City of Hamilton
Report for Consideration

To:	Chair and Members Public Works Committee
Date:	April 7, 2025
Report No:	PED20063(a)/PW18008(c)
Subject/Title:	Lincoln M. Alexander Parkway (LINC) and Red Hill Valley Parkway (RHVP) Mobility Feasibility Study **(Outstanding Item List)**
Ward(s) Affected:	City Wide

Recommendations

1) That the Red Hill Valley and Lincoln Alexander Parkways Feasibility Study Technical Report, attached as Appendix "A" to Report PED20063/PW18008(c) **BE RECEIVED**;

2) That staff **BE DIRECTED** to proceed with a public and stakeholder engagement program focused on potential improvement alternatives for the Lincoln Alexander Parkway;

3) That Transportation Planning and Parking staff **BE DIRECTED** to report back to Public Works Committee following the completion of the public and stakeholder engagement process with a Terms of Reference and cost estimate to undertake the next phases of the Environmental Assessment process for potential design improvements for the Lincoln Alexander Parkway.

Key Facts

- The purpose of this Report is to present a summary of the technical work completed to date on the Mobility Feasibility Study for the Red Hill Valley Parkway (RHVP) and Lincoln Alexander Parkway (LINC).
- The Feasibility Study was initiated in 2020 to evaluate the short and long-term corridor needs of the Red Hill Valley Parkway (RHVP) and Lincoln Alexander Parkway (LINC).

- Based on existing volumes, both the Lincoln Alexander Parkway (LINC) and Red Hill Valley Parkway (RHVP) are operating at or above capacity in the morning and afternoon rush hour periods.
- The technical work completed to date includes a concept design for a potential widening of the Lincoln Alexander Parkway (LINC) and concludes that one additional travel lane in each direction can be achieved within the existing right-of-way (ROW) by widening inward toward the centre.
- While public and stakeholder engagement for the overall project has been paused pending direction from the Red Hill Valley Joint Stewardship Board (JSB), an engagement program focused on the Lincoln Alexander Parkway (LINC) would serve to inform the evaluation of alternatives for that facility and the advancement of the next phases of the Environmental Assessment (EA) process.

Financial Considerations

- A Capital Budget of $600 K to undertake the Mobility Feasibility Study was approved as part of the 2020 tax supported Capital Budget (Project ID 4032055243). This budget was to undertake Phase 1 and 2 of the Environmental Assessment Process. To date, approximately $488.5 K has been spent or is committed on the consulting assignments and other study related costs. It is proposed that the remaining $111.5 K be used for the focused public and stakeholder engagement for the Lincoln Alexander Parkway (LINC).
- As part of the 2023 tax budget, a capital detail sheet was submitted as a preliminary budget to cover the next phases of an Environmental Assessment for the preferred Lincoln Alexander Parkway (LINC) and Red Hill Valley Parkway (RHVP) alternatives (Phases 2, 3 and 4). A multi-year budget of $1.59 M was approved through Project 4032355225. To date, there have been no expenditures on this subsequent project as finalization of the Feasibility Study is required.

Background

- The Lincoln Alexander Parkway (LINC) opened in 1997 and was subsequently followed by the opening of the Red Hill Valley Parkway (RHVP) in 2007. Since January 2013, there have been several motions passed by Council related to these parkways, and they have been the subject of a series of reports including, PW15016, PW16084, PED16161(a), PW17014, PW18008, PED18137, and PW18008(a). A synopsis of some of these reports is included under the Previous Reports Submitted section of this Report.
- In June 2020, Information Report (PED20063/PW18008(b)) was considered by Public Works Committee confirming the study consultant award for the Lincoln Alexander Parkway and the Red Hill Valley Parkway Mobility Feasibility Study.
- The Mobility Feasibility Study commenced in January 2021 and, to date, the consultant has completed the main technical elements of the study including the

analysis of existing and future traffic and transportation conditions, initial external stakeholder engagement, and preliminary need and justification.

- In April 2022, Council, authorized by motion, that staff make a proposal to the Red Hill Valley Joint Stewardship Board for the expansion of the Red Hill Creek Expressway pursuant to Paragraph 7.12 of the Joint Stewardship Agreement, to be submitted as a formal application in compliance with the application requirements set forth in Paragraphs 7.2, 7.3, 7.4 and 7.5 of that Agreement.
- On June 1, 2022, Council, directed by motion, that staff suspend all further engineering and other work in connection with the proposed expansion of the Red Hill Valley Parkway, except for the following:
    - In-progress technical work necessary to assemble, draft, deliver and present the Proposal as soon as practicable; and,
    - Ongoing assistance and support to the Red Hill Valley Joint Stewardship Board in its consideration of the Proposal, or other work required to generally fulfil the related obligations of the City pursuant to the Joint Stewardship Agreement.
- In November 2022, a proposal was made to the Red Hill Valley Joint Stewardship Board and to date remains under consideration.
- In December 2023, Council considered a motion to request the Ontario Ministry of Transportation (MTO) to Upload the Red Hill Valley Parkway and Lincoln Alexander Parkway to Own, Operate and Maintenance as a Provincial Highway. The Feasibility Study aligns with Recommendation b) of that motion which was that the Public Works, and Planning and Economic Development Departments assist with technical details and analysis to support the possible upload by the Provincial Government and Ontario Ministry of Transportation (MTO).
- At its November 18, 2024 meeting, Public Works Committee approved by motion the following:
    - That both Transportation Planning, and Transportation Divisions be authorized and directed to report back on the technical work completed to date on the Feasibility Study, including the preliminary identification of alternatives for both the Red Hill Valley Parkway (RHVP) and Lincoln Alexander Parkway (LINC), in Q1 2025; and,
    - That Staff continue to work with the Joint Stewardship Board (JSB) with regard to the Red Hill Valley Parkway (RHVP) alternatives assessment and potential next steps.

Analysis

Scope of Feasibility Study

- The Red Hill Valley and Lincoln Alexander Parkways Feasibility Study was initiated to evaluate medium to long-term corridor needs of the Red Hill Valley Parkway and the Lincoln Alexander Parkway. Having a clear plan for the long-term configuration of the corridor and associated designs is necessary to inform interim rehabilitation projects and on-going safety enhancements. It is also

required to develop an implementation plan and financial forecast for major investments.

- The feasibility study represents the first step in a multi-phased Environmental Assessment (EA) process and includes a review of background studies, high-level identification of existing environmental and socio-economic conditions, an assessment of the transportation and other technical needs for the corridor, and the identification and evaluation of "alternative solutions" which will address existing and future needs.
- As per previous Council Direction, the study examines the "feasibility" widening the Lincoln Alexander Parkway and the Red Hill Valley Parkway from a technical design perspective and presents a concept design for an alternative which would add one lane per direction to the Parkways by widening to the centre. This concept serves to establish a high-level cost estimate for widening. The study also identifies and evaluates a range of alternatives which could serve to address existing and future capacity needs from a multi-modal perspective.
- A final related objective of the feasibility study is to help inform on-going and future Provincial transportation system strategies and projects including improvements that will help address existing pinch points at the Queen Elizabeth Way (QEW)/Highway 403 connections.
- The feasibility study was initiated prior to the Red Hill Valley Parkway Inquiry and subsequent Report, which was released on November 2023. The scope of the feasibility study is separate from the Red Hill Valley Parkway Inquiry Actions, but there is overall alignment in that the identification and evaluation of alternatives for the Lincoln Alexander Parkway/Red Hill Valley Parkway includes impacts on safety in the evaluation of solutions. Similarly, follow-on roadway designs for the preferred alternative will consider the findings of the inquiry.

Environmental Assessment Process

- The Feasibility Study was undertaken, consistent with the master planning process within the Municipal Class Environmental Assessment Process is for Phase 1 (Problem or Opportunity), which establishes the need and justification.
- Supporting information such as socio-economic, natural, cultural, and technical environments were inventoried. An evaluation of a long list of alternatives to identify technical feasibility was undertaken. This information did not go through a public consultation process therefore, Phase 2 (Alternative Solutions) is still in progress.
- In February 2024, the Province of Ontario has proposed a modernization of the Environmental Assessment Process for Municipal Infrastructure in order to streamline Environmental Assessment regulation to provide a clearer and predictable process. As future phases of the Environmental Assessment progresses, it would follow the direction provided by the Province and Council.
- Irrespective of any changes to the Environmental Assessment Process, future work will continue to respect the fundamental principles of the Environmental Assessment Planning including consultation with affected parties early in and throughout the process, consideration of a reasonable range of alternatives,

identification and consideration of the effects of each alternative on all aspects of the environment, systematic evaluation of alternatives in terms of their advantages and disadvantages, to determine their net environmental effects, and provision of clear and complete documentation of the planning process followed.

Existing Corridor Conditions

- The Lincoln Alexander Parkway operates as an eight-kilometre multi-lane municipal urban freeway (parkway) with an approximate Annual Average Daily Traffic (AADT) of 88,000. The Red Hill Valley Parkway operates as a nine -kilometer multi-lane municipal urban freeway with an approximate Annual Average Daily Traffic of 92,000. Together, both parkways form a connected transportation corridor facilitating inter and intra-regional travel and connecting travellers to the Provincial freeway system. When originally designed, both facilities were designed for an ultimate six-lane cross-section but built to four -lanes. Both parkways were also designed to be expanded toward the centre of the right-of-way.
- At present, the Lincoln Alexander Parkway and Red Hill Valley Parkway primarily serve automobile and truck traffic. Transit service is not present on either facility except for a small portion of route 11 on the Red Hill Valley Parkway. Hamilton Street Railway (HSR) buses may use the Lincoln Alexander Parkway when deadheading a route back to the Mountain Transit Centre. There are no active transportation facilities along the corridor; however, many crossing arterials have facilities for pedestrians and cyclists.
- The study area is located within the jurisdiction of the Hamilton Conservation Authority (HCA), and much of the Red Hill Valley Parkway and a small segment of the Lincoln Alexander Parkway right-of-way is mapped within the Hamilton Conservation Authority's regulated area. The Urban Hamilton Official Plan contains numerous policies that focus on protecting and enhancing the natural heritage system. The study area passes through the Niagara Escarpment Planning Area. In addition, much of the Red Hill Valley is designated as an Environmentally Significant Area comprising a wide range of vegetation communities which provide habitat for wildlife.
- Most of the Red Hill Valley is designated a Cultural Heritage Landscape. Previous studies in the Red Hill Valley Parkway portion of the study area documented 16 built heritage resources and 17 cultural landscape resources (wholly or partially within or adjacent to) the project area. Based on the cultural significance of the lands adjacent to the study area, it will be important to limit impacts to the existing disturbed area to the extent possible. A widening of the roadway involving widening to the inside medians would help to limit impacts.
- Three stormwater management facilities for flood control were designed to handle a 100-year storm event. There are 14 stormwater management facilities for water quality (11 of which are owned by the City with the remaining owned by the Ministry of Transportation) and 2.9 kilometres of Combined Sewer Overflow Storage Pipe. The facilities all operate as designed. Though rare, flooding events appear to be due to storm events that exceed of the design capacity, and some

were noted due to water passage blockages that occurred at that time of the storm event and in-between ongoing maintenance inspections.

- Noise barriers were installed along the majority of the Lincoln Alexander Parkway and a small section of the Red Hill Valley Parkway during construction of the two parkways as per the Environmental Assessment recommendations. Along the Red Hill Valley Parkway, barriers are present in areas where noise warranted at the time of construction.
- It is noteworthy that both the Lincoln Alexander and Red Hill Valley transportation corridors are considered parkways as opposed to freeways, which have different capacity and design characteristics. As parkways, the Lincoln Alexander Parkway and Red Hill Valley Parkway share many characteristics as arterials including lower design speeds, lower capacity, and accommodation of transit service including express buses.

Existing Transportation Operations and Collision Trends

- The existing traffic operations analysis presented in the Red Hill Valley and Lincoln Alexander Parkways Feasibility Study Technical Report, attached as Appendix "A" to Report PED20063/PW18008(c) is based on volume data collected in 2018 and 2019 (pre-pandemic data). This data is considered representative for the purposes of identifying existing transportation conditions and capacity deficiencies and calibrating models for future demand forecasts.
- Since the main technical work was completed for the consulting study, staff have done a comparison of the 2018/2019 traffic volumes to more recent 2023/2024 traffic volumes and found that volumes on both the Lincoln Alexander Parkway and Red Hill Valley Parkway have generally increased since 2018/2019, in particular truck volumes. The total truck volume on the Lincoln Alexander Parkway increased from 5,616 to 8,064 per day or 43.6% between 2019-2022 and 2023. The total truck volume on the Red Hill Valley Parkway has increased from 5,939 to 7,164 per day or 20.6% between 2019-2022 and 2023.
- In the peak rush hour periods, volumes on the Lincoln Alexander Parkway range between 3,200 and 3,400 vehicles per direction (i.e. two lanes). In comparison, the typical capacity for one lane on a Parkway type facility is approximately 1,700 to 1,800 (i.e. 3,400 to 3,600 per direction). Thus, in peak hours, the Lincoln Alexander Parkway is operating near or above its theoretical design capacity. Volumes on the Red Hill Valley Parkway are typically higher than the Lincoln Alexander Parkway and were approaching 4,000 vehicles in the southbound direction in the morning peak in Spring 2024. It can, therefore, be concluded that the Red Hill Valley Parkway is operating at or over its theoretical capacity.
- More detailed transportation analysis of ramp operations further highlights some localized traffic issues. In particular, the section between Mud Street and Greenhill Avenue is an existing issue, which is associated with the volume of traffic using this section. The high volumes, combined with the change in grade along this section of the Red Hill Valley Parkway, and a high heavy vehicle percentage contributes to a poor level-of-service. The section of the Lincoln Alexander Parkway between Mohawk Road and Highway 403 has a number of

competing movements and numerous weaving movements in a section of the Lincoln Alexander Parkway less than 1.0 kilometre length, resulting in a poor level -of-service.

- As reported in the most recent Annual Collision Report (2022), the severity of collisions on the Lincoln Alexander Parkway and on the Red Hill Valley Parkway over the last five years (2018–2022) was influenced in part by a decrease in traffic volumes due to the impact of the COVID-19 pandemic during the years of 2020 and 2021. In 2022, traffic volumes returned to pre-pandemic levels. In 2022, the Lincoln Alexander Parkway showed a rebound from the pandemic, with 3.9% more collisions and 44% more injury collisions than in 2019. There were no fatal collisions on the Lincoln Alexander Parkway in any of the years from 2018 to 2022. In 2022, the Red Hill Valley Parkway also showed a rebound from the pandemic but performed better than in 2019 with 4% lower collisions and 60% lower injury collisions. There was one fatal collision on the Red Hill Valley Parkway in 2022 and one fatal collision in 2021.

Future Transportation Analysis

- Transportation model forecasts for the 2031 planning horizon show that the Parkways operate similar or slightly worse than existing conditions. The findings indicate that post-2031 the Parkways will need to be improved and optimized to provide more reliable time travel. Since both Parkways connect to the provincial highway, network improvements will be needed to address the connections at the Lincoln Alexander Parkway/Highway 403 and at the Red Hill Valley Parkway/Queen Elizabeth Way.
- Forecasts included in the Feasibility Study represent a planning horizon year of 2031, due to the fact that, at the time those forecasts were completed, the City was still undertaking the Municipal Comprehensive Review for the 2051 planning horizon. Subsequently, forecasting for the 2051 growth scenario was included as part of the Strategic Transportation Network Review (STNR) which was completed in 2024 to support the Municipal Comprehensive Review and the Development Charges Study Update. The transportation forecasts for 2051 assumes the Council direction with no urban boundary expansion. A sensitivity analysis of alternative land use forecasts shows that under the Ambitious Density Scenario (which includes development in Whitebelt areas such as Elfrida) traffic volumes would be 8% higher on the Red Hill Valley Parkway than under the Council directed No Boundary Expansion Scenario. Volumes on the Lincoln Alexander Parkway would be 3% higher. Therefore, it can be concluded that any scenario involving expansion of the urban boundary would increase the need for capacity enhancements, given the location of lands available for possible urban boundary expansion.
- In terms of transit, there are planned transit routes along the Lincoln Alexander Parkway while only one transit route uses the Red Hill Valley Parkway. The (re)Envision transit network identifies the potential for three routes to operate along the Red Hill Valley Parkway connecting the Heritage Green transit hub with

the Parkdale transit hub and the B-Line Light Rail corridor. Metrolinx does not have any current plans to run service along either of the Parkways.

- There are a number of trails, cycling routes, and sidewalks that traverse the Parkway corridors. The Cycling and Recreational Trails Master Plans identify the active transportation network including existing and future structures crossing the Parkways.

Alternative Solutions

- The feasibility study includes a preliminary list of alternative solutions to address the identified need for capacity improvements on the Lincoln Alexander Parkway and Red Hill Valley Parkway. It should be noted that the identification and evaluation of alternative solutions is preliminary and has not benefitted from or taken into account public and stakeholder consultation, and therefore represents a “technical analysis” only.
- A number of alternatives were identified to address the need for capacity improvements:
    - Do Nothing (no change to current conditions);
    - Managed Lanes (such as High-Occupancy Vehicle (HOV) lanes or transit only lanes);
    - Improved active transportation facilities;
    - Localized widening;
    - Improved connections to the Queen Elizabeth Way and Highway 403; and,
    - Improved Transit Accessibility.
- Based on the 2022 to 2026 Council Priorities that focus on, among other things, accelerating responses to climate change and reducing the burden on residential taxpayers, an alternative that focuses sustainable transportation modes would be the most preferable. However, initial evaluations suggest that even with improvements to transit and active transportation, the demand on the Red Hill Valley Parkway and Lincoln Alexander Parkway will still exceed capacity. A managed lane involving High-Occupancy Vehicle lanes is possible, but the estimated 8% to 14% High-Occupancy Vehicle traffic would be difficult to justify the conversion of an existing lane, or designation of widened lane.
- Notwithstanding that further evaluation and consultation is required, one of the objectives of the Feasibility Study was to prepare a functional design for a road widening option. The option developed involves the addition of two 3.5-metre-wide lanes in the existing centre median for the majority of the length of the Parkways. For the Red Hill Valley Parkway this would involve urbanizing the cross-section by adding storm sewers and catch basins in the median. None of the bridges over the Red Hill Valley Parkway are expected to require any modifications to accommodate the widening. Similar to the Red Hill Valley Parkway, the ideal widening design for the Lincoln Alexander Parkway would include two lanes added to the centre median in combination with construction of a new centre median barrier with catch basins on either side for drainage.

- Interim solutions in advance of a full widening are also possible including but not limited to:
    - Modifications could be made to the sections that would benefit from safety improvements, such as the Red Hill Valley Parkway southbound around the Mud Street and Dartnall Road interchanges; and,
    - Modifications to the off-ramp to Mohawk Road to restrict access for vehicles attempting to make the Mohawk Road east to Mohawk Road west movement, which requires three lane changes or the closure of the north to west on-ramp from Mohawk Road and re-design the south to west ramp on the east side of the interchange to accommodate a southbound left turn lane on Mohawk Road. This southbound left turn lane would allow southbound vehicles on Mohawk Road to access the Lincoln Alexander Parkway westbound, replicating the movement provided by the existing north to west on-ramp.

High Level Cost Estimates

- A high-level cost estimate was prepared for the concept involving widening by one lane in each direction in the centre median. For this option, the cost for the Lincoln Alexander Parkway widening is estimated at $81.5 M and the Red Hill Valley Parkway is $56.2 M. This estimate includes the capital cost of constructing the improvements, plus the cost of undertaking the studies. It does not include the ongoing operations and maintenance cost associated with any improvements. Further work is required to assess the full lifecycle costs of a widened option compared to a status quo option. It is noted that a post-period benefit gross cost of $135 M was identified in the 2023 Development Charges Report.
- The Feasibility Study also developed cost estimates for potential interim improvements as discussed in the previous section and these are $21 M for the Lincoln Alexander Parkway and $13.3 M for the Red Hill Valley Parkway.

Public Consultation and Stakeholder Engagement Approach

- Although technical work has been completed and preparations were made to host a public information centre (PIC), no public meeting proceeded. Therefore, Phase 2 of the Municipal Class Environmental Assessment Process was not fulfilled and would need to be conducted as part of future planning initiatives.

External Consultation

- Metrolinx;
- Ministry of Transportation (MTO);
- Hamilton Conservation Authority (HCA); and,
- Niagara Escarpment Commission (NEC).

Indigenous Consultation

- Project initiation notifications were sent to the following Indigenous communities:
    - Metis Nation of Ontario;
    - Six Nations of the Grand River Territory;
    - Mississaugas of the Credit First Nation;
    - Huron-Wendat Nation at Wendat; and,
    - Haudenosaunee Confederacy Council Chiefs.

A proposal was submitted to the Red Hill Valley Joint Stewardship Board in November 2022, which is still being considered.

Next Steps

- The feasibility study addresses many of the technical studies required for Phases 1 and 2 of the Municipal Class Environmental Assessment process. Prior to advancing the project to Phases 3 and 4, Indigenous engagement and public and stakeholder consultation must take place regarding the process for any outcomes of Phases 1 and 2, including the proposed Problem and Opportunity statement and the identification and evaluation of Alternative Solutions. Those engagement and consultation activities are essential to confirm that the Problem and Opportunity statement and preferred Alternative Solutions are acceptable, prior to the project proceeding to the next phases of the Municipal Class Environmental Assessment process.
- Proceeding in a phased manner with consultation on needs and alternatives for the Lincoln Alexander Parkway is a recommended next step. This would allow for public input on the Lincoln Alexander Parkway and related transportation matters, while discussions with the Joint Stewardship Board as it pertains to the Red Hill Valley Parkway continue to advance. Focusing on the Lincoln Alexander Parkway in the near term is justified given the age of this facility and the urgency of establishing an implementation plan for improvements that optimizes investments.

Alternatives

Council could choose to advance public and stakeholder consultation and engagement on the combined Lincoln Alexander Parkway and Red Hill Valley Parkway corridor consistent with the original scope of the feasibility study. This would allow for the completion of Phase 2 of the Environmental Assessment process and would serve to gather input on strategic alternatives. Commencement of any work on Phase 3 of the Environmental Assessment process for the Red Hill Valley Parkway would be contingent on direction from the Joint Stewardship Board, pursuant to the Joint Stewardship Board Agreement.

Council could also direct staff to advance designs for interim solutions for the Lincoln Alexander Parkway, prior to advancing design work for a full widening option. Such

work would still need to anticipate and be informed by the concept design for the full widening to minimize throw away costs.

Relationship to Council Strategic Priorities

Addressing growing congestion on the Lincoln Alexander Parkway would be consistent with addressing Council Priority 1.2 which is to facilitate growth of key sectors. Improving the capacity of the Lincoln Alexander Parkway through widening or through interim improvements would support the City's growth objectives, including furthering development of the City's employment areas both in terms of workers commuting to these areas and a goods movement perspective. It would also address growing truck traffic ensure trucks continue to divert from the Lower City and its vulnerable neighbourhoods.

Improvements to the Lincoln Alexander Parkway would also respond to Council Priority 2.2 which is to make sure people can safely and efficiently move around by foot, bike, transit or car. A roadway widening would enable features such as the addition of a centre median and lighting which could serve to improve roadway safety.

Advancing the public and stakeholder engagement components of the Environmental Assessment corresponds to Council Priority 3.2 which is to get more people involved in decision-making and problem-solving.

Previous Reports Submitted

- PW15091 December 7, 2015: The Lincoln M. Alexander Parkway (LINC) and Red Hill Valley Parkway (RHVP) Safety Review
    - Short-term safety improvements identified.
- PW16084 October 3, 2016: Expansion of Red Hill Valley Parkway (RHVP) and Lincoln M. Alexander Parkway (LINC)
    - Identified high-level capital and operating costs to expand parkways (exclusive of illumination)
- PED18137 June 20, 2018: City Wide Transportation Master Plan Review and Update
    - Identified need to expand capacity along RHVP and LINC. Constraints at termini at Highway 403 and Queen Elizabeth Way needs to be addressed to improve operations.
- PW18008(a) February 6, 2019: Lincoln M. Alexander Parkway (LINC) and Red Hill Valley Parkway (RHVP) Transportation and Safety Update
    - Identified that illumination is required and should be incorporated into a holistic review of corridor requirements and capital investment.
- PED20063/PW18008(b) - Lincoln M. Alexander Parkway (LINC) and Red Hill Valley Parkway (RHVP) Mobility Feasibility Study
    - Information report initiating the consulting assignment for Feasibility Study
- FCS23103(a) 2024 Development Charges Background Study: Policies and By-laws - Final Report

    - Development Charges Background Study Appendix H Strategic Transportation Network Review – Services Related to Highways provides updated forecasts for the LINC RHVP to 2041
- PW23029(a) Red Hill Valley Parkway Inquiry Final Report
    - Provides a high-level summary of the Commissioner's findings relating to the "Report of the Red Hill Valley Parkway Inquiry" ("Inquiry Report")

Consultation

- Jackie Kennedy, Director, Engineering Services Public Works
- Mike Field, Manager, Transportation Operations, Public Works
- Dipankar Sharma, Manager Infrastructure Renewal, Public Works
- Lisa Shields, City Solicitor, Legal and Risk Management Services

Appendices and Schedules Attached

Appendix A: Red Hill Valley & Lincoln Alexander Parkways - Feasibility Study Technical Report

Prepared by:	Steve Molloy, Manager, Transportation Planning Transportation Planning and Parking Planning and Economic Development Department
Submitted and recommended by:	Brian Hollingworth, Director Transportation Planning and Parking Planning and Economic Development Carolyn Ryall, Director, Transportation Public Works Department