City of Hamilton’s Transportation Master Plan (TMP)
Five-Year Review and Update

Public Consultation 2
AGENDA

5:00 – 6:00 pm
Viewing Boards / Q & A with the Team

6:00 – 6:20 pm
Presentation

6:20 – 7:50 pm
Workshop

7:50 – 8:00 pm
Evening Highlights / Next Steps
**AGENDA (WATERDOWN)**

12:00 – 1:00 pm  
**Viewing Boards / Q & A with the Team**

1:00 – 1:20 pm  
**Presentation**

1:20 – 2:50 pm  
**Workshop**

2:50 – 3:00 pm  
**Evening Highlights / Next Steps**
Hamilton Transportation Master Plan
Five-Year Review and Update

STUDY TEAM

City Project Team

Consultant Team

McPhail Transportation Planning Services Ltd.

Stakeholders

YOU!
THE PROJECT

Review and update of 2007 TMP

- Transportation policies and initiatives
- Public engagement
- Day-to-day Transportation Programs
- Project prioritization toolbox
TMP STUDY AND PUBLIC CONSULTATION SCHEDULE

Stage 1
- Review of 2007 TMP
- Identify issues and opportunities

Stage 2
- Transportation System Opportunities
- Complete / Liveable Streets
- Review of 1 and 2-way street designs

Stage 3
- Review of policies in 2007 TMP
- Identify policy updates required

Stage 4
- Develop updated TMP
- Develop implementation strategy

Public Consultation
- March 23-26, 2015
- June 2015
- November 2015

WE ARE HERE


Hamilton Transportation Master Plan
Five-Year Review and Update
**WHAT WE HEARD**

**Top 5 Transportation Priorities**
- Public Transit
- Walking and Cycling
- Complete Streets
- Accessibility
- Complete Communities

**Problem Areas and Challenges**
- Congestion on the LINC
- Poor condition of Downtown roads
- East-west travel through Downtown
- Better connections between public transit routes
- Pedestrian linkages between upper and lower Hamilton
WHAT WE HEARD

Opportunities to Improve Daily Travel within Hamilton

- Balance options for travel modes including access to more than one option
- Provide better quality of public realm for pedestrian traffic
- Increase bus service frequency
- Provide dedicated transit and/or HOV lanes
- Provide higher-order rapid transit (LRT)
Public Satisfaction (Kiosk Surveys)

Walking in Hamilton
Cycling in Hamilton
Transit in Hamilton
Driving in Hamilton

City's Commitment to Walking and Cycling
City's Commitment to Transit
City's Commitment to Roadway Maintenance

Satisfied
Neither
Dissatisfied
PUBLIC INPUT TO THE TMP

Key Topics of PIC Discussion

- Road Classification
- Road System Opportunities
- Transit Service Opportunities
- Pedestrian/Bicycle Opportunities
- Goods Movement Opportunities
- Complete / Liveable Streets
ROAD SYSTEM OPPORTUNITIES

OPPORTUNITY

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

GOAL

To maximize existing roadway infrastructure and review the need for new transportation corridors.

Legend:
- QEW
- Hwy 6
- RHVP/LINC (at capacity)
- Hwy 403
- New corridors
- NGTA
- Escarpment crossings
To provide more equitable service standards across the entire City and allow for alternate mode choices to key destinations potentially through:

- upgrades to transit service in the urban areas;
- better connections to residential and industrial areas outside the urban boundary; and,
- service frequency and transfer opportunities.

To increase transit service and coverage which will increase non-auto trips and encourage transit oriented development opportunities.
PEDESTRIAN AND BICYCLE OPPORTUNITIES

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.

GOAL

To achieve an increase in walk and cycle modes for work and school trips which will assist in the development of complete neighbourhoods and improve the overall health of the community.
GOODS MOVEMENT OPPORTUNITIES

OPPORTUNITY

To identify alternatives 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.

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.
COMPLETE / LIVEABLE STREETS

What are they?

Complete Streets is a transportation policy and design approach that is intended to plan, design, maintain and operate streets such that they balance the needs of all uses and users regardless of age, ability or mode of transportation. Users may include pedestrians, cyclists, motorists, public transit riders, users of the goods movement network, utility vehicles and emergency vehicles.

Existing street in Hamilton → Complete Streets Toolbox → “Made in Hamilton” Solution
ARTERIAL (DOWNTOWN / CENTRE)

Prioritizing active transportation and transit in the City’s most urbanized areas

- Occurs in City’s most urbanized and dense areas including growth centres
- Accommodates highest order transit and active transportation elements
- Street-oriented mixed-use buildings
- High levels of pedestrian activity
- Example: James Street
ARterial

Mobility options for transitioning neighbourhoods

- Urban to semi-urban context with high to moderate levels of pedestrian activity (often leading up to Downtown / Centres)
- Prioritizes transit and active transportation
- Encompasses medium-density street-oriented development to large format retail
- Examples: York Boulevard / Cannon Street
**Main Street**

*Street-oriented built form supported by an urban, pedestrian focussed street*

- Historical building fabric and small-scale, street oriented built form
- Not necessarily dense, but have and urban & active character
- Pedestrian focused elements
- Supportive of transit and active transportation
- *Example: King Street in Westdale and Dundas*
**COLLECTOR**

**Wide landscaped boulevards, enhanced transit & active transportation elements**

- Play important role in City as they prioritize goods and vehicle movement
- Predominantly suburban residential and not transitioning
- Active transportation elements incorporated as a minimum requirement
- Transit supportive
- *Examples: Hunter Street / Upper Paradise*
**Rural Road**

*Wide landscaped boulevards, enhanced transit & active transportation elements*

- Play important role in City for goods movement & agricultural uses
- Paved shoulders accommodate active transportation
  - *Example: Centre Road*
**Next Steps**

**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

**PIC #3**
- 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

**WE ARE HERE**

**Policy Updates**
- Planning guidelines
- Implementation / monitoring programs
- Planning policies
ON-GOING PUBLIC ENGAGEMENT (2015)

TMP Website

www.hamilton.ca/TMP

Kiosk Survey Opportunities

Group Discussions

Comment Sheets

JUN JUL AUG SEPT OCT
WHERE DOES YOUR INPUT GO?

System design / operations guidelines
Transportation system priorities
Transportation Policies
Complete / Liveable Streets and Complete Communities

TMP UPDATE

TRANSPORTATION PROGRAM PRIORITIES
INFRASTRUCTURE PRIORITIES
IMPLEMENTATION STRATEGIES
Next on the Agenda: Group Discussions

**Workshop 1:** Complete / Liveable Streets

**Workshop 2:** Transportation System Opportunities

City Staff and the Consultant Team will be able to answer specific questions during the discussions.
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THANK YOU