

# Garner Road

## Municipal Class Environmental Assessment City of Hamilton

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### Public Information Centre 2

*Ancaster Old Town Hall (210 Wilson Street E, Ancaster)*

*6:00 pm – 8:00 pm*

*August 22, 2024*

# Land Acknowledgement



The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. We further acknowledge that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation.

Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbors, partners and caretakers.

# Welcome!

The goals of this Public Information Centre (PIC) are to:



- Review the Project Background
- Provide an overview of the process that this study is following



- Review the Problems and Opportunities
- Review the Alternative and Recommended Solutions presented in PIC 1



- Review feedback and comments received in PIC 1
- Present Alternative Design Concepts and Draft Evaluation Criteria



- Present Preliminary Recommended Design Concept
- Answer questions and provide an opportunity to get involved

Comments received will be used to help identify the approach for improvements within the study area.

# Project Summary

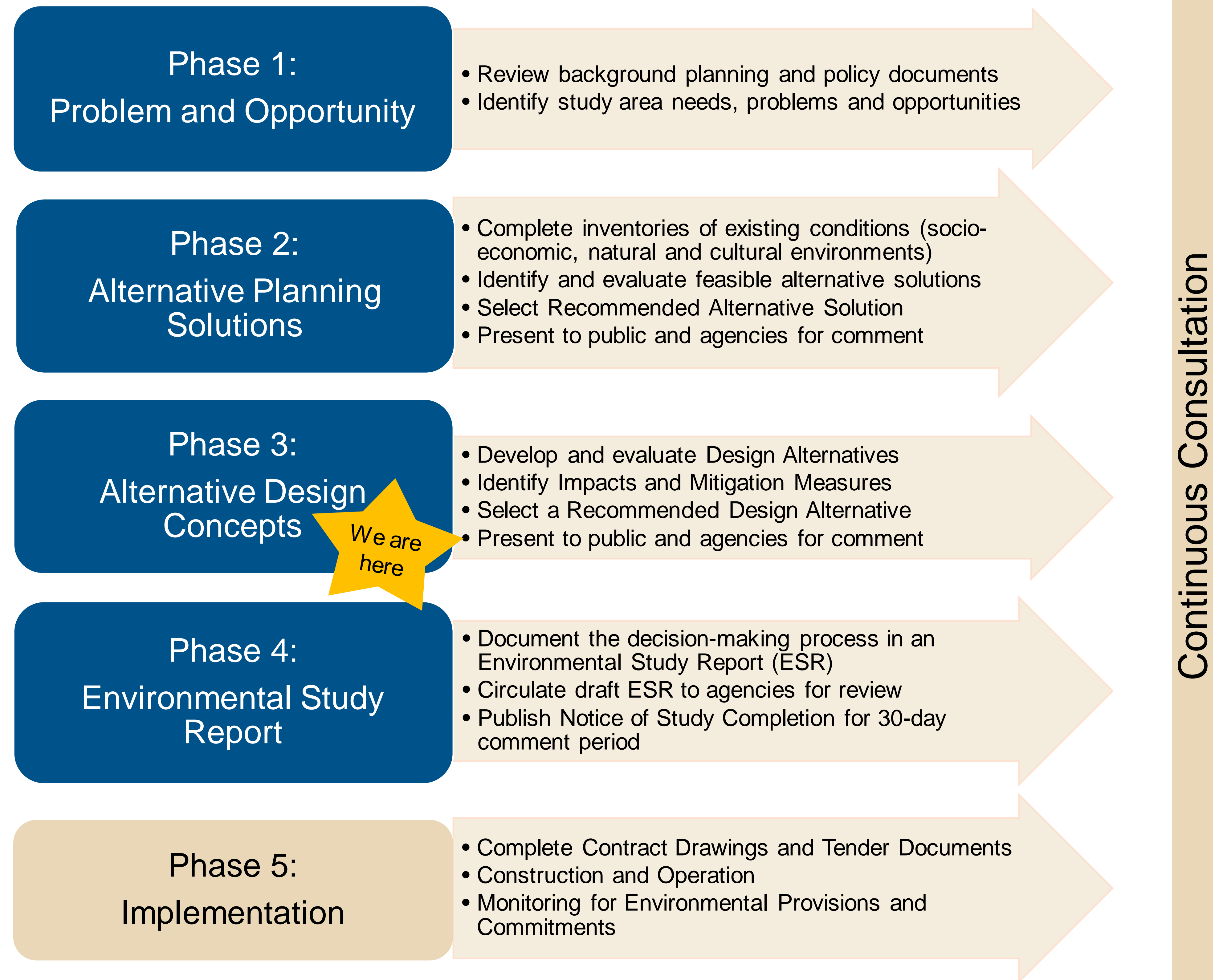
The City of Hamilton initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) to develop and assess Alternative Solutions to improve transportation along Garner Road (Wilson Street to the Highway 403 off-ramp). The EA will assess options to improve traffic, active transportation, transit, and stormwater management throughout the corridor. The improvements are required to support future growth within Hamilton, specifically the Airport Employment Growth District (AEGD).



# Municipal Class EA Process

The Municipal Class EA study process frames the planning and implementation of municipal infrastructure.

An EA is a planning process for municipal infrastructure, legislated by the *Ontario Environmental Assessment Act*. This EA study is being conducted as a Schedule 'C' project under the Municipal Class EA document (October 2000, as amended) and includes Phases 1 to 4.



# Phase 1: Problem and Opportunity

Garner Road from Wilson Street to the Highway 403 ramp is a rural cross-section with inadequate transportation facilities to accommodate existing and future road users (pedestrians, cyclists, transit, commercial vehicles, and autos). Garner Road has no cycling facilities and discontinuous sidewalks. The existing Garner Road corridor cannot support the projected growth within the AEGD.

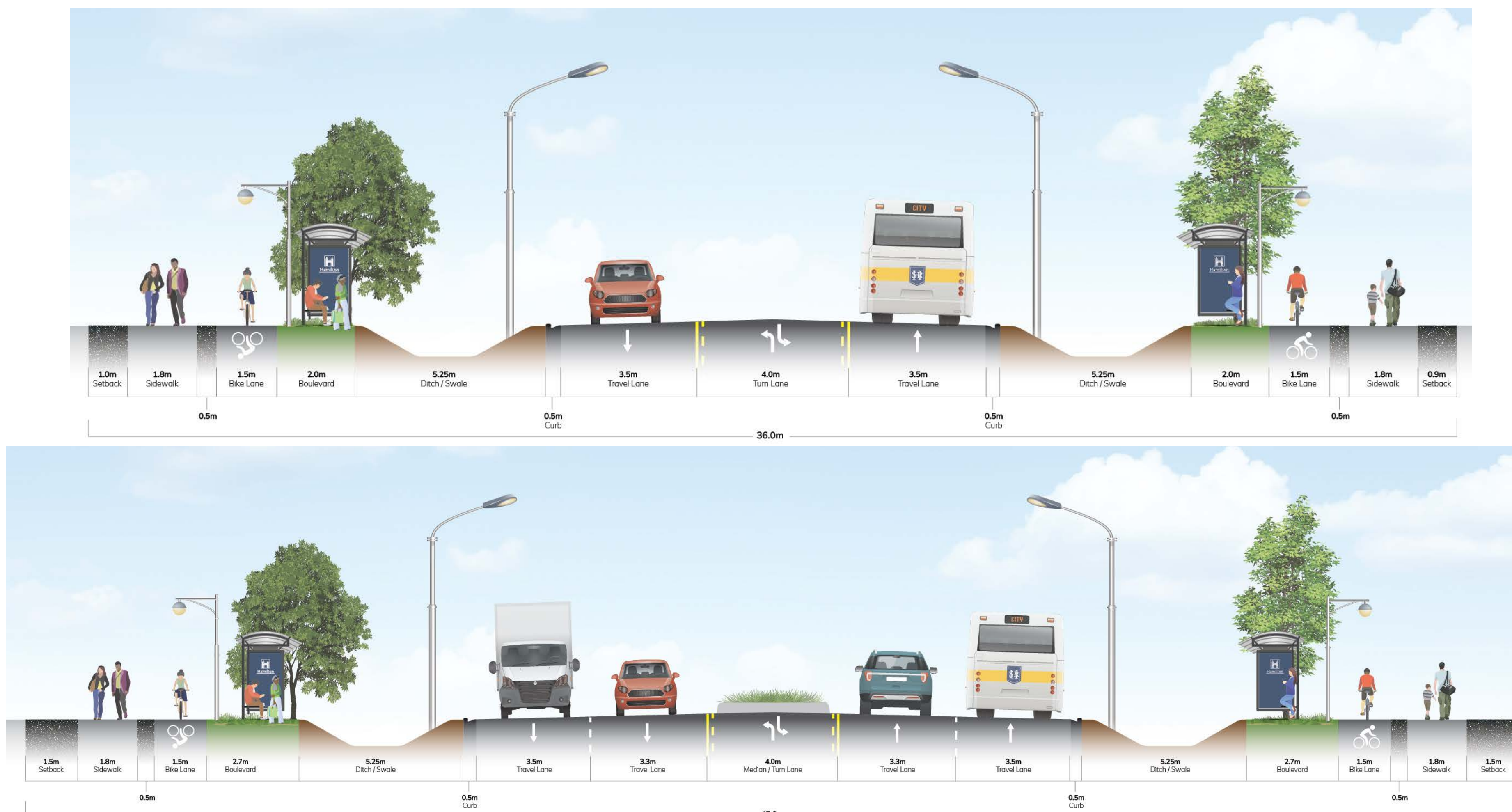
Improvements to Garner Road are required to accommodate existing and future transportation needs. Improvements will include road widening for the implementation of rapid transit and active transportation (i.e., bike lanes, sidewalks, multi-use paths).



# Phase 2: Recommended Solution

The following Alternative Solutions have been carried forward for further consideration in Phase 3 of the Class EA process (Alternative Designs) and evaluated using the factors and criteria presented:

- **Operational Improvements:** Implement localized measures to improve transit, active transportation, and localized roadway improvements to optimize traffic flow. These improvements can include cycling lanes, sidewalks, transit queue jump lanes, intersection improvements, and/or turning lanes.
- **Widen Garner Road:** Include additional travel and/or turning lanes (e.g., 3, 4, or 5 lane cross-sections) to accommodate future travel demand. The right-of-way would be designed to accommodate pedestrians, cyclists, transit, vehicles, and truck traffic.



#### Notes:

- Conceptual cross-section elements shown here are from the AEGD update.
- The cross-section configurations are conceptual, context sensitive and, where applicable, subject to refinements during Phases 3 & 4 of the EA process.
- The road cross-section options will incorporate these elements into the three Alternative Designs.

# Public Information Centre #1 Summary

The first PIC was held in-person on December 11, 2023 to present and receive public input on Phase 1 and 2 of the study. The following key themes and comments were received following PIC #1:

- **Road Safety and Expansion**

- ✓ Mixed responses on desire for road widening
- ✓ Safety concerns for pedestrians and cyclists
- ✓ Safety concerns relating to the current design and speed
- ✓ Concerns about Garner Road being an alternate route for 403 traffic

- **Pedestrian Facilities**

- ✓ Mixed responses for new sidewalk and cycling facilities in a busy traffic corridor
- ✓ Support for active transportation facilities

- **Climate Change and Stormwater Management**

- ✓ Concern for water runoff from acquired property
- ✓ Concern for climate change impacts

- **Natural Environment**

- ✓ Concern for impacts to existing trees
- ✓ Concern for wildlife



# Phase 3: Alternative Designs

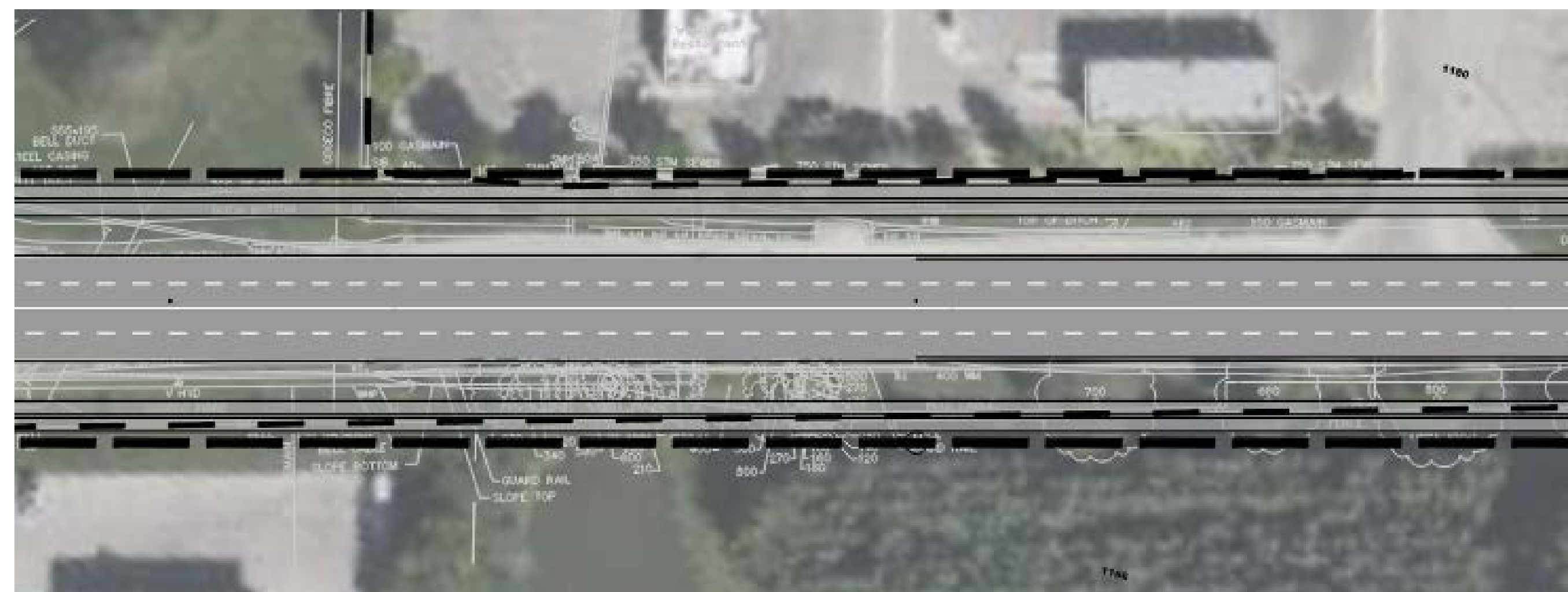
## Alternative Cross-Sections

The recommended alternative solution to **Widen Garner Road** considers 3, 4, or 5 lane cross-sections. The following three cross-sections were presented at PIC #1:



### Alternative 1: 3 Lane Cross-Section

- Widen Garner Road to three lanes, including one travel lane in each direction, a centre two way left turn lane, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 36m width



### Alternative 2: 4 Lane Cross-Section

- Widen Garner Road to four lanes, including two travel lanes in each direction, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 36m width.



### Alternative 3: 5 Lane Cross-Section

- Widen Garner Road to five lanes, including two travel lanes in each direction, a two way left turn lane, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 45m width.

# Evaluation Criteria

As presented in PIC 1, the Alternatives were assessed using the factors and criteria below. Comments received from agencies, stakeholders, Indigenous Nations and members of the public will be integrated as required.

## Socio-Economic Environment

- Impacts to business operations
- Noise impacts
- Property and access
- Aesthetics and complete livable better streets
- Compatibility with existing and proposed developments

## Natural Environment

- Vegetation and wildlife
- Water resources
- Air quality
- Climate change
- Stormwater management

## Transportation/Engineering

- Accommodate future travel demands (capacity)
- Safety for all users
- Public transit service
- Road network compatibility / connectivity
- Accommodate pedestrians / cyclists
- Response times / access for emergency vehicles
- Accommodate truck traffic
- Services / utilities
- Cost (i.e., capital cost, operational costs)

## Cultural Environment

- Archaeological resources
- Built heritage / cultural landscape resources

# Evaluation of Alternative Cross-Sections

The Alternative Cross-Sections are evaluated below:

Evaluation Criteria	Alternative 1 3 Lane Cross-Section 36m Right-of-Way	Alternative 2 4 Lane Cross-Section 36m Right-of-Way	Alternative 3 5 Lane Cross-Section 45m Right-of-Way
Transportation	Least preferred	Most preferred	Moderately preferred
Cultural Environment	Moderately preferred	Moderately preferred	Least preferred
Socio-Economic Environment	Most preferred	Moderately preferred	Least preferred
Natural Environment	Moderately preferred	Most preferred	Least preferred
<b>OVERALL SUMMARY</b>	Moderately preferred	Most preferred	Least preferred

**Alternative 2: 4 Lane Cross-Section (36m Right-of-Way)** is recommended for the Garner Road corridor. The cross-section will be implemented using a best-fit approach to avoid and/or reduce impacts along the corridor.

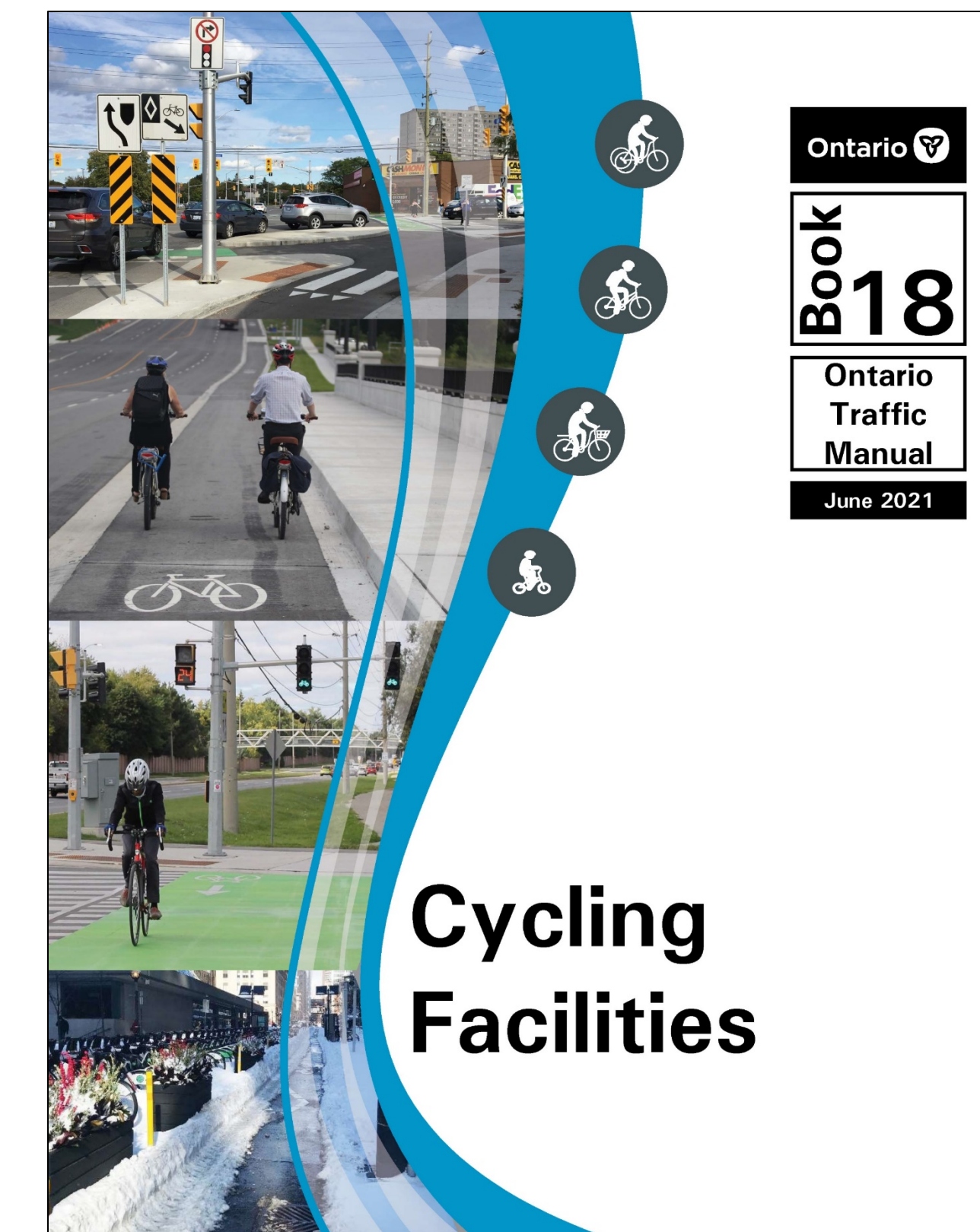
The 36m right-of-way provides some flexibility for design improvements: to allow for additional turning lanes approaching intersections where the road footprint allows; to avoid and/or reduce impacts to existing trees and utilities; to incorporate low-impact-develop (LID) measures rather than using roadside ditching for stormwater management; and to protect for future uses (i.e., rapid transit).

# Active Transportation Alternatives

As part of the 4 lane cross-section, active transportation facilities will be included within the right-of-way. This will include both pedestrian and cycling facilities.

To determine the suitable cycling facility type for the corridor, the 3-stage Recommended Facility Selection Process in the Ontario Traffic Manual (OTM) Book 18: Cycling Facilities (2021) was used. An overview of the 3-stage process is outlined below.

OTM Book 18 is a traffic engineering and control reference manual produced by the Ministry of Transportation and developed in association with the Ontario Traffic Council.



## Stage 1: Pre-Select Facility Type Option

- Stage 1 of the Facility Selection process selects a desirable facility type based on motor vehicle speed and average daily traffic volume

## Stage 2: Detailed and Contextual Evaluation

- Stage 2 evaluates the cycling route through a desktop review and field investigations to understand site specific characteristics

## Stage 3: Justify and Document Rationale

- Stage 3 identifies and evaluates the preferred facility type

# Active Transportation Alternatives

## Stage 1 – Pre-Select Facility Type Option

Stage 1 of the Facility Selection process selects a desirable facility type based on motor vehicle speed and average daily traffic volume.

Based on the road designation, either the urban/suburban or rural nomograph is used to pre-select the applicable facility type.

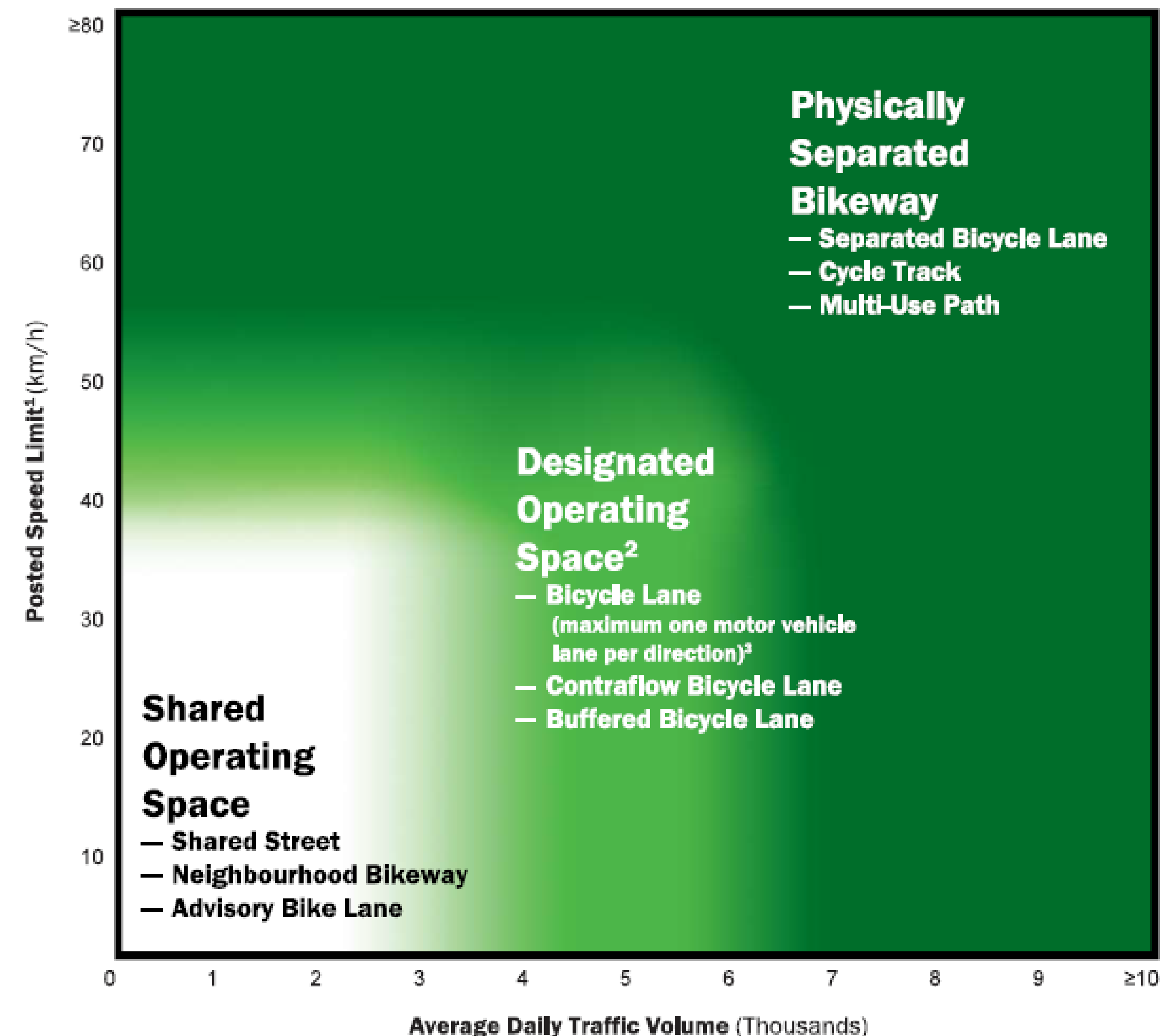
### Garner Road Conditions:

- Garner Road falls under the urban/suburban nomograph
- Traffic Volume: exceeds 10,000 vehicles per day
- Speed limit: Ranges 60 to 70 km/h

A **Physically Separated Bikeway** is identified as the pre-selected facility type. These include:

- **Separated Bicycle Lanes,**
- **Cycle Tracks, and/or**
- **Multi-Use Paths**

**Desirable Cycling Facility Pre-Selection Nomograph  
Urban/Suburban Context (Step 1)**



# Active Transportation Alternatives

## Stage 2 – Detailed and Contextual Evaluation

Once the pre-selected facility has been identified, Stage 2 evaluates the cycling route to understand site specific characteristics. Characteristics were grouped into the following functional groups and evaluated:

Characteristic Group	Description	Garner Road Characteristics
<b>Roadway Characteristics</b>	Vehicle speed, traffic volume, road function (street, road, highway), vehicle mix, pedestrian activity, on-street parking, and frequency of intersections and crossings	Garner Road poses high risk for users, options separating pedestrians and cyclists from vehicle traffic were preferred
<b>Feasibility</b>	Available space, anticipated costs, and type of roadway improvement project	Mixed facilities were preferred for lower costs and aligning with existing infrastructure
<b>Attractiveness</b>	User skill and stress tolerance, level of cycling usage, function of route in cycling network	Lack of existing cycling facilities prioritized low-stress facilities that are able to accommodate increased cyclist traffic of all ages

**A Physically Separated Bikeway (i.e. a Separated Bicycle Lane, Cycle Track, and/or Multi-Use Path) is the preferred facility type for Garner Road.**

# Active Transportation Alternatives

## Stage 3 – Justify and Document Rationale

Following Stages 1 & 2, a Physically Separated Bikeway (i.e., a Separated Bicycle Lane, Cycle Track, and/or Multi-Use Path) is the preferred facility type for this Study.

Three Alternative Designs were developed based on the selected facility type:

**Alternative A:**



3.5m Multi-Use Pathway on Both Sides

**Alternative B:**



3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side

**Alternative C:**



2.0m Sidewalk and 2.0m Cycle Track on Both Sides of the Road (+0.6m Buffer)

These Alternatives were assessed and justified using the Evaluation Criteria.

# Evaluation of Active Transportation Alternatives

The evaluation of Active Transportation Alternatives is presented below.

Evaluation Criteria	Alternative A 3.5m Multi-Use Pathway on Both Sides	Alternative B 3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side	Alternative C 2.0m Sidewalk & 2.0m Cycle Track on Both Sides of the Road (+0.6m Buffer)
Transportation	Least preferred	Most preferred	Most preferred
Cultural Environment	Moderately preferred	Moderately preferred	Least preferred
Socio-Economic Environment	Most preferred	Moderately preferred	Least preferred
Natural Environment	Moderately preferred	Most preferred	Least preferred
<b>OVERALL SUMMARY</b>	Moderately preferred	Most preferred	Least preferred

**Alternative B: 3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side is selected as the Recommended Active Transportation Alternative for the following reasons:**

- Provides a physical separation for cyclists and pedestrians from traffic
- Multi-Use Pathway is accommodating for several levels of users
- Has the least impact on the existing trees, property and heritage resources
- It is consistent with the recommended improvements along the corridor outside of the study area



# Intersection Improvements

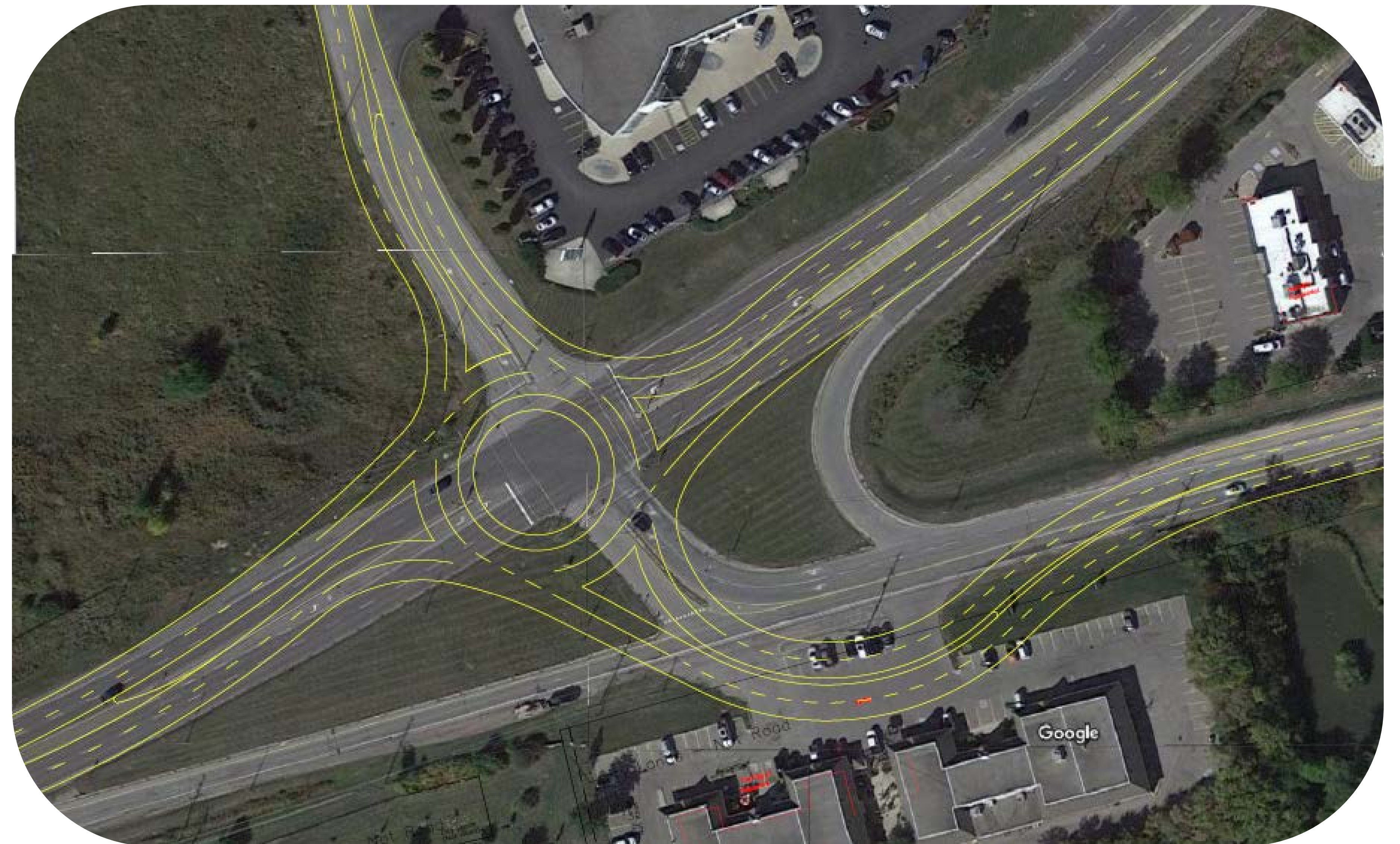
## *Garner Road and Wilson Street West*

Improvements to the intersection of Garner Road and Wilson Street West are required as part of the study. A 2 lane roundabout was reviewed and compared to the current signalized intersection.

Operationally, the traffic signals were found to function well into the future, though a roundabout offered a slight increase in serviceability. Collision history was reviewed for this location, and it was found that the collision trends for this intersection were less than the rest of the Garner corridor, and did not indicate an issue where a roundabout would greatly improve safety.

A roundabout was not recommended as it would have significant property impacts in order to accommodate the unique road geometry of the intersection. A conceptual drawing of the roundabout is provided for consideration. This concept layout was shifted to various locations in the area, though each concept included various property impacts.

**Maintaining a signalized intersection is recommended. Active Transportation facilities will be integrated as part of the next phase.**



# Intersection Improvements

## *Garner Road and Highway 6 West Ramp Terminal*

Adjustments to the intersection of Garner Road and the Highway 6 West Ramp Terminal are required to incorporate the recommended design. The four-lane cross section will transition west of the ramp terminal, and the existing single lane in each direction under the structure will remain.

The City of Hamilton and the Ministry of Transportation are currently examining the potential to add traffic signals to both ramp terminals on Garner Road. The recommendations from this Municipal Class Environmental Assessment can be integrated into a future signalized intersection during detail design.



Transitioning of the Active Transportation into the intersection will be determined through consultation with MTO and the development of the signalized intersection.

# Overall Recommended Design

As a result of the evaluation of alternative cross-sections, and active transportation alternatives, the following design is recommended for the Garner Road corridor:

- 4 Lane Cross-Section within a 36m ROW
- 3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side
- Signalized intersections at Garner Road and Wilson Street West, and at Garner Road and Highway 6 West Ramp Terminal

The proposed Garner Road corridor is presented on the printed roll plan, available in-person at the PIC and on the project website.

## Stormwater Management

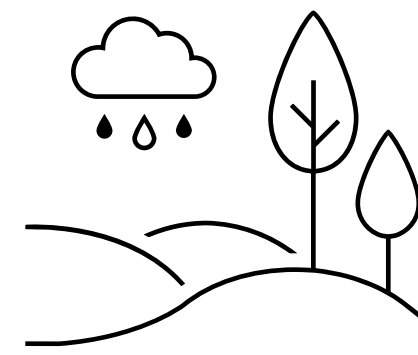
As part of the overall design, stormwater management measures will be included along the corridor to mitigate impacts of the proposed improvements. Water quality and quantity controls will be implemented.

Where possible, LID features (such as bioretention or enhanced grass swales) will be implemented where boulevard space and property permits. Underground infiltration chambers are a potential solution where space is limited. More traditional stormwater measures will also be considered, including storm sewers and oil and grit separators to meet quantity and quality control.



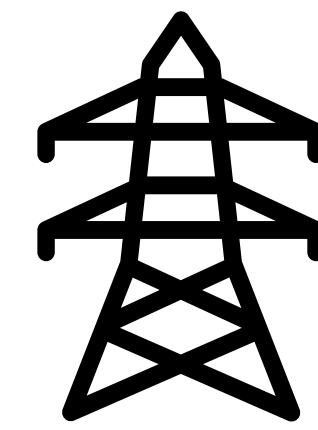
# Preliminary Mitigation Measures

Impacts resulting from this project will be minimized to the extent possible. Preliminary mitigation measures have been identified below, and will be further refined in the Environmental Study report and during detail design. Investigations are ongoing and will continue to help confirm environmental impacts, refine mitigation measures, and support obtaining required permits and approvals.



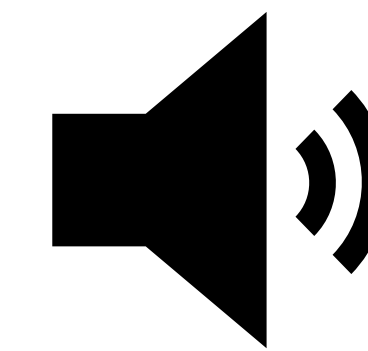
## Natural Environment

Species surveys have been undertaken to identify wildlife present within the study area. Wildlife crossings are not recommended as a mitigation measure for the species identified. Impacts to the existing natural environment will be minimized to the extent possible.



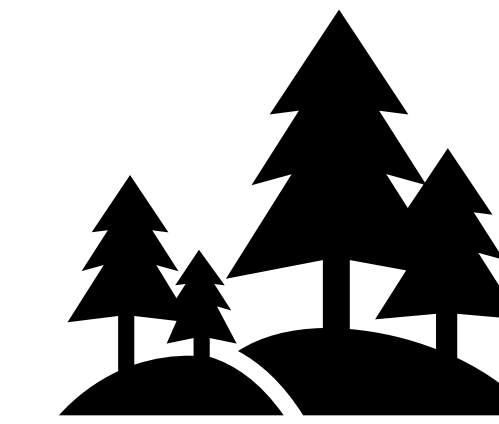
## Utilities

Utility conflicts with the Recommended Design will be determined. Relocations or mitigation measures will be completed in advance of construction through consultation with individual utility organizations



## Noise Impacts

The potential changes in traffic noise associated with the Recommended Design is currently being reviewed. A Noise Assessment is being completed to determine if measures are required to mitigate potential increases in traffic noise (i.e., noise wall, landscaping, etc.).

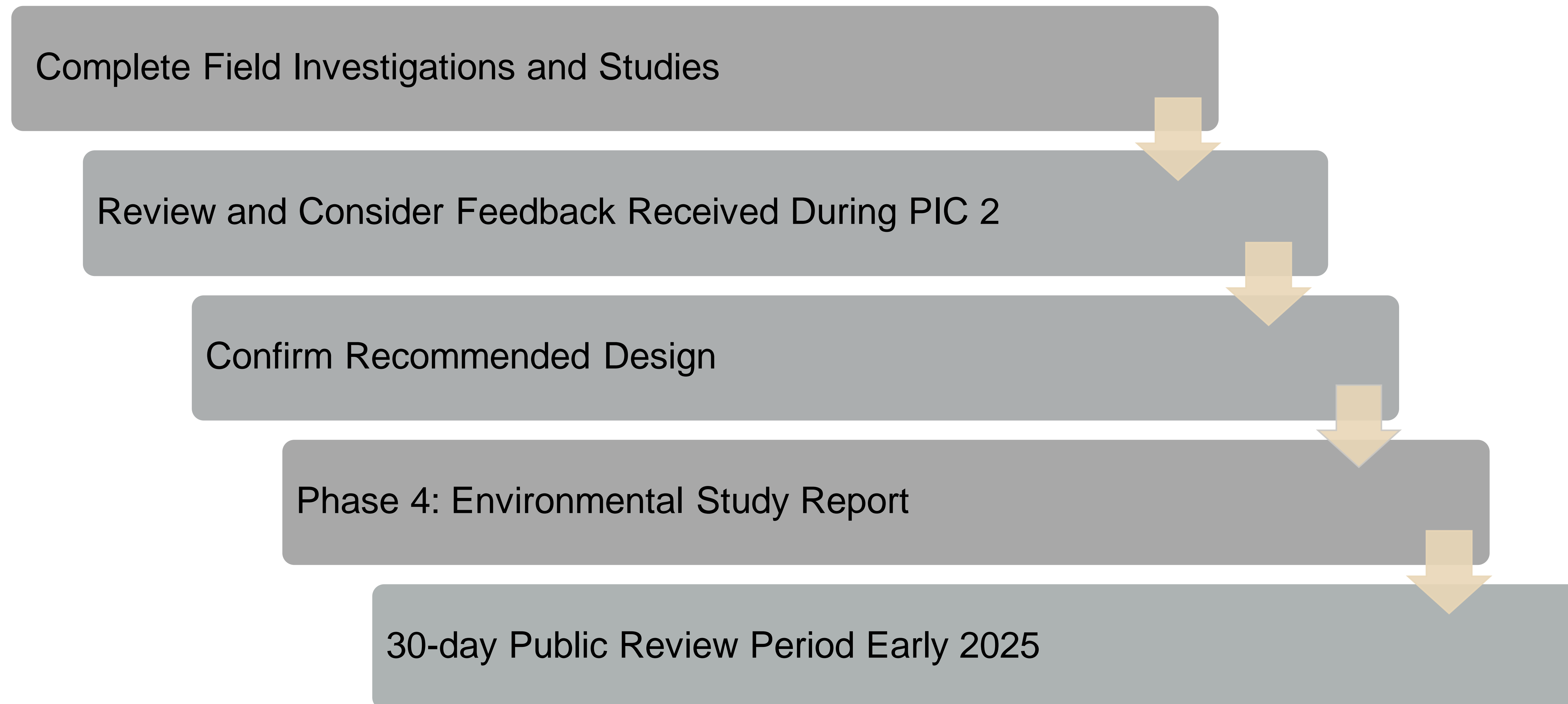


## Tree Impacts

Trees and vegetation will need to be removed and will be minimized to the extent possible. Opportunities for new plantings and landscape enhancements will be identified during detail design.

# Next Steps

Following this PIC, the project team will complete the next steps below:



At the end of the study, a Notice of Study Completion will be issued with the Environmental Study Report (ESR). The ESR will document the decision-making process and public feedback, and will be made available for a 30-day comment period.

# Thank you!

Thank you for participating in this PIC for the Garner Road Municipal Class Environmental Assessment study. Your feedback is valuable and appreciated.

Please provide comments by filling out the comment form or by contacting a member of the project team below by September 12, 2024:



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