Upper Wellington between Stone Church Road and Limeridge Road Municipal Class Environmental Assessment

Public Information Centre #1

June 8th, 2021 - 6:00 – 8:00 pm

Housekeeping Rules

- 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
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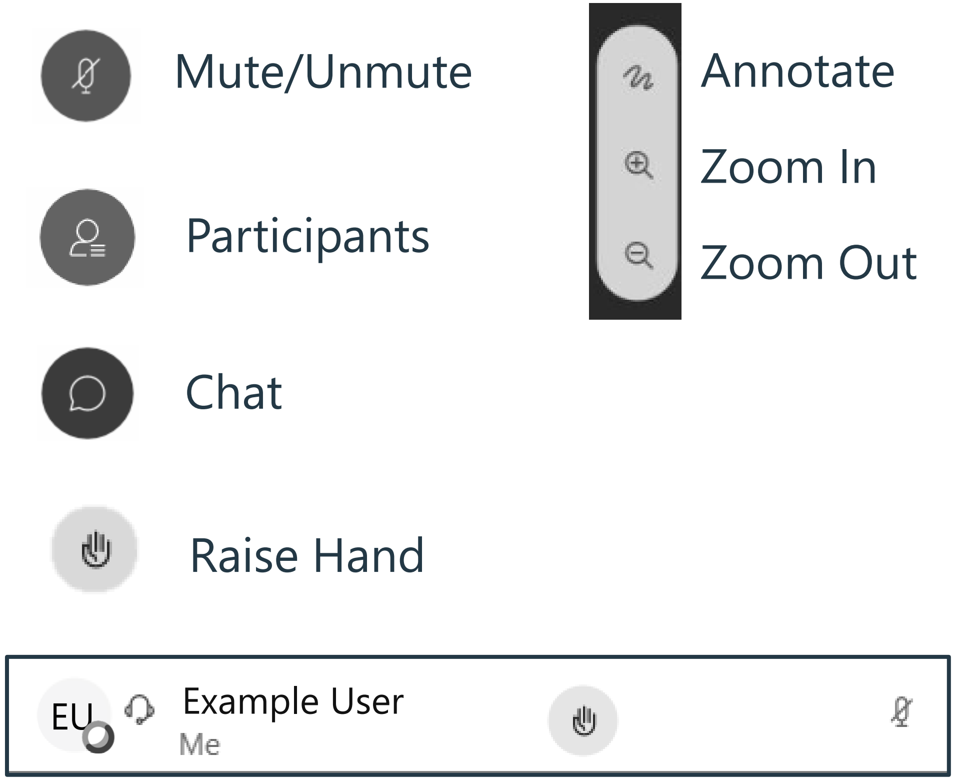


Welcome to the Public Information Centre

Your input is important! Any comments can be sent to the below contacts by June 29th, 2021:

Megan Salvucci	Lachlan Fraser, MPIA
Project Manager, Asset Management City of Hamilton P: 905-546-2424 ext. 2732 E: megan.salvucci@hamilton.ca	Transportation Planner & Consultation Lead Wood Consulting E: lachlan.fraser@woodplc.com

Please visit our webpage for more information:

www.Hamilton.ca/UpperWellingtonEA

A recording of the presentation will be posted following the event.

Presentation Outline

- Introductions
- Overview
- Municipal Class EA Process & Study Timeline
- Consultation Process
- Planning and Policy Context
- Technical Studies Being Completed
- Existing Land-Use, Transportation, Active Transportation and Transit
- Problem and Opportunity Statement
- Evaluation of Alternative Solutions
- Possible Cross-Sections
- How to Get Involved in this Study & Next Steps

Introductions

	Megan Salvucci Project Manager City of Hamilton		Jeff Suggett, M.Sc. Project Manager Wood Consulting
	Justin Jones, M.A, IAP2 Facilitator WSP		Lachlan Fraser, MPIA Transportation Planner & Consultation Lead Wood Consulting

Overview

The Municipal Class Environmental Assessment (MCEA) process is a planning tool used to identify the possible adverse effects of proposed infrastructure projects on the environment. For the purposes of this PIC, "EA" is synonymous with "MCEA".

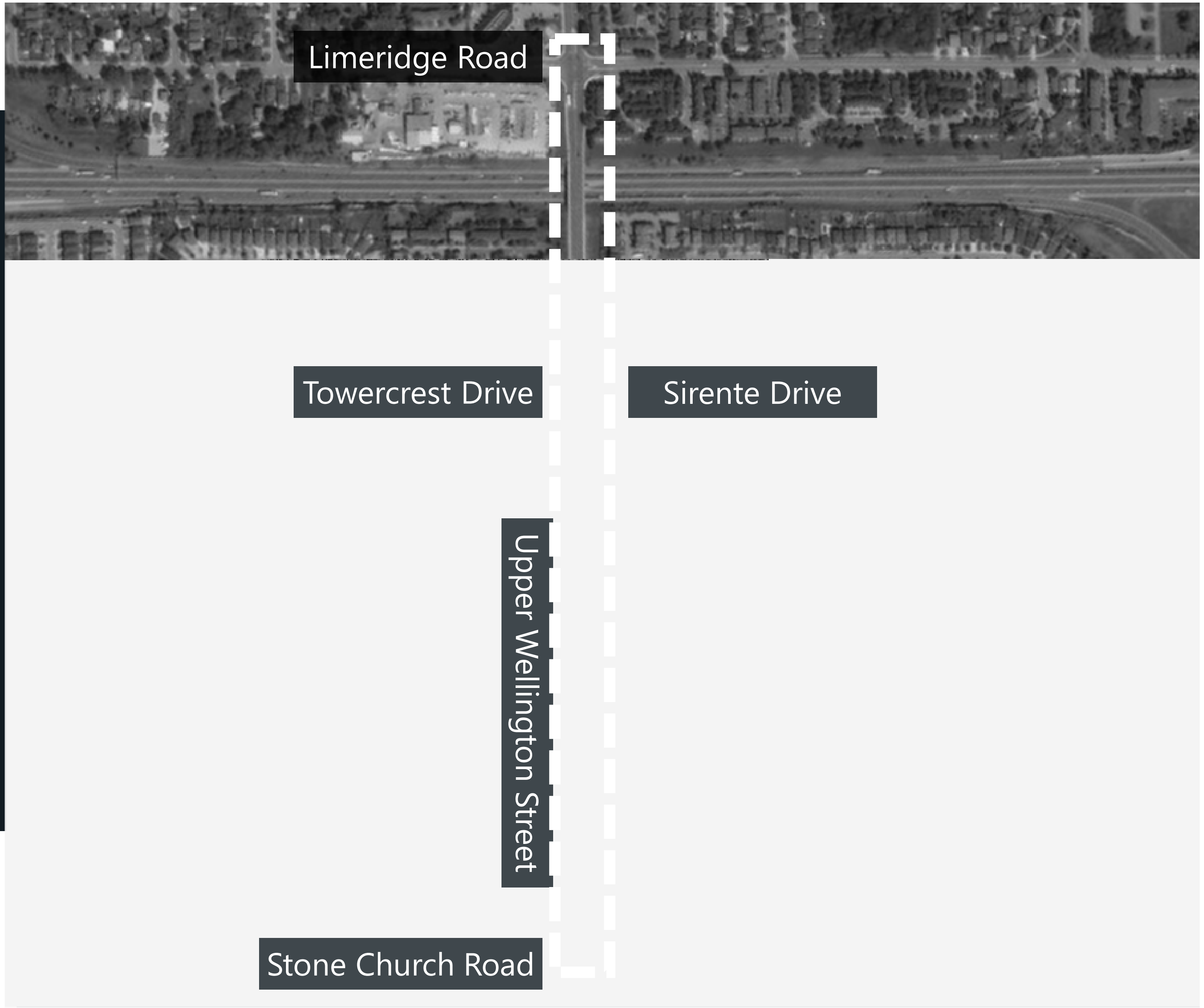
The current EA is a Schedule C project which has the potential for significant environmental effects.

We want your opinion on:

- The direction of the project (Problem & Opportunity Statement)
- The preferred solution
- The possible cross-sections

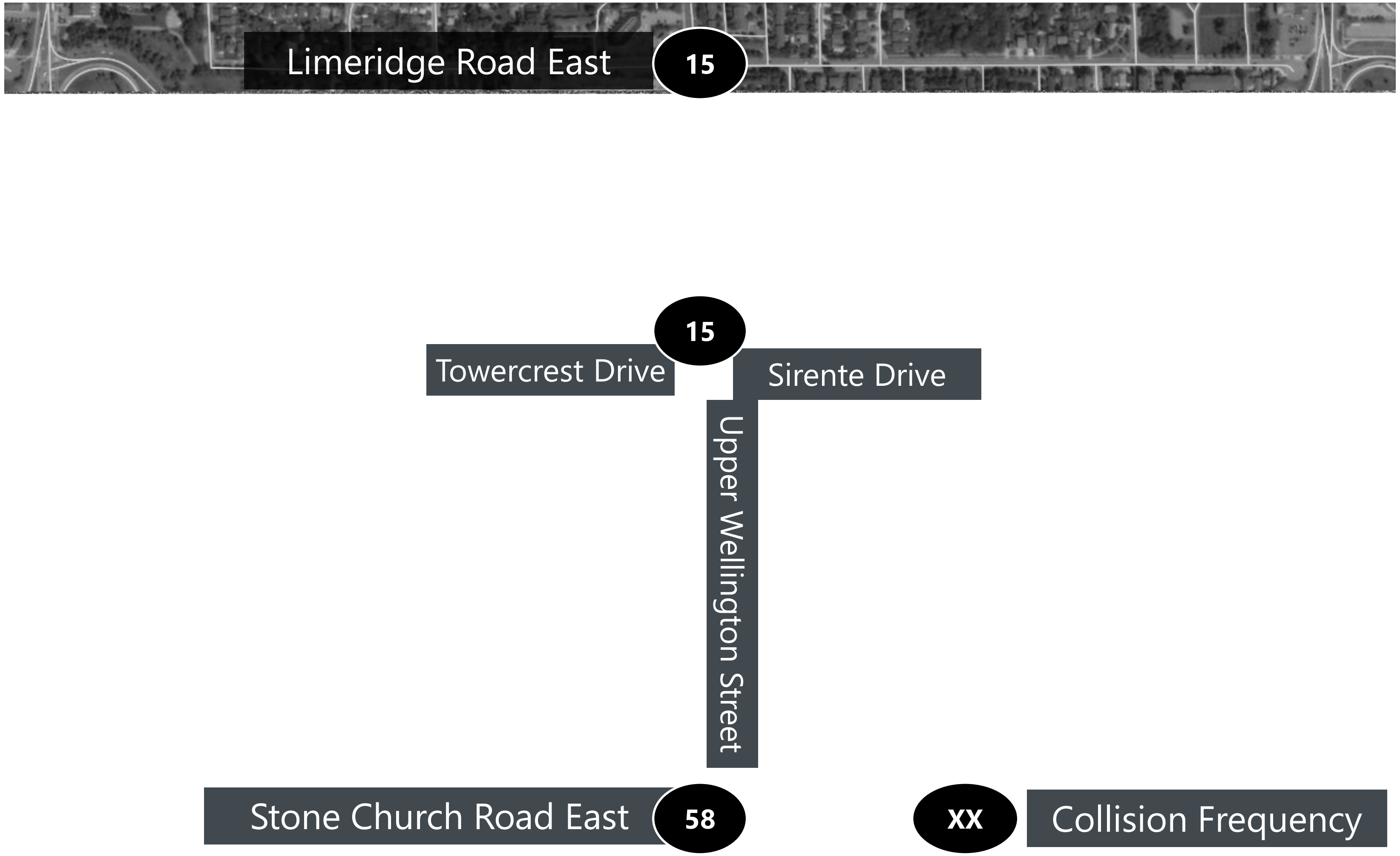
Overview – Study Area

The Study Area consists of Upper Wellington Street between Limeridge Road and Stone Church Road in Hamilton, Ontario.



Safety

- Very few mid-block collisions
- Upper Wellington Street / Stone Church Road experiencing a higher collision frequency than the other two intersections
- Pattern of collisions noted to be primarily rear end and appear to relate to congestion
- Reviewed for conformance with City's Vision Zero objectives



Problem and Opportunity Statement

As part of this MCEA, the transportation assessment identified that there are capacity deficiencies along Upper Wellington Street for the existing conditions (2020) and future conditions (2031).

Building off the recommendations from the City's transportation planning policies, the City of Hamilton is taking this opportunity to implement capacity and active transportation improvements on Upper Wellington Street, between Limeridge Road East and 50m south of the intersection at Stone Church Road East and Upper Wellington Street.

Alternative Solutions

Alternative Solution 1 - Do Nothing: No improvements to the Upper Wellington Street within the study area.

Alternative Solution 2 - Manage Transportation Demand (TDM): Manage demands on transportation infrastructure using policies, programs, infrastructure improvements, and/or services to influence travel behaviour. TDM encourages sustainable travel choices (use of transit, shift to active transportation, and encourage carpooling).

Alternative Solution 3 - Improve Other North-South Roads: This alternative considers improvements to the other north-south roads: Upper Wentworth Street to the east, or Upper James Street to the west.

Alternative Solution 4 – Improve Upper Wellington Street: This alternative would involve widening Upper Wellington Street from two traffic lanes up to four traffic lanes, signal timing, providing active transportation facilities, improving transit, providing dedicated turn lanes, and improving system efficiency within the Study Area.

Moving Towards a Preferred Design

The alternative solutions have been evaluated using the following criteria to identify a preferred solution:

Transportation:

- Planning Policies
- Capacity and Level of Service
- Safety/Vision Zero
- Active Transportation
- Transit Services

Socio-Economic Environment

- Private Property
- Economic Development
- Public Realm
- Emergency Response Time
- Construction Impacts

Natural/Cultural Environment:

- Natural Heritage System
- Trees
- Archaeological Resources
- Built Heritage and Cultural Heritage Landscapes

Technical:

- Stormwater Management
- Climate Change Mitigation and Adaptation
- Implementation Cost
- Operation and Maintenance Cost

Evaluation of Alternative Solutions

	Evaluation Criteria	Alternative 1 Do Nothing	Alternative 2 TDM	Alternative 3 Improve Other North-South Roads	Alternative 4 Improve Upper Wellington Street
Transportation	Planning Policies	○	○	○	●
	Capacity and Level of Service	○	◑	○	●
	Safety	○	○	○	●
	Active Transportation	○	◑	○	●
	Transit Services	○	◑	○	●
Socio-economic Environment	Private Property	●	●	◑	○
	Economic Development	○	●	○	●
	Public Realm	○	○	○	●
	Accessibility	○	○	◑	●
	Emergency Response Time	○	◑	◑	●
	Construction Impacts	●	●	◑	◑
Natural Environment	Terrestrial Resources and Wildlife	●	●	◑	○
	Trees	●	●	◑	○
Cultural Environment	Archaeological Resources	●	●	◑	◑
	Built Heritage and Cultural Heritage Landscapes	●	●	◑	◑
Technical	Stormwater Management	○	○	○	●
	Climate Change Mitigation and Adaptation	○	◑	●	●
Cost	Implementation Cost	●	●	○	○
	Operation and Maintenance Cost	●	●	●	●
Overall Recommendation		**Not Recommended**	**Not Recommended**	**Not Recommended**	**Recommended**

Scoring System / Evaluation Scale	○	◑	●
	Highest negative impacts or lowest benefits	Moderate negative impacts and benefits	Lowest negative impacts or greatest benefits

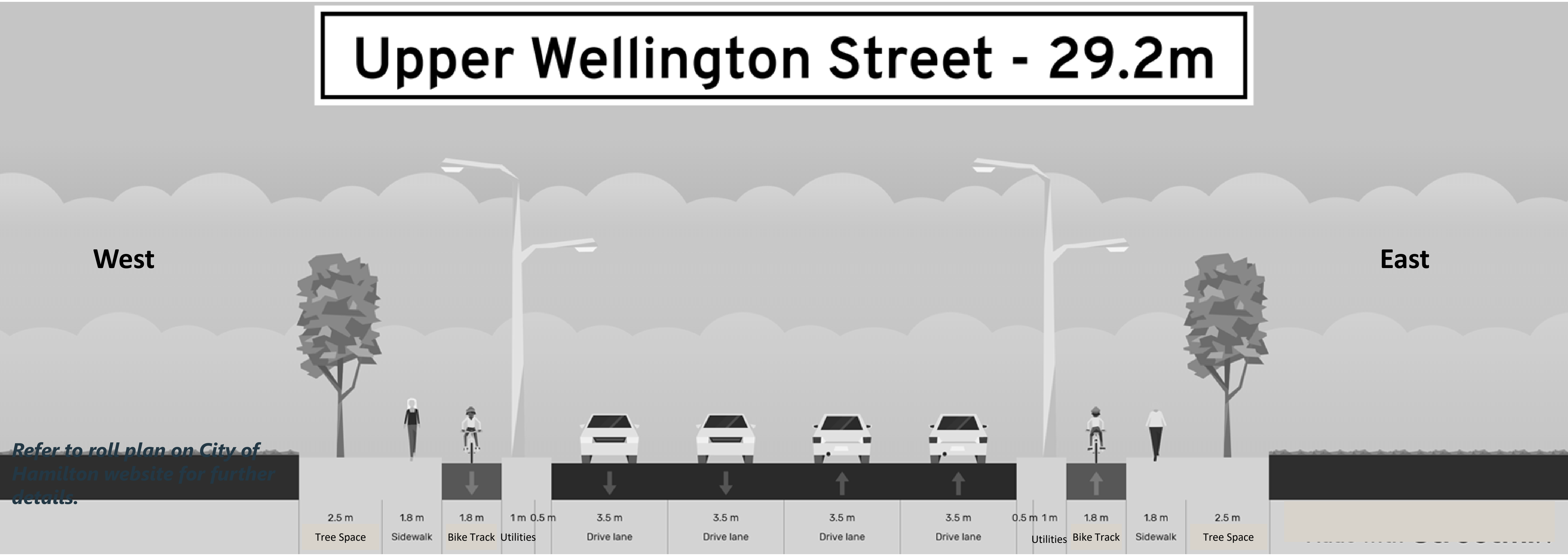
Preferred Solution: Alternative 4

Improve Upper Wellington Street

Improvements will involve widening Upper Wellington Street from two traffic lanes up to four traffic lanes, providing/extending dedicated turn lanes, improving signal timing, providing active transportation facilities and/or improving transit system efficiency between Sirente Drive/Towercrest Drive and 50 m south of Stone Church Road.

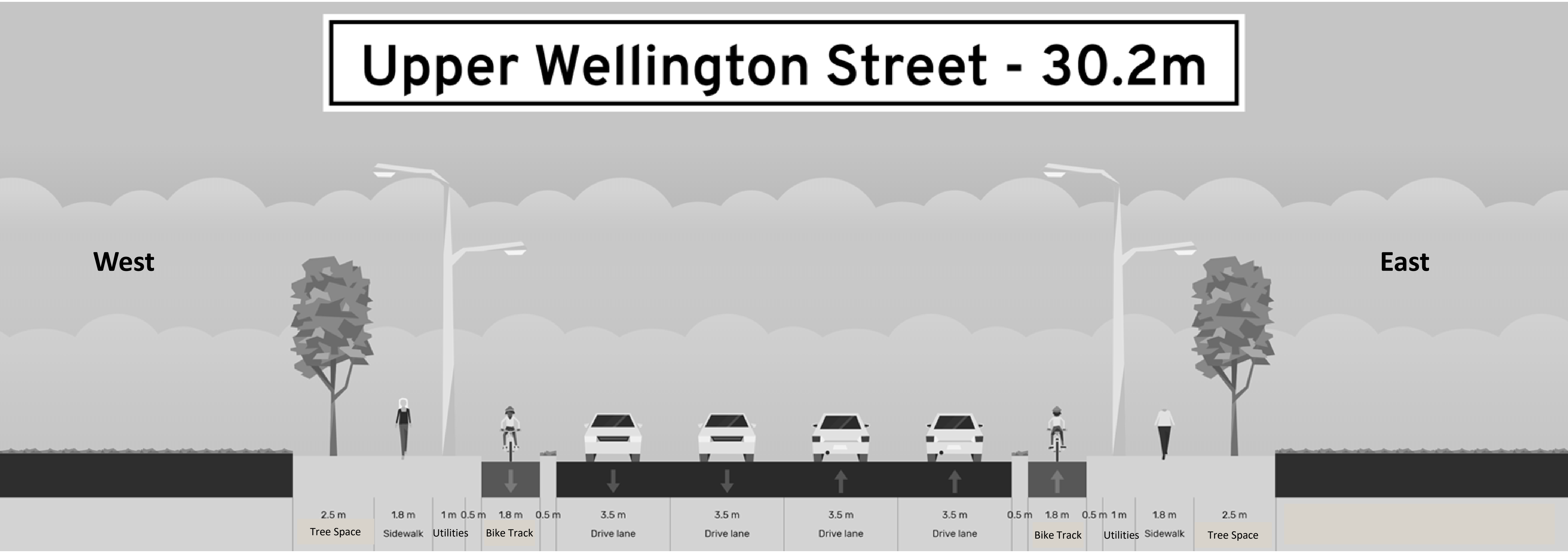
Possible Cross-section (1)

The following cross-sections are examples of what Upper Wellington between Towercrest Drive/Sirente Road and Stone Church Road might look like after improvements:



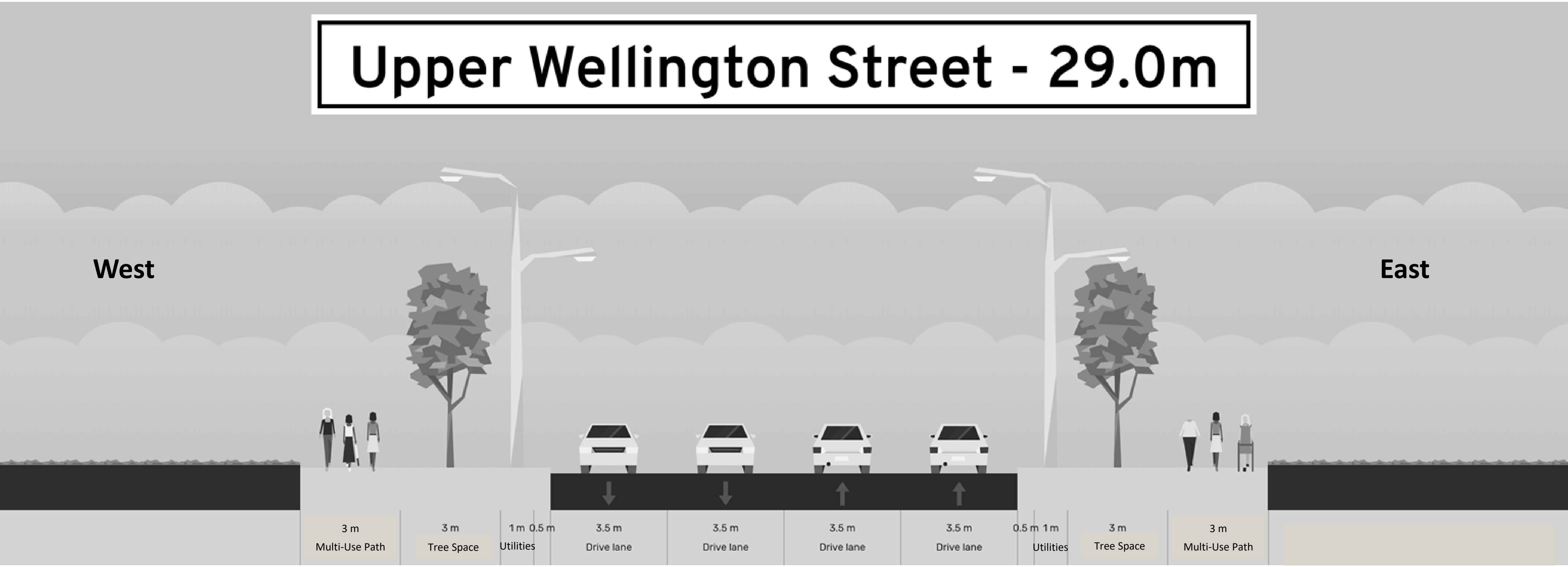
Example cross-section shown above has a 29.2 metre width. Moving west to east, it includes: 2.5m tree space; 1.8m sidewalk; 1.8m bike lane; 1m utility space; 0.5m curb; two southbound driving lanes (each 3.5m); two northbound driving lanes (each 3.5m); 0.5m curb; 1m utility space; 1.8m bike lane; 1.8m sidewalk; and 2.5m tree space.

Possible Cross-section (2)



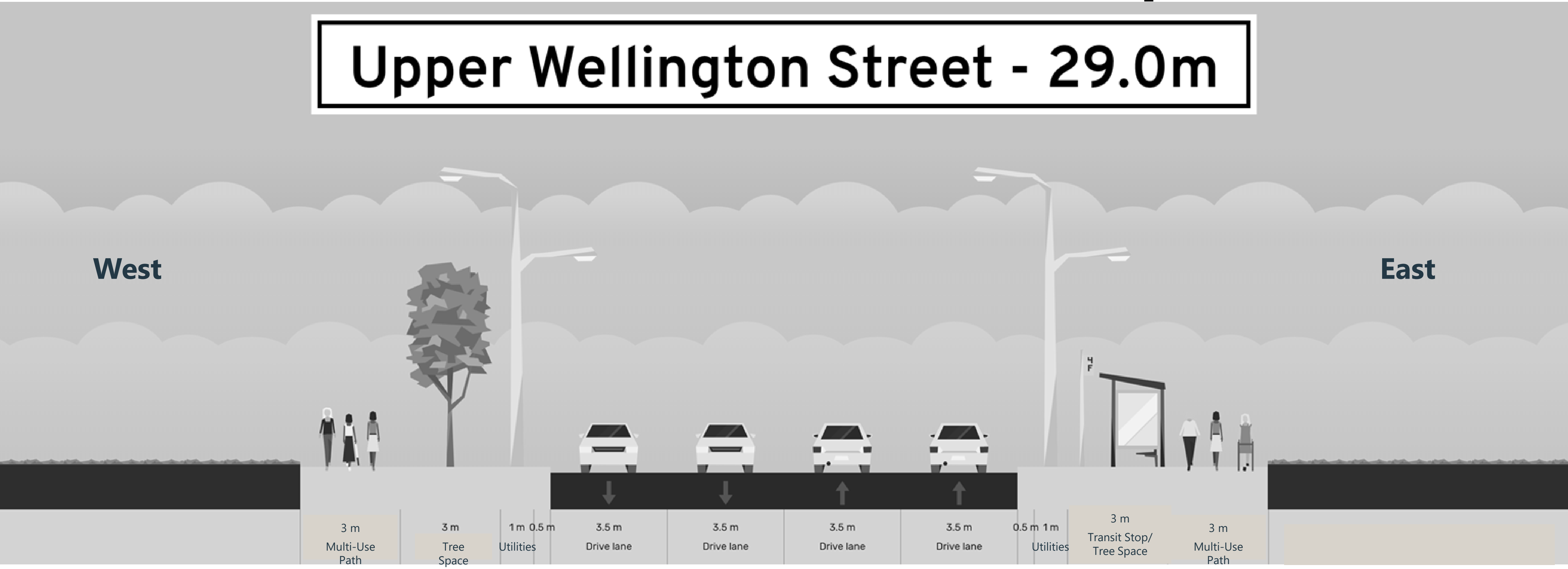
Example cross-section shown above has a 30.2 metre width. Moving west to east, it includes: 2.5m tree space; 1.8m sidewalk; 1m utility space; 0.5m curb; 1.8m bike lane; 0.5m buffer; two southbound driving lanes (each 3.5m); two northbound driving lanes (each 3.5m); 0.5m buffer; 1.8m bike lane; 0.5m curb; 1m utility space; 1.8m sidewalk; and 2.5m tree space.

Possible Cross-section (3a)



Example cross-section shown above has a 29.0 metre width. Moving west to east, it includes: 3m multi-use path; 3m tree space; 1m utility space; 0.5m curb; two southbound driving lanes (each 3.5m); two northbound driving lanes (each 3.5m); 0.5m curb; 1m utility space; 3m tree space; and 3m multi-use path.

Possible Cross-section (3b – Transit Stop shown)



Example cross-section shown above has a 29.0 metre width. Moving west to east, it includes: 3m multi-use path; 3m tree space; 1m utility space; 0.5m curb; two southbound driving lanes (each 3.5m); two northbound driving lanes (each 3.5m); 0.5m curb; 1m utility space; 3m space for a transit stop; and 3m multi-use path.

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Mute/Unmute

Participants

Chat

Raise Hand

Annotate

Zoom In

Zoom Out

Getting involved in this study and next steps

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