Mohawk Road
Class Environmental Assessment
Lime Kiln Road/McNiven Road to Filman Road

Public Information Centre #2, April 11, 2019
Purpose of Public Information Centre #2

• Review the project information on display:
  ✓ Study Area Overview
  ✓ Study Process and Schedule
  ✓ Summary of PIC No. 1
  ✓ Natural Heritage Features
  ✓ Stormwater Management
  ✓ Alternative Design Concepts
  ✓ Analysis and Evaluation of Alternative Design Concepts
  ✓ Preliminary Preferred Design
  ✓ Next steps for the study

• Ask the Project Team questions and discuss areas of interest
• Submit a comment sheet

Please submit a comment sheet by May 10, 2019
Study Area Overview

• The study area is Mohawk Road between Lime Kiln Road/McNiven Road and Filman Road
• Mohawk Road is a two-lane major arterial with a rural cross-section and sidewalk along some sections
• The speed limit within the study area is 50 km/h
• Hiawatha Boulevard to the south is signed as a cycling route and crosses Mohawk Road at Filman Road
• Refer to the roll plan for more details
The Municipal Class EA is a planning and design process approved by the Ministry of Environment, Conservation and Parks (MOECP) to meet the requirements of the Ontario Environmental Assessment Act.

This Study follows the Class EA process for Schedule ‘C’ projects and will complete Phases 1 to 4 as outlined below:

Included in the 2011 Ancaster Transportation Master Plan

Phase 1
- Problem and/or Opportunity

PIC #1
Sept. 24, 2018

Phase 2
- Alternative Solutions

PIC #2

Phase 3
- Alternative Design Concepts

Notice of Study Completion
Fall 2019

Phase 4
- Environmental Study Report

Phase 5
- Implementation
Summary of Public Information Centre #1

Key Comments Received at PIC #1:

- General support for a 3-lane cross-section
- Concerns regarding safety and high traffic speeds in the study area
- Support for a sidewalk or multi-use trail on at least one side and notes that this is not an area with high pedestrian traffic
- General preference for separation of cyclists from cars (i.e. boulevard cycle tracks or multi-use trail)
- Concern regarding safety of cyclists with on-road bicycle lanes without a physical barrier
- Suggestions to reduce boulevard widths to minimize property impacts

Activities Since PIC #1:

- Reviewed and responded to inquires/questions received from the public and stakeholders
- Confirmed the preferred solution – Widening of Mohawk Road to three lanes with a two-way centre left turn lane and active transportation facilities
- Developed a more broad range of alternative design concepts
Natural Heritage Features

• A natural environment survey and tree survey have been completed for the study area which included a breeding bird inventory, vegetation inventory, and watercourse assessment

• No significant habitats were found or Species at Risk identified

• A total of 162 trees and tree groups were surveyed, and trees ranged in trunk diameter from 4 to 186 cm and in spread from 1 to 20 m

• The majority of trees along Mohawk Road are in good or fair condition, but 7 trees were noted to be in poor condition and one was categorized as dead

Tree Condition Summary

EXCELLENT (E):
• no apparent health problems;
  good structural form

GOOD (G):
• minor problems with health
  and/or structural form

FAIR (F):
• more serious problems with health
  and/or structural form

POOR (P):
• major problems with health and structural form

DEAD (D):
Stormwater Management

- The study area has multiple outlets, draining into either Tiffany Creek or Ancaster Creek, which are both tributary to Spencer Creek and within the jurisdiction of the Hamilton Conservation Authority (HCA).
- There are three catchment areas, each draining to a different storm sewer system.
- Quality control will be needed to reduce post development runoff flows to pre-development levels.
Cross Section Alternatives

**Existing** (looking east)

**Option 1**
On-Road Bike Lanes and Sidewalks
Both Sides
Cross Section Alternatives

Existing (looking east)

Option 2
Boulevard Cycle Tracks and Sidewalks
Both Sides
Cross Section Alternatives

Existing (looking east)

Option 3A
Boulevard Multi-Use Trail
South Side Only
Cross Section Alternatives

Existing (looking east)

Option 3B
Boulevard Multi-Use Trail South Side and Sidewalk North Side
Cross Section Alternatives

Existing (looking east)

Option 4A
Boulevard Multi-Use Trail
North Side Only
Cross Section Alternatives

Existing (looking east)

Option 4B
Boulevard Multi-Use Trail North Side and Sidewalk South Side
Cross Section Alternatives

**Existing** (looking east)

**Option 5**
Sidewalks Only Both Sides
• The alternative design concepts were assessed and evaluated based on the following factors:
## Evaluation of Alternative Design Concepts (1)

<table>
<thead>
<tr>
<th>Technical Criteria</th>
<th>Option A</th>
<th>Option B</th>
<th>Option C</th>
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**CIMA**
## Evaluation of Alternative Design Concepts (2)

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**TWLTL**: two-way left-turn lane  
**MUT**: multi-use trail
## Evaluation of Alternative Design Concepts (3)

<table>
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<th>Option C</th>
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### Summary

- **Option B**: Three Lane Cross Section with Two-Way Turn Only
- **Option C**: Three Lane Cross Section with Regular Lanes and Two-Way Turn Only
- **Option D**: Three Lane Cross Section with Multi-Turn Lane on North Side Only
- **Option E**: Three Lane Cross Section with Multi-Turn Lane on North Side Only
- **Option F**: Three Lane Cross Section with Multi-Turn Lane on North Side Only
- **Option G**: Three Lane Cross Section with Multi-Turn Lane on North Side Only
- **Option H**: Three Lane Cross Section with Multi-Turn Lane on North Side Only
- **Option I**: Three Lane Cross Section with Multi-Turn Lane on North Side Only

### Evaluation

- **Improves traffic operations电子商务**: Improves traffic operations in the study area.
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- **Improves traffic operations电子商务**: Improves traffic operations in the study area.

### Recommendation

- **Option B**: Not recommended
- **Option C**: Not recommended
- **Option D**: Not recommended
- **Option E**: Not recommended
- **Option F**: Recommended
- **Option G**: Not recommended
- **Option H**: Not recommended
- **Option I**: Not recommended

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**Note**: The table above provides a summary of the evaluation of alternative design concepts, focusing on key technical criteria such as implementation, UTI reduction, questions and maintenance, and summary. Each option is evaluated based on how it improves traffic operations and overall system performance, with a recommendation at the end.
Preliminary Preferred Alternative Design

Based on the analysis and evaluation of alternative design concepts, Option 4A, Three-Lane Section with Boulevard Multi-Use Trail North Side Only, was selected as the preliminary preferred alternative design subject to agency and public review.

Primary reasons this option was selected as preferred:

- All options have a centre two-way left-turn lane which will improve traffic operations yet not result in excessive vehicle speeds and passing like a four-lane section.
- All options will feature centre medians to calm traffic and create pedestrian crossing areas.
- All options except Options 1 and 5 provide a dedicated space for pedestrians and cyclists physically separated from motor vehicles.
- Options 3A and 4A don’t have pedestrian and cyclist facilities on both sides of Mohawk Road but will impact fewer trees than Options 2, 3B and 4B.
- Option 4A will not require expensive relocation of an overhead utility line.
Tree Protection and Mitigation

- The most typical construction damage to trees is root damage from compaction and severance
- Some of the trees inventoried will be close to the construction zone and may be at risk of contact with, and damage from, heavy equipment
- A tree protection plan will be developed prior to construction to indicate the City’s Tree Protection Zone and locations for Preservation Fencing
- Mitigation measures will be developed in order to protect trees to the extent possible
Next Steps

• Following this public meeting the Project Team will:
  ✓ Review comments received
  ✓ Incorporate design refinements based on feedback received
  ✓ Finalize the preliminary design
  ✓ Prepare the Environmental Study Report (ESR)
  ✓ File the ESR on the public record for the 30-day review period

How to get involved

• Submit a comment sheet
• Request that your name be added to the mailing list

Your input is important and your comments are welcome at any time during the study, but we kindly ask that you complete a comment sheet and return it by:

May 10, 2019

This is so we can incorporate critical information into the final phase of the study.

Personal information collected and recorded at a Public Information Centre or submitted in writing about this project is collected under the authority of the Municipal Act, 2011, and will be used by members of Council and City of Hamilton staff in their management of this project. With the exception of personal information, all comments will become part of the public record.

Thank you for attending!