RECOMMENDATION

(a) That the General Manager, Public Works Department, be authorized and directed to file the Ancaster Transportation Master Plan (ATMP) report with the Municipal Clerk for a thirty (30) day public review period;

(b) That upon the completion of the thirty (30) day public review, the General Manager, Public Works Department, be authorized and directed to include the recommended projects for the purpose of future capital budget submissions in conjunction with the phasing identified, provided no comments or "Part II Order" requests are received that cannot be resolved;

(c) That the Ministry of Transportation (MTO) be advised of the City of Hamilton’s concerns with respect to the capacity deficiency currently being experienced and forecast for Highway 403 between Highway 6 and "New Highway 6" in Hamilton and that improvements proposed through the previous MTO studies for this corridor be implemented;

(d) That the General Manager, Public Works Department, be directed to request MTO to expedite the review and approval process of the “Traffic Operational Analysis of Highway 403 at Golf Links Road and Aberdeen Avenue” completed by the City of Hamilton for the proposed ramps at Golf Links Road and Aberdeen ramp;

(e) That the petition from the Ancaster residents, received by the Mayor’s office February 4, 2011, and considered by City Council on February 23, 2011, Item
EXECUTIVE SUMMARY

The City of Hamilton has completed the Ancaster Transportation Master Plan (ATMP) study which was initiated in 2008 to address the transportation issues in Ancaster and to assess the future transportation needs to support the urban growth anticipated for this area. The ATMP study area is shown in Appendix “A”.

The transportation system in Ancaster is currently experiencing several challenges including; peak hour traffic congestion at specific intersections, safety concerns, traffic infiltration, pedestrian and cycling facilities, and the need for direct access to westbound Highway 403. The ATMP was undertaken to address the concerns identified in a manner that is safe, efficient, sustainable, limits impacts to the environment, and supports the long term growth anticipated in Ancaster.

The Municipal Class Environmental Assessment process has been followed for the ATMP Study. The study has been carried out according to the guidelines set out in section A.2.7 of the Municipal Engineers Association (MEA) Class Environmental Assessment (October 2000, as amended in 2007).

One of the problems identified in the study, is the lack of direct westbound access to Highway 403 from Ancaster north area. Peak hour traffic congestion and delay on Ancaster Roads resulting from continued growth and insufficient road capacity on Highway 403 were also identified. All of these contribute to issues of reduced Level of Service (LOS) at several locations during peak periods.

The increasing traffic volume, environmental constraints, Right-of-Way (RoW) limitations and the desire to keep the historical and unique character of Ancaster were major challenges in identifying feasible alternative solutions. The City of Hamilton’s Vision 2020, GRIDS, Hamilton Transportation Master Plan (HTMP) studies and recommendations from a number of studies for roads, cycling, and goods movement were considered as part of this study process. These recommendations, combined with the input from various stakeholders, residents, and several City departments and sections helped in identifying alternative planning solutions. The study also considered road network connectivity issues, future population and employment forecast, and future road capacity needs.

Various Environmental Assessment (EA) criteria were considered in identifying the preferred alternatives. The recommendations are a balance between technical feasibility, future needs, sustainability, environmental impact and competing community needs and requirements. The alternative planning solutions and the preferred solutions were presented at the Public Information Centre (PIC), held at the Ancaster Old Town Hall on December 8, 2010.
Previous transportation master plan studies (Ancaster Comprehensive Transportation study - 2001 and HTMP - 2007) have recommended several improvements for the Ancaster roads including widening to four (4) lanes for several roads. Some of these projects were identified in the 2009 Development Charges background study. The current ATMP reduced the scale of roadway improvements and is recommending to add only Two Way Left Turn Lane (TWLTL) on several arterial roads with associated intersection improvements. These recommendations were due to existing Right-of-Way constraints, limiting environmental impacts, discouraging cut through traffic, and the community’s specific requests to improve active transportation features including; pedestrian and cycling facilities, and the desire to maintain the unique historical character of Ancaster.

The recommended solutions include:

1. Two Way Left Turn Lane on Wilson Street between Hamilton Drive and west of Halson Street, where possible
2. Two Way Left Turn Lane on Rousseaux Street and Mohawk Road between Wilson Street and Highway 403, where possible
3. Two Way Left Turn Lane on McNiven Road between Golf Links Road and Mohawk Road, where possible
4. Two (2) lane roundabout at the intersection of Wilson Street and Rousseaux Street as the ultimate solution. An interim traffic signal improvement option by adding one southbound left turn lane to the exiting configuration is also proposed. This interim low cost option is anticipated to provide sufficient capacity for the next five (5) to ten (10) years.
5. A single lane roundabout at the intersection of Wilson Street and Jerseyville Road
6. Two Way Left Turn Lane on Southcote Road between Garner Road and Calder Street, where possible
7. Widening Garner Road to four (4) lanes between 50m west of Shaver Road and 50m east of Miller Drive
8. Two Way Left Turn Lane on Garner Road between Wilson Street and 50m west of Shaver Road

These recommended improvements are planned to include an urban cross-section with a sidewalk, and on both sides, where feasible. Bike lanes are as specified in the Hamilton Cycling Master Plan – Shifting Gears completed in June 2009. For improvements involving adding of TWLTL, every effort would be taken during the design stages to contain the improvements within the existing right-of-way. Property impacts are anticipated at intersections where roundabouts are recommended. The extent of impacts can only be identified during detailed design of the roundabout.

All the recommended projects and details are based on the Scenario 12 alternative shown in Appendix “B” and Appendix “D” of this report. Given the constraints, Scenario 12 improvements are recommended as it is the technically viable solution that closely meets the future transportation needs. It also balances impacts to the natural, social,
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economic and cultural environment. Project specific archaeological, and heritage features review would be undertaken prior to detailed design.

The ATMP also recommended ramps at Highway 403 and Golf Links Road both eastbound and westbound, including associated improvements that will be needed for Golf Links Road.

During the course of the ATMP study and as advised by MTO, the city initiated a preliminary study to determine the feasibility of the “On and Off Ramps” at Golf Links Road. This preliminary study is completed and results indicated that the ramps are feasible at Golf Links Road, provided improvements are made to Highway 403 as specified in MTO studies. However, the ramps are not listed under the ATMP recommended projects, since they have not yet been approved by MTO. MTO recently advised that they have major concerns with the ramp proposal, but has not yet provided details of their concerns. It is recommended that staff continue to work closely with MTO in order to get this proposal approved.

The City is also proposing an “On Ramp” to westbound Highway 403 from Main Street at the Aberdeen Avenue ramp, in the Ainslie Wood neighbourhood. This alternative provides direct and improved access to the highway and reduces motorist inconvenience and air emissions. By coordinating this proposal with the current Longwood Road EA study, the traffic issues at the McMaster Innovation Park area could also be addressed. This ramp proposal has not gone through the Environmental Assessment process as it is outside the ATMP study area and has also not obtained approval from the MTO. So this is also not included in the ATMP recommended projects.

With respect to Highway 403 access ramp, staff submitted a report to the Public Works Committee in September 2009 (PW09086) and as directed, a copy of the report was also forwarded to MTO. The report is attached as Appendix “C”.

Subject to Council endorsement, the ATMP Report will be filed for the thirty (30) day public review period. Following public review the ATMP report will be considered as approved, provided no “Part II Order” request is filed with Ministry of Environment (MOE).

Following the public review period, the next step will include staff planning and considering the identified Schedule B and C projects in the appropriate Capital Works budgets and forecast.

Alternatives for Consideration - See Page 11

FINANCIAL / STAFFING / LEGAL IMPLICATIONS

Financial:

The preferred alternatives recommended in the ATMP include a wide range of improvements. It is important to plan and consider potential projects in the appropriate future capital budgets that may require undertaking further studies and implementing
construction projects with other proposed road construction projects in a phased manner.

The issues involving the consideration of new ramps to Highway 403 at Golf Links Road and at Aberdeen ramp would require additional detailed studies and public consultation to establish the feasibility of the proposed ramps and the proposed design to provide these facilities. The City should also explore a cost sharing model for the proposed additional Highway ramps with MTO, as the Highway 403 corridor improvements were identified as needed through previous MTO studies.

As indicated in Appendix “B” certain recommended projects are eligible for Development Charges (DC) share. The DC share is estimated to be approximately $22 million out of the estimated total $37 million cost (not including any of the proposed ramps with Highway 403).

**Staffing:**

N/A

**Legal:**

Municipal undertakings such as; road, water and wastewater and transit projects are subject to Ontario’s Environmental Assessment (EA) Act. The Act allows for the approval of Class Environmental Assessments and the municipality has the option of following the planning process set out in the Municipal Engineers Association Class Environmental Assessment (October 2000, as amended in 2007). The Class EA process has been followed for this study.

Under the provisions of subsection 16 of the Environmental Assessment Act, there is an opportunity for the Minister of the Environment to review the status of a project (Part II Order Request, commonly referred to as a “bump up”). During the review period, members of the public, interest groups and review agencies may request the Minister to require a proponent to comply with Part II of the EA Act (which addresses individual EAs), before proceeding with a proposed undertaking. Under the Municipal Class EA process for Master Plan studies individual projects can only be appealed, not the Master Plan in its entirety. The Minister makes the decision on the “Part II Order” request and the Minister’s decision will be final.

**HISTORICAL BACKGROUND**

In 2002, the City of Hamilton completed the Ancaster Transportation Master Plan and the recommendations include the following for long-term built out (2025):

1. Widening Mohawk Road, McNiven Road and Southcote Road to 4 lanes
2. Adding Two Way Left Turn Lane (TWLTL) on Wilson Street from Hamilton Drive to Rousseaux Street, where feasible
3. Widening Highway 403 by adding one additional lane per direction from New Highway 6 to Aberdeen
These recommendations were not implemented during the five (5) year validity period of the report, as those improvement projects were planned for the long-term (2025). According to the Municipal Class Environmental Assessment document at that time, the study recommendations need to be revisited before they could be implemented.

The provincial *Places to Grow Act* (2005) allows for the creation of growth plans in the province for specific geographic regions. The Growth Plan for the Greater Golden Horseshoe (GGH) was released in 2006, which details intensification and growth targets/projections. Accordingly, the Ancaster area is anticipated for further growth in the next 20 years.

The City of Hamilton completed the city wide Transportation Master Plan (HTMP) in 2007 and its recommendations include the following improvements:

1. Widening Wilson Street to four (4) lanes from Hamilton Dr. to west of Halson St.
2. Widening McNiven and Southcote Road to four (4) lanes
3. Widening Mohawk Road to four (4) lanes from McNiven Road to Highway 403
4. Adding TWLTL on Golf Links Road from McNiven Road to Kitty Murray Lane

In consideration of all these along with the existing transportation concerns and future needs to support development, a transportation master plan study for Ancaster was initiated in 2008. The project team for this study received extensive input into this study from the public and stakeholders. Preserving the unique characteristics of Ancaster, improving pedestrian facilities, and reducing traffic volume on several key roads are the major points raised by the residents.

The specific objectives of the study were to:

- Identify mobility needs for people and goods that are consistent with Ancaster values
- Identify opportunities and realistic targets for transportation mode choices, including public transit, cycling and pedestrian facilities
- Identify infrastructure improvements
- Develop a transportation strategy that supports Ancaster’s urban land uses
- Integrate policies, programs, funding and infrastructure needs
- Develop a Transportation Master Plan for Ancaster
- Satisfy Phases 1 & 2 of the Municipal Class EA process

**POLICY IMPLICATIONS**

A number of strategic City documents including, but not limited to the Corporate Strategic Plan, Public Works Business Plan, GRIDS, Vision 2020, the Hamilton Transportation Master Plan in addition to provincial studies and legislation relate to the ATMP in many ways, including:

- Influencing provincial policy development to benefit Hamilton
- Maintain effective relationships with other public agencies
- Creating a competitive business environment
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- Reducing air and greenhouse gas emissions
- To be innovative through creative solutions
- To be a leader in the greening and stewardship of the City
- To provide sustainable, strategic transportation infrastructure options

RELEVANT CONSULTATION

The ATMP study was undertaken following the Municipal Engineers Association (MEA) Class Environmental Assessment (October 2000, as amended in 2007) process and public consultation is a key component of this process. Notice of study commencement was published in “Ancaster News” and “Hamilton Spectator” newspapers on April 25 and May 2, 2008. A project website was developed for this project: (www.hamilton.ca/AncasterTMP).

The project team received and documented comments/concerns throughout the study process. The project team held two (2) stakeholder meetings and three (3) technical committee meetings. A project update newsletter was also mailed in December 2008 to the residents in addition to posting it on the website. A project updates were presented to the Ancaster Community Council (ACC) on May 5, 2008 and September 8, 2009. Discussions were also held with the Ancaster BIA.

A Public Information Centre (PIC) was held on December 8, 2010 at the Ancaster Old Town Hall in Ancaster. The PIC notice was published in the Ancaster News on November 26 and December 2, 2010, as well; as the Hamilton Spectator on November 27 and December 3, 2010. Individual notification was sent to residents and stakeholders and was also posted on the website. In addition, notice of the PIC was provided on the community board in front of the Ancaster library for 10 days preceding the PIC date. Approximately 250 people attended the PIC. A walk-in session, a formal presentation and question and answer period was included for the PIC. City staff from various departments and sections were present at the PIC to answer public questions. At the request of the general public during the PIC, the deadline for submitting their comments was extended from December 23, 2010 to January 31, 2011.

At the project initiation public meeting for the Ancaster Community Node Secondary Plan study held on January 25, 2011, the City’s transportation planning staff was also present to answer questions related to the ATMP study. A meeting with the “Preserve Ancaster Village” coalition was held on February 11, 2011 which was attended by members of the coalition, Councillor Lloyd Ferguson, MPP Ted McMeekin and staff to further discuss transportation issues. Throughout the study process, individual responses were also provided to several questions and enquiries from the public. A follow-up meeting with the ACC is scheduled for April 4, 2011.

The project team consulted several city departments and external stakeholders throughout the study process. This includes a wide variety of staff and stakeholders to provide input and deal with the transportation issues, including the proposed additional westbound access ramp to/from Highway 403 at Golf Links Road.
Representative | Comments regarding ATMP
--- | ---
Rapid Transit | No issues
Traffic | Further study and investigation regarding roundabouts and pedestrian crossing locations
Asset Management | Timing of any improvements included in ATMP will require coordination with other capital projects and available funding
Design | Any identified Schedule B and C projects will require additional detailed design/study to determine final design and cost estimates as they relate to other capital projects
Transit | No issues
Community Design | Information from ATMP to be included in Ancaster Node Secondary Planning initiatives
Planning & Economic Development | Information from ATMP to be included in future planning for residential and employment areas. Survey to be undertaken as there are potential impacts to heritage features. Archaeological assessment will be required for projects 1, 8 and 12 shown in Appendix “B”
Fire | No issues
Hamilton Conservation Authority | No issues
Niagara Escarpment Commission | No issues based on limited crossing opportunities of escarpment
Ministry of Transportation (MTO) | Issues with proposed additional ramps at Golf Links Road and Main Street – further investigation required
Ministry of Natural Resources (MNR) | No issues

Five (5) meetings were held with MTO staff regarding the proposed ramps with Highway 403. These issues have not been resolved and further meetings and investigations will be required.

On February 4, 2011, the Mayor’s office received a petition from the Ancaster residents requesting a 90-day extension of the planning process for the ATMP to provide additional time for further review and modification. At the Council meeting held on February 23, 2011, the petition was included as Agenda Item 5.1, resulting in a motion directing the General Manager of Public Works to report back to the Public Works Committee.

Based on the time available to respond to the petition and the scheduled consideration of the ATMP on April 18, 2011, the following may be accepted as the report on this matter:

The petitioners raised four (4) concerns that have been addressed as described below:

Concern 1. “Planning process has lacked transparency and limited public input.”
Response. The study followed the Municipal Engineers Association (MEA) Class Environmental Assessment (October 2000, as amended in 2007) process and public consultation is a key component of this process. The project team undertook a wider public consultation process for this study as explained under the “RELEVANT CONSULTATION” above.

Concern 2. “The village core will be negatively impacted, since there is no diversion of through traffic and likely increased traffic volume.”

Response. No works are proposed for the village core (Halson to Rousseaux). City staff is continuing to work with MTO on additional WB ramps to Highway 403 at Golf Links and at Main Street/Aberdeen Road.

Concern 3. “There is insufficient consideration for pedestrian safety, as a result of a lack of proposed crosswalk and signals.”

Response. The ATMP is a twenty (20) year, high-level plan on the overall transportation network for the area. The ATMP suggests that pedestrian crossings can be considered based on desired crossing locations, safety and City policies and operational considerations. The City has recently initiated the Pedestrian Mobility Master Plan that may assist and address these issues.

Concern 4. “The proposed $38 million expenditure is one we cannot afford in a time of restraint.”

Response. Although the overall ATMP estimated total capital improvements as $37 million, approximately $22 million relates to DC that can be applied to specific locations and $15 million would relate to proposed capital projects, that would have to be scheduled and programmed in future capital budgets and correspond with other infrastructure works.

ANALYSIS / RATIONALE FOR RECOMMENDATION

During the course of the study the project team reviewed the comments and concerns raised by the public and stakeholders. The existing transportation conditions and future needs were also reviewed. These process leads to the identification of the overall problems and opportunities for the Ancaster study area. In general, transportation network connectivity, traffic problems, and future roadway capacity needs were identified. This was found to be consistent with several earlier studies including; Hamilton Transportation Master Plan study (2007), Ancaster Comprehensive Transportation Master Plan Study (2001) and MTO’s studies related to Highway 403 (1997, 1999, 2004).

One of the problems identified was the lack of direct access to westbound Highway 403. Several discussions were held with MTO in this respect. As requested by MTO and in collaboration with them, a separate operational analysis was also undertaken for the proposed ramp at Golf Links Road. The MTO staff provided input and agreed to the Terms of Reference for this operational analysis exercise, provided comments and
participated with City staff as the consultant completed their investigation. It should be noted that this operational analysis included the feasibility of a westbound ramp from Main Street West, at the Aberdeen ramp.

A final draft report for this study has been completed and is currently under review by the MTO. The City reviewed MTO’s concerns and will continue to pursue this matter to address their concerns to reach a final decision regarding the proposed ramps to Highway 403.

Understanding the MTO’s future plans for the Highway 403 corridor improvements; issues involving timing and their position on the ramp proposals at Golf Links Road and Main Street West; are critical in addressing the transportation issues for Ancaster.

The ATMP developed twelve (12) road network alternative scenarios, including various combinations to determine the best network solution for Ancaster, considering the various constraints existing in Ancaster. The alternatives were evaluated using standard EA criteria to ultimately identify the preferred option.

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1</td>
<td>Do Nothing</td>
</tr>
<tr>
<td>Alternative 2</td>
<td>HTMP recommendations and On Ramp from Mohawk Road to Highway 403 westbound</td>
</tr>
<tr>
<td>Alternative 3</td>
<td>HTMP recommendations and Golf Links Road ramps, eastbound and westbound</td>
</tr>
<tr>
<td>Alternative 4</td>
<td>HTMP recommendation with Rousseaux Street TWLTL</td>
</tr>
<tr>
<td>Alternative 5</td>
<td>HTMP recommendation, except Wilson Street TWLTL</td>
</tr>
<tr>
<td>Alternative 6</td>
<td>HTMP recommendations, except adding TWLTL to Rousseaux Street and maintaining existing Cross-Section on Mohawk Road</td>
</tr>
<tr>
<td>Alternative 7</td>
<td>HTMP recommendations, except maintain McNiven Road Two-lane Cross-Section</td>
</tr>
<tr>
<td>Alternative 8</td>
<td>Combination of 3 &amp; 7</td>
</tr>
<tr>
<td>Alternative 9</td>
<td>Combination of 3 &amp; 4</td>
</tr>
<tr>
<td>Alternative 10</td>
<td>HTMP recommendations and Lime Kiln Road connection to Hendry Lane</td>
</tr>
<tr>
<td>Alternative 11</td>
<td>Combination of 5, 6 &amp; 7</td>
</tr>
<tr>
<td>Alternative 12</td>
<td>Adding TWLTL to, Wilson Street from Hamilton Drive to west of Halson, Rousseaux Street, Mohawk Road from Highway 403 to Rousseaux Street, and McNiven Road</td>
</tr>
</tbody>
</table>

**ALTERNATIVES FOR CONSIDERATION**

The preferred alternative solution has been identified using an evaluation and screening process that fulfills the requirements of the Municipal Engineers Association (MEA) Municipal Class EA document of Phases 1 and 2 for Schedule “B” projects. Municipal projects processed under the Schedule B provisions are considered to be approved under the Municipal Assessment Act, provided the projects follow the appropriate planning and design process outlined in the MEA Municipal Class EA document. All
Schedule C projects are required to go through further study to satisfy Phase 3 and 4 requirements with additional public consultation.

If the City does not follow the process outlined in the Municipal Class EA document, the City would be in violation of the Municipal Class EA Act. The Minister of Environment (MOE) could revisit the approval of a project and/or take away the City’s right to use the Municipal Class EA document.

The preferred alternative for the ATMP is Alternative 12 (Scenario 12). There are two (2) alternatives for Council to consider with respect to the recommendations of this report:

1. To file the ATMP Municipal Class Environmental Assessment Phases 1 and 2, Schedule B projects with the City Clerk for a minimum thirty (30) day public review period in order to complete the first two (2) phases of the process.

2. To not file the ATMP Municipal Class Environmental Assessment Phases 1 and 2, Schedule B projects with the City Clerk for a minimum thirty (30) day public review period and, as a consequence, not to proceed with implementation.

Should Council not wish to approve the filing of the ATMP Municipal Environmental Assessment Class EA Phases 1 and 2, Schedule B projects, the Municipal Class EA process would be considered by the provincial government as incomplete and the City will not have approval under provincial environmental legislation to implement the future Schedule B improvements required to address transportation issues in the study area. The outcome would be equivalent to the “do nothing” alternative, which would result in the inability to effectively address both the short-term, mid-term and the long-term transportation infrastructure needs for the study area. Eventually the City would have to repeat the Class EA process, which would likely result in the same recommendations.

For this reason the project team does not support Alternative 2.

The request for a ninety (90) day process extension for public comments was received at the office of the Mayor on February 4, 2011. The original schedule for public comments was December 23, 2010. At the December 8, 2010 PIC, the public indicated that this timing was too short and in consideration of December holidays, the commenting period was extended to January 31, 2011. Information and comments brought forward by residents during this time period has been reviewed and included in the consultants final report.

The project team does not support extending the consultation period further.
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CORPORATE STRATEGIC PLAN


Financial Sustainability
- Delivery of municipal services and management capital assets/liabilities in a sustainable, innovative and cost effective manner. Sustainable and cost effective road improvement solutions were identified through this study

Intergovernmental Relationships
- Influence provincial policy development to benefit Hamilton
- The need to improve Highway 403 by increasing its capacity and providing access ramps are part of the study findings. Continuing to work with MTO staff on these solutions

Growing Our Economy
- An improved customer service by addressing existing transportations issues. Improved transportation infrastructure is generally seen as supportive measure for economic growth

Social Development
- Residents in need have access to adequate support services with improved transportation facilities

Environmental Stewardship
- The proposed solution has only minimum impact on the environment. All efforts were taken to contain the proposed improvements within the existing Right-of-Way

Healthy Community
- Plan and manage the built environment. The recommendations support active transportation and the resident’s desire for more bike lanes and sidewalks

APPENDICES / SCHEDULES

Appendix “A” - Study Area Map
Appendix “B” - Recommended Road Improvement Projects – Scenario 12
Appendix “C” - Public Works Committee report PW09086 dated September 15, 2009
Appendix “D” - Scenario 12 Map showing recommended improvements
Appendix “E” - Petition from the Ancaster residents dated February 4, 2011
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Appendix “A”
Study Area Map

Ancaster Transportation Master Plan Study
(Ward 12)

Hamilton Public Works
General Manager
Scott Stewart C.E.T.
December 2007
Map Not to Scale

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<table>
<thead>
<tr>
<th>Road Name</th>
<th>From</th>
<th>To</th>
<th>Length (km)</th>
<th>Description of Works</th>
<th>Period</th>
<th>Trigger</th>
<th>Project Cost (million)</th>
<th>DC % Share (million)</th>
<th>DC Share Amount (million)</th>
<th>Capital Project Share (million)</th>
<th>EA Schedule</th>
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<tbody>
<tr>
<td>1 New E/W Road (Ancaster)</td>
<td>Tradewind Dr / Cornwell Road</td>
<td>Trinity Road</td>
<td>0.81</td>
<td>New Two-Lane Collector Road</td>
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<td>100</td>
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<td>2 Garnet Road</td>
<td>Hwy 2 (Wilson St.)</td>
<td>50m west of Shaver Road</td>
<td>0.72</td>
<td>Road Widening to Three-Lanes with Two-way Left-turn Lane</td>
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<td>2017-2021</td>
<td>Development - AEGO</td>
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<td>71</td>
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<td>3 Golf Links Road</td>
<td>McNiven Road</td>
<td>Kitty Murray Lane</td>
<td>0.84</td>
<td>Road Widening to Three-Lanes with Two-way Left-turn Lane</td>
<td>Medium</td>
<td>2017-2021</td>
<td>Construction of Golf Links Ramps to Hwy 403</td>
<td>TBD</td>
<td>-</td>
<td>-</td>
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<td>4 Golf Links Road</td>
<td>Kitty Murray Lane</td>
<td>Stone Church Road</td>
<td>-</td>
<td>Two Intersection Improvements (Marindale, Cloverleaf)</td>
<td>Long</td>
<td>Beyond 2021</td>
<td>Construction of Golf Links Ramps to Hwy 403</td>
<td>TBD</td>
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<td>5 McNiven Road</td>
<td>Rousseaux Street</td>
<td>Golf Links Road</td>
<td>0.63</td>
<td>Road Widening to Three-Lanes with Two-way Left-turn Lane</td>
<td>Long</td>
<td>Beyond 2021</td>
<td>Development</td>
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<td>McNiven Road</td>
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<tr>
<td>7 Rousseaux Street / Wilson Street Intersection</td>
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<td>-</td>
<td>-</td>
<td>Interim Intersection Improvements (light modifications to existing)</td>
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<td>-</td>
<td>-</td>
<td>Single Lane Roundabout</td>
<td>Medium</td>
<td>2017-2021</td>
<td>-</td>
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<td>0</td>
<td>$0.0</td>
<td>$0.6</td>
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<td>9 Stone Church Road</td>
<td>Harrogate Drive</td>
<td>Stonehenge Drive</td>
<td>0.34</td>
<td>Road Widening to Four-Lanes</td>
<td>Long</td>
<td>Beyond 2021</td>
<td>Development</td>
<td>$1.0</td>
<td>0</td>
<td>$0.0</td>
<td>$1.0</td>
</tr>
<tr>
<td>10 Garnet Road</td>
<td>50m west of Shaver Road</td>
<td>50m east of Miller Dr</td>
<td>3.17</td>
<td>Road Widening to Four-Lanes with Bike Lanes</td>
<td>Medium</td>
<td>2017-2021</td>
<td>Development - AEGO</td>
<td>$8.9</td>
<td>71</td>
<td>$6.9</td>
<td>$2.8</td>
</tr>
<tr>
<td>11 *Mohawk Road</td>
<td>McNiven Road</td>
<td>Hwy 403</td>
<td>1.30</td>
<td>Road Widening to Three-Lanes with Two-way Left-turn Lane</td>
<td>Short</td>
<td>2011-2016</td>
<td>-</td>
<td>$3.9</td>
<td>60</td>
<td>$2.3</td>
<td>$1.6</td>
</tr>
<tr>
<td>12 Rousseaux Street / Wilson Street Intersection</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Double Lane Roundabout</td>
<td>Medium</td>
<td>2017-2021</td>
<td>-</td>
<td>$2.6</td>
<td>0</td>
<td>$2.0</td>
<td>$2.6</td>
</tr>
<tr>
<td>13 Southcote Road</td>
<td>Calder Street</td>
<td>Gamer Road</td>
<td>1.26</td>
<td>Road Widening to Three-Lanes with Two-way Left-turn Lane</td>
<td>Medium</td>
<td>2017-2021</td>
<td>Development</td>
<td>$3.4</td>
<td>60</td>
<td>$2.1</td>
<td>$1.4</td>
</tr>
<tr>
<td>14 Wilson Street</td>
<td>Hamilton Dr</td>
<td>50m west of Nelson Street</td>
<td>2.90</td>
<td>Two-way Left-turn Lane</td>
<td>Short</td>
<td>2011-2016</td>
<td>-</td>
<td>$7.8</td>
<td>85</td>
<td>$6.6</td>
<td>$1.2</td>
</tr>
</tbody>
</table>

Total: $27.3 million | $21.9 million | $16.4 million

*Note: when considering projects, Rousseaux Street and Mohawk Road improvements will influence each other and should therefore be considered as one project, under Schedule C.

TBD: To be determined in conjunction with the On & Off ramp at Golf Links Rd.
SUBJECT: Opportunities for Collaboration with the Ministry of Transportation Regarding Additional Access to Westbound Highway 403 (PW09086) - (Wards 1 and 12)

RECOMMENDATION:

(a) That the Ministry of Transportation (MTO) be advised of the City of Hamilton’s desire for additional westbound access to Highway 403, and that the investigation of future ramps from the Ancaster area and from Main Street, West, should be a collaborative effort between the City of Hamilton and the MTO; and,

(b) That the Ministry of Transportation be requested to provide a list of their requirements for Transportation Master Plans in areas adjacent to, or including, one or more provincial highways, in advance of the official project initiation meeting, and that MTO representatives be invited to participate on project steering committees for such projects; and,

(c) That a meeting be requested with Minister Ted McMeekin, MPP, Sofia Aggelontis, MPP, Councillor Brian McHattie, Ward 1, Councillor Lloyd Ferguson, Ward 12, Gerry Davis, General Manager of Public Works, senior Public Works Department staff and the Regional Director from the Ministry of Transportation (MTO) and associated senior MTO staff to discuss opportunities for additional westbound access to Highway 403 from the City of Hamilton.

Gerry Davis, CMA
General Manager
Public Works Department
SUBJECT: Opportunities for Collaboration with the Ministry of Transportation Regarding Additional Access to Westbound Highway 403 (PW09086) - (Wards 1 and 12) - Page 2 of 7

EXECUTIVE SUMMARY:

Staff has been working with the Ministry of Transportation (MTO) on a variety of issues dealing with consideration of additional westbound access to Highway 403 at Aberdeen Road and also at Golf Links Road in Ancaster. There have been a number of issues that have not been resolved at the staff level and it would be pertinent to advise the local MPP's of the issues under consideration and look for ways of introducing creative solutions to provide the additional access points to westbound Highway 403 and options to move forward or to determine that the issues cannot be resolved and to move onto other solutions. This report is summarizing these issues and recommends that a meeting be established with key individuals to explore these opportunities.

BACKGROUND:

Interchange of Aberdeen Road/Main Street West and Highway 403

At this time, there is no westbound access to Highway 403 from Main Street (adjacent to Columbia International College, 1003 Main Street, West). This issue of limited access was documented in the 2003 Ainslie Wood/Westdale Transportation Master Plan. Committee will recall that during upcoming bridge repairs/replacement along Highway 403, the MTO will be providing a temporary westbound access to Highway 403 at this location. Staff is of the opinion that if the MTO can provide this temporary access facility, they can provide this westbound access from Main Street on a permanent basis. The proposed access will be connecting with an existing westbound ramp accessible from Aberdeen Road and therefore there should be limited impact to the Highway. The provision of this additional westbound access location will be extremely useful and a direct route for motorist from Main Street, who are currently required to make a circuitous movement to Longwood Road and Aberdeen Road to travel westbound on Highway 403 and creating more traffic through the McMaster Innovation Park area. The location of the proposed ramp to westbound Highway 403 is illustrated on Appendix “A”.

Proposed access at Golf Links Road and Highway 403

The Public Works Department have been working on the Ancaster Transportation Master Plan (ATMP) since 2008. A Steering Committee of technical staff and key stakeholders have participated in meetings to discuss technical issues and review the consultant’s analysis and alternatives. The MTO has a representative on this steering committee.

The consultant completed a detailed review of the transportation network options related to Ancaster and has concluded that with the anticipated increase in traffic, and the potential traffic congestion, alternatives are necessary to provide a suitable traffic level of service on the key arterial and collector roads in the community. The consultant and staff emphasized that improvements to the transportation network in the area was important to provide the residents with options and opportunities to travel within their community and to provide convenient and reliable access for business/commercial-related trips.

One noted deficiency is the lack of full movement connections to Highway 403 in the Ancaster area. Currently there is only one full movement interchange, namely Highway 403 and Wilson Avenue. The Highway 403 interchange with Mohawk Road/Rosseaux Road is not a full-movement interchange as there is no direct access from Rosseaux
Road to westbound Highway 403 or direct access to Rosseaux Road from eastbound Highway 403. In order to make these traffic movements, motorists must use the Lincoln Alexander Parkway/Mohawk Road/Golf Links interchange.

The consultant proposed the consideration of an additional access at Golf Links Road and Highway 403 to assist with the traffic destined to and from the highway. No specific timing was proposed regarding the construction of the westbound access to Highway 403, but it is to correspond to the anticipated decreasing level of service on the area road network as traffic volumes and congestion increase. The access concept was described to the steering committee for their consideration in the fall of 2008. The steering committee considered this proposal and based on extremely limited options to access the highway elsewhere within the community, indicated to the consultant, that although not ideal, this idea was worth pursuing further. At this point the MTO were aware of the proposed westbound access to/from Highway 403 at Golf Links Road and did not indicate any concerns to the steering committee. The location of the proposed ramp to/from westbound Highway 403 is illustrated on Appendix “B”.

Unfortunately, in late January 2009, when the steering committee was reviewing refinements to this highway access alternative, the MTO representative contacted the City’s project manager to say that the proposed additional access to Highway 403 had several problems and that the MTO was not in favour of the city pursuing this access point along Highway 403.

Staff and the consultant met with MTO representatives in April 2009, to determine the Ministry’s concerns regarding this proposed highway access facility. The MTO presented a list of issues including interchange spacing, current congestion on the highway, maintenance related restrictions (including winter control activities) and limits to the Ministry’s consideration of future widening opportunities to the highway.

Staff was very disappointed that the Ministry had expressed their concerns so late in the process and effectively requiring City staff and the consultant to redo much of the previous analysis that had been done based on the assumption of the availability of this additional access point to Highway 403. This setback will affect the amount of time it would take to redo the analysis plus the additional cost for the consultant to complete the additional review and analysis.

The MTO representatives indicated that the City could undertake additional interchange and Highway 403 corridor-related studies for their consideration, but continued to express reservations that even if the additional studies were completed that they would have difficulty supporting the feasibility of the proposed access.

The City Manager, Senior Public Works staff and Councillor Ferguson have met with MTO representatives to discuss this proposed access with no change in the Ministry’s position.

Staff and the Councillor would like the opportunity to meet with Minister McMeekin, MPP and Sofia Aggelonitis, MPP, along with senior Public Works staff and senior representatives from the MTO to discuss the issue again and decide whether this concept has any merit or whether additional westbound access to Highway 403 is not possible and that other solutions to the future traffic issues in Ancaster need to be determined.
The City is interested in meeting with the MTO again to review this project and determine a "yes" or "no" position from the Ministry. This report is recommending that a meeting be established with senior Public Works staff, Councillors, senior MTO staff and the area MPP's to review these items and consider creative solutions.

On a go-forward basis, the Ministry needs to provide the City with detailed information much earlier in the project schedule so that decisions can be made and the required evaluation/analysis can be completed. Changing critical information during a project can be detrimental to a project's timelines and budget. Timely and accurate input from stakeholders is a necessity in order that options and alternatives can be clearly reviewed and recommendations can be formulated for the project to be successfully completed.

The alternatives for consideration include:

1. Do Nothing

If additional westbound accesses to Highway 403 are not provided, traffic is required to utilize local roadways to gain access to the highway which adds to traffic volume, traffic congestion, travel time, inconvenience, and air emissions.

2. Adding westbound ramps to/from Highway 403

In the case of Aberdeen Road and Highway 403, the request is for a westbound connection to the existing westbound access ramp, therefore this alternative provides for improved access to the highway and reduces traffic congestion, travel time, motorist inconvenience and air emissions.

For the additional westbound access to/from Highway 403 at Golf Links Road in the Ancaster community, the access would be very beneficial in addressing the existing and anticipated future traffic problems in the community north of Highway 403 and the limited opportunities for transportation network improvements.

In proposals of this nature, it is essential that the cost certainty be included so that the project's budget targets are known and can be achieved. In this case, it would have been important for the MTO to identify the potential difficulties in the Golf Links Road access proposal much earlier and describe additional studies that would be required for the Ancaster Transportation Master Plan in order for the Ministry to provide their position and not change it at a later time. This relevant information would have been useful in the preparation of realistic budget forecasts and study timelines.

A number of strategic City documents, including, but not limited to, the Corporate Strategic Plan, Public Works Business Plan, GRIDS, Vision 2020, the Hamilton Transportation Master Plan relate to this issue in many ways, including:

- Influencing federal and provincial policy development to benefit Hamilton
- Maintain effective relationships with other public agencies
- Creating a competitive business environment
SUBJECT: Opportunities for Collaboration with the Ministry of Transportation Regarding Additional Access to Westbound Highway 403 (PW09086) - (Wards 1 and 12) - Page 5 of 7

- Reducing air and greenhouse gas emissions
- To be innovative through creative solutions
- To be a leader in the Greening and stewardship of the City
- To provide sustainable, strategic transportation infrastructure options

RELEVANT CONSULTATION:

The steering committee for the Ancaster Transportation Master Plan involved a wide variety of staff and stakeholders to deal with the transportation issues, including the proposed additional westbound access ramp to/from Highway 403 at Golf Links Road. The steering committee included representatives from Public Works (Strategic and Environmental Planning, Traffic, Design, Open Space Development & Park Planning, Transit), Community Planning & Design, Planning & Economic Development, Fire, Hamilton Conservation Authority, Niagara Escarpment Commission, Ministry of Transportation and the Ministry of Natural Resources. This proposal was also presented to the Ancaster Community Council (ACC).

CITY STRATEGIC COMMITMENT:

By evaluating the “Triple Bottom Line”, (community, environment, and economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. ☑ Yes ☐ No
An efficient and effective transportation network is important to the community and its residents, including sustainable transportation alternatives, i.e. active transportation, carpooling, in order that they can move within their community at a reasonable level of service and allows business-related transportation, i.e. material deliveries, shipping, to do so in a timely manner.

Environmental Well-Being is enhanced. ☑ Yes ☐ No
Direct and convenient highway access reduces the amount of Greenhouses Gases produced from vehicles taking circuitous routes to/from highways and on local roadways and contributing to traffic congestion.

Economic Well-Being is enhanced. ☑ Yes ☐ No
Improved access to/from area highways provides excellent opportunities for businesses to be attracted to the community and offer a wide variety of goods and services. Businesses that establish themselves in the community create employment to build a sustainable economy.

Does the option you are recommending create value across all three bottom lines? ☑ Yes ☐ No

Do the options you are recommending make Hamilton a City of choice for high performance public servants? ☑ Yes ☐ No
SUBJECT: Opportunities for Collaboration with the Ministry of Transportation Regarding Additional Access to Westbound Highway 403 (PW09086) - (Wards 1 and 12) - Page 6 of 7

Appendix “A”

Appendix ‘A’ (Pw09086) - Access to Highway 403 at Aberdeen Road / Main Street (Ward 1)

General Manager
Gerry Davis
September 2009
Map Not to Scale
SUBJECT: Opportunities for Collaboration with the Ministry of Transportation Regarding Additional Access to Westbound Highway 403 (PW09086) - (Wards 1 and 12) - Page 7 of 7

Appendix “B”

Subject Area

Appendix ‘B’ (PW09086) - Access to Highway 403 at Golf Links Road

Gerry Davis

General Manager

September 2009

Map Not to Scale
Recommended Alternative

Recommended three-lane cross-sections (i.e. one lane in each direction with Two-Way Left Turn Lane), where feasible depending on Right-of-Way, include:

- Sidewalks on both sides of the road; and
- Cycling lanes where identified in Hamilton’s Cycling Master Plan - Shifting Gears 2009
Appendix “D” to Report PW11027
Scenario 12 Map showing recommended improvements
Page 2 of 3

Wilson/Rousseaux Intersection

Option #1: Intersection Geometry and Bridge Improvements
- Addition of second westbound left turn lane on Rousseaux Street
- Second southbound left turn lane on Wilson Street
- Road widening to accommodate second receiving lanes ~ 60m length on Rousseaux Street and 70m length on Wilson Street
- Widening bridge structure on Wilson Street
- Grade work & retaining wall on Rousseaux Street
- Some property impacts to accommodate roadway widening
- Lower operational Level of Service (LOS) than roundabout option
- Better improvement as a permanent option however lifespan is shorter than for a roundabout (i.e. 2021-2031)

Option #2: Double Lane Roundabout (Preferred)
- Construct two lane roundabout
- Remove the existing road and complete the roundabout
- Grade work & retaining wall on Rousseaux Street
- Close old Dundas Road (i.e. cul-de-sac)
- Major property impacts due to roundabout alignment
- Short term solution however most expensive and greatest impacts

Interim Option: Slight Modifications to Existing Intersection
- Reconstruction of intersection lanes and medians within the existing road right of way
- Second southbound left turn lane on Wilson Street and second receiving lane on Rousseaux Street added
- Interim configuration until a permanent solution can be implemented
Wilson/Jerseyville Intersection

Option #1: Signalization and Turning Lanes
- Addition of traffic signals and left turn lanes for all approaches.
- Minimizes property requirements to accommodate intersection improvements.
- Signal warrant not met by 2031 (based on forecasted intersection volumes on side streets), but may eventually be warranted due to side street delay.
- Pedestrian phases on side streets would assist in crossing Wilson Street.

Option #2: Realigned Intersection
- Realign Jerseyville Road intersection with Wilson Street.
- Greater property requirements to accommodate realignment. No building impacts.
- No set operational improvements to vehicles exiting from Jerseyville Road.
- Perpendicular intersections, however, difficult for pedestrians to traverse with multiple lanes to cross at a time.

Option #3: Single Lane Roundabout (Preferred)
- Construct a single-lane roundabout.
- Minimizes property requirements to accommodate roundabout. No building impacts.
- Operational capacity approaching limits by 2031.
- Best option for pedestrians. With pedestrian islands, no more than one lane to cross at a time.
Dear Mayor Bob Bratina,

Residents of Ancaster are concerned that our voices are not being heard.

The proposed changes contained in the Ancaster Transportation Master Plan cater to vehicular through traffic while ignoring the interests of Ancaster.

We have major concerns about the proposed ATMP and its impact on our community values and goals, specifically;

- The planning process has lacked transparency by allowing limited public input.

- The Village core will be negatively impacted, since there is no diversion of through traffic and likely increased traffic volumes.

- There is insufficient consideration for pedestrian safety, as a result of a lack of proposed crosswalks and signals.

- The proposed $38 million expenditure is one we cannot afford in a time of restraint.

This plan is bad for business; bad for residents; and bad for Ancaster. Reducing travel time should not come at the expense of our historic village.

For these reasons we, your constituents, insist that you extend the planning process for at least 90 days to provide sufficient time for further review and modification of the ATMP. In addition we ask that you work with our local MPP and the Provincial Ministry of Transportation to improve westbound accesses to Highway 403 as a key element of a revised ATMP.

Sincerely,

Emerich J. Sovs
Marion Sovs
Robert Murphy
M.L. Sooter
Frank Ernest

Kari Morrow-Fioren
N. Waine-Lowe
Pearl Wade
Scott Gallea
Kathy Shields

Joyce Ernest
Bruce Schafer
Pat Schafer
Barry R. Fletcher