Rymal Road (Upper James St to Dartnall Rd) Environmental Assessment Phases 1 to 4 Public Information Centre #1

March 29, 2022

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Virtual Meeting Approach

This meeting is being recorded
Welcome Councillors, Staff, and Residents. Thank you for joining today’s presentation!

Questions will be taken at the end of the presentation.

We look forward to your participation and feedback.
Virtual Meeting Approach - Engagement

Ground Rules for Engagement

Role of the Facilitator

Q&A Explanation
Virtual Meeting Approach - Engagement

- Please remain muted during presentation and while others are asking questions.
- Questions can be asked by:
  1. Q&A Function
  2. Waiting for designated phone user time
  3. “Raise Hand” & Unmute
- Please keep questions brief.
- Magnifying glass can be used to zoom in on an item.
Using WebEx: Participating by Computer

Via the internet browser
Click the “…” button at the bottom of the video window and select “Raise Hand” or “Q&A”.

Via the Webex App
Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.

Raise your hand or type your question
Using WebEx: Participating by Smartphone or Tablet

**For smartphones**
Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.

**For tablets**
Click the Participants panel button at the bottom of the screen. Then click the “Raise Hand” or “Q&A” button at the bottom right.
Using WebEx: Raising your hand by Phone

• To raise your hand virtually, key in *3.

• The Host will see a hand up beside the last four digits of your phone number.

• During the Q&A period, the Host will unmute you and let you know that you can speak.
### Agenda

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<th>Time Window</th>
<th>Agenda Item</th>
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<td>6:10 – 7:00</td>
<td>Part 1 - Project Purpose and Context</td>
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<td>Part 2 - Transit Assessment Study</td>
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<td>Part 4 - Evaluation: Approach and Preliminary Recommendations</td>
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<td>Part 5 - Next Steps, Closing Remarks, Explanation of Survey</td>
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<td>7:00 – 8:00</td>
<td>Part 6 - Discussion: Answer Questions and Listen to Feedback</td>
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<td>8:00</td>
<td>Meeting Adjourns</td>
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PART 1: Project Purpose and Context
The objective of the study is to improve Rymal Road to be a more safe, efficient and well-connected multi-modal transportation corridor from Upper James Street to Dartnall Road that balances the needs of pedestrians, cyclists, transit users, goods movement, and drivers in a way that is economical and minimizes impact to the existing and future natural, social, cultural and built environments.
Making Decisions – The Class EA Process

• The Municipal Class Environmental Assessment (MCEA) process sets out a framework to make decisions about infrastructure in a way that considers the social, cultural and natural environments.

• A Schedule ‘C’ Municipal Class Environmental Assessment is being prepared to assess potential improvements to Rymal Road between Upper James Street and Dartnall Road.

• There are four phases to the MCEA process.

• We are presenting work completed to date for Phases 1 and 2.
Study Area: Existing Conditions and Adjacent Land Uses
Currently, Rymal Road is a major arterial roadway with a three to five lane cross-section, discontinuous sidewalk network, and no cycling facilities.

<table>
<thead>
<tr>
<th>Key Problems</th>
<th>Key Opportunities</th>
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<tbody>
<tr>
<td>• Limited mode choice</td>
<td>• Provide multi-modal amenities</td>
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<td>• Transit service frequencies and amenities do not</td>
<td>• Integration of street design to the east and west of</td>
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<td>reflect the corridor's intended role as a Priority</td>
<td>the Study Area</td>
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<tr>
<td>Bus Corridor - need for transit-supportive</td>
<td>• Integration of surrounding cycling routes and trails</td>
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<tr>
<td>infrastructure</td>
<td>• Addition of pedestrian crossings</td>
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<tr>
<td>• Travel reliability</td>
<td>• Integrate with other planned improvements:</td>
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<tr>
<td>• Poor pavement condition</td>
<td>• Planned bike lanes on Upper Sherman Avenue, Upper</td>
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<tr>
<td>• Not consistent with adjoining roadway cross-</td>
<td>Ottawa Street, and Nebo Road</td>
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<tr>
<td>sections</td>
<td>• Planned multi-use trail through neighbourhood</td>
</tr>
<tr>
<td></td>
<td>between Upper Wentworth Street and Upper Sherman</td>
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<tr>
<td></td>
<td>Avenue</td>
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<td></td>
<td>• Improvements to stormwater management</td>
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Related studies - EAs completed West and East of study area on Rymal Road

- West of Upper James:
  Garner Road/Rymal Road and Garth Street Class EA ESR February 2014

- East of Dartnall:
  Improvements to Rymal Road (Dartnall Road to New Trinity Church Corridor) Class EA ESR November 2011
PART 2: Transit Assessment Study
(2051 Planning Horizon Year)
• Portions of Rymal Road form part of Hamilton’s S-Line Rapid Transit Corridor
• The S-Line is also identified through Metrolinx’ Regional Transportation Plan as a “Transit Priority Corridor”
• Understanding the type of transit facility and amenities that will be required along the S-Line is an important input to the Rymal Rd MCEA.
Transit needs were identified through a ridership study that considered:

- Anticipated population and employment growth along the corridor to 2051
- Existing transit usage along the corridor
- Future transit ridership targets

Optional improvements considered the need for:

- Transit-only lanes throughout the corridor;
- Dedicated transit lanes or signals at intersections; and
- Improvements to transit amenities (e.g. shelter design)
Outcomes of the transit ridership study indicate that:

- Isolated Transit Priority Measures will be warranted for the entirety of the S-Line by 2051.
- Isolated Transit Priority Measures should be considered before 2041 where anticipated traffic delays warrant them and adequate space is available.
- Improvements to transit user amenities and pedestrian/cyclist connections to stops will also be recommended.
PART 3: Alternative Solutions
Phase 2 - Alternative Solutions

• Alternative solutions are high level conceptual approaches, which have been identified to potentially resolve the problems and opportunities recognized along the corridor.

• Phase 2 consists of:
  • Identifying alternative solutions
  • Baseline data collection
  • Assessing and evaluating the alternative solutions
  • Selecting the preferred solution
Phase 2 – Overview of Alternative Solutions

Alternative 1: Do Nothing

No improvements, other than future regular maintenance and committed non-capital projects.
Phase 2 – Overview of Alternative Solutions

Alternative 2: Implement Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies

Improve transit and active transportation facilities (e.g. cycling lanes and sidewalks) and complete localized roadway improvement and optimization (e.g. transit queue jump lanes, intersection improvements, signal optimization, turn restrictions, etc.)

Alternative 3: Create Additional Travel Lanes

In addition to improvements associated with Alternative 2, provide up to a total of five lanes (one new travel lane in each direction) to accommodate future travel demand. The additional travel lanes would benefit private vehicles, goods movement, and bus travel times. The existing centre two-way-left-turn lane would be maintained.
Phase 2 – Overview of Alternative Solutions

Alternative 4: Create High Occupancy Vehicle (HOV) Lanes
In addition to improvements associated with Alternative 2, provide HOV Lanes in the corridor to accommodate future travel demand. Includes one additional lane in each direction for HOV vehicles to create a cross-section with up to five lanes. The additional travel lanes would improve overall travel times and would provide the greatest benefit for transit and carpoolers. The centre two-way-left-turn lane would be maintained.

Alternative 5: Improve Other Roads
Complete committed non-capital improvements on Rymal Road, and improve other parallel roads in the vicinity of Rymal Road. This may require the widening of rights-of-way for the other corridors.
PART 4: Evaluation - Approach and Preliminary Recommendations
Evaluation Criteria Groups and Criteria

The criteria used to evaluate the alternative solutions were organized on the basis of the following groupings:

- Transportation
- Natural Environment
- Socio-Economic Environment
- Engineering
- Cost
Evaluation Criteria Groups and Criteria

**Transportation**
- Capacity deficiencies
- Access to adjacent properties
- Operational deficiencies
- Accommodate growth in public transit usage
- Accommodate safe and convenient active transportation modes
- Support safety for all users
- Goods movement traffic flow

**Natural Environment**
- Disturbance to street trees and other natural heritage features
- Positive impact on climate change through reduced personal vehicle use
Evaluation Criteria Groups and Criteria

Socio-Economic Environment

Criteria

• Loss of residential/business property
• Disruption effects to residences/businesses during and post construction
• Improved street corridor character
• Loss of park land/open space
• Impact on cultural heritage resources
• Compliment planned future development and growth in the area
Evaluation Criteria Groups and Criteria

**Engineering**

- Roadway design challenges
- Compatibility of the design concept with connecting roadway sections
- Avoid impacts to existing utility infrastructure
- Address existing drainage issues

**Cost**

- Relative capital cost estimate
- On-going maintenance and operational costs
Alternative Solution Evaluation Results

Recommended

#3: Create Additional Travel Lanes

Includes Alternative Solution #2 TDM and TSM measures

Not Recommended

#1 Do Nothing

#2 TDM and TSM (on their own)

#4 Create HOV Lanes

#5 Improve Other Roads
Alternative Solution Evaluation Results

Recommended: Alternative Solution #3 - Create Additional Travel Lanes

- Addresses capacity needs
- Multi-modal - supports transit development
- Infrastructure consistency
- Public realm/streetscape improvements
- Supports future development

- Ongoing maintenance and operational costs
- Minimal impact to natural heritage features expected
- Access to adjacent properties
- Opportunity to convert the additional lane to an HOV lane should there be demand in longer term

- Encourages continued automobile use
- Potential property impacts (although minor)
- Higher capital costs than some alternatives

Rymal Road EA Public Information Centre #1
Alternative Solution Evaluation Results

Not Recommended: Alternative Solution #1 – Do Nothing:

• Does not address the identified roadway vehicle capacity problem/support new growth

• Would not promote the use of other modes of travel

• Does not resolve the problem/opportunity statement
Not Recommended: Alternative Solution #2 - Implement TDM and TSM Strategies (on their own)

- While it supports active transportation and bus travel, it does not substantially address road vehicle capacity problem and support new growth.
- As such, only partially addresses the problem/opportunity.
Alternative Solution Evaluation Results

Not Recommended: Alternative Solution #4 – Create HOV Lanes

• The Transit Needs Assessment recommends isolated transit priority measures – future transit demand does not justify a dedicated facility

• Does not fully address the identified roadway vehicle capacity problem and access and operational issues

• Not consistent with the existing design of the connecting sections of Rymal Road
Alternative Solution Evaluation Results

Not Recommended: Alternative Solution #5 – Improve Other Roads

- Improvements to other corridors are expected to resolve the capacity deficiencies at a network level but would not resolve the operational, access or transportation mode choice within the Rymal Road corridor.

- For trips with origin and destinations in the corridor, this alternative would not likely result in improved travel times.

- Impacts to the social and natural environment could be greater than those associated with the Rymal Road corridor.
PART 5: Next Steps
Next Steps

• A survey will be available for two weeks following PIC #1 to gather public feedback on the alternatives evaluation results.
• Input received will be used to finalize the evaluation and confirm the preferred solution(s).
• Design alternatives will be presented at Public Information Centre #2.
• PIC #2 date: Fall 2022.
Phase 3: Alternative Design Elements

Physical design elements to be examined:
• Road lane width and alignment (vertical and horizontal)
• Turning and transit queue jump lanes (location and length)
• Transit stop locations and amenities
• Location, width, and type of pedestrian and cycling facilities
• Warrant and location for potential pedestrian crossovers between signalized intersections
• Drainage improvements, stormwater management and Low Impact Development (LID) techniques
• Street lighting
• Trees, plantings, public realm, furnishings (i.e. bus shelters and benches)
• Construction staging as it may influence the design

Operational elements that will be considered:
• Turn movements/restrictions, one-way / two-way driveway access, and signal timings
• HSR bus operations
• Maintenance and winter operations
• Approaches to post-implementation monitoring and enforcement
PART 6: Discussion: Answer Questions and Listen to Feedback
Thank you – Questions?

How to Participate

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CONTACT US
If you have any questions or concerns later, feel free to contact:
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Engage Hamilton
End of Presentation