Hamilton Transportation Master Plan

Public Information Centre Three 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 third round of Public Information Centres (PIC). Over the course of four days, conducted during the evenings of December 2, 3, 8 and 9, attendees were introduced to draft transportation system alternatives, preliminary policy directions and recommendations to date. The PIC included viewing of display panels, a presentation and Town Hall Polling on key questions.

The PICs were held at the following locations:

**Wednesday, December 2, 2015**
Sackville Seniors’ Centre, 780 Upper Wentworth Street

**Thursday, December 3, 2015**
Tim Hortons’ Field, 64 Melrose Ave North

**Tuesday, December 8, 2015**
Valley Park Recreation Centre, 970 Paramount Drive

**Wednesday, December 9, 2015**
Ancaster Old Town Hall, 310 Wilson Street East

Purpose

The purpose of the PIC was to present the draft findings and directions of the TMP Update, and to garner feedback on key questions.

What was Presented?

The overview presentation, including Town Hall Polling on key questions, including:

- Overview of project objectives and timelines;
- Work completed to date;
- Review of previous consultation feedback and online survey feedback;
- Preliminary policy directions;
- Review of transportation modeling issues and constraints;
- Potential system alternatives;
- Overview of transit policies;
- Potential cycling and pedestrian network improvements;
- Review of goods movement policy directions;
- Draft approach to street conversions;
- Draft approach to Complete Livable Better Streets; and
- Next steps.

Key Questions: Town Hall Polling

Meeting attendees participated in Town Hall Polling on key questions related to the TMP work. Attendees were asked to vote anonymously on each question. The results were compiled and presented in real-time, followed by a brief discussion and opportunity to comment on each topic. The following results are based on responses from a total of 54 attendees over 4 public meetings.
Question 1:

Which of the following transportation opportunities, identified by the public, will best address transportation challenges?

Discussion of Other Opportunities:
- Some local and Provincial highways need more lanes (e.g. QEW, RHVP)
- Need to increase the transit service area
- Ensure that connections make sense. Don’t close roads unnecessarily and locate new roads where needed.
- Improve options for commuting in/out of the City - may include additional lanes on highways or better options for people on the outskirts (e.g. NGTA corridor).

Question 2:

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?

Discussion of Other Opportunities:
- Ensure the network works for both recreational and commuter cyclists - they have different needs and should be treated differently
- Segregated lanes feel safer, but there is also a need for driver education
- Improve winter maintenance on cycling facilities, otherwise they are unusable for much of the year or cyclists are forced into vehicle travel lanes
- Connect trails better and encourage use through greater awareness
- Cyclists need to follow the rules of the road, as do all road users
Question 3:

Which of the proposed transportation policies will most benefit your travel within the City of Hamilton?

Discussion:
• All of these options are inter-related - all need to be addressed

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

Question 4:

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

Discussion of Other Opportunities:
• An integrated system could include PRESTO card use for bike and car share

Integrated Provincial and Municipal highway real time information with improved incident management
Ability to work from home some of the time
Coordinated travel apps with neighbouring municipalities using smart card technology
Planning for driverless cars
Other
Question 5:

Of the existing areas that are currently experiencing congestion in Hamilton, which area impacts your morning and afternoon peak travel periods?

Discussion of Challenges:

- Congested downtown corridors include: King, Main, Cannon, Wellington (between Cannon and Jackson), Aberdeen and Dundurn to the 403
- Suggestion of a roundabout at Aberdeen and Longwood intersection has been already identified and approved by Council
- Lack of transit from mountain to McMaster and to Burlington
- Building more roads will only result in more congestion and use by cars - encourage alternative modes instead
- Congestion downtown impacts pedestrians as well as motorists (noise and heavy vehicles)
- Promote options when there is a traffic incident - difficult to know how to re-route
- Some congestion should be considered good - it pushes us to make other choices
Question 6:

Which of the following major transportation corridor improvements best address your future long term travel requirements?

Discussion of Improvements:

- Would like to know which option would best address the objectives of the TMP
- Would like more information on how realistic it is to widen Hwy 403
- New road from RHBP to Airport would encourage further sprawl and open new areas for urban development which is not desired (comment from meeting Downtown)
- Support for Airport-RHBP link (comment from meeting in Stoney Creek)
- Link the transportation alternatives to planning objectives (e.g. desire for infill over an expanded urban area)
- NGTA would solve all of these other problems, so should not invest in these other solutions if not ultimately needed
- Promote employment in Hamilton to reduce the need to drive for work
- With better GO rail service, more people will take the train instead of driving
- Increasing capacity by rail to Toronto and Burlington would be a better investment than building roads
- Transit can be accommodated on existing highways - no need to widen the highways to do that
- Provide better connections to Guelph, Kitchener-Waterloo, etc
- Invest in rapid transit rather than road building
- Expand South Service Road in Stoney Creek to provide an alternative to the QEW - all traffic diverts to the Service Roads if there is a problem on the QEW
- Provide sidewalks and transit on South Service Road
- Additional intensification along North Service Road has not been linked with additional road capacity which has caused congestion - they should be linked
- Need Two-Way All Day service on GO as soon as possible
- Hwy 403 widening will not solve congestion problems - Hwy 6 and LINC feed into it, and the bottleneck will still occur in Burlington
- Could widen Hwy 403 as short-term solution with NGTA as long-term solution

Question 6

- Increased transit service frequency between Upper and Lower Hamilton
- Constructing new roadway from RHVP to airport
- Widen Highway 403
- Widen LINC and RHVP
- Other
Question 7:

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

Discussion of Improvements:

• Would like to see DARTS considered as part of the TMP Update
• Integrate pedestrian plan with updated zoning by-laws requiring appropriate setbacks and build-to lines that will prevent parking between buildings and the street
• Comments arguing against the LRT - demand forecasts, constrained width of the street, cost of LRT over bus, and construction time mean that expanded express bus service is more appropriate than LRT
Question 8:

Which of the following bicycle network and pedestrian network improvements would you consider the best benefit to the overall system?

**Discussion of Improvements:**
- Gondolas provide a better way for pedestrians and cyclists to get up the mountain
- Gondolas provide an alternative for cyclists in winter when trails are not maintained
- Gondolas are part of Hamilton’s heritage
- Could act as a tourist attraction as well
- Possible locations are at Upper Wentworth, Upper James or St Lawrence Park to St Joseph’s
- Cyclists need to follow the rules of the road
- Enforcement of bike lanes should also be strengthened - ticket cars or loading vehicles stopped/parked in bike lanes
- Suggestion to provide free bus ride to cyclists up the mountain
- Several comments suggesting protected bicycle lanes on Claremont Access - lowest grade, convenient access, etc
- Many comments on better connectivity for cycling - up the mountain, access points to the rail trail (connecting to Cannon and Victoria to the waterfront), from McMaster to Downtown, from Westdale golf course up the mountain, protected cycle tracks on streets other than Bay Street, etc
- Interested in knowing about the data the City has collected on usage of bike lanes and cycle tracks
- Perception of safety on separated lanes is important to encourage use

![Question 8](image-url)
Question 9:
Which of the following opportunities mitigate the impacts of goods movement on travel within Hamilton?

Discussion of Issues:
• Several comments on heavy vehicles (those not stopping in Hamilton) cutting through the City instead of using the highways - this should be prevented
• Burlington street was built to keep trucks off other streets but it is not being used by all trucks

Question 10:
Which of the following street conversion considerations best address your concerns during the evaluation of converting 1-way streets to 2-way?

Discussion of Considerations:
• Would like to know more about the impact of conversions and traffic calming on the overall network and whether additional road improvements would also be needed
• Need to weigh the benefits of providing safe streets for pedestrians and cyclists vs. moving traffic
• Concerned about safety and the chance of additional accidents if streets are converted to two-way
**Question 11:**

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

**Discussion:**
- Like the idea of Complete Livable Better Streets but the City would need to assess each street within its own context
- Like that the City is considering this approach
Comment Sheet Feedback

Additional comments provided by attendees were recorded on Comment Sheets. They are summarized by theme below:

Overall Vision:
- Consider what our sources of energy will be in the future – we are stuck on reliance on fossil fuels which may not result in healthy visioning
- Go beyond livable streets to ‘lovable’ streets – look at precedent of Calgary

Road Network:
- Why is decreasing auto trips only a goal in the Downtown? Should be encouraged in other parts of the City as well
- Reduce overall speeds from 60 to 50 and 50 to 40
- Don’t build more roads or widen roads – we should try to prevent sprawl
- Need to expedite the NGTA to avoid redundant spending on other alternatives that would be solved by the NGTA
- Open the third lane of the RHVP and the LINC
- Too much traffic on residential streets, along with noise and pollution – public safety is compromised; more traffic calming needed
- 4th Concession west should have access to Hwy 6 – either where it is or connected to Parkside Drive – Parkside should stay open
- Would like to know what is planned for Millgrove Sideroad
- Use bobcats to clear snow in cycle lanes
- Sidewalks should be wider with no obstructions (lamp posts, hydro, parking meters) in the middle
- Bike lanes should be protected and enforced with ticketing of vehicles stopping/parking in bike lanes
- Provide bike rails on all stairways up the mountain
- Connectivity on bike lanes need improvement. Add bike lanes on Claremont and Victoria.
- Rural roads should have paved shoulders – e.g. in Binbrook/Rymal Road, there is nowhere for kids to bike to school
- Protected bike lanes shouldn’t be used by police to pull over speeders or for vehicle loading zones – more enforcement needed to keep cars out
- Need better pedestrian north/south movement north of Barton
- Few safe pedestrian crossings across Sherman, Gage, Birch, Wentworth, Victoria and Wellington that go east/west
- Need Pipeline Trail to provide connectivity to Centennial Park
- Need bike lane connection from McMaster to Downtown - many students would use it
- Need bike lanes on Aberdeen immediately
- Add sharrows to Main Street and King Street along with bus lanes – it is scary to bike on these streets
- Need spring maintenance of bike lanes and priority street cleaning for cycling facilities
- Need improvements to connectivity of the cycling network on the mountain
- Cyclists are commuters too - the City should consider cycling as more than a recreational activity
- Improve cycling around schools on the mountain - e.g. Garner between Glancaster and Bishop Tonnos, access for HDCH, Redeemer University College and Bishop Tonnos

Active Transportation and Complete Livable Better Streets:
- Would like to see a Claremont Bike Lane
- Would like to see Longwood Road South have bike lanes and wider sidewalks
- Go beyond ‘share the road’ to providing protected facilities for all modes
- Provide bike lanes from McMaster to Jackson Square – even if it means losing a vehicle lane on King
- Provide separated bike lane on Locke, connecting to the Hunter lanes – rather than cycling lanes ending abruptly on a one-way street
- Providing excellent connections to multiple modes will encourage future use
Goods Movement:
- Limit routing of trucks through City Streets
- Trucks should be using Burlington Street - no heavy trucks cutting through the City
- Goods movement – need to be proactive to support the growth of the goods movement sector – engage this sector (e.g. the Southern Ontario Gateway)
- Discuss and plan for future freight hubs

Transit:
- Preference for a bus rapid route along the Express B Line rather than LRT – takes up less space, can travel further into Ancaster, no construction costs, infrastructure already in place
- Operate the HSR A Line with more frequency to make it useful for rapid transit
- Proposal for an Urban Sky Car as an elevated system of movement
- Need real time information on where buses are
- Need improved transit connections on the mountain

Street Conversions:
- Map presented showing potential street conversions is very limited – many streets in residential areas (in Ward 3) should also be converted
- Study the conversion of Victoria to 2-way for entire length to connect to Claremont, and remove Wellington access ramp to Claremont
- Speed up the Street Conversion process

Other:
- Escarpment erosion and instability has not been considered on the Kenilworth Access

What’s Next?
Next steps for the TMP Update include:
- Third Online Survey
- Analysis of Survey Results
- Final meetings with Stakeholders
- Finalize Transportation System Analysis
- Finalize TMP Recommendations
- Prepare TMP Study Document
- Final PIC - Spring 2016
- Fall 2016 – TMP Presentation to Council