

S.O.S.

'Safe on Second'

Issue Overview

- Second Road West planned closure based on 1989 plan
- Discovery of Karst, closure on hold and subsequently cancelled
- Volume intensifies year over year with continued residential & commercial developments at a higher rate than infrastructure development

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How did we get here? What changed?

- 3 municipal governments & no decision or adequate infrastructure even though home, commercial development continued at an exponential rate.
- May 2013, UMA closes. City reasoning; 'cheaper to close than to upgrade road, sewers.'
- Proposed closure of Pritchard Road? Rumor? We've heard rumors before and know how they end...
- Continued explanation that closure cannot solely be to benefit residents of 1 street but must be in best interest of community, both of the above contradict this statement
- Second Road residents trying to be part of solution with proposed options but none approved or brought to Council.
- To date over \$2 million tax payer dollars spent on assessments and Consulting firms.

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Status & Purpose of Today

- With every solution brought forward the consistent response quoted from the local Councilor has been, 'that will never fly with council'.
- Our question remains;
 - If decisions for road closure are to be in the best interest of communities and not residents then how was Upper Mount Albion?
 - If the Trinity extension is the solution to the traffic issues why are roads closed prior to the extension being completed since Second Road West becomes the only North/ South extension from Highland Road to Rymal?
 - **Why does the Second Road West closure and all the proposed solutions by residents 'never fly at council'?**

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Appendix 1

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Cost History

- After 8 months of inquiring, I finally obtained what the City of Hamilton could obtain in terms of costs;
 - Outside consultants ~\$950,000
 - Unable to obtain internal costs, say they are unable to because they are not tracked that way.
 - Tiger strips on stop signs ?
 - Stopping bars, repainted once/ year ?
 - Concrete speed hump ?
 - 2 removable speed humps ?
 - Lost track number of times speed monitoring conducted ?
 - Lost track number of times traffic counts taken ?
 - Police presence ?
 - I don't feel that saying in excess of \$2 million being spent is a far off number with no resolution to the issue and in fact worse off.

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Community Facts

Gatestone Drive

- Over 34' wide
- Sidewalks and boulevards on either side
- Homes setback 35-40' from the sidewalk to the garages on both sides

Second Road West

- 28' wide
- Sidewalk originally installed on 1 side only with boulevard
- Home setback on original sidewalk side, 22' from sidewalk to garage
- 2nd sidewalk installed on east side; setback now 24'

Upper Mount Albion

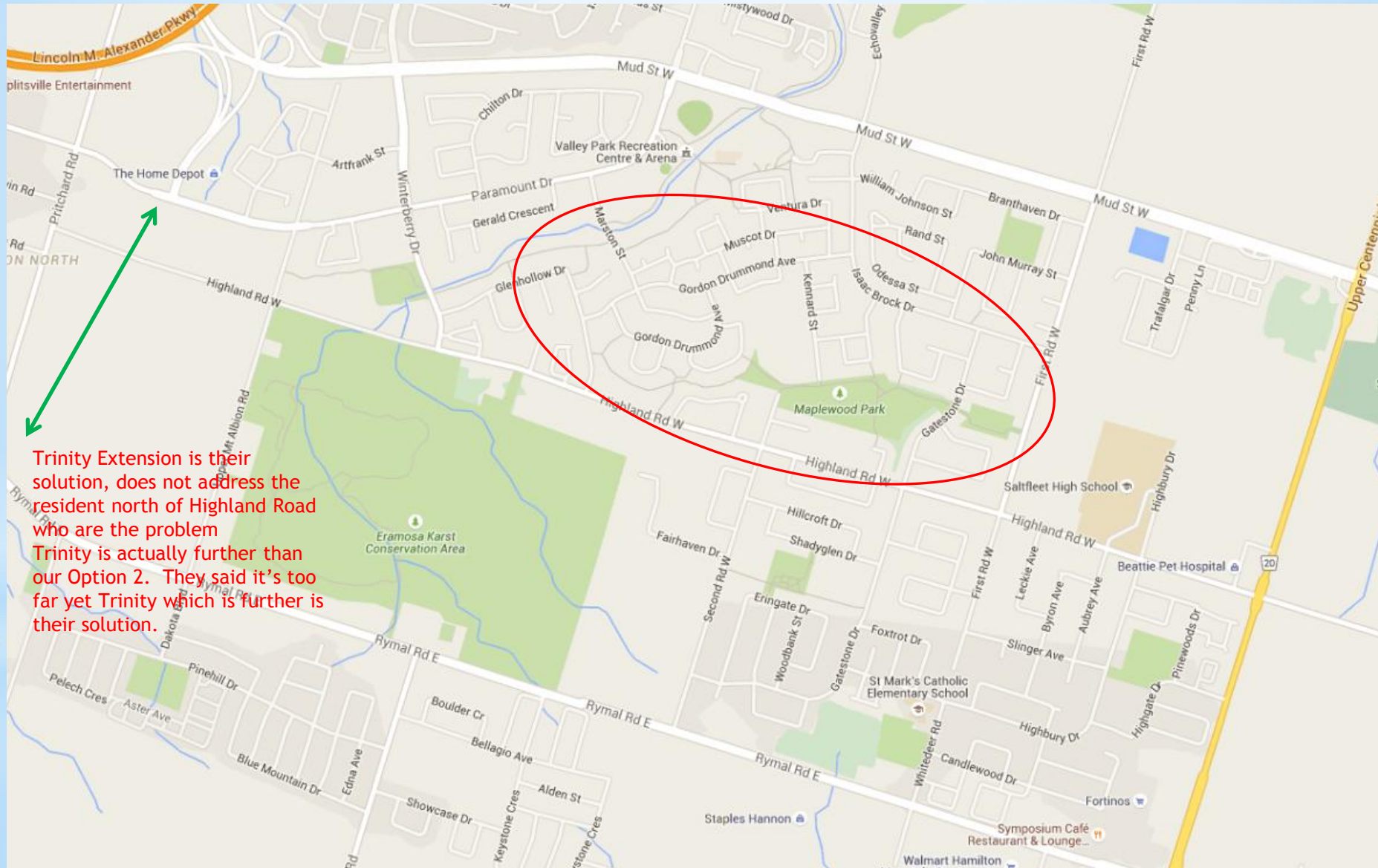
- 2 lanes, with culverts on both sides
- Homes setback 60' from culvert
- Natural intersection at Dakota Drive, north/ south corridor from Summit Park to Highland, Paramount or Red Hill

Hwy 20

- 4 lanes
- No sidewalks but not intended to be a walking street as the name indicates it is a 'city hwy'
- No homes
- Access to commercial developments

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City Solution



Trinity Extension is their solution, does not address the resident north of Highland Road who are the problem
Trinity is actually further than our Option 2. They said it's too far yet Trinity which is further is their solution.

SOS Solutions- option 1



SOS Solutions- option 2

