Highway 56 Traffic Study
Rymal Road to Cemetery Road

City of Hamilton
Public Meeting
Purpose of Public Meeting

– To review and obtain public input and comments on the proposed solutions for Highway 56 between Rymal Road and Cemetery Road
  • City of Hamilton and AECOM (consultants) staff are available to discuss the project with you.

– We would like to hear your comments:
  • Please complete a comment sheet and drop it into the comment box before leaving or return comments via email to tplanning@hamilton.ca by February 13, 2018.

– More details about the project are available on the project website:
  • www.hamilton.ca/Hwy56TrafficStudy
Study Overview

- The City has initiated a traffic study on Highway 56, between Rymal Road and Cemetery Road.

- The purpose of the study is to:
  - Address the needs of drivers, cyclists and pedestrians.
  - Investigate viable options for upgrading Highway 56 to accommodate current and future projected growth.

Legend:
- = 80 km / h
- = 60 km / h
Expected Growth

Binbrook Secondary Plan

Elfrida Growth Area Study
Recent and Planned Highway 56 Transportation Improvements

1. Capital Improvements
   • Road reconstruction and widening between Rymal Road and approximately 1 km south of Rymal Road
   • Construction tentatively planned to begin in spring 2019

2. Guyatt Road Intersection
   • Upgrading to a full traffic signal; expected completion spring 2018, weather permitting

3. Urbanization of Highway 56 south of Cemetery Road
   • Completed in 2017
- Proposed road includes 2 lanes in each direction with additional left and right turn lanes at the intersections
- A new sidewalk is proposed on the west side of Hwy 56
- The design also includes a new signalized intersection at the location of the proposed road - ‘Dalgleish Trail’
Existing Conditions

- Right-of-way (ROW) between 32 metres (m) and 36 m
  - 3.6 m driving lanes
  - 2.3 m gravel shoulders
  - Approximately 10 m available each side

- Designated truck route

- No physical provision for pedestrians or cyclists

- HSR does not offer service along this corridor

- Curbside recycling and waste collection on Tuesday

- Streets lights at intersections
Existing and Forecasted (2031) Traffic Volumes

Existing (2017 Factored)          Forecasted (2031)

Existing Traffic Volumes:
- RYMAL ROAD
- GOLF CLUB ROAD
- GUYATT ROAD
- CEMETERY ROAD

Forecasted Traffic Volumes:
- RYMAL ROAD
- GOLF CLUB ROAD
- GUYATT ROAD
- CEMETERY ROAD

AM PM Peak Hour Volume
Collisions 2012-2017

– One collision with fatalities (impaired driving)
– Some clustering of rear end collisions
– Intersection collisions
  • Rymal Road intersection accounts for ~80% of all intersection collisions
  • One collision at Golf Club (2016)
  • One collision at Guyatt (2015)
  • Three collisions at Cemetery (2014, 2015, 2015)
Active Transportation

- Corridor part of proposed multi-use trail network (2016 Recreational Trails Master Plan and Draft 2018 Cycling Master Plan)

Transit

- No plans to expand transit along corridor or into Binbrook
- Growth in transit demand is monitored annually through HSR’s Service Review of their Ten Year Local Transit Strategy

Legend

- = Planned Bike Lane
- = Planned Multi-use Trail
- = Planned Paved Shoulder
- = Existing Bike Lane
- = Existing Multi-use Trail (unpaved)
### PIC Comments (related to Hwy 56)

**Binbrook Village Traffic Management Plan PIC, April 1 and April 25, 2017**

<table>
<thead>
<tr>
<th>What we heard</th>
<th>Response</th>
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</thead>
<tbody>
<tr>
<td>Paint markings are hard to see at night (no lighting) – suggested cat’s eye (retroreflective safety device)</td>
<td>See Proposed Solutions board.</td>
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<tr>
<td>Widen paved shoulders for safe emergency stopping</td>
<td>Could be considered in future design/reconstruction.</td>
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<tr>
<td>Service road to limit the number of direct accesses onto Hwy 56</td>
<td>Cost prohibitive.</td>
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<tr>
<td>New traffic light at Golf Club Road is unwarranted</td>
<td>Currently exists.</td>
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<tr>
<td>Would like a traffic light at Guyatt Road</td>
<td>Currently in progress.</td>
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<td>Multi-use path from Binbrook to École Élémentaire Michaëlle Jean OR Gyatt Road</td>
<td>See Proposed Solutions board.</td>
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<tr>
<td>Bike lanes for cyclists should be off road</td>
<td>See Proposed Solutions board.</td>
</tr>
<tr>
<td>Use active transportation to access the Elfrida commercial area from the Binbrook area</td>
<td>See Proposed Solutions board.</td>
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<tr>
<td>Currently unpleasant to walk along 56</td>
<td>See Proposed Solutions board.</td>
</tr>
<tr>
<td>Accommodation for future transit (concern about further delays along corridor)</td>
<td>Could be considered in future design/reconstruction.</td>
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<tr>
<td>Remove “s” curve at 56 and Rymal</td>
<td>Cost prohibitive.</td>
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<tr>
<td>Widen the road in advance of more development in the area (rather than after)</td>
<td>Could be considered in future design/reconstruction.</td>
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</table>
Summary of Proposed Solutions

– Multi-use trail for pedestrians and cyclists between Cemetery Road and hydro corridor

– Urbanization of Hwy 56 south of Rymal (to Golf Club Road) to complement future growth

– Centre two-way left turn lane from Guyatt Road north for ~500m
Solution: Multi-use Trail

Multi-use Trail
- West side of Hwy 56
- East side of Hwy 56
- Guyatt Road intersection

Rationale
- School access (east side of Hwy 56)
- Elfrida urbanization of Hwy 56
- Connect to planned multi-use trail (west side of Hwy 56)
Solution: Multi-use Trail

Design considerations:
- Clear separation from roadway
- Approximately 2.5 m – 3.0 m wide
- Consider planting trees or other vegetation within buffer zone to reduce storm water run-off and mitigate exposure to vehicle emissions
- Existing entrances will be affected
- Some modifications to ditches

Example: 1000 Islands Parkway
Solution: Urbanization of Hwy 56 south of Rymal Road to Golf Club Road

– Driven by Elfrida Growth Area Study
– Opportunity to build pedestrian and cycling facilities into corridor and anticipated community
– Current issues being considered as part of the Elfrida Growth Area Study include, but are not limited to:
  • Anticipated population and employment growth
  • Land use (Secondary Plan)
  • Transportation network (Transportation Master Plan)
  • Servicing
  • Phasing / staging / implementation
  • Urban design
  • Natural and cultural heritage
– For more information about the Elfrida Growth Area Study, please visit:
  • www.hamilton.ca/elfrida
Solution: Centre Two-Way Left Turn Lane north of Guyatt Road for ~500m

- Two-way left turn lane from Guyatt Road north to Martin’s Farm Market
- North bound turn lane only at Martin’s Farm Market
- South bound turn lane at Guyatt Road intersection
# Tell Us What You Think

Please use the stickers provided to tell us what you think of each of the proposed improvements. If there is anything you think is missing, please describe on the comment sheet.

<table>
<thead>
<tr>
<th>Proposed Improvement</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Unsure / N/A</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
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<tbody>
<tr>
<td>Multi-use trail for pedestrians and cyclists between Cemetery Road and Swayze Road</td>
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<td>Other (please describe on comment sheet)</td>
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Tell Us What You Think

Please use the coloured stickers provided to identify on the map any locations of concern that you would like us to be aware of.

Additional details can be provided on the comment sheet.
Next Steps and Study Contacts

Following this Public Meeting, the Study Team will:

- review all comments
- summarize proposed solutions
- report to Public Works Committee and Council

Please talk with a Study Team member and complete / submit a comment sheet by February 13, 2018.

You can also provide comments via email or phone to:

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Consultant Project Manager  
Email: wali.memon@aecom.com  
Phone: 1-905-206-8599

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City Project Manager  
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Phone: (905) 546-2424 ext. 4101