to the on-ramp to the Toronto-bound 403! I had to dodge a car trying to access the highway that was driving down the bike lane tonight, and a good friend of mine had the same thing happen to her two days before.

I would appreciate some response from staff, since the conditions here are a recipe for serious harm. I think some urgency is required on this site before something bad happens,

Thanks,

On Tue, Nov 27, 2012 at 9:55 AM, McHattie, Brian <Brian.McHattie@hamilton.ca> wrote:

This is a tough spot no question. We have also been examining this location via the Strathcona Transportation Master Plan.

Margaret: can you pls comment on comments below. I recall that we did examine this issue within the TMP.

Thanks,

Brian

-----Original Message-----

From:
Sent: Tuesday, November 27, 2012 9:36 AM
To: Bender, Daryl; McHattie, Brian
Subject: King St 403 crossing

Hi - nice to see the protected 403 crossing on King nearing completion, I was wondering what the design is for the approach from Breadalbane, it feels very exposed there as there are no bollards or protection. The curve of the road there means that cars and trucks are precariously close and appear to be heading straight toward bikes in the unprotected bike lane. Can you let me know what the plan is for that stretch of King?

Relatedly, for crossing the on-ramp there, if there was a physical barrier that extended further east to divide the on-ramp from through traffic, it would enhance the safety for pedestrians and cyclists making the crossing by preventing (regular) last-minute lane-switches to the highway ramp. I'd appreciate your thoughts on the potential to do something like that to create a safer pedestrian crossing there.

Thanks,



Dow, Tammy

From: Fazio, Margaret [Margaret.Fazio@hamilton.ca]
Sent: Wednesday, October 17, 2012 2:36 PM
To: Keen, Stephen
Subject: FW: Cycling lanes on York Blvd at 403 on ramp

Hi,

FYI for the meeting tonight...

Thanks,
Margaret

From: Skrypniak, Lorissa
Sent: October 17, 2012 11:45 AM
To: Fazio, Margaret
Subject: FW: Cycling lanes on York Blvd at 403 on ramp

Margaret have you seen this?

From: 
Sent: Monday, October 15, 2012 5:02 PM
To: Bender, Daryl
Cc: McHattie, Brian; Office of the Mayor; Farr, Jason; Whitehead, Terry; Duvall, Scott; Morelli, Bernie; Collins, Chad; Partridge, Judi; Johnson, Brenda; Powers, Russ; Pearson, Maria; Clark, Brad; Pasuta, Robert; Ferguson, Lloyd; Jackson, Tom; Shynal, Bryan; Hull, Don; Skrypniak, Lorissa; Molloy, Steve; Topalovic, Peter; Brown, Dale; Wojewoda-Patti, Nikola; Lee-Morrison, Christine
Subject: Re: Cycling lanes on York Blvd at 403 on ramp

Hi Daryl, thanks for your response.

The multi purpose trail that you refer to leads directly onto the sidewalk that goes over the bridge and then continues on the other side of the posted bicycle crossing. There doesn't appear to be any indication that the multi use trail ends when the sidewalk begins. I am usually in the bike lane but opted for the multi use trail because suspected my tire was going flat. So my question is. Is this a sidewalk or a multi use trail?

As far as who hit who has everything to do with timing and I don't see the relevance. If I had been a split second sooner or later the outcome would have been much different.

I checked my mirror and saw the car approaching but miss judged the speed it was traveling at. In retrospect I would choose to do things much differently. Luckily I lived to learn this lesson.

Are their plans to go from an uncontrolled crossing to a controlled crossing. It seems to meet all the criteria for having one.

My Goal was not to have a debate about who was at fault but to raise safety concerns that I have for this area as a cyclist and I feel that I have achieved this goal.

Once again, thanks for your time.

On 2012-10-15, at 3:50 PM, Bender, Daryl wrote:

David and Councillor McHattie:

I am glad to learn that you were not seriously injured following the collision. After reviewing the video you have provided, there are several points to be made.

- Traffic design along this section of York Blvd has MTO jurisdiction because it is in close proximity of the MTO's Hwy 403. The design implemented by the City in this section required approval by the MTO.
- Upon reviewing the footage, it appears the cyclist hit the car; the car did not hit the cyclist.
- It appears the bicycle is riding on the sidewalk; this is illegal in Hamilton.
- For the very reasons expressed in your email, detailing your personal experience, the design of the cycling lane at this location advises cyclists to dismount and walk their bicycle across the on-ramp. Doing so maximizes visibility to on-coming traffic.
- The video footage does not suggest that the cyclist checked for on-coming traffic. Alternatively, had the cycle been traveling in the bike lane, there would have been an opportunity to merge safely with the auto traffic and ride through the on-ramp/intersection, onto the bike lanes as they continue towards Burlington.

Cycling infrastructure is a relatively new element for many decision makers across the province, and the City of Hamilton is actively addressing design issues. There are people who are of the opinion that bike lanes are an inappropriate infrastructure for York Blvd. However, many cyclists are pleased that accommodation has been made for cyclists on this street. Ridership data collected this year indicates that, on weekdays, bike lanes are used by cyclists more than cyclists use the multi-use trail beside it.

In closing, we would like to provide some clarification regarding the death in 2009 of a cyclist on York Blvd. The collision that occurred also claimed the lives of two people in a car and a cyclist. The cause of the collision happened when the the driver of a second car had a medical emergency and lost control. The collision claimed the lives of three people.

The York Blvd bike lanes accommodate an average of about 110 cyclists' trips daily, and the City of Hamilton is pleased to be creating a safer place for cyclists to ride along this corridor - and look forward to similar improved facilities both in the direction of downtown Hamilton and along Plains Rd in Burlington, attracting more cyclists.

Kind regards,
Daryl Bender B.E.S.
Project Manager, Alternative Transportation
Public Works, City of Hamilton
905-546-2424 x 2066
www.hamilton.ca/PedestrianMP
www.hamilton.ca/Cycling

-----Original Message-----

From: McHattie, Brian

Sent: Sunday, October 14, 2012 8:36 AM

To: Office of the Mayor; Farr, Jason; Whitehead, Terry; Duvall, Scott; Morelli, Bernie; Collins, Chad; Partridge, Judi; Johnson, Brenda; Powers, Russ; Pearson, Maria; Clark, Brad; Pasuta, Robert; Ferguson, Lloyd; Jackson, Tom

Cc: Bender, Daryl; Shynal, Bryan; Hull, Don; Skrypniak, Lorissa; Molloy, Steve; Topalovic, Peter; Brown, Dale

Subject: RE: cycling lanes on York Blvd at 403 on ramp

Hi

Thanks for raising this issue with us. The 403 ramp intersection with the York Blvd bike lanes are certainly a challenge and a conflict point between cars and bikes, and the speeds along there make cycling a little uncomfortable on York itself.

We have thought about separated bike lanes on York, with some sort of barrier between bikes and cars, perhaps like the King St and Main St 403 bridges. I understand Burlington has different paint on the intersection conflict point by Fairview and QEW, we're looking at that.

I've copied our Cycling Coordinator, Daryl Bender and others in his Dept for their thoughts.

Tks
Brian

-----Original Message-----

From: [redacted]
Sent: Saturday, October 13, 2012 5:29 PM
To: Office of the Mayor; McHattie, Brian; Farr, Jason; Whitehead, Terry; Duvall, Scott; Morelli, Bernie; Collins, Chad; Partridge, Judi; Johnson, Brenda; Powers, Russ; Pearson, Maria; Clark, Brad; Pasuta, Robert; Ferguson, Lloyd; Jackson, Tom
Cc: Dave Gaus
Subject: cycling lanes on York Blvd at 403 on ramp

Greetings:

I am a cyclist that Lives on Hamilton Mountain and I commute to Burlington daily on my bicycle.

I was hit by a car while crossing at the cross walk at the 403 on ramp. This stretch of road is by far the most dangerous of my commute due to the speed and volume of traffic.

The designated bicycle lane is in the right lane which exits onto the 403, forcing cyclist to merge with traffic that is usually going much faster the posted speed limit.

I am proud to be Hamiltonian and am happy with the improvements to the cycling infrastructure but we clearly need some improvements.

I've attached a video that was captured from a camera mounted on my bike at the time of the accident. I am hoping to draw attention to the changes that need to be made to ensure the safety of pedestrians and cyclists et this dangerous spot.

No one was seriously injured in this accident but their have been fatalities in this very spot involving cyclists and pedestrians.

Thanks for your Time to consider this important matter.

Thank you,

Yes, I can confirm that this option is already one of the considerations for Kay Drage park and part of the discussions with the Cathedral/Diocese.

Thank you,

Margaret Fazio

Margaret Fazio, B.Sc., C.C.E.P., MCIP, RPP

Project Manager, Environmental Planning

Strategic Planning and Rapid Transit Section

77 James Street North, Suite 400, Hamilton, Ontario, L8R 2K3

Environment & Sustainable Infrastructure Division **Phone:** 905-546-2424 ext. 2218

Public Works Department **Fax:** 905-546-4435

City of Hamilton **E-mail:** Margaret.Fazio@hamilton.ca

Hamilton Public Works ~ Providing services that bring our City to life!

This e-mail message in its entirety (including attachments) is confidential and is intended only for the addressee(s) named above. The message contents may contain confidential or privileged information. Any unauthorized use or disclosure is strictly prohibited. If you are not the intended recipient, please notify the sender and delete all copies.

From: Bender, Daryl

Sent: July 17, 2012 9:57 AM

To

Cc: Fazio, Margaret

Subject: RE: bike route through Kay Drage Park

Hey

The Strathcona Transportation Master Plan that is currently underway is reviewing all of the options. Yes, the options did consider the existing path you describe - as well as one on the other side of the cathedral

even. At one point the one you describe was/is looking good - but it would require agreement by the Catholic School Board as it crosses their property. I have cc'd Margaret so she has a record of this communication.

Regards,

Daryl Bender B.E.S.
Project Manager, Alternative Transportation
Public Works, City of Hamilton
905-546-2424 x 2066
www.hamilton.ca/PedestrianMP
www.hamilton.ca/Cycling

-----Original Message-----

From: _____
Sent: Monday, July 16, 2012 5:26 PM
To: Bender, Daryl
Subject: bike route through Kay Drage Park

Hi Daryl - I recall hearing about a ped/cycling bridge idea to connect my neighbourhood (Breadalbane Street area) to Kay Drage Park. I wonder if any consideration has been given to an alternative route that would be less intrusive and expensive. I'm including a link to a map to help show what I think could work, but basically using the existing bridge over the train tracks by the cathedral, then the existing path behind the cathedral parking lot to connect to Kay Drage. Once in Kay Drage, a short, narrow multi-use path to connect the trail through the grass to the existing pavement/driveway would be required, and the existing highway underpass.

<https://www.google.ca/maps/ms?msid=208565854920629401631.0004c4f8cccea05ec6e23&msa=0&ll=43.2653,-79.891334&spn=0.007813,0.01929>

I use this fairly regularly now, and the only difficulties are 1) the narrow gateway into Kay Drage, 2) the bumpy grass in the park to the parking lot, and 3) the parking cement blocks make it impossible to ride from the grass to the pavement.

Maybe this has all been talked about before and deemed impossible, but in case it hasn't.

Thanks,

Dow, Tammy

From: Fazio, Margaret [Margaret.Fazio@hamilton.ca]
Sent: Friday, May 25, 2012 12:06 PM
To: Keen, Stephen; Gao, Hongtao
Subject: FW: Accessibility comments re Strathcona neighbourhood

Hi Stephen,

FYI and for input in the Project File Report.

Thanks,
Margaret

-----Original Message-----

From: Fazio, Margaret
Sent: May 25, 2012 9:47 AM
To: \ ; Strutt, Jocelyn
Subject: RE: Accessibility comments re Strathcona neighbourhood

Thank you very much for sharing this information. We will forward it to appropriate staff/incorporate into the Strathcona TMP study where possible.

Thank you,
Margaret

Margaret Fazio, B.Sc., C.C.E.P., MCIP, RPP

Project Manager, Environmental Planning
Transportation Planning Section
Strategic Planning Group
Environment & Sustainable Infrastructure Division
Public Works Department, City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario L8R 2K3
Phone: 905-546-2424 ext. 2218
Fax: 905-546-4435
E-mail: Margaret.Fazio@hamilton.ca

Hamilton Public Works ~ Providing services that bring our City to life!
This e-mail message in its entirety (including attachments) is confidential and is intended only for the addressee(s) named above. The message contents may contain confidential or privileged information. Any unauthorized use or disclosure is strictly prohibited. If you are not the intended recipient, please notify the sender and delete all copies.

-----Original Message-----

From: [REDACTED]
Sent: May 23, 2012 4:59 PM

Dow, Tammy

From: Fazio, Margaret [Margaret.Fazio@hamilton.ca]
Sent: Tuesday, May 15, 2012 3:56 PM
To: Keen, Stephen
Subject: FW: Surface Repair & Access Suggestions York Blvd Bike Path / Hamilton Cemetery: Dave Bevan

Hi Stephen,

FYI, for our consideration and for our project file record.

Thanks,
Margaret

---Original Message---

From: Fazio, Margaret
Sent: May 15, 2012 10:36 AM
To: McHattie, Brian; Wojewoda-Patti, Nikola; 'davidbevan@primus.ca' Cc: Bender, Daryl; Norman, Robert; Skrypniak, Lorissa; Molloy, Steve
Subject: RE: Surface Repair & Access Suggestions York Blvd Bike Path / Hamilton Cemetery:

Hello All,

The project team is aware of the desire for pedestrian crossings along York, from various sources. We are going to be conducting pedestrian counts in May-June of 2012 along the Boulevard in various locations to help determine patters of movement and specific location(s) for crossings and if the need for additional pedestrian crossings exists from the City's Traffic By-law perspective.

NOTE: we are within the Ministry of Transportation Ontario's jurisdiction within 400m of HWY 403 on and off ramps, so that is also a consideration in our decision making process. There are, however, many possibilities for locations for pedestrian crossings along this corridor that we are considering that may work even with this constraint.

Definitely having information about destination and paths of movement, timing as well as time of day and seasons in a particular location is helpful. If you have any additional information you wish to share please do not hesitate to do so.

Many thanks for forwarding your thoughts on your experience in the area so far, Mr. Bevan.

Thank you,
Margaret Fazio

Margaret Fazio, B.Sc., C.C.E.P., MCIP, RPP

Project Manager, Environmental Planning
Transportation Planning Section
Strategic Planning Group
Environment & Sustainable Infrastructure Division
Public Works Department, City of Hamilton

77 James Street North, Suite 400
Hamilton, Ontario L8R 2K3
Phone: 905-546-2424 ext. 2218
Fax: 905-546-4435
[E-mail: Margaret.Fazio@hamilton.ca](mailto:Margaret.Fazio@hamilton.ca)

Hamilton Public Works - Providing services that bring our City to life!

This e-mail message in its entirety (including attachments) is confidential and is intended only for the addressee(s) named above. The message contents may contain confidential or privileged information. Any unauthorized use or disclosure is strictly prohibited. If you are not the intended recipient, please notify the sender and delete all copies.

- -----Original Message-----

From: McHattie, Brian

Sent: May 14, 2012 2:29 PM

To:

Cc: Bender, Daryl; Fazio, Margaret

Subject: RE: Surface Repair & Access Suggestions York Blvd Bike Path / Hamilton Cemetery: Dave Bevan

Thanks for taking the time to describe these challenges along York Blvd. We are currently undertaking the Strathcona Transportation Master Plan and have noted the need for a pedestrian crossing by the Cemetery.

Margaret: can you pls note [redacted] comments below and offer a comment pls on our thinking on this issue to date?

Daryl: helpful feedback from [redacted] on the state of the bike lanes on York Blvd. I would appreciate your ideas on this. If some of the improvements are outside your budget, I would be pleased to use my Ward 1 capital funding to assist.

Tks
Brian

- -----Original Message-----

From: Wojewoda-Patti, Nikola

Sent: Monday, May 14, 2012 9:48 AM

To: McHattie, Brian

Subject: Surface Repair & Access Suggestions York Blvd Bike Path / Hamilton Cemetery: Dave Bevan

Hi Brian - can you please have a look at [redacted] accessibility suggestions.

(he takes nice photos)

Nikola

- -----Original Message-----

From:

Sent: Sunday, May 13, 2012 8:46 AM

To: Wojewoda-Patti, Nikola

Subject: Suggestion

May 10, 2012

Helic [redacted]

I've been using the bike trail along York Blvd. Travelling to Valley Inn and enjoying all the sights available along the way to Royal Botanical Gardens or occasionally Hamilton Cemetery.

I travel in a power wheelchair and usually take my camera and gear with me as a hobby. While the ride to these destinations are absolutely beautiful, there are a couple serious and hazardous problems that could easily be fixed with only a few and minor maintenance adjustments. 1) The surface of the bike path needs to be filled at the gaps that occur every 10 meters or so. My front wheel gets lodged in these gaps and if I travel quickly it becomes too bumpy so I have to travel very slowly and sometimes I have to go onto the grass around the gaps. If I'm having problems then parents with strollers with smaller wheels are really feeling the bumps and roller-bladers should be made aware with signs along the way. 2). After the entrance to Hamilton Cemetery there are no other places to cross-back to the bike path until the high-level bridge and crossing there is dangerous because the lip of the curb is high and the traffic whipping a frightening pace. One across there are no sidewalks to go anywhere but back across. There are times when I would like to safely cross there (possibly flashing pedestrian lights) and enter the Hamilton Cemetery... a short distance from the bridge that would be easily accessed with a standard sidewalk.

Please ask Mr. McHattie to review my email. Thank you very much. I put a link to my Flickr address where there are lots of pictures of wild-life around ward 1. The more accessible the ward becomes... my flicker picture album will be more extensive as well.

Sincerely

Fazio, Margaret

From: McHattie, Brian
Sent: May 11, 2012 10:13 AM
To: Bender, Daryl
Cc: Lee-Morrison, Christine; Kirkpatrick, Alan; Skrypniak, Lorissa; Norman, Robert; Fazio, Margaret; Moore, Gary; Davis, Gerry; Murray, Chris; Wojewoda-Patti, Nikola; Brown, Dale; Curzi, Rae
Subject: RE: Dundurn & King

Thanks Daryl.

Brian

-----Original Message-----

From: Bender, Daryl
Sent: Thursday, May 10, 2012 3:18 PM
To: McHattie, Brian
Cc: Lee-Morrison, Christine; Kirkpatrick, Alan; Skrypniak, Lorissa; Norman, Robert; Fazio, Margaret; Moore, Gary; Davis, Gerry; Murray, Chris; Wojewoda-Patti, Nikola; Brown, Dale; Curzi, Rae
Subject: Dundurn & King

Councillor McHattie,

Some responses:

1 - We will continue to monitor the operations at the Tim Horton's plaza, but from what has been observed thus far, no need to close any driveways. I also understand that it is very difficult to close an existing approved access/driveway.

2 - I observed no lengthy delays for vehicles making left turns along Dundurn St N. If an auto is waiting behind a turning vehicle (car or bike), the vehicle could possible squeeze by on the right - but not ideal, as if they do it carelessly, they could sideswipe a cyclist. Regarding finding gaps in opposing traffic flows, the gaps will be easier to find for turning vehicles when opposing traffic is moving slower.

3 - The pavement marking staff plan to repaint Dundurn St S right away - they had hoped to paint it the same night as the Dundurn N installation, but ran out of time.

Regards,
 Daryl

-----Original Message-----

From: McHattie, Brian
Sent: Tuesday, May 08, 2012 1:49 PM
To: Bender, Daryl
Cc: Lee-Morrison, Christine; Kirkpatrick, Alan; Skrypniak, Lorissa; Norman, Robert; Fazio, Margaret; Moore, Gary; Davis, Gerry; Murray, John; Wojewoda-Patti, Nikola; Brown, Dale
Subject: RE: Dundurn & King

Hi Daryl,

Thanks very much for this comprehensive response - exactly what I need as we make this transition. Two points for further clarification:

1. There is no need to close the Tim Horton's access driveway at King and Dundurn?
2. What is the experience when northbound drivers slow and stop to make a left hand turn onto adjacent streets, in term sof backing up traffic behind them? Do drivers simply use the bike lanes to squeak around the left hand turn driver?

AND

3. Perhaps I missed it but what is the schedule to re-paint the other Ward 1 bike lanes, particularly Dundurn S?

Thanks
Brian

Brian McHattie, Councillor
Ward 1, Chedoke-Cootes
City of Hamilton
905-546-2416
www.brianmchattie.ca

-----Original Message-----

From: Bender, Daryl
Sent: Tuesday, May 08, 2012 12:52 PM
To: McHattie, Brian
Cc: Lee-Morrison, Christine; Kirkpatrick, Alan; Skrypniak, Lorissa; Norman, Robert; Fazio, Margaret; Moore, Gary; Davis, Gerry; Murray, John
Subject: FW: Dundurn & King

Councillor McHattie,

We have observed the operations along Dundurn St for a number of hours since the bike lanes have been installed and the operation of the street continues to operate essentially as it did before. Observed periods were on a weekday (8am to 10am and 5pm to 5:30). Yes, we did observe a very small number of distracted drivers failing to observe the change to a dedicated northbound left-turn lane that used to be a combined "through-left turn" lane. That change in signage is highlighted with the installation of a "NEW" sign to stress this change. We are planning to make one other modification in the signage to further stress the presence of the bike lane.

Certainly volumes are driving slower through the King St intersection northbound, but that operation is fine. Never was a queue observed to have any significant delay; rather, only for a few seconds as vehicles slowed to make a right turn into the plaza with the Tim Horton's and the pharmacy. The occasional vehicle even drove around these turning vehicles, and there was sufficient space for vehicles to do that. At this plaza entrance the opposing southbound traffic is separated by a raised concrete median, providing additional operational safety.

Further up the hill toward York Blvd, no significant delays were observed for northbound traffic. Certainly with a single lane northbound, the turning vehicles will impede vehicles behind them, but as stated, no notable delays were observed. The modified street design should lead to slower operational speeds on Dundurn for northbound traffic as cars must yield to the autos in front of them now. Again I stress, there were no observed queues northbound of any notable length.

A modest volume of cyclists was observed operating in all directions at the Dundurn /King intersection and the installation of the bike lanes should lead to these volumes increasing. Attached is an article regarding the safer operation of Jarvis St in Toronto as a result of the modifications to that street that included the addition of bike lanes:

<http://www.thestar.com/news/transportation/article/1173343--jarvis-safer-since-bike-lanes-report-shows>

Regards,
 Daryl Bender B.E.S.
 Project Manager, Alternative Transportation
 Public Works, City of Hamilton
 905-546-2424 x 2066
www.hamilton.ca/PedestrianMP
www.hamilton.ca/Cycling

-----Original Message-----

From: McHattie, Brian
Sent: Monday, May 07, 2012 3:29 PM
To: [redacted] Fazio, Margaret
Cc: Bender, Daryl; Kirkpatrick, Alan; Skrypniak, Lorissa; Norman, Robert; Moore, Gary; Davis, Gerry; Murray, Chris
Subject: RE: Dundurn & King

You make some very good observation sand suggestions. I will be asking our Traffic staff to assist asap. We'll report back to you on this.

Tks
 Brian

-----Original Message-----

From: [redacted] [mailto:
Sent: Monday, May 07, 2012 12:33 PM
To: Fazio, Margaret; McHattie, Brian
Cc: Bender, Daryl; Kirkpatrick, Alan; Skrypniak, Lorissa; Norman, Robert
Subject: Re: Dundurn & King

I believe very strongly that if you must persist with this ill-considered plan (folks are simply ignoring the middle left turn sign at northbound Dundurn and King and now the traffic backs up for blocks when folks try to make a left turn from either lane (North or South bound) on Dundurn between King and York during rush hour) that you immediately close the entrance/exit at the west side of the lot on the northeast corner of Dundurn and King (where the Tim Horton's and the Pharmacy are now.) Cars entering or exiting have always created problems for North bound traffic here but now that there is no 2nd lane to move to the remaining lane will be frequently and suddenly stopped as cars jockey for position but will be forced to stay in the intersection even after the west bound light turns green. I have already seen this happen twice. I intend to stay away from this dangerous corner. This is simply an accident waiting to happen for both motorists and cyclists.

with respect,

----- Original Message -----

From: Fazio, Margaret

To: McHattie, Brian ; [REDACTED]

Cc: Bender, Daryl ; Kirkpatrick, Alan ; Skrypnik, Lorissa ; Norman, Robert

Sent: Monday, May 07, 2012 12:09 PM

Subject: RE: Dundurn & King

Hello Councillor!

The purpose of the Strathcona Transportation Management Plan is to look to future transportation needs (with some review of the short and medium term implementation opportunities) of the neighbourhood and how they correlate with the Secondary Planning process. The TMP will incorporate this new bike lane as being part of the existing infrastructure, (section approved in 2011?) confirming that we are implementing, as a City, the Council approved cycling network grid within the Cycling Master Plan (2009).

The pedestrian and/or cycling facilities' monitoring, is ongoing at various locations in the City. In this particular location, Daryl Bender is the current contact and monitoring staff member.

The monitoring of new/proposed facilities by other staff, within Strathcona TMP area, will not take place until the TMP is finalized (Council approved and EA process completed) and they have been constructed.

Please let me know if you have any questions or comments in this regard.

Thank you.

Margaret

Margaret Fazio, B.Sc., C.C.E.P., MCIP, RPP

Project Manager, Environmental Planning
Transportation Planning Section
Strategic Planning Group
Environment & Sustainable Infrastructure Division
Public Works Department, City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario L8R 2K3
Phone: 905-546-2424 ext. 2218
Fax: 905-546-4435
E-mail: Margaret.Fazio@hamilton.ca

Hamilton Public Works - Providing services that bring our City to life!

This e-mail message in its entirety (including attachments) is

confidential and is intended only for the addressee(s) named above. The message contents may contain confidential or privileged information. Any unauthorized use or disclosure is strictly prohibited. If you are not the intended recipient, please notify the sender and delete all copies.

-----Original Message-----

From: McHattie, Brian
Sent: May 4, 2012 4:54 PM
To:
Cc: Fazlo, Margaret; Bender, Daryl
Subject: RE: Dundurn & King

Thanks for letting me know how this is going.

Daryl: can we pls review the signage issue as soon as possible to make this safer.

anytime a change like this is made (other bike lanes, but also changing one way streets to two way etc.) it does take time for motorists to adjust. Of course, we need to make it as clear as possible and we need to do more on that now.

In terms of Strathcona: we did add a number of stop signs to that street in the past two years. We are presently undertaking the Strathcona Transportation Master Plan and we can certainly review the need for traffic calming now and in the weeks ahead as the Dundurn bike lanes affect traffic flows and directions.

Margaret: can we pls note (comments and include a review of traffic post-Dundurn N bike lanes in our next meeting.

Thanks
brian

-----Original Message-----

From: [REDACTED]
Sent: Friday, May 04, 2012 9:25 AM
To: McHattie, Brian
Subject: Dundurn & King

Dear Mr. McHattie

It is 9:15 on Friday, May 4. I have just driven home (Strathcona and York) coming up Dundurn through King Street. I must say that the new lane restrictions at the junction of Dundurn and King (going north) are both foolish and dangerous. Although there are a few signs indicating that a lane change has been implemented, and that the middle lane now must turn left at King, people are either not seeing these signs or just ignoring them. The main problem seems to be that the signs are not visible once you approach the intersection and there are no lines in the road nor signs at the opposing stop light. I saw at least 10 cars go straight where they are now required to turn, and several near accidents occurred because of it. This is clearly the city's

fault as the signage is inadequate. It is also the city's fault because the very idea of suddenly reducing 2 lanes to one on a very busy city street is foolish in the extreme. The non-existent bike traffic simply cannot justify this move. Why not route the bikes down/up Breadalbaine? Also, if the city intends to persist in this then I respectfully request placing speed bumps all along Strathcona from King to York. This stretch is already overused by traffic seeking to avoid Dundurn and this will only get worse with the new lane changes. The area has many children and retired folks and the city has an obligation to protect them.

regards,

Fazio, Margaret

From: Fazio, Margaret
Sent: March 9, 2012 12:30 PM
To: Brown, Dale
Cc: McNair, Laurie; 'Keen, Stephen'; TOE, Assistant Environmental Planner
Subject: RE: Dundurn & Main Traffic Light Issue and Meeting minutes

Hi Dale,

To answer your question, 'yes the proposed changes in the intersection include a limit of one southbound lane at the intersection of Dundurn and Main.
A striped median would take the place of the additional lane on the south side of the intersection.

So, one lane would be going through to south of Main, and one would be left turning only.

Please note, as mentioned during the meeting, that this intersection is still under the jurisdiction of the Ministry of Transportation and this change may not be implementable until they have given their stamp of approval.

I hope this helps?

Thank you,
Margaret

-----Original Message ----

From: Brown, Dale
Sent: February 28, 2012 1:42 PM
To: Fazio, Margaret
Subject: RE: Dundurn & Main Traffic Light Issue

Hi Margaret

Thanks for last night.

I was trying to figure out last night if the recommendations included this suggestion, but I'm not sure. Can you confirm?

The change would be to make only one lane southbound on Dundurn at Main, to avoid two lanes merging on the south side of Main and conflicting with the bike lane that starts in the same location.

Thanks

Dale

-----Original Message-----

From: Fazio, Margaret
Sent: Wednesday, January 11, 2012 3:38 PM
To: Strutt, Jocelyn; McHattie, Brian
Cc: Bender, Daryl; Brown, Dale; Sergi, Michelle; 'Keen, Stephen'; 'Gao, Hongtao'
Subject: RE: Dundurn & Main Traffic Light Issue - LET CINDY KNOW WHEN MEETINGS ARE SCHEDULED, INCLUDE KNA?

Hi All,

I believe that we are already considering that as one alternative that is being evaluated for this part of the neighbourhood, but thank you for sending it on. The more we know about what various parties wish for, the more confidence we have about different plans...all good!:)

Happy New Year to ALL!

Margaret

----- Original Message -----

From: Brown, Dale On Behalf Of McHattie, Brian

Sent: Wednesday, January 04, 2012 3:10 PM

To: Strutt, Jocelyn

Cc: McHattie, Brian; Bender, Daryl; Brown, Dale

Subject: FW: Dundurn & Main Traffic Light Issue

Hi Jocelyn

Happy New Year!

Brian is away, so sending on his behalf. He will be back on January 9th.

A suggestion follows on potential changes to the southbound lane configuration at Main and Dundurn - to only have one through lane southbound on Dundurn instead of two lanes to reduce the potential for vehicle conflicts on the merge and to make it safer for cyclists entering the start of the bike lane on Dundurn.

Can this be considered as part of the Strathcona TMP?

Daryl, I've cc'ed you as well - note the conflict described between the motorist and the cyclist.

Thanks

----- 0 Icrinal Message -----

From: [m a i l t o t t a E

Sent: Wednesday, January 04, 2012 9:50 AM

To: McHattie, Brian

Subject: Dundurn & Main Traffic Light Issue

Hi Brian,

I don't know who to send this complaint to so I am starting with you. Please let me know who I should be sending this email to or if it would be better in a printed letter. Thanks!

I would like to file a complaint about the lights at Main and Dundurn. Specifically, the merge of 2 lanes into one and the start of a bike lane directly after the intersection that is for cars travelling south on Dundurn. There are 3 lanes of traffic before the intersection, one is a turning lane and one is an optional go straight or turn and one is a go straight lane. With the addition of the bike lane on Dundurn this set-up has become a nightmare for my family who live on Charlton Ave and frequent this light daily. I am scared to drive, bike or walk at this corner because of the several near misses of accidents (mainly with cars and bikes). I would like to suggest 2 turning lanes from Dundurn onto Main Street and then have one lane that continuing on Dundurn. This would prevent the merge from happening altogether. That way the bikes have enough room to start into the bike lane there without fear of being killed and the cars are not merging through an intersection. I am upset about this today because just last night I saw a minivan drive a bike off the road because the driver of the minivan was looking at the other car lane trying to merge with other traffic. I finally had enough and thought it was important to draw attention to this issue because one day there is going to be a terrible accident that could have easily been prevented if action is not taken to improve traffic flow at this intersection.

From: McHattie, Brian
Sent: February 13, 2012 11:00 AM
To: [REDACTED]
Cc: [REDACTED]

Subject: RE: [REDACTED]
Thanks Colleen.

Hi [REDACTED],

Thanks for your questions.

Gary (Moore, Public Works) did our Chedoke Bridge design work - I've copied him here, so please feel free to share your ideas/

We are looking at carpool options via the Strathcona Transportation Plan - Public Work's Margaret Fazio would know the latest details as the Plan is still in the preparatory phase. Copied Margaret here if you would like to share your thoughts.

Tks
Brian

-----Original Message-----

From: Wicken, Colleen
Sent: Monday, February 13, 2012 10:49 AM
To: McHattie, Brian; Whitehead, Terry
Cc: [REDACTED]
Subject: [REDACTED]

Good Morning

Mr. [REDACTED] who is one of our constituents residing at [REDACTED] visited us on the weekend at our Constituency Days at Westcliffe Mall.

Mr. [REDACTED] is looking for information on the design of the bridge on the Chedoke Rail trail and he had a couple of interesting thoughts to discuss one being why there are no Car Pool Lots along the 403 in Hamilton especially at the 403 and Aberdeen area. Could someone from your office contact Mr. Millen with regard to his questions. Mr. Millen also has an e mail as outlined above.

*Thank You
Colleen Wicken
Executive Assistant to Councillor Whitehead
Ward 8
905-546-2779
Colleen.Wicken@hamilton.ca
Hamilton City Hall, 71 Main Street West, 2nd Floor
Hamilton, Ontario L8P 4Y5*

From: [REDACTED]
Sent: December 9, 2011 3:14 PM
To: Fazio, Margaret
Cc: McHattie, Brian; Whitehead, Terry; Warren Beacham; Jim Heslop; Lindsay Burtenshaw; Topalovic, Peter; Keen, Stephen; Gao, Hongtao; Kirkpatrick, Alan; Skrypniak, Lorissa; TOE, Assistant Environmental Planner
Subject: Re: car pooling in Hamilton

Hello Margaret and Brian,

Thanks for taking the time to respond to my email. I'm actually in Terry's ward at

[REDACTED]

But I would like to be informed about the car pooling opportunities in that area, since we regularly head east for Hamilton Naturalists' Club meetings in Burlington, so please add me to the list.

And thanks for your other thoughts on car pooling. We will keep them in mind for the future.

Best regards,
[REDACTED]

On Fri, Dec 9, 2011 at 3:02 PM, Fazio, Margaret <Margaret.Fazio@hamilton.ca> wrote:

Hello Mr. [REDACTED],

Thank you for sharing your experiences and for your willingness to carpool!

As a carpooler myself I appreciate where you are coming from! Yes, as part of the Strathcona Transportation Management Plan (TMP) we are currently looking at three potential locations within Strathcona Neighbourhood area for carpooling, and we are working with the land owners to make them available to the public in the near future. Currently there aren't any formal carpool lots within Strathcona Neighbourhood that we know of - hence our effort to create them.

Please note that if you wish to be kept informed about our study (ex: key events and reports) we would require your name and regular mailing address. With the exception of person information, all comments will become part of the public record.

I can only humbly offer the following food for thought in the mean time:

consider parking at each other's houses - as a "chain carpool" - one person drives to another's house, one car is left behind, they pick up the next person, etc...or one person picks up everyone as a shuttle bus, etc, etc, if the geography and timing of your situation allows. There is also an option for combinations with public transit and driving, walking and cycling - also depending on your circumstances.

Another option (if applicable) is becoming a member of CarShare, for car owners who only need to use a car on an infrequent basis. CarShare cars' locations have a requirement of being accessible by public transit, or within a certain walking distance /cycling distance from their users. Please let us know if you would be interested in receiving more information about CarShare. There are already a few locations in lower Hamilton, that may interest you, if this fits your lifestyle. We are exploring additional CarShare use/parking locations as part of the TMP for Strathcona Neighbourhood as well.

If you have carpool locations (in addition to Fortino's - duly noted) that you feel may also be good potential carpool candidates, please let us know. As part of our study we could approach the land owners about formalizing additional locations for future formal carpooling options.

Please let me know if you have further comments or questions in this matter.

Thank you,

Margaret Fazio, B.Sc., C.C.E.P.
Project Manager, Environmental Planning
Transportation Planning Section
Strategic Planning Group
Environment & Sustainable Infrastructure Division
Public Works Department, City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario L8R 2K3
Phone: 905-546-2424 ext. 2218
Fax: 905-546-4435

E-mail: Margaret.Fazio@hamilton.ca

Hamilton Public Works ~ Providing services that bring our City to life!

This e-mail message in its entirety (including attachments) is confidential and is intended only for the addressee(s) named above. The message contents may contain confidential or privileged information. Any unauthorized use or disclosure is strictly prohibited. If you are not the intended recipient, please notify the sender and delete all copies.

-----Original Message-----

From: McHattie, Brian

Sent: December 9, 2011 12:51 PM

To: [REDACTED]

Cc: Warren Beacham; Jim Heslop; Lindsay Burtenshaw; Fazio, Margaret

Subject: RE: car pooling in Hamilton

Hi [REDACTED],

Disappointing to see this happen when you're trying to do the right thing by carpooling.

Most of these kinds of tickets occur via complaints, or in this case Fortinos may be on the lookout for folks parking there - this happens with GO commuters as well I believe.

We are undertaking the Strathcona Transportation Plan currently and there have been discussions about establishing carpooling locations - an expanded Dundurn Castle parking lot was mentioned.

Margaret (Fazio, supervising the Study): please note the situation below. Are there any current locations where carpooling might work? Note the interest in such an area.

Tks
Brian

-----Original Message-----

From: [REDACTED]
Sent: Friday, December 09, 2011 11:27 AM
To: McHattie, Brian; Whitehead, Terry
Cc: Warren Beacham; Jim Heslop; Lindsay Burtenshaw
Subject: car pooling in Hamilton

Hello Brian and Terry,

I hope you're both doing well.

I wanted to alert you to an issue we ran into last night. As board members of the Hamilton Naturalists' Club, whenever there's a meeting in Burlington, we've been meeting for car pooling at the Fortino's plaza on Dundurn. We all live in the west Hamilton, Dundas, or Ancaster area, so this seems like a logical place to meet. Apparently members of the club have been car pooling at this location for over 10 years.

Last night we had a meeting, and when we returned to our vehicles after the meeting we all (three of us) had \$35 parking tickets for parking on private property, even though the parking lot was almost completely empty.

We're not writing to try to get out of the tickets - it's obviously

private property, but we do have have a couple of questions:

Since we've been parking here for years, we're wondering, where is this coming from? Is this coming from a complaint on the part of the owner of the parking lot or is it a quest for revenue on the part of the city?

Where can residents of Hamilton park to car pool in the west Hamilton mountain or lower city area? If there isn't a place, shouldn't there be?

Thanks for your time on this. Merry Christmas to you both!

Best regards,

■

From: Fazio, Margaret
Sent: December 9, 2011 4:00 PM
To: [REDACTED]
Cc: Topalovic, Peter
Subject: RE: car pooling in Hamilton
Thank you very much.

I will pass this information along to my colleague (cc'd - [REDACTED]) in Transportation Demand Management (TDM) to pursue further, since these locations are outside of my immediate study area. He has the whole City's TDM to consider, on the other hand.

Thank you,
Margaret Fazio
-----Original Message-----

From: [REDACTED]
Sent: December 9, 2011 3:36 PM
To: Fazio, Margaret; McHattie, Brian; gullchasedship@gmail.com; Whitehead, Terry
Cc: heslop@cogeco.ca; lindsay.burtenshaw@gmail.com; Topalovic, Peter; stephen.keen@hdrinc.com; hongtao.gao@hdrinc.com; Kirkpatrick, Alan; Skrypniak, Lorissa; TOE, Assistant Environmental Planner
Subject: RE: car pooling in Hamilton

Margaret,

The Dundurn castle parking lot was mentioned in one of the email chains. This location also offers reasonable access to the highway 403. Another might be the Innovation Park parking lot on Longwood Drive. There may be days when event parking at these locations would be needed though. The other possibility would be University Plaza in Dundas, though this location is not very close to the highway. Still another location would be at the Meadowlands shopping complex in Ancaster.

At this point it appears that the only car pool locations currently available would be in Burlington, close to Hwy #6 and York Road and at the GO station in Aldershot. Thanks, wB.

Subject: RE: car pooling in Hamilton
Date: Fri, 9 Dec 2011 15:02:30 -0500
From: Margaret.Fazio@hamilton.ca
To: Brian.McHattie@hamilton.ca; gullchasedship@gmail.com; Terry.Whitehead@hamilton.ca
CC: wbeach808@sympatico.ca; heslop@cogeco.ca; lindsay.burtenshaw@gmail.com; Peter.Topalovic@hamilton.ca; Stephen.Keen@hdrinc.com; Hongtao.Gao@hdrinc.com; Alan.Kirkpatrick@hamilton.ca; Lorissa.Skrypniak@hamilton.ca; spostud@hamilton.ca

Hello Mr. [REDACTED],

Thank you for sharing your experiences and for your willingness to carpool!

As a carpooler myself I appreciate where you are coming from! Yes, as part of the Strathcona Transportation Management Plan (TMP) we are currently looking at three potential locations within Strathcona Neighbourhood area for carpooling, and we are working with the land owners to make them available to the public in the near future. Currently there aren't any formal carpool lots within Strathcona Neighbourhood that we know of - hence our effort to create them.

Please note that if you wish to be kept informed about our study (ex: key events and reports) we would require your name and regular mailing address. With the exception of person information, all comments will become part of the public record.

I can only humbly offer the following food for thought in the mean time: consider parking at each other's houses - as a "chain carpool" - one person drives to another's house, one car is left behind, they pick up the next person, etc...or one person picks up everyone as a shuttle bus, etc, etc, if the geography and timing of your situation allows. There is also an option for combinations with public transit and driving, walking and cycling - also depending on your circumstances.

Another option (if applicable) is becoming a member of CarShare, for car owners who only need to use a car on an infrequent basis. CarShare cars' locations have a requirement of being accessible by public transit, or within a certain walking distance /cycling distance from their users. Please let us know if you would be interested in receiving more information about CarShare. There are already a few locations in lower Hamilton, that may interest you, if this fits your lifestyle. We are exploring additional CarShare use/parking locations as part of the TMP for Strathcona Neighbourhood as well.

If you have carpool locations (in addition to Fortino's - duly noted) that you feel may also be good potential carpool candidates, please let us know. As part of our study we could approach the land owners about formalizing additional locations for future formal carpooling options.

Please let me know if you have further comments or questions in this matter.

Thank you,

Margaret Fazio, B.Sc., C.C.E.P.

Project Manager, Environmental Planning
Transportation Planning Section
Strategic Planning Group
Environment & Sustainable Infrastructure Division
Public Works Department, City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario L8R 2K3
Phone: 905-546-2424 ext. 2218
Fax: 905-546-4435
E-mail: Margaret.Fazio@hamilton.ca

Hamilton Public Works ~ Providing services that bring our City to life!

This e-mail message in its entirety (including attachments) is confidential and is intended only for the addressee(s) named above. The message contents may contain confidential or privileged information. Any unauthorized use or disclosure is strictly prohibited. If you are not the intended recipient, please notify the sender and delete all copies.

-----Original Message-----

From: McHattie, Brian

Sent: December 9, 2011 12:51 PM

To: [REDACTED]; Whitehead, Terry

Cc: Warren Beacham; Jim Heslop; Lindsay Burtenshaw; Fazio, Margaret

Subject: RE: car pooling in Hamilton

Hi [REDACTED],

Disappointing to see this happen when you're trying to do the right thing by carpooling.

Most of these kinds of tickets occur via complaints, or in this case Fortinos may be on the lookout for folks parking there - this happens with GO commuters as well I believe.

We are undertaking the Strathcona Transportation Plan currently and there have been discussions about establishing carpooling locations - an expanded Dundurn Castle parking lot was mentioned.

Margaret (Fazio, supervising the Study): please note the situation below. Are there any current locations where carpooling might work? Note the interest in such an area.

Tks
Brian

-----Original Message-----

From: [REDACTED]
Sent: Friday, December 09, 2011 11:27 AM
To: McHattie, Brian; Whitehead, Terry
Cc: Warren Beacham; Jim Heslop; Lindsay Burtenshaw
Subject: car pooling in Hamilton

Hello Brian and Terry,

I hope you're both doing well.

I wanted to alert you to an issue we ran into last night. As board members of the Hamilton Naturalists' Club, whenever there's a meeting in Burlington, we've been meeting for car pooling at the Fortino's plaza on Dundurn. We all live in the west Hamilton, Dundas, or Ancaster area, so this seems like a logical place to meet. Apparently members of the club have been car pooling at this location for over 10 years.

Last night we had a meeting, and when we returned to our vehicles after the meeting we all (three of us) had \$35 parking tickets for parking on private property, even though the parking lot was almost completely empty.

We're not writing to try to get out of the tickets - it's obviously private property, but we do have have a couple of questions:

Since we've been parking here for years, we're wondering, where is this coming from? Is this coming from a complaint on the part of the owner of the parking lot or is it a quest for revenue on the part of the city?

Where can residents of Hamilton park to car pool in the west Hamilton mountain or lower city area? If there isn't a place, shouldn't there be?

Thanks for your time on this. Merry Christmas to you both!

Best regards,
[REDACTED]

To: Strutt, Jocelyn; Fazio, Margaret
Subject: Accessibility comments re Strathcona neighbourhood

Hello Jocelyn and Margaret,

I received this today from a visually-impaired acquaintance who uses a dog guide (). I had asked her a while ago whether she had any comments about accessibility problem she encounters as she walks around the neighbourhood.

My apologies for sending these so close to the next meeting.

Regards,

1)Southeast corner of King and Dundurn - widen the sidewalk area. Very dangerous waiting for light to change. At times, Gibson has stepped off

the sidewalk because of limited space.

2)Southwest corner of Main and Dundurn - little island- too small to stand safely on it waiting for light to change. Also dangerous crossing

to island with cars turning

3)Main and Pearl -since crossing light was installed at King and Pearl would expect to be able to cross on Main safely. Since bus stop was moved from Main and Queen, except for Bee line, riders exit at Pearl and

need to walk to either Locke or Queen to cross. With the Good Shepherd seniors apartment being at Pearl, will be difficult for them to walk to either light to cross.

4)Crossing light at King and Pearl - it would be advantageous if this could be an audible cross light. At times, difficult to determine when it is a walk signal.

5)sidewalk on north side of King between Pearl and Dundurn very broken up. Difficult and dangerous for scooters, wheelchairs, walkers, people using canes either for mobility or a white cane.

Evans, Andrew

From: Darren Hardenbrook
Sent: Wednesday, April 22, 2009 2:00 PM
To: 'eplanning@hamilton.ca'
Cc: 'Brian McHattie'; 'Readman, Justin'
Subject: RE: Strathcona Transportation Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your thoughts on the Strathcona transportation master plan. We have added your comments to the project 'issues list' and they will be taken into consideration during the assessment phase of the study.

Regards,

Darren Hardenbrook, Dipl.T.
Project Manager
iTRANS Consulting Inc.
260 Holiday Inn Drive
Suite 23, Building A
Cambridge, ON N3C 4E8
Tel: 519 651-8188 x 5957
Mobile: 519 222-7964
Fax: 519 651-3374

www.itransconsulting.com

dhardenbrook@itransconsulting.com

Top 10 for the second year ~ Top 50 Best Workplaces in Canada ü Please consider the environment before printing this email.

This e-mail message is intended only for the named recipient(s) above and may contain information that is privileged and/or confidential.

If you have received this message in error, or are not the intended recipient(s), please immediately notify the sender and permanently delete this e-mail message.-----Original Message-----

From: [mailto:]
Sent: Wednesday, April 22, 2009 1:01 PM
To: dhardenbrook@itransconsulting.com; eplanning@hamilton.ca
Cc: Brian McHattie
Subject: Strathcona Transportation Plan

Hi There,

I live on Strathcona North and I'd like to offer some suggestions to be considered during this master plan process.

1. Stop signs should be added on Strathcona at Tom and Florence Streets. There are a lot of kids in the area who cross here to access Victoria Park and Strathcona School.
2. The speed limit on Strathcona from York-King should be reduced to 40 as this is a school zone.

3. The corner of Strathcona and York should be made narrower instead of having wide, highway-style ramps allowing people to speed off York onto Strathcona. My kids and I have almost been hit on many occasion while crossing Strathcona due to this.

Thank-you



Evans, Andrew

From: Readman, Justin [Justin.Readman@hamilton.ca]
Sent: Monday, October 27, 2008 4:01 PM
To: Sharon Attwood; Darren Hardenbrook
Subject: Comment regarding Strathcona Transportation

Voice message I've received re: Strathcona Transportation

October 23rd @ 10:44 am. I live at Queen and Market. I have an interest in whatever is going on. The amount of traffic traveling along Queen St Access to King Street. It has become apparent and disturbing even later at night (beyond 11pm) shakes the foundation of buildings. Traffic should be forced to continue along York to Brant Street and then be forced to take Highway 6 or Appleby Line, etc. in Burlington. It may use more fuel and may not be appropriate in an energy restricted time but the peace for the community is beneficial. Trucks do not like traveling Dundurn because

address is Queen Street North Hamilton On

Justin Readman, B.Sc.(Env.)
Project Manager - Waterfront Recreation and Environmental Planning
Capital Planning and Implementation Division
Public Works Department
City of Hamilton
P: 905-546-2424 ext. 2218
F: 905-546-4435
E: Justin.Readman@hamilton.ca

This E-mail message (including attachments, if any) is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, proprietary, confidential and exempt from disclosure. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this E-mail message immediately.

Le présent message électronique (y compris les pièces qui y sont annexées, le cas échéant) s'adresse au destinataire indiqué et peut contenir des renseignements de caractère privé ou confidentiel. Si vous n'êtes pas le destinataire de ce document, nous vous signalons qu'il est strictement interdit de le diffuser, de le distribuer ou de le reproduire. Si ce message vous a été transmis par erreur, veuillez en informer l'expéditeur et le supprimer immédiatement.

Dow, Tammy

From: Readman, Justin [Justin.Readman@hamilton.ca]
Sent: Friday, October 24, 2008 4:58 PM
To: Darren Hardenbrook; Sharon Attwood
Subject: FW: Strathcona Transportation Masterplan

--- Original Message-----

From: TOE, Assistant Environmental Planner
Sent: Thursday, October 16, 2008 9:07 AM
To: Readman, Justin
Subject: FW: Strathcona Transportation Masterplan

--- Original Message-----

From: [REDACTED]
Sent: Wednesday, October 15, 2008 3:49 PM
To: TOE, Assistant Environmental Planner
Subject: Strathcona Transportation Masterplan

To Whom it May Concern,

I am a home-owner on Dundurn Street North and wanted to present some basic feedback about the transportation issues that I have with my neighbourhood.

- 1) Dundurn should not be used anymore as a Transport Truck route into the city. I understand the need for a viable route but it creates an unsafe area for Bikes and Pedestrians. The trucks move too fast when traffic is flowing and they congest the road severely if it is remotely busy.
- 2) I am unsure as to the reason that trucks are not forced to use the Main Street ramps to get into the city. They automatically put the vehicles onto a main road. Using York to access Dundurn brings them directly into a neighbourhood. The noise and traffic is ridiculous.
- 3) Speed is a huge issue on Dundurn. The road is treated as a drag strip. There are no stop signs from York to King but there are at least 2 pedestrian crossings that are rarely used due to the speed that traffic moves. I live across from one of the crosswalks and it is insane.
- 4) I support that idea of bike lanes and think that Breadalbane should be considered a Bike Route from York to King. As it stands the street is already used as a bike path.
- 5) We need a way of getting runners off of the streets and onto paths. Breadalbane is used daily as a running route for the city's jogging clubs. These runners block at least half of the street which already has on street parking and rarely give right of way to vehicles. There needs to be a path system somewhere that links up to York. I would suggest the possibility of routing them towards Kay Drage so that if they want to get to King Street they are away from such a highly travelled street. Possibly once they hook up with Kay Drage park they could be filtered over to Markland so that they can get back to King Street. I know that this is not necessarily feasible but it would create a route that would allow people to get walk to the Westdale neighbourhoods without having to cross the King Street Overpass of the 403. More scenic, possibly safer as well. It would also make Kay Drage more accessible to the locals for use. I understand that a bridge would be required to cross the train tracks but there is a rudimentary path already going to the area from the small parkette at the end of Tom Street.

I would be interested in discussing this further with the appropriate people. My job precludes me from attending your information sessions but I would be interested in getting the updates on progress.

Thank you for your time.

Dow, Tammy

From: Readman, Justin [Justin.Readman@hamilton.ca]
Sent: Thursday, October 09, 2008 10:22 AM
To: Darren Hardenbrook; Sharon Attwood
Subject: FW: Oxford St

FYI.

Justin

-----Original Message-----

From: McHattie, Brian
Sent: Wednesday, October 08, 2008 4:13 PM
To: [REDACTED]
Cc: Patti, Nikola; Readman, Justin
Subject: RE: Oxford St

H

We did receive several other complaints about the recent tickets - there was a complaint and our Parking Enforcement folks responded - technically the cars were parked illegally so we had to ticket them. I've copied the response on this incident from our staff and how to challenge the ticket (your response below sounds like a very good argument to me) below. I understand that their adjudicator is often very helpful.

The department is required to act on all complaints - and investigating officers are required to review any/all violations in the area of that complaint. Anyone is welcome to speak to an adjudicator regarding a ticket. The Hamilton Municipal Parking System office is open Monday to Friday 8:30- 4:30, first come first serve, located 80 Main Street West (entrance on Summers Lane, opposite City Hall).

More importantly though, I think your comments about making the street one-way and changing the side folks park on needs serious consideration. As it happens, we are currently undertaking the Strathcona Madter Transportation Study where decisions about traffic calming, changing traffic flow etc can be made. I've copied your comments to Justin Readman who is heading up that study for the City. We will be having a public meeting on these issues sometime this fall and I'll make sure you are notified. In the meantime, Justin can add your ideas to our list - I recall that others have already suggested the change to one-way on Oxford.

Niki: can we pls add [REDACTED] our email list for Strahcona?

Thanks
Brian

- -----Original Message-----

From: [REDACTED]
Sent: Wednesday, October 08, 2008 2:59 PM
To: McHattie, Brian

Subject: Oxford St

October 8 2008

Good day Mr McHattie,

I would like to bring some concerns forward on behalf of my neighbours and myself about our street. Oxford St is a very busy street with 2 apartment buildings at the end of the street. It is a very narrow street with mostly street parking for the local residents. Every day people go down Oxford st as a short cut to barton st because there aren't any other through streets nearby that are quick and have direct access to barton st. When people do this they tend to drive very quickly without regard to the many children that live in the area. It is dangerous for children.

On top of this problem there is also the issue of the street parking. Mostly everyone that parks on our street accesses the street from york blvd but the parking is on the opposite side of the street. Therefore most people park illegally facing the wrong direction because there is no place to turn around. Two nights ago the parking enforcement came by and ticketed everyone parked on the street because they were facing the wrong direction. I believe there were over 30 tickets issued. At a great cost to our community considering most of us struggle day to day to pay our bills.

The problem with this issue is that there is no room to do a three point U turn on our street to face the right direction to park. Most people have to go to barton and do a U turn. I have seen many accidents at the corner of barton and oxford st because cars travel at high speeds along barton st and also because the corner of barton st and oxford st is a blind corner. You cannot see cars coming from the east or west on barton which has led to several accidents including an accident with a child in the car. It is not safe to be doing U turns on barton st with the high volume of traffic.

My solution is two fold. Firstly to deter cars from travelling at high speeds down our narrow street by putting in speed bumps. Secondly, to change Oxford St into a 1 way street travelling in the direction from York Blvd to Barton St. This would permit people to safely park on the opposite side of the street without having to risk getting into an accident doing a U turn on busy Barton Street.

Could you please investigate this and advise how to turn our narrow residential street into a safe street.

Thank you.

Sincerely,

Dow, Tammy

From: Readman, Justin [Justin.Readman@hamilton.ca]
Sent: Wednesday, October 01, 2008 9:12 AM
To: Darren Hardenbrook
Cc: Sharon Attwood
Subject: FW: [Fwd: [G-tlc] Over 5 min to cross?....]

FYI.

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, September 30, 2008 6:48 PM
To: Readman, Justin
Subject: [Fwd: [G-tlc] Over 5 min to cross?....]

Hi Justin-

Here's a comment that is relevant to the TMP...

[REDACTED]

-----Original Message-----

Subject: [G-tlc] Over 5 min to cross?....
Date: Tue, 30 Sep 2008 18:30:02 -0400
From: [REDACTED]
To: [REDACTED]

Hi all,

It was 5:16(17:16) I was cycling on King overpass bike lane trying to cross the entrance QEW. I know. This is rush hr time but seems if I didn't excellerate to cross to beat a car speeding I would have waited seems forever. So the time I was able to cross was 17:23. That's not only ridiculous but unfair & worse than many intersections.

I do like the new solid cement walls but we need a bridge or atop light or something to cross. Far too much favour to moving heavy traffic.