## WELCOME

**Tonight’s Agenda**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:00 - 6:00 pm</td>
<td>Viewing Boards / Q &amp; A with the Team</td>
</tr>
<tr>
<td>6:00 - 6:20 pm</td>
<td>Presentation</td>
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<tr>
<td>6:20 - 7:50 pm</td>
<td>Workshop</td>
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<tr>
<td></td>
<td>- Complete Streets / Liveable Streets Interactive Design</td>
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<td></td>
<td>- Design considerations for 1 and 2-way streets</td>
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<td></td>
<td>- TMP Opportunities / Tool Kits</td>
</tr>
<tr>
<td>7:50 - 8:00 pm</td>
<td>Evening Highlights / Next Steps</td>
</tr>
</tbody>
</table>

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

### 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

For more information visit our website:  
www.hamilton.ca/TMP
WELCOME
Today’s Agenda

12:00 - 1:00 pm  Viewing Boards / Q & A with the Team
1:00 - 1:20 pm  Presentation
1:20 - 2:50 pm  Workshop
   - Complete Streets / Liveable Streets Interactive Design
   - Design considerations for 1 and 2-way streets
   - TMP Opportunities / Tool Kits
2:50 - 3:00 pm  Afternoon Highlights / Next Steps

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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 TMP 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 Board 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 for prioritizing future transportation projects
PROJECT PROCESSES

The TMP 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.

Municipal Class Environmental Assessment Process

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).
YOUR HAMILTON, YOUR VISION

Between March 23-26, 2015, the public was introduced to the TMP review process and invited to share their transportation vision for Hamilton. More than 150 attendees ranked their transportation priorities, voiced their concerns, and identified new opportunities for transportation in Hamilton. Here’s what we heard.

Top 5 Transportation Priorities to address transportation issues and improve mobility includes infrastructure and operational improvements to the following:
1. Public Transit
2. Walking and Cycling
3. Complete Streets
4. Accessibility
5. Complete Communities

Major problem areas and challenges encountered in participants’ daily commute include:

- Congestion on the LINC
- Poor condition of Downtown roads
- East-West travel through Downtown Hamilton
- Better connections between public transit routes
- Pedestrian travel linkages between upper and lower Hamilton

Opportunities to improve daily travel within the City of Hamilton were noted as follows:

- Balance options for travel modes including access to more than one option
- Provide a better quality public realm for pedestrian traffic
- Increase bus service frequency
- Provide dedicated transit and/or HOV lanes
- Provide higher-order rapid transit
UPDATER TRANSPORTATION VISION

2007 TMP Vision Statement

“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.”

Based on what was heard at the last PIC, the Vision statement was updated to reflect public comments noting that the Vision should:

• Incorporate accessibility
• Be all encompassing
• Include a holistic approach
• Balance all modes of transportation
• Be comprehensive and attainable
• Provide specific, measurable, achievable, relevant and programmed results

2015 TMP Vision Statement (DRAFT based on public input)

The key objective of the Transportation Master Plan is to provide a COMPREHENSIVE AND ATTAINABLE TRANSPORTATION BLUEPRINT for Hamilton as a WHOLE that BALANCES ALL MODES OF TRANSPORTATION. The ULTIMATE GOALS include reducing dependence on single-occupant vehicles and promoting ACCESSIBILITY AND improved options for walking, cycling and transit, while maintaining and improving the efficiency of trips related to the movement of goods and servicing employment areas. THE SUCCESS OF THE PLAN WILL BE BASED ON SPECIFIC, MEASURABLE, ACHIEVABLE, RELEVANT AND PROGRAMMED RESULTS.

Key Considerations for 2015 TMP Review and Update: (based on public input)
ROAD CLASSIFICATION

Problem/Issue:
Road improvements are being identified based on specific community issues without regard for the impact on the total transportation system.

Opportunity:
To provide a hierarchy of road users that can be used to prioritize the elements of the roadway and ensure a balance within the context of the entire transportation system.

SOURCE: URBAN HAMILTON OFFICIAL PLAN SCHEDULE C (FUNCTIONAL ROAD CLASSIFICATION) (2011)

Roads NOT addressed as part of the TMP Update:

Collectors:
Equally shared between providing direct land accesses and the movement of moderate volumes of traffic within and through designated Employment or Neighbourhood Areas

Local:
Provide direct land accesses (primary) to enable the movement of low volumes of traffic to collector roads (secondary)

Let’s Discuss!
Give us your opinions and ideas at the workshop session:
- What should be the hierarchy of road users / modes for each of the road classifications?
Problem/Issue:
The transportation system could be more efficient providing accessibility to all modes and reasonable travel times.

Opportunity:
To provide a balanced road system that is accessible for local, intra-municipal and inter-regional travel while enhancing the travel experience.

Area Transportation Master Plans (TMPs):
- Airport Employment Growth District (AEGD) TMP
- Ancaster TMP
- Downtown Dundas TMP
- Downtown TMP (5-year review)
- Red Hill Business Park South (RHBPS) TMP
- Stoney Creek Urban Boundary Expansion (SCUBE) Area TMP
- Waterdown / Aldershot TMP

Note: The recommendations listed for the TMPs are only highlights taken from the document. Not all TMPs are listed here. Environmental assessments (EAs) have also been undertaken for some of the identified roads.

Downtown Dundas TMP:
- Widen Governor’s Road

Aldershot/Waterdown TMP:
- Widen Waterdown Road to 4 lanes (Hwy 403 to Dundas St.)
- Widen Mountain Brow Road to 4 lanes (E of Waterdown)
- Widen Parkside Drive to 4 lanes

Downtown TMP:
- Two-way street conversion opportunities

SCUBE TMP:
- Widen Hwy 8 and Barton St to 3 lanes

RHBPS TMP:
- Twenty Road (Dartnall to Trinity Church Road)

Ancaster TMP:
- 3-lane cross-section on sections of Wilson Street, Rousseaux Street, Mohawk Road, McNiven Road, Southcote Road, Garner Road and Golf Links Road
- Widen Garner to 4 lanes (Shaver and Miller)
- Widen Stone Church Road to 4 lanes (Harrogate Drive and Stonehenge Drive)

AEGD TMP:
- 4 lane Dickenson Road
- New and expanded roadways

Legend:
- CSW
- Hwy 6
- RHVP/LINC (at capacity)
- Hwy 403
- New corridors
- NGTA
- Escarpment crossings

Goal:
To maximize existing roadway infrastructure to accommodate planned City of Hamilton population and employment growth to 2031 and beyond.

Let’s Discuss!
Give us your opinions and ideas at the workshop session:
- Which of the Provincial highway initiatives would alleviate your travel congestion problems?
- If additional lanes cannot be provided on the LINC and/or RHVP, where else can the transportation network be improved to accommodate increased travel demand?
- Do Variable Message Signs on highways and major arterials provide better traffic management or increase neighbourhood traffic infiltration?
- How can incidents be better managed to improve congestion?
**Problem/Issue:**
Municipal and Provincial governments have provided directives to reduce single-occupancy automobile use complemented with significant improvements to transit service.

**Opportunity:**
To support more equitable service standards across the City and allow for alternate mode choices to key destinations through:
- Upgrades to transit service within the urban transit area
- Better connections to residential and industrial areas within the urban transit area
- Service frequency and transfer opportunities

**BLAST TRANSIT NETWORK**

**BLAST SYSTEM**

**B-Line:**
Main / King
Phased from McMaster to Queenston Circle
(Estimated construction start in 2019)

**L-Line:**
York Blvd / Hwy 6
Downtown to Waterdown
(25+ year)

**A-Line:**
James / Upper James corridor
Downtown to Airport
(15 year)

**S-Line:**
Centennial / Rymal / Garner
Eastgate to Ancaster
(25+ year)

**T-Line:**
Mohawk / Upper Gage / Kenilworth Meadowlands to Centre Mall
(25 year)

**10-Year (2015 to 2024) Local Transit Strategy (Council Approved):**
Address system deficiencies and improve the customer experience, including but not limited to:
- Increasing the coverage of service in accordance with new service standards
- Increasing the frequency of service
- Improving data collection to properly monitor the performance of routes and make modifications
- Improving customer communication and transit stop amenities

**Goal:**
To achieve the following:
- 50% increase in transit service subject to approval of all funding (2015 to 2024 timeframe)
- 90% of residents and employees within 400m of a transit route within the urban transit area

**Let’s Discuss!**
Give us your opinions and ideas at the workshop session:
- Which line on the L-S-T network should be a priority for implementation?
- Would a system of Park and Ride locations along or at the terminus of the BLAST network lines address non-urban access to HSR?
TRANSLIT SERVICE OPPORTUNITIES IDENTIFIED DURING PIC ONE

**UPPER AND LOWER CITY TRANSIT CONNECTIONS**

- Claremont access transit only lanes

**LOCAL TRANSIT STRATEGY**

- New transit terminals (e.g. MacNab Street Transit Terminal, Mohawk Multi Modal Transit Hub)
- Express bus service / transit service upgrades
- Transit priority systems (transit priority signals, queue jump lanes, bus only lanes)

**POTENTIAL PARK AND RIDE LOCATIONS**

*Park and Ride locations to be confirmed

**ALTERNATE TRANSIT TECHNOLOGY**

- Cable car
- Funicular railways / incline railways

**Let's Discuss!**

Give us your opinions and ideas at the workshop session:
- Should transit priority measures on selected Escarpment crossings be considered?
- Where and how should Alternate Transportation / Transit Technology be placed?
PEDESTRIAN / BICYCLE OPPORTUNITIES

Problem/Issue:
The existing pedestrian and bicycle network should provide communities with a system integrated with the larger transportation network to allow for the transition from a car-focused society to alternate modes of transportation and to encourage a healthy lifestyle.

Opportunity:
To provide an integrated pedestrian and bicycle network that will enhance the user experience and encourage the use of alternate modes for transportation, other than the automobile.

ALTERNATIVE PEDESTRIAN AND CYCLE PATH DESIGNS:

Goal:
To achieve the following targets:
- Minimum 5% increase in walk and cycle modes for morning work and school trips (2011 to 2031) and support and provide direction for the Cycling Master Plan and the Trails Master Plan.

Let’s Discuss!
Give us your opinions and ideas at the workshop session:
- Where are the key missing links in the existing bicycle network?
- Which type of bicycle path design infrastructure is preferred?
- What elements of the street are required to enhance the pedestrian and/or cyclist experience?
G O O D S      M O V E M E N T      O P P O R T U N I T I E S

Problem/Issue:
The movement of goods plays a vital role in the economic success of the City as a whole; however, its movements can sometimes be in conflict with other road users.

Opportunity:
To identify alternatives and/or improvements to the existing goods movement network to ensure the efficient transport of goods through and around the City and to enhance the trucking experience for other road users.

7,500 daily commercial vehicles originate in or are destined to Hamilton

More than $185M in goods is transported by commercial vehicles originating in or destined to Hamilton

Goal:
To maintain the existing comprehensive permissive goods movement network in support of the City’s prosperity and sustainable economy, while ensuring that the developing rural industrial areas are properly serviced and goods movement to the periphery of the urban city continues to be encouraged (i.e., use of the parkways and the freeways).

Let’s Discuss!
Give us your opinions and ideas at the workshop session:
• Is the existing truck network working to reduce impacts on neighbourhoods?
• What are some other truck route considerations to facilitate the movement of goods while enhancing the public’s experience with trucks on the transportation system?
• What policy considerations could be used to direct the effectiveness of the goods movement system?
COMPLETE STREETS

Complete Streets is an approach to street design that is intended to balance the needs of all uses and users regardless of age, ability or mode of transportation.

Users may include pedestrians, cyclists, motorists, and public transit users, while other uses may include goods delivery, utility vehicles, and emergency vehicles.

Complete streets can also:

- Include space to support social and economic activities through elements such as benches, transit shelters, garbage dispensers, directional signage, public art, vehicle and bicycle parking, sidewalk vending stalls and cafés
- Feature street trees, landscaping and environmentally sustainable infrastructure, which contribute to increasing pedestrian comfort
- Reduce the heat island effect, and assist with managing rain and storm water run-off
- Accommodate utilities of all kinds

Precedents:

COLLEGE STREET
Credit: City of Toronto

EGLINTON AVENUE
Credit: Brook McIlroy
COMPLETE (LIVEABLE) STREETS

ARTERIAL (DOWNTOWN / CENTRE)

**Definition**

Streets that are located in the most urbanized, dense and mixed-use urban centres, like Downtown Hamilton. Development in these areas is street-oriented and streets are very busy. The street needs to carry high volumes of all modes of movement, including transit, cyclists, pedestrians, private vehicles and goods movement vehicles.

Street design will prioritize transit (through a dedicated facility or transit priority) and provide safe and dedicated facilities for pedestrians and cyclists. In order to promote safety on such busy streets the design of these streets should narrow lane widths or reduce the number of lanes to devote more space to transit and active transportation (eg. wider sidewalks).

**Elements**

- Wide sidewalks and high quality pedestrian amenities
- Pedestrian crossings only at signalized intersections
- Transit amenities with transit in mixed traffic, dedicated transit lane or transit priority lanes
- Dedicated cycling facility (bike lane or cycle track)
- Dedicated on-street parking
- May accommodate goods movement but may be limited to certain times of day or locations
- Landscaping includes street trees, shrub/perennial beds, decorative planters

**Examples in Hamilton**

James Street

**Opportunities in Hamilton**

Main Street West, Bay Street

**Precedents:**

VANCOUVER
Credit: Paul Krueger

PORTLAND, OREGON
Credit: Jonathan Maus via Flickr
COMPLETE (LIVEABLE) STREETS 
ARTERIAL

**Definition**

These are major streets that cross the city east-west or north-south. They are located in mixed-use areas that are transitioning to a more urbanized and mixed-use context. Generally, they are streets that are transitioning from large format retail to medium or high density development or from low-density residential to medium or high density residential. New development is street-oriented.

The street will accommodate higher vehicle capacity, but will also prioritize transit and active transportation. Transit, cyclists and pedestrians should have dedicated space and priority on the street. These are also major goods movement corridors, and they may have a centre median and dedicated turning lanes.

**Elements**

- Wide sidewalks and high quality pedestrian amenities
- Pedestrian crossings only at signalized intersections
- Transit amenities with transit in mixed traffic, dedicated transit lane or transit priority lanes
- Dedicated cycling facility (cycle track)
- Permit off-peak parking
- Street supports goods movement
- Landscaping includes street trees, shrub/perennial beds, raised planters, buffer planting, could include a landscaped median

**Examples in Hamilton**

- York Boulevard, Cannon Street

**Opportunities in Hamilton**

- Upper James, Mohawk Road

**Precedents:**

- HIGHWAY 7, YORK REGION
  Credit: spacing.ca

- CANNON AND JAMES
  Credit: City of Hamilton
COMPLETE (LIVEABLE) STREETS
MAIN STREET

**Definition**

These are traditional main streets, and can be found in each of the former municipalities that make up Hamilton. They are often shopping streets that are very pedestrian-oriented, with mixed-uses and smaller-scale buildings. They may contain heritage buildings and have a heritage character. Development is street-oriented and they are often surrounded by stable residential neighbourhoods.

On these streets, pedestrians should be prioritized, with narrow streets, slower traffic, on-street parking, wide sidewalks and enhanced pedestrian amenities. Cycling facilities and transit should also be included.

**Elements**

- Wide sidewalks and high quality pedestrian amenities, including pedestrian-scale lighting, benches, etc.
- Passive traffic calming including narrow lanes, on-street parking, mid-block crossings, bump-outs and signals
- Transit priority lanes or transit in mixed-traffic
- Limited goods movement
- Pedestrian crossings at signalized intersections or unsignalized mid-block crossings
- Dedicated cycling facility (bike lane)
- Dedicated on-street parking
- Landscaping includes street trees, shrub/perennial beds, decorative planters

**Examples in Hamilton**

King Street in Westdale & Dundas

**Opportunities in Hamilton**

Ottawa Street, King Street in Stoney Creek

**Precedents:**

- Ottawa Street, King Street in Stoney Creek
- Examples in Hamilton:
  - King Street in Westdale & Dundas
  - Ottawa Street, King Street in Stoney Creek
COMPLETE (LIVEABLE) STREETS
COLLECTOR STREET

Definition

These streets are generally found in primarily residential areas. They are fairly stable but may be transitioning from low to medium density residential development. Development is generally set back from the street with a wide boulevard area. These streets generally connect residential neighbourhoods to each other or to other areas of the City.

As they are primarily connecting streets, they accommodate a somewhat higher vehicle capacity than local streets, as well as transit and some goods movement capacity. They should also support active transportation with wide sidewalks and multi-use paths or dedicated cycling facilities.

Elements

- Sidewalks on both sides, or possibly a multi-use trail, landscaping and pedestrian amenities
- Transit amenities with transit in mixed traffic, dedicated transit lane or transit priority lanes
- Dedicated cycling facility (multi-use trail or cycle track)
- No on-street parking
- Pedestrian crossing at controlled crosswalks only
- Landscaping includes street trees (double row if possible), shrub/perennial beds, buffer planting, green boulevard, planted median

Examples in Hamilton

Hunter Street, Upper Paradise

Opportunities in Hamilton

Kitty Murray Lane, Limeridge Road

Precedents:

DOWNSVIEW PARK
Credit: Brook McIlroy

HUNTER AND FERGUSON
Credit: City of Hamilton
**COMPLETE (LIVEABLE) STREETS**

**LOCAL STREET**

**Definition**

Local streets provide direct access to neighbourhood residential areas. They will have lower volumes of traffic, and are most often used by people who live in the neighbourhood. As they are surrounded by residential uses, traffic calming, minimizing through-traffic and minimizing goods movement are priorities. They should also be comfortable and safe for pedestrians and cyclists.

**Elements**

- Traffic calming including narrow lanes, on-street parking, signage, bump-outs
- Limited transit and goods movement
- Unsignalized pedestrian crossings and/or four way stops at intersections
- Provide sidewalks on both sides and may include pedestrian scaled lighting
- Roadway is shared by cyclists and vehicles
- Landscaping includes street trees (double row if possible), wide boulevards to promote mature tree growth

**Examples in Hamilton**

Markland St., Ferguson St. & Federal St.

**Opportunities in Hamilton**

Mary Street & Kenora Avenue

**Precedents:**

[Image of Markland Street & Kenora Avenue]
COMPLETE (LIVEABLE) STREETS
RURAL ROAD

Definition

Rural roads are located outside Hamilton’s urban areas, primarily in agricultural, natural or industrial areas. Their primary function is to move private and goods movement vehicles. However, they should also include cycling facilities (for example, a paved shoulder) and may also accommodate transit.

Elements

- Rural cross-section
- Paved Shoulder for cycling
- Sidewalk where it passes through a Hamlet or Village
- Street trees only in Hamlet or Village
- Wide lane widths
- Access control not necessary
- Pedestrian crossing at signalized intersection
- No on-street parking except in Hamlet or Village
- Transit in mixed-traffic
- Primary goods movement corridor
- Landscaping includes buffer planting, naturalized drainage swales, street planting

Examples in Hamilton

Centre Road

Opportunities in Hamilton

Binbrook Road (Regional Road 56)

Precedents:

Credit: cruisindownhill.wordpress.com
The review and update of TMP policies is a complex undertaking as shown in the graphic below. However, the resulting updated TMP policies provide important guidance in the overall planning and operations decision making process.
NEXT STEPS: TECHNICAL ANALYSIS

- PIC #1: Problem / Issue Identification
  - Road classification
  - Road system
  - Transit service
  - Pedestrian / bicycle network
  - Goods movement network
  - Complete (liveable) streets

- PIC #2: Opportunities Identification
  - System gaps
  - Improved targets
  - Increased service standards
  - Incomplete links
  - Corridor requirements

- Technical Analysis: Transportation System Analysis Elements
  - Escarpment crossing operational improvements
  - Improved road transportation corridors
  - New transportation corridors
  - Short-term transit strategies
  - Long term transit strategies
  - Sensitivity analyses

- PIC #3: TMP Recommendations Policy Updates
  - Planning Guidelines
  - Implementation / Monitoring Programs
  - Planning Policies

For more information visit our website:
www.hamilton.ca/TMP
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. The contact information is provided below to give more details on these important transportation issues.

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Contact Information</th>
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<tbody>
<tr>
<td><strong>Metrolinx Regional Transportation Master Plan</strong></td>
<td><a href="mailto:James.Harvey@Metrolinx.com">James.Harvey@Metrolinx.com</a> 416-202-5574</td>
</tr>
<tr>
<td><strong>Niagara-to-GTA (NGTA) Corridor</strong></td>
<td><a href="mailto:John.Slobodzian@ontario.ca">John.Slobodzian@ontario.ca</a> 905-704-2204</td>
</tr>
<tr>
<td><strong>New GO Train Station on James Street North</strong></td>
<td><a href="mailto:Althea.Linton@Metrolinx.com">Althea.Linton@Metrolinx.com</a> 416-869-3600 x 5672</td>
</tr>
<tr>
<td><strong>Our Future Hamilton: Hamilton’s new Community Vision</strong></td>
<td><a href="mailto:Heather.Donison@hamilton.ca">Heather.Donison@hamilton.ca</a> 905-546-2424 x1276</td>
</tr>
<tr>
<td><strong>Mayor’s Citizen Panel on Rapid Transit</strong></td>
<td><a href="mailto:Michael.Kirkopoulos@hamilton.ca">Michael.Kirkopoulos@hamilton.ca</a> 905-546-2424 x2261</td>
</tr>
<tr>
<td><strong>Rapid Ready &amp; the Ten Year Local Transit Strategy</strong></td>
<td>Christine <a href="mailto:Lee-Morrison@hamilton.ca">Lee-Morrison@hamilton.ca</a> 905-546-2424 x6390</td>
</tr>
<tr>
<td><strong>Neighbourhood Action Plans</strong></td>
<td><a href="mailto:Suzanne.Brown@hamilton.ca">Suzanne.Brown@hamilton.ca</a> 905-546-2424 x 4711</td>
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<tr>
<td><strong>West Harbour Waterfront Redevelopment</strong></td>
<td><a href="mailto:Chris.Phillips@hamilton.ca">Chris.Phillips@hamilton.ca</a> 905 546-2424 x 5304</td>
</tr>
<tr>
<td><strong>Cycling Master Plan</strong></td>
<td><a href="mailto:Daryl.Bender@hamilton.ca">Daryl.Bender@hamilton.ca</a> 905-546-2424 x2066</td>
</tr>
<tr>
<td><strong>Smart Commute Hamilton</strong></td>
<td><a href="mailto:Peter.Topalovic@hamilton.ca">Peter.Topalovic@hamilton.ca</a> 905-546-2424 x 5129</td>
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<tr>
<td><strong>Truck Route Study (Truck Route Subcommittee)</strong></td>
<td><a href="mailto:christopher.newman@hamilton.ca">christopher.newman@hamilton.ca</a> 905-546-2424 x 5987</td>
</tr>
<tr>
<td><strong>Airport Employment Growth District</strong></td>
<td><a href="mailto:Guy.Papparella@hamilton.ca">Guy.Papparella@hamilton.ca</a> 905-546-2424 x 5807</td>
</tr>
<tr>
<td><strong>Strategic Road Safety Program</strong></td>
<td><a href="mailto:Dave.Ferguson@hamilton.ca">Dave.Ferguson@hamilton.ca</a> 905-546-2424 x2433</td>
</tr>
<tr>
<td><strong>Clean Air Hamilton &amp; Community Climate Change Plan</strong></td>
<td><a href="mailto:Brian.Montgomery@hamilton.ca">Brian.Montgomery@hamilton.ca</a> 905-546-2424 x1275</td>
</tr>
</tbody>
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546-CITY (2489)