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
**TMP Consultation and Study Schedule**

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

**Stage 2**
- Transportation System Opportunities
- Complete / Livable / Better Streets
- Review Street Conversions

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

**Stage 4**
- Develop preliminary directions
- Develop initial implementation strategy

**Public Consultation 1**
March 2015

**Public Consultation 2**
June 2015

**Public Consultation 3**
December 2015

**Final Public Consultation**
Spring 2016

Hamilton Transportation Master Plan
Five-Year Review and Update
TMP Process

Review and update of the 2007 TMP policies and initiatives

Consultation
Transportation Systems
Transit
Cycling / Pedestrians
Goods Movement
Street Conversions
Complete Livable Better Streets
Technical Analysis

Prioritization Strategy
Implementation Toolbox
OBJECTIVE OF TMP

A balanced transportation network to accommodate all travel modes.

City Initiatives

Increased Active Transportation
Increased Transit Service and Use
Cost Effective and Efficient Road System
**Since PIC 2 (June 2015)**

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## Inputs to the TMP (What we Heard)

### Public Consultation (PICs)
- Attendees at PIC 1 (March 2015)
- Attendees at PIC 2 (June 2015)

### Public Engagement (Surveys)
- Kiosk/event surveys
- Online surveys

### Stakeholders (Meetings/Workshops)
- Other Government Agencies
- Public Health
- Goods Movement
- Chamber of Commerce

### Key Takeaways

#### WHO
- Attendees at PIC 1 (March 2015)
- Attendees at PIC 2 (June 2015)

#### WHAT WE HEARD
- Focus on community livability, active transportation and transit

#### ACTION
- Prepare a Complete Livable Better Streets toolbox

#### ROADWAY MAINTENANCE
- Roadway maintenance
- Improvements for cycling, transit and road infrastructure
- Reliance on vehicles for longer distance travel

#### POLICIES TO IMPROVE CYCLING, TRANSIT AND ROAD INFRASTRUCTURE
- Policies to improve cycling, transit and road infrastructure
- Policies to encourage active transportation and transit use

#### OTHER GOVERNMENT AGENCIES
- Need agency/stakeholder integration/communication/involvement
- Improved coordination of project opportunities/timing

#### CHAMBER OF COMMERCE
- Better coordination of meetings between City and stakeholders
- Ensure vested parties are at the table at the beginning of planning process
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 include:

• reducing dependence on single-occupant vehicles;
• promoting accessibility;
• improved options for walking, cycling and transit; and,
• maintaining and improving the efficiency of Goods Movement trips.
PROVIDE YOUR INPUT, IT’S IMPORTANT!

Interactive and Immediate Audience Response

• A question will be displayed on the screen
• Responses will be listed subsequent to the question
• Use the hand held device to choose the numbered response that best pertains to you
• See immediate results presented graphically
Which of the following transportation opportunities, identified by the public, will best address transportation challenges?

1. Ensuring alternate modes of travel for trip making
2. Improved road maintenance
3. Increase transit service frequency
4. Provide higher order rapid transit
5. Other

- Ensuring alternate modes of travel for trip making: 0%
- Improved road maintenance: 0%
- Increase transit service frequency: 0%
- Provide higher order rapid transit: 0%
- Other: 0%
Cycling has been identified as an opportunity by the public for travel for distances between 2km and 5km. Which of the following opportunities would allow cycling to better meet this opportunity?

1. Provide segregated bike lanes on arterial roads
2. Provide on-street bike lanes on collector roads
3. Increase focus on providing off-street trails
4. Expand bike share programs
5. Other
POLICY REVIEW

- 2007 TMP policies are still relevant and should be maintained in the TMP

- Additional policies should be introduced to address recent trends
**Preliminary Directions of New Policies**

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

- Implement evidence based approach to public health and transportation
- Ensure Public Health messaging is evident in planning processes
- Develop a communication strategy

Hamilton Transportation Master Plan

Five-Year Review and Update
Which of the proposed transportation policies will most benefit your travel within the City of Hamilton?

1. Integration of health and transportation planning to promote active transportation
2. Fast tracking of accessibility upgrades to existing transportation infrastructure
3. Embracing emerging technologies to make the transportation system more efficient
4. Other

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Which emerging technologies will have the greatest impact on your travel within Hamilton?

1. Integrated Provincial and Municipal Highway real time information with improved incident management
2. Ability to work from home some of the time
3. Coordinated travel apps with neighbouring municipalities using smart card technology
4. Planning for driverless cars
5. Other
EXISTING AND FUTURE ISSUES/CONSTRAINTS REVIEW

- Use of EMME, a high-level 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
- v/c ratios (volume/capacity)
**EXISTING (2011) CONGESTION AREAS (AM PEAK HOUR)**

- Congestion on Provincial facilities
- West Hamilton Mountain / Ancaster and westerly escarpment crossings are congested
Of the existing areas that are currently experiencing congestion in Hamilton, which area impacts your morning and afternoon peak travel periods?

1. Highway 403 corridor
2. QEW corridor
3. Escarpment crossings
4. Downtown corridors
5. Other
Future (2031) Do Nothing AM Peak Hour Congestion Areas

Congestion on Provincial facilities, Escarpment crossings, West Hamilton Mountain/Ancaster, South Hamilton and planned employment areas of Red Hill Business Park, Airport area, Stoney Creek
FUTURE (2031) PLANNED IMPROVEMENTS
(2007 TMP ROAD AND TRANSIT RECOMMENDATIONS)
Even with planned improvements implemented by 2031, congestion is forecast along Highway 403, West Hamilton Mountain / Escarpment crossings and the downtown corridors requiring additional improvements to meet the TMP Vision of a comprehensive and attainable transportation blueprint.
SYSTEM ALTERNATIVES
(TO ADDRESS PRINCIPLES OF THE TMP VISION STATEMENT)

Alternative A:
Widen Hwy 403

Alternative B:
Localized Improvements – Identified through TMP Process
• Increasing transit ridership
• Decrease auto trips originating and destined within the Downtown
• 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
SYSTEM ALTERNATIVES

(Improvements by Alternative)
Which of the following major transportation corridor improvements best address your future long term travel requirements?

1. Increased transit service frequency between Upper and Lower Hamilton
2. Constructing new roadway from RHVP to the airport
3. Widen Highway 403
4. Widen LINC and RHVP
5. Other
TRANSIT POLICIES

Vision: Transit, the best choice for connecting people.

Mission: To efficiently provide safe, customer focussed transit services for all.

Transit Policy Focus:

- Improving the customer experience
- Addressing transit system deficiencies
- Updating service standards
- Expanding system capacity
- Implementing the BLAST network
YOUR INPUT, YOUR TMP!

Which of the following transit improvement areas best addresses your transit requirements?

1. Improving customer experience
2. Addressing transit system deficiencies
3. Expanding transit system capacity
4. Implementing BLAST network
5. Other

![Graph showing percentages of responses for each transit improvement area.]

- Improving customer experience: 100%
- Addressing transit system deficiencies: 0%
- Expanding transit system capacity: 0%
- Implementing BLAST network: 0%
- Other: 0%
CONTINUITY OF CYCLE NETWORK MUST BE SUPPORTED

Cyclists have been successfully implemented in the City

EXISTING CYCLE NETWORK STILL HAS GAPS THAT NEED TO BE Addressed

WINTER MAINTENANCE IS A CONCERN FOR BICYCLISTS
CYCLING NETWORK GAPS FOR REVIEW
PEDESTRIAN NETWORK

Recreational Trails Master Plan (Draft)

The goal of the Master Plan is to guide the development of a connected, comprehensive, accessible and sustainable multi-use trails 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.

Pedestrian Mobility Plan (2012)

The Pedestrian Mobility Plan strives to achieve a Vision that has key elements that include:

- Increased inclusive mobility.
- Well designed and managed spaces.
- Improved integration of networks.
- Reduced road danger.
- A culture of walking.

Missing Links (Industrial and school areas)

Head Street, Dundas Industrial Area

Fessenden Elementary School, Ancaster

Photo courtesy: Google Maps (2015)

• TMP to support recommendations from the Recreational Trails Master Plan (2015)
• Update policy to mandate sidewalks on both sides in industrial parks and school areas
• Support Pedestrian Mobility Plan recommendations regarding clear width ranges for sidewalks
• Develop a toolbox to prioritize sidewalk implementation within the City
Which of the following bicycle network and pedestrian network improvements would you consider the best benefit to the overall system?

1. Cycle tracks on Bay Street
2. Paving the Chedoke Rail Trail as a multi-use trail
3. Provision of gondolas to access the Escarpment
4. Implement a policy of providing temporary sidewalks until final sidewalk constructed
5. Other
GOODS MOVEMENT REVIEW
(NEW POLICY DIRECTIONS)

Continued support development of the Port and Airport as dominant intermodal hubs

Work with neighbouring municipalities and senior governments to ensure appropriate transportation system connectivity to support the City’s Economic Development Plans
GOODS MOVEMENT FUTURE STUDY

Connections to Hwy 403

Connections through downtown (E-W and N-S)

At-grade Railroad crossings

Connections through rural Hamilton

HIA/RHBP Connection
Which of following opportunities mitigate the impacts of goods movement on travel within Hamilton?

1. Off-peak delivery
2. New road between airport and RVHP
3. Build NGTA (Niagara to GTA Corridor)
4. Widen Hwy 403
5. Widen QEW
6. Other

Your Input, Your TMP!
Street Conversion Process to Meet TMP Vision Statement (Prioritization Process)

Priority #1: Major planned and/or improved City planning and investment initiatives, whether transportation or development infrastructure

Priority #2: Livable communities

Priority #3: Transportation needs

Street Conversion Evaluation Considerations

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

Transportation Considerations:
- Role and function
- Travel times / vehicle routing
- Roadway capacity
- Bicycle network requirements
- Transit functionality
- Pedestrian movements
YOUR INPUT, YOUR TMP!

Which of the following street conversion considerations best address your concerns during the evaluation of converting 1-way streets to 2-way?

1. Improved access
2. Business visibility
3. Safety
4. Improved vehicle routing
5. Improved transit routing
6. Improved bicycling / pedestrian experience
7. Other

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COMPLETE LIVABLE BETTER STREETS

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
COMPLETE LIVABLE BETTER STREET TYPOLOGIES

1. Main Street  
2. Urban Avenue  
3. Transitioning Avenue  
4. Connector  
5. Neighbourhood Street  
6. Rural Road  
7. Rural Village

EGLINTON AVENUE  
Credit: Brook McIlray
YOUR INPUT, YOUR TMP!

Are we going in the right direction with the proposed Complete Livable Better Streets concept and policy?

1. Yes
2. No
3. Not sure

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COMPLETE LIVABLE BETTER STREETS

TMP On Line Survey Results (Phase 2)

Priority of Investment for Street Typologies

• “Main Streets” (first priority)
• “Urban Avenues” (second priority)

“Main Streets” Typology – Priority Street Elements:
• Wide sidewalks
• On-street bike lanes
• Travel lanes

“Urban Avenues” Typology – Priority Street Elements:
• Transit priority lanes
• Off-street protected bike lanes
• Travel lanes
IMPLEMENTATION AND NEXT STEPS

Next Steps:
1. Review public comments
2. Initiate 3rd On-line Survey
3. Meet with Stakeholders
4. Finalize Transportation System Analysis
5. Finalize TMP Recommendations
6. Prepare TMP Study Document
7. Final PIC - Spring 2016
8. Spring 2016 – TMP Presentation to Council