Appendix C.3
PIC #2 Summary and Comment Forms
City of Hamilton

ROPA9 TMP Review Public Information Centre Summary

Hamilton, ON

November 2012
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1. **PUBLIC INFORMATION CENTRE #2**

1.1 **Introduction**

The second Public Information Centre (PIC#2) was held on Wednesday, November 7th, 2012, at the Salvation Army Church Gymnasium, 300 Winterberry Drive, in the City of Hamilton. The purpose of PIC#2 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
Lorissa Skrypniak – City of Hamilton
Bart Brosseau – City of Hamilton
Guy Paparella - City of Hamilton
Allissa Mahood – City of Hamilton
Laurie McNair - City of Hamilton

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

1.2 **Notification**

Advertisements were placed in the *Hamilton Spectator* on Friday, October 26, 2012 and Friday, November 2, 2012 and in the *Stoney Creek News* and *Mountain News* on Thursday, October 25, 2012 and Thursday, November 1, 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. Sixty-four people signed the registration sheet.

Twenty-six panels were displayed. The information panels included the following:
- Welcome and Purpose of PIC #1
- Rationale for the TMP update
- Chart of the EA process
- Existing Roadway Characteristics and Terminology
- Current Situation
- Traffic Volume Trends and Future Traffic Volume Forecasts
- Planned Construction
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, faxes, letters and telephone calls are summarized below:

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do you have any comment about the problem / opportunity statement?</td>
<td></td>
</tr>
<tr>
<td>It is OK.</td>
<td>Noted.</td>
</tr>
<tr>
<td>I am impressed with the thoroughness of your work and the graphic presentation to the public.</td>
<td>Thank you.</td>
</tr>
<tr>
<td>I didn’t attend the meeting.</td>
<td>Noted.</td>
</tr>
<tr>
<td>I believe there should be more review of the Highland Road residents’ issues regarding safety and traffic management.</td>
<td>Highland Road was included in the review of the Transportation Master Plan. As part of the recommended solution, bicycle lanes are recommended between Winterberry Drive and Upper Centennial Parkway. A completion of the sidewalk network along Highland Road is also recommended.</td>
</tr>
<tr>
<td>Too slow with road closure.</td>
<td>In the 2006 Transportation Master Plan, the Upper Mount Albion Road closure was recommended to be implemented after the Trinity Church Arterial Corridor construction; however, as part of the TMP review, the closure of Upper Mount Albion Road is recommended immediately. The TMP addendum report will be presented to the Transportation Works Committee in the New Year and then the City will prioritize and allocate funding to implement the closure in the Spring of 2013.</td>
</tr>
<tr>
<td>Trinity Church Arterial Corridor delay to address Hamilton Conservation Authority wildlife corridor and stormwater management needs a solution!</td>
<td>Discussion ongoing with all the parties</td>
</tr>
<tr>
<td>I agree with infrastructure not keeping up with developments but would rather see a more aggressive strategy to cooperate with the Conservation Authority.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Do you have any comments regarding the evaluation of the potential solutions?</td>
<td></td>
</tr>
<tr>
<td>I believe that Second Road West should still be closed because only half of the development of the area is completed; therefore we only need half of the planned ring road, which Gatestone Drive is. Gatestone is a school zone with a 40 km/h speed limit and is curved with multiple stop signs, which does not have the speeding issues that Second Road West does.</td>
<td>Although less development will be proceeding in the due to the Open Space designation, there is still a need for connectivity to service local traffic. Speed surveys were completed on Second Road West and the 85th percentile speeds (standard often used by traffic professionals) were within 5 km/h of the posted speed limit. As part of the recommendation, speed cushions are recommended for the Second Road West corridor. This would help ensure compliance with the posted speed limit.</td>
</tr>
<tr>
<td>Feel it took too long - too many studies. I realize there is a lot of red tape in bureaucracy but over 20 years is far too long.</td>
<td>We note your frustration with the delays in implementing the recommendations. We are working diligently to ensure that these are implemented as soon as possible while meeting the procedures and approval process.</td>
</tr>
<tr>
<td>It appeared that there was an effort to be thorough.</td>
<td>Thank you.</td>
</tr>
<tr>
<td>Trinity Church Arterial Corridor should be completed prior to any other road closures eliminating needless diversions and congestion.</td>
<td>The construction of the Trinity Church Arterial Corridor between Stone Church Road and Rymal Road is a high priority for the City. The construction is planned to begin in 2013. Unfortunately, the conditions on Upper Mount Albion Road are deteriorating and the construction of TCAC will take approximately 2 years. As such, the closure of Upper Mount Albion Road is recommended prior to the completion of TCAC. To minimize impacts of the closure, a temporary traffic signal is recommended at the intersection of Rymal Road and Pritchard Road to facilitate turning movements at that intersection.</td>
</tr>
<tr>
<td>It is my opinion that the widening to 5 lanes of Rymal Road between Dartnall and Fletcher Roads is urgent. Even more urgent is the construction of the Trinity Church Arterial Corridor. Without that we will have traffic congestion.</td>
<td>These works are priorities for the City of Hamilton. The construction of the Trinity Church Arterial Corridor between Stone Church Road and Rymal Road is planned to begin in 2013. The widening of Rymal Road between Dartnall and Fletcher is planned to begin in 2014.</td>
</tr>
</tbody>
</table>
Upper Mount Albion Alternative solutions - closing this before the Trinity Church Arterial Corridor would lead to heavy congestion on Stone Church Road, Pritchard Road & Second Road. Vehicles exiting the Red Hill at Stone Church (bound for Rymal Road) would be forced right on Stone Church and then Left at Pritchard. This intersection is small, and there is no advanced green for vehicles turning left here. Long line ups would persist at this intersection, and at Rymal Road. During rush hours, there would be significant congestion on the Red Hill exit. And both ways between this exit and Pritchard along Stone Church. This also affects vehicle travelling to the Mountain Brow/Albion Falls/Limeridge Rd. areas from Upper Centennial/Heritage Green along Stone Church, as there are no other alternative routes since Mud Street was severed.

The entire Summit Park community (hundreds of homes, with hundreds more being built presently), and a great percentage of the Binbrook community would use this route regularly. Summit Park is growing rapidly, and transportation needs for this community must to be considered. As a resident of this area, I travel these routes daily.

Option 1 is strongly recommended until the Arterial Corridor is constructed. Do Nothing!

Pritchard Road is not a good Single Route alternative. It is in no better shape than Upper Mount Albion. It is no bigger than Upper Mount Albion. I feel the estimated traffic increase on Pritchard is (max 900 vehicles) significantly underestimated.

Second Road is an even worse alternative, given the dense neighbourhood and slow speeds.

Not sure the issues have been recognized from what was presented.
1. By not having highway built before all the expansion makes two observations.
   a. Highway must be built to handle grid lock of traffic.
   b. City planning department has escalated a bad situation into crisis by not dealing with crisis issues.

Close Upper Mount Albion Road, use Pritchard Road.

The construction of the Trinity Church Arterial Corridor between Stone Church Road and Rymal Road is a high priority for the City. The construction is planned to begin in 2013. The widening of Rymal Road between Dartnall and Fletcher is planned to begin in 2014.

The conditions on Upper Mount Albion Road are deteriorating rapidly; there are high traffic volumes on a substandard road with no shoulders and a rolling topography. There is a school scheduled to open in the Fall of 2014 at the southwest corner of the Rymal Road / Dakota Boulevard intersection and it is expected that the pedestrian demand along Upper Mount Albion Road will increase once it does. In addition, the construction of TCAC will take approximately 2 years. For these reasons, the closure of Upper Mount Albion Road is recommended prior to the completion of TCAC.

The estimated traffic increase of 900 vehicles on Pritchard Road is for the AM peak hour. Although Pritchard Road is not the ideal arterial road to carry this traffic, it is a better alternative to Upper Mount Albion Road. It does not have the rolling topography that Upper Mount Albion does, it has fewer residents and more commercial / industrial land uses. As part of the recommendations, Pritchard Road improvements are recommended on some of the sections. A temporary traffic signal is also recommended at the intersection of Rymal Road and Pritchard Road to improve turning movements at that intersection.

It is preferable to have the infrastructure built prior to development; however, the City has a large number of projects that need to be prioritized. The construction of the Trinity Church Arterial Corridor between Stone Church Road and Rymal Road is now planned to begin in 2013. The widening of Rymal Road between Dartnall and Fletcher is planned to begin in 2014.

The recommended alternative includes a closure of Upper Mount Albion Road, just north of Rymal Road. It also includes a temporary traffic signal at Rymal Road / Pritchard Road, as well as some road improvement works along sections of Pritchard Road.
<table>
<thead>
<tr>
<th>Comment</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Closing Upper Mount Albion and having 10,000 cars going down the road is unacceptable for a subdivision.</td>
<td>Bike lanes recommended between Winterberry &amp; Upper Centennial</td>
</tr>
<tr>
<td>Highland Road bicycle lanes all the way down to Winterberry.</td>
<td>A signal warrant analysis was completed and signals are not warranted at this location.</td>
</tr>
<tr>
<td>Signal warrant at Winterberry and Highland for kids.</td>
<td>Sidewalk recommended at locations where there is discontinuity</td>
</tr>
<tr>
<td>Crosswalks put in place, 1/2 street, no sidewalks.</td>
<td>Bike lanes recommended between Winterberry &amp; Upper Centennial</td>
</tr>
<tr>
<td>Agree with bike lanes to Winterberry. Traffic signal Highland and Winterberry. Crosswalks along Highland Road. Radar speed - traffic awareness needed (same as Trinity Church).</td>
<td>Pedestrian crossings are available at stop controlled intersections.</td>
</tr>
<tr>
<td>I believe bike lanes will aid management of traffic but a temporary light similar to the one recommended at Pritchard may help in an act of good faith towards the residents of Highland Road.</td>
<td>A signal warrant analysis was completed and signals are not warranted at this location. The installation of signals may also make this route more attractive than the Pritchard Road route; therefore, we recommend that the stop control remain.</td>
</tr>
<tr>
<td>It looks like a lot of thought has gone into the possible solutions.</td>
<td>Thank you.</td>
</tr>
<tr>
<td>Allow public review of issue a) Circulate Hamilton Conservation Authority letter outlining its recommendations. b) Circulate studies demonstrating wildlife counts / evidence for review.</td>
<td>The issue is still under discussion.</td>
</tr>
<tr>
<td>Greater forward thinking is required in association with new developments to avoid congested infrastructure and any inconveniences to new residents due to the lack of planning.</td>
<td>It is preferable to have the infrastructure built prior to development; however, the City has a large number of projects that need to be prioritized.</td>
</tr>
<tr>
<td>The evaluation is meaningful and relevant.</td>
<td>Thank you.</td>
</tr>
<tr>
<td>Not sure the issues have been recognized from what was presented: 1) By not having highway built before all the expansion makes two observations a) Highway must be built to handle gridlock of traffic b) City planning department have escalated a bad situation into a crisis by not dealing with issues</td>
<td>It is preferable to have the infrastructure built prior to development; however, the City has a large number of projects that need to be prioritized.</td>
</tr>
<tr>
<td>Please provide comments regarding the preliminary preferred solutions presented.</td>
<td>Reviewed the suggestion. One speed cushion is recommended; it will be located approximately halfway between Gatestone Drive and Fairhaven Drive.</td>
</tr>
<tr>
<td>I think that there should be a speed cushion placed approximately halfway between the stop sign at Second Road West and Gatestone and the stop sign at Second Road West and Fairhaven, by adding a third speed cushion (or relocation one of the others if 3 speed cushions are not possible).</td>
<td>Noted.</td>
</tr>
<tr>
<td>In full agreement with the preliminary solution presented and the sooner the better (before someone is killed!)</td>
<td>Noted.</td>
</tr>
</tbody>
</table>
Another comment re Upper Mount Albion.
1. We certainly have the highest numbers.
2. The traffic is a major liability for the City because of the safety issue of people having to walk on narrow shoulders adjacent to deep ditches. It is a lawsuit just waiting to happen because the City is not providing a safe route for its residents.
3. Add something to deter traffic while waiting for the traffic lights to be installed at Pritchard / Rymal.

Although the forecasted traffic volumes displayed appear the highest for Upper Mount Albion, it is relative to other north-south roads in the vicinity. There are other roads in the study area which have higher forecasted volumes than those experienced on Upper Mount Albion, such as Rymal Road, Upper Centennial Parkway, Stone Church Road, etc.

I agree with the preferred solutions presented. Thank you dearly for including me as a long term resident and property owner (since 1958) in your planning and professional work.

Out of the alternatives, I do agree with the recommended alternatives.
| Building the Trinity Church Arterial Corridor is an excellent idea. | The construction of the Trinity Church Arterial Corridor between Stone Church Road and Rymal Road, planned to begin in 2013. |
| Widening Rymal from Trinity to Upper Centennial should be done ASAP. | The widening of Rymal Road from Dartnall Road to Fletcher Road is planned to begin in 2014 and from Fletcher Road to Upper Centennial Parkway is planned to begin in 2016. |
| Traffic calming on Second Road West is a good idea. If Second Road West was closed there would be too much traffic on Gatestone. Please leave Second Road West OPEN!! | Speed cushions along Second Road West to ensure that traffic is not diverted to Second Road West once Upper Mount Albion Road is closed. The speed cushions should also encourage compliance with the posted speed limit. Second Road West will remain open. |
| The way Highland Road is now provides plenty of space for bicyclists, parked cars and pedestrians. If you start putting lines on it, it will not suit everyone. Leaving it “as is” works for everyone! | “As is” for Highland Road does not suit everyone, as can be seen when reading comments provided by others. The recommended alternative includes on-road cycling lanes on Highland Road (between Winterberry Drive and Upper Centennial Parkway) to provide an improved cycling network and to improve the safety of on-road cyclists. |
| Parking would be removed from the south side of Highland Road (Winterberry Dr to First Rd W) and on the north side (Highbury Dr to Upper Centennial Parkway) to accommodate the cycling lanes. Parking would be maintained on the other side of the street and should be sufficient to service the parking demand in the area. | On Highland Road between First Rd W and Highbury Drive, bike lanes would be added to the existing extra wide travel lanes and the existing centre turn lane would remain. |
| A completion of the sidewalk network along Highland Road is also included in the recommendation. | Marked vehicle lanes, bicycle lanes and parking space improves safety of all. |
Because of the Eramosa Karst communities along Rymal Road east already have to take an extended route with many turns and stops when driving to areas in Heritage Green, including Valley Park Community Centre.

A closure of Upper Mount Albion makes it even more difficult to get to these facilities. The need for a link between Rymal and Stone Church is not just for shopping centre access, rather access to community facilities, and the parkways.

The volume of vehicles exiting the Red Hill, bound for Rymal Rd. (and vice versa) has not been discussed in the recommended solutions at all.

Efficient traffic flow for these vehicles should be significantly considered.

The need for north-south routes for a variety of uses and for access to the parkways is recognized. There is a lack of north-south connectivity in the study area.

To improve north-south connectivity in the area, the 2006 Transportation Master Plan recommended a new arterial corridor between Upper Mount Albion Road and Pritchard Road. The construction of the Trinity Church Arterial Corridor between Stone Church Road and Rymal Road is a high priority for the City. The construction is planned to begin in 2013.

The conditions on Upper Mount Albion Road are deteriorating rapidly; there are high traffic volumes on a substandard road with no shoulders and a rolling topography. There is a school scheduled to open in the Fall of 2014 at the southwest corner of the Rymal Road / Dakota Boulevard intersection and it is expected that the pedestrian demand along Upper Mount Albion Road will increase once it does. In addition, the construction of TCAC will take approximately 2 years. For these reasons, the closure of Upper Mount Albion Road is recommended prior to the completion of TCAC. To minimize impacts of the closure, a temporary traffic signal is recommended at the intersection of Rymal Road and Pritchard Road to facilitate turning movements at that intersection.

The traffic demand model used for the study included a large geographic area (larger than the study area) and as such, the forecast traffic volumes included the vehicles exiting the Red Hill and bound for Rymal Road and further south.

1. The word safety is mentioned but the impacts of non-safety issues rest on the City and your department.
2. The vulnerable is Upper Mount Albion Road with high traffic, high speed on pedestrians walking 24/7 on a road with no protection from vehicles.

We recognize that the conditions on Upper Mount Albion Road are deteriorating. As such, the recommended alternative includes a closure of Upper Mount Albion Road north of Rymal Road and it is recommended for immediate implementation.

We think the Dartnall Road extension to Twenty Road should be a priority so when the Maple Leaf Plant is up and running traffic will not be using Glover Road.

Noted.

I agree with the closure of Upper Mount Albion Road; however, I am concerned about the location of the cul-de-sac. I live at number 17 and I don’t want the closure to interfere with my property. However, I am also concerned that if the closure is not designed properly, I will have many lost motorists turning around in my driveway.

The location of the cul-de-sac is to be coordinated with the Trinity West Secondary Plan, and this will be reviewed at the time of the cul-de-sac design.

Why can’t you do to Upper Mount Albion what you are doing to Second Road to slow traffic down?

Speed cushions can only be implemented in certain physical environments. They are not feasible in the Upper Mount Albion corridor due to the rolling topography and rural cross-section.
No solutions have been presented except delay and an apparent “wait and see”.

Other than expressway, wildlife corridor request is unprecedented in this type of setting - would need strong and urgent evidence of the need for a corridor - especially since lands to north and west will be business park and commercial.

This is under discussion with HCA.

Not enough forward planning beyond the immediate problems of current congestion. Look ahead to the developments and potential congestion of the surrounding area over a 5 - 10 year period and prepare or plan ahead rather than react to the problem.

It is preferable to have the infrastructure built prior to development; however, the City has a large number of projects that need to be prioritized.

I'm a resident of the Summit Park neighbourhood, just off Rymal and Fletcher Road, and I'm really surprised and concerned after reading the above referenced article in Saturday's paper.

The need for north-south routes for a variety of uses and for access to the parkways is recognized. There is a lack of north-south connectivity in the study area.

Upper Mount Albion Road is one of the only direct connections between the Red Hill/Linc Parkways, Valley Park Community Centre, the Heritage Green area and the fast growing communities near Rymal Road East. In fact, Summit Park just released a new phase where hundreds of new homes will be built over the next several years.

To improve north-south connectivity in the area, the 2006 Transportation Master Plan recommended a new arterial corridor between Upper Mount Albion Road and Pritchard Road. The construction of the Trinity Church Arterial Corridor between Stone Church Road and Rymal Road is a high priority for the City. The construction is planned to begin in 2013.

Given the size and condition of Upper Mount Albion, I agree that this road is not suitable for continued heavy usage. However, I really question the feasibility of just closing off this artery, without first building the Trinity Church Arterial Corridor, as described in the February 2012 Transportation Master Plan Review document. In my view, this would be a ESSENTIAL pre-condition for the closure of Upper Mt. Albion.

The conditions on Upper Mount Albion Road are deteriorating; there are high traffic volumes on a substandard road with no shoulders and a rolling topography. There is a school scheduled to open in the Fall of 2014 at the southwest corner of the Rymal Road / Dakota Boulevard intersection and it is expected that the pedestrian demand along Upper Mount Albion Road will increase once it does. In addition, the construction of TCAC will take approximately 2 years. For these reasons, the closure of Upper Mount Albion Road is recommended prior to the completion of TCAC.

I can only imagine the traffic chaos on Pritchard Road and Second Road West if this plan proceeds without an alternate route for 5000+ vehicles per day.

As part of the recommendations, a temporary traffic signal is recommended at the intersection of Rymal Road and Pritchard Road to facilitate turning movements at that intersection and minor road surface improvements are also proposed for Pritchard Road.

I implore your department to reconsider simply closing this road without an alternative. Without one, you will be cutting off an entire community from essential transportation needs.
Second Road West
I am pleased that the preferred solution will not add 3,500 vehicles per day on Gatestone Drive, which is already a busy road with a school. This would have been an unacceptable solution.

Highland Road
Please consider adding a sidewalk on the south side of Highland Road, between the Richdale trail and the existing sidewalk (see red line). Currently, pedestrians are required to cross Highland Road at this mid-block location, which has poor visibility, high traffic volumes, and high traffic speeds. This sidewalk would complete a pedestrian loop back to the intersection of Highland Road and Second Road West, which is a much safer location for pedestrians to cross.

Upper Mount Albion Road
Please consider constructing the Trinity Church Extension before closing Upper Mount Albion Road at Rymal Road. Pritchard is a terrible road with narrow lanes, no shoulders, and poor visibility at the Highland Road intersection.

Noted.

Included in the Highland Road sidewalk improvements recommendation.

The construction of the Trinity Church Arterial Corridor between Stone Church Road and Rymal Road is a high priority for the City. The construction is planned to begin in 2013.

The conditions on Upper Mount Albion Road are deteriorating rapidly; there are high traffic volumes on a substandard road with no shoulders and a rolling topography. There is a school scheduled to open in the Fall of 2014 at the southwest corner of the Rymal Road / Dakota Boulevard intersection and it is expected that the pedestrian demand along Upper Mount Albion Road will increase once it does. In addition, the construction of TCAC will take approximately 2 years. For these reasons, the closure of Upper Mount Albion Road is recommended prior to the completion of TCAC.

Although Pritchard Road is not the ideal arterial road to carry this traffic, it is a better alternative to Upper Mount Albion Road. It does not have the rolling topography that Upper Mount Albion does, it has fewer residents and more commercial / industrial land uses. As part of the recommendations, Pritchard Road would have some asphalt padding on some of the sections. A temporary traffic signal is also recommended at the intersection of Rymal Road and Pritchard Road to facilitate turning movements at that intersection.
I am not sure how this recommendation to keep Second Road West open could be followed by the city. It was the City of Stoney Creek that determined that Second Road West would be closed. That is why this was designed and built as a residential street. It is not possible to now re-design and re-build it as a collector road and maintain an acceptable level of safety for anyone.

To clarify, I know that the recommendation is not to make it a collector road, however, the reasons that are use to support keeping it open are because of some of the functions of a collector road that Second Road West provides would be lost (ie. delivery of emergency services, a link between Rymal and Highland for North-South traffic, to divert traffic from other streets, etc.)

| 1) The word “safety” is mentioned! But the impacts of non-safety issues rest on the City and your department | Noted. |
| 2) The vulnerable area is Upper Mount Albion Rd with high traffic, high speed on pedestrian walking 24/7 on a road with no protection from vehicles | Closure of Upper Mount Albion Road should significantly improve the safety of vulnerable road users by restricting traffic to local access. |

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

| Can you believe that now the post office has advised the residents on UMA that it is no longer safe to deliver the mail to our homes and would like to set up a centralized mailbox system? The question that will come up is how are we residents of the road supposed to get to the mailboxes, when we can't even walk on our road. | Considered in our review. |
| I think Second Road West should be changed to a “Community Safety Zone” and have a speed limit of 40 km/h until it is closed by blocking the road and having two accesses to a second entrance / access to the conservation area; as one access and parking lot is not enough for a conservation area as big as this one (Eramosa). | The City of Hamilton does not have a policy on Community Safety Zones; they only have School Safety Zones. |
| Please contact me when a date is set for the public works committee meeting. I would like to attend same. A lot of hard work went into this by everyone at the City and especially Brad Clark and it is much appreciated. Thank you! | Will be informed of the date. |
The whole area has a traffic and liability problem for the City as well as a safety issue.
Temporary calming strategies for traffic as soon as possible would help the situation and reduce liability.

Close Upper Mount Albion ASAP please!

We recognize that the conditions on Upper Mount Albion Road are deteriorating. As such, the recommended alternative includes a closure of Upper Mount Albion Road north of Rymal Road and it is recommended for immediate implementation.

We are working diligently to ensure that these recommendations are implemented as soon as possible while meeting all of the process, and approval requirements.

This notice and presentation is an excellent idea.

We note your frustration with the delays in implementing the recommendations. We are working diligently to ensure that these are implemented as soon as possible while meeting all of the process, and approval requirements.

It is forever aggravating with what slow pace matters of transportation are undertaken in the City of Hamilton. Please try to get the shovel in the ground, rather than go from one review to the next. There is no word in regard to the construction of the Trinity Church Arterial Corridor SOUTH of Rymal Road. Please inform me when this is planned for actual construction.

We live on the little section of Byron Avenue between Slinger Avenue and Foxmeadow - 6 houses, it used to be closed at Foxmeadow. First Road was closed and our road was reopened - now we have almost 800 cars a day. We were hoping this meeting would give an explanation as to why First Road was closed and traffic now runs through to Rymal on our road.

Thank you for providing your written comments as part of the ROPA9 TMP review study, PIC# 2 held on November 7, 2012. You mentioned that First Road was closed and Byron Ave. was reopened and asked for an explanation on this. City’s Planning dept. has reviewed the available records of the former City of Stoney Creek dating back to early nineties. What we understand from the records is that the First Road West was planned for closure as part of the development of the adjacent subdivisions. The Byron Avenue closure carried out at that time by the placement of temporary Jersey barriers was on a temporary basis, until the completion of the Highbury Dr./Gatestone Dr. connection to the west. This temporary closure was removed at a later stage, probably when this connection to the west was made. Byron Avenue did not appear to be intended for permanent closure.

Regarding the traffic concerns we note that Chris Van Berkel from City’s traffic section has provided you with an assessment of the traffic on Byron Avenue in early 2012.
<table>
<thead>
<tr>
<th>Concern</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>I think the City should fast track all road improvement before allowing all the residential and commercial construction in the outlying areas. It seems like the cities priorities are to get the development in place and worry about the roads after. I think this method should be reversed.</td>
<td>It is preferable to have the infrastructure built prior to development; however, the City has a large number of projects that need to be prioritized.</td>
</tr>
<tr>
<td>Would like speed sign set up on south side of Highland Road between Glenhollow and Winterberry (radar).</td>
<td>Under review.</td>
</tr>
<tr>
<td>Would like feedback on suggestions.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Agreed that bicycle lanes on Highland Road West are an improvement but needs reinforcement by police to ensure that lanes are respected.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Would like to see a traffic signal warrant for the intersection of Highland Road West and Winterberry and feedback.</td>
<td>Under review.</td>
</tr>
<tr>
<td>Highland Road West needs a better assessment between Glenhollow and Winterberry Roads - traffic is excessive, drivers speed and pass and this needs to be addressed.</td>
<td>Reviewed.</td>
</tr>
<tr>
<td>Would also like to see police enforced radar speed sign used on Highland Road West between Second Road and Winterberry.</td>
<td>Noted.</td>
</tr>
<tr>
<td>I would like feedback and further communications in regards to these concerns.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Volume of 10,500 for Highland Road is unacceptable.</td>
<td>Reviewed.</td>
</tr>
<tr>
<td>I am aware there needs to be trade offs; however, I feel the residents of Highland Road are most affected by the increase in traffic down their road because the road is able to meet the capacity. However, as previous stated, more review of this impact is required to come up with alternative solutions to decrease traffic speeds and increase pedestrian safety.</td>
<td>Reviewed.</td>
</tr>
<tr>
<td>Closing Upper Mount Albion for a temporary period of time to assess the extra traffic flow on Highland Road. DO NOT close Upper Mount Albion Road until the Trinity Church Arterial Corridor from Rymal to Stonechurch is completed.</td>
<td>The conditions on Upper Mount Albion Road are deteriorating; there are high traffic volumes on a substandard road with no shoulders and a rolling topography. There is a school scheduled to open in the Fall of 2014 at the southwest corner of the Rymal Road / Dakota Boulevard intersection and it is expected that the pedestrian demand along Upper Mount Albion Road will increase once it does. In addition, the construction of TCAC is planned to begin in 2013 and will take approximately 2 years. For these reasons, the closure of Upper Mount Albion Road is recommended prior to the completion of TCAC.</td>
</tr>
<tr>
<td>The traffic flow on Highland Road will be horrific. It will be far more than your estimated increase. Highland is VERY dangerous for our children crossing the road to get to Janet Lee School as it is now.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Would appreciate receiving copies of Hamilton Conservation Authority requirements, evidence of need for corridor (e.g. deer counts) and “cost benefit” analysis given proposed developments in area of corridor and Highland.</td>
<td>City is in discussion with HCA.</td>
</tr>
<tr>
<td>Proceed with preapproved Environmental Study Report portions and to stop creating study sessions which delay progress.</td>
<td>We note your frustration with the delays in implementing the recommendations. We are working diligently to ensure that these are implemented as soon as possible while meeting all of the process, and approval requirements.</td>
</tr>
<tr>
<td>The change in land use from ND to Open Space within the Eramosa Karst feeder lands was completed with very little public consultation; and should have been completed in conjunction with the Transportation Master Plan Review. I don’t think that most residents understood the implications of the land use change in relation to this study.</td>
<td>Noted.</td>
</tr>
<tr>
<td>As discussed earlier, we have recently had some questions directed our way from one of the residents at 361 Highland Road W.</td>
<td>The ROPA9 transportation master plan review study that is underway that includes Highland Road in Hamilton is nearing completion. The preferred solutions were presented at the Public Information Centre held on November 7, 2012. I have shared your comment with the City staff person that is managing this study - Mohan Philip. As confirmation, 361 Highland Rd W is just east of the Highland/Winterberry intersection. Currently on-street parking is permitted on both sides of Highland Rd, but it is not heavily utilized. Therefore the plan is to consolidate the on-street parking to one side of the street and that will free-up enough asphalt to paint bike lanes on the existing asphalt.</td>
</tr>
<tr>
<td>Ward 9 councillor Brad Clark has stated for the record that a recent ROPA 9 traffic study was completed and the recommendations included bringing a bicycle lane and street parking to Highland Road W which Clark states will slow traffic drastically.</td>
<td>In the vicinity of 361 Highland Rd W, the on-street parking has been observed to be most well-used on the north side of the street; so in this section, that is the side of the street on which we plan to maintain on-street parking. Bike lanes would be provided on both sides of the street to permit cyclists to ride in both directions. Where the on-street parking exists, the cars will park against the curb and the bike lane will be between the parked cars and the travel lane for autos - this is the standard practice because cyclists are safest when they are visible by car drivers (i.e. cyclists are safest when they are not hidden behind parked cars).</td>
</tr>
<tr>
<td>Would you mind checking with your planning contacts to determine if the city is actually considering moving ahead with the recommendation to provide a bicycle lane and on street parking along Highland Road W?</td>
<td>Planned implementation is in the summer of 2013 providing no complications arise.</td>
</tr>
<tr>
<td>If the city will be moving ahead with those recommendations is there a time line for this to be completed.</td>
<td></td>
</tr>
<tr>
<td>Also will the street parking be allowed on the north or south side of the street and will the bike path be on the north or south side of the street.</td>
<td></td>
</tr>
<tr>
<td>It is obvious reviewing the impacts to all arterials leading from the Mountain that predevelopment on areas is great for taxes… but created highly expensive and non-manageable risk and hazards to the citizens of the Mountain who walk, drive through or live on Mountain Streets! Upper Mount Albion requires the most money spent if the road is not closed for safety reasons.</td>
<td>The closure of Upper Mount Albion Road is recommended prior to the construction of the Trinity Church Arterial Corridor.</td>
</tr>
</tbody>
</table>
Why has Highland become such a priority all of a sudden and why has there been such quick action?
First off, the road is in excess of 60', residents should have been fully aware that it was a busy street 15 years ago and is a busy street now. Our issues have dated back to 1989 and certainly over the last 10 years and to date we have stop signs and stopping bars both because the residents requests and not planning or any other department in the City.

Secondly, on the North West corner of Rymal Road and Second Road West there is a sign that was just recently put up. The sign is for a new home developer and the strategic location of this sign sums up what our fears have been and what the current use of our street is really intended for. There is an arrow at the bottom of the sign pointing west stating that the new home offices are now open. Basically it wants to capture all the commuters that are travelling west on Rymal and turning north onto Second Road West for their convenience and because it is the only north/south link. To make matters worse, once Upper Mount Albion is closed, Second Road West will be the only street with South/north and vice versa access linking Rymal to Highland. Amazingly with all the dollars spent on planning by the City, this very issue when tabled was not acknowledged much less have a solution.

On the matter regarding the feelings of the Gatestone residents; although I understand what their perceived issues may be and to be quite frank, I don't care. The Road is acting exactly as it was intended to be, an artery to handle large volumes. It is an HSR route, width is in excess of 50', has boulevards and sidewalks on both sides and the homes are all set back a minimum of 35' from the sidewalks.

I can only speak for my family and will share my opinion on the recent suggestion by the Planning Department regarding speed cushions. Thanks but no thanks! Our road is not an experimental study on what might work or what may not. The demographic on the street is 90% young families with young children and experiments are not welcome. We need to protect our families and our investments.

Mohan, throughout this so called process, you have clearly maintained that nothing can be done until the Trinity corridor has been completed however, what it the City's plan for commuters travelling from the Rymal/ Hwy 20 corners and travelling West? Trinity? A stretch of 3-5 kms at the very least! I realize that there will be an entrance off Rymal and Upper Mount Albion however; isn't this really what the current
situation is? My point again, Second Road is the only Street that will provide North/ South access and make no mistake; it will be what is used.

I am very concerned with the events that have happened with ROPA 9 and the unwillingness to review the safety issues on Highland Road. On Wednesday, November 7th we reviewed the ROPA 9 plan and were asked to give suggestions and issues that would be reviewed by the Planning Department. However, in the newspaper article in the Stoney Creek News on the 14th you were quoted as saying that, "the city doesn't see an issue”. I would wonder why you would not see an issue, as many of the residents were at the review and brought up several suggestions that you have chosen to ignore. Why ask for feedback when you will not even take time to review properly.

With the bike lanes and parking on the North side of the road, have you thought through the issue of the park trail that crosses Highland Road (between Glen Hallow and Second Road), how are kids going to get from one side to the other side of the park (water station and trail), they cant cross at the corner as there are only sidewalks on one side. We suggested cross walk - which you have now turned down; so the residents/kids will now cross a street where traffic is going to double through park cars to get to the other side.

What about the parking on the North side of street by the Nursing Home, visitors again will now have to cross the street at the worst area for speeds between parked cars to visit their relatives.

You have not addressed any of the safety concerns for this area, and I will be sharing this letter with all residents as even the simplest of solutions; putting up more signs, proper crosswalks for the kids; speed indicator for 4 months etc., have been ignored while increasing our traffic from 6,800 to 10,500 ("is not an issue"). I would invite you to spend some time in the area, bring your kids and try to cross the street safely and then maybe you will clearly understand the impact your decision is making on the safety of this community. As a resident that lives in the area, I can assure you these concerns are very real and now on record that the city was more than aware of the issues raised and saw no need to listen to the residents. I hope that someone does not have to get seriously injured before you will sit up and take notice.

Highland Road was included in the review of the Transportation Master Plan.

The recommended alternative includes on-road cycling lanes on Highland Road (between Winterberry Drive and Upper Centennial Parkway) to provide an improved cycling network and to improve the safety of on-road cyclists.

Parking would be removed from the south side of Highland Road (Winterberry Dr to First Rd W) and on the north side (Highbury Dr to Upper Centennial Parkway) to accommodate the cycling lanes. Parking would be maintained on the other side of the street and should be sufficient to service the parking demand in the area.

On Highland Road between First Rd W and Highbury Drive, bike lanes would be added to the existing extra wide travel lanes and the existing centre turn lane would remain.

A completion of the sidewalk network along Highland Road is also included in the recommendation.

Marked vehicle lanes, bicycle lanes and parking space improves safety of all.

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

Public Information Centre Notice
NOTICE OF PUBLIC INFORMATION CENTRE
ROPAP9 TRANSPORTATION MASTER PLAN REVIEW

Issued: October 15, 2012

The City of Hamilton has initiated a study to review the Regional Official Plan Amendment 9 (ROPAP9) Transportation Master Plan (TMP) completed in 2006 for the ROPAP9 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 first Public Information Centre (PIC) was held on February 1, 2012.

The study team has reviewed the existing problems/opportunities, and identified alternative solutions based on the changed land use plans, existing traffic situations and future needs. The Master Plan review process is following the Municipal Engineer's Association Municipal Class Environmental Assessment (EA) (October 2000, as amended in 2007) and will fulfill the Class EA requirements for any Schedule B projects that are identified and the Phases 1 and 2 requirements for any identified Schedule C projects. At the conclusion of this study an addendum to the 2006 TMP study will be prepared.

The following Public Information Centre (PIC#2) will be held to present the study findings, alternatives and preferred solutions.

Date: Wednesday, November 7, 2012
Time: 6:00 – 8:00 p.m. Open house
Location: Salvation Army Church, Gymnasium, 300 Winterberry Drive, Stoney Creek

Following PIC#2, the public and stakeholders will have two more weeks to review the recommended solutions and bring any comments to the attention of the Project Manager.

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,
Transportation Planning Services
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

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Fx: (519) 621-7334
Email: stephen.keen@hdrinc.com

Project website: www.hamilton.ca/ROPAP9-TMP-REVIEW

If you have any accessibility requirements in order to participate in this program or event, please contact Mohan Philip by October 26, 2012. Advance requests are highly encouraged to enable us to meet your needs adequately.

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NOTICE OF PUBLIC INFORMATION CENTRE
ROP A9 TRANSPORTATION
MASTER PLAN REVIEW

Issued: October 15, 2012

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Appendix B

Public Information Centre Information Materials
Welcome

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

Public Information Centre No. 2

Wednesday, November 7, 2012
Salvation Army Church
300 Winterberry Drive
Stoney Creek
Purpose of PIC No. 2

• The purpose of this Public Information Centre (PIC) is to:
  – Review the alternatives and evaluation;
  – Review the preliminary preferred alternatives;
  – … and most importantly, to obtain YOUR input regarding the information presented.

• Please review the information and displays presented this evening. You are encouraged to express your comments and concerns. 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 CONTRIBUTE TO THE SUCCESSFUL OUTCOME OF THIS STUDY.
Rationale For TMP Update

The 2006 Transportation Master Plan needed to be reviewed and updated for the several reasons including:

- Infeasibility of completing the Trinity Neighbourhood Collector Road since the lands east of the Eramosa Karst ANSI have been designated as “Open Space”;
- Recent development priorities and road network changes;
- Trinity Church Arterial Corridor recommended to be in place by 2011 – not constructed;
- Widening of Rymal Road to 5 lanes between Trinity Church Arterial Corridor and Upper Mount Albion Road – in design phase; and
- Widening of Rymal Road east of Dakota/Upper Mount Albion Road – not scheduled.
Class EA Process

EXHIBIT A.2  MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

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

We are here

Transportation Division
Transportation Planning Services
Project website: www.hamilton.ca/ROPA9-TMP-REVIEW
## Existing Roadway Characteristics

<table>
<thead>
<tr>
<th></th>
<th>Upper Mount Albion Road</th>
<th>Second Road West North of Gatestone</th>
<th>Second Road West South of Gatestone</th>
<th>Gatestone Drive</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Right-of-Way</strong></td>
<td>~20 metres</td>
<td>~20 metres</td>
<td>~26 metres</td>
<td>~26 metres</td>
</tr>
<tr>
<td><strong>Pavement Width</strong></td>
<td>~7.0 metres</td>
<td>~8.5 metres</td>
<td>~10.0 metres</td>
<td>~10.0 metres</td>
</tr>
<tr>
<td><strong>Number of Lanes</strong></td>
<td>2 paved</td>
<td>2 paved</td>
<td>2 paved</td>
<td>2 paved</td>
</tr>
<tr>
<td><strong>Cross-section</strong></td>
<td>Rural with side ditches</td>
<td>Urban</td>
<td>Urban</td>
<td>Urban</td>
</tr>
<tr>
<td><strong>Road Classification</strong></td>
<td>Collector</td>
<td>Local</td>
<td>Collector</td>
<td>Collector</td>
</tr>
<tr>
<td><strong>Setback</strong></td>
<td>15 to 30 m setback</td>
<td>10 to 20 m setback</td>
<td>15 m setback</td>
<td>15 m setback</td>
</tr>
<tr>
<td><strong>Sidewalk</strong></td>
<td>None</td>
<td>Varies</td>
<td>One side (east)</td>
<td>Both sides</td>
</tr>
</tbody>
</table>
| **Other**              | • Sub-standard shoulder widths 
                        | • Poor vertical profile 
                        | • Poor pavement condition 
                        | • High traffic volumes and delays at intersections 
                        | • Lack of sidewalks in some areas 
                        | • Lack of cycling facilities 
                        | • Lack of sidewalks/cycling facilities 
                        | • Presence of Elementary School 
                        | • Lack of cycling facilities |

Transportation Division  
Transportation Planning Services  
Terminology

- Right-of-way: Right of way is the City of Hamilton owned property for the road corridors. It would include all public roadway features such as: road pavement, curbs, sidewalks, boulevard, etc.

- Capacity: The maximum number of vehicles that can pass a point on a roadway during a specified time period (usually one hour) under prevailing roadway, traffic and control conditions.
Current Situation

- Trinity Church Arterial Corridor detailed design has been delayed due to the following issues under discussion with the Hamilton Conservation Authority;
  - eco-passage to facilitate wildlife movement
  - stormwater management
- The Trinity West Secondary Plan may need minor revision, if the wildlife eco-passage is provided;
- It is the City’s priority to implement roadway connections to reduce traffic demand on the local road network and to support ongoing development;
- Developments in and around the area continue to proceed and traffic volumes continue to grow;
- Infrastructure improvements are not keeping up with development.
Traffic Volume Trends

Upper Mount Albion Rd between Highland Rd & Stone Church Rd - AM Peak Hour Volumes (both directions)

Rymal Rd East of Upper Mount Albion Rd - AM Peak Hour Volumes

Second Rd between Rymal Rd & Gatestone Dr - AM Peak Hour Volumes (both directions)

Transportation Division
Transportation Planning Services
Project website: www.hamilton.ca/ROPA9-TMP-REVIEW
## Future Volumes with Trinity Church Arterial Corridor

<table>
<thead>
<tr>
<th>Route</th>
<th>2031 AM Peak Hour Volumes (2-way)</th>
<th>2031 24-Hour Volumes (2-way)*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Without Trinity Church Arterial Corridor</td>
<td>Without Trinity Church Arterial Corridor constructed between Rymal Road and Stone Church Road</td>
</tr>
<tr>
<td>Second Road West (south of Highland)</td>
<td>650</td>
<td>400</td>
</tr>
<tr>
<td>Gatestone Road (south of Highland)</td>
<td>700</td>
<td>500</td>
</tr>
<tr>
<td>Upper Mount Albion Road (north of Rymal)</td>
<td>1200</td>
<td>900</td>
</tr>
</tbody>
</table>

* Estimated based on rule of thumb that AM Peak hour is approximately 10% of 24 hour volumes.
Existing Highland Road Situation

- Cycling Master Plan proposes on-street bicycle lanes.
- A two-way left turn lane exists between First Road West and Highbury Drive to accommodate traffic queues making left turns to the high school.
- To implement either on-street bicycle lanes or centre left turn lane, one lane of on-street parking will have to be removed.
Planned Construction

Legend

- Existing Road
- 2012 Construction
- 2013 Construction
- 2014 Construction
- 2015 Construction
- 2016 Construction
- Not yet scheduled
- Study Area
- North Glenbrook Industrial Business Park

Rymal Road Planning Area (ROPA 9) TMP Review
Public Information Centre No.2
Date: November 7, 2012

Transportation Division
Transportation Planning Services
Project website: www.hamilton.ca/ROPA9-TMP-REVIEW
Problem And Opportunity Statement

Transportation solutions are needed to:

• Ensure adequate road capacity in the study area to support existing and planned development and promote pedestrian, cycling and transit usage.

• Enhance safety and manage traffic impact on neighbourhood roads.
Evaluation Criteria

- Transportation
  - Traffic Diversion
  - Traffic Demand and Operations
  - Driveway Access
  - Emergency Services Implications
  - Provision of Pedestrian and Cyclist Facilities
  - Road User Safety
  - Vulnerable User Safety

- Socio-Economic Environment
  - Impact to Residential Properties
  - Impact on Archaeological Resources
  - Impact to Built and Cultural Heritage Resources

- Natural Environment
  - Effect of removal and/or disturbance to vegetation and wildlife habitat
  - Impact on Karst

- Planning
  - Compatibility with planning policies
  - Capital costs
  - Property acquisition
## Upper Mount Albion Road
### Alternative Solutions

1. **Do-Nothing**

2. **Close Upper Mount Albion Road in the form of a cul-de-sac, just north of Rymal Road (as approved under previous studies) and:**
   - a) Install temporary traffic signal at Pritchard / Rymal until Trinity Church Arterial Corridor is constructed.

3. **Keep Upper Mount Albion Road open and any one of the following:**
   - a) Install temporary traffic signal at Pritchard/Rymal and ban right turns onto Upper Mount Albion Road from Rymal Road and Stone Church Road during peak periods only (this would have to be initially enforced with a police presence);
   - b) Put a temporary halt to development in the area until the Trinity Church Arterial Corridor is complete and Rymal Road is widened;
   - c) Convert Upper Mount Albion Road to one-lane of traffic and a striped pathway for pedestrians and cyclists; and
   - d) Provide temporary traffic calming.
<table>
<thead>
<tr>
<th>Road Name</th>
<th>Option 1: Existing</th>
<th>Option 2: Close Upper Mount Albion north of Rymal prior to Trinity Church Arterial Corridor</th>
<th>Option 2: Close Upper Mount Albion north of Rymal post Trinity Church Arterial Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upper Mount Albion Road (north of Rymal Road)</td>
<td>AM Peak Hour 2 way</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>24 Hour* 2 way</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Pritchard Road (north of Rymal Road)</td>
<td>AM Peak Hour 2 way</td>
<td>370</td>
<td>3,700</td>
</tr>
<tr>
<td></td>
<td>24 Hour* 2 way</td>
<td>690</td>
<td>6,900</td>
</tr>
<tr>
<td></td>
<td>AM Peak Hour 2 way</td>
<td>510</td>
<td>5,100</td>
</tr>
<tr>
<td></td>
<td>24 Hour* 2 way</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Gatestone Drive (GD) (north end)</td>
<td>AM Peak Hour 2 way</td>
<td>320</td>
<td>3,200</td>
</tr>
<tr>
<td></td>
<td>24 Hour* 2 way</td>
<td>350</td>
<td>3,500</td>
</tr>
<tr>
<td></td>
<td>AM Peak Hour 2 way</td>
<td>330</td>
<td>3,300</td>
</tr>
<tr>
<td></td>
<td>24 Hour* 2 way</td>
<td>310</td>
<td>3,100</td>
</tr>
<tr>
<td>Second Road West (south of Highland Road)</td>
<td>AM Peak Hour 2 way</td>
<td>300</td>
<td>3,000</td>
</tr>
<tr>
<td></td>
<td>24 Hour* 2 way</td>
<td>360</td>
<td>3,600</td>
</tr>
<tr>
<td></td>
<td>AM Peak Hour 2 way</td>
<td>310</td>
<td>3,100</td>
</tr>
<tr>
<td>Highland Road (east of Upper Mount Albion)</td>
<td>AM Peak Hour 2 way</td>
<td>680</td>
<td>6,800</td>
</tr>
<tr>
<td></td>
<td>24 Hour* 2 way</td>
<td>710</td>
<td>7,100</td>
</tr>
<tr>
<td></td>
<td>AM Peak Hour 2 way</td>
<td>1,050</td>
<td>10,500</td>
</tr>
</tbody>
</table>

* Estimated based on rule of thumb that AM Peak hour is approximately 10% of 24 hour volumes.
## Evaluation of Alternatives for Upper Mount Albion Road

<table>
<thead>
<tr>
<th>Factor</th>
<th>1. Do Nothing</th>
<th>2. Close Upper Mount Albion Road and Provide Temporary Traffic Signals at Pritchard Road/Rymal Road</th>
<th>3.a) Provide Temporary Traffic Signals at Pritchard Road/Rymal Road (barrier movements on Upper Mount Albion Road)</th>
<th>3.b) Put Temporary Halt to Development</th>
<th>3.c) Convert Upper Mount Albion Road to one-way</th>
<th>3.d) Provide Traffic Calming Measures to Upper Mount Albion Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>No anticipated traffic diversion</td>
<td>Traffic diverted to other area roads, particularly Rymal Road and Pritchard Road.</td>
<td>Potential for some traffic diversion to other Rymal Road and Pritchard Road, however, enforcement is required to ensure compliance</td>
<td>No anticipated traffic diversion</td>
<td>Traffic diverted in one direction to other area roads, particularly Pritchard Road, Highland Road, and Second West Road</td>
<td>Negligible traffic diversion may occur from Upper Mount Albion Road with traffic calming measures</td>
</tr>
<tr>
<td>Traffic Demand and Operations (2011 and 2012 count data)</td>
<td>Upper Mount Albion Road between Rymal and Highland = 530</td>
<td>Traffic volumes on Upper Mount Albion Road greatly reduced - local traffic only.</td>
<td>Traffic volumes on Upper Mount Albion Road greatly reduced - local traffic only (depending on enforcement)</td>
<td>Upper Mount Albion Road between Rymal and Highland = 530</td>
<td>Traffic continues to increase in one direction on Upper Mount Albion Road, however, no traffic in the opposite direction.</td>
<td>Upper Mount Albion Road between Rymal and Highland = 530</td>
</tr>
<tr>
<td></td>
<td>Upper Mount Albion Road between Highland and Stone Church Road = 550</td>
<td>Traffic volumes on Upper Mount Albion Road to a maximum of 900 vehicles.</td>
<td>Traffic volumes on Pritchard Road to a maximum of 900.</td>
<td>Upper Mount Albion Road between Highland and Stone Church Road = 550</td>
<td>One-way traffic volumes of approximately 450 vehicles south to other areas in the peak hours.</td>
<td>Upper Mount Albion Road between Highland and Stone Church = 530</td>
</tr>
<tr>
<td></td>
<td>Pritchard between Rymal and Highland = 400</td>
<td>Pritchard between Highland and Stone Church = 530</td>
<td>Pritchard between Highland and Stone Church = 530</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driveway Access</td>
<td>No driveways accessed on Upper Mount Albion Road</td>
<td>Enhanced driveway access along closed road; however, directional route to access Upper Mount Albion Road by/from the south</td>
<td>Right of way improvement to driveway access along Upper Mount Albion Road due to reduced volumes during peak periods</td>
<td>Enhanced driveway access along Upper Mount Albion Road would be difficult during peak periods due to high volumes of traffic.</td>
<td>Enhanced driveway access along Upper Mount Albion Road to/from the closed direction.</td>
<td>Enhanced driveway access along Upper Mount Albion Road due to reduced operating speeds in the vicinity of traffic calming measures.</td>
</tr>
<tr>
<td>Emergency Services Implications</td>
<td>No response times will change</td>
<td>No drive through at the south end will have little impact on residents.</td>
<td>Response times will not change</td>
<td>No drive through at the south end will have little impact on residents.</td>
<td>No drive through at the south end will have little impact on residents.</td>
<td>Increase in response times for emergency services for residents on Upper Mount Albion Road as well as communities south of Rymal Road</td>
</tr>
<tr>
<td>Prevention of Pedestrian and Cyclist Facilities</td>
<td>No sidewalk or cycling facilities provided</td>
<td>No sidewalk or cycling facilities provided</td>
<td>No sidewalk or cycling facilities provided</td>
<td>No sidewalk or cycling facilities provided</td>
<td>No sidewalk or cycling facilities provided</td>
<td>No sidewalk or cycling facilities provided</td>
</tr>
<tr>
<td>Pedestrian Safety</td>
<td>No sidewalk or cycling facilities provided</td>
<td>No sidewalk or cycling facilities provided</td>
<td>No sidewalk or cycling facilities provided</td>
<td>No sidewalk or cycling facilities provided</td>
<td>No sidewalk or cycling facilities provided</td>
<td>No sidewalk or cycling facilities provided</td>
</tr>
<tr>
<td>Vulnerable User Safety</td>
<td>No safe refuge for pedestrians or cyclists</td>
<td>No safe refuge for pedestrians or cyclists, however, substantially less potential for conflicts with traffic due to localized access for Upper Mount Albion Road</td>
<td>No safe refuge for pedestrians or cyclists</td>
<td>No safe refuge for pedestrians or cyclists</td>
<td>No safe refuge for pedestrians or cyclists</td>
<td>No safe refuge for pedestrians or cyclists</td>
</tr>
<tr>
<td>Noise-Effects Environment</td>
<td>Noise and dust impacts to residents along Upper Mount Albion Road will persist</td>
<td>Reduction of traffic on closed road will significantly reduce noise and dust impacts to local residents.</td>
<td>Noise and dust impacts to residents along Upper Mount Albion Road will persist</td>
<td>Reduction of traffic on Upper Mount Albion Road will reduce noise and dust impacts to local residents.</td>
<td>Noise and dust impacts to residents along Upper Mount Albion Road will persist</td>
<td>Noise and dust impacts to residents along Upper Mount Albion Road will persist</td>
</tr>
<tr>
<td>Planning</td>
<td>Consistent with Urban Official Plan</td>
<td>Upper Mount Albion Road is designated as a collector road in the Urban Official Plan; closure is not consistent with a collector road designation; however, closure is consistent with Trinity West Secondary Plan.</td>
<td>Consistent with Urban Official Plan</td>
<td>Planning is not consistent with Urban Official Plan policies</td>
<td>One-way roads are not consistent with collector road designation in the Urban Official Plan</td>
<td>Traffic calming is not consistent with collector road designation in the Urban Official Plan</td>
</tr>
<tr>
<td>Capital Costs</td>
<td>No capital cost</td>
<td>$1,000,000 construction cost for temporary signals</td>
<td>No capital cost</td>
<td>$500,000 construction cost for temporary signals</td>
<td>No capital cost</td>
<td>No capital cost</td>
</tr>
<tr>
<td>Property Acquisition</td>
<td>No property acquisition required</td>
<td>Potential for minor property impact with closure design</td>
<td>No property acquisition required</td>
<td>No property acquisition required</td>
<td>No property acquisition required</td>
<td>No property acquisition required</td>
</tr>
<tr>
<td>Evaluation Summary</td>
<td>Upper Mount Albion Road is sub-standard road geometry and shoulders and poor pavement conditions which is inconsistent with current traffic volumes. As such measures should be implemented prior to the long-term recommendation. Not recommended</td>
<td>One sub-standard road geometry, shoulders and pavement conditions of Upper Mount Albion Road are more consistent with local access only. Closure of Upper Mount Albion Road would not significantly improve the safety of vulnerable road users by restricting traffic to local access. Due to the traffic diversion created by a closure of Upper Mount Albion Road, it is recommended that traffic volumes on neighbouring roads be monitored until Trinity Church Arterial Corridor is constructed. Recommended</td>
<td>The provision of temporary traffic signals at Pritchard Road would not divert a significant amount of traffic from Upper Mount Albion Road. Compliance with the barrow turning movements would require consistent enforcement. Not recommended</td>
<td>Although it provides a safe refuge for vulnerable road users, a one-way Upper Mount Albion Road will not adequately address the sub standard road geometry, shoulders and poor pavement conditions along Upper Mount Albion Road which is inconsistent with the current traffic volumes. Not recommended</td>
<td>Although it provides a safe refuge for vulnerable road users, a one-way Upper Mount Albion Road will not adequately address the sub standard road geometry, shoulders and poor pavement conditions along Upper Mount Albion Road which is inconsistent with the current traffic volumes. Not recommended</td>
<td></td>
</tr>
</tbody>
</table>

Indicates preferred alternative(s) for each criterion.
Second Road West Alternatives

1. Do-nothing;
2. Close Second Road West, and any one of the following;
   a) Close north of Gatestone Drive.
   b) Close north of Rymal Road.
   c) Close south of Fairhaven and provide parking lot at Karst trail head.
   d) Extend Gatestone Drive southwards through the west portion of White Deer Park to intersect with Rymal Road.
3. Keep Second Road West open;
   a) Put a temporary halt to development in the area until the Trinity Church Arterial Corridor is complete and Rymal Road is widened.
   b) Provide traffic calming.
Impact of Second Road West Closure

<table>
<thead>
<tr>
<th>Second Road West (north end)</th>
<th>2011 Counts AM Peak Hour 2 way</th>
<th>2011 Counts 24 Hour* 2 way</th>
<th>2031 Forecasts AM Peak Hr 2 way</th>
<th>2031 Forecasts 24 Hour* 2 way</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option 1: Existing</td>
<td>300</td>
<td>3,000</td>
<td>420</td>
<td>4,200</td>
</tr>
<tr>
<td>Option 2a and 2c: Close Second Road West north of Gatestone Drive</td>
<td></td>
<td></td>
<td>110</td>
<td>1,100</td>
</tr>
<tr>
<td>Option 2d: Gatestone Drive extended south to Rymal Road</td>
<td></td>
<td></td>
<td>110</td>
<td>1,100</td>
</tr>
<tr>
<td>Option 2b: Close Second Road West south of Gatestone Drive</td>
<td></td>
<td></td>
<td>280</td>
<td>2,800</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Second Road West (south end)</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Option 1: Existing</td>
<td>140</td>
<td>1,400</td>
<td>430</td>
<td>4,300</td>
</tr>
<tr>
<td>Option 2a and 2c: Close Second Road West north of Gatestone Drive</td>
<td></td>
<td></td>
<td>270</td>
<td>2,700</td>
</tr>
<tr>
<td>Option 2d: Gatestone Drive extended south to Rymal Road</td>
<td></td>
<td></td>
<td>30</td>
<td>300</td>
</tr>
<tr>
<td>Option 2b: Close Second Road West south of Gatestone Drive</td>
<td></td>
<td></td>
<td>10</td>
<td>100</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gatestone Drive (north end)</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Option 1: Existing</td>
<td>320</td>
<td>3,200</td>
<td>530</td>
<td>5,300</td>
</tr>
<tr>
<td>Option 2a and 2c: Close Second Road West north of Gatestone Drive</td>
<td></td>
<td></td>
<td>880</td>
<td>8,800</td>
</tr>
<tr>
<td>Option 2d: Gatestone Drive extended south to Rymal Road</td>
<td></td>
<td></td>
<td>880</td>
<td>8,800</td>
</tr>
<tr>
<td>Option 2b: Close Second Road West south of Gatestone Drive</td>
<td></td>
<td></td>
<td>390</td>
<td>3,900</td>
</tr>
</tbody>
</table>

* Estimated based on rule of thumb that AM Peak hour is approximately 10% of 24 hour volumes. 2031 forecast volumes assume that Trinity Church Arterial Corridor is constructed and Upper Mount Albion Road is closed.
### Evaluation of Alternatives for Second Road West

<table>
<thead>
<tr>
<th>Factor</th>
<th>2. Do Nothing</th>
<th>2.a) Close Second Road West north of Gatestone Drive</th>
<th>2.b) Close Second Road West north of Rymal Road</th>
<th>2.c) Close Second Road West and extend Gatestone Drive south to intersect with Rymal Road</th>
<th>2.d) Close Second Road West South of Fairhaven and provide parking lot at Karst Trail head</th>
<th>3.a) Put Temporary Halt to Development</th>
<th>3.b) Provide Traffic Calming Measures to Second Road West</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Demand (2031 Forecast)</td>
<td>Second Rd West south of Highland = 420</td>
<td>Second Rd West north of Rymal = 430</td>
<td>Gatestone Dr = 530</td>
<td>Second Rd West south of Highland = 280</td>
<td>Second Rd West north of Rymal = 370</td>
<td>Gatestone Dr = 330</td>
<td>Second Rd West south of Highland = 420</td>
</tr>
<tr>
<td>Traffic Diversion</td>
<td>No anticipated traffic diversion</td>
<td>Traffic diverted to other area roads, particularly along Gatestone Drive</td>
<td>Traffic diverted to other area roads, particularly along Gatestone Drive</td>
<td>Traffic diverted to other area roads, particularly along Gatestone Drive</td>
<td>Traffic diverted to other area roads, particularly along Gatestone Drive</td>
<td>Traffic diverted to other area roads, particularly along Gatestone Drive</td>
<td>No anticipated traffic diversion</td>
</tr>
<tr>
<td>Driveway Access</td>
<td>Driveway access on Second Road West is adequate</td>
<td>Enhanced driveway access along closed road; however, circuitous route to access Second Rd West to/from the south</td>
<td>Enhanced driveway access along closed road; however, circuitous route to access Second Rd West to/from the south</td>
<td>Enhanced driveway access along closed road; however, circuitous route to access Second Rd West to/from the south</td>
<td>Enhanced driveway access along closed road; however, circuitous route to access Second Rd West to/from the south</td>
<td>Enhanced driveway access along closed road; however, circuitous route to access Second Rd West to/from the south</td>
<td>Driveway access on Second Road West would be advisable</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Response times will not change</td>
<td>Unimplemented</td>
<td>Response times will not change</td>
<td>Unimplemented</td>
<td>Response times will not change</td>
<td>Response times will not change</td>
<td>Increase in response times for residents on Second Road West</td>
</tr>
<tr>
<td>Provision of Pedestrian and Cyclist Facilities</td>
<td>Sidewalks are provided on one side of Second Rd West for the entire corridor; some sections have sidewalks on both sides; no cycling facilities</td>
<td>Provides an opportunity to complete the sidewalks along the corridor; no cycling facilities</td>
<td>Provides an opportunity to complete the sidewalks along the corridor; no cycling facilities</td>
<td>Provides an opportunity to complete the sidewalks along the corridor; no cycling facilities</td>
<td>Provides an opportunity to complete the sidewalks along the corridor; no cycling facilities</td>
<td>Provides an opportunity to complete the sidewalks along the corridor; no cycling facilities</td>
<td>Provides an opportunity to complete the sidewalks along the corridor; no cycling facilities</td>
</tr>
<tr>
<td>Road User Safety</td>
<td>No significant collision history; current operating speeds (85th %ile) = 60-65kph</td>
<td>Reduction in vehicles exposure due to less volume; Speeds may increase slightly due to less volume</td>
<td>Reduction in vehicles exposure due to less volume; Speeds may increase slightly due to less volume</td>
<td>Reduction in vehicles exposure due to less volume; Speeds may increase slightly due to less volume</td>
<td>Reduction in vehicles exposure due to less volume; Speeds may increase slightly due to less volume</td>
<td>Reduction in vehicles exposure due to less volume; Speeds may increase slightly due to less volume</td>
<td>No change in existing speed</td>
</tr>
<tr>
<td>Vulnerable User Safety</td>
<td>No safe refuge provided for pedestrians; no safe refuge provided for cyclists</td>
<td>Safe refuge provided for pedestrians and cyclists</td>
<td>Safe refuge provided for pedestrians and cyclists</td>
<td>Safe refuge provided for pedestrians and cyclists</td>
<td>Safe refuge provided for pedestrians and cyclists</td>
<td>Safe refuge provided for pedestrians and cyclists</td>
<td>Safe refuge provided for pedestrians and cyclists</td>
</tr>
</tbody>
</table>

### Urban - Economic Objectives

| Impact to Residential Properties | Noise and dust impacts to residents along Second Rd West will persist | Elimination of through traffic will reduce noise and dust impacts to residents along the closed portion of Second Rd West | Elimination of through traffic will reduce noise and dust impacts to residents along the closed portion of Second Rd West | Elimination of through traffic will reduce noise and dust impacts to residents along the closed portion of Second Rd West |
| Natural Environment | Noise and dust impacts to residents along Second Rd West will persist | Elimination of through traffic will reduce noise and dust impacts to residents along the closed portion of Second Rd West | Elimination of through traffic will reduce noise and dust impacts to residents along the closed portion of Second Rd West | Elimination of through traffic will reduce noise and dust impacts to residents along the closed portion of Second Rd West |
| Effect of removal and/or disturbance to vegetation and wildlife habitat | No anticipated impact on vegetation or wildlife habitat | No anticipated impact on vegetation or wildlife habitat | Significant impact to the Whiteeader woodlands which is a high quality habitat, with mature oak and honey | Significant impact to the Whiteeader woodlands which is a high quality habitat, with mature oak and honey |
| Impact on Freshwater | No anticipated impact on the Karst | No anticipated impact on the Karst | No anticipated impact on the Karst | No anticipated impact on the Karst | No anticipated impact on the Karst | No anticipated impact on the Karst | No anticipated impact on the Karst |
| Planning | Consistent with Urban Official Plan | Second Road West is designated as a local road in the Urban Official Plan; closure is not consistent with a collector road designation | Second Road West is designated as a local road in the Urban Official Plan; closure is not consistent with a collector road designation | Second Road West is designated as a local road in the Urban Official Plan; closure is not consistent with a collector road designation | Second Road West is designated as a local road in the Urban Official Plan; closure is not consistent with a collector road designation | Second Road West is designated as a local road in the Urban Official Plan; closure is not consistent with a collector road designation | Second Road West is designated as a local road in the Urban Official Plan; closure is not consistent with a collector road designation |
| Property acquisition | No property acquisition required | Potential for property impact with closure design | Potential for property impact with closure design | Significant property impact for extension to Gatestone Drive | Significant property impact for extension to Gatestone Drive | No property acquisition required | No property acquisition required |
| Evaluation Summary | Since an alternate north-south link within the Trinity East Neighbourhood is no longer feasible due to the Open Space and Karst, Second Road West must remain open to provide a north-south link through the transportation grid. However, due to the closure of Upper Mount Albion, some measure should be taken to ensure that excessive traffic volumes aren't diverted to Second Road West. | Closure of Second Road West results in significant diversion to other roads within the Trinity East Neighbourhood. Not Recommended | Closure of Second Road West results in significant diversion to other roads within the Trinity East Neighbourhood. Not Recommended | Closure of Second Road West results in significant diversion to other roads within the Trinity East Neighbourhood. Not Recommended | Closure of Second Road West results in significant diversion to other roads within the Trinity East Neighbourhood. Not Recommended | Closure of Second Road West results in significant diversion to other roads within the Trinity East Neighbourhood. Not Recommended | Closure of Second Road West results in significant diversion to other roads within the Trinity East Neighbourhood. Not Recommended |

- Indicates preferred alternative(s) for each criterion
Highland Road Alternatives

Options for Highland Road – all options are within the existing curbs (i.e. only pavement marking changes)

- Do Nothing (as is)
- Replace a Parking lane with a Turning Lane
- Replace a Parking lane with a Bike Lane in Sections
- Remove both Parking lanes for a Bike Lane & a Turning Lane

Transportation Division
Transportation Planning Services
Project website: www.hamilton.ca/ROPA9-TMP-REVIEW
## Evaluation of Alternatives for Highland Road

<table>
<thead>
<tr>
<th>Factor</th>
<th>Do Nothing</th>
<th>Replace a Parking Lane with a Centre Turn Lane</th>
<th>Replace a Parking Lane with Bike Lanes in Sections</th>
<th>Replace Both Parking Lanes for Bike Lanes and a Centre Turn Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Demand and Operations (2011 count data) AM peak hour both directions</td>
<td>Highland Road west of Second Road West= 700</td>
<td>Highland Road west of Second Road West= 700</td>
<td>Highland Road west of Second Road West= 700</td>
<td>Highland Road west of Second Road West= 700</td>
</tr>
<tr>
<td>Traffic Diversion</td>
<td>None anticipated</td>
<td>None anticipated</td>
<td>None anticipated</td>
<td>None anticipated</td>
</tr>
<tr>
<td>Driveway Access</td>
<td>Enhanced driveway access</td>
<td>Enhanced driveway access</td>
<td>No change; maintains existing driveway accessibility</td>
<td>No change; maintains existing driveway accessibility</td>
</tr>
<tr>
<td>Emergency Services Implications</td>
<td>No change in response times</td>
<td>No change in response times</td>
<td>No change in response times</td>
<td>No change in response times</td>
</tr>
<tr>
<td>Provision of Pedestrian and Cyclist Facilities</td>
<td>Sidewalks provided on both sides of the roadway</td>
<td>Sidewalks provided on both sides of the roadway</td>
<td>Sidewalks provided on both sides of the roadway</td>
<td>Sidewalks provided on both sides of the roadway</td>
</tr>
<tr>
<td>Parking Availability</td>
<td>Parking provided on both sides of the roadway</td>
<td>Reduced on-street parking availability; parking provided on one side of the roadway</td>
<td>Reduced on-street parking availability; parking provided on one side of the roadway</td>
<td>Lack of on-street parking availability; no parking provided on the roadway</td>
</tr>
<tr>
<td>Road User Safety</td>
<td>Left turns take place in the through lane with the potential for rear end collisions</td>
<td>Improved safety for left turning vehicles due to the centre lane refuge</td>
<td>Left turns take place in the through lane with the potential for rear end collisions</td>
<td>Improved safety for left turning vehicles due to the centre lane refuge</td>
</tr>
<tr>
<td>Vulnerable User Safety</td>
<td>Sidewalks provided on both sides of the roadway</td>
<td>Sidewalks provided on both sides of the roadway</td>
<td>Sidewalks provided on both sides of the roadway</td>
<td>Sidewalks provided on both sides of the roadway</td>
</tr>
<tr>
<td>Socio-Economic Environment</td>
<td>No change</td>
<td>No change</td>
<td>No change</td>
<td>No change</td>
</tr>
<tr>
<td>Physical and Planning</td>
<td>Consistent with Urban Official Plan</td>
<td>Consistent with Urban Official Plan</td>
<td>Consistent with Urban Official Plan and Pedestrian and Cycling Master Plan</td>
<td>Consistent with Urban Official Plan and Pedestrian and Cycling Master Plan</td>
</tr>
<tr>
<td>Capital costs</td>
<td>No capital cost</td>
<td>Low construction cost for pavement markings</td>
<td>Low construction cost for pavement markings</td>
<td>Low construction cost for pavement markings</td>
</tr>
<tr>
<td>Property acquisition</td>
<td>No property acquisition required</td>
<td>No property acquisition required</td>
<td>No property acquisition required</td>
<td>No property acquisition required</td>
</tr>
<tr>
<td>Evaluation Summary</td>
<td>Although this alternative provides the most on-street parking availability, it does not improve the driveway accessibility or cycling facilities for the corridor. Not recommended</td>
<td>The centre left turn lane provides improved safety for left turning vehicles and enhanced driveway access along Highland Road. This alternative maintains existing driveway accessibility. Not recommended</td>
<td>The provision of on-road cycling lanes improves the safety of on-road cyclists as well as improved cycling network connectivity. This alternative maintains existing driveway accessibility. On-road cycling lanes would be provided for the urbanized section of Highland Road (Winterberry Drive and westerly to upper Centennial Parkway). Parking would be removed from the south side of Highland Road (Winterberry Dr to First Rd W) and on the north side (Highbury Dr to Upper Centennial Parkway) to accommodate the cycling lanes.</td>
<td>The centre left turn lane provides improved safety for left turning vehicles and enhanced driveway access along Highland Road. The provision of on-road cycling lanes improves the safety of on-road cyclists. This option lacks on-street parking. Not recommended</td>
</tr>
</tbody>
</table>

![Indicates preferred alternative(s) for each criterion](image)
## Summary of Recommendations

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Details</th>
<th>Cost Estimate</th>
<th>Class EA Schedule</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trinity Church Arterial Corridor</strong></td>
<td>Acceleration of design and construction of new road (between Stone Church Road and Rymal Road)</td>
<td>-</td>
<td>Schedule C</td>
<td>ESR approved in 2008</td>
</tr>
<tr>
<td><strong>Rymal Road</strong></td>
<td>Acceleration of design and construction (between Trinity Church Arterial Corridor and Upper Centennial)</td>
<td>-</td>
<td>Schedule C</td>
<td>ESR approved in 2007</td>
</tr>
<tr>
<td><strong>Second Road West Traffic Calming</strong></td>
<td>Speed cushions to be installed to ensure that closure of Upper Mount Albion Road does not divert traffic to Second Road West</td>
<td>$10,400</td>
<td>Schedule A</td>
<td>pre-approved</td>
</tr>
<tr>
<td><strong>Upper Mount Albion Road Closure</strong></td>
<td>Provision of asphalt overlay to Pritchard Road in advance of the temporary traffic signals: •between Bigwin Rd and Highland Rd (adjacent to the ongoing development) •various minor sections between Highland and Rymal •intersection of Pritchard and Rymal Implementation of temporary traffic signals at Pritchard Road / Rymal Road until Trinity Church Arterial Corridor is open and then the signals would be removed. Road closure on Upper Mount Albion Road (cul de sac location as shown in secondary plan)</td>
<td>$106,200</td>
<td>Schedule A+</td>
<td>pre-approved</td>
</tr>
<tr>
<td><strong>Second Road West Sidewalks</strong></td>
<td>Provide sidewalks along Second Road West, where required for connectivity</td>
<td>$76,000</td>
<td>Schedule A+</td>
<td>pre-approved</td>
</tr>
<tr>
<td><strong>Highland Road Bicycle lanes</strong></td>
<td>On-road bicycle lanes would be recommended between Winterberry Drive and Upper Centennial Parkway with the removal of parking on the south side from Winterberry Dr to First Rd W and on the north side from Highbury Dr to Upper Centennial Parkway. Between First Rd W and Highbury Drive, bike lanes would be added to the existing extra wide travel lanes and the existing centre turn lane would remain.</td>
<td>$97,000</td>
<td>Schedule A+</td>
<td>pre-approved</td>
</tr>
</tbody>
</table>
Map of Recommendations
Second Road West Traffic Calming

Speed Cushions

Temporary Speed Cushions in Oakville

Transportation Division
Transportation Planning Services
Project website: www.hamilton.ca/ROPA9-TMP-REVIEW
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 November 21, 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.
Next Steps

- Recommendations will be finalized after public input is reviewed and considered.
- Staff report to be presented to Public Works Committee – Q1-2013.
- The notice of the study completion will be published in the local newspapers and the Hamilton Spectator.
- The Master Plan Addendum Project File Report will be available for minimum 30 day public and agency review and comment - Q1-2013. There will be no opportunity for a Part II Order (appeal) to the Minister of Environment.
Appendix C

Public Information Centre Comment Forms
Rymal Road Planning Area (ROPA 9 Lands)
Transportation Master Plan Review
Public Information Centre No. 2,
Wednesday November 7, 2012
Salvation Army Church, 300 Winterberry Church, Stoney Creek

Comments / Questionnaire

Thank you for attending today's Rymal Road TMP Review Public Information Centre (PIC). The purpose of the second PIC is to obtain input and gather information regarding the evaluation of potential alternatives considered during the study, and the preliminary preferred 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 November 21, 2012 to:

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Transportation Division, Public Works Department
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Hamilton, ON L3R 2K3
Tel: 905-546-2424 ext. 3438
Fax: 905-546-4435
Email: tplanning@hamilton.ca
Project Website: www.hamilton.ca/ROPA9-TMP-REVIEW

1) How did you hear about this Public Information Centre? (Check all that apply)
☐ Internet
☐ Local Newspaper
☐ Other: __________________________
☐ Mailed-out Notices
☒ Word of Mouth

2) How can we improve consultation with the public in the future?

3) Do you have any comment regarding the problem and opportunity statement?

________________________________________________________________________

________________________________________________________________________

4) Do you have any comment regarding the evaluation of the potential solutions?

________________________________________________________________________

________________________________________________________________________

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

In full agreement with the preliminary solution presented & the sooner the better. (Before someone is killed!)

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

Please contact me when a date is set for the Public Works Committee meeting. I would like to attend since a lot of hard work went into this. By everyone at the city and especially Brad Clark and if it is much appreciated. Thank you!

Contact Information (Optional) Please Print

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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1) How did you hear about this Public Information Centre? (Check all that apply)

☐ Internet  ☐ Local Newspaper  ☐ Other: __________________________

☐ Mailed-out Notices  ☒ Word of Mouth

2) How can we improve on consultation with the public in the future?

Find a key person in the neighbourhood who is willing to e-mail local residents.

3) Do you have any comment regarding the problem and opportunity statement?

It was OK

4) Do you have any comment regarding the evaluation of the potential solutions?

It appeared that there was an effort to go through

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

Another Comment - on Upper Mount Alton
1. We certainly have the highest numbers.
2. The traffic is a major liability for the city because of the safety issue of people having to walk on narrow shoulders adjacent to deep ditches. It is a fire unsafe signal. It is time to shut it down because the city is not providing a safe route for its residents.
3. Add something to deter traffic while waiting for the traffic lights to be installed at Pitchard Steet.

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

The whole area has a traffic liability problem for the city as well as a safety issue.
Temporary calming strategies for traffic as soon as possible would help the situation and reduce liability.
Close Upper Mount Alton ASAP please!

Contact Information (Optional) Please Print

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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1) How did you hear about this Public Information Centre? (Check all that apply)
- [ ] Internet
- [ ] Local Newspaper
- [ ] Other: ____________________________
- [ ] Mailed-out Notices
- [ ] Word of Mouth

2) How can we improve on consultation with the public in the future?

3) Do you have any comment regarding the problem and opportunity statement?

4) Do you have any comment regarding the evaluation of the potential solutions?

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

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

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Contact Information (Optional) Please Print

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

1) How did you hear about this Public Information Centre? (Check all that apply)
   [[Internet] [Local Newspaper] [Other: ___________________________]
   [Mailed-out Notices] [Word of Mouth]

2) How can we improve on consultation with the public in the future?
   You are doing fine as it is

3) Do you have any comment regarding the problem and opportunity statement?
   I am impressed with the thoroughness of your work
   and the graphic presentation to the public.

4) Do you have any comment regarding the evaluation of the potential solutions?
   It is my opinion that the widening to 5 lanes of Rymal Road
   between Dartnall & Fletcher Roads is urgent. Even more ur-
   gent is the construction of the Trinity Church Arterial
   Corridor. Without that we will have traffic congestion.

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

I agree with the preferred solutions presented.

Thank you dearly for including me as a long term resident and property owner (since 1958) in your planning and professional work.

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

It is forever aggravating with what slow pace matters of transportation are undertaken in the City of Hamilton. Please try to get the shovel in the ground, rather than go from one review to the next. - There is no word in regard to the construction of the Trinity Church Arterial Corridor SOUTH of Rymal Road. Please inform me, when this is planned for actual construction.

Contact Information (Optional) Please Print

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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1) How did you hear about this Public Information Centre? (Check all that apply)
   [ ] Internet                    [ ] Local Newspaper      [ ] Other: ________________________
   [ ] Mailed-out Notices           [ ] Word of Mouth

2) How can we improve on consultation with the public in the future?
   Ensure mailed out notices are sent to all residents in neighboring communities. I don’t recall receiving one

3) Do you have any comment regarding the problem and opportunity statement?
   I didn’t attend the meeting

4) Do you have any comment regarding the evaluation of the potential solutions?

Upper Mount Albion Alternative solutions – closing this before the Trinity Church Arterial Corridor would lead to heavy congestion on Stone Church Road, Pritchard Road & Second Road. Vehicles exiting the Red Hill at Stone Church (bound for Rymal Road) would be forced right on Stone Church and then Left at Pritchard. This intersection is small, and there is no advanced green for vehicles turning left here. Long line ups would persist at this intersection, and at Rymal Road. During rush hours, there would be significant congestion on the Red Hill exit. And both ways between this exit and Pritchard along Stone Church. This also affects vehicle travelling to the Mountain Brow/Albion Falls/Limeridge Rd. areas from Upper Centennial/Heritage Green along Stone Church, as there are no other alternative routes since Mud Street was severed.

The entire Summit Park community (hundreds of homes, with hundreds more being built presently), and a great percentage of the Binbrook community would use this route regularly. Summit Park is growing rapidly, and transportation needs for this community must to be considered.

As a resident of this area, I travel these routes daily.
Option 1 is strongly recommended until the Arterial Corridor is constructed. Do Nothing!

Pritchard Road is not a good Single Route alternative. It is in no better shape than upper mount albion. It is no bigger than upper mount Albion. I feel the estimated traffic increase on Pritchard is (max 900 vehicles) significantly underestimated. Second Road is an even worse alternative, given the dense neighbourhood and slow speeds.

Please use back of sheet for additional comments

5) Please provide comments regarding the preliminary preferred solutions presented.

Because of the Eramosa Karst communities along Rymal Road east already have to take an extended route with many turns and stops when driving to areas in Heritage Green, including Valley Park Community Centre. A closure of Upper Mount Albion makes it even more difficult to get to these facilities. The need for a link between Rymal and Stone Church is not just for shopping centre access, rather access to community facilities, and the parkways.

The volume of vehicles exiting the Red Hill, bound for Rymal Rd. (and vice versa) has not been discussed in the recommended solutions at all. Efficient traffic flow for these vehicles should be significantly considered.

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

The Trinity Church Arterial Route is essential. Once built, this will significantly reduce traffic on Upper Mount Albion, without the need to close it.

Contact Information (Optional) Please Print

Name:
Address:
Phone Number:
Email:

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

X 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
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1) How did you hear about this Public Information Centre? (Check all that apply)
   - [ ] Internet
   - [ ] Local Newspaper
   - [ ] Mailed-out Notices
   - [ ] Word of Mouth
   - [ ] Other: **Neighbors**

2) How can we improve on consultation with the public in the future?

   With the diversified audience that attended, I think it was fitting.

3) Do you have any comment regarding the problem and opportunity statement?

   ____________________________________________________________

   ____________________________________________________________

4) Do you have any comment regarding the evaluation of the potential solutions?

   I think the issues have been recognized from what was presented.
   1) By past having highway built before all
   the exposed mobile home owners
   2) Highway must be built to handle bad traffic
   3) City planning department have escalated
   a bad situation into crisis by not dealing
   with necessary issues.

   Please use back of sheet for additional comments.
5) Please provide comments regarding the preliminary preferred solutions presented.

The word "safety" is mentioned! But the impact of new safety zones rest on the city and your department.

SEE ATTACHED 6 PAGES

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

It is obvious reviewing the impacts to all certain leading down the mountain that pre-development or areas is great for taxes but creating highly expensive and more manageable risk to residents to the residents of the mountain who walk, drive through, or live on mountain streets. Upper Mount Allison requires the most money to be spent if the road is not closed for safety reasons.

Contact Information (Optional) Please Print

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.
City Planning, Impact Studies and Public Reviews Do Not Consider Public Safety

Go on record

The November 7, 2012, Rymal Road TMP Review Public Information Center (PIC). The purpose of this second PIC was to obtain input and gather information regarding the elevation of potential alternatives considered during the study, and the preliminary alternatives. The presentation was well formatted, displayed, with Mr. Mohan Philip, M.Eng., P.Eng., personally in attendance to answer questions that pertained to the subject matter, as it is prepared. Understanding that this is a controlled study and that this submission may not be openly addressed, therefore, some subject matter could not be discussed.

As the Project Manager and a engineer with the education to know what is a liability and to make recommendations to ensure that your department and the city do not wait until there is a fatality on Upper Mount Albion Road, I submit this document as an Error and an Omission within your department and as the Project Manager who with you degree similar to the engineer at Walkerton should have known better and taken prudent action.

Public and Residential Safety needs to be addressed. Now!

City Safety Standard compliance Lacks Visibility!

1. Therefore, I, [REDACTED], of Upper Mount Albion Rd. Hamilton, wish to go on record to hold the City Project Manager, Engineer Mohan Philip, M.Eng., P.Eng. from the Transportation Division of the Public Works Department for the City of Hamilton, accountable for neglected Safety measures that need to be in place to protect the Health and Safety of Residents, Walking Pedestrian, as well as, the motoring-public at large that use Upper Mount Albion Rd. for their commuting activities and for not providing control and executing the prudent plans for the health and safety of Hamilton citizens and travelling visitors.

2. This involves, the Health and Safety for all the Pedestrians who have to walk on Upper Mount Albion Road, between Stone Church and Rymal Road. Pedestrian-foot traffic, vehicle traffic, and residential owners have faced and are still facing increased and escalating dangers that may cause death to pedestrians, homeowners and the vehicle travelling public due to the city’s inability to separate economic advantages of increased growth with the Escalated lack of Safety Factors. Mr. Philip, do you personally realize the following:

   2.1.1. Citizens are walking down a roadway with only a painted white line to indicate where the edge of the pavement is located.
2.1.2. There is only a narrow strip of earth-land between the edge of the road and excavated and natural earth ditches as well as open water ponding.

2.1.3. The west side ditch on the crest of Upper Mt Albion Rd. near Highland, road has water filled ponds which could cause death to a pedestrian being hit by a car and thrown into this rock escarpment body of water.

2.1.4. Should a vehicle or a large truck veer towards the shoulder pedestrians do not have a safe exit from the close proximity to the road's edge that would allow them to move quickly and safely to safety!

2.1.5. For the most part of the 1 Km distance pedestrians can not walk in safety on the shoulder of the road as it is mostly shoulder width made only of earth where as newer city sidewalks are constructed far enough back from the roadway to allow pedestrians time to get out of the immediate danger of vehicle traffic!

2.1.6. The pedestrians are walking this road 24/7 in adverse weather conditions with an out dated study-report stating 4700 cars per day are travelling up and down ...what used to be a two lane country road. (The only difference today is we have a hard top surface!)

2.1.7. You personally, your department and any committee that is reporting to the Mayor's office is making decisions and presenting information without all the Safety Factors and reviewing preventable measures to perhaps prevent ONE unnecessary death.

3. It is unknown, what 'Impact Studies' have been completed for various traffic areas and how that would impact the residents of Upper Mount Albion Road as opposed to Prichard Rd. which has one house being used for what appears to be business purposes and a few small-industrial businesses.

3.1. It would be critical to review impact studies that have been conducted from the 1970-1980's when talk was first being discussed about development in the area.

3.2. It is highly evident from the November 7th, 2012, PIC meeting and other resident's concerns that the projects which are impacting Upper Mount Albion Road Residence have become dangerous to the safety of Pedestrian or foot traffic safety.

What other area impact studies were completed by the City of Hamilton (residents of Upper Mount Albion impact versus Prichard) and whether they were for the safety of residents of Upper Mount Albion Road, including the increased volume of commuting residents from the thousands of residents that reside in the survey built directly south of Rymal Road as well as other newly expanded communities dwelling as far south as Binbrook, ON.

4. There is a large lack of safety standards in traffic controls for the Upper Mount Albion Road. It has escalated beyond due care for the City of Hamilton. Upper
Mount Albion has been a topic of traffic control and involved private citizen's concerns over speeding dump trucks up and down the road since the 1960's. Since that time thousands of dwellings have been built south of Rymal Rd. leading directly onto Upper Mount Albion and increasing the flow rate substantially. Upper Mount Albion between Rymal Road and Stone Church is less than 1.1 km long with the major box stores, theatre, food facilities and office buildings at the North end of Upper Mount Albion. This 1.1 km road now handles a rumoured, or unsubstantiated traffic flow in excess of 7,000 vehicles per day without proper safety standards.

4.1. Since the date of your last reported study at the meeting, our consensus among the neighbours on Upper Mount Albion Road is that traffic has increased substantially.

4.2. As part of your position and title, it would be diligent to conduct a 7 day study of the traffic flow and if possible with hour by hour time counts to determine the danger to people who have to walk 'to-and-from' the bus-stops during the hours of darkness.

5. Should deaths, injuries and property damage occur due to these conditions that allow an excessively high volume of traffic to endanger the safety of citizens then this report will be used to identify that whether 'proper safety measures' were employed and whether you, your department, and the City is guilty of errors or omissions.

5.1. Since the influx of traffic one resident has become involved in a serious accident with long term injures,

5.2. A young pedestrian, who had his skateboard struck by a vehicle while he carried it in his arms was spun around and knocked into the ditch. The vehicle that hit the young pedestrian did not stop but he was apparently able to call his mother on his cell phone for help.

5.3. An early morning accident saw a half-ton truck careen out of control north of Rymal Road on Upper Mt Albion Road. The accident created such force that the fire hydrant and the length of pipe that was attached to the main water line many feet below the surface, was ripped out of the ground causing a geyser of water that flooded the properties and a basement of nearby homes.

I understand that if I say, 'What if the accident involve the death of a child or a family provider!' that this statement would be contrary to the facts and not valid but this is another reason why the Safety Issues need to be reviewed intently and with realistic solution for the protection of life and property needs to be completed before conditions make the statement true.

There are no alternatives for pedestrians who walk on Upper Mount Albion Road. NO SIDEWALKS OR PLACES TO STEP OFF THE ROAD FOR PEDESTRIAN
TRAFFIC WALKING BETWEEN RYMAL ROAD NORTH TO STONE CHURCH ROAD. THE BUS SERVICE WHICH WENT UP AND DOWN ON UPPER MOUNT ALBION ROAD WAS REMOVED A FEW YEARS AGO. Every pedestrian at risk of being hit and knocked into the ditch or worst a roadside-pond area where sufficient water accumulation in close proximity to the edge of the road could cause a drowning. Please realize conditions such as bus service were taken away! The service can be brought back ...but a life cannot be brought back!

6. Recently, the police at the Rymal Road Police station told me, ‘they get more complaints about traffic and speeding on Upper Mount Albion (1.1 km long) than any other street in the city!

7. The studies that have been done over many years all identify the crisis and several options have been considered. Option number one which was published and presented for this last meeting for Rymal Road Planning Area (ROPA 9 Lands) Transportation Master Plan Review, Public Information, Centre No.2, Wednesday, November 7, 2012 at the Salvation Army Church, 300 Winterberry, Stoney Creek, ON was ‘Close the road!’

7.1. I would recommend whichever committee(s) is involved with this decision meet before inclement weather makes walking and driving more dangerous! Deal with this issue. We do not need an unnecessary fatality to motivate what can be achieved now!

7.2. Understanding the process and the conditions of how to best spend the tax payers dollars, it is also fair to realize and understand that this traffic condition has escalated to a crisis condition where the new high school which is being built will attract more traffic with higher volume of foot traffic. Therefore, the day of studying and continuously ‘dribbling the basket ball around and around the court’ has to stop before someone loses their life!

8. I am going on Public Record to say that I hold the City Engineer, Project Manager, Transportation Division, Public Works Department City of Hamilton, Mohan Philip, M.Eng, P.Eng, accountable for not intervening and doing what has been in the plans for over a decade and that is to close Upper Mount Albion Road at Rymal...for the public safety and the preservation of the quality of life!

9. Mohan Philip, M.Eng., P.Eng., is an engineer and by his designation is also in a similar libellous position as the engineer involved in the Walkerton bad-water deaths. The after-the-fact investigation at Walkerton found that the engineer in charge 'should-have-known better' about the condition(s) that caused death. Mr. Mohan
Philip, M.Eng., M.Eng., is in a position to make a difference as well as, having the education to know, understand and advise about 'what is better'!

10. I also understand the thousands of vehicles will have to travel by some other route. Reviewing the grid lock problem that already exists for residents of nearby housing surveys and the expanded community of Binbrook the increased flow will now impact the other multiple traffic corridors from Highway 20 to the east and Upper Gage to the west.

11. I understand that I do not have any power to do anything other than to go on record that this is a preservation of Health and a Safety issue for all who walk, travel or live on Upper Mount Albion Road!

I. Immediate Safety Actions to be taken!

a. SAFETY #1
   Close Upper Mount Albion at Rymal, before the first adverse conditions of winter weather or within 30 days dependent on which comes first.

b. SAFETY #2
   High-Traffic + High-Speed + Unsafe Roadway = DEATH!

c. Reports vary from 4,700 to 7,000 vehicles per Day, or over 450 vehicles during a one hour morning time period on a road with NO Side walks or other pedestrian Safety can = DEATH,

d. Walking along the side of the road with a white-road line marking the edge of the pavement and with an open deep ditch inches from the pavement is a recipe that = DEATH,

e. NO SIDEWALKES. Part of the city standard infrastructure for pedestrian-safety is the installation of sidewalks to provide additional safe distances for pedestrians to walk and not be so close to immediate dangers. For years the Standard Safety Considerations for the Hamilton Pedestrian walking on Upper Mount Albion Road has either been ignored by Mr. Mohan Philip's (M. Eng., P Eng. Transport Division of the Public Works Department) or was not recognized. In both cases this incompetent safety oversight should be reviewed as a safety over site that has now put pedestrians walking on the narrow shoulders of Upper Mount Albion at risk of serious injury or it could = DEATH.

f. Pedestrian traffic walking on Upper Mount Road have been ignored or not recognized. They have been seen walking day and night not-facing-traffic, without bright or reflective outer wear, = DEATH,

g. Only a white shoulder road line marking with a dirt road-shoulder beside a continuous deep ditch on each side of the road = Death, but this and a
blinding snow storm or icy conditions can = DEATH

h. Prevent potential high risk serious injuries close Upper Mt Albion at Rymal Road (within 30 days).

i. The UNSAFE CONDITIONS, high traffic and speed with slippery winter conditions will create an even greater risk, hazard and liability for all.

II. IMMEDIATELY INCREASED SAFETY. Install road side signs strategically along both sides of Upper Mt Albion Road to advise "Pedestrians to Walk facing Traffic!"

III. INCREASED SAFETY. Put the Bus Service back on Upper Mt Albion, with operations in both directions until the road is closed at Rymal.

IV. Public travelling between Stone Church and Rymal Road or through a loop into the survey, to travel no-charge or be issued a special pass!

Yours Truly,
Rymal Road Planning Area (ROPA 9 Lands)
Transportation Master Plan Review
Public Information Centre No. 2,
Wednesday November 7, 2012
Salvation Army Church, 300 Winterberry Church, Stoney Creek

Comments / Questionnaire

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Transportation 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

1) How did you hear about this Public Information Centre? (Check all that apply)
   □ Internet                  □ Local Newspaper
   □ Mailed-out Notices        □ Word of Mouth
   □ Other: member of GLC Committee

2) How can we improve on consultation with the public in the future?

3) Do you have any comment regarding the problem and opportunity statement?

4) Do you have any comment regarding the evaluation of the potential solutions?
   I believe that Sec 2 should still be closed because only half of the development of the area is completed, therefore we only need half of the planned Ring road, which Gates Road is. Gates Road is a school zone with a 40 km/h speed limit and is curved with multiple stop signs, which does not have the speed issues that 2nd Road w. does.

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented:

I think that there should be a speed cushion placed opposite halfway up between the stop sign at Second Road W and Penleshore and the stop sign at Second Road and Fair Haven, by adding a third speed cushion for relocating one of the others if speed cushions are not possible.

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

I think Second Road West should be changed to a “Community Safety Zone,” and have a speed limit of 40 km/hr until it is closed by blocking the road and having a access to a second entrance/access to the conservation area as one access and parking lot is too small for a conservator area as big as this one (Eromosa).

Contact Information (Optional) Please Print

Name:
Address:
Phone Number:
Email:

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

Please notify me when the public works meeting is.

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Rymal Road Planning Area (ROPA 9 Lands)
Transportation Master Plan Review
Public Information Centre No. 2,
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2) How can we improve on consultation with the public in the future?

____________________________________________________________________
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3) Do you have any comment regarding the problem and opportunity statement?

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4) Do you have any comment regarding the evaluation of the potential solutions?

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Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

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

We live on the little section of Byron Ave between Slinger Ave and Foxmeadow - 6 houses, it used to be closed at Foxmeadow. First Rd. was closed and our road was reopened - now we have almost 800 cars a day. We were hoping this meeting would give an explanation as to why First Rd. was closed and traffic now runs through to Rymal on our road.

________________________________________________________________________

Contact Information (Optional) Please Print

Name: ________________________________________________________________

Address: _____________________________________________________________

Phone Number: _______________________________________________________

Email: ______________________________________________________________

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☐ YES  ☐ NO

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2) How can we improve on consultation with the public in the future?

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3) Do you have any comment regarding the problem and opportunity statement?

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4) Do you have any comment regarding the evaluation of the potential solutions?

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Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

We think the oatnall road extension to twenty road should be a priority. So when the maple leaf plant is up and running traffic will not be using Glover rd.

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

I think the city should fast track all road improvements before allowing all the residential and commercial construction in the outlying areas. It seems like the city's priorities are to get the development in place and worry about the roads. After, I think this method should be reversed.

Contact Information (Optional) Please Print

Name: ____________________________
Address: ____________________________
Phone Number: ____________________________
Email: ____________________________

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☐ YES ☐ NO

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   □ Mailed-out Notices □ Word of Mouth

2) How can we improve on consultation with the public in the future?
   ____________________________

3) Do you have any comment regarding the problem and opportunity statement?
   ____________________________
   ____________________________
   ____________________________

4) Do you have any comment regarding the evaluation of the potential solutions?
   Closing Mount Albion and having 1000 cars going down the dead end unacceptable for a subdivision.
   Highland Road Bicycle lanes all the way down to Winterberry
   Signal warrant at Winterberry + Highland for kids.
   Crosswalks put in place, 1/2 -street no sidewalks.

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

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

Would like speed sign put up on south side of Highland Rd between Glen Hollow + Winterberry.

Would like feedback on suggestions.

________________________________________________________________________

________________________________________________________________________

Contact Information (Optional) Please Print

Name:  
Address:  
Phone Number:  
Email:  

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☐ YES  ☐ NO

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   □ Mailed-out Notices    □ Word of Mouth

2) How can we improve on consultation with the public in the future?
   Continued mail-outs, emails, door to door phone calls would be welcome, as well as more public forums.

3) Do you have any comment regarding the problem and opportunity statement?
   ____________________________________________

4) Do you have any comment regarding the evaluation of the potential solutions?
   - Agreed that bicycle lanes on Highland Rd W are an improvement but needs reinforcement by police to ensure that lanes are respected.
   - I would like to see a traffic signal warrant for the intersection of Highland Rd W and Winterberry Rd.
   - Highland Rd W needs a better assessment of Glanhallow.
   - Winterberry Rd - traffic is excessive, drivers need to pass, speed needs to be addressed.

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

_I would also like to see Police Enforced Radar Speed Sign used on Highland Rd. between Second Rd. & Winterberg._

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

_I would like feedback and further discussions regarding these concerns._

Contact Information (Optional) Please Print

Name: 
Address: 
Phone Number: 
Email: 

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☐ Internet
☐ Mailed-out Notices
☐ Local Newspaper
☐ Word of Mouth
☐ Other: Neighbour

2) How can we improve on consultation with the public in the future?

3) Do you have any comment regarding the problem and opportunity statement?

4) Do you have any comment regarding the evaluation of the potential solutions?

- Agreed - bike lanes to Winterberry
- Traffic Signal Highland + Winterberry
- Crosswalk along Highland Rd.
- Radar speed - traffic awareness needed (same as Trinity Church)

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

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

Volume of 10,500 for Highland Rd is unacceptable.

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_____________________________________________________________________

Contact Information (Optional) Please Print

Name: ______________________________________________________________

Address: _____________________________________________________________

Phone Number: _______________________________________________________

Email: _______________________________________________________________

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   - Mailed-out Notices
   - Local Newspaper
   - Word of Mouth
   - Other:

2) How can we improve on consultation with the public in the future?
   - To do workshops with the public to engage them more to address contentious issues.

3) Do you have any comment regarding the problem and opportunity statement?
   - I believe there should be more review of the Highland Road residence issues regarding safety on traffic management.

4) Do you have any comment regarding the evaluation of the potential solutions?
   - I believe bike lanes will aid management of traffic but a temporary light similar to the one recommended at Pritchard may help in a act of good faith towards the residence of Highland Road.

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

Out of the alternative I do agree with the recommended alternatives.

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

I am aware there needs to be trade offs however, I feel the residents of Highland Road are most affected by the increase in traffic down their road because the road is able to meet the capacity. However, as previous stated, more review of this impact is required to come up with alternative solutions to improve traffic speeds and increase pedestrian safety.

Contact Information (Optional) Please Print

Name:
Address:
Phone Number:
Email:

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   □ Other: __________________________

2) How can we improve on consultation with the public in the future?
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_____________________________________________________________________________
_____________________________________________________________________________

3) Do you have any comment regarding the problem and opportunity statement?
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_____________________________________________________________________________

4) Do you have any comment regarding the evaluation of the potential solutions?
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_____________________________________________________________________________
_____________________________________________________________________________

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

I agree with the closure of Upper Mount Albion Road, however I am concerned about the location of the cul-de-sac. I live at number 17 and I don't want the closure to interfere with my property. However, I am also concerned that if the closure is not designed properly I will have many lost motorists turning around in my driveway.

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


Contact Information (Optional) Please Print

Name: ________________________________
Address: ________________________________
Phone Number: ____________________________
Email: ________________________________

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4) Do you have any comment regarding the evaluation of the potential solutions?

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

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Why can't you do to Mt. Albion what you are doing to Second Rd. to slow traffic down?

__________________________

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

Closing Mt. Albion for a temporary period of time to assess the extra traffic flow on Highland Rd. is.

DO NOT CLOSE MT. ALBION UNTIL THE CORRIDOR FROM KYHAL TO STONECHURCH IS COMPLETED

THE TRAFFIC FLOW ON HIGHLAND RD. WILL BE HORRIFIC IT WILL BE FAR MORE THAN YOUR ESTIMATED INCREASE

HIGHLAND IS VERY DANGEROUS FOR OUR CHILDREN CROSSING THE ROAD TO GET TO JANET LEE SCHOOL AS IT IS NOW.

Contact Information (Optional) Please Print

Name: ___________________________

Address: _________________________

Phone Number: ___________________  

Email: __________________________

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________________________________________________________________________

3) Do you have any comment regarding the problem and opportunity statement?

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4) Do you have any comment regarding the evaluation of the potential solutions?

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Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

- Building the Trinity Arterial Rd is an excellent idea.
- Widening Kelly from Trinity to Upper Arterial should be done ASAP.
- The traffic calming on Scenic Rd. is a good idea.
- If Scenic Rd. was closed there would be too much traffic on Bartoline. Please leave Scenic Rd. OPEN!!
- The way Highland Rd. now provides plenty of space for bicyclists, parked cars, and pedestrians. If you start putting lines on it it will not suit everyone. Leaving it “as is” works for everyone!

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

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2) How can we improve on consultation with the public in the future?
   F'MAIL.

3) Do you have any comment regarding the problem and opportunity statement?
   TOO SLOW WITH ROAD CLOSER

4) Do you have any comment regarding the evaluation of the potential solutions?
   CLOSE UPPER MOUNT AUBURN RD LIE PRITCHARD

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

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

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Address: ___________________________________________________________________

Phone Number: ___________________________________________________________________

Email: ___________________________________________________________________

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City of Hamilton, 77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Tel: 905-546-2424 ext. 3438
Fax: 905-546-4435
Email: tpplanning@hamilton.ca
Project Website: www.hamilton.ca/ROPA9-TMP-REVIEW

1) How did you hear about this Public Information Centre? (Check all that apply)
   - Internet
   - Mailed-out Notices
   - Local Newspaper
   - Word of Mouth
   - Other: ____________________

2) How can we improve on consultation with the public in the future?

__________________________________________________________________________________

3) Do you have any comments regarding the problem and opportunity statement?
   "Trinity Corridor ability to address HCA wildlife corridor & stormwater management needs a solution!"

4) Do you have any comments regarding the evaluation of the potential solutions?
   "HCA public review of issue:"
   a) Circulate HCA letter outlining its recommendations
   b) Circulate studies demonstrating wildlife counts/evidence for review

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

No solutions have been presented except delay & an apparent "wait & see".

Other than Expressway, wildlife corridor request is unprecedented in this type of setting – would need strong evidence of the need for a corridor - especially such land use.

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

Would appreciate receiving copies of HCA requirements, evidence of need for corridor (by deer counts) & "cost benefit" analysis given proposed developments in Area 97 Corridor & Highland.

Contact Information (Optional) Please Print

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.
Thank you for attending today's Rymal Road TMP Review Public Information Centre (PIC). The purpose of the second PIC is to obtain input and gather information regarding the evaluation of potential alternatives considered during the study, and the preliminary preferred 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 November 21, 2012** to:

Mohan Philip, M. Eng., P. Eng.  
Project Manager, Transportation Planning  
Transportation 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](http://www.hamilton.ca/ROPA9-TMP-REVIEW)

1) How did you hear about this Public Information Centre? (Check all that apply)
   - [ ] Internet  
   - [ ] Local Newspaper  
   - [ ] Other: ________________
   - [x] Mailed-out Notices  
   - [ ] Word of Mouth

2) How can we improve on consultation with the public in the future?
   - [ ] Greater details + notices of revisions from one session to next.

3) Do you have any comment regarding the problem and opportunity statement?
   - [ ] I agree with infrastructure not keeping up with developments but would rather see a more aggressive strategy to cooperate with the conservation authority.

4) Do you have any comment regarding the evaluation of the potential solutions?
   - [ ] Greater forward thinking is required in association with new developments to avoid congested infrastructure + any inconveniences to new residents due to the lack of planning.

Please use back of sheet for additional comments.
5) Please provide comments regarding the preliminary preferred solutions presented.

Not enough forward planning beyond the immediate problems of current congestion.
Look ahead to the developments and potential congestion of the surrounding area over a 5-10yr period and prepare or plan ahead rather than react to the problem.

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

Proceed pre-approved ESR portions and stop creating study sessions which delay progress.

Contact Information (Optional) Please Print

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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   □ Internet            □ Local Newspaper            □ Other: _______________________
   □ Mailed-out Notices  □ Word of Mouth

2) How can we improve on consultation with the public in the future?

   _______________________________________________________
   _______________________________________________________
   _______________________________________________________
   _______________________________________________________
   _______________________________________________________
   _______________________________________________________

3) Do you have any comment regarding the problem and opportunity statement?

   _______________________________________________________
   _______________________________________________________
   _______________________________________________________
   _______________________________________________________
   _______________________________________________________
   _______________________________________________________

4) Do you have any comment regarding the evaluation of the potential solutions?

   _______________________________________________________
   _______________________________________________________
   _______________________________________________________
   _______________________________________________________
   _______________________________________________________

Please use back of sheet for additional comments
5) Please provide comments regarding the preliminary preferred solutions presented.

________________________________________________________________________
________________________________________________________________________
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________________________________________________________________________

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

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Contact Information (Optional) Please Print

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.
Public Safety Information; for Mohan Philip, M. Eng., P. Eng., Project Manager

City Planning, Impact Studies and Public Reviews Do Not Consider ‘Public Safety’.

1. **The November 7, 2012, meeting** with Rymal Road TMP Review Public Information Center (PIC). The purpose of this second PIC was to obtain input and gather information regarding the elevation of potential alternatives considered during the study, and the preliminary alternatives.

2. **The presentation was well formatted**, and displayed, with Mr. Mohan Philip, M.Eng., P.Eng., personally in attendance to answer questions that pertained to the subject matter, as it was prepared. Some subject matter was not discussed, appropriately, …and I was directed to the next morning posting of all the presentation information on your department’s web site!

3. **Current Information Needed**, Based on the information presented, it is unclear what Road Classification upper Mount Albion Road actually and realistically is. The out dated traffic flow-rate presented for vehicles was 4,700 vehicles per day. Our calculation, and more current indications are that it may be in excess of 7,000 vehicles per day. Should this be true the City of Hamilton may be in a libellous position without current verification to determine what classification the road should be and what improvements should be done before such volumes of traffic are allowed on the street, and travelling through this residential community established in the 1950-1960’s.

4. **Winter Public Safety Conditions will be critical for Personal** and Public Safety, especially people walking on the side of the road (no sidewalks) by foot. Understand, that Upper Mount Albion Road has had minimal or no infrastructure improvements since, it was a country road through our residential community. The ditches are excavated trenches, some grown over with grass. The two dips in the road provide blind spots, surprizes and the need for caution and/or sudden braking.

5. **Winter accidents**. Northbound vehicles coming up to the dip or over the hill before Highland road display their brake lights, and that is a sign that the vehicles are about to slide off the road into the ditch at the bottom of the hill…or they are becoming involved in a multi vehicle accident.

   The Increased foot traffic walking facing traffic at this location may get caught off guard, with no exiting capability to move out of harms way! Winter on Upper Mount Albion Road has a history of snow-white-outs from blowing snow coming across the open fields and the high snow banks formed from snow-ploughs clearing the road leaves…NO Place or choice for pedestrians to walk off the road way. **More reasons**
to close Upper Mount Albion Road before winter’s adverse conditions. Prevent a loss of Life by eliminating this dangerous situation!

**Critical Public Safety Issues! …put Life First!**

6. **Today’s high volume, high-speed vehicles travelling through this over 50 year old residential community has:**
   - Pending winter conditions,
   - Poor visibility,
   - Snow-blown white-outs,
   - Poor traction for vehicles and on-foot-pedestrians,
   - Thousands of vehicles per day
   - Travelling at high speeds, along a roadway with accident history and
   - Conditions where work crews called for police protection to do their work and
   - Mail service being discontinued due to unsafe conditions and
   - Aggressive & impatient motorist becoming abusive & gesturing and
   - Road terrain and critical blind spots caused by hills and dips in the road
   - Trouble that will most likely equal = **ACCIDENTS, PERSONAL INJURY, & POSSIBLE DEATH!**

**Errors & Omissions … On Record!**

**Public Safety …Put People First**

7. **Error and Omission**
The Nov. 7th presentation should have reported the actual current number of vehicles travelling the road. This would help justify the Classification and the amount of infrastructure that should be in place for **Public Safety!**

7.1. **Error and Omission;** Display information on Nov. 7 indicated that many traffic arteries are impacted by high traffic volumes. Upper Mount Albion Road has the highest indicated volume of traffic of all the roads on the east mountain. However, a critical, **error and omission,** failed to identify how **many more-times these escalated risk factors for injury, critical injury and fatal injuries can impact the health, safety and well being of Pedestrians, motorists, residence and mobile service providers as well as, road construction crews, were…in short** **Public Safety! Please, For Public Safety Close the Road at Rymal before the ADVERSE WEATHER CONDITIONS of WINTER…take a life!**

7.2. **Errors and Omissions** have been responsible for today’s **Current Public Safety Crisis** and ongoing near grid-lock conditions on the east mountain. Cause and effect of this dilemma! Poor planning and administration. The City of
Hamilton should be held accountable for any consequential personal injuries or deaths that occur on Upper Mount Albion! The area needs to be designated as a totally unsafe environment for pedestrian-foot-traffic to walk. Projects like the Rymal Road Planning Area (ROPA9) with this magnitude are to be managed by experienced and knowledgeable personnel who can think outside the box and anticipate upset as well as implement change to avoid the Public Safety Issues. The 1.1 Km distance between Stone Church and Rymal road is **without any infrastructure for bodily protection for the high volume and high speed vehicles sharing the roadway** …*with great potential for going out of control due to weather conditions, and escalating intentional aggressiveness at preventing residence from entering and exiting their driveways as well as the influx of visual abuses with hand gestures!*

**This is A Critical Public Safety Issue!**

*...put Life First!*

### 7.3. Suggestion and Recommendations

At this time the City Project Manager, Engineer Mohan Philip, M.Eng., P.Eng. from the Transportation Division of the Public Works Department for the City of Hamilton, is accountable for neglected Safety measures and has the Responsibility and Authority to institute change. \[\text{[REDACTED]}\] will be on record to help insure that people who are affected by dangerous events due to a lack of due diligence, are supported in conditions where the City of Hamilton has full awareness of the seriousness and magnitude that is impacting Upper Mount Albion Road!

#### 7.3.1. Reasonable requests would be to Close Upper Mount Albion Road as planned.

#### 7.3.2. Consider changing Prichard into ONE Way traffic flow Northbound in AM. South Bound in the PM. Take advantage of the three way split at the Stone Church Road intersection.

- **7.3.2.1.** West bound on Stone Church has an East / West access route to the Lincoln Alexander Parkway;
- **7.3.2.2.** Straight through from North Bound Pritchard drives the mountain brow route to routine travel patterns across the mountain or to various escarpment access(s).
- **7.3.2.3.** East Bound on Stone Church would allow access to West bound Linc. Or the Red Hill Expressway!

#### 7.3.3. IMMEDIATELY INCREASE SAFETY. Install road side signs strategically along both sides of Upper Mt Albion Road to advise “Pedestrians to *Walk facing Traffic’!*

#### 7.3.4. INCREASE SAFETY. Put the Bus Service back on Upper Mt Albion, with operations in both directions until the road is closed at Rymal. Allow public travelling between Stone Church and Rymal Road or through a loop into the survey, to travel no-charge or be issued a special pass!
Critical Public Safety Issues!...put Life First!

7.4. Critical Grass-Root or local information. Pedestrian-foot traffic, vehicle traffic, and residential owners have faced and are still facing increased and escalating dangers that may cause death to pedestrians, homeowners and the vehicle-travelling public due to the city’s inability to separate the economic advantages of increased growth with the escalated lack of safety factors.

Mr. Philip, do you personally realize the following:

7.4.1. Citizens are walking down a roadway with only a painted white line to indicate where the edge of the pavement is located.

7.4.2. There is only a narrow strip of earth-land between the edge of the road and excavated, natural earth ditches as well as open water ponding.

7.4.3. The west side ditch on the crest of Upper Mt Albion Rd. near Highland, road has seasonal water filled ponds which could cause death to a pedestrian being hit by a car and thrown down into this rock escarpment body of water.

7.4.4. Should a vehicle or a large truck veer towards the shoulder pedestrians do not have a safe exit from the close proximity to the road’s edge that would allow them to move quickly and safely to safety!

7.4.5. For the most part of the 1.1 Km distance pedestrians can not walk in safety on the shoulder of the road as it is mostly shoulder width made only of earth where as newer city sidewalks are constructed far enough back from the roadway to allow pedestrians time to get out of the immediate danger of vehicle traffic!

7.4.6. The pedestrians are walking this road 24/7 in adverse weather conditions with an out dated study-report stating 4700 cars per day are travelling up and down …what used to be a two lane country road. (The only difference today is we have a hard top surface!)

7.4.7. You personally, your department and any committee that is reporting to the Mayor’s office may be making decisions and presenting information without all the Safety Factors and/or reviewing preventable measures to perhaps prevent ONE unnecessary death.

8. It is unknown, what ‘Impact Studies’ have been completed for various traffic areas and how that would impact the residents of Upper Mount Albion Road as opposed to Prichard Rd. which has three houses being used for what appears to be a business
purposes and a few small-industrial businesses as well as the New Post Office Terminal.

8.1. It is highly evident from the November 7th, 2012, PIC meeting and other resident’s concerns that the projects which are impacting Upper Mount Albion Road Residence have become dangerous to the safety of Pedestrian or foot traffic safety.

9. **There is a large lack of safety standards** in traffic controls for the Upper Mount Albion Road, which has escalated beyond *due care*. Private citizen's have demonstrated their concerns since the 1960’s.

9.1. This 1.1 km road now handles a rumoured, or unsubstantiated traffic flow in excess of 7,000 vehicles per day. Thousands of dwellings have been built south of Rymal Rd and in Binbrook, which is now another larger community adding to our street safety and concerns.

9.2. Since the date of your last reported study at the meeting, our consensus among the neighbours on Upper Mount Albion Road is that traffic has increased substantially.

9.3. As part of your position and title, it would be diligent to conduct a 7 day study of the traffic flow and if possible with hour by hour time counts to determine the danger to people who have to walk ‘to-and-from’ the bus-stops during the hours of darkness.

9.4. Commuters most likely travelling to the Toronto leave anytime after 4:30 am and move at accelerated rates to get on the freeway to beat grid lock traffic. The major box stores, theatre, food facilities and office buildings at the North end of the road are a drawing card for shoppers from early morning and into the evening. Therefore, there is very little quiet time on the road.

10. **Should deaths, injuries and property damage** occur due to these conditions that allow an excessively high volume of traffic to endanger the safety of citizens then this report will be used to identify whether ‘proper safety measures’ were employed and whether you, your department, and the City is in contravention with errors or omissions.

10.1. Since the influx of traffic one resident has become involved in a serious accident with long term injuries,

10.2. A young pedestrian, who had his skateboard struck by a vehicle while he carried it in his arms was spun around and knocked into the ditch. The vehicle that hit the young pedestrian did not stop but he was apparently able to call his mother on his cell phone for help.
10.3. An early morning accident saw a half-ton truck careen out of control north of Rymal Road on Upper Mt Albion Road and hit a fire hydrant. The accident created such force that the fire hydrant and the length of pipe that was attached to the main water line many feet below the surface, was ripped out of the ground causing a geyser of water that flooded the properties and a basement of nearby homes.

10.3.1.1. There are no alternatives for pedestrians who walk on Upper Mount Albion Road. NO SIDEWALKS OR PLACES TO STEP OFF THE ROAD FOR PEDESTRIAN TRAFFIC WALKING BETWEEN RYMAL ROAD NORTH TO STONE CHURCH ROAD.

10.3.1.2. **THE BUS SERVICE WHICH WENT UP AND DOWN ON UPPER MOUNT ALBION ROAD WAS REMOVED A FEW YEARS AGO.** Every pedestrian, is now at risk of being hit and knocked into the ditch or worst a roadside-pond area where sufficient seasonal water accumulation in close proximity to the edge of the road could cause a drowning. Please realize conditions such as bus service were taken away!

> Bus service can be brought back …but a life cannot be brought back!

11. **Recently, the police at the Rymal Road Police Station** told me, ‘they get more complaints about traffic and speeding on Upper Mount Albion (1.1 km long) than any other street in the city!**

12. **The studies that have been done** over many years all identify the crisis and several options have been considered. **Option number one** which was published and presented for this last meeting for Rymal Road Planning Area (ROPA 9 Lands) Transportation Master Plan Review, Public Information, Centre No.2, Wednesday, November 7, 2012 at the Salvation Army Church, 300 Winterberry, Stoney Creek, ON **was close to Upper Mount Albion Road.**

13. **Understanding the process** and the conditions of how to best spend the tax payers dollars, it is also fair to realize and understand that this traffic condition has escalated to a crisis condition where the new high school which is being built will attract even more traffic with higher volumes of foot traffic. Therefore, the day of studying and continuously ‘dribbling the basket ball around and around the court’ has to stop before someone loses their life!

14. **Immediate Safety Actions to be taken!**

> Please, Close Upper Mount Albion at Rymal, before the first adverse conditions of winter weather or within 30 days dependent on which ever comes first. The UNSAFE CONDITIONS, high traffic and speed with slippery winter conditions will create an even greater risk, hazard and liability for all. To ensure that your department and the
city do not wait until there is a fatality on Upper Mount Albion Road, I submit this
document listing Error and Omission observations.

I understand, that I do not have any power to do anything, other than to go on record
to make this a Safety and Preservation of Life and issue, for all who walk, travel or
live on Upper Mount Albion Road!

**Thank you for your considerations ...put Life First!**

#

Yours Truly,

Photos Attached!
Note in the background of some of these pictures there are only a few cars but at a
moments notice the road is crowded as shown in some of the other pictures. With
the high traffic and high travelling speeds there is no time to get to safety!

**Photo Set 1, Pedestrian walking on Road**
Because of no adequate infrastructure requiring side walks for safety. The individual
is walking on the proper side of the road wearing winter clothing that would impair
his hearing, and vision as well as his ability to react quickly, should a vehicle go out
of control in close proximity or from behind him. The ditch in front of 53 Upper Mount
Albion is typical of how little room is available for an individual to move quickly out of
harms way. The photo also shows the little shoulder of the road, and the drop from
the pavement, which could also be a stumbling and tripping hazard.

**Photo Set 2, Narrow Road Shoulders Northbound**, towards Stone Church Road.
This is the distant view of the narrow road shoulder where pedestrians have to walk
in winter ice and blowing whiteout snow conditions. Snowploughs do not normally
plough the snow beyond the edge of the road, because it gives a false impression to
motorist and pedestrians that the road is wide. Pedestrians are walking on the paved
road during the winter or experience stepping into deep snow as the snow over the
ditches gives way!

**Photo Set 3, Similar to Photo Set 2**, The ditches have the same risks and hazards
to motorist and pedestrians. This road is not always ploughed regularly so snow and
ice form easily as shown in the centre picture during the recent flurries that created
slippery conditions. The road and curbs are worn and holding water that becomes a
slipping hazard when it freezes, so please close the road to traffic for the safety of
all!
Photo Set 4, High-accident risk area due to dip in road during icy conditions. When northbound vehicles coming up to this dip in the road or over this hill located before Highland Road and display their brake lights, …this is a sign that the vehicles are most likely about to skid on ice down the hill into an existing accident or performing evasive manoeuvres which result with the vehicle being out of control. Pedestrians facing traffic and walking along the edge of the road are ‘In Harms Way’!

Photo Set 5, Southbound/West side; Seasonal-water ponding near Highland Rd. creates increased danger of drowning and personal injuries due to the natural formed environment. This escarpment ponding area is adjacent to the southbound lanes of the road. This area contains seasonal ponding of water as well as, obstacles such as trees and rocks which could inflict secondary injury should someone be hit and propelled by a vehicle into this area. Similarly, a conscious and semiconscious person may lay for some time before being found and help getting to the scene, during adverse weather conditions.

Photo Set 6, Shows how quickly traffic appears at a moments notice. An immediate influx of traffic on Upper Mount Albion Road while taking pictures at the ponding area and hill. (View taken looking Southbound).
**Photo Set 1, Pedestrian walking on Road**

Because of no adequate infrastructure requiring side walks for safety. The individual is walking on the proper side of the road wearing winter clothing that would impair his hearing, and vision as well as his ability to react quickly, should a vehicle go out of control in close proximity or from behind him. The ditch in front of 53 Upper Mount Albion is typical of how little room is available for an individual to move quickly out of harms way. The photo also shows the little shoulder of the road, and the drop from the pavement, which could also be a stumbling and tripping hazard.

**Photo Set 2, Narrow Road Shoulders**

*Northbound*, towards Stone Church Road. This is the distant view of the narrow road shoulder where pedestrians have to walk in winter ice and blowing whiteout snow conditions. Snowploughs do not normally plough the snow beyond the edge of the road, because it gives a false impression to motorist and pedestrians that the road is wide. Pedestrians are walking on the paved road during the winter or experience stepping into deep snow as the snow over the ditches gives way!
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Photo Set 6, Shows how quickly traffic appears at a moments notice. An immediate influx of traffic on Upper Mount Albion Road while taking pictures at the ponding area and hill. (View taken looking Southbound).
Hi

The September 27th meeting is only for the invited Liaison Committee members. We plan to conduct the public meeting some time during the end of next month and you will have the opportunity to provide your input into the study. Please provide your complete mailing address for us to include in our circulation list.

Thanks
Mohan Philip

-----Original Message-----
From: [Censored]
Sent: Monday, September 24, 2012 8:02 AM
To: Philip, Mohan
Cc: [Censored]
Subject: community meeting for upper mount albion road

hello

i believe you are the facilitator/ chair for the upcoming meeting on sept 27th regarding my road and development of the surrounding area.
previously i was asked to be a memeber of such a community group to represent my side of the street.
the group fell by the wayside, i think related to the fact there was little new info to provide us and some city staff retirement.
anyway i would like to be included as i was before . please provide me with the details of meeting date.

thanks
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

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.

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
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,
Hi Mr. Philip,

I am very concerned with the events that have happened with ROPA 9 and the unwillingness to review the safety issues on Highland Road. On Wednesday, November 7th we reviewed the ROPA 9 plan and were asked to give suggestions and issues that would be reviewed by the Planning Department. However, in the newspaper article in the Stoney Creek News on the 14th you were quoted as saying that, “the city doesn’t see an issue”. I would wonder why you would not see an issue as many of the residents were at the review and brought up several suggestions that you have chosen to ignore. Why ask for feedback when you will not even take time to review properly.

With the bike lanes and parking on the North side of the road, have you thought through the issue of the park trail that crosses Highland Road (between Glen Hallow and Second Road), how are kids going to get from one side to the other side of the park (water station and trail), they cant cross at the corner as there are only sidewalks on one side. We suggested cross walk - which you have now turned down; so the residents/kids will now cross a street where traffic is going to double through park cars to get to the other side.
What about the parking on the North side of street by the Nursing Home, visitors again will now have to cross the street at the worst area for speeds between parked cars to visit their relatives.

You have not addressed any of the safety concerns for this area, and I will be sharing this letter with all residents as even the simplest of solutions; putting up more signs, proper crosswalks for the kids; speed indicator for 4 months etc., have been ignored while increasing our traffic from 6,800 to 10,500 (“is not an issue”). I would invite you to spend some time in the area, bring your kids and try to cross the street safely and then maybe you will clearly understand the impact your decision is making on the safety of this community. As a resident that lives in the area, I can assure you these concerns are very real and now on record that the city was more than aware of the issues raised and saw no need to listen to the residents. I hope that someone does not have to get seriously injured before you will sit up and take notice.
-----Original Message-----
From: [Redacted]
Sent: Saturday, November 17, 2012 11:13 PM
To: [Redacted]
Cc: Philip, Mohan
Subject: RE: Support
Importance: High

have summed up our thoughts on the ongoing situation and more so the recent decisions made however, I do have some questions that I feel need to be answered.

Why has Highland become such a priority all of a sudden and why has there been such quick action? First off, the road is in excess of 60', residents should have been fully aware that it was a busy street 15 years ago and is a busy street now. Our issues have dated back to 1989 and certainly over the last 10 years and to date we have stop signs and stopping bars both because the residents requests and not planning or any other department in the City.

Secondly, on the North West corner of Rymal Road and Second Road West there is a sign that was just recently put up. The sign is for a new home developer and the strategic location of this sign sums up what our fears have been and what the current use of our street is really intended for. There is an arrow at the bottom of the sign pointing west stating that the new home offices are now open. Basically it wants to capture all the commuters that are travelling west on Rymal and turning north onto Second Road West for their convenience and because it is the only north/ south link. To make matters worse, once Upper Mount Albion is closed, Second Road West will be the only street with South/ north and vice versa access linking Rymal to Highland. Amazingly with all the dollars spent on planning by the City, this very issue when tabled was not acknowledged much less have a solution.

On the matter regarding the feelings of the Gatestone residents; although I understand what their perceived issues may be and to be quite frank, I don't care. The Road is acting exactly as it was intended to be, an artery to handle large volumes. It is an HSR route, width is in excess of 50', has boulevards and sidewalks on both sides and the homes are all set back a minimum of 35' from the sidewalks.

I can only speak for my family and will share my opinion on the recent suggestion by the Planning Department regarding speed cushions. Thanks but no thanks! Our road is not an experimental study on what might work or what may not. The demographic on the street is 90% young families with young children and experiments are not welcome. We need to protect our families and our investments.

Brad, we need your help on this matter, please let me know how we can get together and resolve these issues.

Mohan, throughout this so called process, you have very clearly maintained that nothing can be done until the Trinity corridor has been completed however, what is the City's plan for commuters travelling from the Rymal/ Hwy 20 corners and travelling West? Trinity? A stretch of 3-5 kms at the very least! I realize that there will be an entrance off Rymal and Upper Mount Albion however; isn't this really what the current situation is? My point again,
Second Road is the only Street that will provide North/South access and make no mistake; it will be what is used.

-----Original Message-----
From:  
Sent: Friday, November 16, 2012 8:49 PM  
To: brad.clark@hamilton.ca  
Cc: Mohan.Philip@hamilton.ca  
Subject: Re: Support

I agree. I am not sure how this recommendation to keep it open could be followed by the city. It was the City of Stoney Creek that determined that Second Road West would be closed. That is why they was designed and built as a residential street. It is not possible to now re-design and re-build it as a collector road and maintain an acceptable level of safety for anyone.
To clarify, I know that the recommendation is not to make it a collector road, however, the reasons that are use to support keeping it open are because of some of the functions of a collector road that Second Road West provides would be lost (ie. delivery of emergency services, a link between Rymal and Highland for North-South traffic, to divert traffic from other streets, etc.)

-----Original Message-----
From:  
Date: Fri, 16 Nov 2012 23:49:31  
To: <brad.clark@hamilton.ca>  
Cc:  
Subject: Support

Brad, leaving Second Road West open to absorb all the volume is going to be a real problem. What are you doing to help us?
Chow, Tavia

From: Philip, Mohan <Mohan.Philip@hamilton.ca>
Sent: Friday, November 23, 2012 9:52 AM
To: Keen, Stephen; Baudais, Nathalie
Subject: FW: Rymal Road Planning Area (ROPA 9 Lands) Transportation Master Plan Review, Public Information Centre No. 2, Wednesday November 7, 2012, Salvation Army Church, 300 Winterberry Church, Stoney Creek.

For your consideration

-----Original Message-----
From:  
Sent: Wednesday, November 21, 2012 5:28 PM
To: Transportation Planning
Cc:  
Subject: Rymal Road Planning Area (ROPA 9 Lands) Transportation Master Plan Review, Public Information Centre No. 2, Wednesday November 7, 2012, Salvation Army Church, 300 Winterberry Church, Stoney Creek.

Mohan Philip, M. Eng., P. Eng.
Project Manager, Transportation Planning
Transportation 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

Dear Mr. Philip,

Please accept this email as my comments in response to the Rymal Road Planning Area (ROPA 9 Lands) Transportation Master Plan Review, Public Information Centre No. 2, that was held on Wednesday November 7, 2012.

1) How did you hear about this Public Information Centre? (Check all that apply)
   • Local Newspaper
   • Mailed-out Notices
   • Word of Mouth

2) How can we improve on consultation with the public in the future?
   • Solicit CLC participation from a larger area within the study area.

3) Do you have any comment regarding the problem and opportunity statement?
   • No comments.

4) Do you have any comment regarding the evaluation of the potential solutions?
   • The evaluation is meaningful and relevant.

5) Please provide comments regarding the preliminary preferred solutions presented.

**Second Road West**
   • I am pleased that the preferred solution will not add 3,500 vehicles per day on Gatestone Drive, which is already a busy road with a school. This would have been an unacceptable solution.

**Highland Road**
   • Please consider adding a sidewalk on the south side of Highland Road, between the Richdale trail and the existing sidewalk (see red line). Currently, pedestrians are required to cross Highland Road at this mid-block location, which has poor visibility, high traffic volumes, and high traffic speeds. This sidewalk would complete a pedestrian loop back to the intersection of Highland Road and Second Road West, which is a much safer location for pedestrians to cross.
Please consider constructing the Trinity Church Extension before closing Upper Mount Albion Road at Rymal Road. Pritchard is a terrible road with narrow lanes, no shoulders, and poor visibility at the Highland Road intersection.

6) Do you have any other comments regarding the Transportation Master Plan Review?
   - The change in land use from ND to Open Space within the Eramosa Karst feeder lands was completed with very little public consultation; and should have been completed in conjunction with the Transportation Master Plan Review. I don’t think that most residents understood the implications of the land use change in relation to this study.

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

Thanks,
Subject: FW: Highland Road West Concerns

Hi Daryl

Thank you very much for your clarification on this matter, it is greatly appreciated.

Regards

From: Bender, Daryl [mailto:Daryl.Bender@hamilton.ca]
Sent: November 29, 2012 11:00 AM
To: Philip, Mohan; KYLE, David E.; Toffoletti, Paul; Keen, Stephen; Baudais, Nathalie; Cunliffe, Leanne
Cc: Philip, Mohan; Toffoletti, Paul; Keen, Stephen; Baudais, Nathalie; Cunliffe, Leanne
Subject: Highland Road West Concerns

The ROPA9 transportation master plan review study that is underway that includes Highland Road in Hamilton is nearing completion. The preferred solutions were presented at the Public Information Centre held on November 7, 2012. I have shared your comment with the City staff person that is managing this study - Mohan Philip. As confirmation, 361 Highland Rd W is just east of the Highland/Winterberry intersection. Currently on-street parking is permitted on both sides of Highland Rd, but it is not heavily utilized. Therefore the plan is to consolidate the on-street parking to one side of the street and that will free-up enough asphalt to paint bike lanes on the existing asphalt.

In the vicinity of 361 Highland Rd W, the on-street parking has been observed to be most well-used on the north side of the street; so in this section, that is the side of the street on which we plan to maintain on-street parking. Bike lanes would be provided on both sides of the street to permit cyclists to ride in both directions. Where the on-street parking exists, the cars will park against the curb and the bike lane will be between the parked cars and the travel lane for autos - this is the standard practice because cyclists are safest when they are visible by car drivers (i.e. cyclists are safest when they are not hidden behind parked cars).

Planned implementation is in the summer of 2013 providing no complications arise.

Please let me know if you require any further clarification,
Daryl Bender B.E.S.
Project Manager, Alternative Transportation
From: [Redacted]
Sent: November 23, 2012 1:47 PM
To: [Redacted]
Subject: Highland Road West Concerns

As discussed earlier, we have recently had some questions directed our way from one of the residents at 361 Highland Road W..

Ward 9 councillor Brad Clark has stated for the record that a recent ROPA 9 traffic study was completed and the recommendations included bringing a bicycle lane and street parking to Highland Road W which Clark states will slow traffic drastically.

Would you mind checking with your planning contacts to determine if the city is actually considering moving ahead with the recommendation to provide a bicycle lane and on street parking along Highland Road W?

If the city will be moving ahead with those recommendations is there a time line for this to be completed.

Also will the street parking be allowed on the north or south side of the street and will the bike path be on the north or south side of the street.
All your submissions will be reviewed as part of the Public Comments we received under the Municipal Class Environmental Assessment process undertaken for the ROPA9 Transportation Master plan Review Study and will be included in the final report.

For the Hamilton Transportation Master Plan approved in 2007, please access the report at the following link

http://www.hamilton.ca/CityDepartments/PublicWorks/Environment_Sustainable_Infrastructure/StrategicPlanning/StrategicEnvironmentalPlanningProjects/GRIDS/Transportation+Master+Plan.htm

Hope this helps

Thank you,
Mohan Philip

Mr. Philip'

Your message on Oct 29, 2012 to myself, has left doubt about where the First Report Regarding Impacts was directed; into the review process, or whether it is being handled as a 'separate issue!' Therefore, i have attached another copy that is re titled 'City Planning 1 Mr Philip, for your review and later date response.

Sorry if I was not clear!

Request for Information;
I wish to review a current and final copy of the, Transportation Master Pan for the City of Hamilton, Road Classification Policy or Standards and their Minimum Maintenance Policy or
Standard. Would you please provide me with a website or contact name for a hard copy. Thank you! Current information is 2005 and appears to be incomplete.

Would can you direct me to the right department or person or web site to be able to review the above information. Thank you!

I will be in the downtown area this afternoon!

On 12-11-29 9:16 PM, [redacted] wrote:

Mr. Philip,
Thank you for your reply.

For your information;
1. Nobody, in the neighbourhood has seen any of our communications. And, only two knew I had an interest!

2. Safety, is the issue, not to bring or create undue stress to an already sensitive situation.

3. My first Impact Study Communication document, was conducted without a second review of your data. It was based on my findings as 'interest generated' thought.

4. Professional Engineer Communication, focused, from searching other documents including regulations, that safety is a consideration, but does not address adverse conditions specifically. With you being the project manager, I don't need to go above your level of authority at this time.

Comments,
a As I mentioned in my first communication, I did not understand fully the Road Classification as presented because there is inconsistency in the verbal description
and content between cities and communities throughout Ontario.

b Other organizations such as Transportation Association of Canada (TAC), and Ontario Good Road Association appear to provide guidelines and the Toronto's system is being held as an example how-to-do-it and Hamilton seems to have picked up the beat by justifying it's needs based on other group's guidelines, policies and standards(?).

c I have reviewed, Development of Policy Papers for Phase Two of the Transportation Master Plan for the City of Hamilton Road Classification, Final Report 2005

Request for Information;
I wish to review a current and final copy of the, Transportation Master Pan for the City of Hamilton, Road Classification Policy or Standards and their Minimum Maintenance Policy or Standard. Would you please provide me with a website or contact name for a hard copy. Thank you! Current information is 2005 and appears to be incomplete!

Sincerely,
On 12-11-29 9:50 AM, Philip, Mohan wrote:

Thanks for providing us with your concerns, comments and suggestions. We are reviewing it and will get back to you at a later date

Mohan Philip, M. Eng., P. Eng.
Project Manager, Transportation Planning Services
Transportation Division, Public Works Department
City of Hamilton
400 - 77 James Street North
Hamilton, ON, Canada, L8R 2K3

Phone: 905 546 2424 x 3438
Fax: 905 546 4435
Email: mohan.philip@hamilton.ca

November, 28, 2012,

Mr. Philip, M.Eng., M.Eng.

'Project Manager' for Transportation Planning,
I expected to here back from you, detailing what action is being taking with regard to my report concerning the closure of Upper Mount Albion Road for Safety Reasons.

As Project Manager and as a Professional Engineer you are in the right managerial position and the right legal position as professional engineer to speak up and take charge of the decision making process to close Upper Mount Albion Road before winter conditions increase the already dangerous conditions for people using the road.

It is my understanding from working with engineers that you are bound by the ‘Ontario Regulations for Professional Engineers to take prudent and appropriate action to deal with this Public Safety Issue and look after the public as well as the liabilities of your employer.

**Ontario Regulation for Professional Engineers,**

[http://www.peo.on.ca/Ethics/code_of_ethics.html](http://www.peo.on.ca/Ethics/code_of_ethics.html)

Mr. Philip, you are to be in compliance with your Professional Engineer’s codes and regulations.

**Professional Engineers Ontario Code of Ethics,**

Section 77 of the O. Reg. 941

“Through the Code of Ethics, professional engineers have a clearly defined duty to society, which is to
regard the duty to public welfare as paramount, above their duties to clients or employers”.

• The Public Safety Issues, I have identified are to be handled by you!

Their (engineers) duty to clients means that professional engineers have to disclose immediately any direct or indirect interest that might prejudice (or appear to prejudice) their professional judgment.

**Therefore; I am 'on record' to you and the City of Hamilton that the identified, ‘Public Safety Gap’ in the City of Hamilton's impact assessments or way of doing business, can only cause increased danger to life and health with the on-set of winter. Since the road is scheduled for closure in March 2013. I suggest and recommend that you call an Emergency Meeting to deal with this matter before the adverse conditions of winter escalate the Risks and Hazards to people. You have the duty to make change! Thank you for your time.**

Sincerely,
Further to our telephone conversation today morning, I would like to advise as follows.

Thanks for providing your written comments as part of the ROPA9 TMP review study, PIC#2 held on November 7, 2012. You mentioned that First Road was closed and Byron Ave. was reopened and asked for an explanation on this. City’s Planning dept. has reviewed the available records of the former City of Stoney Creek dating back to early nineties. What we understand from the records is that the First Road West was planned for closure as part of the development of the adjacent subdivisions. The Byron Avenue closure carried out at that time by the placement of temporary Jersey barriers was on a temporary basis, until the completion of the Highbury Dr./Gatestone Dr. connection to the west. This temporary closure was removed at a later stage, probably when this connection to the west was made. Byron Avenue did not appear to be intended for permanent closure.

Regarding the traffic concerns we note that Chris Van Berkel from City’s traffic section has provided you with an assessment of the traffic on Byron Avenue in early 2012.

We hope this answers your questions.

Thanks

*Mohan Philip, M. Eng., P. Eng.*
Project Manager, Transportation Planning Services
Transportation Division, Public Works Department
City of Hamilton
400 - 77 James Street North
Hamilton, ON, Canada, L8R 2K3

Phone: 905 546 2424 x 3438
Fax: 905 546 4435
Email: mohan.philip@hamilton.ca
We refer to your faxed comments of Nov. 21 and the email messages dated November 26, 28, 30, and December 4, 2012. Further to our responses on 29 and 30th November, we would like to advise as follows.

You may recall that the closure of Upper Mount Albion (UMA) was approved under the ROPA9 Transportation Master Plan (TMP) completed in 2006. The closure was conditional upon construction and opening of the new Trinity Church Arterial Road for traffic. The current study is to review the earlier study recommendations due to land use changes occurred in that area. The current study recommendation facilitates the early closure of Upper Mount Albion by providing temporary traffic signals at Rymal and Pritchard to accommodate the traffic diverted from UMA until the Trinity Church Arterial Road is constructed.

We note that your concern is mainly regarding the timing of the closure. You requested to close UMA before the winter sets in; however, there are procedures, and approvals to be completed before we can legally implement the road closure. The City’s traffic section has reviewed the operating condition of the road. We are aware of the steadily increasing traffic volume and related issues. This is the reason we are recommending early closure compared to the timing of closure recommended under the 2006 study. The solution of providing sidewalks along UMA, including urbanization was investigated earlier and it was found to be not feasible in the short term because of impacts on septic systems in the area. The current recommendation is to close UMA soon after the study is completed and council approval is obtained. Prior to scheduling for design and construction, the budget has to be approved. Our current goal is that the signal installation and minor road improvement works for Pritchard Road will occur soon after Council approval of the projects. These works need to be completed prior to the closure of UMA Road. The TMP update also contains related recommendations such as traffic calming on Second Road West, which is needed to deter traffic using this road as an alternative.

It is to be noted that this study was initiated following the Municipal Class EA process and we are obligated to meet all the requirements stated therein. Public and Stake holder consultation is part of the Class EA requirements. The project manager doesn’t have the sole authority to identify and implement the solutions. It’s a joint and coordinated work involving consultants, several depts./sections within the City and finally Council approval.
I would also like to advise that I am aware of my engineering responsibilities and in conducting the study acting upon those responsibilities. However, there are procedural, legal, political and regulatory requirements in making changes to the road system. Adhering to my professional ethics also requires me to follow these requirements. No roadway can be made perfectly safe, even if it designed to current road standards. There is an inherent risk every time someone steps out on foot, bicycle or by car.

We note your frustration with the delays in implementing the recommendations. We are working diligently to ensure that these are implemented as soon as possible while meeting all of the process and approval requirements.

At this point we do not see a role for City’s Legal Services. They do not provide information or opinions to citizens in cases like this.

Please note that the study recommendations will be presented to the Public Works Committee scheduled for April 22, 2013 followed by the public review of the Study Report. The notice for public review will be posted in the Newspapers and project website. If you still have concerns, you have the option to bring it to the City’s Public Works Committee meeting concerning the ROPA 9 Transportation Master Plan Update.

Hope this helps.

Thank you

Mohan Philip, M. Eng., P. Eng.
Project Manager, Transportation Planning Services
Transportation Division, Public Works Department
City of Hamilton
400 - 77 James Street North
Hamilton, ON, Canada, L8R 2K3

Phone: 905 546 2424 x 3438
Fax: 905 546 4435
Email: mohan.philip@hamilton.ca
From: Philip, Mohan <Mohan.Philip@hamilton.ca>
Sent: Tuesday, April 16, 2013 1:27 PM
To: Szymanski, Elizabeth; Richards, Peter
Subject: FW: For Mohan Philip RE: Highland Road

FYI

From: [Redacted]
Sent: Sunday, March 24, 2013 1:11 PM
To: Philip, Mohan; Clark, Brad; [Redacted]
Subject: Re: For Mohan Philip RE: Highland Road

Thank you for your response:

However, there are a few pieces missing from this report, I have cc Brad Clark on this response as well as the Stoney Creek News as I feel that there is very little effort going into solving the speeding issues. With 7 schools in the area as well as a Community Center and 2 Daycare Centers; I would think the safety of the children in the area would be taken more seriously.

1. How are the residents suppose to cross the road with the speeds, I cannot even cross the road to get my mail safely, we have neighbours who walk there kids to school and cannot cross the road to get them there due both to volume and speeds; (“the pedestrians are expected to cross only at the intersections where stop signs are provided”) - if there are no sidewalks I cannot go to the corner and cross at the intersection, I have to cross at the top of the hill where visibility of the oncoming cars is poor and they are on top of you before you can even get to the middle of the road. This is the case for many homes along Highland Road. How do we receive a copy of your review of the crossing areas along Highland Road?

2. What were the results of the radar monitoring? Will this be repeated after the bike lanes have been completed, to see if it actually did make a difference. "It is expected that marked lanes for vehicles, bikes and parking, coupled with the existing stop controlled intersections address the speeding/passing issues and increase safety for all users." - How do you ensure that the speeding is going to be addressed, seems like alot of money to spend when we you are only "expecting" it will help. What is the commitment for the police to monitor the area, we see a police car once every 2 weeks for 2-3 hours?

3. One week with the radar monitoring when you know there is an issue seems to be very limiting. How can you stop a behaviour that has been happening for the last 5+ years in one week.

4. When will the bike lanes be completed, when will Trinity Church Arterial Corridor be completed. At the last meeting I was told this could be 7-10 years away, which is not a temporary issue on Highland Road. A temporary issue would be one year.

Brad, can you please help us out in getting some of these outstanding issues addressed. I am thankful for the response and the time you have put into looking into the issues on Highland Road however, the bottom line is there are major issues on Highland Road and the city has just chosen to add more cars to the issue, the safety of the residents in the area seem to have been forgotten.
Thanks for sending us your comments, concerns and suggestions. We have reviewed your concerns and would like to advise as follows.

It has been reported in the recent past by the residents of Highland Road that vehicles are speeding and even side passing on Highland Road and this is causing an unsafe environment for pedestrians and cyclists. In the approved Cycling Master Plan, bike lanes were proposed for Highland Road, east of Winterberry. We reviewed the parking usage on both sides of the street. Considering all this, the preferred solution is to provide marked bike lanes on both sides of the street, eliminating parking on one side. With this, the extra width of the lane will be reduced to standard lane width. It is expected that marked lanes for vehicles, bikes and parking, coupled with the existing stop controlled intersections address the speeding/passing issues and increase safety for all users.

We are also recommending to make the sidewalks continuous on the south side of Highland Road all the way from Winterberry Drive to Upper Centennial Parkway. Regarding pedestrian crossings, the pedestrians are expected to cross only at the intersections where stop signs are provided. Our review did not identify the need for additional crossings than those that currently exist. While we recognize that there will be an increase in traffic on Highland Road due to the closure of Upper Mount Albion Road, the increased traffic volume is consistent with the collector road designation and capacity of the road. Our assessment indicates that the increase in volume due to the closure of Upper Mount Albion Road will be approximately 30 to 60 vehicles during the peak hour (both directions). Please note that this increase in volume due to closure of Upper Mount Albion Road will be temporary, and is expected to reduce when Rymal Road East is widened to Upper Centennial Parkway and the Trinity Church Arterial Corridor is constructed. We are recommending that the traffic be monitored after the closure of Upper Mount Albion Road.

We completed a signal warrant analysis for the Winterberry-Highland intersection and the results indicate that a traffic signal is not warranted.

We undertook a 2 hour radar monitoring of the vehicle speeds at the location you suggested and the results do indicate a speeding problem. We have requested the Police to take necessary action. We also have plans to put a speed radar trailer on Highland Road for a week when weather permits and dependent on its availability. Once the new lane markings are implemented we expect that the speeding issue will be resolved.

Please note that the study recommendations will be presented to the Public Works Committee scheduled for April 22, 2013 followed by the public review of the Study Report. The notice for public review will be posted in the Newspapers and project website. If you still have concerns you have the options to make a submission to the Public Works Committee scheduled for April 22, 2013

Thank you

Mohan Philip, M. Eng., P. Eng.
Project Manager, Transportation Planning Services
Transportation Division, Public Works Department
City of Hamilton
400 - 77 James Street North
Hamilton, ON, Canada, L8R 2K3
Phone: 905 546 2424 x 3438
Fax: 905 546 4435
Email: mohan.philip@hamilton.ca
Hi Mr. Philip,

I am very concerned with the events that have happened with ROPA 9 and the unwillingness to review the safety issues on Highland Road. On Wednesday, November 7th we reviewed the ROPA 9 plan and were asked to give suggestions and issues that would be reviewed by the Planning Department. However, in the newspaper article in the Stoney Creek News on the 14th you were quoted as saying that, "the city doesn't see an issue". I would wonder why you would not see an issue as many of the residents were at the review and brought up several suggestions that you have chosen to ignore. Why ask for feedback when you will not even take time to review properly.

With the bike lanes and parking on the North side of the road, have you thought through the issue of the park trail that crosses Highland Road (between Glen Hallow and Second Road), how are kids going to get from one side to the other side of the park (water station and trail), they cant cross at the corner as there are only sidewalks on one side. We suggested cross walk - which you have now turned down; so the residents/kids will now cross a street where traffic is going to double through park cars to get to the other side.
What about the parking on the North side of street by the Nursing Home, visitors again will now have to cross the street at the worst area for speeds between parked cars to visit their relatives.

You have not addressed any of the safety concerns for this area, and I will be sharing this letter with all residents as even the simplest of solutions; putting up more signs, proper crosswalks for the kids; speed indicator for 4 months etc., have been ignored while increasing our traffic from 6,800 to 10,500 ("is not an issue"). I would invite you to spend some time in the area, bring your kids and try to cross the street safely and then maybe you will clearly understand the impact your decision is making on the safety of this community. As a resident that lives in the area, I can assure you these concerns are very real and now on record that the city was more than aware of the issues raised and saw no need to listen to the residents. I hope that someone does not have to get seriously injured before you will sit up and take notice.
We reviewed your comments provided to us following PIC#2 held on November 7, 2012 and would like to respond as follows;

We note that your concerns are all related to Highland Road. You may have noticed this week on the Highland Road that we are monitoring the speed with the installation of speed radar trailer. In early February also we conducted a speed study at the same location and found that there is a speeding issue. Accordingly we requested the police to take necessary action. We also completed a signal warrant analysis for the Winterberry-Highland intersection and the results indicate that a traffic signal is not warranted.

The improvements recommended for Highland Road include providing standard width lanes for vehicles, marked bike lanes between Winterberry and Upper Centennial by removing parking on one side, and making sidewalk continuous on the south side of the road east of Winterberry. It is expected that marked lanes for vehicles, bikes and parking, coupled with the existing stop controlled intersections will address the speeding and passing issues.

The traffic volume data for the Highland Road doesn’t indicate any excessive volume and was found consistent with the collector road designation. Our analysis indicate that there will be a temporary increase in traffic volume due to the proposed closure of Upper Mount Albion Road, but will reduce once the Rymal Road East is widened to Upper Centennial Parkway and the Trinity Church Arterial Corridor is constructed.

Please note that the study recommendations will be presented to the Public Works Committee scheduled for April 22, 2013, followed by the public review of the Study Report. The notice for public review will be posted in the Newspapers and project website. If you still have concerns you have the options to make a submission to the Public Works Committee scheduled for April 22, 2013.

Thank you

Mohan Philip, M. Eng., P. Eng.
Project Manager, Transportation Planning Services
Transportation Division, Public Works Department
City of Hamilton
400 - 77 James Street North
Hamilton, ON, Canada, L8R 2K3

Phone: 905 546 2424 x 3438
Fax: 905 546 4435
Email: mohan.philip@hamilton.ca
Thank you for taking the time to respond. Your response is well written and reflects the skill of a person experienced in writing media releases. The 'errors and omissions' or 'distortion of facts' or the 'minimization for the subject of 'public safety' are referenced in such a way as to ignore the Safety concerns for all pedestrians, motorists and residence who live on Upper Mount Albion Road, as well as the intent and direct concerns for the Public Safety and your potential ability to identify, review, assess and take appropriate measures to rectify the Safety concern identified as growing to a level of crisis.

With the City of Hamilton being a national leader and perhaps north American leader at being proactive when it comes to identifying public safety potential crisis issues that could cause wide spread damage, loss of life, economic set back as well as consequential losses to industry, residential areas, including yourself, I expected a more pro active response that deals with the facts. Hamilton, has spent 'much money' developing an emergency centre at city hall which would rival any other I know in Canada. They also spent the time to Exercise the city plan in real time and documented the proceedings and emergency exercise to demonstrate their response capability. The end result is a video and DVD which clearly illustrated the chain of command involved in crisis situations. If you are not familiar with the Incident Command System used then review a copy of the best example of inter department and agency efforts that I have come across in all my years of doing environmental response to routine events as well as critical conditions as per this weeks detonation at the chemical plant in the USA.

Awareness and Safety go hand in hand and like your project their is a need for people in charge to realize when they need to go into emergency mode and come up with answers. The best decision occurs when more people are involved as each person will see the same risk and hazard with different observations to make prudent informed decisions for public safety.

As you may recall if you revisit my documents and review the 'issues' stated. There is an acute safety issue that involves the public and the City is responsible by allowing the rapid growth of residential areas throughout the entire city limits before the proper safe guards and infrastructure are in place.

It is obvious to me that we have an acute Public Safety Condition on UMA that also causes undue stress for residents on the street as well as impacting the residential property values causing them to go below current market value for homes located on 1/3 to 1 acre lots.

What I have presented to you is evidence! As a knowledgeable person. I have the opportunity on a 24/7 basis to collect tangible evidence. I deal with Issue... to date that has been about Public Safety!
We refer to your faxed comments of Nov. 21 and the email messages dated November 26, 28, 30, and December 4, 2012. Further to our responses on 29 and 30th November, we would like to advise as follows.

You may recall that the closure of Upper Mount Albion (UMA) was approved under the ROPA9 Transportation Master Plan (TMP) completed in 2006. The closure was conditional upon construction and opening of the new Trinity Church Arterial Road for traffic. The current study is to review the earlier study recommendations due to land use changes occurred in that area. The current study recommendation facilitates the early closure of Upper Mount Albion by providing temporary traffic signals at Rymal and Pritchard to accommodate the traffic diverted from UMA until the Trinity Church Arterial Road is constructed.

We note that your concern is mainly regarding the timing of the closure. You requested to close UMA before the winter sets in; however, there are procedures, and approvals to be completed before we can legally implement the road closure. The City’s traffic section has reviewed the operating condition of the road. We are aware of the steadily increasing traffic volume and related issues. This is the reason we are recommending early closure compared to the timing of closure recommended under the 2006 study. The solution of providing sidewalks along UMA, including urbanization was investigated earlier and it was found to be not feasible in the short term because of impacts on septic systems in the area. The current recommendation is to close UMA soon after the study is completed and council approval is obtained. Prior to scheduling for design and construction, the budget has to be approved. Our current goal is that the signal installation and minor road improvement works for Pritchard Road will occur soon after Council approval of the projects. These works need to be completed prior to the closure of UMA Road. The TMP update also contains related recommendations such as traffic calming on Second Road West, which is needed to deter traffic using this road as an alternative.

It is to be noted that this study was initiated following the Municipal Class EA process and we are obligated to meet all the requirements stated therein. Public and stake holder consultation is part of the Class EA requirements. The project manager doesn’t have the sole authority to identify and implement the solutions. It’s a joint and coordinated work involving consultants, several depts./sections within the City and finally Council approval.

I would also like to advise that I am aware of my engineering responsibilities and in conducting the study acting upon those responsibilities. However, there are procedural, legal, political and regulatory requirements in making changes to the road system. Adhering to my professional ethics also requires me to follow these requirements. No roadway can be made perfectly safe, even if it designed to current road standards. There is an inherent risk every time someone steps out on foot, bicycle or by car.
We note your frustration with the delays in implementing the recommendations. We are working diligently to ensure that these are implemented as soon as possible while meeting all of the process and approval requirements.

At this point we do not see a role for City’s Legal Services. They do not provide information or opinions to citizens in cases like this.

Please note that the study recommendations will be presented to the Public Works Committee scheduled for April 22, 2013 followed by the public review of the Study Report. The notice for public review will be posted in the Newspapers and project website. If you still have concerns, you have the option to bring it to the City’s Public Works Committee meeting concerning the ROPA 9 Transportation Master Plan Update.

Hope this helps.

Thank you

Mohan Philip,  M. Eng., P. Eng.
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Transportation Division, Public Works Department
City of Hamilton
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Hamilton, ON, Canada, L8R 2K3
Gerry/Mohan, I gave a quick read to the above with interest as I live on Highland near Glenhollow. It’s a large report so I may have missed it, but I don’t see any traffic numbers which identify the impact for the affected roads, primarily Pritchard, Second Rd W and Highland. I think my area along Highland (from Second Rd to Winterberry) are going to be significantly affected. Frankly, I think it is absurd that this is proceeding prior to the Trinity Church expansion but I get that events out of our control have led us to this point.

I’d appreciate the traffic data showing current road use and projected road use under this plan.

Also, I did not see any update with respect to when the Trinity expansion will occur, other than a note that says it has not progressed. Some information of when we expect this to be built would be appreciated.

The traffic on Winterberry that passes Janet Lee school will be a considerable hazard. We’re trading the risks on UMA with the risks to the school zone.

As well, I hope that this will also be coordinated with traffic operations as the light system at Winterberry and Paramount is incorrectly favouring E-W traffic on Paramount over N-S traffic. Very frustrating for 7-8 cars to sit on Winterberry for 2 minutes while 2-3 cars go by on Paramount. Until Trinity Church expansion is built, N-S flow on UMA (at Paramount) and Winterberry (at Paramount) should be enhanced with traffic light support. In contrast, I find the light system at Pritchard and Paramount (Stone Church) to be properly responsive to N-S flow though it certainly will need review once the traffic increases on Pritchard. If not in the plan, likely will need a right turn lane north on Pritchard at Stone Church.

I realize that for staff this area has been an unwelcome challenge due to the Karsts and Eco requirements. Unfortunately this temporary measure will help a few (those along UMA) and impact many.

Thanks for listening!
$18-million arterial road planned for 2014

BY MARK NEWMAN
NEWS STAFF

It will serve as a major traffic corridor linking the southeast Mountain and Red Hill Industrial Park with the Red Hill Valley Parkway.

Trinity Church Road extension will carry thousands of vehicles per day

Part of the Rymal Road Planning Area master plan, a report on the Trinity Church Road arterial corridor plan is expected to go to the city's public works committee in April.

If approved by the committee and city council, work on the $16- to $18-million project should begin next spring and take six to eight months to complete.

Guy Paparella, the city's director of industrial parks and airport development, said the new two-kilometre, four-lane arterial road will run from the

Work to begin in 2014

Continued from page 1

foot of the Red Hill Valley Parkway ramp at Stone Church Road, almost due south across Highland Road where it will connect to Rymal Road just west of Trinity Church Road.

The new road, which has yet to be named, is expected to take some of the traffic off upper Centennial Parkway and Dartnall Road as well as serve as a catalyst for future development at the nearby industrial park.

"It's the spine road for anything that's going to happen there," said Paparella, who noted the city has acquired several hundred acres of land along the corridor that the road will run through, including a house on Highland Road that sits almost in the middle of the projected path.

Paparella said the house will be torn down and the rest of the property is mostly scrub land, although some trees will be cut down.

"The majority of it from Highland to Rymal is pretty free and clear of any obstructions," he said.

The report going to the committee will include results from an environmental assessment of the project that, according to Paparella, was done over the past two-and-a-half years.

He noted as a result of the environmental review, the city is looking at building a 35-metre-wide passageway or bridge near Highland Road that will rise above the lowest point of the corridor.

The bridge will allow for the small creek that runs between the Eramosa Karst land to the east and the Hannon Creek on the west side. It will also serve as a runway for area wildlife including deer. A pedestrian pathway is also in the works.

"It will be unique in Hamilton," said Paparella, who noted planning for the passageway has delayed the project for six to eight months.

"It will set the stage for similar kinds of road and eco passages and multi-trials in the future."

The proposed Trinity Church Road extension.

The project includes a two-lane road that will connect the new arterial road with Mount Albion Road and Pritchard Road south of Highland and a small park, which is planned for the northeast corner of the arterial road and Highland.

Several thousand cars and trucks will likely use the new road each day.

According to the city's 2006 Rymal Road Planning Area master plan study, the Trinity Church Road Extension is expected to carry 1,850 vehicles during the peak morning rush period and 2,100 vehicles during the peak afternoon rush period.

Future plans in the area include extending the new road to Twenty Road, extending Dartnall Road so it connects to Nebo Road near Dickenson Road, and widening Nebo Road between Twenty and Dickenson.
$18m road would link industrial park with Red Hill parkway

Work on arterial route could begin in 2014

MARK NEWMAN

It will serve as a major traffic corridor linking the southeast Mountain and Red Hill Industrial Park with the Red Hill Valley Parkway.

A report on the Trinity Church Road arterial corridor plan, part of the Rymal Road Planning Area master plan, is expected to go to the city’s public works committee in April.

If approved by the committee and city council, work on the $16- to $18-

million project should begin next spring and take six to eight months to complete.

Guy Paparella, the city’s director of industrial parks and airport development, said the new two-kilometre, four-lane arterial road will run from the foot of the Red Hill Valley Parkway ramp at Stone Church Road, almost due south across Highland Road where it will connect to Rymal Road just west of Trinity Church Road.

The new road, which has yet to be named, is expected to take some of the traffic off upper Centennial Parkway and Dartnall Road as well as serve as a catalyst for development at the nearby industrial park.

"It’s the spine road for anything that’s going to happen there," said Paparella, who noted the city has acquired several hundred acres along the corridor that the road will run through, including a house on Highland Road that sits almost in the middle of the projected path.

Paparella said the house will be torn down and the rest of the property is mostly scrub land, although some trees will be cut down.

The report going to the committee will include results from an environmental assessment of the project that, according to Paparella, was done over the past two-and-a-half years.

He noted as a result of the environmental review, the city is looking at building a 35-metre-wide passageway or bridge near Highland Road that will rise above the lowest point of the corridor.

The bridge will allow for the small creek that runs between the Eramosa Karst land to the east and the Hannon Creek on the west side. It will also serve as a runway for area wildlife including deer. A pedestrian pathway is also in the works.

"It will be unique in Hamilton," said Paparella, who noted planning for the passageway has delayed the project for six to eight months.

The project includes a two-lane road that will connect the new arterial road with Upper Mount Albion Road and Pritchard Road south of Highland and a small park planned for the northeast corner of the arterial road and Highland.

Hamilton Community News
$18 million east Mountain arterial road planned for 2014

**BY MARK NEWMAN**
**NEWS STAFF**

It will serve as a major traffic corridor linking the south-east Mountain and Red Hill Industrial Park with the Red Hill Valley Parkway.

Part of the Rymal Road Area Planning Area master plan, a report on the Trinity Church Road arterial corridor plan is expected to go to the city's public works committee in mid to late April.

If approved by the committee and city council, work on the $16 million to $18 million project should begin next spring and take six to eight months to complete.

Guy Paparella, director of industrial parks and airport development at city hall, said the new two kilometre, four lane arterial road will run from the foot of the Red Hill Valley Parkway ramp at Stone Church Road south across Highland Road where it will connect on to Rymal Road just west of Trinity Church Road.

The new road, which has yet to be named, is expected to take some of the traffic off upper Centennial Parkway and Dainville Road as well as serve as a catalyst for future development at the nearby industrial park.

"It's the spine road for anything that's going to happen there," said Paparella, who noted the city has acquired several hundred acres of land along the corridor that the road will run through, including a house that sits almost in the middle of the projected path.

Paparella said the house will be torn down and the rest of the property is mostly scrub land, although some trees will be cut down.

"The majority of it from Highland to Rymal is pretty free and clear of any obstructions," he said.

The report going to the committee will include results from an environmental assessment of the project that according to Paparella, was done over the past two-and-a-half years.

He noted as a result of the environmental review, the city is looking at building a 35 metre-wide eco passageway or bridge near Highland Road that will rise above the lowest point of the corridor.

The bridge will allow for a small creek that runs between the Hamilton Gastron Park land to the east and the Mount Albion Conservation Area on the west side.

It will also serve as a runway for area wildlife, including deer and a pedestrian pathway is also in the works.

"It will be unique in Hamilton," said Paparella, who noted planning for the eco passage has delayed the project for six to eight months. "It will set the stage for similar kinds of road and eco passages and multi-trails in the future."

Scott Peck, director of watershed planning at the Hamilton Region Conservation Area, said while there is not a whole lot of wildlife in that area right now, the corridor is needed to address the potential for an increase in the animal population in the future.

"Our main concern with this project is trying to implement that eco-corridor," Peck said.

The project also includes a two lane road that will connect the new arterial road with Mount Albion Road and Prichard Road south of Highland and a small park is planned for the north-east corner of the arterial road and Highland.

Several thousand cars and trucks will likely use the new road each day.