**ROAD SYSTEM OPPORTUNITIES**

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?

**Information**
- **NGTA**: Beyond 2041
- **Hwy 403**: Widen 2 lanes Main/King to Jerseyville (2021 to 2031)
- **QEW**: Widen 2 HOV lanes Freeman to RVHP (2021 to 2031)
- **Hwy 6**: Widen 2 lanes Airport to Hwy 403 (2021 to 2031)
- **QEW**: Widen to 8 lanes RHVP to Niagara (Beyond 2031)
- **LINC/RHVP**: Widen to 6 lanes (Recent discussions)
- **Escarption crossings**: 24 available, the lower and upper City connections are the most utilized

**Ballot Survey**

Choose the top three MTO highway improvements of most benefit to the transportation system.
- NGTA
- QEW 8 lanes (RHVP to Niagara)
- QEW HOV lanes (Freeman to RHVP)
- Hwy 403 (Main/King to Jerseyville)
- Hwy 6 (Airport to Hwy 403)

For each road classification, rank the preferred mode of use, with 1 as the most preferred and 5 as the least preferred.

<table>
<thead>
<tr>
<th>Road Classification</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
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<tbody>
<tr>
<td>Provincial Highways</td>
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<td>Major Arterials</td>
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<tr>
<td>Local Roads</td>
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</tbody>
</table>
**Workshop Discussion**

June 9, 11, 13 and 16, 2015

**ROAD SYSTEM OPPORTUNITIES**

**Incident / Congestion Management Opportunities**

- Emergency detour routes (EDR)
- Variable messaging signs
- Cameras
- Ramp metering
- Reversible lanes
- Speed variations

**Information**

**Sources of Congestion:**
- Bottlenecks
- Traffic incidents (25%)
- Work zones
- Bad weather
- Poor traffic signal timing
- Special events

**Congestion Management Opportunities:**

- Emergency detour routes (EDR)
- Variable messaging signs
- Cameras
- Ramp metering
- Reversible lanes
- Speed variations

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**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?**

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**Ballot Survey**

Choose three incident management measures that you think would best address congestion issues experienced on major highways and transportation corridors within Hamilton.

- Variable messaging signs
- Metering of ramps
- Time of day restrictions on temporary lane closures
- Adjustable speed limits
- Reversible lanes/moveable barriers
- Contracts with towing/incident removal
- Emergency detour routes
- Cameras on the road
- Other: ___________________________
Workshop Discussion
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TRANSIT SYSTEM OPPORTUNITIES

BLAST Transit Network

Information

B-Line:
Main/King
Phased from McMaster to Queenston Circle
(2018/19 Proposed for construction)

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

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

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

T-Line:
Mohawk/Gage/Kennilworth
Meadowlands to Centre Mall
(25 year)

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?

Ballot Survey

Which line of the BLAST network would be used by you the most?

- B-Line
- L-Line
- A-Line
- S-Line
- T-Line

Choose the top three park and ride locations that would most benefit the connectivity of the transit system.

- University Plaza
- Dundas downtown
- Waterdown Centre
- Waterfront
- Airport
- Limeridge Mall
- Centre on Barton
- Meadowlands
- Ancaster Business Park
- Rymal East
Should transit priority measures on selected Escarpment crossings be considered?

Where and how should Alternate Transportation / Transit Technology be placed?

Transit service concerns (what we heard):
- Frequency of service
- Multiple transfers
- Connectivity between lower and upper City
- More bus routes outside the urban area

Transit service opportunities:
- Bus only lanes
- Express buses
- Transit signal priority
- Transit terminals
- Queue jump lanes
- Alternate technology

Transit Service Opportunities

Transit System Opportunities

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Ballot Survey

Choose three transit improvements that could potentially address HSR service concerns and encourage your use of the HSR.

- Additional buses
- Improved adherence to schedules
- Queue jump lanes
- Bus only lanes
- Transit signal priorities
- Implementation of the entire BLAST network
- Transit stations
- Park and ride facilities
- Provide transit connections to outer areas
- Other: ___________________________
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?

**Ballot Survey**

Choose three major truck corridors that require enhancement to improve the existing route.
- QEW to port
- Hwy 403 to port
- Hwy 403 to airport
- Port to airport
- LINC to employment lands

Choose three truck route considerations that would improve the network and/or enhance the public’s perception of trucks on the transportation system.
- Expand travel lanes on highways/expressways
- Provide time-of-day delivery restrictions
- Wider lane widths in rural truck routes
- Pedestrian buffers on the urban truck network
- Increased enforcement

**Information**

- **7500** trucks originate from or are destined to Hamilton on a daily basis.
- Trucks play a major role in the prosperity and sustainability of the City’s economy.
- Trucks are permitted to use non designated truck route roads if it is required to reach their destination.
- Trucks travelling on the urban road network most likely have a destination within the urban area.

**Key Truck Patterns within Hamilton**

[Map showing key truck patterns within Hamilton]

**Goods Movement Opportunities**

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Where are the key missing links in the existing bicycle network?

Which type of bicycle path design infrastructure is preferred?

Pedestrian / Bicycle Network Design Opportunities

Pedestrian/cyclist concerns (what we heard):
- Lack of sidewalks in business parks
- Upper and Lower City connections
- Safer bicycle infrastructure
- East-west link lower escarpment
- Rural bicycle network

Pedestrian / bicycle opportunities:
- Cycle tracks / segregated bike lanes
- Wider boulevards
- Bicycle lanes
- Bicycle boulevards
- Landscaped separation

Ballot Survey

Choose three pedestrian / bicycle links that would make the existing network more complete.
- E-W corridor at the base of the Escarpment
- Cycle tracks / segregated bike lanes on Bay Street (Hunter to Cannon)
- N-S crossing of Escarpment
- On-road cycling network outside urban area
- Sidewalk system in new growth areas

Choose three design requirements that would enhance the pedestrian / bicyclist user experience.
- Wider boulevards/sidewalks
- Separation of bicycles and pedestrians
- Separation of bicycles from vehicular traffic
- Local cycling routes with traffic calming
- Other: ________________________________

What elements of the street are required to enhance the pedestrian and/or cyclist experience?