



Minutes of Meeting

CLIENT : City of Hamilton

PROJECT : Hamilton RHVP & LINC Safety Reviews

MEETING # : 2 (Progress Meeting- RHVP)

DATE OF MEETING : Friday December 7, 2018 at 9:00 AM

LOCATION : City of Hamilton Traffic Operation Centre, 1375 Upper Ottawa

ATTENDEES : David Ferguson (City of Hamilton)
Susan Jacob (City of Hamilton)
Chris Olszewski (City of Hamilton)
Sarath Vala (City of Hamilton)
Ali Hadayeghi (CIMA+)
Brian Malone (CIMA+)
Soroush Salek (CIMA+)
Giovani Bottesini (CIMA+)

Regrets : Martin White (City of Hamilton)
Mike Becke (City of Hamilton)

C.C. TO : Attendees

Note: If you believe that these minutes are lacking in accuracy, please inform the author who will make the necessary changes.

DISCUSSION TOPICS

ACTION BY

1.1	Introductions	
	Meeting participants introduced themselves.	INFO
1.2	Presentation of Findings – RHVP Review	
	<p>Giovani B. presented the findings of the RHVP roadside safety reviews. The outcomes of the following reviews were discussed:</p> <ul style="list-style-type: none"> • Geometric Design • Collision Analysis • Assessment of Roadside Safety Devices • Ramp Advisory Speeds • Shoulder Conditions • Emergency Crossovers • Access to Wastewater Facilities 	INFO
1.3	City Comments & Discussion	
	<p>The following items were discussed:</p> <ul style="list-style-type: none"> • Giovani B. mentioned that there are 3 horizontal curves along the study corridor where the compatible design speed is lower than the operating speed. He further explained that the compatible design speeds still meet the prevailing standards of the time (when the highway was designed). Soroush S. accentuated that the actual design speeds at these locations are unknown to CIMA⁺ and asked if the City can provide this information. David F. asked the City’s Design team to review the drawings and if available provide the requested design speeds to the consulting team. • Soroush S. explained that the posted speed is still recommended to be kept at 90 km/hr. However, to improve the safety of motorists at the 3 horizontal curves with lower compatible design speeds, CIMA⁺ has recommended a number of speed management strategies. David F. agreed with the recommendations but asked for more details on the exact locations and installation specifics. Ali H. inquired about past implementations of speed management strategies along the study corridor and further explained that the requested information will help CIMA⁺ to provide tailored recommendations consistent with the City’s needs and practice. 	<p>CITY</p> <p>CIMA⁺</p> <p>CITY</p>

DISCUSSION TOPICS

ACTION BY

	<ul style="list-style-type: none"> • David F. asked CIMA+ to confirm if the use of guide rails with barrier curbs was consistent with the standards of the time (when the highway was designed). • David F. clarified that all the study recommendations will be implemented during the upcoming resurfacing project in 2019 and there is no need to prioritise the study recommendations. • David F. asked for the review of 3 new police crossover location on the right shoulder of the study highway. He mentioned that the City will follow up with the Hamilton Police and provide CIMA+ with the exact locations. • David F. asked CIMA+ to provide the CITY with its recommendations in terms of the installation of guide rail reflectors. <p>Brian M. explained that the effect of roadside delineation reported in the literature is twofold. In some cases it results in more collisions (by giving the drivers a false sense of confidence which consequently results in traveling with higher speeds) while in other cases improves the roadway safety.</p>	<p>CIMA+</p> <p>INFO</p> <p>CITY</p> <p>CIMA+</p>
<p>1.4</p>	<p>Next Steps</p>	
	<p>CIMA+ will provide the CITY with the advanced draft report by December 14th.</p>	<p>INFO</p>

Prepared by: S. Salek
 Reviewed by: A. Hadayeghi