

Appendix F

Public Information Centre (PIC) No. 1

Welcome



- Use Q & A button to ask a question or to let us know about any technical difficulties.
- Questions will be answered after the presentation.



- This meeting is being recorded and will be posted online at
getinvolved.london.ca/gorehamilton



Hamilton Road and Gore Road Intersection Improvements



Public Information Centre: June 24, 2021

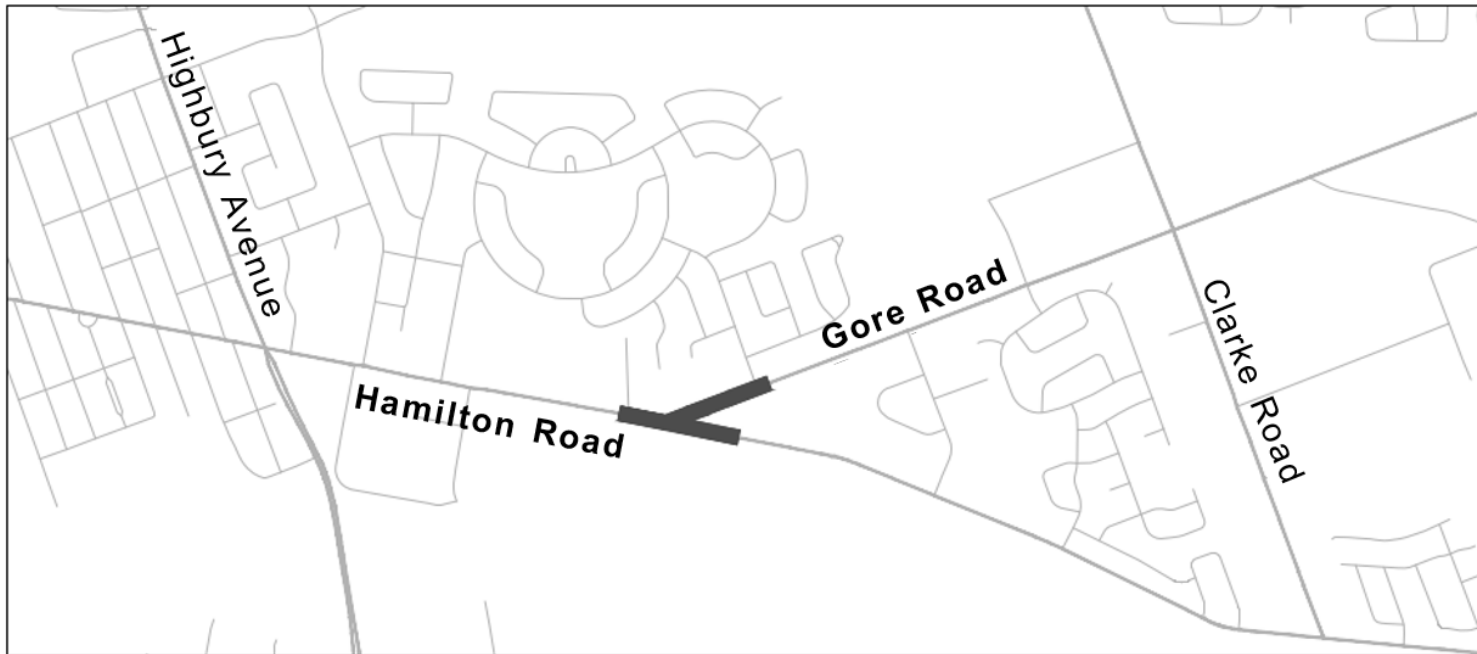
Presentation Agenda

- Overview of the project area and scope of work
- Existing conditions
- Discuss Background Studies
- Evaluation criteria
- Alternative solutions
- Preliminary preferred alternative
- Next steps
- Comments/questions



Study Area and Scope

- Study Area is limited to the Hamilton Road and Gore Road intersection
- Safety concerns with operation and orientation of intersection
- Project following a Municipal Class 'B' EA Process



Problem/Opportunity

Problem

- Increased traffic volume leading to greater number of incidents
- No pedestrian or cycling facilities at intersection
- Safety concerns

Opportunity

- To proactively re-design and construct the intersection, as well as provide infrastructure to support growth within the area of London.
- Opportunity to plan today for the future Hamilton Road and Gore Road.

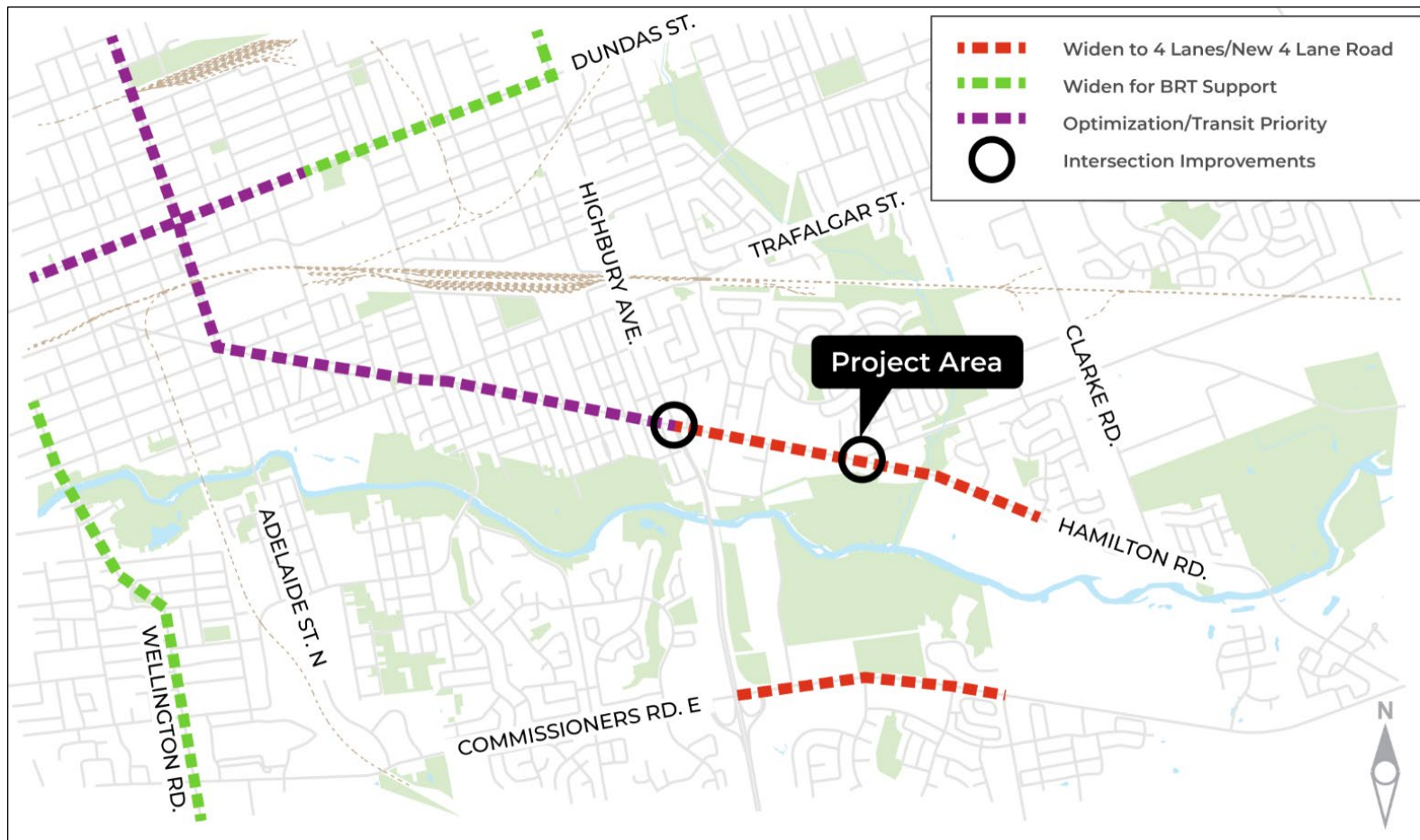
Existing Conditions

- Challenging angle for drivers
- Cycle Lane on Hamilton Road ends at Gore Road
- No pedestrian facility connecting to trail system - Thames Valley Parkway trail starts 200m to the south



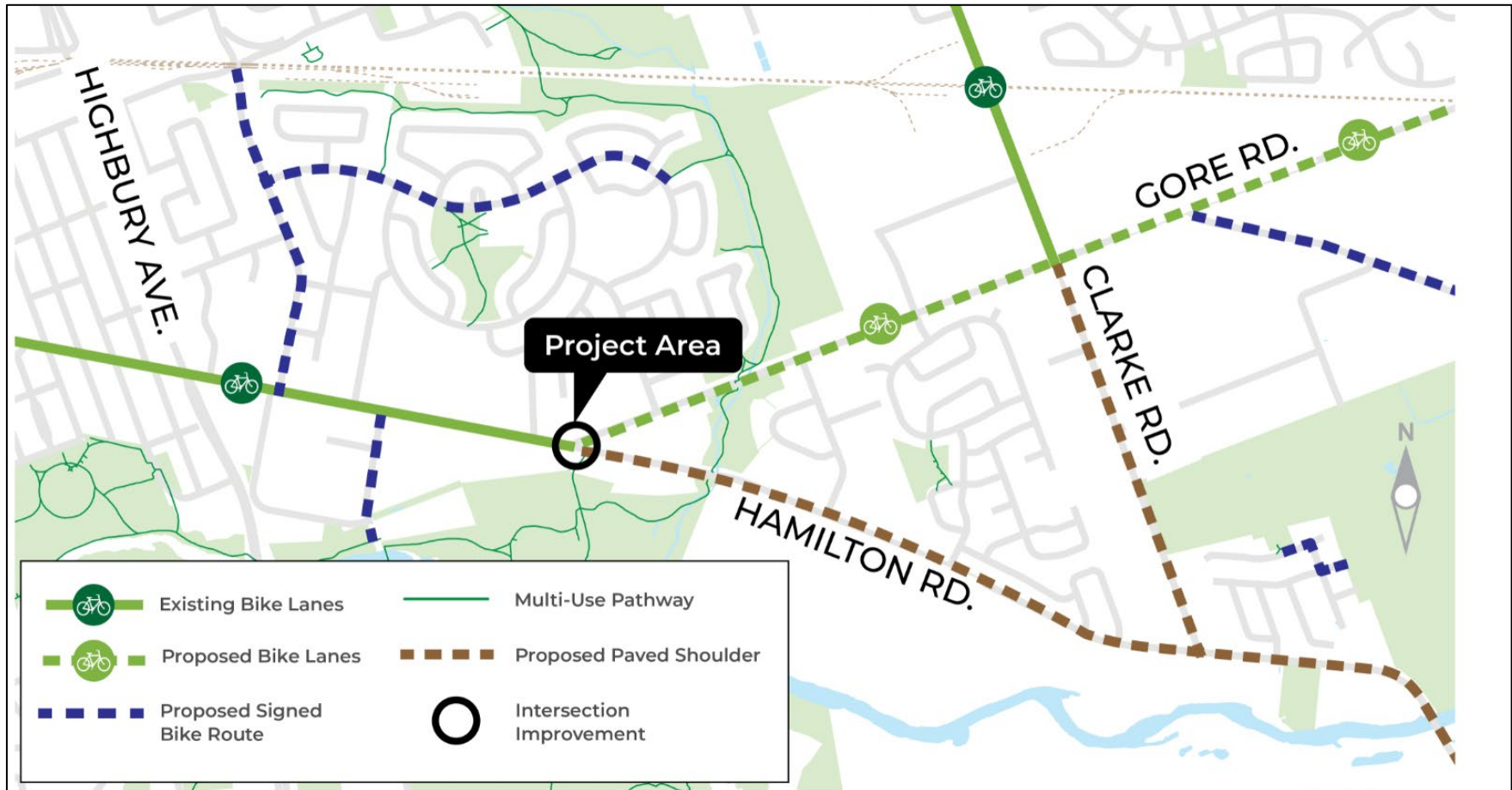
- Hydro Corridor running along Gore Road – significant constraint

Transportation Master Plan



Planned future widening to 4 lanes along Hamilton Road

Cycling Master Plan



Existing bike lane ends at Gore Road – Planned bike lanes on Gore Road

Summary of traffic data:

- 32% comes westward along Hamilton Road
- 22% turns right from Gore Road to Hamilton Road
- 29% turns left from Hamilton Road to Gore Road
- Current peak hour traffic – 1295/hour;
- Future (2030) peak hour traffic – 1570/hour

Takeaway

- Left turn movement needed
- Eastbound on Hamilton Road to Gore Road

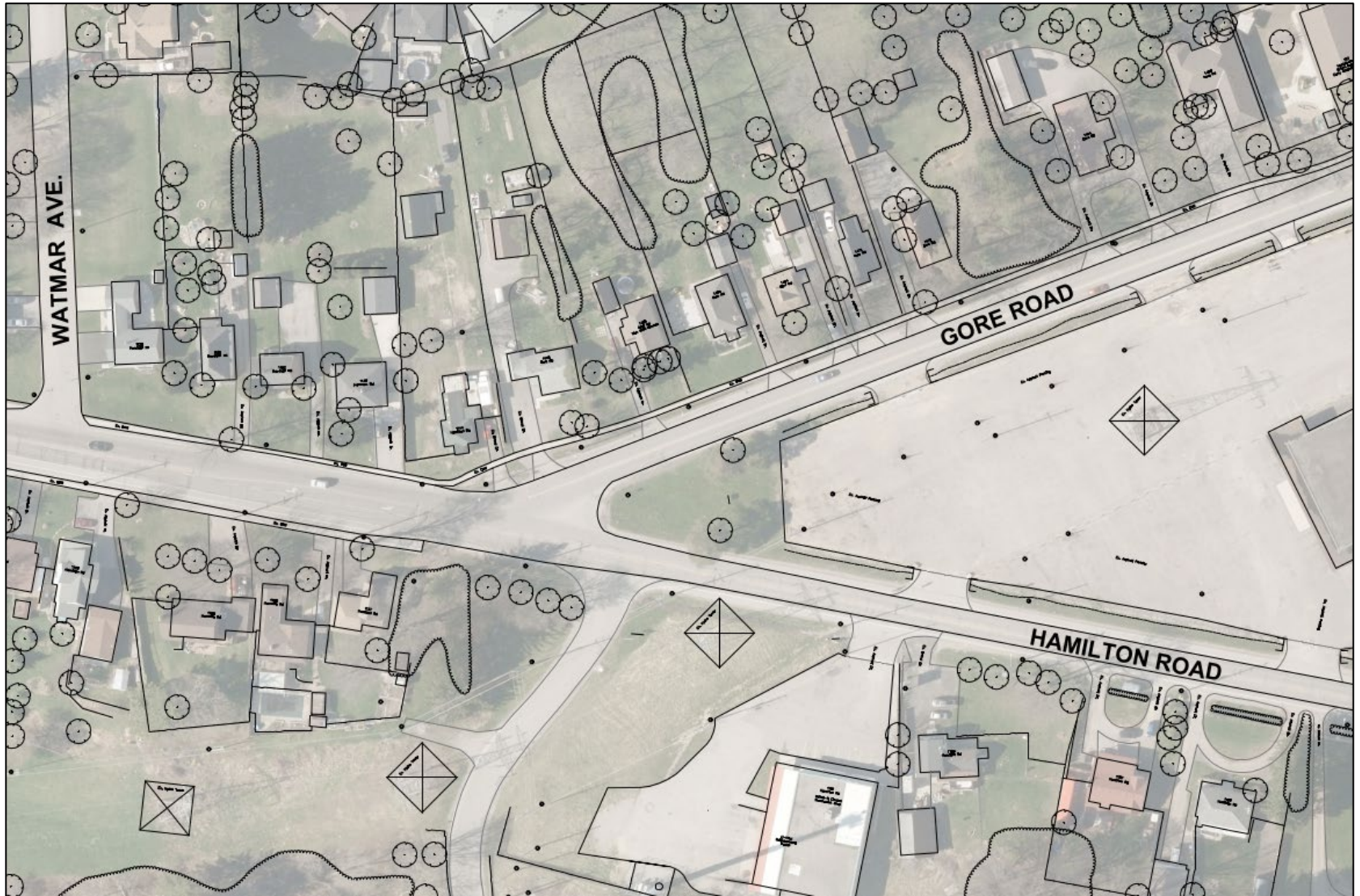
Preliminary Evaluation Criteria

Criteria	Description
Traffic Capacity and Operations	• Serves the expected vehicular, transit, pedestrian and cycling traffic needs • Efficiently and safely handle the forecasted traffic
Safety of Intersection	• Addresses active transportation • Traffic calming
Social and Natural Environment	• Impact on local community (noise, etc.) • Property impacts (feasibility) • Impact on climate change • Effect on existing vegetation, wildlife, habitat, water quality etc.
Utility Relocation	• Time and Cost of coordination with Hydro One • Capital cost of relocations
Costs	• Capital Cost of alternatives • Land acquisition costs

Design Alternatives

Alternative	Description
Do Nothing	No improvements – do not continue any further with project
Alternative 1: Roundabout	- Single lane roundabout – planned for future 2 lane - Active transportation facilities
Alternative 2: Signalized Intersection A	- Realignment of Hamilton Road and Gore Road - Introduce traffic signals - Separate intersection for wastewater plant entrance
Alternative 3: Signalized Intersection B	- Realignment of Hamilton Road and Gore Road - Introduce traffic signals - Combine to have 1 single intersection

Do Nothing Alternative

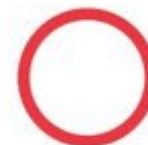


Do Nothing Alternative

Evaluation



Traffic Capacity and Operations: Does not meet current of future capacity requirements



Safety of Intersection: Does not improve the safety at the intersection



Social and Natural Environment: No impact on climate change



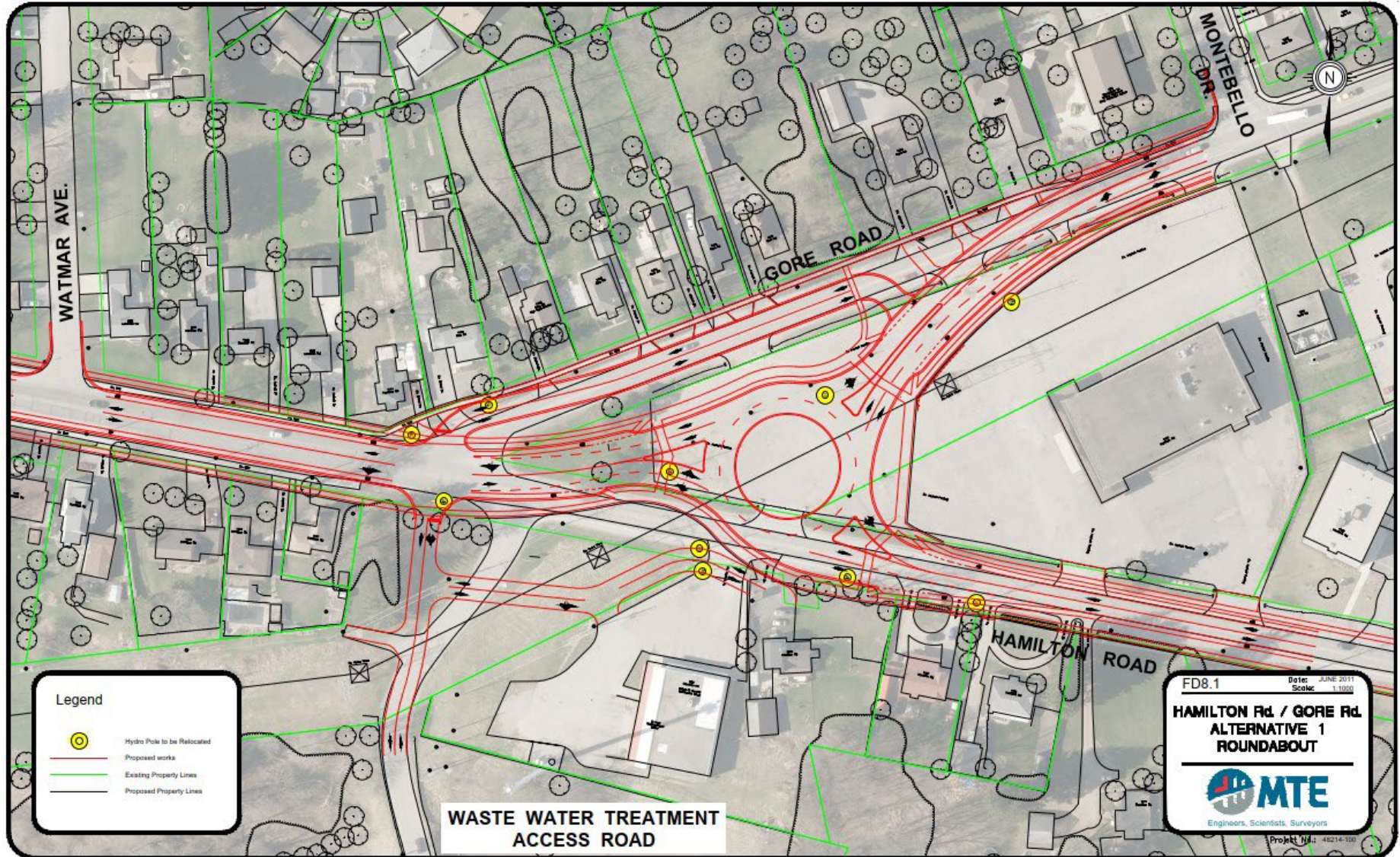
Utility Relocation: No utility relocation required



Costs: Cost minimized



Alternative 1: Roundabout



Alternative 1: Roundabout



Traffic Capacity and Operations: Provides capacity for current and future traffic flow, and active transportation

Evaluation



Safety of Intersection: Roundabout provides traffic calming – increased safety for drivers and pedestrians



Social and Natural Environment: Minimal environmental impact. Revisions to driveway entrances



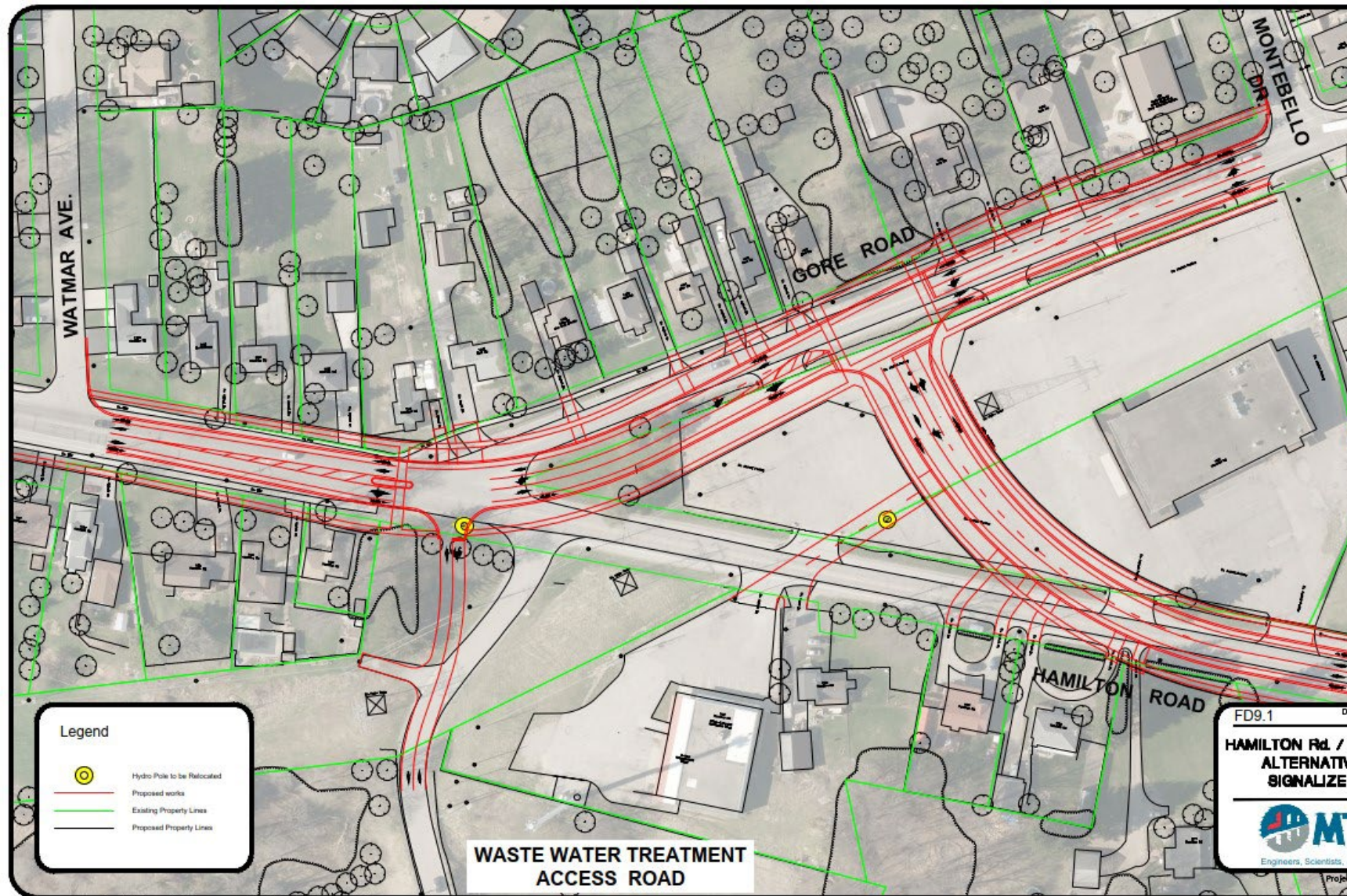
Utility Relocation: Hydro relocation requires significant coordination with Hydro One; potential for delays



Costs: Land cost for widening
Capital cost are comparable to signalized intersection.



Alternative 2: Signalized A



Alternative 2: Signalized A



Traffic Capacity and Operations: Left turn movement is eliminated with road realignment

Evaluation



Safety of Intersection: Modern pedestrian and cycling facility



Social and Natural Environment: Change of traffic patterns for commuters and residents



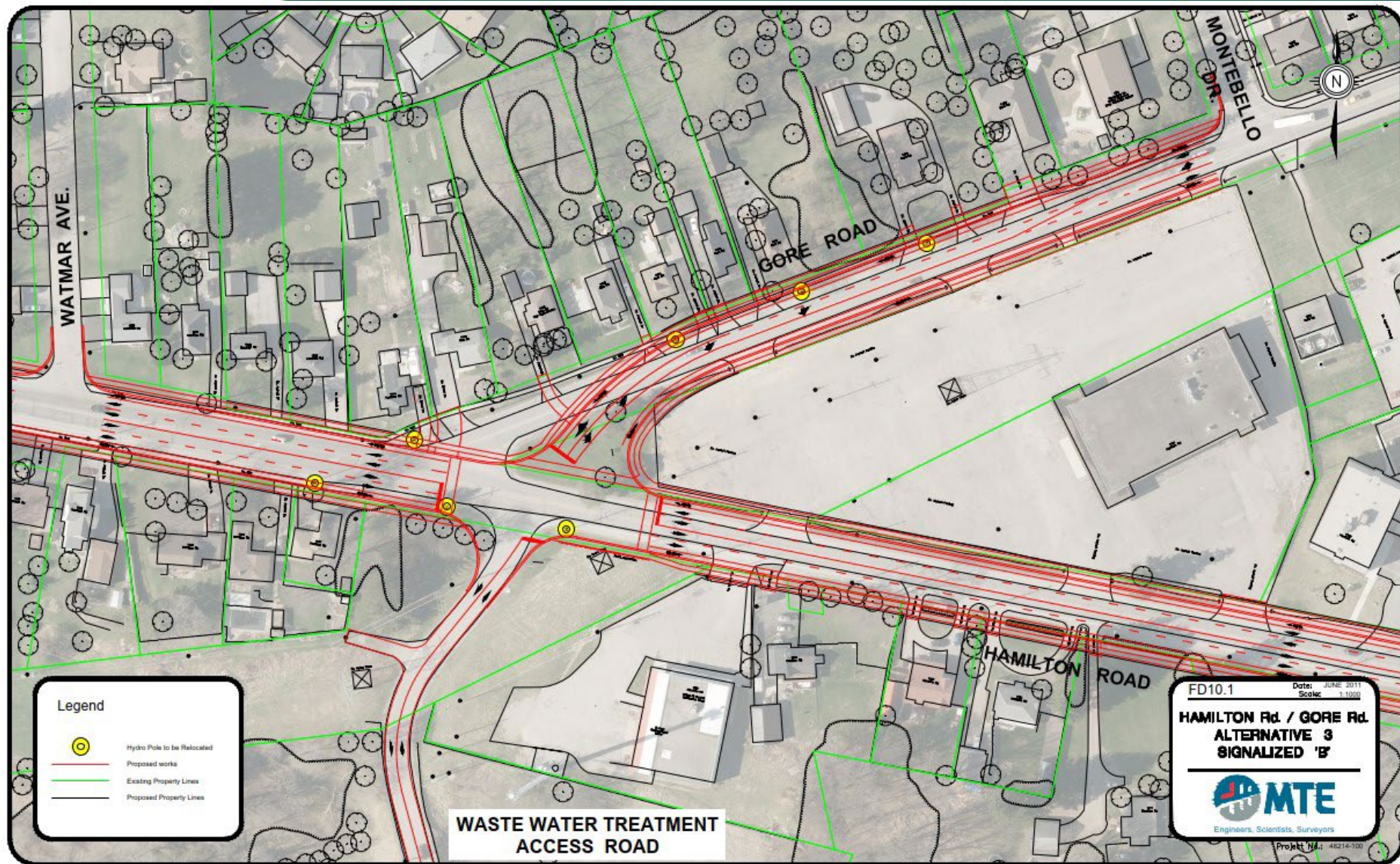
Utility Relocation: Minimal relocations required with this alignment.



Costs: Land cost for widening
Capital cost are comparable to roundabout



Alternative 3: Signalized B



Alternative 3: Signalized B

Evaluation



Traffic Capacity and Operations: Poor geometry – does not address intersection concerns



Safety of Intersection: No traffic calming, speed remains an issue – lengthy crossing distances



Social and Natural Environment: Minimal impact to current conditions, no changes to traffic patterns



Utility Relocation: Minimal utility relocation required



Costs: Land cost for widening
Capital cost are comparable to roundabout



Legend

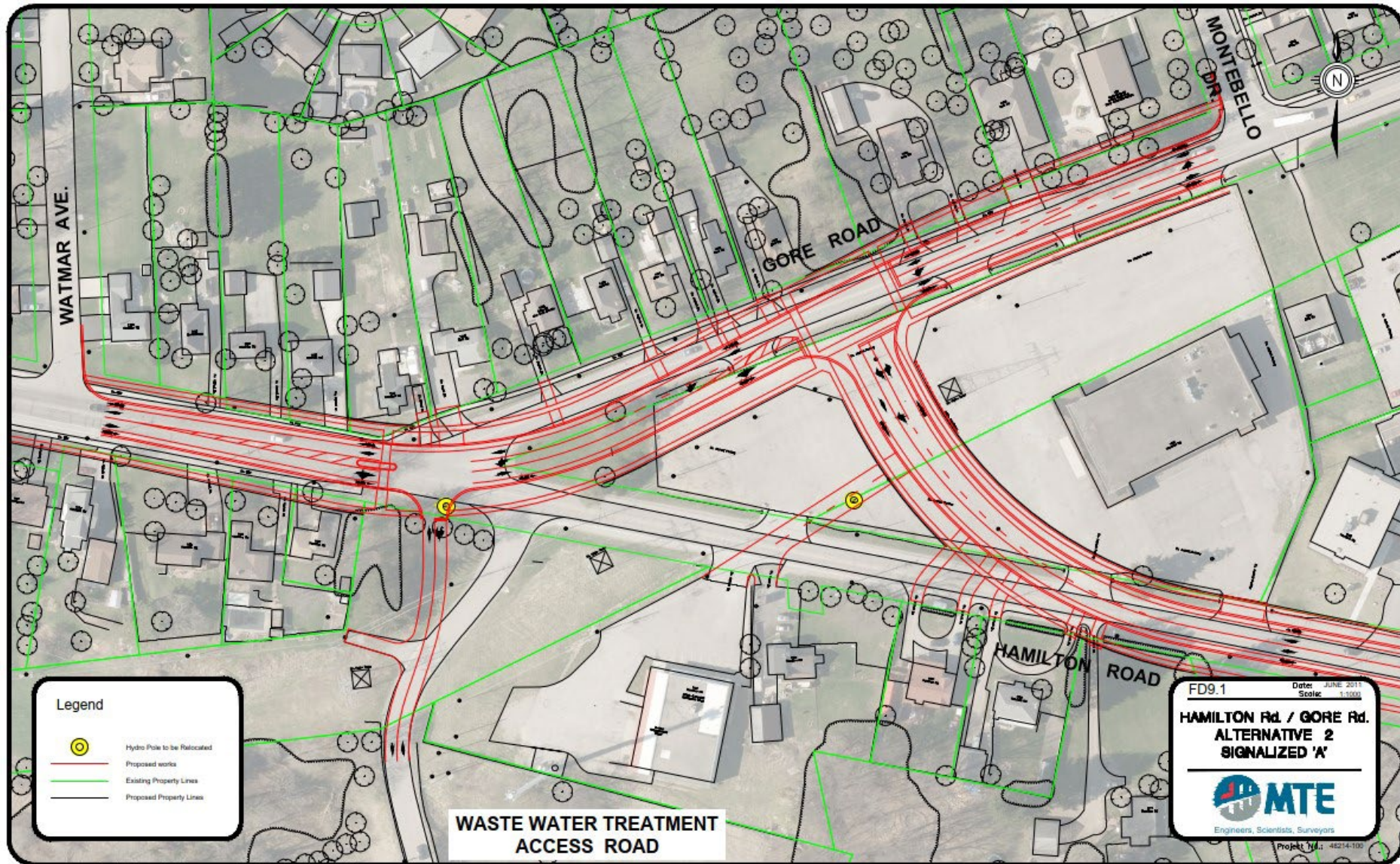


Evaluation Criteria Matrix



Evaluation Criteria	Do Nothing	Alternative 1: Roundabout	Alternative 2: Signalized A	Alternative 3: Signalized B
Traffic Capacity and Operations				
Safety				
Social and Natural Environment				
Utility Relocation				
Costs				
Preferred	X	X	✓	X

Preliminary Preferred: Alternative 2



Next Steps

-  Virtual PIC # 1 Posted to Project Webpage
June 24, 2021
-  Agencies and Public invited to comment
June 24, 2021 – July 1, 2021
-  Preliminary design work completed
2021
-  Final Report Draft posted for public review
October 2021
-  Detailed Design
Spring 2022
-  Planned Construction
Scheduled for 2024





Project Contacts



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From: Yanchuk, Paul <pyanchuk@london.ca>
Sent: Tuesday, June 29, 2021 4:11 PM
To: Vince Pugliese
Cc: Chelsea Kochany; Bos, John
Subject: FW: Gore Hamilton PIC report
Attachments: Gore Hamilton PIC 1 Attendee Report.csv; Gore Hamilton PIC 1 QA Report.csv

Hi Vince and Chelsea,

Please see attached the attendee list and the Q&A from the PIC for the EA file.

As you noticed from the received questions, particularly from the Councillor Michael Van Holst, we will be questioned on our decision to proceed with the signaled option instead of a Roundabout. We will need to have clear and solid justification for the preferred alternative and supporting information.

I also have some general comments on the EA progress:

- I now that we have discussed the progress during the multiple meetings when preparing for the PIC, but I have yet to receive any reports for this EA i.e. Traffic Study Report, Archaeological Assessment, Geotechnical Review, Cost Estimates for the Alternatives, etc.
- Most likely HONI's approval will quickly become a critical path for this project, so please provide your strategy for the communication and obtaining approvals from this stakeholder. We need to confirm that the scoring of the "Property Impact" evaluation criteria is accurate and that Roundabout option cannot proceed. Please also forward me the communication between MTE and HONI and cc me and John on the future emails.

Thank you,



London
CANADA

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As part of our ongoing efforts to stop the spread of COVID-19, the City of London has made changes to many City services. Visit our [website for the latest information about City services and COVID-19](#).

From: Sercombe, Andrew
Sent: Friday, June 25, 2021 5:17 PM
To: Yanchuk, Paul
Cc: Bos, John
Subject: Gore Hamilton PIC report

Hi Paul, the webinar recording has finished uploading and is now live on Get Involved online: <https://getinvolved.london.ca/gorehamilton>

Also, attached is a report on the Q&A and attendee list.

Please let me know if you have any questions.

-Andrew



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Question Report

Report Generated: 6/25/2021 16:57

Topic Webinar ID # Question

Hamilton Road and Gore Road Intersection Improvements Public Information Centre		24
Question Details		
#	Question	Answer(s)
1	Test	
2	what is scheduled to happen with the abandoned building at this intersection.	
3	Are the utility impacts you are trying to avoid primarily London Hydro or Hydro one.	
4	When will the property impacts be assessed and incorporated into the evaluation?	
5	this design will further increase cut thru traffic from Highbury to Hale thru tweesmuir and montebello to avoid Ham and Highbury intersection. going past two schools. this is a big problem already	
6	Does this take into consideration the senior centres along Hamilton Rd? Lots of wheelchairs crossing Hamilton Rd.	
7	could access be opened up to Strathcona from Hamikton road. dead ends with a small grass area and could be another way for traffic to flow	
8	Would you return to the evaluation slide?	
9	drag strip of Hamilton is less worrisome than those that cut thru to avoid Hamulton Road and Highbury	
10	making that an easier intersection increases likelihood of a major diversion from Highbury to cut thru a subdivision to get to Hamilton Road or Gore.	
11	I would like to see a 2nd Roundabout option, which includes the driveway to treatment plant. Even it had more impact, just curious what it would look like.	
12	why not a roundabout at Montebello? bus issues turning are an issue and the hidden hill is dangerous.	
13	Options 2 and 3 seem the most promising. We are really weighing the long term safety of the round-about against the short-term utility impacts. What additional information will inform this decision?	
14	everytime a project like this happens the ugly power lines should be buried. provides more options.	
15	Have there been Hydro One relocation in London, (or other nearby cities in recent history) for road works?	
16	had connection issues. could you put up the preferred solution slide please?	
17	i am at 1448 gore rd and have major problems with cars flying off hamilton rd as i turn left on gore rd out of my driveway this neededs to stop somehow	
18	Bike lanes, are there any ? Signal lights?	
19	none of the ideas seem to solve my problem of getting safely out of my laneway at 1448 gore rd	Hello, can you please share with us your email address or phone number and a member of the project team can connect with you about this property?
20	I just want to say thanks. The second preferred alternative looks good. Job well done so far.	
21	Will sidewalks be installed on Hamilton Rd east of Gore Rd	
22	Who at City Hall should I forward an email to? I have a few emails going back 3 or more years regarding the lack of sidewalks on Hamilton Rd ... and that it would be address with this intersection improvement?	

23	Thank you! Sorry I was late to this Zoom - was getting my vaccine :o)	Thanks for joining us! We're happy to help walk through any part of the presentation again, and a recording will be posted online tomorrow. If you would like, please share with us your email and the project team can follow up directly with you if you prefer. Or we can help answer any questions tonight.
24	I will watch the whole thing tomorrow to catch up ... very concerned about 4 lane traffic and no sidewalks - very scary	Hello Paula, the 4 lane widening along Hamilton Rd is not part of this project. The 2 lane arrangement will remain. If Hamilton Rd becomes 4 lane, sidewalks will be included along the entire corridor being widened.

PIC No. 1 - Comments Received**Hamilton Road and Gore Road Intersection - EA**

Date	Comment	MTE Response
6/15/2021	I would like to be included in your study of this intersection. Having lived on Hamilton Road for almost 50 years, I have seen the increase in traffic and speed. The changes along this road have not kept up with the increase in population and needs of the neighbourhood. The makeshift left turn lane off of Hamilton Road on to the Gore was only a "bandaid" fix. West bound traffic on Hamilton Road does not have adequate notice to jog over. It is unsafe for pedestrians to cross safely as well due to drivers focusing on vehicle traffic coming from the west and not checking for people due to the angle of the intersection. I would like to add that extending the sidewalk along Hamilton Road so that pedestrians going to the "off leash" dog park, would be beneficial. Thank you for allowing the people of the neighborhood to be included in future planning for our safety.	
6/14/2021	I have just received the Notice sent out by the C.O.L. Yes this intersection is a concern to pedestrians and traffic flow. We are not sure what an environmental study will provide. The road construction has to change. This stretch of road between Hale street and Commissioners has become a raceway. We have lived on Hamilton rd for 40 years and have expressed concerns many times . With the on going new developments traffic has increased 500 %. We cant even cross the road safely. Rerouting Gore rd. south at Hamilton to a T intersection with a 3 Way stop will slow down traffic and make it safer for all parties. The old grocery store needs to be torn down. That alone will clean the area up. While we are on the subject Clark and Hamilton rds are also a great concern. This intersection is a very hazardous one, with huge blind spots when turning east or west. There have been many serious accidents here .What is it going to take. Also the heavy truck traffic The no truck signs seems to be ignored.	Thank you for your comments regarding the Hamilton Rd and Gore Rd intersection. The project team is aware of all the concerns you mentioned at this location and we are considering a few options to address them. These options will be presented during our Public Information Centre (PIC) on June 24th. If you attend, you will also be able to ask any questions you might have. Otherwise, the recording of the meeting will be posted on our website: https://getinvolved.london.ca/gorehamilton. Regarding the Hamilton Rd and Clarke Rd intersection, we are monitoring this intersection for a possible signalization. The last time it was studied it did not meet the warrant; however, we will be counting it again when traffic volumes return to near normal levels.

PIC No. 1 - Comments Received

Hamilton Road and Gore Road Intersection - EA

Date	Comment	MTE Response
6/18/2021	I don't know if I will be able to connect with you on the 24th for the Public Information Centre. When biking, I have had a number of close calls from vehicles coming from the Pottersburg Sewage Treatment Plant Road that connects with the dog park and the Thames Valley Trails. I think having Gore Road connect with the road that goes to the sewage treatment plant as shown on my diagram would improve the safety at this intersection. When traffic is heavy on Hamilton Rd going east, I usually dismount and walk across Hamilton toward Gore only to have a car come out from the Pottersburg Rd and scare the ** out of me. We have counted more than 50 cars at the dog park/pottersburg/trail parking lots on a Sunday afternoon. How can I connect to "a live webinar on Zoom" when I have no idea what that means?	Thank you for your comments regarding the Hamilton Rd and Gore Rd intersection. We are already reviewing the option you sketched up as one of our alternatives. There are a lot factors that have been considered through the evaluation process of the alternatives and the details will be presented during the Public Information Centre (PIC) on June 24th. You will be able to access the webinar by either using a computer/laptop, mobile device or a phone. Please go to this web page: https://getinvolved.london.ca/gorehamilton on June 24th at 5pm to access the Zoom webinar. There will be an option to join the meeting by using a computer or phone with a link and phone number provided
6/29/2021	I have a few comments regarding the Zoom presentation for the realignment of the Gore/ Hamilton Rds intersection. I went through Alternatives 1-3 and reviewed the evaluations closely. I understand why you chose Alternative 2 as per your summary chart as it had the least red circles under the Evaluation column. However, after careful review, I'm wondering if Alternative 3 isn't a simpler choice as the negative evaluations noted do not seem that significant to me and may easily be resolved ... plus, as per your chart, Alternative 3 would be cheaper than Alternative 2 so that's an added bonus. The negative (red circles) issues are: Traffic Capacity and Operations: Poor geometry - does not address intersection concerns Safety of Intersection: No traffic calming, speed remains an issue - lengthy crossing distances 1) If you choose Alternative 3 - for those heading south eastward down Hamilton Rd and wanting to turn left onto Gore Rd - the congestion can be resolved by putting in an extra long left-hand turn lane at the lights as well as an advanced green - similar to the lengthy left-hand turn lanes on Highbury at the Oxford intersection.	

PIC No. 1 - Comments Received

Hamilton Road and Gore Road Intersection - EA

Date	Comment	MTE Response
	2) Based on the diagram for Alternative 3, Gore Rd and the entrance to the Thames Valley Parkway Trail could line up nicely. On a regular basis I see vehicles accessing the entrance to 1141 Hamilton Rd - City vehicles (Pottersburg Pollution Control) and regular citizens (Meadowlily Trail, Pottersburg Park, Pottersburg Off-Leash Park) ... so I'm sure traffic lights would make it much easier and safer for all of them to get in/out of this location - plus those on Gore Rd attempting to turn left onto Hamilton Rd would appreciate traffic lights as well. Also, when I look at the diagram for Alternatives 1 & 2, the access to/from 1141 Hamilton Rd seems a bit complicated - not sure how easily they'll flow back onto Hamilton Rd, particularly if they need to turn left - but maybe I just don't see your vision clearly? 3) The installation of traffic lights at Gore and Hamilton Rds is a traffic calming measure in and of itself. 4) But to calm the traffic and reduce speeding even further, you may wish to consider: a) Install a crosswalk, traffic lights or possibly an offset 4-way stop at East Park Golf & Water Park (at River Run Terrace) as it is very difficult and extremely unsafe for the kids and adults to cross Hamilton Rd to get to the bus stop on the north side and/or re-enter the subdivision.	
	a) Install a crosswalk, traffic lights or possibly an offset 4-way stop at East Park Golf & Water Park (at River Run Terrace) as it is very difficult and extremely unsafe for the kids and adults to cross Hamilton Rd to get to the bus stop on the north side and/or re-enter the subdivision. b) Install traffic lights at Hamilton Rd and Clarke Rd - the traffic gets really backed up on Clarke Rd at times (no designated left-hand or right-hand turning lanes) - very difficult to turn left and/or right onto Hamilton Rd during heavier traffic times (early morning, late afternoon) ... and it just keeps getting busier. This is because Hamilton Rd serves as a main artery access to two condo complexes (1241 & 1203 Hamilton Rd), several cluster subdivisions (River Run Terrace, Crimson Cres, Wildgoose Rd, Baxter St), the new subdivision development at Hamilton Rd/Commissioners (Victoria on the River), alternative route to Jackson Rd area, Dorchester, Ingersoll and other rural communities ... plus a shortcut to Veterans Memorial Parkway & Hwy 401. Also the Hamilton Rd #3 bus turns at this corner onto Clarke Rd heading towards Argyle Mall and then comes back from Argyle Mall and turns right back onto Hamilton Rd to head towards downtown - a difficult corner to negotiate a	

PIC No. 1 - Comments Received**Hamilton Road and Gore Road Intersection - EA**

Date	Comment	MTE Response
	5) Regarding safety at the intersection, you indicated there will be "lengthy crossing distances" at the intersection ... I'm not sure how it would be any different from crossing the multi-lane intersections of Highbury/Hamilton, Dundas/Clarke Rd ... so I guess I'm not sure I fully understand how the crossing would be "lengthy"? Unless you mean because the diagram seems to indicate Gore Rd is wider than the access to 1141 Hamilton Rd - but again, I don't understand why Gore Rd design is so wide but I'm sure there's a good reason. That being said, as long as the pedestrian walkways are clearly marked and there's enough time allotted to actually cross the road, it shouldn't be an issue. 6) The issue for me is the missing sidewalks east of Gore Rd - how are pedestrians supposed to get to the intersection at Gore/Hamilton Rd without sidewalks? But I see from your online recorded Zoom presentation my question regarding the lack of sidewalks east of Gore Rd and the brief discussion that followed was edited out. I was actually hoping this issue would remain in the presentation as the lack of sidewalks will become an issue when the project related to the widening of Hamilton Rd into 4 lanes comes into play. However, not to worry, I will bring it up again ... just like I did previously with Councillor Michael Van Holst and Mr. Karl Grabowski (Transportation Design Engineer) in Feb/17. At that time, Mr. Grabowski said he would add Hamilton Rd (east of Gore) to the list of streets needing sidewalks - I certainly hope he did and that Hamilton Rd is still on the list as this is a major safety issue - pedestrians shouldn't be walking in the dirt let alone so close to a busy roadway. Thank you for your time ... I hope you will carefully consider the issues and suggestions I have raised.	

PIC No. 1 - Comments Received**Hamilton Road and Gore Road Intersection - EA**

Date	Comment	MTE Response
8/11/2021	I would like to provide some input regarding the improvements that are being planned for the Gore Rd and Hamilton Road intersection. I currently am residing with my father at 1476 Gore Road. We are in the process of working to sever the property so that I can build a new home on the lot that would be 1480 Gore Road. At this point I'm guessing you are not aware of this as we are still in the process of filling out the paperwork and prepping the plans. In going over your options for the improvement I would like suggest that you go with the roundabout option. I do realize this is the most expensive option but I believe that this is the best option for the area. We spend many days outside trying to clean up the property and see various trucks, cars & motorcycles accelerating to high rates of speed down Gore Road from Hamilton Road. I also notice many vehicles passing other cars in front of our house despite the yellow line and the blind hill a short distance away. If you were to do the T intersection of Hamilton at Gore I can pretty much guarantee that this will only continue and possibly get worse with having two lanes that continue straight through. My next point is more personal but having a road come to a T intersection directly in front of my new home would cause a possible safety issue as there is typically an increase of accidents at intersections and with it occurring directly in front of my property I am concerned that there is an increased risk that my home or property possibly being damaged. Also there would be a constant stream of headlights coming in my front windows. The roundabout option would most definitely slow traffic down which would provide a much safer option for the residents in the area but also keeping the flow of traffic moving smoothly and would accommodate for the increase in traffic in the future. Also by having Gore Road continue as a small side road would allow for a safe place for pedestrians and cyclists to connect to Hamilton Road. If you need any more information about the property severance & new build please feel free to contact me.	I appreciate you notifying the City of your plans to sever your property and providing your suggestion on the preferred option. As you know, right across the street from your property there is a major Hydro One Networks Inc.(Hydro One) transmission line corridor. The land is owned by the province and the City is required to consult with Hydro One and receive approval for any proposed changes near their infrastructure. All three options were submitted to Hydro One and are currently under review. The outcome of their review will most likely determine which one is the feasible option for the intersection improvements.

PIC No. 1 - Comments Received**Hamilton Road and Gore Road Intersection - EA**

Date	Comment	MTE Response
10/29/2021	As one whose family grew up near this intersection and some still do, it is certainly high time that the city made changes to this intersection. At the same time, I should mention the fact that as an Affordable/Geared-To-Income Housing advocate I have decided to promote the adjacent property, we refer to as the “V”, to the city housing authority as an alternative site for the homeless this winter instead of shuffling them off to the boondocks like the Fanshawe Golf Course or the River Road site. Furthermore I will be suggesting that the city acquire the property as a permanent living site for those who are in desperate need. With necessary amenities just a short walk west on Hamilton Road at Hale St. and with LTC buses available- even a public school and the Bob Haywood Y close by, it would be ideal! Consequently and as a significant long term cost saving over traffic lights, I strongly recommend a traffic circle as the best solution. There is plenty of room on the property and not only will it be safer but it will slow down traffic in all directions. A recent visit to Scotland convinced me that traffic circles, especially at tricky intersections, work best! Please take my suggestion to heart.	Thank you for your suggestion regarding the Gore Rd and Hamilton Rd Intersection Improvements. As you might know, we are currently in the process of a Municipal Class Environmental Assessment and reviewing several alternatives for this locations. The alternatives were assessed using multiple criteria. Technical aspects, environmental and property impacts being the most significant ones. A roundabout (traffic circle) option is being reviewed very closely; however, at this stage we need to finalizing the technical data and evaluation of all alternatives in order to confirm the preferred option. The second Public Information Centre (PIC) will be hosted to present the preferred solution and solicit the public feedback. Most of the corner property you are referring to as “V” is owned by Infrastructure Ontario and any changes to the land, easements or acquisition of the property requires Hydro One review and approval. A roundabout would take up a significant portion of that property.

PIC No. 1 - Comments Received

Hamilton Road and Gore Road Intersection - EA

Date	Comment	MTE Response
8/27/2021	My name is Nick Sauter and have been a resident in East London for most of my life. As the founding member of the <i>Argyle Community Association</i> I am more than well aware about the shortcomings of the Hamilton/Gore Road intersection. (Very early in the ACA's (2012) history we produced a "project list" to make Argyle residents and the City of London aware of our concerns about many issues we felt needed attention. Now, no longer the ACA's Chairperson, I nevertheless still have a keen interest in the wellbeing of our neighbourhood. It was encouraging to hear that you two gentlemen are studying a (more than overdue) upgrade to one of London's most dangerous traffic junctions which truly belongs to the horse & buggy days. (GORE means sharp point in Latin) Being a long-time member of the Bob Hayward YMCA I travel that intersection nearly seven days/week all year long. I, and thousands of other drivers, have cursed that ridiculous traffic horror countless times. I sincerely urge you to give the upgrade of East London's ugliest traffic nemesis the attention it deserves. ps.....along with Councillor Shawn Lewis, I have copied Ms. Joyce Larsh, the ACA's current president. FYI.....I will drop off the last project list of the ACA at City Hall, please note: Ham/Gore Road is still # 1.	Thank you for your email and involvement in the community. We are currently working with the Hydro One which is the major stakeholder for the Gore/Hamilton Intersection EA study to finalize the preferred alternative for this intersection. If you wish, we can add you to the contact list and will be providing the future updates for this study. If you or Ms. Larsh could email me a copy of the project list created by the Argyle Community Association that would be greatly appreciated. I would like the Transportation Planning and Design team to be aware of this list.
	looks like Paul Yanchuk's/team, efforts may finally result in some action. I'm trying to set up a meeting with his team, hopefully Joyce Larsh will be able to attend. If we can pull it off your expertise and diplomacy would certainly be very helpful, please let me know if you're interested. I think meeting right now is getting the cart before the horse on this project. Honestly, I would rather have the staff working on this devoting the time to the EA process than taking time out to meet with us. This is going to happen, but the timing can't be advanced until the EA is complete. That's not a City of London thing, that's provincial regulations, so we have to be patient until that piece comes back to us.	As per our phone conversation, the project web page for the Gore/Hamilton Intersection Environmental Assessment can be accessed through this link: https://london.ca/gorehamilton. You can also access the recoding of the Public Information Centre meeting we had earlier this summer by clicking on the video here: https://getinvolved.london.ca/gorehamilton. Three options that are currently under review by Hydro One were presented during this meeting. Our project team will also add you and Ms. Larsh to the contact list for the future correspondence.

PIC No. 1 - Comments Received**Hamilton Road and Gore Road Intersection - EA**

Date	Comment	MTE Response
		November 17, 2021,Paul had a phone conversation with him (Mr. Sauter) today and provided an update on the study and project timelines. He was pleased to hear that the project is progressing and improvements are coming