WELCOME
Tonight’s Agenda

6:00 - 6:30 pm    Viewing Boards / Q & A with the Team
6:30 - 6:45 pm    Presentation
6:45 - 7:45 pm    Group Discussions
7:45 - 8:00 pm    Report Back and Wrap-Up

Project Contact:
Steve Molloy, Project Manager
City of Hamilton
tplanning@hamilton.ca
(905) 546-2424 x 2975

For more information visit our website:
www.hamilton.ca/TMP

We Want to Hear From You
Other Ways to Get Involved:

Sign up for Email Updates (Leave email address on Sign-in Sheet)
We will send you project updates, materials and information about consultation events

Comment Sheets
Fill it out and leave it with the team, or Email to: tplanning@hamilton.ca
What is the Transportation Master Plan?

The Hamilton Transportation Master Plan (TMP) addresses the transportation and mobility needs of individuals living and working in the City of Hamilton to 2031 and beyond.

The TMP provides the policy and framework procedures to achieve key transportation goals that will enhance the overall mobility and accessibility for Hamilton residents and workers. It guides the planning and implementation of the City’s transportation system. This will result in improved health and livability, a healthier natural environment and stronger economic development.

What is not included in the TMP?

The Transportation Master Plan process will not include detailed operational analysis or impact assessments of technologies, site developments or intersection/roadway design details. Detailed impact assessments will be addressed within project-specific studies and plans (see the process timeline on Panel #3).

What will the TMP Review and Update accomplish?

The TMP Review and Update will:

• Identify transportation policies and initiatives that are working
• Identify transportation policies and initiatives that could be improved and develop a framework to make them successful
• Engage the public to address the questions of where we want to go and how we will get there
• Develop day-to-day Transportation Programs such as travel demand management and cycling and pedestrian networks that reflect community needs
• Develop a toolbox to prioritize transportation projects in the future
The Transportation Master Plan is conducted in accordance with Phase 1 and 2 of the Municipal Class Environmental Assessment (EA) Process, under the Environmental Assessment Act. The Municipal Class EA process is a planning and approval process that ensures that the potential effects of a project are identified and managed prior to implementation.

**Transportation Master Plan**

The current TMP Review and Update comprises the first two Phases of the Municipal Class EA process. It will identify projects that will get carried through Phases 3-5.

**Capital Project Delivery Process**

Once a specific transportation project is identified and approved, it will go through the following delivery process, subject to an approved budget by council:

**Construction Timeline**

Depending on the type of project requested, the timeline for delivery can vary from 2 years for a simple rehabilitation project up to 5 years for a more complicated urban arterial reconstruction project (due to potential for EAs, land acquisition, detailed underground analysis, permits and approvals and utility coordination).
2007 TRANSPORTATION VISION

Although no single approach will address all of Hamilton’s transportation needs, the preferred overall strategy identified in the 2007 TMP is to rely on transit, travel demand management and road capacity optimization to solve transportation problems, before looking to road expansion (including new Escarpment crossings).

Below is the Problem and Opportunity Statement and the Key Objectives identified in the 2007 TMP. This Review will examine whether the opportunities and objectives are still relevant or require updating.

**Problem Statement:**

Between 2001 and 2031, Hamilton’s population will increase by 162,000 people (32%). During the same period, 105,000 new jobs are expected to be created. If current travel characteristics remain the same, there will be 108,000 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 each year. Left unchecked, significant congestion on most Escarpment crossings will result in increased delays to auto drivers, transit riders and commercial vehicles.

**Opportunity:**

Key objectives of the Transportation Master Plan include reducing dependence on single-occupant vehicles and promoting improved options for walking, cycling and transit, while maintaining and improving the efficiency of trips related to the movement of goods and servicing of employment areas.

**Key Objectives:**

- Safe and Convenient Access
- Livable Neighbourhoods and Rural Areas
- Minimize Impacts on Air, Water, Land and Natural Resources
- Efficient and Affordable Operations
- Choice of Integrated Modes
- Compact Urban Form and Transit-Supportive Development
- Support Local Business and Economic Development
2007 TMP TARGETS

The 2007 TMP sets targets that will reduce the number of vehicle trips and increase the number of trips by transit, walking and cycling.

**Share of daily trips made by different modes of travel**

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>2001</th>
<th>2011</th>
<th>Near-Term Target (2021)</th>
<th>Long-Term Target (2031)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Occupant Vehicles</td>
<td>68%</td>
<td>67%</td>
<td>58%</td>
<td>52%</td>
</tr>
<tr>
<td>Walking and Cycling</td>
<td>5%</td>
<td>5%</td>
<td>7%</td>
<td>10%</td>
</tr>
<tr>
<td>Hamilton Transit</td>
<td>6%</td>
<td>5%</td>
<td>9%</td>
<td>12%</td>
</tr>
<tr>
<td>Other</td>
<td>21%</td>
<td>21%</td>
<td>23%</td>
<td>21%</td>
</tr>
</tbody>
</table>

**Reduction in the number of daily vehicle kilometres travelled by Hamilton residents**

<table>
<thead>
<tr>
<th>Year</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>4.8 million kilometres</td>
</tr>
<tr>
<td>2011</td>
<td>*</td>
</tr>
<tr>
<td>Near-Term Target (2021)</td>
<td>4.3 million kilometres</td>
</tr>
<tr>
<td>Long-Term Target (2031)</td>
<td>3.8 million kilometres</td>
</tr>
</tbody>
</table>

**Increase in number of annual transit rides per capita (City-wide)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>40 rides annually</td>
</tr>
<tr>
<td>2011</td>
<td>45 rides annually</td>
</tr>
<tr>
<td>Near-Term Target (2021)</td>
<td>60 rides annually</td>
</tr>
<tr>
<td>Long-Term Target (2031)</td>
<td>80-100 rides annually</td>
</tr>
</tbody>
</table>

* Existing daily vehicle kilometres travelled by Hamilton residents are to be determined as part of the Transportation Master Plan Update Statistics from 2007 Hamilton Transportation Master Plan and 2011 Transportation Tomorrow Survey; City of Hamilton
The majority of daily trips made by Hamiltonians are by single occupant vehicles. To reduce congestion on our roads, other transportation options must be available and convenient, for both short and long distances.

The way we travel is influenced by how far we have to go:

- 77% of all walking trips are less than 1 km. However, walking represents only 16% of all trips within 1 km (other trips are taken by transit, bike or car).

- More than half of all cycling and transit trips are between 2 and 5 km but these represent only 12% of all trips within 2-5 km.

- 45% of all auto trips occur beyond 5 km.

Automobile trips are the most common way that households travel during the work week (all daily trips, Monday to Friday).

- 18 trips / week
  - Car Driver
  - Car Passenger
  - Hamilton Transit
  - Walk / Cycle
- 4.5 trips / week
- 2 trips / week
- 1.5 trips / week

* Statistics from 2011 Transportation Tomorrow Survey; City of Hamilton
COMMUTING IN HAMILTON

More than 200,000 Hamiltonians commute to work every day. Providing reasonable commuting options is a major opportunity.

Most Hamiltonians work in Hamilton, though many people commute in and out of the City as well.

65% of Hamilton Residents work in Hamilton

35% of Hamilton residents commute outside Hamilton to work
That's 39,000 people

23% of the people who work in Hamilton commute in from other places
That's 22,000 people

The greatest number of interregional commuters from Hamilton travel to Halton Region.

To Hamilton 65%
To Peel Region 5%
To Halton Region 19% (21,000 people)
To Toronto 4%
To Brant / Brantford, York, Niagara and Other Regions 7%

Proportion of Daily Commuters Beginning their Trip in Hamilton

Since 2001, 5,424 more daily trips are commuting out of Hamilton to get to work.

More than 75% of people rely on cars to get to work (65% drivers / 12% passengers)

* Statistics from 2011 Transportation Tomorrow Survey; City of Hamilton
A CHANGING COMMUNITY

Hamilton is expected to grow by an additional 129,000 people and 67,000 jobs by 2031. The transportation system must be ready to accommodate these additional trips.¹

Over time, trends are towards a growing aging population in Hamilton. Additionally, younger people are less interested in car ownership. Alternatives to private vehicles will, therefore, become increasingly important.

Proportion of 16-25 year olds with a driver’s licence.²

Expanding Regional Transit Service

Increased regional labour force mobility to a range of employment and other destinations, through:

• Improved GO Transit Service including Regional Express Rail
• New GO Station on James Street North
• Mobility Hubs and other Transportation Nodes

New Growth Areas and Intensification

A forward thinking planning and implementation strategy based on the Vision 2020 Strategic Plan, the Growth Related Integrated Development Strategy and the Transportation Master Plan, amongst others, will help manage urban growth in Hamilton.

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¹ City of Hamilton Planning and Economic Development, ² 2011 Transportation Tomorrow Survey
EMERGING TRANSPORTATION OPPORTUNITIES

Changing technologies and new opportunities in the transportation sector are creating new choices for how to move around that may affect the Transportation vision or policies, programs and strategies for the future.

Inter-Regional Transportation
- GO Two-Way All Day Service
- Development of Mobility Hubs

Provide for a balanced transportation system through complete streets
- Accommodate pedestrians, cyclists, transit, automobile, freight/goods movement

Maximize use of existing infrastructure
- Implement transportation demand management measures
- Separated bike lanes
- 1 way to 2 way street conversions
- Complete streets

New and emerging technology
- Car and bicycle sharing programs
- Alternative taxi service
- Electric cars and autonomous cars
- GO Transit Rail electrification
TRANSPORTATION CHANGES SINCE 2007

The following projects were identified in the 2007 Transportation Master Plan and have been undertaken since that plan was adopted.

- **McNab Transit Terminal (2011)**
  - Terminal has recently been upgraded to include real-time information

- **York Boulevard Two-Way Conversion - Complete Street (2010)**
  - Project included bicycle lanes, improved pedestrian space and streetscaping

- **Red Hill Valley Parkway Pedestrian-Cyclist Bridge (2011)**
  - Increased active transportation linkages throughout the City
  - Annually accommodates 50,000+ cycling and pedestrian trips

- **Mountain Transit Terminal Park & Ride (2014)**
  - Provides 63 new parking spaces

- **Cannon Street Cycle Track (2014)**
  - Within the first month of operation, between 250 and 400 daily cycling trips were recorded

- **Smart Commute Hamilton (2007)**
  - Award winning program with 20 employers representing 90,000 employees
  - Objective is to reduce the number of single-occupant vehicle trips by providing convenient and accessible shared commuting options
HELP US IDENTIFY PRIORITIES FOR THE TMP REVIEW AND UPDATE

Tell us what you think should happen in the following priority areas.

**Livability**
How do we use the transportation system to improve health and quality of life?

**Balanced Mobility Mix**
How do we create a balanced Transportation Network where all modes share the road?

**Complete Streets**
Where and how should we design for complete streets?

**Public Transit**
What improvements will have the greatest impact on increasing transit use?

**One-Way Street Conversions**
Where should we convert streets from one-way to two-way in the lower City?

**Parking**
What parking strategies should the City adopt or amend?

**Transportation Demand Management**
How do we implement programs that will reduce the number and distance of trips we have to take?

**Economic Development and Goods Movement**
How can the transportation system support local economic prosperity?
There is a lot going on in Hamilton!

Below are just some of the current and on-going City initiatives and programs related to the Transportation Master Plan.

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrolinx Regional Transportation Master Plan</td>
<td><a href="mailto:Lisa.Salsberg@Metrolinx.com">Lisa.Salsberg@Metrolinx.com</a> (416) 202-5955</td>
</tr>
<tr>
<td>New GO Train Station on James Street North</td>
<td><a href="mailto:Althea.Linton@Metrolinx.com">Althea.Linton@Metrolinx.com</a> (416) 869-3600 x 5672</td>
</tr>
<tr>
<td>Mayor's Citizen Panel on Rapid Transit</td>
<td><a href="mailto:Michael.Kirkopoulos@hamilton.ca">Michael.Kirkopoulos@hamilton.ca</a> 905-546-2424 x 2261</td>
</tr>
<tr>
<td>Neighbourhood Action Plans</td>
<td><a href="mailto:Suzanne.Brown@hamilton.ca">Suzanne.Brown@hamilton.ca</a> 905-546-2424 x 4711</td>
</tr>
<tr>
<td>Cycling Master Plan</td>
<td><a href="mailto:Daryl.Bender@hamilton.ca">Daryl.Bender@hamilton.ca</a> 905-546-2424 x2066</td>
</tr>
<tr>
<td>Truck Route Study (Truck Route Subcommittee)</td>
<td><a href="mailto:christopher.newman@hamilton.ca">christopher.newman@hamilton.ca</a> 905-546-2424 x 5987</td>
</tr>
<tr>
<td>Strategic Road Safety Program</td>
<td><a href="mailto:Dave.Ferguson@hamilton.ca">Dave.Ferguson@hamilton.ca</a> 905-546-2424 x2433</td>
</tr>
<tr>
<td>Niagara-to-GTA (NGTA) Corridor</td>
<td><a href="mailto:John.Slobodzian@ontario.ca">John.Slobodzian@ontario.ca</a> (905) 704-2204</td>
</tr>
<tr>
<td>Our Future Hamilton: Hamilton's new Community Vision</td>
<td><a href="mailto:Heather.Donison@hamilton.ca">Heather.Donison@hamilton.ca</a> 905-546-2424 x1276</td>
</tr>
<tr>
<td>Rapid Ready &amp; the Ten Year Local Transit Strategy</td>
<td>Christine <a href="mailto:Lee-Morrison@hamilton.ca">Lee-Morrison@hamilton.ca</a> 905-546-2424 x6390</td>
</tr>
<tr>
<td>West Harbour Waterfront Redevelopment</td>
<td><a href="mailto:Chris.Phillips@hamilton.ca">Chris.Phillips@hamilton.ca</a> 905 546-2424 x 5304</td>
</tr>
<tr>
<td>Smart Commute Hamilton</td>
<td><a href="mailto:Peter.Topalovic@hamilton.ca">Peter.Topalovic@hamilton.ca</a> 905-546-2424 x 5129</td>
</tr>
<tr>
<td>Airport Employment Growth District</td>
<td><a href="mailto:Guy.Papparella@hamilton.ca">Guy.Papparella@hamilton.ca</a> 905-546-2424 x 5807</td>
</tr>
<tr>
<td>Clean Air Hamilton &amp; Community Climate Change Plan</td>
<td><a href="mailto:Brian.Montgomery@hamilton.ca">Brian.Montgomery@hamilton.ca</a> 905-546-2424 x1275</td>
</tr>
</tbody>
</table>

The contact information is provided below to give more details on these important transportation issues.

Stay Connected to Your City:

www.hamilton.ca
546-CITY (2489)