WELCOME
Tonight’s Agenda

6:00 - 7:00 pm  Viewing Boards / Q & A with the Team

7:00 - 7:50 pm  Your Engagement
- Presentation
- Town Hall Polling
- Discussion

7:50 - 8:00 pm  Evening Highlights / Next Steps

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
PROJECT PROCESSES

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.

**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.

**Stage 1**
November 2014 - April 2015
- Review of 2007 TMP
- Identify Issues and Opportunities

**Stage 2**
April 2015 - August 2015
- Transportation System Opportunities
- Complete Livable Better Streets
- Street Conversions

**Stage 3**
August 2015 - October 2015
- Review of policies in 2007 TMP
- Identify policy updates required

**Stage 4**
October 2015 - March 2016
- Develop preliminary directions
- Develop initial implementation strategy

**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:

**Year 0**
- Project Creation and Budget

**Year 1**
- Scope Development (Project EA, if required)
- Permit Approvals, Pre-Design and Base Plans

**Year 2**
- Utilities Coordination, Land and Tender Preparation

**Year 3**
- Detailed Design

**Year 4**
- Construction

**Year 5**

**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).
WHAT IS THE TMP UPDATE?

**VISION (PROBLEM) STATEMENT**

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 success of the Plan will be based on **SPECIFIC, MEASURABLE, ACHIEVABLE, RELEVANT AND PROGRAMMED RESULTS**.

The ultimate goals of the TMP are to:
- Reduce dependence on single occupant vehicles;
- Promote accessibility;
- Improve options for walking, cycling and transit; and
- Maintain and improve the efficiency of Goods Movement trips.

**OBJECTIVE OF THE TMP UPDATE**

- **Increased Active Transportation**
  - Update of Recreational Trails Master Plan
  - Update of Hamilton’s Cycling Master Plan
  - Continued and increased TDM initiatives
- **Increased Transit Service and Use**
  - Metrolinx funding for B-Line LRT
  - 10-Year Local Transit Strategy
  - Rapid Ready
  - Rapid transit network (BLAST)
- **Cost Effective and Efficient Road System**
  - Address existing and future congestion issues
  - Implement planned and committed road infrastructure
  - Develop transportation policy directions

**TMP UPDATE PROCESS**

**INPUTS**
- Consultation Feedback
- Technical Analysis

**PROJECT WORK**
- Transportation Systems
- Transit
- Cycling / Pedestrians
- Goods Movement
- Street Conversions
- Complete Livable Better Streets

**OUTCOMES**
- Prioritization Strategy
- Implementation Toolbox
## WHAT HAS BEEN DONE SINCE THE LAST PIC?

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<th>TASKS</th>
<th>JULY</th>
<th>AUG</th>
<th>SEPT</th>
<th>OCT</th>
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<td>Policy</td>
<td>REVIEW OF 2007 POLICIES</td>
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<td>STRATEGIC PLANNING / ANALYSIS</td>
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<td>Goods Movement</td>
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### INPUT TO TMP UPDATE

#### PUBLIC INPUT

**Transportation Priorities:**
- Public Transit
- Walking and Cycling
- Complete Livable Better Streets
- Accessibility
- Complete Communities

**Challenges:**
- Congestion on the LINC, Hwy 403 and QEW
- Poor condition of downtown roads
- East-west travel through downtown
- Better connections between public transit routes
- Pedestrian linkages between upper and lower Hamilton

**Opportunities:**
- Balance options for travel modes
- Provide better quality public realm for pedestrians
- Increase bus service frequency
- Provide dedicated transit and/or HOV lanes
- Provide higher order rapid transit

#### STAKEHOLDER INPUT

**Stakeholders:**
- Government Agencies
- Public Health
- Goods Movement
- Chamber of Commerce

**Challenges:**
- Requires more dialogue between Provincial agencies and municipalities
- Missed opportunities for Public Health Services’ involvement in transportation and land use planning due to timing
- Many TMP issues impact goods movement, but need input from goods movement stakeholders
- Need to attract new jobs and increase economic development, retain / expand businesses

**Opportunities:**
- Strengthening inter-regional connections (i.e., transit, trails, highway network)
- Improving Public Health Services participation in City planning processes to ensure support for greater active transportation and public transit use
- Reaching out to stakeholders to ensure goods movement needs are addressed
- Provide improved walkability and transit access to assist with the development of a concentration of creative industries in the Downtown core

#### KEY TAKEAWAYS

**TMP should focus on community livability, active transportation and transit**

- Need for agency / stakeholder integration / communication / involvement
- Missed project opportunities / timing

**TMP ACTIONS**

- Prepare a Complete Livable Better Streets toolbox
- Better coordination of meetings between City and stakeholders
- Ensure vested parties are at the table at the beginning of the planning process
**PUBLIC INPUT**

**ONLINE SURVEY: PHASE ONE (AUGUST - SEPTEMBER, 308 RESPONSES)**

### Satisfaction with the Existing Transportation System for...

- **Pedestrians** are the most satisfied with the existing transportation system.
- **Roadway maintenance** is a major concern for the residents of Hamilton.
- Improvements should be undertaken for cycling, transit and road infrastructure.

### Satisfaction with Hamilton’s Commitment to...

### Mode of Travel Based on Travel Distance (Top Three Choices)

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<td>81%</td>
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<tr>
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<td>30%</td>
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<td>23%</td>
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<tr>
<td>3</td>
<td>10%</td>
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### KEY TAKEAWAYS (EVENTS)
- Maintain and expand pedestrian network for continued connectivity.
- Improve coordination with City Asset Management and Road Operations.
- TMP to identify policies to improve cycling, transit and road infrastructure.

### KEY TAKEAWAYS (SURVEYS)
- For medium distances, cycling would be the preferred mode, but is not the current mode. For longer distances (greater than 5 kilometres), the car is still the preferred mode of movement.

### TMP ACTIONS
- Encourage opportunities for cycling with provision of a better connected network.
POLICY REVIEW AND RECOMMENDATIONS

NEW: Public Health

Protect the Environment

Complementary Land Uses / Built Forms

Support Local Economic Development

NEW: Sustainability

Travel Mode Choice

Livability

Efficient and Affordable Network

NEW: Accessibility

Transportation Master Plan Policies

NEW: Emerging Technology

PRELIMINARY DIRECTIONS OF THE NEW POLICIES

- Health by Design: Integrate into transportation planning and clearly identify health impacts
- Emerging Technology: Embrace and benefit from opportunities offered by emerging technologies to make the transportation system more efficient, productive and environmentally friendly
- Sustainability (TDM): Ensure environmentally friendly transportation through infrastructure opportunities and promotion of alternate modes of transportation
- Ongoing Accessibility Upgrades (AODA): Better integration of existing and new transportation infrastructure

NEW TECHNOLOGY IS CHANGING OUR LIVES IN WAYS NEVER ANTICIPATED

Traffic Control Systems
PRESTO & Apps
Traffic Management Centre
Driverless Cars / Buses

Internet Accessibility
Real Time Information
Virtual Offices
Telecommuting & Teleconferencing (eg. Skype, etc)

EXISTING POLICIES REMAIN RELEVANT

IMPLEMENTATION

- Implement evidence based approach to public health and transportation
- Ensure Public Health messaging is evident in the planning process
- Develop a communication strategy
EXISTING AND FUTURE ISSUES / CONSTRAINTS

REVIEW PROCESS

**Purpose:**
To obtain an understanding of congested areas on the road network for existing conditions (2011) and future conditions (2031) and to identify potential road network improvements to address congestion concerns.

**Method:**
Use of EMME, a high-level (macroscopic) strategic transportation planning model.

**Key Inputs**
- Population
- Employment
- Trip origins and destinations
- Road network
- Transit network
- Speeds/lanes

**4-Stage EMME Process**
- Trip generation
- Trip distribution
- Modal split
- Trip assignment

**Key Outputs**
- Vehicle Volumes
- Transit ridership
- Travel times
- Travel speeds
- Volume/capacity ratios

**Key Takeaways:**
- 2007 TMP EMME is not reflective of the most current available trip travel patterns and road network as it was based on 2006 conditions
- The 2031 EMME model assumed a high decrease (20%) in auto drivers

**TMP Actions:**
- 2007 TMP EMME model needs to be updated to reflect the most current available data (year 2011)
- 2031 model to be revisited to identify any need for further improvements and/or recommendations based on a lower decrease in auto drivers
EXISTING AND FUTURE ISSUES / CONSTRAINTS

EXISTING CONGESTION AREAS (2011) AM PEAK HOUR

Commuter congestion observed at the following locations:

City of Hamilton jurisdiction:
- York Boulevard corridor
- Main Street West / Wilson Street corridors
- Downtown corridors
- Escarpment crossings

Ministry of Transportation Ontario (MTO) jurisdiction:
- Highway 403
- QEW

Key Takeaways:
- Congestion on Provincial facilities
- West Hamilton and westerly escarpment crossings are congested

TMP Actions:
- City requires Province to continue planning for the NGTA corridor
- Review impacts associated with potential increase to transit services crossing the escarpment to reduce congestion levels in West Hamilton

FUTURE (2031) DO NOTHING AM PEAK HOUR CONGESTION AREAS

Commuter congestion (existing issues and additional areas):

City of Hamilton jurisdiction:
- Waterdown area corridors
- Highway 6 north
- York Boulevard / Plains Road corridors
- Downtown corridors
- Escarpment crossings

Ministry of Transportation Ontario (MTO) jurisdiction:
- Main Street W corridor
- Wilson Street corridor
- Upper Centennial Parkway
- Regional Road 20
- RHBP area

Key Takeaways:
- Congestion on Provincial facilities
- Future land use planning is focused on the expansion of employment areas and growth areas (e.g. Red Hill Business Park, Airport area, Stoney Creek, etc.)

TMP Actions:
- City requires Province to continue planning for the NGTA corridor and improving its highways
- Supplement growth with investments in strategic road widenings and strategic new road facilities
TRANSPORTATION SYSTEM ALTERNATIVES

2031 Planned Infrastructure Improvements (Based on 2007 TMP Road and Transit Improvements)

**Waterdown Area:**
- NS Waterdown Road link
- NS Waterdown bypass
- EW Waterdown bypass
- Hwy 5/6 interchange

**Dundas Area:**
- Governors Road widening and improvements

**Downtown Corridors:**
- Pedestrian/cyclist improvements
- Street conversions (Wilson Street, Duke Street, Bold Street, etc.)

**Municipal Highways:**
- Highway 6 widening
- Upper RHVP

**Stoney Creek Area:**
- Arvin Avenue Extension
- Road widenings (Fifty Road, Hwy 8, etc.)
- Road improvements

**Binbrook Area:**
- Road widenings (Regional Road 56, Binbrook Road)

**Ancaster Area:**
- Cormorant Road extension
- Road widenings (Garner Road, Wilson St, etc.)
- Road improvements (Jerseyville Road, etc.)

**Airport Area:**
- Garth Street extension
- Improvements to Dickenson Road and Twenty Road

**Red Hill Business Park Area:**
- Dartnall Road extension
- Twenty Road extension
- Upper Ottawa Street extension
- Road improvements (Glover Rd, Nebo Rd, etc.)

**Key Takeaways (from 2007 TMP):**
- Planned road infrastructure can address the majority of the noted 2031 DO Nothing congestion issues if a 20% decrease in auto drivers is assumed (per 2007 TMP)

**TMP Actions:**
- Review congestion issues as a 20% decrease in auto driver trips does not occur and road/transit improvements do not occur

**2031 Ongoing Road Infrastructure Issues:**
Even with the implementation of planned improvements by 2031, commuter congestion is still observed at the following locations:

**City of Hamilton jurisdiction:**
- Highway 6 north
- York Boulevard / Plains Road corridors
- Downtown corridors
- West Hamilton Mountain / Escarpment crossings
- RHVP / QEW interchange

**Ministry of Transportation Ontario (MTO) jurisdiction:**
- Highway 403 and QEW

**Key Takeaways:**
- Congestion issues still exist even with the implementation of planned improvements by 2031

**TMP Actions:**
- Develop system alternatives to address ongoing 2031 congestion issues
System Alternatives
(To address principles of the TMP Vision Statement)

Alternative A:
Widen Hwy 403
- Highlight the importance of the Province of Ontario investing in the widening of Highway 403 to the overall City of Hamilton transportation system

Alternative B:
Localized Improvements - Identified through the TMP Process
- Increasing transit ridership (doubling) between upper and lower Hamilton especially on Beckett, James Mountain Road and Claremont Access
- Decrease auto trips originating and destined within the Downtown by 5% to account for increased walk and cycle
- Accepting a higher tolerance for congestion in the future
- New roadway to airport from RHVP
- Interim improvements to RR 20 east of Centennial Parkway

Alternative C:
Alternative B and widening of LINC and RHVP to 6 lanes

Alternative D:
Alternative A and Alternative C
NEXT STEPS: EVALUATION OF TRANSPORTATION SYSTEM ALTERNATIVES

PROPOSED EVALUATION CRITERIA

The next step in the process is to evaluate each of the alternatives to determine the alternative that best addresses the problem (vision) statement. The following are the proposed evaluation criteria:

TRANSPORTATION
- Transit mode share
- System vehicle km
- Congestion levels (volume/capacity)
- Average travel speeds
- CO\textsubscript{2} emissions
- Network connectivity
- Goods movement
- Pedestrians / cyclists

NATURAL ENVIRONMENT
- Escarpment
- Natural heritage network

SOCIO-ECONOMIC
- Planning policies
- Development objectives
- Public health
- Safety
- Walkability / accessibility
- Land use planning
- Business / economic development

IMPLEMENTATION
- Benchmark costs
- Property acquisition
- Staging opportunities

RECOMMENDED TRANSPORTATION SYSTEM
TRANSIT POLICIES

VISION: Transit, the best choice for connecting people.

MISSION: To efficiently provide safe, customer-focused transit services for all.

KEY TMP RECOMMENDATIONS

Customer Experience
- Improve customer information, amenities and services. Terminal development and improvements.
- Promote ridership through branding with a focus on differentiating express bus service.

System Efficiencies
- Review capacity deficiencies, scheduling issues and under-performing routes.
- Need for additional buses and operators.
- Current Maintenance and Storage Facility at capacity; a new facility is required to accommodate transit vehicles.

Service Standards
- Newly approved updated standards will provide an objective basis to determine service levels to address gaps and grow service.

BLAST Network
- Develop BLAST network by implementing B-line LRT and increasing service levels on the A and T lines towards rapid transit.
- Introduce express service on the L and S lines.
- Strengthen connectivity between terminals/nodes.
- Feed future rapid transit.

Service Capacity
- Expand coverage in growth areas.
- Expand frequency and span to meet demand.
- Improve connections to outer communities and inter-regional transit and other modes. Implement transit priority measures.
CYCLING NETWORK

2007 TMP CYCLING INFRASTRUCTURE RECOMMENDATIONS

2009 CITY COUNCIL APPROVED CYCLING NETWORK

CYCLING NETWORK GAPS FOR REVIEW

KEY TAKEAWAYS

1. Enhanced continuity of the network must be supported
2. Cycle tracks have been successfully implemented in the City
3. Escarpment crossings present a challenge to connections
4. Existing network still has gaps
5. Winter maintenance is a concern for cyclists

TMP ACTIONS

1. Develop policy to facilitate improve network continuity
2. Develop policy to clearly define bicycle treatments based on road classification
3. Assess further cycle track opportunities to provide a more continuous cycle track network
4. City to undertake a detailed review of existing bicycle network to address gap issues
5. Develop a strategy for operational maintenance of bicycle lanes in the winter
6. Include bike boulevards / greenways as part of bicycle route design toolbox
7. Strategically pave sections of trails to help facilitate commuter cycling
PEDESTRIAN NETWORK

RECREATIONAL TRAILS MASTER PLAN (DRAFT)

The goal of the Recreational Trails Master Plan is to guide the development of a connected, comprehensive, accessible and sustainable multi-use trail network throughout the City of Hamilton and to surrounding communities to improve the health and wellness for pedestrians, cyclists and trail users which meets both recreational and commuter needs.

MISSING PEDESTRIAN LINKS

In Industrial Areas:
- Head Street, Dundas Industrial Area
  Photo courtesy: Google Maps (April 2015)
- Goderich Road, East Hamilton Industrial Area
  Photo courtesy: Google Maps (June 2015)

In School Areas
- Fessenden Elementary School, 168 Huron Avenue, Ancaster
  Photo courtesy: Google Maps (2015)
- Flamborough Centre School, 922 Centre Road
  Photo courtesy: Google Maps (2015)

PEDESTRIAN MOBILITY PLAN (2012)

The Pedestrian Mobility Plan strives to achieve the following Vision:
- Increased inclusive mobility
- Well designed and managed spaces and places for people
- Improved integration of networks
- Supportive land use and spatial planning
- Reduced road danger
- Less crime and fear of crime
- More supportive site planning and engineering standards
- A culture of walking

KEY TAKEAWAYS

1. The Pedestrian Mobility Plan through “Routine Accommodation” is compatible with the Complete Livable Better Streets toolbox.

TMP ACTIONS

1. TMP to support recommendations from the Recreational Trails Master Plan (2015)
2. Update policy to mandate sidewalks on both sides in industrial parks and school areas
3. Support Pedestrian Mobility Plan recommendations regarding clear width ranges for sidewalks
4. Develop a toolbox to prioritize sidewalk implementation within the City.
GOODS MOVEMENT REVIEW

Goods Movement is the movement of products and materials.

Role in the TMP:
- Focuses on roads and highways but also includes air, rail, marine and pipeline connections and terminals
- Focuses on City of Hamilton streets but also considers inter-urban connections (400-Series Highways, QEW)

Key Considerations
- Policies to guide the development and use of the goods movement network
- Update of the Truck Route Network

The Goods Movement network is important because:
- This sector sustains and grows economic development
- The movement of goods interacts with other modes of travel
- Improvement will contribute to the balanced transportation network
- Recommendations will impact policy directions

TRUCK NETWORK ISSUES AND GAPS

NEW POLICY DIRECTIONS
1. Continued support of development of the Port and Airport as dominant intermodal hubs
2. Work with neighbouring municipalities and senior governments to ensure appropriate connectivity to support the City’s Economic Development plans

TMP ACTIONS
1. Develop a Vision Statement for Goods Movement
2. Identify goals/objectives
3. Incorporate new policies into the TMP Update and Review
4. Ensure goods movement needs are included in Complete Livable Better Streets schemes
5. Update 2010 Truck Route Master Plan (post TMP Update)
COMPLETE LIVABLE BETTER STREETS IN HAMILTON

The City of Hamilton’s approach to street design has been evolving to better recognize the needs of all users. The City’s Official Plan and supporting policy documents call for streets that are more supportive of walking, cycling and transit. The City’s TMP considers planned land uses and built form intensities to ensure that the transportation network supports and facilitates the City’s vision for growth.

Streets in Hamilton today are identified by their transportation function as arterial, collector and local roads. Streets will continue to be identified via this classification, however, as part of the TMP Update the City is identifying policy and a decision making process for adopting a Complete Livable Better Streets design approach.

Complete Livable Better Streets is an approach to street design that balances the needs of all users. While design does not always provide equal accommodation, it is a context sensitive approach that considers both the transportation and placemaking function of the road. A Complete Livable Better Streets approach to design will include placemaking and land use sensitive roadway typologies, and a standards toolkit, that will help rationalize and guide road and streetscape decisions.

Guiding Principles

1. Consider adjacent land uses, built forms and context, integrating mobility as a means, not an end
2. Encourage people to travel by walking, cycling and transit
3. Recognize that streets are public spaces that should be used by people of all ages and abilities
4. Enhance the safety and security of streets
5. Support improved public health
6. Support the development of livable neighbourhoods
7. Incorporate green infrastructure that reduces runoff, carbon emissions and energy consumption
8. Promote the economic well-being of both businesses and residents
9. Increase civic space and encourage social interaction
10. Balance user needs based on the future vision for the street

Decision Making Process

1. Define Project Goals
2. Review Background and Context
3. Identify Typology
4. Determine Elements of the Street
5. Refine Elements
6. Design Street Section
7. Design Intersections & Transitions
8. Revisit Project Goals & Develop Budget
COMPLETE LIVABLE BETTER STREETS TYPOLOGIES

“Main Streets”

Main streets exist in each of the former municipalities that make up Hamilton. They are often traditional 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 often surrounded by stable residential neighbourhoods.

Typically, Main Streets should encourage a healthy commercial environment and accommodate pedestrian and transit movement, with narrow streets, slower traffic, on-street parking, wide boulevards, mature tree growth and enhanced pedestrian amenities.

EXAMPLE IN HAMILTON:
WILSON STREET, ANCASTER
Credit: City of Hamilton

PRECEDENT:
CAMBRIDGE, ONT
Credit: Brook McIlroy

* Street Plans and Sections are for illustrative purposes only and do not necessarily represent recommended designs.
COMPLETE LIVABLE BETTER STREETS TYPOLOGIES

“Urban Avenues”

Urban Avenues are located in the most dense, mixed-use urban centres. Development is street-oriented and streets are very busy. Urban Avenues carry high volumes of all modes of movement, including transit, cyclists, pedestrians, private vehicles and goods movement vehicles.

Street design generally accommodates transit and provides 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 on-street parking, tree growth, transit and active transportation (eg. dedicated transit lanes, more comfortable transit stops, wider sidewalks).

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COMPLETE LIVABLE BETTER STREETS TYPOLOGIES

"Transitioning Avenues"

Transitioning Avenues are major streets that cross the city east-west or north-south. They are generally located in commercial or residential areas that are transitioning to a more urbanized and mixed-use context. Generally, they 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.

Responding to this intensification, the street will accommodate higher vehicle capacity, as well as transit and active transportation. Transit vehicles, cyclists and pedestrians should have dedicated space. These are also major goods movement corridors, so they may have a centre median and dedicated turning lanes.

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COMPLETE LIVABLE BETTER STREETS TYPOLOGIES

“Connectors”

Connectors are primarily found in residential areas and link residential neighbourhoods to each other and to other areas of the City. Development along the street is fairly stable but may be transitioning from low to medium density residential. Buildings are generally set back from the street with a wide boulevard area.

Connectors accommodate higher vehicle capacity than local streets, as well as transit and local deliveries of goods. Given that they pass through residential areas, these streets should support active transportation with wide sidewalks and multi-use paths or dedicated cycling facilities. These wide and busy streets should also include ample soft landscaping and mature trees to buffer adjacent uses.

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COMPLETE LIVABLE BETTER STREETS TYPOLOGIES

“Neighbourhood Streets”

Neighbourhood Streets provide direct access to residential areas. They 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 important.

Neighbourhood Streets should accommodate comfortable and safe pedestrian and cyclist movement, as well as development of a mature tree canopy.

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COMPLETE LIVABLE BETTER STREETS TYPOLOGIES

“Rural Roads”

Rural Roads are located outside Hamilton’s urban core, primarily in agricultural and natural areas, or in industrial areas within the urban boundary. Their primary function is to move private and goods movement vehicles. However, they should also include recreational cycling facilities (for example, a paved shoulder or multi-use path) and may also accommodate transit. The edges of rural roads should also include drainage swales.

EXAMPLE IN HAMILTON:
TRINITY CHURCH ROAD, HAMILTON
Credit: Margaret Reid

PRECEDENT:
SOUTHERN ONTARIO

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COMPLETE LIVABLE BETTER STREETS TYPOLOGIES

“Rural Villages”

Rural Villages are small communities found throughout the rural areas of Hamilton. Streets that pass through Villages serve local residents, as well as through-traffic. Rural Villages are often centred around an intersection or a section of highway, and may include residential frontages or a small number of commercial or other uses that serve the community.

In contrast with Rural Roads, Rural Villages should slow traffic through smaller settlements. These roads will be designed to support the local community and calm traffic as they transition into a Village setting. As they are associated with clusters of low density residential or commercial development, boulevards should include sidewalks, street trees, on-street parking, cycling facilities and other amenities to support local residential and retail activity.
STREET CONVERSIONS

Potential Conversion Opportunities

Five Year Plan Regarding Two Way Street Conversion

Completed Conversions
Planned Conversions
Future Conversions

PRIORITIZATION PROCESS

1. Major planned and/or improved City planning and investment initiatives, whether transportation or development infrastructure
2. Livable Communities
3. Transportation Needs

STREET CONVERSION EVALUATION CONSIDERATIONS

Community Considerations:
- Access and identity
- Business visibility
- Safety
- Parking requirements
- Loading zones/site access
- Cyclists and pedestrians

Transportation Considerations:
- Role and function
- Travel times / vehicle routing
- Roadway capacity
- Bicycle network requirements
- Transit functionality
- Pedestrian movements
IMPLEMENTATION

Implementation of the TMP will take place over a long period of time, and with the cooperation of many partners, within and outside the City.

UPDATE TMP DOCUMENT WITH NEW POLICIES FOR:

TRANSPORTATION SYSTEMS
TRANSIT
PEDESTRIANS AND CYCLISTS
GOODS MOVEMENT
COMPLETE LIVABLE BETTER STREETS
STREET CONVERSIONS

A BALANCED TRANSPORTATION NETWORK
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:James.Harvey@Metrolinx.com">James.Harvey@Metrolinx.com</a> 416-202-5574</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 (LRT Jury)</td>
<td><a href="mailto:Kwab.Ako-Adjei@hamilton.ca">Kwab.Ako-Adjei@hamilton.ca</a> 905-546-2424 x 2548</td>
</tr>
<tr>
<td>Neighbourhood Action Plans</td>
<td><a href="mailto:Al.Fletcher@hamilton.ca">Al.Fletcher@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 x 2066</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:Kelly.Brown@ontario.ca">Kelly.Brown@ontario.ca</a> 416-585-7255</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)