Hamilton Transportation Master Plan

Public Information Centre Two Summary
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Introduction

As part of the City of Hamilton’s update to the 2007 Transportation Master Plan (TMP), the City of Hamilton hosted a second round of Public Information Centres (PIC). Over the course of four days, conducted during the evenings of June 9-16, the public was introduced to the TMP findings to date and the identified opportunities and gaps in the transportation network. Participants were then asked to provide input into additional transportation opportunities as well as their vision for Complete Streets in Hamilton. This round of consultation followed a series of Vision Workshops that commenced in March.

The PICs were held at the following locations:

**Tuesday, June 9, 2015**  
Binbrook Agricultural Society,  
2600 Highway 56

**Thursday June 11, 2015**  
Dundas Town Hall,  
60 Main St

**Saturday, June 13, 2015**  
Flamborough YMCA,  
207 Parkside Dr.

**Tuesday, June 16, 2015**  
St. Eugene Catholic Elementary School,  
120 Parkdale Ave S
Purpose

The purpose of the PIC was to receive public input into Complete Streets design for Hamilton and emerging transportation opportunities related to the road system, transit system, goods movement network and the pedestrian and cycling network.

What was Presented?

The workshops commenced with introductory remarks from the City, followed by an overview presentation covering:

- The TMP process;
- Project objectives and timelines;
- Key Findings from the previous PIC and work completed to date;
- An introduction to Complete Streets and road typologies; and
- Next steps and an overview of the evening’s workshop exercises.

Following the presentation, participants were invited to partake in facilitated break-out sessions of which the key findings from those sessions are identified within this report.
Complete Streets Road Typologies

Arterial (Downtown/Centre)
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).

Arterial
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.
Main Street
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.

Collector Street
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.

Local Street
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.

Rural Road
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.
Complete Streets Workshop

Participants were organized into tables with each table centred around a scaled aerial photo of either an arterial (downtown/centre), arterial, or main street roadway in Hamilton, existing and proposed right-of-ways (ROW), complete streets road and boulevard cross section pieces (bike lanes, sidewalks, traffic lanes, boulevards, etc.), writing utensils (markers, pens, pencils) and post-it notes.
Workshop Exercises

Exercise One Complete Streets
Each group was asked to assess the example road typology and design their ideal streetscape based on existing and proposed ROWs.
Participants were provided with a set of objectives for each assigned road typology and it quickly became apparent that the ROWs were too small to accommodate all desired designs. Using the cross section elements provided (see list below) participants designed their ideal street and boulevard and were asked to discuss whether the needs of the street typology could be met by the design as well as the priorities and resulting tradeoffs, taking into consideration factors such as road capacity, future development, transit modes, pedestrian experience and the retail function of the street.

Cross section pieces:
- Pedestrian clearways
- Single lanes
- Left turning lanes
- Tree-lined boulevards
- Concrete medians
- Planted medians
- Bike lanes (painted, physically separated, single direction, bidirectional)
- Parallel parking
- Angled parking
- Marketing zones

Exercise Two Transportation Opportunities
Under guidance from the group facilitators, participants were asked to complete a worksheet with a wide range of questions pertaining to transportation opportunities throughout the City of Hamilton.
Topics covered included:
- Road system opportunities
- Transit opportunities
- Goods movement opportunities
- Pedestrian & bicycle opportunities
Complete Streets - Key Findings

Key findings from the workshops include:

Main St. west of Queen St. (Downtown Hamilton) - Arterial (Downtown / Centre)
- Participants noted the importance of maintaining this road as an express route through the downtown, particularly in light of potential Light Rail Transit (LRT) service on King, as a result, most participants felt that moving automobile traffic was a top priority and were unwilling to remove lanes for motorized vehicles.
- Pedestrian realm improvements were prioritized over on-street parking
- Most participants were unsure whether the demand for bike lanes would necessitate the space required. One participant noted that bike lanes could be considered if demand was high enough.

Dundas St. E west of Riley St. (in Waterdown) - Arterial
- Participants expressed desire for both functionality and beautification of the street and boulevard by suggesting planted centre medians with breaks for left turns.
- Participants were favourable of a physically separated bidirectional bike lane on one side of the road.

A Complete Streets analysis should consider:
- Scenic routes should be included as part of a Complete Streets analysis and include parallel cycling / pedestrian paths (e.g. Weir Lane)
- Complete streets need to address that there are rural roads that have narrow lanes and are unsafe for cyclists (e.g. Olympic Drive)
Transportation Opportunities - Key Findings

The following are the key themes that participants identified for transportation opportunities in Hamilton:

Road System Opportunities
- There is periodic congestion on the Lincoln M. Alexander Parkway (LINC). Any improvements to this corridor should consider the addition of LRT service as opposed to a general purpose lane.
- Consideration for variable speed control on Controlled Access Highways as a means of managing traffic congestion should be considered.
- The focus of the TMP should be on providing new transit opportunities rather than considering new transportation corridors.
- The City should provide Phone Apps that assist the public in identifying congestion areas and possible alternatives with estimated travel time.
- The TMP should consider emerging technologies like real-time information for tracking congestion, and autonomous vehicles.
- The City should consider Toll / Congestion Pricing to address downtown congestion.
- The TMP must include travel demand analysis to ensure we understand where people are travelling. It was noted that for the Upper City / Mountain area residents the majority of the travel is east-west.
- Reversible or moveable lanes, variable lanes were identified as a good solution for dealing with traffic congestion.

Transit System Opportunities
- Most participants agreed with the proposed park and ride locations along the BLAST transit network. Some individuals commented that locations could be improved by combining with other facilities (bike storage, bike share, etc.)
- Participants expressed a desire for the TMP to consider alternate & emerging transit technology such as Gondolas, real-time information, and PRESTO as a payment vehicle for bike share.
- Seamless connections between transit modes was identified as a priority.
- The priority assessment for Rapid Transit Lines L-S-T should consider the travel needs seniors and students as well as consider connections to other transit services (GO) and Hamilton Street Railway (HSR) lines.
- The S and T lines were identified as the next top priorities over the L line.
- The termination of the LRT at Queenston Circle and the implementation of Metrolionx Two Way All Day GO Service to Hamilton including the provision of the Confederation GO Station requires that the TMP revisit the alignment of Line T as the destination should be the Confederation Station.
- There was support for the transit priority
measures on selected Escarpment Crossings and especially a transit priority link from the Upper City to new GO Station.

- It was noted that “solar collection road tiles/panels” are being used in the US and that Hamilton should consider this type of new technology as part of transit system design.

**Goods Movement Improvement**

- The City should consider policy to allow specific streets to become pedestrian only streets during certain hours of the evening and allow truck deliveries in the early morning hours.
- Participants were relatively pleased with the current goods movement system.
- 403 to the port and 403 to the airport are the two goods movement routes that are in most need of enhancement.
- Participants expressed that wider lanes in rural areas were a priority for improving goods movement.
- Participants expressed interest in the TMP considering time-of-delivery restrictions (night-time, non rush hour, etc.).

**Pedestrian & Bicycle Opportunities**

- Participants considered physically separated bike lanes as superior to painted lanes because of the safety they provide.
- Cyclists expressed issues with sewer grates along roadsides.
- Participants were interested in a comprehensive sidewalk system in new growth areas.
- Participants considered trees and boulevards to vastly improve the pedestrian experience.
- There should be consideration for bicycle escalators up the Escarpment and an inclined railway for pedestrians.
- Bicycle lane design needs to consider snow removal.
What’s Next?

As described below, PIC #2 comprised the second round of public consultation in a continuing process:

**PIC #1**
The first PIC focused on identifying problems and issues within Hamilton’s transportation network and on developing a Vision for the TMP.

**PIC #2**
The focus of the second round of PICs was on the design of Complete Streets and emerging transportation opportunities.

**Technical Analysis**
The next step of the TMP review process, to be conducted over the summer and fall of 2015, will cover the in depth technical analysis of how the transportation system performs today, and the impacts of suggested improvements.

This analysis will cover escarpment crossing operational improvements, improved road transportation corridors, new transportation corridors, short and long-term transit strategies, Complete Streets policy and sensitivity analysis of the EMME transportation model.

Based on this analysis, a draft report will be developed and completed in Winter 2015.

**PIC #3**
A last round of PICs will occur in November 2015 to provide an opportunity for the public to input into the TMP draft report recommendations and policy updates. Feedback from this PIC will be incorporated into the final report.