

Rymal Road (Upper James Street to Dartnall Road) Environmental Assessment Phases 1 to 4 Public Information Centre #2

September 19th, 2023

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Virtual Meeting Approach



This meeting is being recorded

Introductions

**Welcome Councillors, Staff, and Residents.
Thank you for joining today's presentation!**

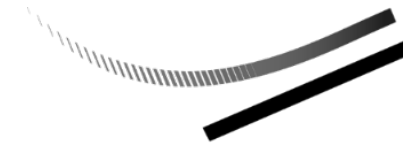
**Questions will be taken at the end of the
presentation.**

**We look forward to your participation and
feedback.**



Hamilton

Megan Salvucci, RPP, Project Manager
City of Hamilton

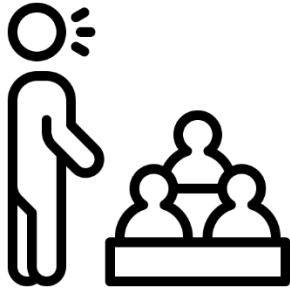


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Ground Rules for Engagement



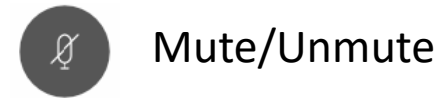
Role of the Facilitator



Q&A Explanation

Virtual Meeting Approach - Engagement

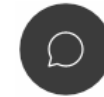
- Please remain muted during presentation and while others are asking questions
- Questions can be asked by:
 1. Q&A Function
 2. Waiting for designated phone user time
 3. “Raise Hand” & Unmute
- Please keep questions brief
- Magnifying glass can be used to zoom in on an item



Mute/Unmute



Participants



Chat



Raise Hand



Annotate

Zoom In

Zoom Out



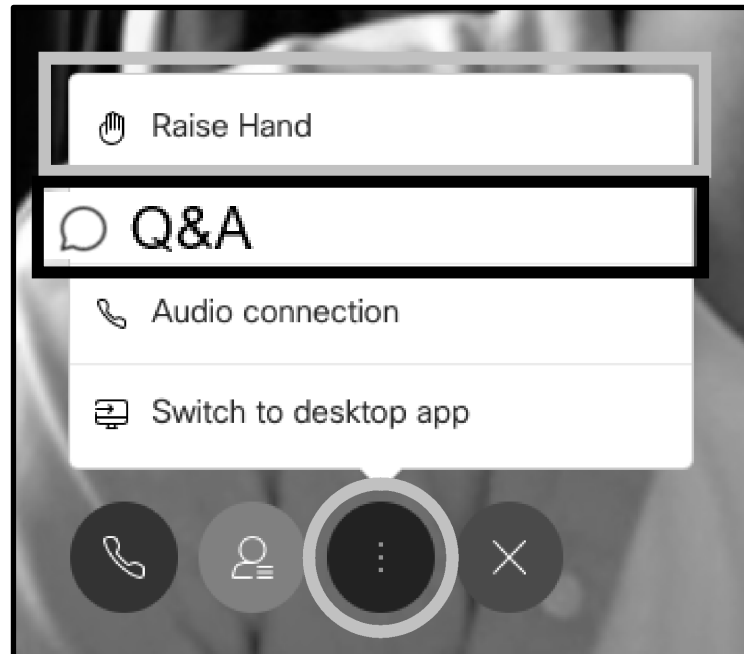
Using WebEx: Participating by Computer

Raise your hand or type your question



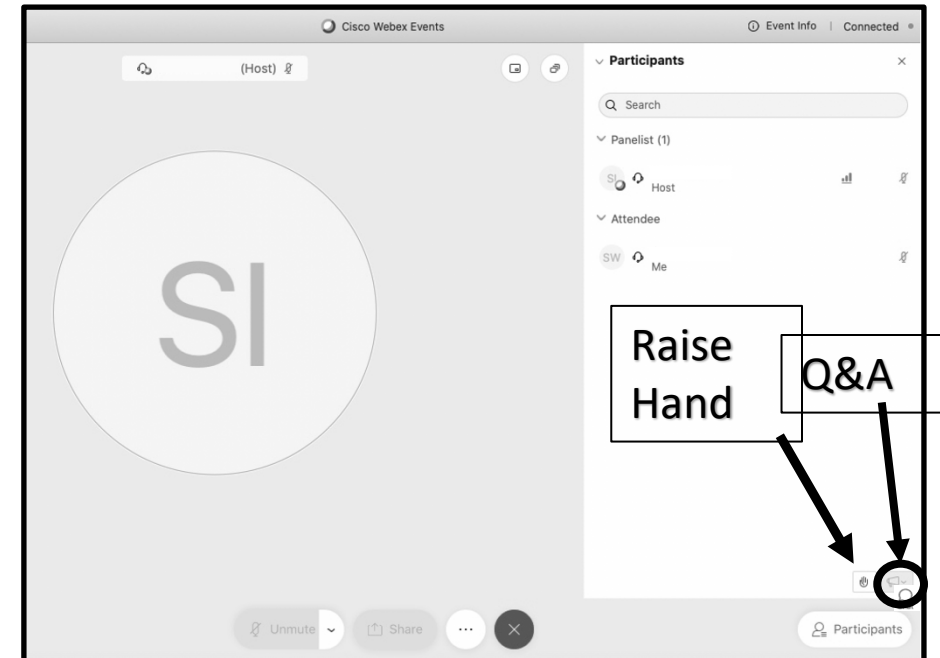
Via the internet browser

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.



Using WebEx: Participating by SmartPhone or Tablet

Raise your hand or type your question



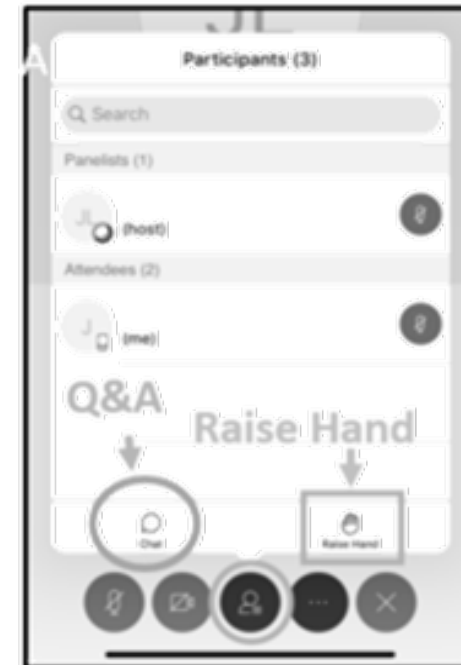
For smartphones

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.

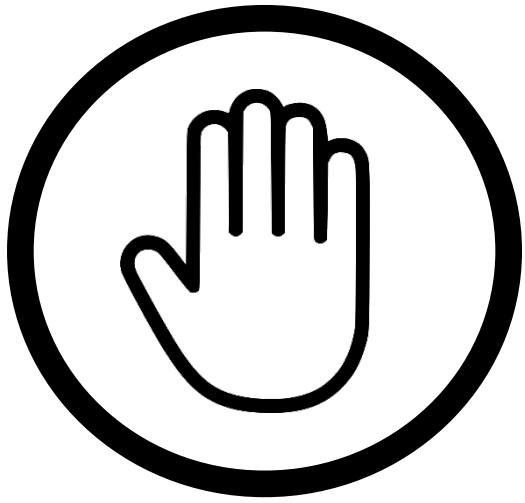


For tablets

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

Time Window	Agenda Item
6:00 – 7:00	Part 1 – Project Purpose and Context
	Part 2 – Engagement to Date
	Part 3 – Alternative Design Concepts
	Part 4 – Evaluation of Alternative Design Concepts
	Part 5 – Recommended Conceptual Design
	Part 6 – Next Steps
7:00 – 8:00	Part 7 – Discussion: Answer Questions and Listen to Feedback
8:00	Meeting Adjourns

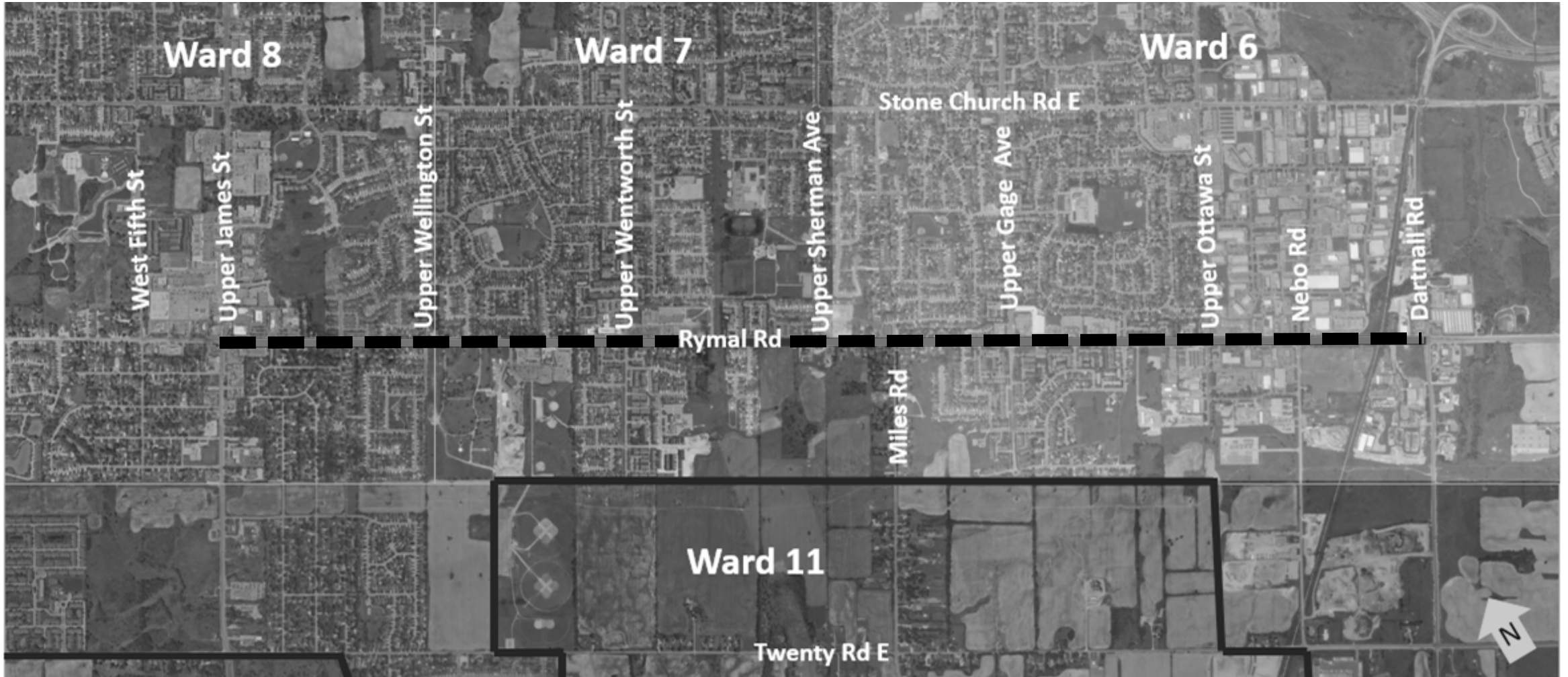


PART 1: Project Purpose and Context



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.

Project Introduction – Study Area

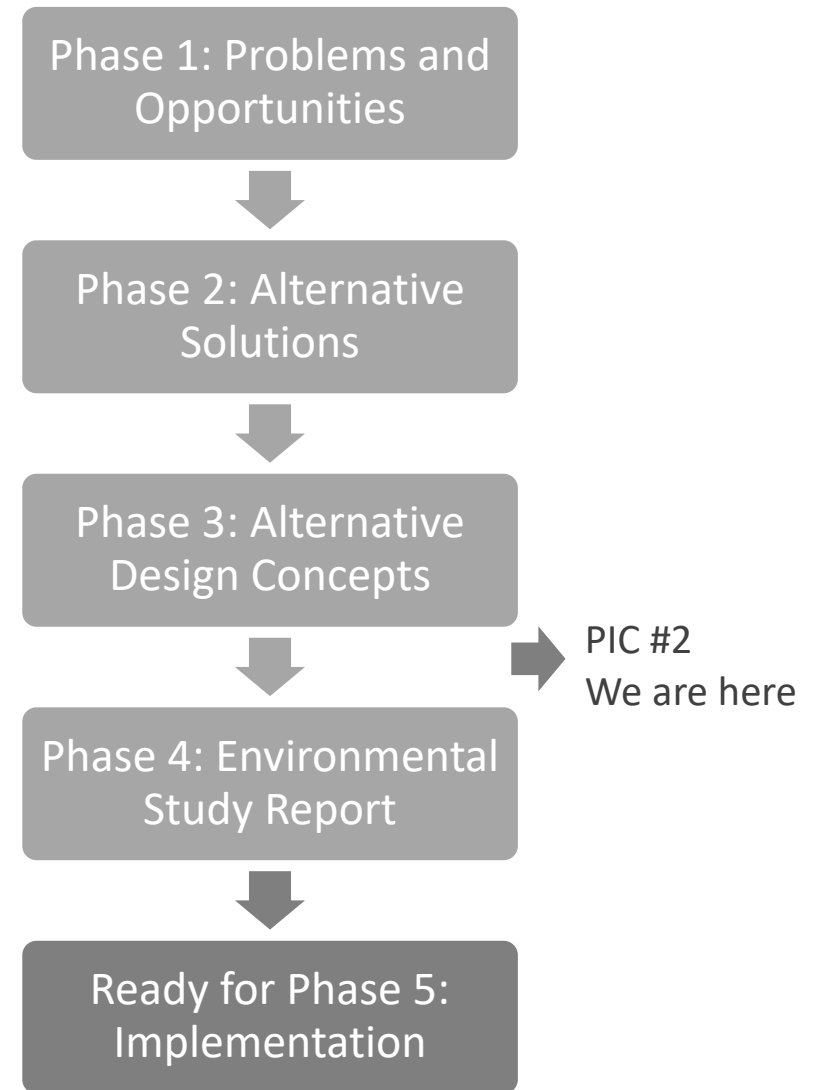


— Rural/Urban Boundary

- - - Study Area

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 to 3.





PART 2: Review of Previous Presented EA Phases

Phase 1 – Problems and Opportunities

Rymal Road Today

Currently, Rymal Road is a major arterial roadway with a three to five lane cross-section, discontinuous sidewalk network, and no cycling facilities.


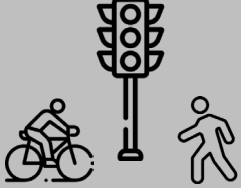



Key Problems

- Limited mode choice
- Transit service frequencies and amenities do not reflect the corridor's intended role as a Priority Bus Corridor - need for transit-supportive infrastructure
- Travel reliability
- Poor pavement condition
- Not consistent with adjoining roadway cross-sections

Key Opportunities

- Provide multi-modal amenities
- Integration of street design to the east and west of the Study Area
- Integration of surrounding cycling routes and trails
- Addition of pedestrian crossings
- Integrate with other planned improvements:
 - Planned bike lanes on Upper Sherman Avenue, Upper Ottawa Street, and Nebo Road
 - Planned multi-use trail through neighbourhood between Upper Wentworth Street and Upper Sherman Avenue
- Improvements to stormwater management

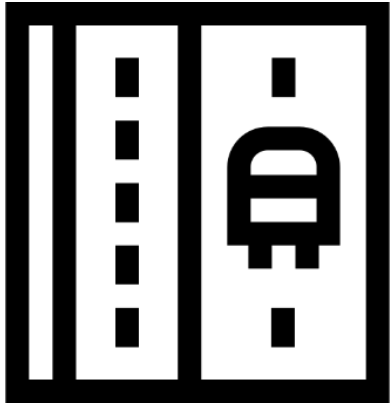
Phase 2 – Alternative Solutions

Alternative 1: Do Nothing		<ul style="list-style-type: none"> • No improvements • Future regular maintenance and committed non-capital projects
Alternative 2: Implement Transportation Demand Management (TDM) and Transportation System Management (TSM) Strategies		<ul style="list-style-type: none"> • Improve transit and active transportation facilities (e.g. cycling lanes and sidewalks) • Complete localized roadway improvement and optimization
Alternative 3: Create Additional Travel Lanes		<ul style="list-style-type: none"> • Increase vehicular capacity by providing up to a total of five lanes
Alternative 4: Create High Occupancy Vehicle (HOV) Lanes		<ul style="list-style-type: none"> • Provide HOV Lanes in the corridor to accommodate future projected travel demand
Alternative 5: Improve Other Roads		<ul style="list-style-type: none"> • Complete committed non-capital improvements on Rymal Road

Phase 2 – Preferred Solution: Create Additional Travel Lanes

As presented at Public Information Centre (PIC) #1, the preferred solution is to create additional travel lanes on Rymal Road. Key advantages:

- Addresses the identified roadway vehicle travel capacity problem
- Promotes all modes of transportation
- Facilitates improved bus travel times through queue jump lanes
- Consistent with Transit Assessment findings
- Encourages private automobile drivers
- Consistent with existing roadway infrastructure at both ends of the corridor
- Low adverse impacts on social and natural environment expected



Phase 2 – Engagement Results

The following key themes emerged through PIC #1:

- Road Safety and Expansion
 - ✓ Mixed responses in terms of desire for road widening
 - ✓ Safety concerns related to current design and speeding
- Pedestrian Facilities
 - ✓ Desire for improved sidewalk facilities and mid-block crossings
- Transit Improvements
 - ✓ Strong desire to include design elements that would encourage transit use
 - ✓ Potential to implement HOV during peak periods and/or add queue jump lanes



PART 3: Alternative Design Concepts

Developing the Alternative Designs – Active Transportation

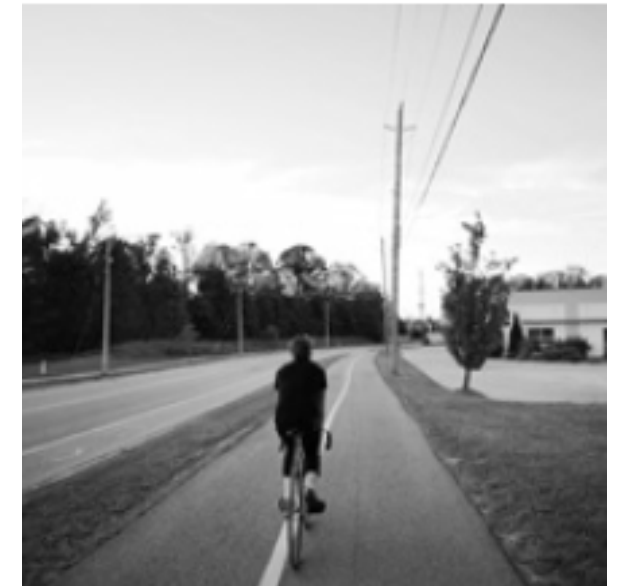
- Based on the current traffic volumes on the corridor, and vehicular operating speeds, only physically separated cycling facilities were considered
 - Active transportation alternatives carried forward include a sidewalk with cycle track and a 3.5 metre multi-use pathway



Protected Bike Lane
(Source: Alta)








Cycle Track and Sidewalk
(Source: Congress for New Urbanism)



Multi-use Pathway
(Source: Alta)

Shortlist of Alternative Designs

- Three alternative design concepts were developed and evaluated. Key features of each are outlined in the table below.
- Similarities between all three alternatives include:
 - Proposed roadway infrastructure (curb to curb, the alternatives are the same)
 - Queue jump lanes in all four quadrants at Upper James Street
 - New pedestrian crossover proposed at Chippewa Trail
 - Active transportation is integrated with existing on-road cycling facilities at Upper Wellington Street and Upper Sherman Avenue

Alternative Design Concept	Number of Lanes 	Alignment	Active Transportation		
		Hybrid 	Sidewalk 	Multi-Use Pathway 	Cycle Track 
1	5	✓		✓	
2	5	✓	✓	✓	
3	5	✓	✓		✓

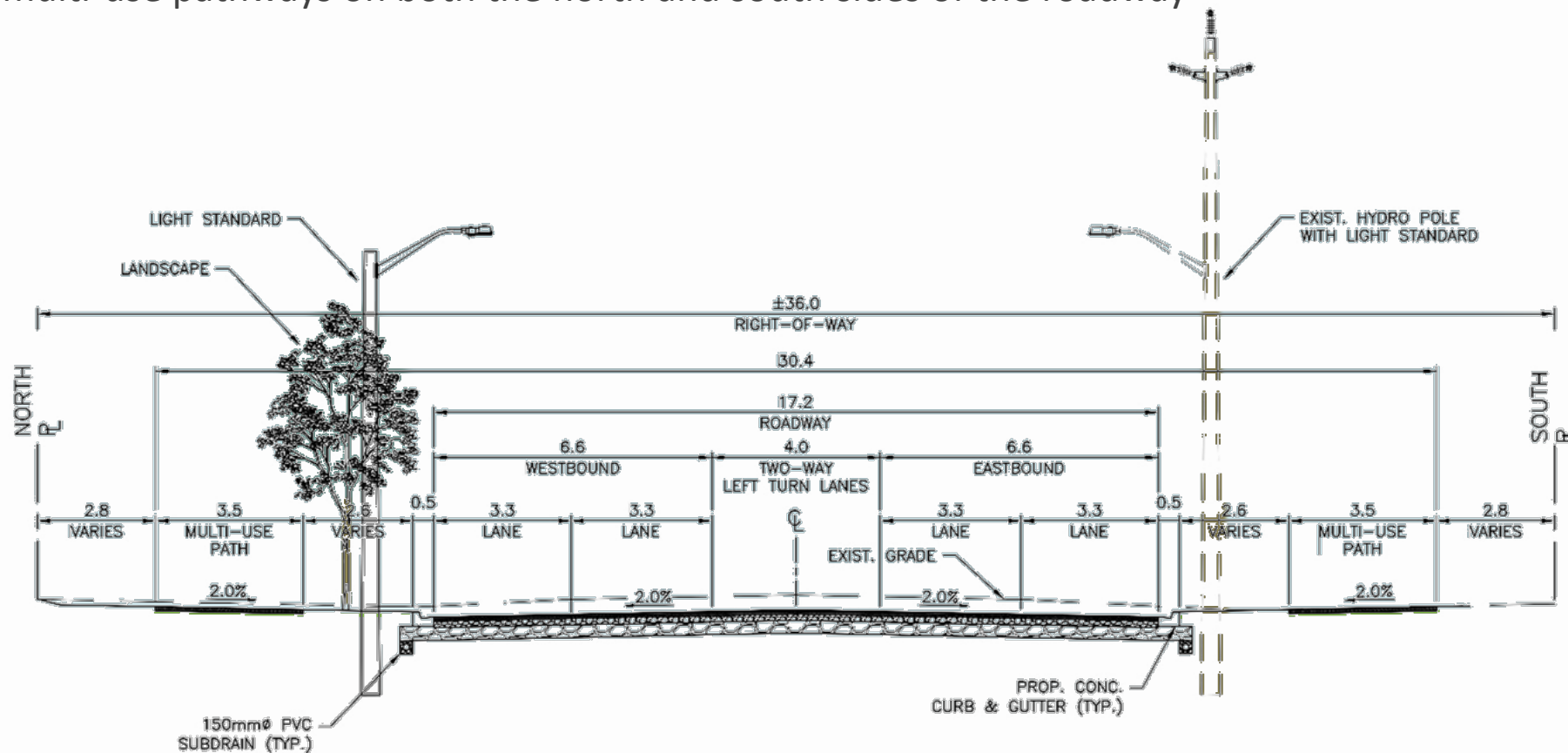
Typical Cross-Sections – Alternative 1

5 lanes



Design features include:

- 5 lane cross-section – 3.3 m through and auxiliary lanes, 4.0 m two-way-left-turn lane
- Vegetated medians where access control is desirable and/or space allows
- 3.5 m multi-use pathways on both the north and south sides of the roadway



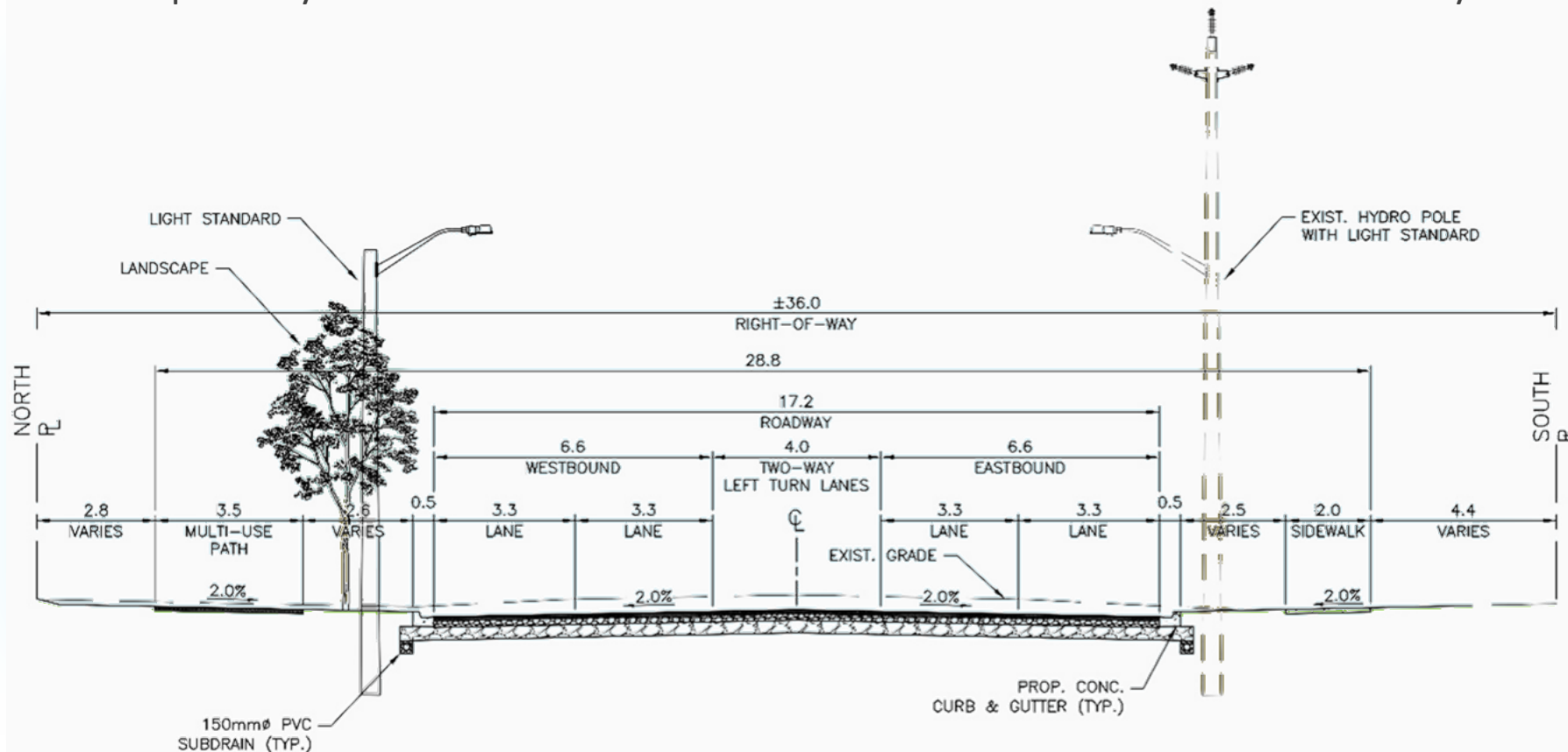
Typical Cross-Sections – Alternative 2

5 lanes



Design features include:

- 5 lane cross-section – 3.3 m through and auxiliary lanes, 4.0 m two-way-left-turn lane
- Vegetated medians where access control is desirable and/or space allows
- 3.5 m multi-use pathways on the north and 2.0 m sidewalk on the south side of the roadway



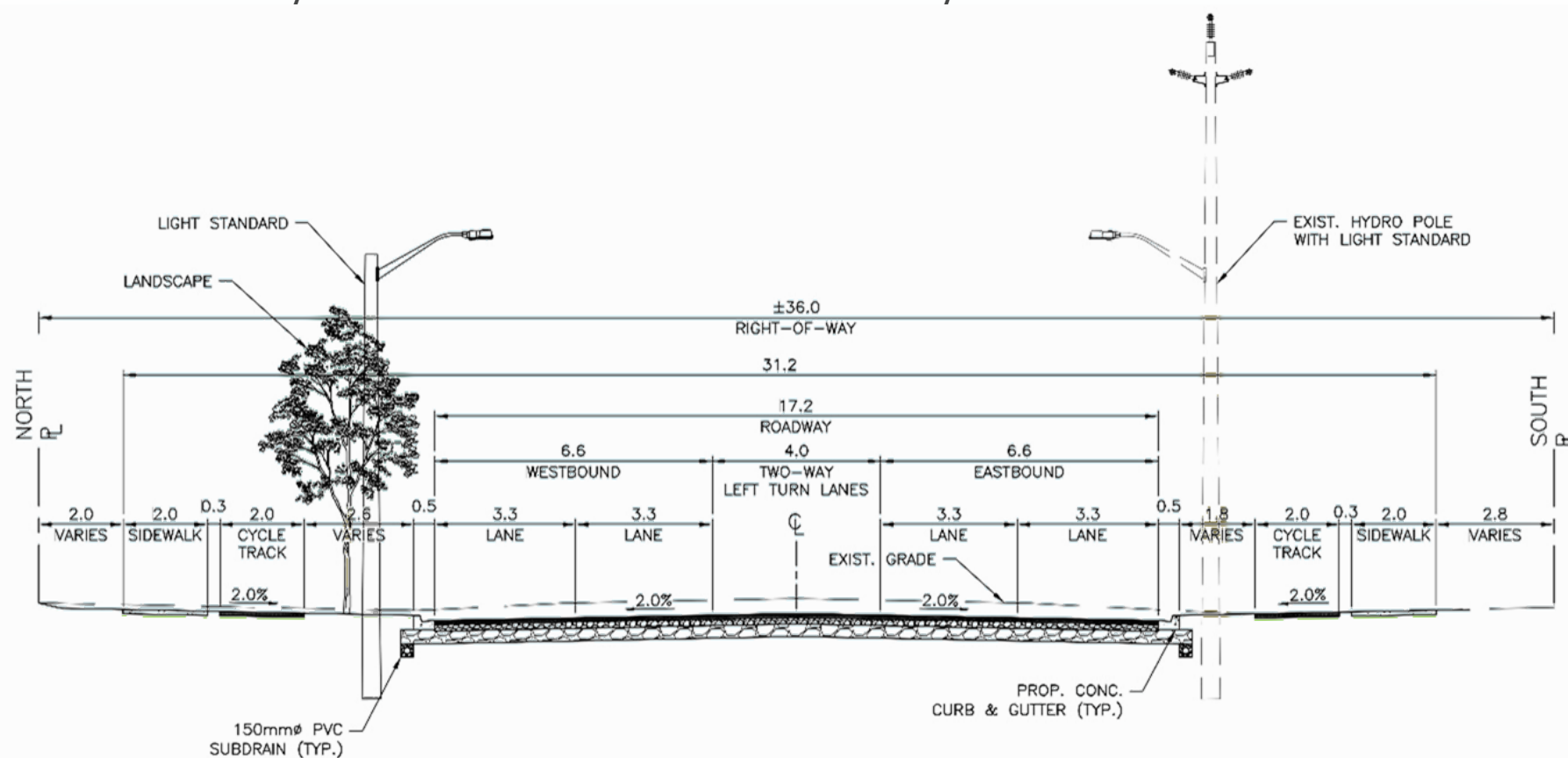
Typical Cross-Sections – Alternative 3

5
lanes



Design features include:

- 5 lane cross-section – 3.3 m through and auxiliary lanes, 4.0 m two-way-left-turn lane
- Vegetated medians where access control is desirable and/or space allows
- 2 m sidewalk and 2 m cycle track on both sides of the roadway





PART 4: Evaluation of Alternative Design Concepts

Evaluation Criteria

The criteria used to evaluate the alternative design concepts were grouped under the following categories

Engineered Environment



Natural Environment



Cultural Environment



Socio-Economic Environment



Cost



Evaluation Criteria

Engineered Environment



Criteria

- Impact on future transportation network ☰
- Conflict points between modes
- Winter maintenance
- Cycling access to destinations
- Transportation network construction impacts ☰
- Transit rider experience
- Construction complexity
- Drainage

Natural Environment



Criteria

- Disturbance to street trees and other vegetation
- Impacts to natural heritage features, including:
 - Terrestrial species and habitat ☰
 - Aquatic species and habitat ☰

Evaluation Criteria

Cultural Environment



Criteria

- Potential to impact structures or landscapes with cultural heritage value or interest
- Impacts to lands with archaeological potential

Socio-Economic Environment



Criteria

- Access to adjacent communities ☹️
- Impacts to residential property and access
- Impacts to recreational facilities and access
- Noise, vibration, and air quality impacts ☹️
- Aesthetics/streetscaping (opportunities for enhancements)
- Alignment with municipal planning objectives
- Alignment with provincial/regional planning objectives ☹️

Cost



Criteria

- Relative capital cost estimates for:
 - Capital infrastructure
 - Utility relocation
 - Property acquisition
- Ongoing maintenance and operational costs

Evaluation of Alternative Design Concepts – Part 1

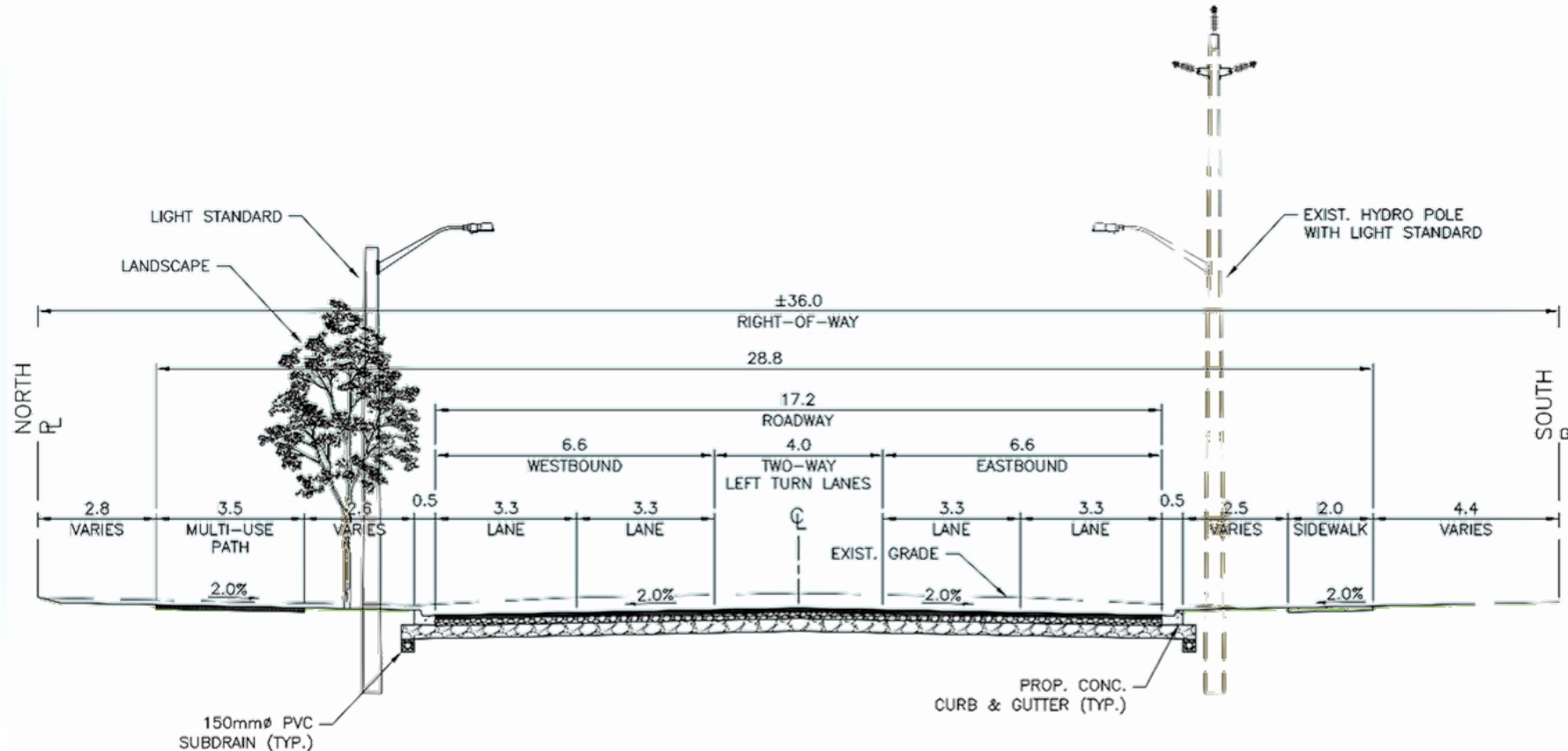
Criterion	Alternative 1	Alternative 2	Alternative 3
Conflict Points Between Modes	Moderately Preferred	Least Preferred	Most Preferred
Winter Maintenance	Moderately Preferred	Most Preferred	Least Preferred
Cycling Access to Destinations	Most Preferred	Least Preferred	Moderately Preferred
Transit Rider Experience	Most Preferred	Moderately Preferred	Most Preferred
Relocation of Utilities	Moderately Preferred	Most Preferred	Least Preferred
Change in Impervious Area	Moderately Preferred	Most Preferred	Least Preferred
Space to Accommodate LID	Most Preferred	Most Preferred	Least Preferred
Vegetation and Landscaping	Moderately Preferred	Most Preferred	Least Preferred

Evaluation of Alternative Design Concepts – Part 2

Criterion	Alternative 1	Alternative 2	Alternative 3
Alignment with Municipal Planning Objectives	Moderately Preferred	Least Preferred	Most Preferred
Existing Residential Area	Moderately Preferred	Most Preferred	Least Preferred
Recreational Facilities	Most Preferred	Most Preferred	Least Preferred
Aesthetics / Streetscaping	Moderately Preferred	Most Preferred	Moderately Preferred
Cultural Heritage	Most Preferred	Most Preferred	Least Preferred
Archaeology	Moderately Preferred	Moderately Preferred	Least Preferred
Capital Infrastructure Costs	Most Preferred	Most Preferred	Moderately Preferred
Utility Relocation Costs	Moderately Preferred	Most Preferred	Least Preferred
Operations and Maintenance Costs	Most Preferred	Most Preferred	Moderately Preferred

Preliminary Preferred Design Concept: Alternative 2

- Alternative 2 has been identified as the preferred design concept
 - The design includes a 5 lane cross-section with a 3.5 m multi-use pathway on the north side and a sidewalk on the south side



Preliminary Preferred Design Concept: Alternative 2

- Key differentiators:
 - Least impact to vegetation along the corridor
 - Greatest remaining soft surface area to accommodate LID features and streetscaping
 - Lowest overall capital cost, including least impact to existing utilities
 - Lowest long-term maintenance and operations costs
- Potential issues to overcome:
 - Lack of cycling connectivity on the south side of the roadway

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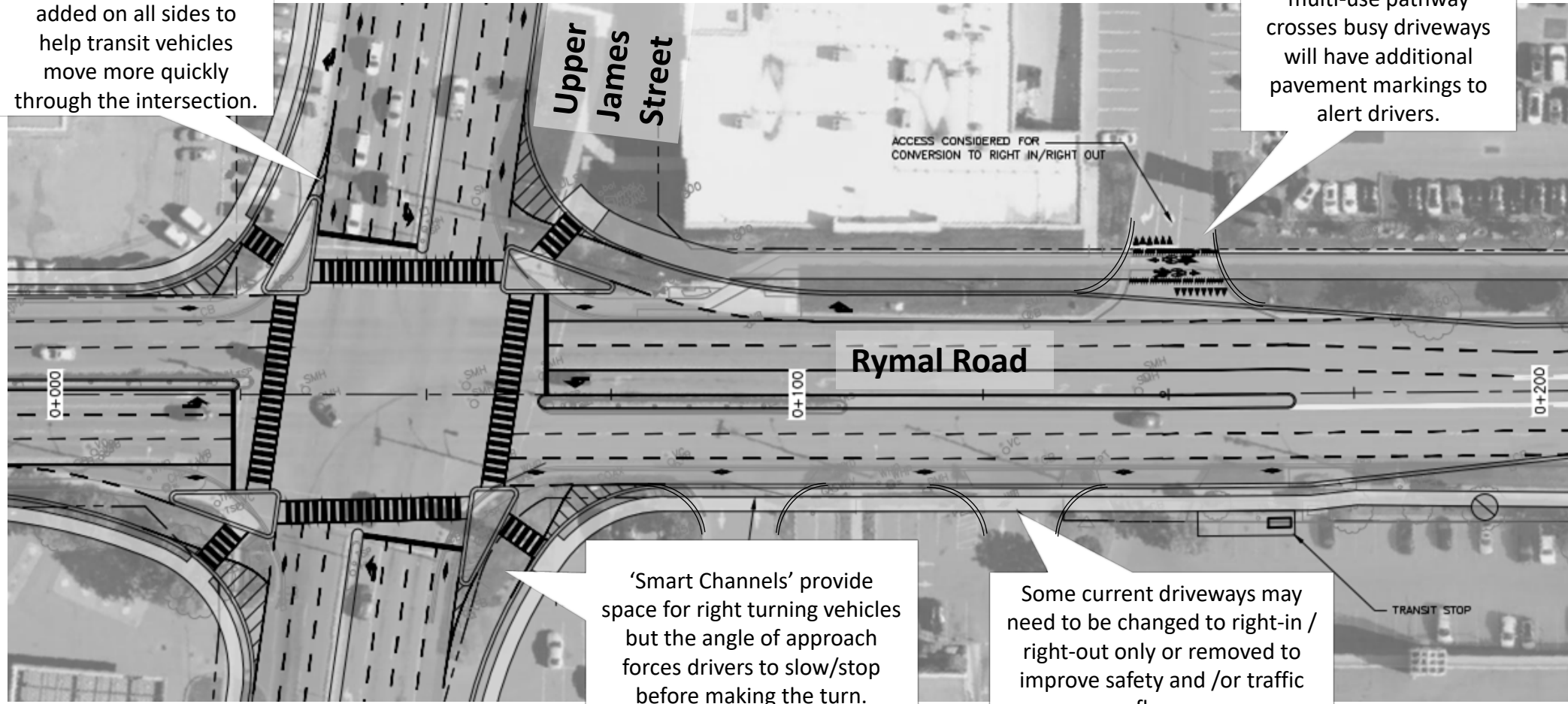
PART 5: Recommended Conceptual Design



Upper James Street Intersection

Transit-only “queue jump” lanes will be added on all sides to help transit vehicles move more quickly through the intersection.

Locations where the multi-use pathway crosses busy driveways will have additional pavement markings to alert drivers.

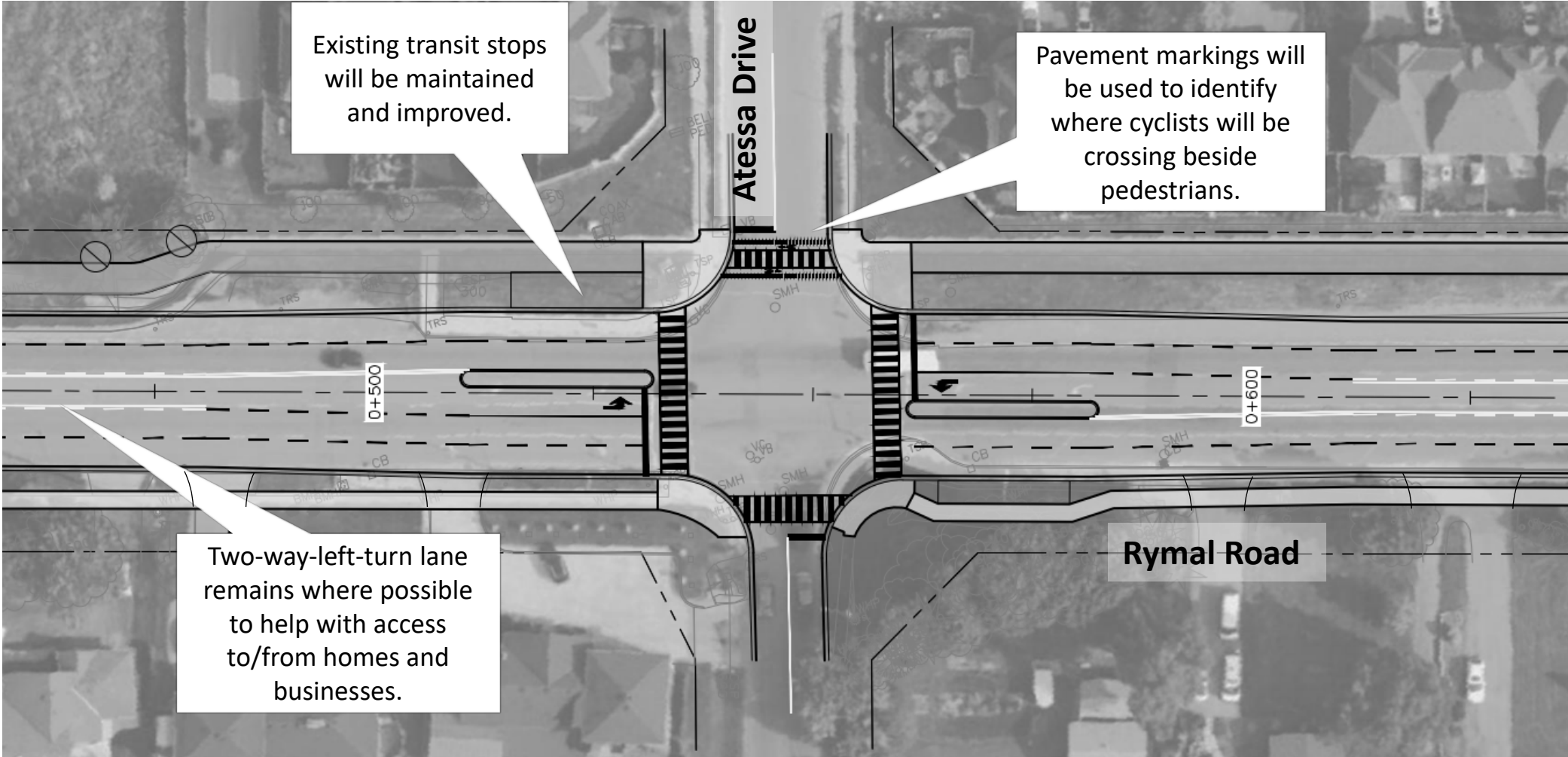


‘Smart Channels’ provide space for right turning vehicles but the angle of approach forces drivers to slow/stop before making the turn.

Some current driveways may need to be changed to right-in / right-out only or removed to improve safety and /or traffic flow.

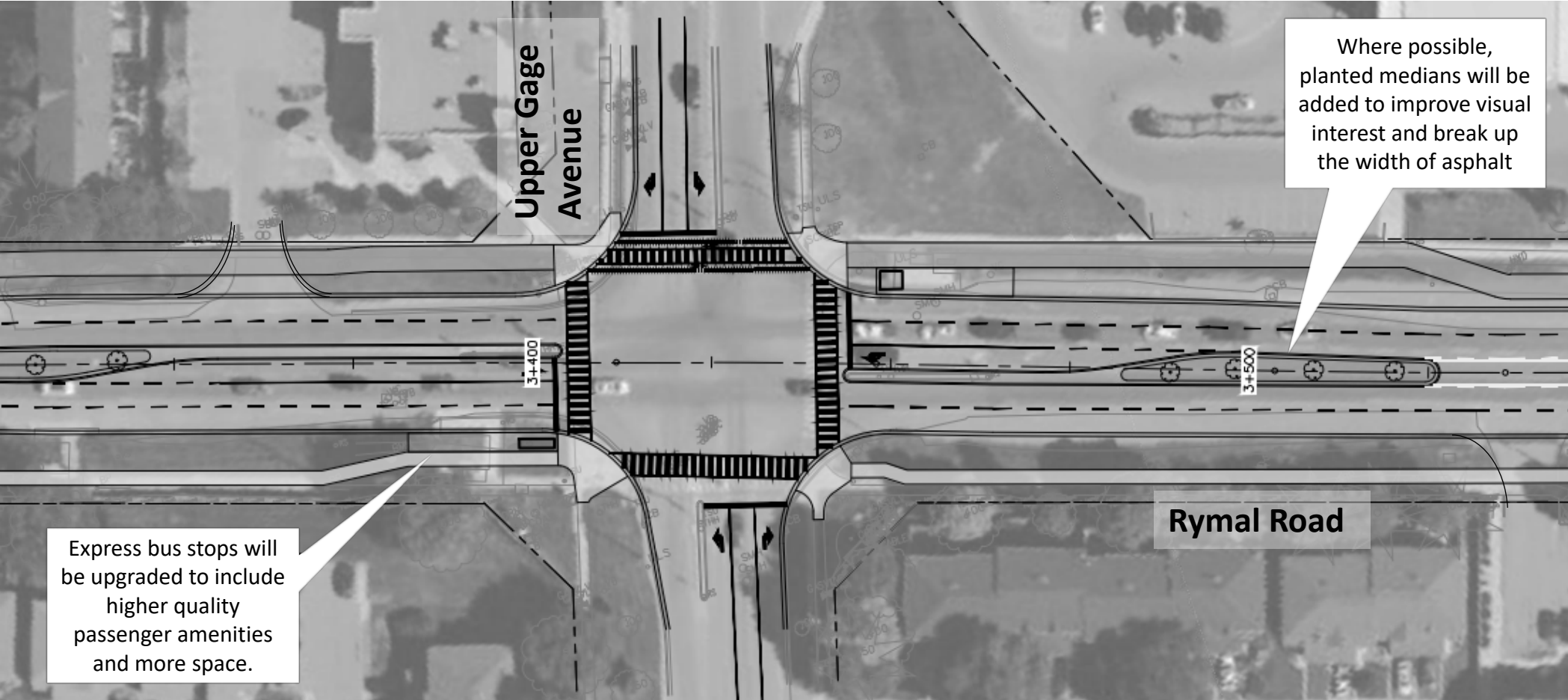
LEGEND	
	SIDEWALK
	MULTI-USE PATH
	QUEUE JUMP LANE
	EXPRESS STOP AND SHELTER
	TRANSIT STOP CONCRETE PAD
	DEPRESSED CURB
	COMBINED CROSSRIDE
	>10CM DIAMETER TREE TO BE REMOVED
	PLANTED MEDIAN
	PROPERTY LINE

Typical Signalized Intersection



LEGEND	
	SIDEWALK
	MULTI-USE PATH
	QUEUE JUMP LANE
	EXPRESS STOP AND SHELTER
	TRANSIT STOP CONCRETE PAD
	DEPRESSED CURB
	COMBINED CROSSRIDE
	>10CM DIAMETER TREE TO BE REMOVED
	PLANTED MEDIAN
	PROPERTY LINE

Typical Signalized Intersection with Greened Medians



LEGEND	
	SIDEWALK
	MULTI-USE PATH
	QUEUE JUMP LANE
	EXPRESS STOP AND SHELTER
	TRANSIT STOP CONCRETE PAD
	DEPRESSED CURB
	COMBINED CROSSRIDE
	>10CM DIAMETER TREE TO BE REMOVED
	PLANTED MEDIAN
	PROPERTY LINE

Chippewa Trail Crossing

Between Nebo Road and Dartnall Road the two-way-left-turn lane will be removed to minimize impacts St. George's Cemetery and to natural heritage features at the Trail

Rymal Road











PROPOSED SIGNALIZED PEDESTRIAN CROSSOVER LOCATION

4+900

5+000

A pedestrian crossing with traffic signal is recommended at the Chippewa Trail Crossing

LEGEND

-  SIDEWALK
-  MULTI-USE PATH
-  QUEUE JUMP LANE
-  EXPRESS STOP AND SHELTER
-  TRANSIT STOP CONCRETE PAD
-  DEPRESSED CURB
-  COMBINED CROSSRIDE
-  >10CM DIAMETER TREE TO BE REMOVED
-  PLANTED MEDIAN
-  PROPERTY LINE

NEW DEVELOPMENT DRIVEWAY



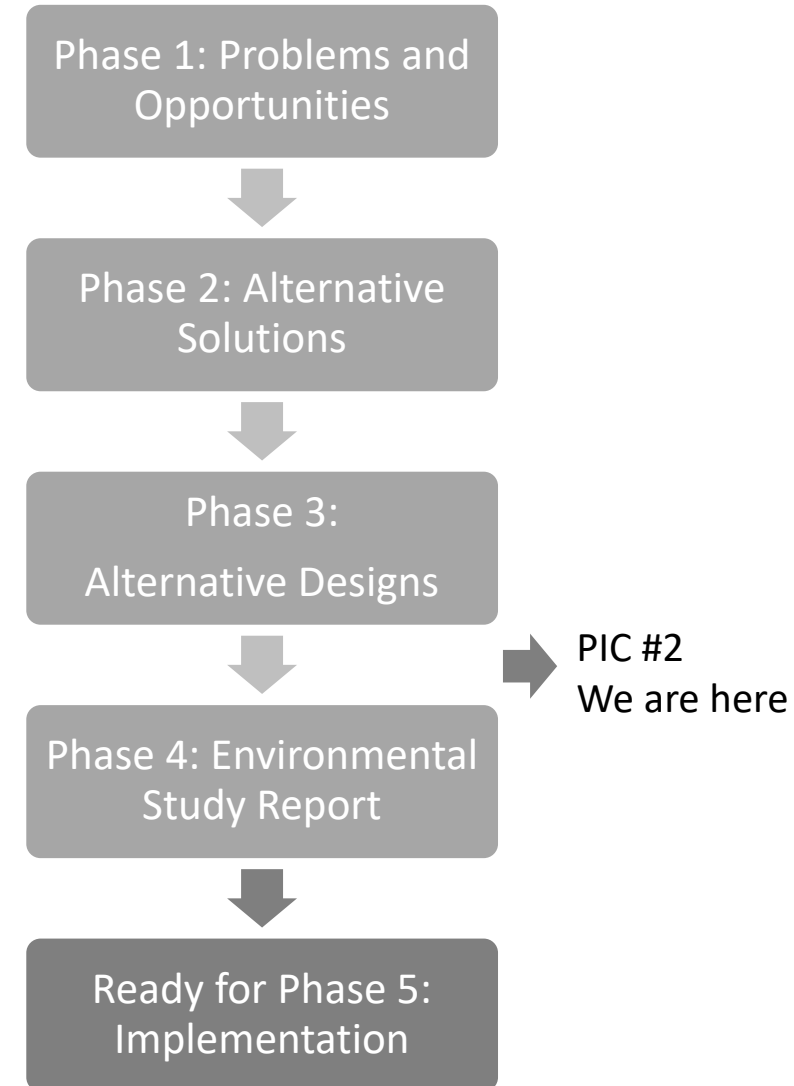
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PART 6: Next Steps



Next Steps

- The Environmental Study Report is planned to be published in late fall 2023
- If you have any questions or concerns, you can contact **Megan Salvucci**, Project Manager at Megan.Salvucci@Hamilton.ca



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PART 7: Discussion: Answer Questions and Listen to Feedback

Thank You – Questions?

How to Participate

By Phone - To raise or lower your hand virtually, key in *3.

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CONTACT US

If you have any questions or concerns later, feel free to contact:

Megan Salvucci, Project Manager

Megan.Salvucci@hamilton.ca

Engage Hamilton

End of Presentation