Appendix C.2
PIC #1 Summary and Comment Forms
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Appendices

A. Public Information Centre Notice
B. Public Information Centre Information Materials
C. Public Information Centre Comment Forms
1. **PUBLIC INFORMATION CENTRE #1**

1.1 **Introduction**

The first Public Information Centre (PIC#1) was held on Wednesday, February 1\textsuperscript{st}, 2012, at the Salvation Army Church Gymnasium, 300 Winterberry Drive, in the City of Hamilton. The purpose of PIC#1 was to provide information about the study to the public and at the same time obtain public input. The format was an informal drop-in centre from 6:00 to 8:00 PM to meet the project team and to view the display panels and drawings. Approximately 50 members of the public attended the PIC. The following representatives from the project team were in attendance:

City of Hamilton:    Mohan Philip – City of Hamilton, Project Manager  
                    Alan Kirkpatrick – City of Hamilton  
                    Lorissa Skrypniak – City of Hamilton  
                    Bart Brosseau – City of Hamilton  
                    Tiffany Chan – City of Hamilton  

HDR:     Steve Keen, Study Project Manager  
          Nathalie Baudais, Project Engineer  

Councillor Tom Jackson of Ward 9 and Councillor Brenda Johnson of Ward 11 of the City of Hamilton were also in attendance.

1.2 **Notification**

Advertisements were placed in the *Hamilton Spectator* on Friday, January 20, 2012 and Friday, January 27, 2012 and in the *Stoney Creek News* and *Mountain News* on Thursday, January 19, 2012 and January 26, 2012 informing the public of the PIC. Notification letters were also mailed out to property owners within the study area, to conservation authorities, Federal and Provincial agencies. A copy of the PIC notice can be found in Appendix A.

1.3 **PIC Information Materials**

Upon arrival at the PIC, attendees were asked to sign a visitor registration sheet and were provided with a handout of the PIC materials. Forty-nine people signed the registration sheet.

Eighteen panels were displayed. The information panels included the following:
- Welcome and Purpose of PIC #1
- Chart of the EA process and Class EA requirements
- Description of the study area, study background, goal and objectives
- 2006 TMP recommendations
- Implications of Karst Area of Natural and Scientific Interest (ANSI)
- Area Developments
A copy of the PIC Information Materials can be found in Appendix B.

### 1.4 Summary of Comments and Questions

The questions asked and comments received verbally or via comment sheets at the PIC and comments/questions received after the PIC via e-mail, letters and telephone calls are summarized below:

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Do you have any specific transportation issues or concerns that you would like to inform the project team about?</strong></td>
<td></td>
</tr>
</tbody>
</table>
| Upper Mount Albion Road  
- High traffic volumes  
- Truck traffic  
- Speeds  
- Road conditions (no sidewalks)  
- Air quality (exhaust fumes from idling cars during peak hours)  
- Must be closed ASAP  
- Many people from Summit Park and surrounding area use Upper Mount Albion Road to get to the LINC and Red Hill Valley Expressway.  
- Safety issues  
- Pedestrian safety  
- Difficulty entering and exiting residences | Thank you for providing your insights into the study area. We will consider your concerns as we proceed with the study. |
| Upper Mount Albion Road / Highland Road Intersection  
- Consider a roundabout  
- Very busy during peak periods (AM and PM) | Thank you for providing your insights into the study area. We will consider your concerns as we proceed with the study. |
| Highland Road  
- Speeding issue  
- Illegal passing / overtaking (due to wide lanes)  
- Difficulty accessing driveways  
- High traffic volumes | Thank you for providing your insights into the study area. We will consider your concerns as we proceed with the study. |
<table>
<thead>
<tr>
<th>Topic</th>
<th>Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>2nd Road West</td>
<td>- Consider a centre left turn lane to ease access to residences</td>
</tr>
<tr>
<td></td>
<td>- When is the closure going to take place?</td>
</tr>
<tr>
<td></td>
<td>- I do not want 2nd Road West closed.</td>
</tr>
<tr>
<td></td>
<td>- Consider closing 2nd Road West at Rymal Road so that traffic isn’t diverted to Gatestone Drive.</td>
</tr>
<tr>
<td></td>
<td>- What is the status of the proposal made by SOS (Safety on Second) to Council?</td>
</tr>
<tr>
<td></td>
<td>- Disobedience of stop signs</td>
</tr>
<tr>
<td></td>
<td>- Aggressive drivers</td>
</tr>
<tr>
<td></td>
<td>- High traffic volumes</td>
</tr>
<tr>
<td></td>
<td>- Narrow roadway</td>
</tr>
<tr>
<td></td>
<td>- Safety issues</td>
</tr>
<tr>
<td></td>
<td>- Speeding issue</td>
</tr>
<tr>
<td>Rymal Road and 2nd Road West Intersection</td>
<td>- Install traffic light at 2nd Road West and Rymal Road.</td>
</tr>
<tr>
<td></td>
<td>- High traffic volumes on Rymal Road.</td>
</tr>
<tr>
<td></td>
<td>- Difficult and dangerous to turn left onto Rymal Road from 2nd Road West.</td>
</tr>
<tr>
<td>Rymal Road</td>
<td>- Congestion, all the way from Dartnall Road to Upper Centennial Parkway, both directions</td>
</tr>
<tr>
<td></td>
<td>- Rymal Road should be improved to a 4 lane road with the same turning lanes at the current intersections</td>
</tr>
<tr>
<td></td>
<td>- Being used by large transport trucks all day and night between Dartnall and Highway 56. This will not be acceptable when the area develops and becomes more residential.</td>
</tr>
<tr>
<td>Transit</td>
<td>- Could the Rymal bus enter Summit Park by way of Trinity Church Road to Pine Hill and exit back to Rymal by way of Fletcher Road?</td>
</tr>
<tr>
<td>Mud Street</td>
<td>- Consider adding an EB right turn lane at Upper Centennial</td>
</tr>
</tbody>
</table>

Thank you for providing your insights into the study area. We will consider your concerns as we proceed with the study.

At the direction of Council, City staff updated Chair of Public Works committee and Ward 6, 9 & 11 Councillors on Nov 29, 2011: “Issues relating to road closures in the area will be included as part of the ROPA 9 Transportation review.”

A traffic light at 2nd Road West and Rymal Road was recommended in the 2007 Environmental Study Report.

The widening of Rymal Road was recommended in the 2007 Environmental Study Report. The City will be proceeding with detailed design.

Your comment will be forwarded to the Hamilton Street Railway for consideration.

Will be reviewed.
**Do you have any comments regarding the evaluation criteria which will be used to assess the potential solutions?**

<table>
<thead>
<tr>
<th>Category</th>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation – Aiming to accommodate future traffic demands</td>
<td></td>
<td>Thank you for your input. We will consider your concerns as we proceed with the study.</td>
</tr>
<tr>
<td>- Something must be done before all the new houses in Summit Park are filled and before the new High School is built.</td>
<td></td>
<td>Thank you for your input. We will consider your concerns as we proceed with the study.</td>
</tr>
<tr>
<td>- 2nd Road West can barely accommodate today’s demand.</td>
<td></td>
<td>Thank you for your input. This alternative will be considered in the study.</td>
</tr>
<tr>
<td>Transportation – Improve safety</td>
<td></td>
<td>Thank you for your input. This alternative will be considered in the study.</td>
</tr>
<tr>
<td>- Close 2nd Road West</td>
<td></td>
<td>Thank you for your input. We will consider your concerns as we proceed with the study.</td>
</tr>
<tr>
<td>Natural Environment</td>
<td></td>
<td>Thank you for your input. We will consider your concerns as we proceed with the study.</td>
</tr>
<tr>
<td>- the closure of 2nd Road West will significantly reduce the negative impact of traffic on the “Open Space” and Karst.</td>
<td></td>
<td>Thank you for your input. Thank you for your input. This alternative will be considered in the study.</td>
</tr>
<tr>
<td>Accountability – Where are the true numbers of volumes, accidents, etc.</td>
<td></td>
<td>Reported accident database is with the city</td>
</tr>
<tr>
<td>- There needs to be more accountability for forwarded funds from Smart Centre, Multi-Area Developments etc. Where have these funds been allocated?</td>
<td></td>
<td>Thank you.</td>
</tr>
<tr>
<td>Too many misinformed residents – most notably Gatestone.</td>
<td></td>
<td>Noted.</td>
</tr>
</tbody>
</table>

**Please provide comments regarding the potential solutions to be considered. Please provide additional solutions that the team could consider during the study.**

<table>
<thead>
<tr>
<th>Suggestion</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Close Upper Mount Albion Road</td>
<td>Thank you for your input. This alternative will be considered in the study.</td>
</tr>
<tr>
<td>Improve Pritchard Road and add a traffic light at Pritchard and Rymal</td>
<td>Thank you for your input. This alternative will be considered in the study.</td>
</tr>
<tr>
<td>Install traffic lights at Fletcher and Rymal.</td>
<td>Thank you for your input. This alternative will be considered in the study.</td>
</tr>
<tr>
<td>A traffic light at 2nd Road West and Fletcher Road was recommended in the 2007 Environmental Study Report.</td>
<td>Thank you for your input. This alternative will be considered in the study.</td>
</tr>
<tr>
<td>Remove the traffic lights at Rymal and Upper Mount Albion/Dakota to facilitate the flow of traffic (If the lights will not be removed due to pedestrian use, then actuate them to change only when a pedestrian needs to cross. Traffic emerging from Dakota should be rerouted to Fletcher Road instead. This gateway to Summit Park should never have been placed there in the first place.)</td>
<td>Thank you for your input. This alternative will be considered in the study.</td>
</tr>
<tr>
<td>Install traffic lights at Fletcher and Rymal.</td>
<td>Thank you for your input. This alternative will be considered in the study.</td>
</tr>
<tr>
<td>A traffic signal is the approved intersection control.</td>
<td>Thank you for your input. This alternative will be considered in the study.</td>
</tr>
<tr>
<td>Close 2nd Road West at Gatestone Drive,</td>
<td>Thank you for your input. This alternative will be considered in the study.</td>
</tr>
<tr>
<td>Connecting the Karst area to Gatestone Park and the trail that goes through to First Road.</td>
<td>will be considered in the study.</td>
</tr>
<tr>
<td>Inform all stakeholders properly.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Don’t close 2nd Road or close at Rymal.</td>
<td>Thank you for your input. This alternative will be considered in the study.</td>
</tr>
<tr>
<td>There is only one solution, close Upper Mount Albion Road as soon as possible.</td>
<td>Thank you for your input. This alternative will be considered in the study.</td>
</tr>
<tr>
<td>Also, I would like to know why at the recent meeting held Feb 1st, there was one information placard asking the question &quot;should Upper Mount Albion Road be closed or left open&quot;. This question is an insult to the residents who worked long and hard with not only making the city aware of Stoney Creeks plan to close the road, but bringing the residents together, signing petitions and appearing before council. As a result of our efforts the city council voted to close the road. Therefore this question should have never appeared at the Feb. meeting. This road closing has been passed by council and we expect the council and the City of Hamilton to follow through with their decision to close Upper Mount Albion Road.</td>
<td></td>
</tr>
<tr>
<td>As a temporary measure to slow down traffic on Upper Mount Albion Road, consider speed bumps along the entire road (at frequent intervals).</td>
<td>This will be reviewed.</td>
</tr>
<tr>
<td>Alternative 1 cannot happen – to do nothing is unacceptable and will ensure that people’s families are in danger.</td>
<td>Thank you for your input.</td>
</tr>
<tr>
<td>Alternatives 2 and 3 – these alternatives will divide the community against each other – neither road should be left as is – Can Upper Mount Albion Road be widened? Can Second Road West be widened?</td>
<td></td>
</tr>
<tr>
<td>Install a bridge at the Trinity Church Arterial Corridor and Rymal Road intersection rather than a roundabout. Do it right the first time.</td>
<td>This will be reviewed.</td>
</tr>
<tr>
<td>I do not want to see any work done on Pritchard Road to make it an alternate route for traffic. People will take the easiest route</td>
<td>Noted.</td>
</tr>
</tbody>
</table>
to get to Rymal Road coming off the expressway and that is currently Upper Mount Albion Road as you only have to take the feeder road off the expressway up to Stone Church Road and see that over 75% of traffic is turning east, not west. Any work on Pritchard would be a waste of taxpayer's money and it could give the city the opportunity to delay the extension even further. I also do not want to see any work done on Upper Mount Albion for the same reason of further delaying the building of the Trinity Church Arterial Corridor.

I support the “Do Nothing” alternative. Both Upper Mount Albion Road and Second Road West are well established roads that provide a direct connection between Highland Road and Rymal Road.

I object to the closure of Second Road West (Alternative 3 and Alternative 4). The closure of Second Road West would eliminate a road connection between Highland Road and Rymal Road, which would likely increase traffic on Gatestone Drive between Highland Road and Rymal Road. Gatestone Drive is already a very busy residential road; and Gatestone School is also located on this section of Gatestone Drive. Increasing traffic on Gatestone Drive would be unacceptable.

**Do you have any other comments regarding the Transportation Master Plan Review?**

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>This whole process needs to speed up regarding the closure of Upper Mount Albion Road. Don’t wait for more accidents or someone to be killed before closing this road.</td>
<td>Thank you for providing your insights into the study area. We will consider your concerns as we proceed with the study.</td>
</tr>
<tr>
<td>Everything takes too long with little resolution.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>This has nothing to do with roads but I would like to address sewers on Upper Mount Albion Road. Can someone please let me know what the status is on that? I have called numerous times and can never get an answer.</td>
<td>The sewers would likely be implemented when the road is urbanized. This work is not included in the current 10-year capital works program.</td>
</tr>
<tr>
<td>It is truly unfortunate that the City would rather protect caves than kids. My first home was on Highbury Drive, huge front yard,</td>
<td>Thank you for your input. The closure of Second Road West will be assessed as one of the alternatives in the study.</td>
</tr>
</tbody>
</table>
very wide street, lots of traffic and buses so we moved to Second Road West knowing that the road would not go directly from highland to Rymal. It was a much narrower road and we knew that it would be safer for our kids. On our first Halloween, a dodge K-car went flying up the street going about 90 km/h. My 4 year old son said he wanted to go home and I couldn’t get him to go out again that night. It wasn’t the ghosts and goblins that scared him, it was the traffic. Do the right thing and close the road.

I find the Conservation Authority’s concern of finding safe passage for wild life before the Trinity Extension can be built rather ridiculous. I have lived on Upper Mount Albion for 44 years and all signs of deer and other wild life disappeared the day the Conservation Authority opened up the "Karst Conservation Area". I am talking about the fields west of my residence which the Trinity Church Arterial Corridor would pass through and the conservation land behind my residence. I have not seen a deer in the years since the opening. You might want to ask them, if they are so concerned about wild life crossing the road, why did they put the "Karst parking lot, washrooms and pavillion right in what was a posted deer crossing area? They couldn't have been too concerned as they had the deer crossing sign removed.

Local surrounding residents are bitter towards S.O.S. because they:
   a. received letters from the Aggressive driver hotline.
   b. Have been pulled over by Hamilton Police and sometimes ticketed.
   c. Have had to slow down for legally parked cars.
   d. Would not have a convenient and speeding method to go shopping.
   e. Feel hostility towards our effort even though we are trying to be pro-active. For these reasons, many will not help us, if nothing else, they will work against us. I

| Comments noted. |
| Comments noted. |
| We will consider your concerns as we proceed with the study. |
have always felt that we should not have to ask others if we can close a road that been in the plans for decades, but rather they should have to ask us to NOT close our road.

### 1.5 Conclusions

Copies of the comments can be found in Appendix C.
Appendix A

Public Information Centre Notice
NOTICE OF STUDY COMMENCEMENT AND PIC
ROP A9 TRANSPORTATION MASTER PLAN REVIEW

The City of Hamilton has initiated a study to review the Regional Official Plan Amendment 9 (ROP A9) Transportation Master Plan (TMP) completed in 2006 for the ROP A9 Planning and Trinity neighbourhood areas. (see attached map) This Master Plan review will consider modifications to the TMP due to changes in land use plans approved for the lands east of Eramosa Karst.

The study will review the existing problems/opportunities, identify alternative solutions based on the changed conditions, and identify transportation alternatives to the year 2031. The Master Plan review process will follow the Municipal Engineer’s Association Municipal Class Environmental Assessment (EA) (October 2000, as amended in 2007). The Master Plan review will fulfill the Phases 1 and 2 Class EA requirements for any Schedule B projects that are identified and will identify future Schedule C projects. At the conclusion of this study a master plan report or addendum to the 2006 TMP study will be prepared.

There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Managers. The following Public Information Centre will be held to obtain public and stakeholder input into the study.

Date: Wednesday, February 1, 2012
Time: 6:00 - 8:00 p.m. Open house/drop-in format
Location: Salvation Army Church, Gymnasium, 300 Winterberry Drive, Stoney Creek

If you require additional information related to the study or wish to be added to the mailing list, please contact:

Mohan Philip, M. Eng., P. Eng.
Project Manager, ESI Division
Public Works Dept., City of Hamilton
400-77 James Street North
Hamilton, Ontario, L8R 2K3
Ph: 905-546-2424 ext. 3438
Fx: 905 546 4435
Email: tplanning@hamilton.ca

Stephen Keen, M.Sc., P. Eng.
HDR Corporation
231 Shearson Cr, Suite 206
Cambridge, Ontario, N1T 1J5
Ph: (519) 621-7886 ext. 5951
Fx: (519) 621- 7334
Email: stephen.keen@hdrinc.com

If you have any accessibility requirements in order to participate in this program or event, please contact Mohan Philip by January 16, 2012. Advance requests are highly encouraged to enable us to meet your needs adequately.

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

This Notice published in newspapers on January 20 & 27, 2012.
The City of Hamilton has initiated a study to review the Regional Official Plan Amendment 9 (ROPA9) Transportation Master Plan (TMP) completed in 2006 for the ROPA9 Planning and Trinity neighbourhood areas. (see attached map).

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This Notice published in newspapers on January 19 & 26, 2012.

Mountain News Thursday, Jan 26, 2012
The City of Hamilton has initiated a study to review the Regional Official Plan Amendment 9 (ROPA9) Transportation Master Plan (TMP) completed in 2006 for the ROPA9 Planning and Trinity neighbourhood areas. (see attached map) This Master Plan review will consider modifications to the TMP due to changes in land use plans approved for the lands east of Eramosa Karst.

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This Notice published in newspapers on January 19 & 26, 2012.
The City of Hamilton has initiated a study to review the Regional Official Plan Amendment 9 (ROP9) Transportation Master Plan (TMP) completed in 2006 for the ROP9 planning and Trinity neighbourhood areas. (see attached map) This Master Plan review will consider modifications to the TMP due to changes in land use plans approved for the lands east of Eramosa Karst.

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Email: stephen.keen@hdrinc.com

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

This Notice published in newspapers on January 19 & 26, 2012.
NOTICE OF STUDY COMMENCEMENT AND PIC
ROPAG TRANSPORTATION MASTER PLAN REVIEW

The City of Hamilton has initiated a study to review the Regional Official Plan Amendment 9 (ROPAG) Transportation Master Plan (TMP) completed in 2006 for the ROPAG Planning and Trinity neighbourhood areas. (see attached map) This Master Plan review will consider modifications to the TMP due to the changes in land use plans approved for the lands east of Eramosa Karst.

The study will review the existing problems/opportunities, identify alternative solutions based on the changed conditions, and identify transportation alternatives to the year 2031. The Master Plan review process will follow the Municipal Engineer’s Association Municipal Class Environmental Assessment (EA) (October 2000, as amended in 2007). The Master Plan review will fulfill the Phases 1 and 2 Class EA requirements for any Schedule B projects that are identified and will identify future Schedule C projects. At the conclusion of this study a master plan report or addendum to the 2006 TMP study will be prepared.

There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Managers. The following Public Information Centre will be held to obtain public and stakeholder input into the study.

Date: Wednesday, February 1, 2012
Time: 6:00 – 8:00 p.m. Open house/drop-in format
Location: Salvation Army Church, Gymnasium, 300 Winterberry Drive, Stoney Creek

If you require additional information related to the study or wish to be added to the mailing list, please contact:

Mohan Philip, M. Eng., P. Eng.
Project Manager, ESI Division
Public Works Dept., City of Hamilton
400-77 James Street North
Hamilton, Ontario, L8R 2K3
Ph: 905-546-2424 ext. 3438
Fx: 905 546 4435
Email: tplanning@hamilton.ca

Stephen Keen, M.Sc., P. Eng.
HDR Corporation
231 Shearson Cr, Suite 206
Cambridge, Ontario, N1T 1J5
Ph: (519) 621-7886 ext. 5951
Fx: (519) 621-7334
Email: stephen.keen@hdrinc.com

If you have any accessibility requirements in order to participate in this program or event, please contact Mohan Philip by January 16, 2012. Advance requests are highly encouraged to enable us to meet your needs adequately.

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This Notice published in newspapers on January 20 & 27, 2012.

www.hamilton.ca
Appendix B

Public Information Centre Information Materials
Welcome
Public Information Centre No. 1

Rymal Road Planning Area (ROPA 9 Lands)
Transportation Master Plan Review

Wednesday February 1, 2012
Salvation Army Church
300 Winterberry Drive

City of Hamilton
Welcome

• The City of Hamilton has initiated a review of the previously completed Rymal Road Planning Area Transportation Master Plan (TMP). The Master Plan was completed in June 2006 in accordance with the Class Environmental Assessment process.

• The purpose of this TMP Review will be to review the previous TMP findings and update the TMP with regards to the network revisions now that the proposed Trinity Neighbourhood Collector Road (TNCR) is not a feasible solution.
Purpose of PIC No. 1

• The purpose of this Public Information Centre (PIC) is to:
  – Review the study background and objectives;
  – Review the outcome of the 2006 Rymal Road Transportation Master Plan Study and subsequent Class Environmental Assessment Studies;
  – … and most importantly, to obtain YOUR input regarding the information presented and alternative solutions and evaluation criteria.

• Please review the information and displays presented this evening. You are encouraged to express your comments and concerns at any time. City staff and members of the consultant team are here to answer your questions.

• PLEASE REMEMBER TO COMPLETE A COMMENT SHEET BEFORE LEAVING. THE INFORMATION RECEIVED WILL BE USED TO CONTRIBUTE TO THE SUCCESSFUL OUTCOME OF THIS STUDY.
**Class EA Process**

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**EXHIBIT A.2 MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS**

**PHASE 1**
- Problem or Opportunity
- Identify alternative solutions
- Inventory
- Environmental evaluation
- Lay out the plans

**PHASE 2**
- Public consultation
- Lay out plans
- Lay out plans
- Lay out plans

**PHASE 3**
- Environmental impact
- Lay out plans
- Lay out plans
- Lay out plans

**PHASE 4**
- Lay out plans
- Lay out plans
- Lay out plans
- Lay out plans

**PHASE 5**
- Implementation
- Lay out plans
- Lay out plans
- Lay out plans

---

*We are here*

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**NOTE:** This flow chart is to be read in conjunction with Part A of the Municipal Class EA.
Class EA Process

• This study is following the approved environmental planning process for Master Plans under the *Municipal Class Environmental Assessment*, published by the Municipal Engineers Association (October 2000, as amended in 2007).

• Under the Class EA there are different project schedules, with each schedule having different (A, A+, B, C) requirements to fulfill the environmental planning process. This Master Plan is intended to fulfill:

  – Phases 1 and 2 of the Class EA requirements for any Schedule B and Schedule C projects that are identified through the course of this review; and

  – Identify the Schedule C projects that will have to undergo Phases 3 and 4 of the process (construction of new road facilities and major expansions to existing road facilities, greater than $2.7 million).
Study Goals/Objectives

• The goal of this study is to:
  – IDENTIFY THE CHANGES IN 2006 TMP TRANSPORTATION PLANS AND IDENTIFY NEW SOLUTIONS THAT MAY BE REQUIRED TO SUPPORT DEVELOPMENT UNDER REVISED LAND USE PLANS; AND
  – CONSIDER NEIGHBOURHOOD CONCERNS WHILE MAINTAINING THE INTEGRITY OF THE ROADWAY SYSTEM.

• The study will include the following tasks:
  – Analyze existing conditions and identify problems and opportunities;
  – Identify alternative solutions based on current conditions;
  – Identify transportation alternatives that will satisfy short-term, medium-term and long-term traffic demands; and
  – Develop a recommended plan.
Study Background

• The major projects/improvements recommended through the 2006 Rymal Road Planning Area TMP included:
  
  – Widen Rymal Road (5 lanes) from Trinity Church Arterial Corridor to Regional Road 56. Widen Regional Road 56 from Rymal Road to approximately 900 m to the south. Phases 3 & 4 completed in 2007.
  
  – A new road, Trinity Church Arterial Corridor (TCAC), with two lanes in each direction, from the intersection of Stone Church Road and the Red Hill Valley Parkway ramp towards the south (to Twenty Road). Phases 3 & 4 completed in 2008. Subject to opening the segment of this road north of Rymal Road, Upper Mount Albion (UMA) Road was recommended for closure at Rymal Road.

  – Road widening and intersection improvements to Stone Church Road East/Paramount Dr. and Winterberry Dr. surrounding the Special Policy Area “C”. Phases 3 & 4 completed in 2007. Improvements have been completed by developers.

  – A new collector road Trinity Neighbourhood Collector Road (TNCR) connecting Gatestone Drive at Second Road West to Highland Road. Phases 3 & 4 suspended at the direction of City Council in September 2007. This project is no longer feasible due to the “Open Space” designations of the lands.
Implications of Karst ANSI

• The Eramosa Karst Area of Natural and Scientific Interest (ANSI) had been identified and deeded by the Province to the Hamilton Conservation Authority for the creation of the Eramosa Karst Conservation Area. The neighbourhood plan was no longer valid as the Karst ANSI restricted the development of the lands and the collector road.

• The Urban Official Plan has been revised to reflect this large no-build open space area in the centre of the Trinity Neighbourhood. Subsequently, the City designated the lands east of the Eramosa Karst ANSI as “Open Space”, restricting development and build-out of lands including the proposed 2-lane Trinity Neighbourhood Collector Roadway (TNCR).

• Preserving the Eramosa Karst lands has been a key factor in this entire process which is why efforts have been made to maintain the Trinity East lands as Open Space. However, in doing so, this poses a major constraint and challenge in identifying solutions for the transportation issues in the Trinity Neighbourhood and adjacent areas.
Cycling and Transit Map
Alternative Planning Solutions

• The list of reasonable Alternative Planning Solutions will be completed after the inventory of Existing and Future conditions. However, here are a few of the Alternative Planning Solutions that may be considered during the study.

  – Do Nothing (maintains use of both Upper Mount Albion Road and Second Road West)
  – Closure of Upper Mount Albion Road, maintain use of Second Road West
  – Closure of Second Road West, maintain use of Upper Mount Albion Road
  – Closure of both Upper Mount Albion Road and Second Road West
  – Temporary improvements to Pritchard Road until the section of the Trinity Church Arterial Corridor is open North of Rymal Road (such as traffic signals at Pritchard Road / Rymal Road)

• WE INVITE YOUR INPUT ON THE POTENTIAL ALTERNATIVE PLANNING SOLUTIONS TO BE CONSIDERED.
WE INVITE YOUR INPUT ON THE CRITERIA TO BE USED TO EVALUATE THE ALTERNATIVE PLANNING SOLUTIONS.

The planning solutions will be evaluated based on general screening criteria set out in the Municipal Class EA. The following summarizes the objectives and indicators of each evaluation criterion:

<table>
<thead>
<tr>
<th>FACTOR</th>
<th>OBJECTIVE</th>
<th>INDICATORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Aiming to accommodate future traffic demands and improve safety and efficiency for all modes of travel.</td>
<td>• Traffic demand and operations&lt;br&gt;• Access operations&lt;br&gt;• Provision of public transit service&lt;br&gt;• Provision of pedestrian and cyclist facilities&lt;br&gt;• Road user safety&lt;br&gt;• Vulnerable user safety</td>
</tr>
<tr>
<td>Socio-Economic</td>
<td>Ensuring that the preferred plan has public support and a positive impact to the social environment, minimizing property requirements and impacts to local businesses and residents.</td>
<td>• Ability to achieve public support&lt;br&gt;• Land requirements&lt;br&gt;• Impact to residential properties&lt;br&gt;• Impact on area business&lt;br&gt;• Impact to archaeological resources&lt;br&gt;• Impact to built and cultural heritage resources</td>
</tr>
<tr>
<td>Natural Environment</td>
<td>Aiming to minimize impact to the natural environment and preserve environmentally significant features.</td>
<td>• Effect of removal and/or disturbance to vegetation and wildlife habitat</td>
</tr>
<tr>
<td>Engineering and Planning</td>
<td>Ensuring the preferred plan is compatible with planning policies, meets City standards and is efficient and cost effective.</td>
<td>• Compatibility with planning policies&lt;br&gt;• Construction costs&lt;br&gt;• Maintenance costs&lt;br&gt;• Property acquisition</td>
</tr>
</tbody>
</table>
Next Steps

- Subsequent to this evening’s PIC, the Study Team will undertake the following:
  - Review and respond to public and agency comments expressed at, or following, this meeting;
  - Meet with citizens liaison committee, affected residents and public interest groups, as needed, to discuss the issues and concerns raised in connection with this undertaking;
  - Complete the inventory of existing and future conditions;
  - Prepare Problem and Opportunity Statement;
  - Prepare the list of reasonable alternative solutions;
  - Evaluate the alternatives; and
  - Select a preliminary preferred solution to best incorporate public and agency input.

- The next Public Information Centre is tentatively scheduled for April 2012. At this meeting, we will present and request your input on the study findings.
Public Consultation

• Opportunities for public input are provided throughout the EA process. Public input is gathered through public meetings, telephone inquiries, letters, emails and faxes.

• Comments are always welcome. Formal public consultation points are as follows:
  – Phase 1 - Public Information Centre #1 – February 1, 2012
  – Phase 2 - Public Information Center #2 – Spring, 2012

• Upon filing of the Master Plan Report, a public notice of the study completion will be published in the "Mountain News", "Stoney Creek News", and the Hamilton Spectator. The Master Plan Report will be available for public review and comment for a required minimum 30-day review period.

• Through communication and interaction, public involvement provides you with an opportunity to help shape the decisions made in a study.
Your Input is Important

• You can provide your comments by filling out a comment sheet and either dropping it in the comment sheet box, or by mailing it prior to February 17, 2012 to:

Mohan Philip, M. Eng., P. Eng.
Project Manager, Transportation Planning
ESI Division, Public Works Department
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Tel: 905-546-2424 ext. 3438
Fax: 905-546-4435
Email: tplanning@hamilton.ca

• Project website: www.hamilton.ca/ROPA9-TMP-REVIEW

• Comments and personal information regarding this project are collected under the authority of the Environmental Assessment Act to assist in decision making and to determine further public consultation needs relating to this project. Comments and opinions which do not constitute personal information, as defined by the Freedom of Information and Protection of Privacy Act, will be shared among the Ministry of the Environment and others as appropriate, and may be included in the study documentation which will be made available for public review. Personal information will remain confidential unless prior consent to disclose is obtained.
Appendix C

Public Information Centre Comment Forms
Comments / Questionnaire

Thank you for attending today's Rymal Road TMP Review Public Information Centre (PIC). Your input is important to help the City evaluate the proposed recommendations in the ROPA 9 Transportation Master Plan. The purpose of the first PIC is to obtain input and gather information regarding the study area, preliminary list of potential alternatives to be considered during the study, and the preliminary criteria to be used to evaluate the potential alternatives.

It would be appreciated if you would answer the following questions and drop them off in the box provided tonight or mail/fax them, by February 17, 2012 to:

Mohan Philip, M. Eng., P. Eng.
Project Manager, Transportation Planning
ESI Division, Public Works Department
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Tel: 905-546-2424 ext. 3438
Fax: 905-546-4435
Email: tplanning@hamilton.ca
Project Website: www.hamilton.ca/ROPA9-TMP-REVIEW

Your Comments Please!

Please provide your comments about the information presented during the PIC.

1. Do you have any specific transportation issues or concerns that you would like to inform the project team about?

2. Do you have any comments regarding the evaluation criteria which will be used to assess the potential solutions?
3. Please provide comments regarding the potential solutions to be considered. Please provide additional solutions that the team could consider during the study.

Solution: Close Upper Mount Albion

- Improve Pitchard Road + add a traffic light at Pitchard + Ry glam.
- Remove the traffic lights at Ry glam + Mt Albion (Dakota) to facilitate the flow of traffic
  (The air smells like exhaust all the time; Prevent too many stop starts)
- The lights will not be removed due to pedestrian use. So let them change only when a pedestrian needs to cross. Traffic emerging from Dakota should be re-routed to Fletcher Rd. instead. This 'Gateway' to Summit Park should never have been placed there in the first place.
  (Ignore the demands of the developer)
- Add traffic lights at Fletcher + Ry glam.

4. Do you have any other comments regarding the Transportation Master Plan Review?

This whole process needs to speed up regarding the closure of Upper Mount Albion. Brad Clark said the money is there, residents are certainly on board. Don't wait for more accidents/someone to be killed before closing this road.

Contact Information (Optional)

Name: ____________________________________________
Address: __________________________________________
Phone Number: ______________________________________
Email: _____________________________________________

Would you like to be added to our ROPA 9 TMP Review mailing list?
☐ YES    ☐ NO

With the exception of personal information, all comments received will become part of the public record. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act.
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Tel: 905-546-2424 ext. 3438
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Email: tplanning@hamilton.ca
Project Website: www.hamilton.ca/ROPA9-TMP-REVIEW

Your Comments Please!
Please provide your comments about the information presented during the PIC.

1. Do you have any specific transportation issues or concerns that you would like to inform the project team about?

   YES! I HAVE A TRANSPORTATION ISSUE. THE TRAFFIC ALONG HIGHLAND RD NEEDS TO HAVE THE SPEEDS AND ILLEGAL PASSING ADDRESSED. THE LANES ARE WIDE, AND THERE IS A LARGE AMOUNT OF DANGEROUS PASSING/ overtaking. ALSO, IT IS VERY DIFFICULT TO ENTER OR EXIT THE DRIVEWAY DUE TO THE VOLUME/EXCESSIVE SPEEDS/ DANGEROUS DRIVERS. REMEMBER, THE TRINITY COLLECTOR ROAD WOULD HAVE EASED THIS SITUATION, BUT IT WAS DEEMED NOT FEASIBLE. COULD A MIDDLE TURNING LANE BE CONSIDERED TO HELP EASE ACCESS TO THE HOUSES??? THIS WOULD ALSO MAKE THE TRAFFIC LANES A BIT NARROWER - REDUCE IMPROPER/ DANGEROUS PASSING.??

   I LOOK FORWARD TO ANY INFORMATION ABOUT THIS SITUATION, AND I HOPE IT WON’T TAKE SEVERAL YEARS TO SEE SOMETHING DONE!!

2. Do you have any comments regarding the evaluation criteria which will be used to assess the potential solutions?
3. Please provide comments regarding the potential solutions to be considered. Please provide additional solutions that the team could consider during the study.

________________________________________________________________________
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4. Do you have any other comments regarding the Transportation Master Plan Review?

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Contact Information (Optional)
Name: ____________________________
Address: __________________________
Phone Number: ____________________
Email: ____________________________

Would you like to be added to our ROPA 9 TMP Review mailing list?
☐ YES ☐ NO

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Email: tplanning@hamilton.ca
Project Website: www.hamilton.ca/ROPA9-TMP-REVIEW

Your Comments Please!
Please provide your comments about the information presented during the PIC.

1. Do you have any specific transportation issues or concerns that you would like to inform the project team about?

- Traffic situation on 2nd Road West.
- When is closure going to take place?
- How much has the City/Planning/Transportation spent at 17th St.?
- What is the plan? Proposed was made by 50% to council? What is the status?

2. Do you have any comments regarding the evaluation criteria which will be used to assess the potential solutions?

- Too many misinformed residents? Most notably Batastine.
3. Please provide comments regarding the potential solutions to be considered. Please provide additional solutions that the team could consider during the study.

- close Second O batstone connecting Keast area to batstone Park and trail that goes through to First Road.
- access to Second goes to batstone and then to Highland

4. Do you have any other comments regarding the Transportation Master Plan Review?

- everything takes too long with little resolution

Contact Information (Optional)

Name: [redacted]
Address: [redacted]
Phone Number: [redacted]
Email: [redacted]

Would you like to be added to our ROPA 9 TMP Review mailing list?
[ ] YES [ ] NO

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Project Website: www.hamilton.ca/ROPA9-TMP-REVIEW

Your Comments Please!
Please provide your comments about the information presented during the PIC.

1. Do you have any specific transportation issues or concerns that you would like to inform the project team about?

   1. Insert traffic light at Second Rd & Rymal Rd. I see a lot of vehicles on Rymal Rd near 7-Eleven and it is difficult and dangerous to turn left onto Rymal from Second Rd. I use this driving path often to get to the Commercial Areas

   2. Place traffic circle at Upper Mount Albion & Highland. Very busy at times - on the way to work in the morning and return from work. Many people from Summit Park and area use Upper Mount Albion to get to the UNC + Reclinton Valley Parkway. (I live on Glenholmes close to Highland)

2. Do you have any comments regarding the evaluation criteria which will be used to assess the potential solutions?
3. Please provide comments regarding the potential solutions to be considered. Please provide additional solutions that the team could consider during the study.

4. Do you have any other comments regarding the Transportation Master Plan Review?

Contact Information (Optional)
Name: 
Address: 
Phone Number: 
Email: 

Would you like to be added to our ROPA 9 TMP Review mailing list?
☑ YES ☐ NO

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__________________________________________________________________________

__________________________________________________________________________

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__________________________________________________________________________

4. Do you have any other comments regarding the Transportation Master Plan Review?

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

Contact Information (Optional)
Name: [Redacted]
Address: [Redacted]
Phone Number: [Redacted]
Email: [Redacted]

Would you like to be added to our ROPA 9 TMP Review mailing list?
☐ YES  ☐ NO

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Project Website: www.hamilton.ca/ROPA9-TMP-REVIEW

Your Comments Please!
Please provide your comments about the information presented during the PIC.

1. Do you have any specific transportation issues or concerns that you would like to inform the project team about?

   Could the Rymal Bus enter Summit Park by way of Fretz Road, turn hill and exit back to Rymal by way of Fletcher Road?

2. Do you have any comments regarding the evaluation criteria which will be used to assess the potential solutions?

   ____________________________________________________________
   ____________________________________________________________
   ____________________________________________________________
   ____________________________________________________________
3. Please provide comments regarding the potential solutions to be considered. Please provide additional solutions that the team could consider during the study.

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Thank you for attending today's Rymal Road TMP Review Public Information Centre (PIC). Your input is important to help the City evaluate the proposed recommendations in the ROPA 9 Transportation Master Plan. The purpose of the first PIC is to obtain input and gather information regarding the study area, preliminary list of potential alternatives to be considered during the study, and the preliminary criteria to be used to evaluate the potential alternatives.

It would be appreciated if you would answer the following questions and drop them off in the box provided tonight or mail/fax them, by February 17, 2012 to:

Mohan Philip, M. Eng., P. Eng.
Project Manager, Transportation Planning
ESI Division, Public Works Department
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Tel: 905-546-2424 ext. 3438
Fax: 905-546-4435
Email: tplanning@hamilton.ca
Project Website: www.hamilton.ca/ROPA9-TMP-REVIEW

Your Comments Please!
Please provide your comments about the information presented during the PIC.

1. Do you have any specific transportation issues or concerns that you would like to inform the project team about?

   Yes I do not want 2nd road closed
   E 2ug our Castlem Dr and if you close second
   Road Castlem will be busier I would only
   Be OR with 2nd road closed if it closes at
   Rymal 5u new traffic gets will go down 2nd and
   Castlem

2. Do you have any comments regarding the evaluation criteria which will be used to assess the potential solutions?
3. Please provide comments regarding the potential solutions to be considered. Please provide additional solutions that the team could consider during the study.

4. Do you have any other comments regarding the Transportation Master Plan Review?

Contact Information (Optional)

Name: 
Address: 

Phone Number: 
Email: 

Would you like to be added to our ROPA 9 TMP Review mailing list?
☑ YES ☐ NO

With the exception of personal information, all comments received will become part of the public record. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act.
Rymal Road Planning Area (ROPA 9 Lands)
Transportation Master Plan Review
Public Information Centre No. 1, February 1, 2012

Comments / Questionnaire

Thank you for attending today’s Rymal Road TMP Review Public Information Centre (PIC). Your input is important to help the City evaluate the proposed recommendations in the ROPA 9 Transportation Master Plan. The purpose of the first PIC is to obtain input and gather information regarding the study area, preliminary list of potential alternatives to be considered during the study, and the preliminary criteria to be used to evaluate the potential alternatives.

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Your Comments Please!
Please provide your comments about the information presented during the PIC.

1. Do you have any specific transportation issues or concerns that you would like to inform the project team about?

2. Do you have any comments regarding the evaluation criteria which will be used to assess the potential solutions?
3. Please provide comments regarding the potential solutions to be considered. Please provide additional solutions that the team could consider during the study.

4. Do you have any other comments regarding the Transportation Master Plan Review?

This has nothing to do with speed bumps. I would like to address sewerage on our streets. Can someone please let me know what the status is on this? I have called numerous times and can never get an answer.

Thank you for addressing my concerns.

Contact Information (Optional)

Name: [Redacted]
Address: [Redacted]
Phone Number: [Redacted]
Email: [Redacted]

Would you like to be added to our ROPA 9 TMP Review mailing list?

☐ YES  ☐ NO

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Rymal Road Planning Area (ROPA 9 Lands)
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Your Comments Please!
Please provide your comments about the information presented during the PIC.

1. Do you have any specific transportation issues or concerns that you would like to inform the project team about?

   As a resident of Second Rd West, I have been following the saga of this area for some time. It is unfortunate that the city & certain lobbies have played the security of the Kest even the streets. I would think that the local volumes of traffic on these roads would cause as much damage as a collector road connecting Highland to Guelph.
   - There is too much traffic on 2nd Rd West
   - The road is not wide enough to provide safety to the residents
   - First road west was closed... people adapted -> close Second Rd -> people will adapt

2. Do you have any comments regarding the evaluation criteria which will be used to assess the potential solutions?

   TRANSPORTATION - aiming to accommodate future traffic
   - Second Rd can barely accommodate today's demand
   - Impact on safety
   - Close the road

   NATURAL ENVIRONMENT - the closure of Second Rd will significantly reduce the negative impact of traffic on the "open space" & Kest
3. Please provide comments regarding the potential solutions to be considered. Please provide additional solutions that the team could consider during the study.

ALTERNATIVES

Alternative One cannot happen — to do nothing is unacceptable and will ensure that people's families are in danger.

ALTERNATIVES Two & Three

- These alternatives will divide the community against each other
- Rather road should be left as is
- Can we make road be widened? Can Second be widened?
- My preference is to close both, but I believe it would be easier to make improvements to Upper Mount Albion
- Given that Upper Mount Albion crosses Kimball, this suggests leaving open until Old Mill Parkway extension is built.

4. Do you have any other comments regarding the Transportation Master Plan Review?

It is truly unfortunate that the city would rather protect caves than kids. My first home was on Highway Drive on lower Road, a very wide street.

Lots of traffic & buses, so we moved to Second Road, went knowing that the road would not go directly from Highway to Kimball. It was a much narrower road & we knew that it would be safer for our kids.

On our first Halloween, a dodge Freight went up the street doing about 90 mph. My 4 year-old Son said he wanted to go now & couldn't get him to go out again that night. It wasn't the ghosts & goblins that scared him — it was the traffic.

Do the right thing and close the road.

Contact Information (Optional)

Name: [Blank]
Address: [Blank]

Phone Number: [Blank]
Email: [Blank]

Would you like to be added to our ROPA 9 TMP Review mailing list?

[ ] YES  [ ] NO

With the exception of personal information, all comments received will become part of the public record. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act.
Rymal Road Planning Area (ROPA 9 Lands)
Transportation Master Plan Review
Public Information Centre No. 1, February 1, 2012

Comments / Questionnaire

Thank you for attending today's Rymal Road TMP Review Public Information Centre (PIC). Your input is important to help the City evaluate the proposed recommendations in the ROPA 9 Transportation Master Plan. The purpose of the first PIC is to obtain input and gather information regarding the study area, preliminary list of potential alternatives to be considered during the study, and the preliminary criteria to be used to evaluate the potential alternatives.

It would be appreciated if you would answer the following questions and drop them off in the box provided tonight or mail/fax them, **by February 17, 2012** to:

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Project Manager, Transportation Planning
ESI Division, Public Works Department
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
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Email: tp.lan@hamilton.ca
Project Website: [www.hamilton.ca/ROPA9-TMP-REVIEW](http://www.hamilton.ca/ROPA9-TMP-REVIEW)

Your Comments Please!
Please provide your comments about the information presented during the PIC.

1. **Do you have any specific transportation issues or concerns that you would like to inform the project team about?**

   **Second Road West Issues:**
   - Past volume
   - Present Volume
   - Future Volume
   - Speeding
   - Stop Signs being ignored.
   - Process Too much of it.

   Aggressive Drivers: The Hamilton Police Department has all of the data to support this.

   Lack of knowledge: Many people are not aware of the reality on Second Road West. They don’t see it, live it or pay for it.

   Delays: Closure has been in the plans since the 80's.

   1. A 28 foot residential road with shallow set backs should be seeing 500-800 cars per day. Second Road West is surely over 4000 and growing.
   2. The taxpayers of Second Road West have invested countless hours to help the process move along. All
settlements. We are often victims of hit and runs, mischief and much more. Some of this has been documented through the city, the politicians, the police, or all of the above. Many residents are afraid to report issues, as they are afraid of being targeted. I can't blame them!

2. Do you have any comments regarding the evaluation criteria which will be used to assess the potential solutions?
Accountability: Where are the true numbers of Second Road West in terms of volume (North & South), accidents etc.? One gentlemen asked where the forwarded funds from Smart Centre, Multi-Area development etc. have gone. The response was "It kind of gets spread like peanut butter". Unbelievable, but that is the answer that was given. I don't believe that this kind of accountability would be accepted in my line of work, or anyone else's for that matter.

Please provide comments regarding the potential solutions to be considered. Please provide additional solutions that the team could consider during the study.

1. Close Second Road West as per plan.
2. Inform all stakeholders properly.
3. Drive a plan that includes Second Road West closing. It has to move "On Block" as part of an incorporated solution, or it will never close and this problem will continue to grow. (ITRANS was capable of creating a plan that considered this problem)

3. Do you have any other comments regarding the Transportation Master Plan Review?
Local surrounding residents are bitter towards S.O.S. because they:

a. Received letters from the Aggressive driver hotline.
b. Have been pulled over by Hamilton Police and sometimes ticketed.
c. Have had to slow down for legally parked cars.
d. Would not have a convenient and speeding method to go shopping.
e. Feel hostility towards our effort even though we are trying to be pro-active.

For these reasons, many will not help us, if nothing else, they will work against us. I have always felt that we should not have to ask others if we can close a road that has been in the plans for decades, but rather they should have to ask us to NOT close our road.

Contact Information (Optional)
Name: 
Address: 
Rymal Road Planning Area (ROP) Lands
Transportation Master Plan Review
Public Information Centre No. 1, February 1, 2012

Comments / Questionnaire

Thank you for attending today's Rymal Road TMP Review Public Information Centre (PIC). Your input is important to help the City evaluate the proposed recommendations in the ROPA & Transportation Master Plan. The purpose of the first PIC is to obtain input and gather information regarding the study area, preliminary list of potential alternatives to be considered during the study, and the preliminary criteria to be used to evaluate the potential alternatives.

It would be appreciated if you would answer the following questions and drop them off in the box provided tonight or mail them in by February 17, 2012 to:

Mohan Philip, M. Eng., P. Eng.
Project Manager, Transportation Planning
ESI Division, Public Works Department
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Tel: 905-546-2424 ext. 3438
Fax: 905-546-4436
Email: mohanphillip@hamilton.ca
Project Website: www.hamilton.ca/ROPAP-TMP-REVIEW

Your Comments Please!
Please provide your comments about the information presented during the PIC.

1. Do you have any specific transportation issues or concerns that you would like to inform the project team about?

   [In the space provided, please write your comments about transportation issues or concerns.]

2. Do you have any comments regarding the evaluation criteria which will be used to assess the potential solutions?

   [In the space provided, please write your comments about the evaluation criteria.]

   No Comments.
February 1, 2012

Page 2 of 2

2. Please provide comments regarding the potential solutions to be considered. Please provide additional solutions that the team could consider during the study.

3. Do you have any other comments regarding the Transportation Master Plan Review?

Contact Information (Optional):
Name: [Blank]
Address: [Blank]
Phone Number: [Blank]
Email: [Blank]

Would you like to be added to our ROPA & TMP Review mailing list?
[ ] Yes  [ ] No

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

From: Philip, Mohan [Mohan.Philip@hamilton.ca]
Sent: Wednesday, November 14, 2012 11:22 AM
To: [Redacted]
Cc: Baudais, Nathalie
Subject: RE: Regional Official Plan Amendment (ROPA 9) Transportation Master Plan Review (2012)

Hi
It was nice to meet you at the PIC held on November 7th and to answer your questions regarding the CLC.
Thanks
Mohan Philip

From: [Redacted]
Sent: Monday, October 29, 2012 10:02 PM
To: 'Keen, Stephen'
Cc: Transportation Planning; Philip, Mohan
Subject: RE: Regional Official Plan Amendment (ROPA 9) Transportation Master Plan Review (2012)

Mr. Keen,

It is my understanding that the study includes a Community Liaison Committee (CLC). Please confirm the following information related to this committee:

• Who is on the CLC
• CLC meeting dates
• How the CLC members were selected
• CLC meeting notes

Thank you.

From: Keen, Stephen [mailto:Stephen.Keen@hdrinc.com]
Sent: May-11-12 9:40 AM
To: [Redacted]; Tplanning@hamilton.ca; Philip, Mohan; Baudais, Nathalie
Subject: RE: Regional Official Plan Amendment (ROPA 9) Transportation Master Plan Review (2012)

Please be assured your name has been added to our contact list. We had initially planned to go to the public in June 2012; however, we have now missed that window of opportunity so we are now planning for September which gives us time to refine the work we are doing on evaluating options. Your comments are noted, thank you.

Steve Keen

From: [Redacted]
Sent: May-10-12 10:03 PM
To: Keen, Stephen
Cc:Tplanning@hamilton.ca
Subject: RE: Regional Official Plan Amendment (ROPA 9) Transportation Master Plan Review (2012)

HDR Corporation
231 Shearson Cr, Suite 206
Cambridge, Ontario, N1T 1J5
Ph: (519) 621-7886 ext. 5951
Fx: (519) 621-7334
Email: stephen.keen@hdrinc.com

Dear Mr. Keen,

Please confirm that the attached email dated March 8, 2012 was received.

Please confirm that my name has been added to the project mailing list.

What is the status of the study and PIC 2?

Thank you.

From: tplanning@hamilton.ca
Sent: March-08-12 8:47 PM
To: 'Tplanning@hamilton.ca'
Cc: 
Subject: Regional Official Plan Amendment (ROPA 9) Transportation Master Plan Review (2012)

Attention: Mohan Philip, M.Eng., P.Eng.
Project Manager, Transportation/Transit
Strategic Planning & Rapid Transit
Environment & Sustainable Infrastructure Division
Public Works Department
City of Hamilton
Phone: 905-546-2424 ext. 3438
Fax: 905-546-4435
Email: tplanning@hamilton.ca

Dear Mr. Philip,

Unfortunately I was out of town in February and I could not attend Public Information Center 1 on February 1, 2012. However, I have reviewed the PIC information on the project website, and I understand that the City is considering the following alternatives in relation to this study:

1. Do Nothing (maintains use of both Upper Mount Albion Road and Second Road West)
2. Closure of Upper Mount Albion Road, maintain use of Second Road West
3. Closure of Second Road West, maintain use of Upper Mount Albion Road
4. Closure of both Upper Mount Albion Road and Second Road West
5. Temporary improvements to Pritchard Road until the section of the Trinity Church Arterial Corridor is open North of Rymal Road (such as traffic signals at Pritchard Road / Rymal Road)

Please include my following comments in the study documentation:

- I support the “Do Nothing” alternative. Both Upper Mount Albion Road and Second Road West are well established roads that provide a direct connection between Highland Road and Rymal Road.

- I object to the closure of Second Road West (Alternative 3 and Alternative 4). The closure of Second Road West would eliminate a road connection between Highland Road and Rymal Road, which would likely increase traffic on Gatestone Drive between Highland Road and Rymal Road. Gatestone Drive is already a very busy residential road; and Gatestone School is also located on this section of Gatestone Drive. Increasing traffic on Gatestone Drive would be unacceptable.

Please add my name to the project mailing list.

Regards,

[Signature]

c. Mr. B. Torrens, Principal, Gatestone Elementary School

c. Mr. R. Barlow, HWDSB Ward 9 Trustee

c. Mr. L. Austin, Gatestone School Council Chair
I received the notice in the mail on the study of ROPA9 Planning and Trinity neighbourhoods, unfortunately I will be out of town on the Feb 1 Open House event, since we have been living in this area of concern since 1981( ) I would like to provide a few comments for the record.

1. There are considerable traffic issues on Rymal Road mainly due to congestion, this condition is right across Rymal Road all the way from Dartnall Road to Upper Centennial Parkway, both ways and it will get worse as more house and stores in the malls are built. As a matter of fact on Rymal it is all the way across to Upper James and even beyond to Upper Paradise road. I know that some left turn lanes had been put in place at some intersections on Rymal but there is a fundamental issue it seems with the City of Hamilton road planning department and that is that they do not like 4 lane roads. Being a Mountain person borne and bred for nearly 60 years and living on the Mountain the whole time, I can't for the life of me see why Stonechurch and Limeridge were not improved to 4 lanes roads years ago (just look at the gridlock when the Linc has traffic problems), the City put in these three lane road versions but basically you are still stuck with a single lane road across the Mountain going as fast as the slowest person wants to go. So for this reason and this experience I would highly recommend that Rymal Road be improved to a 4 lane road with the same turning lanes at the current intersections. You can't have the nearest 4 lane mountain cross road (other than the Linc) being Mohawk Road and keep Rymal as a single lane road, makes no sense at all on the volumes involved now and into the future.

2. Mud Street at Upper Centennial gets traffic backed up alot in the single thru lane going east at this light, there are 2 turning left lanes to go onto Centennial but this one lane thru has a delayed light to allow turning from the opposite direction and those that want to just turn right onto Centennial get held up and the line of traffic can go back a ways waiting for this light to change just to make a right turn. So for this reason I would highly recommend that a right turn lane be put in, there is lots of space in the Esso gas station lot at this corner and I think the road allowance is even there from Old Mud St where it used to come out.

3. The other obvious issue is where the exit off the Red Hill Valley expressway ends at Paramount behind the Home Depot. I would hope that there is property owned right thru to Rymal as Upper Mount Albion is a country road not built for the traffic is seeing these days.(PS put a bridge over Highland Road or even close it off as the locals can use Paramount to get into the housing areas east of that exit)

Thanks
Do you have any specific transportation issues or concerns that you would like to inform the project team about?

As spokesperson for the residents of Upper Mount Albion Road who initially made the city aware of the former city of Stony Creek's plans to close Upper Mount Albion Road, I am waiting to see that the road is closed as soon as possible. We do not want to see any changes made to keeping this road open. We the residents, are currently living on a road which has been inundated with ever increasing amounts of traffic. It is not only the high volume of traffic, but the safety factor which daily faces residents entering and leaving their residences. There has already been one serious accident causing severe injury to a resident, plus the fact that it is unsafe even going to the mail box. Walking on the road is taking your life in your hands with traffic exceeding the speed limit passing you with inches to spare. It is a fatality waiting to happen.

Do you have any comments regarding the evaluation criteria which will be used to assess the potential solutions?

There is only one solution, close the road as soon as possible. Also, I would like to know why at the recent meeting held Feb 1st, there was one information placard asking the question "should Upper Mount Albion Road be closed or left open". This question is an insult to the residents who worked long and hard with not only making the city aware of Stoney Creeks plan to close the road, but bringing the residents together, signing petitions and appearing before council. As a result of our efforts the city council voted to close the road. Therefore this question should have never appeared at the Feb. meeting. This road closing has been passed by council and we expect the council and the City of Hamilton to follow through with their decision to close Upper Mount Albion Road.
Please provide comments regarding the potential solutions to be considered. Please provide additional solutions that the team could consider during the study.

I do not want to see any work done on Pritchard Road to make it an alternate route for traffic. People will take the easiest route to get to Rymal Road coming off the expressway and that is currently Upper Mount Albion Road as you only have to take the feeder road off the expressway up to Stone Church Road and see that over 75% of traffic is turning east, not west. Any work on Pritchard would be a waste of taxpayer's money, plus the fact since the Trinity extension has already been put back to 2015, it could give the city the opportunity to delay the extension even further. I also do not want to see any work done on Upper Mount Albion for the same reason of further delaying the building of the extension.

Do you have any other comments regarding the Transportation Master Plan Review?

I find the Conservation Authority’s concern of finding safe passage for wild life before the Trinity Extension can be built rather ridiculous. I have lived on Upper Mount Albion for 44 years and all signs of deer and other wild life disappeared the day the Conservation Authority opened up the "Karst Conservation Area". I am talking about the fields west of my residence which the Trinity extension would pass through and the conservation land behind my residence. I have not seen a deer in the years since the opening. You might want to ask them, if they are so concerned about wild life crossing the road, why did they put the "Karst parking lot, washrooms and pavillion right in what was a posted deer crossing area? They couldn't have been to concerned as they had the deer crossing sign removed.

We the residents of Upper Mount Albion will continue to follow the planning process carefully and expect to see our road closed without any further unnecessary delay. Plus, yes, please add me to the ROPA 9 TMP Review mailing list if I am not already on it.