

## 5. FUTURE TRANSPORTATION SYSTEM PERFORMANCE

### 5.1 Future Population and Employment

The growth options developed through the GRIDS process were developed concurrently with Places to Grow. As the growth options were being developed, the Provincial process was also being updated. As such, preliminary planning projections ranged from 660,000 persons to over 700,000 persons for population in 2031 and ranged from 290,000 employees to over 310,000 employees for employment in 2031.

Once the Places to Grow Growth Plan and the GRIDS process were finalized, the preferred growth option and the long term planning projections to year 2031 were established. The distribution of population and employment growth among the primary geographic regions of the City of Hamilton are presented in Exhibit 5.1 and 5.2.

**Exhibit 5.1: Projected Population Statistics (2001-2031)**

	Serviced Population			
	2001	2011	2021	2031
Lower Hamilton	191,499	202,588	207,843	217,419
Upper Hamilton	143,100	147,473	158,531	164,719
Stoney Creek	59,783	65,464	80,818	89,109
Glanbrook	8,132	10,119	18,938	26,794
Dundas	23,817	24,874	25,575	25,708
Ancaster	29,920	33,066	39,453	39,692
Flamborough	15,707	16,066	21,976	31,354
<b>EXISTING URBAN BOUNDARY</b>	<b>471,958</b>	<b>499,650</b>	<b>553,134</b>	<b>594,795</b>
Southeast Mountain Urban Boundary Expansion	0	946	4,559	41,558
<b>URBAN BOUNDARY EXPANSIONS AREAS</b>	<b>0</b>	<b>946</b>	<b>4,559</b>	<b>41,558</b>
<b>TOTAL URBAN</b>	<b>471,958</b>	<b>500,596</b>	<b>557,093</b>	<b>636,353</b>
<b>TOTAL RURAL</b>	<b>33,844</b>	<b>33,893</b>	<b>32,669</b>	<b>32,064</b>
<b>GRAND TOTAL HAMILTON</b>	<b>505,802</b>	<b>534,489</b>	<b>590,362</b>	<b>668,417</b>

Source: City of Hamilton Long Range Planning, May 2006

**Exhibit 5.2: Projected Employment Statistics (2001-2031)**

	Number of Jobs			
	2001	2011	2021	2031
Lower Hamilton	115,497	126,302	139,100	154,931
Upper Hamilton	31,540	34,491	38,662	43,112
Stoney Creek	27,463	31,815	36,999	41,971
Glanbrook	4,022	5,404	8,477	15,374
Dundas	6,067	6,748	7,136	7,878
Ancaster	6,115	7,506	9,349	13,358
Flamborough	5,015	5,911	8,752	9,694
<b>EXISTING URBAN BOUNDARY</b>	<b>195,718</b>	<b>218,177</b>	<b>248,475</b>	<b>286,318</b>
Airport Lands Urban Boundary Expansion	0	0	4,482	12,560
Southeast Mountain Urban Boundary Expansion	0	0	3,140	3,525
<b>URBAN BOUNDARY EXPANSIONS AREAS</b>	<b>0</b>	<b>0</b>	<b>7,622</b>	<b>16,085</b>
<b>TOTAL URBAN</b>	<b>195,718</b>	<b>218,177</b>	<b>256,097</b>	<b>302,403</b>
<b>TOTAL RURAL</b>	<b>9,194</b>	<b>10,116</b>	<b>6,079</b>	<b>6,502</b>
<b>GRAND TOTAL HAMILTON</b>	<b>204,912</b>	<b>228,293</b>	<b>262,176</b>	<b>308,905</b>

Source: City of Hamilton Long Range Planning, May 2006

## 5.2 Future Transportation Demand, Supply and Performance

According to the above projections, Hamilton's population will increase by 162,000 people (32%) between 2001 and 2031. During the same period, 105,000 new jobs are expected to be created. If current travel characteristics remain the same, there will be 180,000 additional auto driver trips per day that will need to be accommodated by the road network. This translates into 1.2 million additional kilometres driven by Hamilton residents each day and a consumption of 40 million litres of fuel per year.

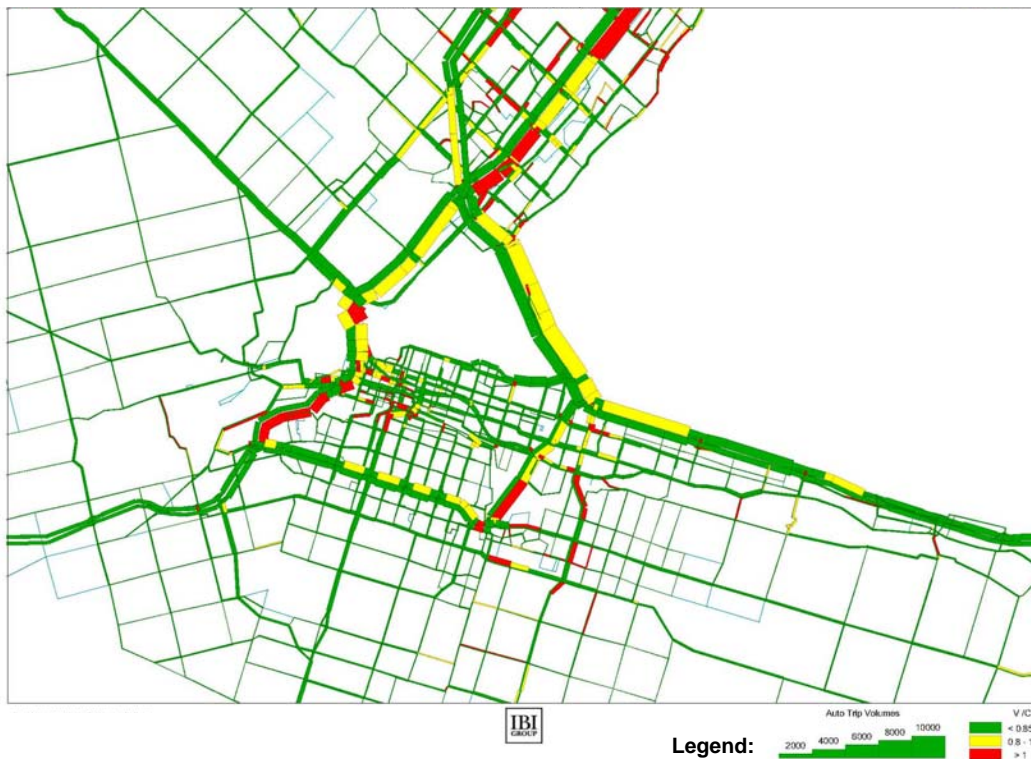
As discussed in the **Road Network Strategy Working Paper**, a number of previous sub-area studies have identified a base level of committed and planned road network improvements:

- Red Hill Valley Parkway.
- Arvin Avenue extension.
- Dartnall Road extension to Dickenson Road.
- Garth Street extension from Twenty Road to Dickenson Road.
- New east-west road from Tradewind to Trinity Road.
- Trinity Church Corridor (being examined as part of ROPA 9)

- Upper Ottawa St. extension
- Waterdown network improvements.
- Highway 6 widening to five lanes (3 northbound and 2 southbound) south of Dundas Street, and the construction of an interchange at Highway 6 and Dundas Street (EA was recently completed).

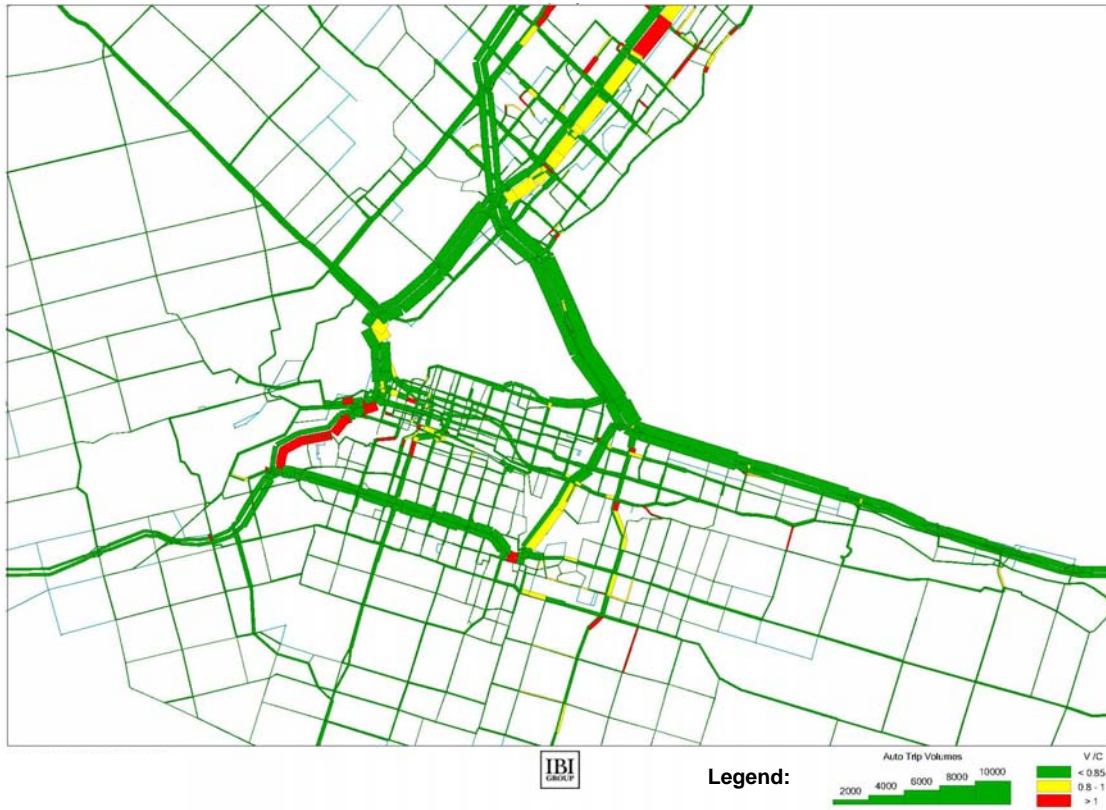
However, even with these improvements, it is projected that there will be road capacity shortfalls in the future. As shown on Exhibit 5.3 below, assuming current auto mode share trends, most of the Escarpment crossings will be well over capacity in 2031 (shown as red). Conversely, if a 20% reduction in auto driver trips can be achieved through improvements to transit and other travel demand management strategies, most of these crossings will be able to operate within their capacity over the planning horizon (see Exhibit 5.4). Considering that a new Escarpment crossing would cost in the order of \$50 million, it is important that all options to minimize growth in auto trips be pursued.

**Exhibit 5.3: Future (2031) Road Capacity Shortfalls (Current Mode Split Trends)**



Source: City of Hamilton EMME/2 Model

**Exhibit 5.4: Future (2031) Road Capacity Shortfalls (20% Reduction in Auto Driver Trips)**



Source: City of Hamilton EMME/2 Model