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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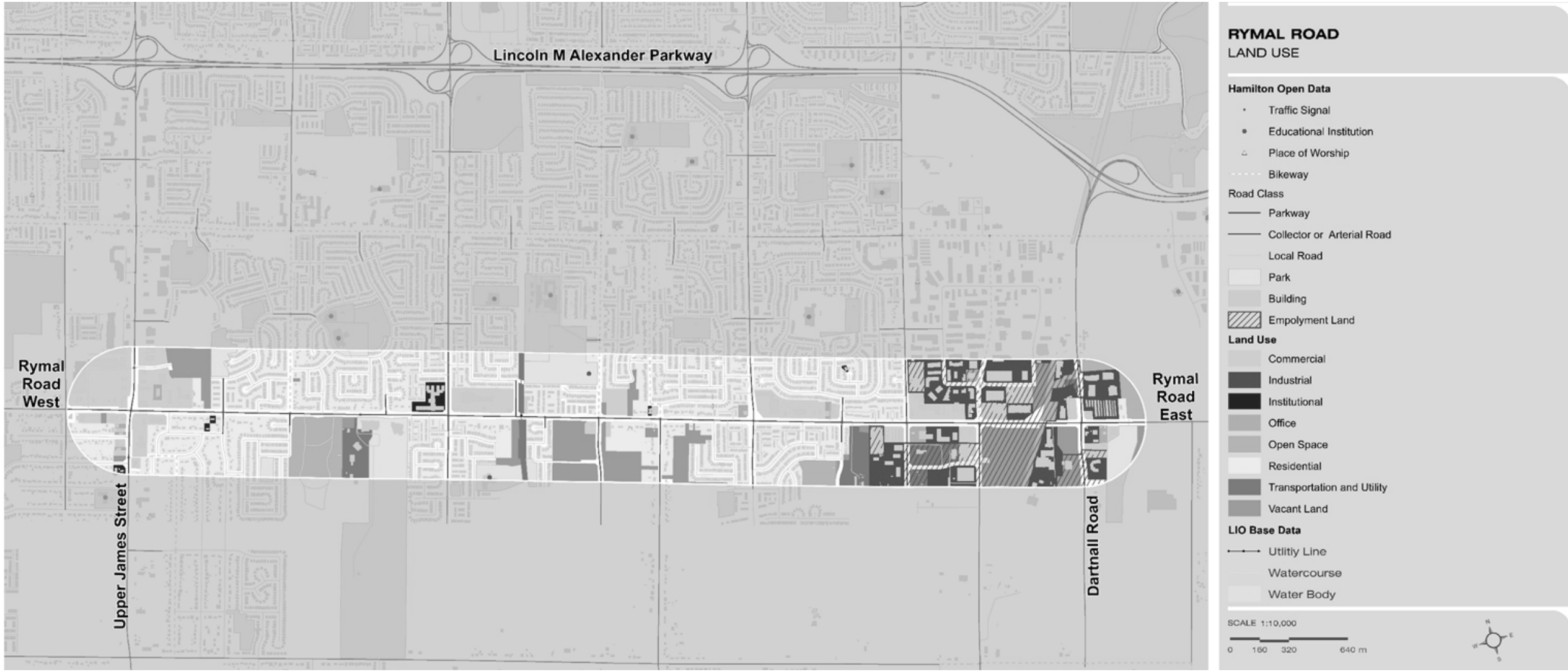
Study Area: Existing Conditions and Adjacent Land Uses



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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	Key Opportunities

• 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
	• 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

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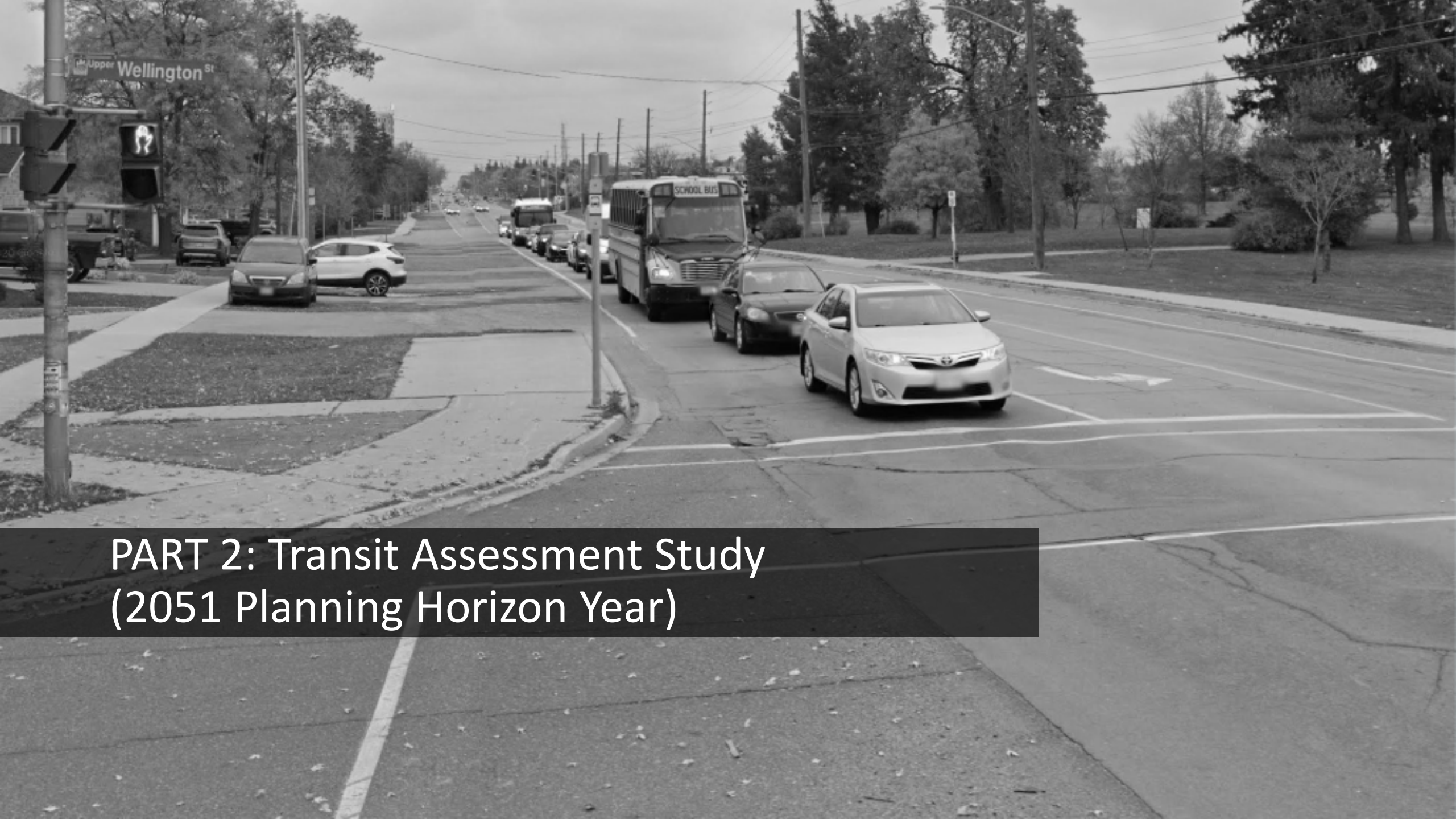
Existing Conditions – Related Studies

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

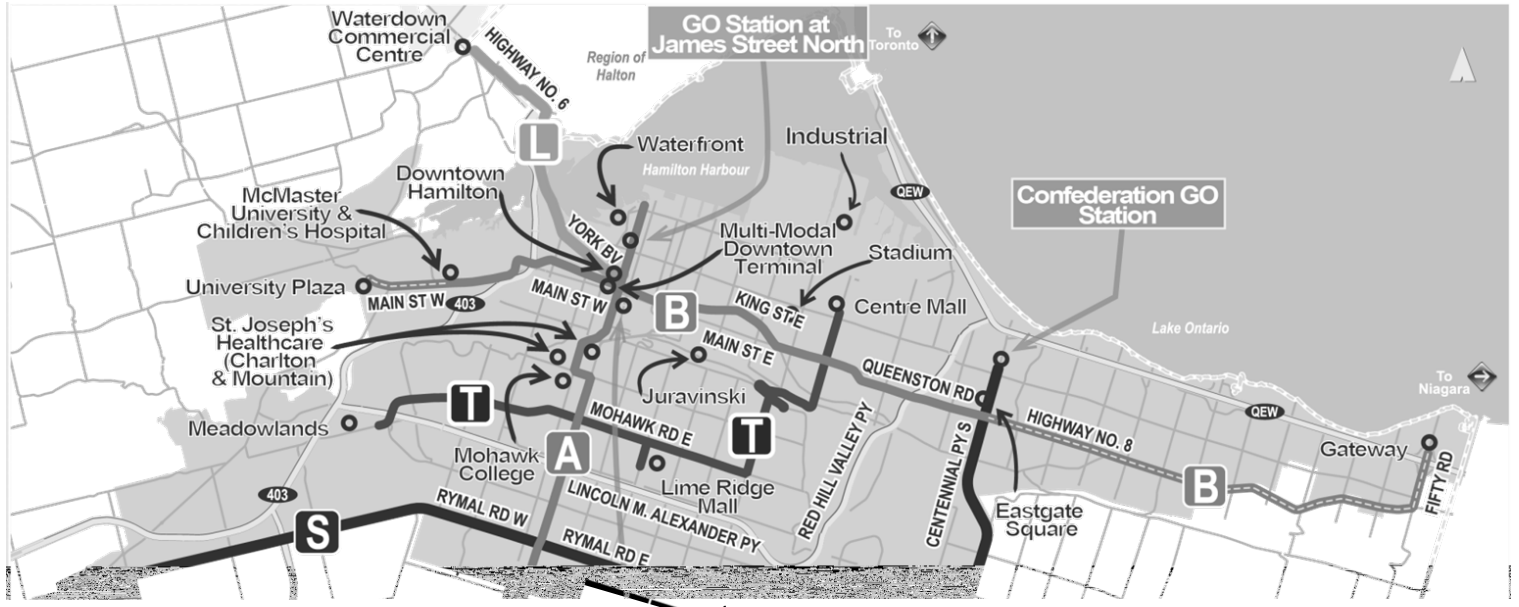
- East of Dartnall:
  Improvements to Rymal Road (Dartnall Road to New Trinity Church Corridor) Class EA ESR November 2011



PART 2: Transit Assessment Study (2051 Planning Horizon Year)

Transit Assessment Study

- 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.



Approximate Rymal Road MCEA Study Area

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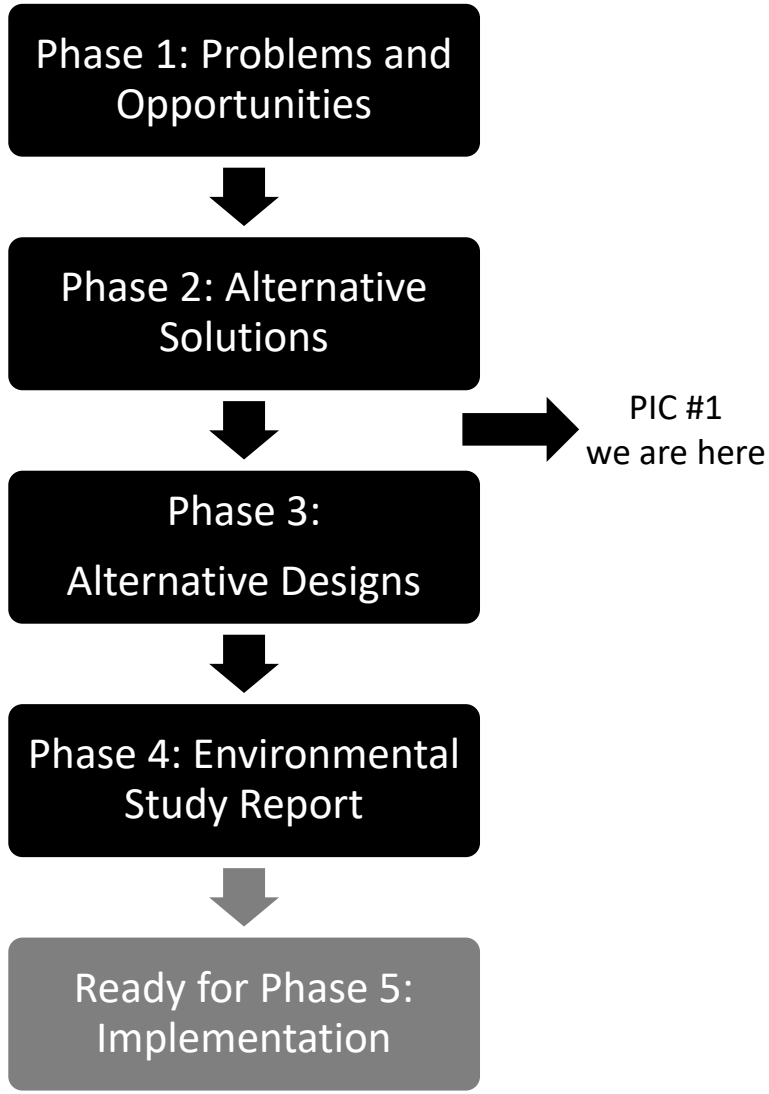
Phase 2 - Alternative Solutions

- 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



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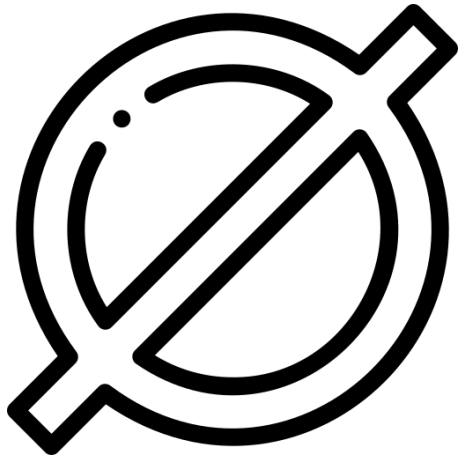
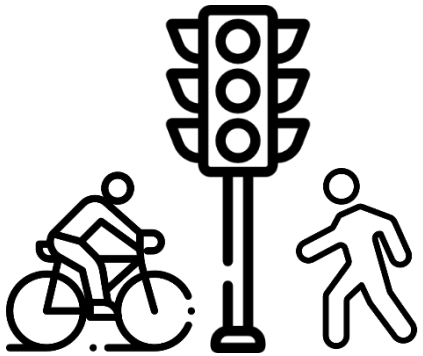
Phase 2 – Overview of Alternative Solutions



Alternative 1: Do Nothing

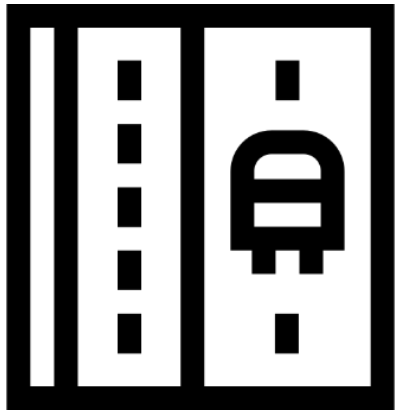
No improvements, other than future regular maintenance and committed non-capital projects.

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.

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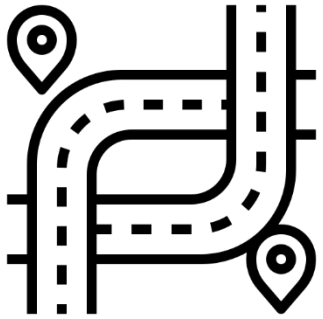
Phase 2 – Overview of Alternative Solutions

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.

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PART 4: Evaluation - Approach and Preliminary Recommendations

Evaluation Criteria Groups and Criteria

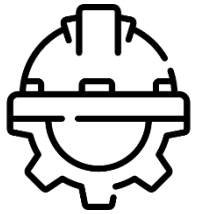
The criteria used to evaluate the alternative solutions were organized on the basis of the following groupings:

- Transportation

- Natural Environment

- Socio-Economic Environment

- Engineering



- Cost

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Evaluation Criteria Groups and Criteria

Transportation

Criteria

- 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

Criteria

- Disturbance to street trees and other natural heritage features
- Positive impact on climate change through reduced personal vehicle use

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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

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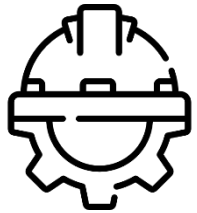
Evaluation Criteria Groups and Criteria

Engineering



Criteria

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

Cost

Criteria

- Relative capital cost estimate
- On-going maintenance and operational costs

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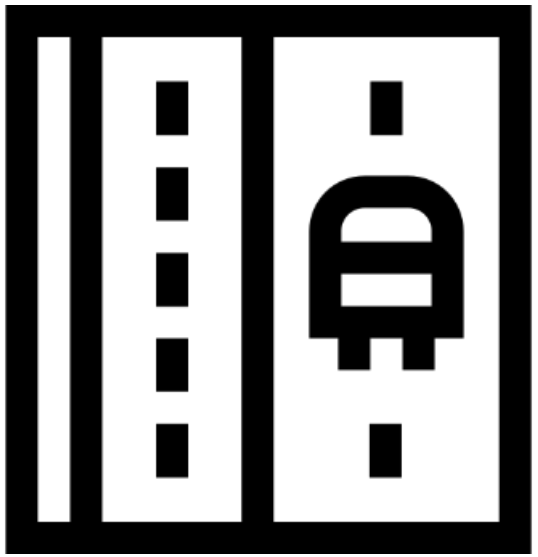
Alternative Solution Evaluation Results

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

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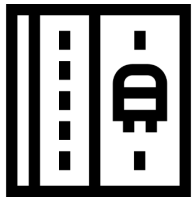
Alternative Solution Evaluation Results



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

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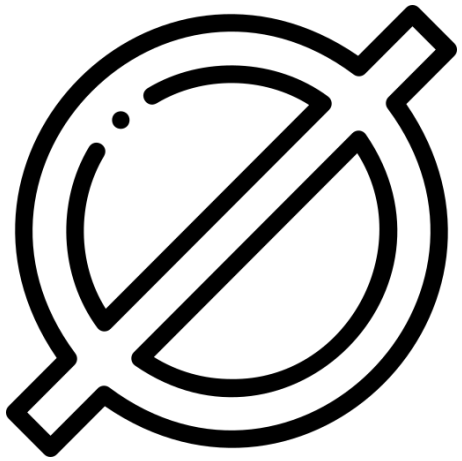
Alternative Solution Evaluation Results



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

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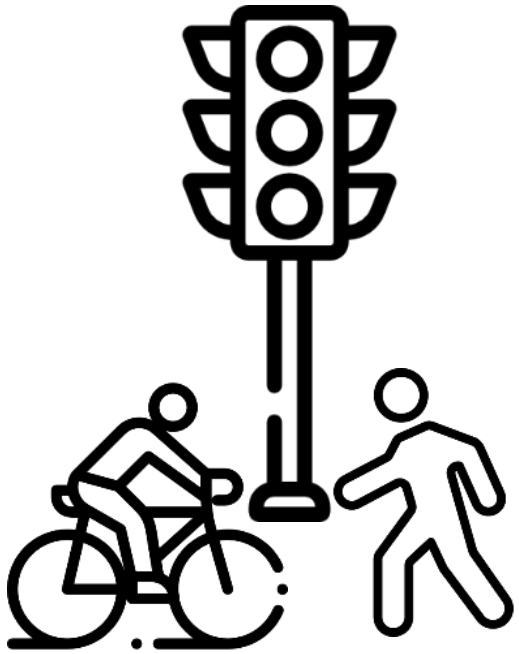
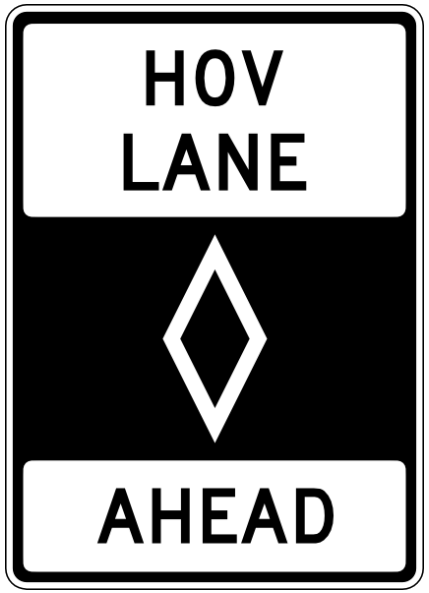
Alternative Solution Evaluation Results



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

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

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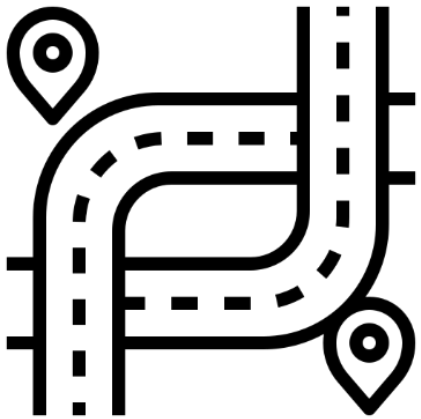
Not Recommended: Alternative Solution #5 – Improve Other Roads



- 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

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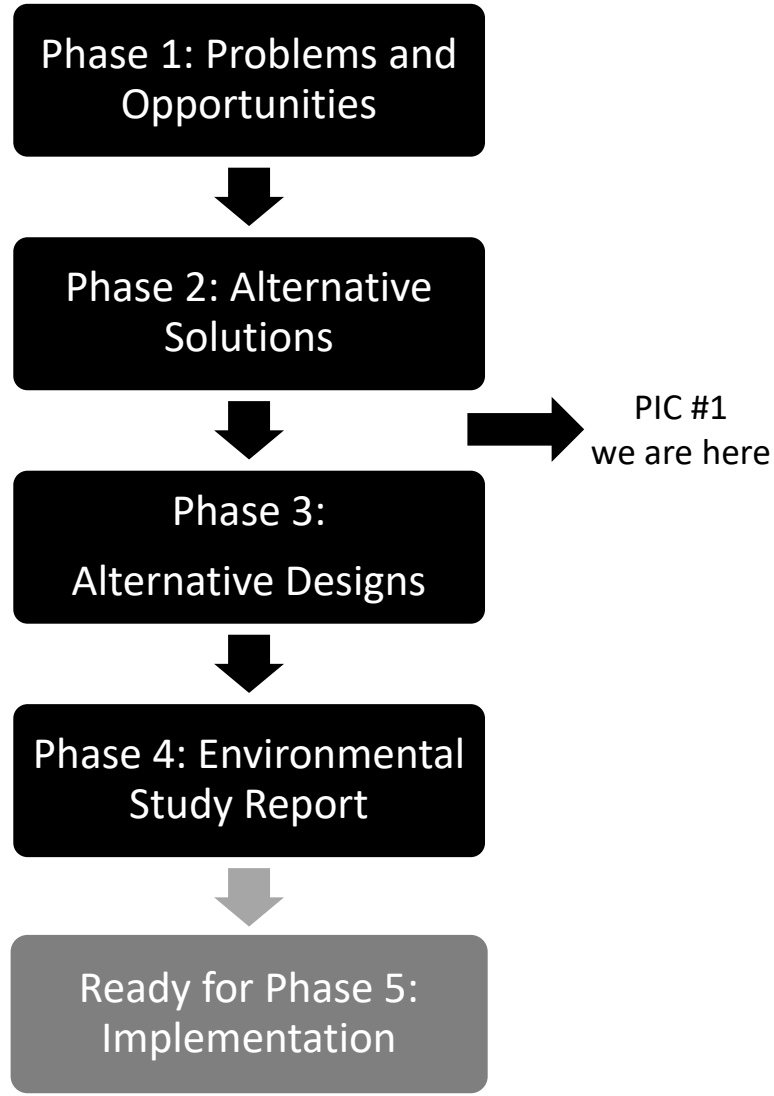
PART 5: Next Steps

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.



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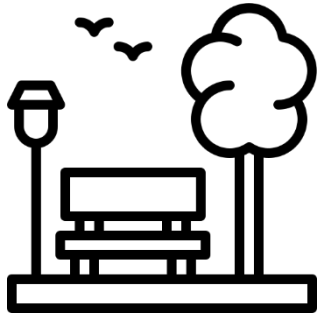
Phase 3: Alternative Design Elements

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, pubic 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

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PART 6: 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.

By Computer - 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.

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.

CONTACT US

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

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End of Presentation