

2. STRATEGIC OBJECTIVES AND KEY POLICIES

The City of Hamilton's new Transportation Master Plan will mark the first comprehensive update of transportation policy in Hamilton since municipal amalgamation in 2001. A major effort was undertaken as part of Stage 2 in the Transportation Master Plan process to harmonize and update the transportation-related policies of the former Regional Municipality of Hamilton-Wentworth and its constituent municipalities. This policy analysis step was intended to:

- Consider significant transportation policy directions established by former area municipalities;
- Reflect the broad role and mandate of the new City of Hamilton; and,
- Address new challenges and opportunities that have emerged over the last few years.

The main role of TMP policies is to shape long-term plans by identifying objectives, principles and preferred outcomes. They also guide (rather than specify) day-to-day operational and spending decisions. TMP policies typically have a long-term horizon (e.g. 20 years), and are intended to remain in force without review or amendment (unless dictated by significant changes in circumstance) for five to ten years. Effective policies strike a balance between ensuring a consistent direction over the years as staff and Councillors change, and preserving the flexibility of staff and Council to make decisions that reflect the City's circumstances at a given point in time.

In general, policies work indirectly. They are brought to life through day-to-day Council decisions and other mechanisms such as annual budgets, long-range financial plans, implementation strategies for individual transportation programs, Environmental Assessment processes, and guideline documents. Even the best, most thoughtful TMP policies will fail unless subsequent actions are consistent with them.

2.1 Directions to Guide Development

Through its Building a Strong Foundation process that is guiding the implementation of VISION 2020, the City of Hamilton has identified **nine directions** to guide background studies and the creation of development options as part of GRIDS (See Exhibit 2.1)

Exhibit 2.1: GRIDS Directions to Guide Development

• Direction #1	Encourage a compatible mix of uses in neighbourhoods that provide opportunities to live, work and play.
• Direction #2	Concentrate new development within existing built-up areas and within a firm urban boundary.
• Direction #3	Protect rural areas for a viable rural economy, agricultural resources, environmentally sensitive recreation and enjoyment of the rural landscape.
• Direction #4	Design neighbourhoods to improve access to community life.
• Direction #5	Retain and attract jobs in Hamilton’s strength areas and in targeted new sectors.
• Direction #6	Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.
• Direction #7	Maximize the use of existing buildings, infrastructure and vacant or abandoned land.
• Direction #8	Protect ecological systems and improve air, land and water quality.
• Direction #9	Maintain and create attractive public and private spaces and respect the unique character of existing buildings, neighbourhoods and settlements.

2.2 Statement of Transportation Objectives and Guiding Principles

As part of the development of policies under Phase 2, the 9 directions for GRIDS were translated into an integrated policy framework for the TMP. This process led to the development of a Statement of Transportation Objectives and Guiding Principles for the TMP that, like a vision statement, is a marker of intent. It can remain relevant in the face of inevitable short-term shifts in political, economic or social context.

The Statement of Transportation Objectives and Guiding Principles is presented in Exhibit 2.2.

Exhibit 2.2: Statement of Transportation Objectives and Guiding Principles

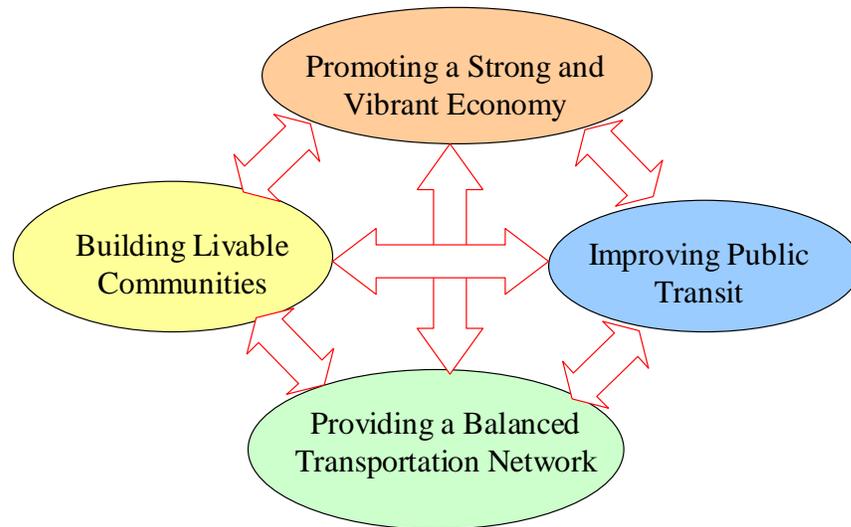
In 2031, the City of Hamilton’s transportation system will:	
Objective 1	Offer safe and convenient access for individuals to meet their daily needs
Principle 1(a)	Transportation facilities and services should be safe, secure and barrier-free
Principle 1(b)	Each transportation mode should have an acceptable level of service
Principle 1(c)	Non-travel alternatives and shorter trips should be encouraged
Objective 2	Offer a choice of integrated travel modes, emphasizing active transportation, public transit and carpooling
Principle 2(a)	Alternatives to single-occupant vehicle travel should be practical and attractive
Principle 2(b)	Transportation facilities and services should be continuous and seamlessly integrated
Principle 2(c)	The health benefits of active lifestyles should be recognized and promoted
Objective 3	Enhance the liveability of neighbourhoods and rural areas
Principle 3(a)	Transportation facilities should reflect and complement their community context
Principle 3(b)	Noise and other undesirable impacts of traffic on residential areas should be minimized
Objective 4	Encourage a more compact urban form, land use intensification and transit-supportive node and corridor development
Principle 4(a)	Investment in transit-supportive land uses should be encouraged by quality public transit services and facilities
Principle 4(b)	Transportation facilities should meet current needs while remaining adaptable to those of the future
Principle 4(c)	Zoning, urban design and parking management strategies should minimize land consumed by automobile travel
Objective 5	Protect the environment by minimizing impacts on air, water, land and natural resources
Principle 5(a)	The use of greenspace for new infrastructure should be minimized
Principle 5(b)	Transportation technologies and behaviours should reduce energy consumption and air emissions
Principle 5(c)	The impacts of surface water runoff from transportation facilities should be minimized
Objective 6	Support local businesses and the community’s economic development
Principle 6(a)	The efficiency of goods movement to, from and within the City should be maximized
Principle 6(b)	Businesses and institutions should remain accessible to employees and visitors
Objective 7	Operate efficiently and be affordable to the City and its citizens
Principle 7(a)	Maximum value should be extracted from existing facilities and services
Principle 7(b)	Decisions should take into account the life-cycle costs of transportation facilities and services
Principle 7(c)	Transportation funding opportunities involving other governments, the private sector and individual users should be considered

2.3 Summary of Key Policies

Policies to support and guide the Transportation Master Plan were developed for the 23 subject areas listed in Section 1.1. These policies are summarized in respective background reports as well as an overall summary document is provided in Volume 2 of this report.

While policies are tailored to each subject area, four themes were prominent in most of the policies, as illustrated in Exhibit 2.3:

Exhibit 2.3: Transportation Policy Themes



Examples of how policies respond to each of these themes are presented below.

Promoting a Strong and Vibrant Economy:

- Provide transportation access for existing and future employment lands
- Promote Downtown Hamilton as a place to live and work
- Identify and protect a strategic goods movement network

Building Liveable Communities:

- Design streets to support a pedestrian and transit-friendly environment
- Pursue use of para-transit vehicles or other community buses services to improve transit access to lower density neighbourhoods
- Consider traffic calming as an effective means of reducing the negative impacts of traffic when warranted

Providing a Balanced Transportation Network:

- Consider all modes when evaluating Level of Service in a corridor
- Tailor roadway design standards to surrounding environment

Improving Public Transit:

- Incrementally increase transit service levels in high demand corridors
- Initiate a Bus Rapid Transit system, building on existing services and past work
- Expand intercity passenger transportation systems

This Transportation Master Plan presents a recommended plan that responds to each of the underlying policy directions.

2.4 Transportation Targets

Targets for transportation demand have been established through the Phase 2 Policy Papers. These targets reflect long standing direction of the City of Hamilton to reduce its environmental impacts while increasing mode choice and accessibility for its residents.

These strategic targets, summarized in Exhibit 2.4, are based on significantly increasing the portion of trips made by public transit, walking, cycling, as well as reducing trips through travel demand management. Near term targets are reflected of the 2011 horizon and long term targets are reflective of the 2021-2031 timeframe. The strategic transportation network improvements and supporting strategies outlined in this TMP are designed to help achieve these targets.

Exhibit 2.4: Transportation Targets (Transportation Master Plan Phase 2)

	Current Situation (based on 2001 data)	Potential Near Term Scenario (based on a goal of reducing auto vehicle-kilometres by 10% compared to 2001)	Potential Long Term Scenario (based on a goal of reducing auto vehicle-kilometres by 20% compared to 2001)
Estimated daily vehicle kilometres of travel by Hamilton residents	4.8 million km	4.3 million km	3.8 million km
Share of daily trips made by single-occupant drivers	68%	58%	52%
Share of daily trips made by using municipal transit	5%	9%	12%
Share of daily trips made by walking or cycling	6%	10%	15%
Annual transit rides per capita (City-wide) ⁽¹⁾	40	60	80-100

⁽¹⁾ Based on total residents within City boundaries, including residents outside primary service areas. Excludes GO Transit ridership.