Background Report:
Public Consultation Report
PUBLIC CONSULTATION REPORT

1.0 Introduction
The Transportation Master Plan (TMP) five-year review and update was developed applying background information and a scan of other municipal practices, technical analysis, and the incorporation of public input.

One of Hamilton’s strategic plan objectives is to integrate community engagement and participation into city-led initiatives. The purpose of this report is to summarize the activities undertaken as part of the TMP review and update development and demonstrate how this information was integrated into the plan.

2.0 Approaches to Public Engagement
There are several approaches to public engagement and the application of the appropriate engagement practices was given much thought in the development of the TMP. The sub-sections below describe the City’s approach.

2.1 Environmental Assessment
The TMP review and update has been undertaken in accordance with the Municipal Class Environmental Assessment (EA) for Master Plans (Approach 1). Public consultation is a mandatory requirement of EA’s and the minimum requirements for timing and type of notification requirements are outlined. There is some discretion provided on the degree of public consultation that is required. The TMP review and update has exceeded these minimum requirements and is detailed throughout this public consultation report.

2.2 Public Engagement Charter
Hamilton City Council approved a Public Engagement Charter in 2015. The principles identified in this document were applied to the development of the TMP. The principles of the charter are:

1. Transparency and trust
2. Accountability and action
3. Inclusion and diversity
4. Create opportunities for active participation
5. Collaboration, cooperation and shared purpose
6. Ongoing engagement and open communication
7. Learning, reflection and evaluation
8. Capacity for engagement

Consistent with the charter, the TMP review and update process included these principles and applied the International Association of Public Participation (IAP2) spectrum for public participation model to maximize engagement. Since the TMP is a city-wide scale and a long-range policy master plan project, the applicable forms of engagement is to inform, consult and involve citizens. Collaboration and empowerment are other important forms of public engagement, which are more applicable to assist in implementation phase of the TMP. Figure 1 illustrates this concept.
The TMP embodies the goals and promises related to; inform, consult and involve participation spectrum. The Community Engagement and Participation icon graphic from Hamilton's 2016 - 2025 Strategic Plan illustrated in Figure 2 was used throughout Volume 1 of the TMP review and update to highlight comments that were heard through public and stakeholder engagement, and how they were incorporated within the plan.

Figure 2: Strategic Plan Community Engagement and Participation Icon
2.3 Methods
A number of methods were both considered and applied to attain the maximum amount of engagement possible. Traditional meetings such as public information centres (PIC’s), as well as non-traditional meetings such as “pop-up” engagements were undertaken. The application of different learning styles were also used: Visual learning, using display boards showing illustrations, maps and photographs; Verbal learning, through one-on-one conversations, presentations, and written reports; Physical learning (kinesthetic), through hands-on workshops and exercises.

2.4 Coverage
In terms of geography, the TMP made a conscious effort to have a presence in every ward of the City. PIC’s were held at strategic locations to maximize coverage, using a five-kilometre radius, which is within a manageable distance for most citizens, as illustrated in Figure 3. Although PICs are valuable in disseminating a vast amount of information, they are restrictive in regards to expecting people to have the time to be engaged and attend this type of engagement. In recognition of this, an effort was made to maximize the number of persons engaged and actively participating in the planning process by attending a number of community events and festivals throughout the City by essentially “going to them instead of expecting them to come to us”.

Figure 3: PIC Coverage Map
3.0 Internal Stakeholders
Throughout the planning process several meetings were held with internal staff stakeholders from various departments/divisions/sections across the City. As many of the proposed policies and directions result from the TMP review and update, active participation by staff is important.

3.1 City Project Team
A core project team representing the interests of various City departments/divisions was established to help guide the TMP review and update by providing comments on study directions and input that may affect individual work programs and/or practices including capital and operational impacts. These individuals represented the following departments/divisions:

<table>
<thead>
<tr>
<th>Public Works</th>
<th>Planning and Economic Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering Services</td>
<td>Planning</td>
</tr>
<tr>
<td>Energy, Fleet and Facilities</td>
<td>Economic Development</td>
</tr>
<tr>
<td>Operations</td>
<td>Growth Management</td>
</tr>
<tr>
<td>Transit</td>
<td>Hamilton Municipal Parking System</td>
</tr>
<tr>
<td>Transportation</td>
<td>LRT Office</td>
</tr>
<tr>
<td>Water</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Public Health Services</th>
<th>Emergency and Community Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Healthy Environments</td>
<td>Neighbourhood and Community Initiatives</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Finance and Corporate Services</th>
<th>City Manager's Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Budgets</td>
<td>Communications</td>
</tr>
<tr>
<td>Customer Service</td>
<td></td>
</tr>
</tbody>
</table>

The final report was also circulated to over 50 individuals within the City to provide their comments. The full list of acknowledgements is provided in Appendix A. In addition, opportunities were also provided to all City staff for their comment, as part of distributed public surveys, information updates that were released and information on the City’s intranet.

3.2 Collaboration with Other Initiatives
The TMP was undertaken in collaboration with concurrent city projects, studies, and initiatives. This communication was important in providing continuity and consistency between these undertakings. This approach also aided in maximizing the input received in order to provide the best project outcomes. Some of these projects are identified below:

- Our Future Hamilton (Corporate Strategic Plan)
- Recreational Trails Master Plan
- B-Line Light Rail Transit Planning
• Centennial Neighbourhood Secondary/Transportation Management Plan
• Vision Zero Workshops

4.0 Communications Strategy
Several methods were used to distribute information and solicit feedback from the public at various stages of the project. A summary of the various communication methods applied as part of the TMP review and update is provided in this section.

4.1 Public Notification
Consistent with City practices and as required by the EA process, public notification was provided at key intervals of the study. A notice of project commencement was released on to the media and posted on the project webpage in February, 2015.

PIC notices were published in two consecutive weeks prior to public meetings within the Hamilton Spectator newspaper as well as the six community newspapers, (Ancaster News, Dundas Star, Glanbrook Gazette, Hamilton Mountain News, Stoney Creek News, Flamborough Review).

Notices were also posted on the project webpage and included as part of the standard mailing list to stakeholders, including neighbourhood associations and Councils. The publication dates for each notice are provided in Table 1 below. Each notice is provided in Appendix B.

Table 1: Public Notice Publication Dates

<table>
<thead>
<tr>
<th>Notice Purpose</th>
<th>Community Newspapers Publication Dates</th>
<th>Hamilton Spectator Publication Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>PIC #1</td>
<td>March 13 and 20, 2015</td>
<td>March 12 and 19, 2015</td>
</tr>
<tr>
<td>PIC #2</td>
<td>May 21 and 28, 2015</td>
<td>May 22 and 29, 2015</td>
</tr>
<tr>
<td>PIC #3</td>
<td>November 19 and 26, 2015</td>
<td>November 20 and 27, 2015</td>
</tr>
<tr>
<td>PIC #4</td>
<td>April 14 and 21, 2016</td>
<td>April 15 and 22, 2016</td>
</tr>
<tr>
<td>Project Completion</td>
<td>To be published upon adoption by Council.</td>
<td></td>
</tr>
</tbody>
</table>

Upon completion of the study, a notice of study completion will be published and a copy of the final TMP review and update document will be made available for review consistent with the EA process.

4.2 Social Media
The City’s Twitter account (@CityofHamilton) was used solely for the distribution of public notices. This was a successful tool to distribute meeting information, while directing the public to the project webpage where they could view project materials,
contact the project team and provide input. A summary of Twitter analytics are provided below in Table 2. In total over, 130,000 impressions\(^1\) were made using Twitter.

**Table 2: Twitter Metrics**

<table>
<thead>
<tr>
<th>Tweets</th>
<th>Re-Tweets</th>
<th>Likes</th>
<th>URL Clicks</th>
</tr>
</thead>
<tbody>
<tr>
<td>37</td>
<td>243</td>
<td>106</td>
<td>588</td>
</tr>
</tbody>
</table>

### 4.3 Other Methods

Advertisements were also published on various City media outlets, including the electronic reader board in front of City Hall and televisions within Hamilton’s Farmers’ Markets. Save-the-date postcard advertisements were also made available to other City staff participating in public engagement in order to “piggy-back” on these opportunities to expand the exposure of the project. Information was also distributed through the use of the Smart Commute Hamilton’s newsletters and email distribution lists. In addition, television advertisements were also used to help expand the project’s communication reach, as illustrated in the example provided in Figure 4.

**Figure 4:** Example of Project Advertising

### 5.0 External Stakeholders

Similar to internal stakeholders, numerous external stakeholders were engaged throughout the planning process. These stakeholders represent a wide variety of interests. Several meetings were held with external stakeholders to inform them of the

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\(^1\) Twitter impressions pertains to the number of times a user is served a Tweet in timeline or search results.
project and gather their input on issues and potential direction and outcomes that the TMP may help to facilitate.

As with all EA projects undertaken by the City a standard mailing list of stakeholders is compiled and maintained. As part of the public notifications prepared for the project, stakeholders are sent a letter to inform of them of project information, meeting locations, and contact information to provide any input regarding the TMP review and update. The full list of agencies and organizations contacted as part of this study and any correspondence received through this method are provided in Appendix C.

Additional meetings were held with external stakeholders such as sub-committees to Council and adjacent municipalities. Invitations were also received to speak at various meetings and events to provide opportunities to listen to issues and receive input. Recorded meeting minutes from external stakeholder meetings are also provided in Appendix C. External stakeholders included:

**Inter-Governmental**
- Metrolinx
- Ministry of Transportation (MTO)
- Adjacent Municipalities

**Goods Movement Stakeholders**
- Goods movement meeting
- Goods movement survey

**Advisory Committees**
- Accessibility Committee for Persons’ with Disabilities
- Cycling Advisory Committee
- Hamilton Business Improvement Areas
- Seniors Advisory Committee

**Other stakeholders**
- Flambourough Chamber of Commerce
- Hamilton Council on Aging
- Other individuals, agencies, and organizations

### 5.1 Inter-Governmental Stakeholders

The purpose of this stakeholder meeting was to provide attendees with an overview of the TMP review and update and to solicit input from them relating to their current transportation initiatives and any potential impacts to or by the City. Metrolinx, the City of Burlington and Region of Niagara were also undertaking transportation master plan reviews, which provided an opportunity to identify shared concerns. Themes identified within these discussions included:

- Inter-regional connectivity (e.g. transit service and active transportation network connectivity)
- Opportunities for multi-juridicalational data sharing to improve system reliability (e.g. incident management)
- Identified benefit to align planning time-frames and studies to provide clear policy directions to the overall transportation system in Ontario
5.1.1 Metrolinx
Although a part of the regional stakeholder meeting, the Metrolinx Regional Transportation Plan update ("Big Move") process was integrated with the TMP review and update. The City was a stakeholder as part of the Metrolinx planning process and vice/versa. Input from the City into the Big Move update was coordinated with the TMP review and update. Although specific terminology between the two documents may differ, the themes and direction is aligned with few exceptions.

5.1.2 Ministry of Transportation (MTO)
The City is also a stakeholder within the Greater Golden Horseshoe (GGH) Transportation Plan Study being undertaken by MTO, which is incorporating a multi-modal approach. The GGH Transportation Plan is a long-term planning initiative that includes a new 2051 transportation system plan and supporting policies, as well as a long-term transportation vision for the year 2071. This plan will help to provide direction on future updates the City’s TMP, as the current review and update is working on a 2031 planning horizon.

5.2 Goods Movement Stakeholders
The movement of goods and the goods movement sector is a key focus area within the City’s Economic Action Plan. Accordingly, a meeting with goods movement stakeholders was held to help inform the TMP review and update of issues, including the truck route system.

Themes expressed included:

- Desire for reliable and efficient goods movement
- Peak operations to move goods occurs off-peak between 9am and 3pm, the majority would prefer to participate in off-peak deliveries (this is contingent upon receivers of goods)
- A Niagara-to-Greater Toronto Area transportation corridor is a preferred alternative to improve goods movement, especially to access the Hamilton International Airport
- Need for improvement intergovernmental relations with adjacent municipalities. In addition as a majority of the congestion concerns are with the freeway system, Council needs to advocate to the Ministry of Transportation Ontario to address highway congestion issues.

5.2.1 Goods Movement Stakeholder Survey
A follow-up survey was circulated based on feedback from the attendees and overall purpose and intent of the original meeting. Administration of the survey was undertaken in collaboration with Planning and Economic Development (PED) staff.

The survey contained several questions relating to the effect the transportation system had on the operation of various industry sectors within the various employment areas in the City. Findings of the survey include:
• Delivery schedules are the biggest influencing factor regarding choice of shipping mode (79%, highest response), while traffic conditions is the least noted factor (17%, tied for lowest response).
• Safe and efficient travel time is the most important factor when deciding a route choice (37%, highest response)
• The current truck route network serves businesses relatively well (44% well, 46% good with some issues/gaps, highest response)

5.3 Flamborough Chamber of Commerce (FCC)
A meeting with the FCC was held at their request to become more informed about the project and have the ability to provide insight on rural issues and other FCC needs. Key themes identified included:
• Just-in-time deliveries are a top priority
• Accommodation for oversized farm equipment
• Enforcement relating to illegal fill dumping from sources outside the City
• Impacts of congestion on the Provincial Highway system (e.g. QEW, Highway 6)
• Goods movement and BIA is impacted by the delay in construction of the east-west by-pass
• Improved public education of new residents moving into rural areas regarding the presence of trucks on rural roads

5.4 Seniors’ Advisory Committee
A presentation was provided to give an overview of the TMP review and update and consult with committee members regarding their concerns and issues with respect to the TMP process, existing and future issues as well as suggestions to address transportation and mobility issues. Most concerns expressed were immediate and operational in nature. However, some themes identified within these discussions included:
• Pedestrian safety and desire for more rest areas (e.g. benches)
• Transit fare structure and need for services in new developments to create culture of transit in suburban areas
• Desire for more cycling skills and etiquette education
• A desire for consideration of long-term operating and capital financial requirements is needed to ensure that tax increases account for long-term transportation needs (mitigating possible funding deficit).

5.5 Accessibility for Persons’ with Disabilities Committee
A presentation was given and an opportunity was provided to committee members to provide input regarding their concerns and issues with respect to the TMP review and update. Similar to the issues expressed by the Seniors Advisory Committee, most concerns expressed were immediate and operational in nature. However, some themes identified within these discussions included:
• Transit (e.g. interest for on demand DARTS (or similar service), connecting HSR with DARTS service), bus stop locations, general connectivity concerns with other transit agencies
• Pedestrian network connections (e.g. sidewalk connectivity)
• Age and abilities (e.g. increase use of mobility scooters, physical limitations)
• Enforcement/Education (e.g. lack of etiquette on sidewalks)

5.6 Hamilton Business Improvement Area (HBIA) Committee
Two meetings were held with HABIA to inform the committee of the study and provide input. The first meeting was held at the introductory stage of the project and to engage BIA’s interests in the City’s attendance at upcoming events within their respective business improvement area.

The second meeting was held to provide a status update on the project. This meeting resulted in a follow-up survey to members, who expressed concerns relating to goods movement and specifically the potential mitigation of heavy trucks. Some findings of this survey are provided below:

• Majority of BIA’s use courier services to service their business’
• BIA’s are generally satisfied with their current methods of shipping and receiving
• Wider sidewalks and pedestrian amenities are higher priorities for improvement followed by the availability of on-street parking and loading spaces

5.7 Hamilton Cycling Advisory Committee (HCYC)
Staff attended a HCYC meeting to give an overview of the TMP review and update study and to provide an opportunity to committee members to share their input regarding cycling issues in the City. Themes identified by the committee included:

• Need for safer cycling infrastructure and intersection design
• Stated importance on having a connected route system including connections between on-road routes and off-road multi-use trails
• Discontinuous routes pose a safety issue and concerns were raised regarding process of Councillor approval of individual cycling projects

6.0 Public Engagement
Although the above sections outline stakeholder engagement, it is part only part of a broader public engagement effort that was undertaken as part of the TMP review and update. Below is a summary of traditional and non-traditional communication platforms used to inform, consult, and involve the public.

6.1 Public Information Centres (PICs)
Fourteen (14) PICs were hosted as part of the TMP. This traditional form of public engagements provided opportunities for citizens to attend, circulate through information panels and talk with professionals, listen to a short presentation, and participate through the various methods provided. Over 320 people participated in this type of engagement method. The materials presented, summary reports and individual comment sheets associated with each PIC is available in Appendix D.
Table 3: PIC Summary

**March 2015** (four meetings)

Purpose: Project introduction and visioning working, input on system gaps and opportunities.

Ward locations: 2, 6, 8, and 9

Total attendance: 159

Key themes/findings include:

- Public transit, walking, cycling and complete streets are priorities
- Challenges travelling between the upper and lower City and need improvement
- Complete and connected active transportation networks are critical
- Need to include balanced transportation options and more than one viable option for travel
- The vision identified in the 2007 TMP is still relevant but can be improved

**June 2015** (four meetings)

Purpose: Project progress report, confirmation on plan vision input, input on concept of complete streets, emerging transportation technology, goods movement, active transportation and road system.

Ward locations: 4, 11, 13, and 15

Total attendance: 38

Key themes/findings include:

- Desire to integrate emerging technologies to provide efficiencies within the transportation system (e.g. transit priority measures, mobile applications)
- Desire to consider other alternatives prior to road expansion (e.g. travel demand management, road pricing, and variable speed/lane designations)
- Future planning for the rapid transit network should consider the needs for seniors and students and connections to other transit services
- Participants were generally pleased with the goods movement system
- Consideration for goods movement delivery restrictions (e.g. off-street) in some areas
- Preference for physically separated cycling facilities and desire for more trees and boulevard space for pedestrians
**December 2015** (four meetings)

Purpose: Presentation of preliminary findings and directions (including polling questions also used for the third online survey)

Ward locations: 3, 7, 9, and 12

Total attendance: 63

Key findings include:

- Alternative modes for trip making presents the best opportunity to improve the transportation system
- Physically separated cycling facilities on arterial roads will encourage more short distance trip making
- Increasing transit frequency between the upper and lower City was identified as opportunity to improve the system
- Advocate for improved regional transit service and all-day two-way service along the Lakeshore West GO rail line
- Off-peak deliveries and advocating for the Niagara-to-Greater Toronto Area corridor was identified as opportunities to mitigate concerns relating to goods movement
- Support for concept of Complete-livable-better streets

**April 2016** (two meetings)

Purpose: Presentation of draft recommendations and outcomes of the TMP review and update

Ward location: 2 (afternoon and evening session at City Hall)

Total attendance: 66

Key findings include:

- Desire for increased investment in transit and consideration for new funding models
- Desire for transit coverage in rural areas
- Suggestion that HSR undertake a review of the transit routes every three-to-five years to improve connectivity and accessibility
- Several funding issues were raised, including area-rating, pursuit of Federal funding, and potential for public-private-partnerships

### 6.2 Pop-up Engagements (Special Events)

As mentioned previously, PIC’s are not always successful in gaining a wide-variety of public feedback. In order to expand the reach of public engagement a number of non-traditional “pop-up” engagements were held. Almost 1,500 people were engaged through this type of approach, which was by far the most successful in terms of capturing people. A summary of these locations is provided in Table 4. A summary of comments from these pop-up engagements is provided in Appendix E.
### Table 4: Pop-Up Event Summary

<table>
<thead>
<tr>
<th>Festivals/Events</th>
<th>Ward</th>
<th>Date</th>
<th>Engaged</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Summit</td>
<td>2</td>
<td>March 23</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Tune up your Commute Event</td>
<td>2</td>
<td>April 9</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Environmental Summit</td>
<td>1</td>
<td>April 22</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>SEW Hungry</td>
<td>3</td>
<td>May 1</td>
<td>75</td>
<td></td>
</tr>
<tr>
<td>Bike 4 Mike</td>
<td>2</td>
<td>May 3</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>Annual Rain Barrel Sale</td>
<td>8</td>
<td>May 9</td>
<td>55</td>
<td></td>
</tr>
<tr>
<td>Building Momentum</td>
<td>3</td>
<td>May 21</td>
<td>80</td>
<td></td>
</tr>
<tr>
<td>100in1 Day (Chedoke Stairs)</td>
<td>8</td>
<td>June 6</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Waterdown Ribfest</td>
<td>15</td>
<td>June 26</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Flag Day (High intensity rain)</td>
<td>9</td>
<td>June 27</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Open Streets</td>
<td>2</td>
<td>June 28</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>Ancaster Farmers’ Market</td>
<td>12</td>
<td>July 22</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>Ice Cream Festival</td>
<td>14</td>
<td>Aug 3</td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>Ottawa Street Farmers' Market</td>
<td>3</td>
<td>Aug 29</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Dundas Farmers' Market</td>
<td>13</td>
<td>Sept 24</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>Applefest</td>
<td>9</td>
<td>Sept 26</td>
<td>85</td>
<td></td>
</tr>
<tr>
<td>Binbrook Farmers’ Market</td>
<td>11</td>
<td>Oct 3</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>Ancaster Farmers’ Market</td>
<td>12</td>
<td>Oct 7</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>Hamilton Mountain Farmers' Market</td>
<td>7</td>
<td>Oct 10</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>McMaster Health Sciences</td>
<td>1</td>
<td>Nov 20</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>Central Library</td>
<td>2</td>
<td>Nov 27</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>Art Crawl</td>
<td>2</td>
<td>Jan 8</td>
<td>80</td>
<td></td>
</tr>
<tr>
<td>St. Joe's (Charlton campus)</td>
<td>2</td>
<td>Jan 19</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>St. Joe's (West 5th campus)</td>
<td>8</td>
<td>Jan 20</td>
<td>35</td>
<td></td>
</tr>
<tr>
<td>St. Joe's (King St. (S.C.) campus)</td>
<td>5</td>
<td>Jan 21</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>Eastgate Mall</td>
<td>5</td>
<td>Jan 23</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>Gateway Ice Arena</td>
<td>10</td>
<td>Jan 30</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Age Friendly Hamilton Symposium</td>
<td>3</td>
<td>March 18</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Redeemer University College</td>
<td>12</td>
<td>April 6</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>Our Future Hamilton Summit</td>
<td>2</td>
<td>April 22</td>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>
The initial stages of this type of engagement asked citizens how satisfied they were with their travel experience by mode as well as the City’s commitment. Based on 326 respondents, the table below outlines the findings.

**Table 5: Satisfaction Survey Summary**

<table>
<thead>
<tr>
<th>Question</th>
<th>Satisfied</th>
<th>No Opinion/Neutral</th>
<th>Dissatisfied</th>
</tr>
</thead>
<tbody>
<tr>
<td>How satisfied are you with walking in Hamilton?</td>
<td>82.3%</td>
<td>10.3%</td>
<td>7.5%</td>
</tr>
<tr>
<td>How satisfied are you with cycling in Hamilton?</td>
<td>44.4%</td>
<td>33.3%</td>
<td>22.2%</td>
</tr>
<tr>
<td>How satisfied are you with transit in Hamilton?</td>
<td>40.7%</td>
<td>30.3%</td>
<td>29.0%</td>
</tr>
<tr>
<td>How satisfied are you with driving a vehicle in Hamilton?</td>
<td>51.2%</td>
<td>21.7%</td>
<td>27.1%</td>
</tr>
<tr>
<td>How satisfied are you with the City's commitment to walking and cycling?</td>
<td>59.6%</td>
<td>20.7%</td>
<td>19.8</td>
</tr>
<tr>
<td>How satisfied are you with the City's commitment to transit?</td>
<td>47.9%</td>
<td>21.5%</td>
<td>30.6%</td>
</tr>
<tr>
<td>How satisfied are you with the City's commitment to roadway maintenance?</td>
<td>24.6%</td>
<td>17.5%</td>
<td>57.9%</td>
</tr>
</tbody>
</table>

**6.3 Speaking Engagements**

Throughout the TMP, requests were received to speak at various events. This included peer panels on specific topics such as emerging technology and policy development as part of larger conference, as well as smaller groups on generalized future transportation themes. Each provided an opportunity to inform citizens and professionals on transportation issues and solutions. In total, approximately 580 people were engaged through this method. Table 6 identifies the various speaking engagements attended.
### Table 6: Speaking Engagement Summary

<table>
<thead>
<tr>
<th>Event</th>
<th>Speaking Theme</th>
<th>Date</th>
<th>Attendees</th>
<th>Year</th>
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</thead>
<tbody>
<tr>
<td>Bay Area Economic Summit</td>
<td>Transportation and Transit</td>
<td>June</td>
<td>60</td>
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<tr>
<td>Shift: Changing Directions on City Building</td>
<td>Sustainable Transportation Policy</td>
<td>November</td>
<td>80</td>
<td>2015</td>
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<tr>
<td>McMaster: Smart City Panel</td>
<td>Emerging Technologies, Big Data, and Autonomous Vehicles</td>
<td>December</td>
<td>60</td>
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<tr>
<td>McMaster Engineering Student Roundtable</td>
<td>Transportation Futures</td>
<td>February</td>
<td>25</td>
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<tr>
<td>McMaster Change Camp</td>
<td>Complete Streets</td>
<td>March</td>
<td>150</td>
<td>2016</td>
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<tr>
<td>Canadian Partnership against Cancer Workshop</td>
<td>Public Engagement and Health Policy</td>
<td>March</td>
<td>60</td>
<td></td>
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<tr>
<td>Hamilton Council on Aging</td>
<td>Transportation Master Plan and Age-friendly Plan</td>
<td>March</td>
<td>150</td>
<td>2017</td>
</tr>
</tbody>
</table>

In addition to this type of engagement, individual community groups also provided input into the project based on their own engagement activities. For example, the Crown Point community collaborated with the City to assist in educate and engage citizens about various transportation themes.


### 7.0 Project Webpage

The City maintained a project webpage hosted on it’s website (www.hamilton.ca/tmp). Over the course of project, the site had over 10,000 hits. The webpage was used to provide background information, inform citizens about upcoming meetings and associated summaries. It was also used to solicit input using online surveys.

### 7.1 Online Surveys

Three online surveys were promoted and published on the City’s website. This resulted in a combined 1,000 plus participants. Paper surveys were also distributed to those interested on a request basis. The table below provides a summary of the survey results, more detailed information is provided in Appendix F.
Table 7: Online Survey Summary

<table>
<thead>
<tr>
<th>Survey #1: Travel Patterns, Challenges, and Priorities</th>
</tr>
</thead>
<tbody>
<tr>
<td>June – July 2015</td>
</tr>
<tr>
<td>308 respondents</td>
</tr>
<tr>
<td>• There is potential for a mode shift for travel distances between 2-5 kilometres to cycling, based on responses of existing versus preferred mode by distance.</td>
</tr>
<tr>
<td>• Top three challenges of sustainable transportation include:</td>
</tr>
<tr>
<td>o No direct bus routes (too many transfers)</td>
</tr>
<tr>
<td>o No bicycle lanes</td>
</tr>
<tr>
<td>o Wait times for buses</td>
</tr>
<tr>
<td>• Top three priorities for improving transportation:</td>
</tr>
<tr>
<td>o Providing a well connected and non-circuitous pedestrian and bicycle network</td>
</tr>
<tr>
<td>o Expand the existing on-road bicycle network</td>
</tr>
<tr>
<td>o Improve bus connections</td>
</tr>
<tr>
<td>• The majority of people (70%) agree with the statement that: “Streets should be designed to accommodate pedestrians, cyclists, transit, motorists, and goods movement (trucks) to accommodate all ages and abilities.”</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Survey #2: Complete-Livable-Better Streets</th>
</tr>
</thead>
<tbody>
<tr>
<td>September – October 2015</td>
</tr>
<tr>
<td>247 respondents</td>
</tr>
<tr>
<td>Priority street elements based on Typology were identified as follows:</td>
</tr>
<tr>
<td>• Main Street: wide sidewalks</td>
</tr>
<tr>
<td>• Urban Avenues: transit priority lanes</td>
</tr>
<tr>
<td>• Transitioning Avenues: travel lanes</td>
</tr>
<tr>
<td>• Connector Roads: multi-use paths or seperated cycling facilities</td>
</tr>
<tr>
<td>• Neighbourhood Streets: sidewalks</td>
</tr>
<tr>
<td>• Rural Roads (including industrian roads): paved shoulders</td>
</tr>
<tr>
<td>Rural Settlement Areas: sidewalks</td>
</tr>
<tr>
<td>Main Street followed by Urban Avenues typologies were identified for priority investment.</td>
</tr>
</tbody>
</table>
Survey #3: Future Directions

<table>
<thead>
<tr>
<th>December 2015 – January 2016</th>
<th>Embracing the potential of emerging technologies is important to make the transportation system more efficient</th>
</tr>
</thead>
<tbody>
<tr>
<td>457 respondents</td>
<td>Desire to improve transit service between the Upper and Lower City</td>
</tr>
<tr>
<td></td>
<td>Addressing existing transit system deficiencies and investment in the higher-order-transit network (i.e. BLAST) is important to residents to improve travel within the City</td>
</tr>
<tr>
<td></td>
<td>In terms of active transportation, providing sidewalks on both sides of all roadways within the urban boundary was viewed as having the highest benefit to the overall transportation system</td>
</tr>
<tr>
<td></td>
<td>Desire of citizens to increase more off-peak delivery of goods</td>
</tr>
<tr>
<td></td>
<td>Consensus on the direction the City’s approach to pursue the implementation of a policy on Complete-Livable-Better Streets</td>
</tr>
</tbody>
</table>

8.0 Council Communication

Throughout the TMP review and update, Council has received continuous updates on the progress and findings. This was carried out in a number of ways. Before the study was initiated, a draft scope of work was presented to Council for comment. As the study moved forward, Council and their administrative support were advised of upcoming PIC’s and were consulted on opportunities to further engage residents. All presentation materials and reports to Council are provided in Appendix G.

8.1 Presentations

In February of 2015, a project initiation presentation was made to the General Issues Committee to confirm the scope of work previously identified and inform Council of potential PIC locations. It was also identified at that time that the TMP review and update kick-off engagement event would be incorporated the into the 2015 Transportation Summit. After the day-long summit, which included TMP engagement the first PIC was hosted.

8.2 Information Reports/Updates

Three information updates were prepared for Council to inform them of the TMP review and update progress. These were released on the following dates:

- May 14, 2015 (CASP1508)
- April 25, 2016 (CASP1607)
- September 22, 2017 (TRANSP1710)
8.3 Communications Bulletins
A series of three communications bulletins were prepared for distribution to Council and the project webpage on the City’s website. Each bulletin responded to the key messages that summarize the TMP review and update process. These themes include:

- Bulletin 1: What is the TMP?
- Bulletin 2: How we updated the TMP
- Bulletin 3: What does the TMP say?

9.0 Moving Forward
The information contained within this report contributed to the development of the TMP review and update. Public engagement will continue to be an important part of implementing the plan. Opportunities for input and in some instances the direct decision-making ability will influence how infrastructure and programs are delivered in the City. Continued active engagement of the community will be important to achieving the desired outcomes and overall success of the TMP review and update.
List of Appendices

Appendix A: List of Acknowledgements
Appendix B: Public Notices
Appendix C: Contact List and Stakeholder Meeting Minutes
Appendix D: Public Information Centre Materials
Appendix E: Summary of Pop-up Engagement Comments
Appendix F: Summary of Online Survey
Appendix G: Council Communications
# List of Acknowledgements

**Hamilton City Council (2014-2018)**

<table>
<thead>
<tr>
<th>Ward 1:</th>
<th>Aiden Johnson</th>
<th>Ward 9:</th>
<th>Doug Conley</th>
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<tr>
<td>Ward 2:</td>
<td>Jason Farr</td>
<td>Ward 10:</td>
<td>Maria Pearson</td>
</tr>
<tr>
<td>Ward 3:</td>
<td>Matthew Green</td>
<td>Ward 11:</td>
<td>Brenda Johnson</td>
</tr>
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<td>Ward 4:</td>
<td>Sam Merulla</td>
<td>Ward 12:</td>
<td>Lloyd Ferguson</td>
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<td>Ward 5:</td>
<td>Chad Collins</td>
<td>Ward 13:</td>
<td>Arlene VanderBeek</td>
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<td>Ward 6:</td>
<td>Tom Jackson</td>
<td>Ward 14:</td>
<td>Robert Pasuta</td>
</tr>
<tr>
<td>Ward 7:</td>
<td>Donna Skelly</td>
<td>Ward 15:</td>
<td>Judi Partridge</td>
</tr>
<tr>
<td>Ward 8:</td>
<td>Terry Whitehead</td>
<td></td>
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</table>

**Consultant Team**

- Cole Engineering Group Ltd.
- Brook McIlroy
- David Kriger Consultants
- Parsons Group
- Rod McPhail Transportation Planning Services Ltd.
- Thompson Ho Transportation Inc.

**Core City Project Team**

- Alan Kirkpatrick
- John Mater
- Steve Molloy
- Simo Narancic
- Lorissa Skrypniak
- Janelle Trant

**City Manager’s Office**

- Kelly Anderson
- Jasmine Graham
- Andrea McKinney

**Community and Emergency Services Department**

- John Ariyo
- Frank Biancucci
- Al R. Fletcher
- Lisa Maychak
- Dan Milovanovic

**Corporate Services Department**

- Cindy Mercanti
- Joseph Spiler

**Planning and Economic Development Department**

- Daryl Bender
- Bart Brosseau
- Pam Carver
- Alvin Chan
- Ana Cruceru
- Kerry Davren
- Margaret Fazio
- Harold Groen
- Edward John
- Alissa Mahood
- Christine Newbold
- Catherine Parsons
- Guy Paparella
- Melanie Pham
- Mohan Philip
- Sue Rimac
- Norm Schleehahn
- Jason Thorne
<table>
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<th>Public Health Services Department</th>
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<tr>
<td>Janie Baker</td>
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<tr>
<td>Alison Bochsler</td>
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<tr>
<td>Ana Carias</td>
</tr>
<tr>
<td>Don Curry</td>
</tr>
<tr>
<td>Linda Godin</td>
</tr>
<tr>
<td>Jennifer Gray</td>
</tr>
<tr>
<td>Trevor Imhoff</td>
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<td>Sharon Mackinnnon</td>
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<tr>
<td>Richard Andoga</td>
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<tr>
<td>George Brovac</td>
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<tr>
<td>Kara Bunn</td>
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<tr>
<td>Tom Chessman</td>
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<tr>
<td>Tanya Detmar</td>
</tr>
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<td>Udo Ehrenberg</td>
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<tr>
<td>David Ferguson</td>
</tr>
<tr>
<td>Cynthia Graham</td>
</tr>
<tr>
<td>Dennis Guy</td>
</tr>
<tr>
<td>Susan Jacob</td>
</tr>
<tr>
<td>Kris Jacobson</td>
</tr>
<tr>
<td>John Mabira</td>
</tr>
</tbody>
</table>

**Past Contributors:**

| Jacqui Candlish                  | Kirsten McCauley                |
| Leanne Cunliffe                  | Zsuzsi Rety                     |
| Jim Dahms                        | Michelle Sergi                  |
| Heather Donison                  | Alan Waterfield                 |
| Ron Gallo                        | Doug Waugh                      |
| Christine Lee-Morrison           | Jason Worron                    |
FOR IMMEDIATE RELEASE

City in Motion: Transportation Master Plan Review and Update Begins

HAMILTON, ON – February 12, 2015 – The City of Hamilton has commenced its review of the city-wide Transportation Master Plan (TMP) to guide the future of transportation programs and investment to accommodate future growth for 2031 and beyond to position Hamilton as a City in Motion.

The TMP was completed in 2007 and identified a transportation strategy which emphasized transit, cycling and walking facilities and an efficient road network to support economic development. The plan identified policies and strategies for Hamilton’s transportation network over the next 30 years. The TMP set a target of a 20 per cent reduction in projected 2031 single occupancy vehicle trips.

The purpose of the review is to update previous assumptions and evaluate plan successes and challenges with a view for the future and emerging trends and technology. The process plans to inform, engage, evaluate and respond to citizen’s needs.

The TMP review will be a Municipal Class Environmental Assessment (as amended, 2011) process involving three consultation phases between March and December 2015. The review will provide many opportunities for citizens to get engaged and provide feedback about the following topics:

- Rural, urban and suburban transportation issues
- Population or economic growth effects on transportation
- Walking, cycling, transit, goods movement and commuter traffic
- Public health, age-friendly and neighbourhood development
- Complete streets, two-way conversions and infrastructure investment

The City’s consultant for this project, Cole Engineering Group, will deliver a preliminary overview to Council at the General Issues Committee meeting on February 18th. This will be followed by workshop-style public meetings that will begin in late March. The project team will also be undertaking extensive public engagement throughout the course of the study over the next several months as they strive to reach citizens throughout all areas of Hamilton.

More details about the project and timelines can be viewed at Hamilton.ca/TMP

-30-
CITY IN MOTION
Hamilton’s Transportation Master Plan

Notice of Public Information Centre

The City of Hamilton is undertaking a review and update of the citywide Transportation Master Plan (TMP) to guide the future investment and transportation programs to accommodate future growth for 2031 and beyond. This study is being carried out in accordance with the requirements of Phases 1 & 2 of the Municipal Class Environmental Assessment (as amended 2011) process.

The first stage of public engagement sessions will occur at the four (4) locations listed on the right. You will learn about current transportation trends and provide input to confirm the vision and identify opportunities and constraints within the transportation system.

Questions or comments? Contact:
Steve Molloy | Project Manager | City of Hamilton | Tel: (905) 546-2424 x2975
Email: tPlanning@hamilton.ca

Stay up-to-date
www.hamilton.ca/TMP

Each session will occur between 6 and 8 p.m.

- **MONDAY, MARCH 23rd, 2015**
  Art Gallery of Hamilton
  123 King Street West

- **TUESDAY MARCH 24th, 2015**
  Chedoke Presbyterian Church
  865 Mohawk Road West

- **WEDNESDAY, MARCH 25th, 2015**
  Battlefield House Museum & Park
  77 King Street East
  (Stoney Creek)

- **THURSDAY MARCH 26th, 2015**
  Emmanuel United Church
  871 Upper Ottawa Street
CITY IN MOTION
Hamilton’s Transportation Master Plan

Notice of Public Information Centre #2 (PIC)

The City of Hamilton is undertaking a review and update of the citywide Transportation Master Plan (TMP) in accordance with the Municipal Class Environmental Assessment (as amended 2011) process.

The PICs will occur at the four (4) locations listed below.

<table>
<thead>
<tr>
<th>Tues, June 9, 2015</th>
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<tr>
<td>5pm – 8pm</td>
<td>5pm – 8pm</td>
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<tr>
<td>Binbrook Agricultural</td>
<td>Dundas Town Hall</td>
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<tr>
<td>Society</td>
<td>60 Main Street</td>
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<td>2600 Highway 56 (Binbrook)</td>
<td>(Dundas)</td>
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<table>
<thead>
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<th>Sat, June 13, 2015</th>
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<td>12pm – 3pm</td>
<td>5pm – 8pm</td>
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<tr>
<td>Flamborough Family YMCA</td>
<td>St. Eugene’s Catholic Elementary School</td>
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<tr>
<td>207 Parkside Drive</td>
<td>120 Parkdale Avenue S.</td>
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<td>(Waterdown)</td>
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</table>

Stay up-to-date
www.hamilton.ca/TMP

What’s on the agenda
- Display Boards
- Presentation
- Interactive Design Workshop

What will we be talking about?
- Highlights of on-going work
- What’s been said
- What’s been missed
- Education on the concept of “Complete Streets” & complete exercises
- What happens next?

Questions or comments? Contact:
Steve Molloy | Project Manager | City of Hamilton
T: (905) 546-2424 x2975
E: tplanning@hamilton.ca
CITY IN MOTION
Hamilton’s Transportation Master Plan

Notice of Public Information Centre #3 (PIC)

The City of Hamilton is undertaking a review and update of the citywide Transportation Master Plan (TMP) in accordance with the Municipal Class Environmental Assessment (as amended 2011) process.

The PICs will occur at the four (4) locations listed below.

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<tr>
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<tbody>
<tr>
<td>Sackville Senior’s Centre</td>
<td>Tim Hortons’ Field</td>
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<td>780 Upper Wentworth Street</td>
<td>64 Melrose Avenue North</td>
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<table>
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<th>Tues, Dec 8, 2015</th>
<th>Wed, Dec 9, 2015</th>
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<tr>
<td>Valley Park Recreation Centre</td>
<td>Ancaster Old Town Hall</td>
</tr>
<tr>
<td>970 Paramount Drive</td>
<td>310 Wilson Street East</td>
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What’s on the agenda
- 6:00pm - 7:00pm
  - Display Boards
- 7:00pm - 8:00pm
  - Presentation/ Interactive Poll on Study Direction

What will we be talking about?
- Highlights and findings of ongoing work
- Sharing what has been heard from the public
- Continued public engagement
- Getting your feedback on the study direction

Contact:
Steve Molloy
Project Manager
City of Hamilton
T: (905) 546-2424 x2975
E: tplanning@hamilton.ca

Stay up-to-date
www.hamilton.ca/TMP
CITY IN MOTION
Hamilton’s Transportation Master Plan

Notice of Public Information Centre
#4 (PIC)

The City of Hamilton is undertaking a review and update of the citywide Transportation Master Plan (TMP) in accordance with the Municipal Class Environmental Assessment (as amended 2011) process.

When?
On **Tuesday, April 26th 2016** two (2) identical sessions will be held communicating the project materials.

Where?
City Hall Council Chambers (mezzanine level)
70 Main Street West

What will we be talking about?
- Highlights and findings of ongoing work
- Sharing what has been heard from the public
- Continued public engagement
- Getting your feedback on the study direction

Stay up-to-date
www.hamilton.ca/TMP

Session 1
**Part 1:** 2:00pm-3:30pm
Display Boards Review

**Part 2:** 3:30-4:00pm
Presentation

Session 2
**Part 1:** 6:00pm-7:30pm
Display Boards Review

**Part 2:** 7:30-8:00pm
Presentation

Contact:
Steve Molloy
Project Manager
City of Hamilton
T: (905) 546-2424 x2975
E: tplanning@hamilton.ca
<table>
<thead>
<tr>
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<th>Street Address</th>
<th>City and Province</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Aboriginal Affairs and Northern Development -</td>
<td>25 St. Clair Avenue East 8th Flr</td>
<td>Toronto, ON</td>
<td>M4T 1M2</td>
</tr>
<tr>
<td>Environment Unit</td>
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<td>Association of Iroquois and Allied Indians</td>
<td>387 Princess Avenue</td>
<td>London, ON</td>
<td>N6B 2A7</td>
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<tr>
<td>Neighbourhood and Community Initiatives</td>
<td>28 James Street North, 5th Floor</td>
<td>Hamilton, ON</td>
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<tr>
<td>French Catholic School Board</td>
<td>110 Drewry Avenue</td>
<td>North York, ON</td>
<td>M2M 1c8</td>
</tr>
<tr>
<td>Southern Ontario Gateway Council</td>
<td>140 King Street East, Suite 14</td>
<td>Hamilton, ON</td>
<td>L8N 1B2</td>
</tr>
<tr>
<td>The Métis Nation of Ontario</td>
<td>500 Old St. Patric St. Unit 3</td>
<td>Ottawa, ON</td>
<td>K1N 9G4</td>
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<tr>
<td>Hamilton-Wentworth District School Board</td>
<td>100 Main St. W. P.O. Box 2558</td>
<td>Hamilton, ON</td>
<td>L8N 3L1</td>
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<tr>
<td>Community and Emergency Services</td>
<td>28 James Street North, 5th Floor</td>
<td>Hamilton, ON</td>
<td>L8P 4Y5</td>
</tr>
<tr>
<td>Metrolinx</td>
<td>97 Front Street West, 2nd Floor</td>
<td>Toronto, ON</td>
<td>M5J 1E6</td>
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<td>Hamilton Police Service</td>
<td>155 King William Street</td>
<td>Hamilton, ON</td>
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<td>Brant County</td>
<td>P.O. Box 160</td>
<td>Burford, ON</td>
<td>N0E 1A0</td>
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<tr>
<td>City Manager's Office- Administration</td>
<td>71 Main Street West, 1st Floor</td>
<td>Hamilton, ON</td>
<td>L8P 4Y5</td>
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<tr>
<td>Zipcar</td>
<td>129 Spadina Avenue</td>
<td>Toronto, ON</td>
<td>M5V 2L3</td>
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<td>Hamilton Cab</td>
<td>430 Cannon Street East</td>
<td>Hamilton, ON</td>
<td>L8L 2C8</td>
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<td>Aboriginal Affairs and Northern Development Canada</td>
<td>300 Sparks Street, Room 205</td>
<td>Ottawa, ON</td>
<td>K1A 0H4</td>
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<td>Hamilton-Wentworth Catholic District School Board</td>
<td>90 Mulberry Street</td>
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<td>L8R 2C8</td>
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<td>Environment Canada</td>
<td>867 Lakeshore Blvd.</td>
<td>Burlington, ON</td>
<td>L7R 4A6</td>
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<tr>
<td>Huron-Wendat Nation Council</td>
<td>255 Place Chef Michel-Laveau</td>
<td>Wendake, QC</td>
<td>G0A 4V0</td>
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<tr>
<td>Native Women's Centre</td>
<td>Rosedale Postal Outlet, 1900 King St. East PO Box 69036</td>
<td>Hamilton, ON</td>
<td>L8K 1W1</td>
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<tr>
<td>Regional Municipality of Waterloo</td>
<td>150 Frederick Street, 1st Floor</td>
<td>Waterloo, ON</td>
<td>N2G 4J3</td>
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<tr>
<td>Ministry of Community and Social Services</td>
<td>119 King St. W. 7th Floor</td>
<td>Hamilton, ON</td>
<td>L8P 4Y7</td>
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<tr>
<td>Six Nations of the Grand River</td>
<td>P.O. Box 5000, 1695 Chiefswood Road</td>
<td>Oshweken, ON</td>
<td>N0A 1M0</td>
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<tr>
<td>Haudenosaunee Resource Centre</td>
<td>2634 Sixth Line RR2</td>
<td>Oshweken, ON</td>
<td>N0A 1M0</td>
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<td>McMaster University</td>
<td>1280 Main Street West, Hamilton Hall Room 103</td>
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<td>Community and Emergency Services</td>
<td>28 James Street North, 5th Floor</td>
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<td>Ministry of Aboriginal Affairs</td>
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<td>French Public School Board</td>
<td>116 Cornelius Parkway</td>
<td>Toronto, ON</td>
<td>M6L 2K5</td>
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<tr>
<td>Township of West Lincoln</td>
<td>P.O. Box 400 318 Canborough St.</td>
<td>Smithville, ON</td>
<td>L0R 2A0</td>
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<tr>
<td>Union of Ontario Indians - Nipissing First Nation</td>
<td>1 Migizii Miikan PO Box 711</td>
<td>North Bay, ON</td>
<td>P1B 8J8</td>
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<td>Niwasa Aboriginal Early Learning Programs</td>
<td>1869 Main Street East</td>
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<td>7404 Wellington Rd. 34 - Aberfoyle RR #3</td>
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<td>Greyhound</td>
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<td>Urban Native Homes Incorporated</td>
<td>19 Albert Street</td>
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<td>Hamilton Chamber of Commerce</td>
<td>120 King St. W.</td>
<td>Hamilton, ON</td>
<td>L8P 4V2</td>
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<tr>
<td>Environment Hamilton</td>
<td>22 Wilson Street, Unit 4</td>
<td>Hamilton, ON</td>
<td>L8R 1G7</td>
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<td>Hamilton Health Science</td>
<td>40 Wellington Street N</td>
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<td>Legal Services</td>
<td>45 Main Street East. 4&lt;sup&gt;th&lt;/sup&gt; floor, Suite 408</td>
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<td>Sacajawea Non-Profit Housing Inc</td>
<td>19 Albert Street</td>
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<td>Social Planning Research Council</td>
<td>162 King William St. Suite 103</td>
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<td>Metrolinx</td>
<td>97 Front Street West</td>
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<tr>
<td>Mohawk College</td>
<td>135 Fennell Avenue West P.O. Box 2034</td>
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<td>L8N 3T2</td>
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<tr>
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<tr>
<td>De dwa da dehs nye&gt;s Aboriginal Health Centre</td>
<td>678 Main St. East</td>
<td>Hamilton</td>
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<td>Mohawk College - Aboriginal Student Services</td>
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<td>77 James St. N., Suite 400</td>
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<td>151 Younge St - 4th Floor</td>
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<td>M5C 2W7</td>
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<td>111 Peter Street, Suite 804</td>
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<td>M4V 2H1</td>
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<td>838 Mineral Springs Road, Box 81067</td>
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<td>L9G 4X1</td>
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<td>Regional Municipality of Niagara</td>
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<td>Thorold</td>
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<td>Hamilton Waterfront Trust</td>
<td>47 Discovery Dr.</td>
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<td>160 John Street South</td>
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<td>Hamilton-Halton Home Builders’ Association</td>
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<td>Mississaugas of New Credit First Nation</td>
<td>2789 Mississauga Road RR #6</td>
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<td>N0A 1H0</td>
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<tr>
<td>Ontario Trucking Association</td>
<td>555 Dixon Road</td>
<td>Toronto</td>
<td>M9W 1H8</td>
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<td>Environment Canada</td>
<td>867 Lakeshore Blvd.</td>
<td>Burlington</td>
<td>L7R 4A6</td>
</tr>
<tr>
<td>St. Joseph's Health System</td>
<td>Charlton Campus 50 Charlton Avenue East, King Campus 2757 King Street East, West 5th Campus</td>
<td>Hamilton</td>
<td>L8N 4A6, King: L8G 5E4</td>
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<tr>
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<td>Address</td>
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<td>Lands and Trusts Services Env. Unit INAC</td>
<td>25 St. Clair Ave. E. 8th floor</td>
<td>Toronto</td>
<td>M4T 1M2</td>
</tr>
<tr>
<td>Center for Topographical Information</td>
<td>615 Booth Street Rm 634</td>
<td>Ottawa</td>
<td>K1A0E3</td>
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<td>Canadian Geographical Names Database</td>
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<td>Hamilton Community Foundation</td>
<td>120 King St. W., Suite 700</td>
<td>Hamilton</td>
<td>L8P 4V2</td>
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<td>Planning &amp; Economic Development</td>
<td>71 Main St W 7th flr</td>
<td>Hamilton</td>
<td>L8P 4Y5</td>
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<td>Ministry of Aboriginal Affairs Consultation Unit</td>
<td>160 Bloor Street East, 9th Floor</td>
<td>Toronto</td>
<td>M7A 2E6</td>
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<tr>
<td>Town of Grimsby</td>
<td>160 Livingston Avenue P.O. Box 159</td>
<td>Grimsby</td>
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<tr>
<td>Region of Halton</td>
<td>1151 Bronte Road</td>
<td>Oakville</td>
<td>L6M 3L1</td>
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<td>Social Bicycle (Sobi)</td>
<td>126 Catharine St. N</td>
<td>Hamilton</td>
<td>L8R 1J4</td>
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<tr>
<td>Aboriginal Affairs and Northern Development Land and Environment Department</td>
<td>10 Wellington St.</td>
<td>Gatineau</td>
<td>K1A 0H4</td>
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<tr>
<td>County of Wellington</td>
<td>74 Woolwich Street</td>
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<td>20 Education Court</td>
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<td>Niagara Escarpment Commission</td>
<td>232 A Guelph Street</td>
<td>Georgetown,</td>
<td>L7G 4B1</td>
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<td>Hamilton Port Authority</td>
<td>605 James St. N.</td>
<td>Hamilton</td>
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<td>Ministry of Tourism, Culture &amp; Sport</td>
<td>401 Bay Street, 17th Floor</td>
<td>Toronto</td>
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<td>Community Car Share</td>
<td>175 Longwood Rd. S., Suite 304A</td>
<td>Hamilton, ON</td>
<td>L8P 0A1</td>
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<tr>
<td>John C. Munro Hamilton International Airport</td>
<td>9300 Airport Road, Suite 2206</td>
<td>Mount Hope, ON</td>
<td>L0R 1W0</td>
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<td>Smart Commute Hamilton</td>
<td>77 James St. N</td>
<td>Hamilton, ON</td>
<td>L8R 2K3</td>
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<td>Canada Coach</td>
<td>791 Webber Avenue</td>
<td>Peterborough, ON</td>
<td>K9J 7B1</td>
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<td>Metis National Council</td>
<td>4-340 MacLaren Street</td>
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<td>Mississaugas of New Credit First Nation</td>
<td>2789 Mississauga Road RR #6</td>
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<td>N0A 1H0</td>
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<td>Metis Nation of Ontario Training Initiative</td>
<td>445 Concession Street</td>
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<td>Ontario Federation of Indian Friendship</td>
<td>219 Front Street East</td>
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<td>Patent &amp; Trademark Agents for Huron-Wendat</td>
<td>276 Carlaw Ave. Suite 203</td>
<td>Toronto, ON</td>
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<td>Six Nations Eco-Centre</td>
<td>2676 Fourth Line Road P.O. Box 5000</td>
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<td>DARTS</td>
<td>235 Birch Avenue</td>
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</table>
Meeting Minutes

PROJECT: Hamilton Transportation Master Plan 5-Year Review and Update
PROJECT NO.: T15-001
SUBJECT: Advisory Committee for Persons with Disabilities (ACPD) Committee Meeting
DATE/TIME: March 8, 2016 (4:00 p.m. to 5:10 p.m.)
LOCATION: City of Hamilton
City Hall, Room 264
PREPARED BY: Alice Ho

ATTENDEES:

Members of the ACPD

City of Hamilton (CoH) Staff:
Lorissa Skrypniak
Janelle Trant

Consultant Team:
Alice Ho, thtinc

PURPOSE:
The purpose of this meeting was to provide an overview of the Transportation Master Plan (TMP) Review and Update process, the study schedule and receive feedback from the ACPD on their main issues and concerns.
**Item No.** | **Discussion / Actions:** | **Action**
--- | --- | ---
1. | **TMP Five-Year Update and Review:**
   Alice Ho provided an overview of the TMP process, schedule and its purpose. A copy of the presentation was provided to the attendees at the meeting. Key points were noted as follows:
   - Highlights of the TMP were noted as follows:
     - What is the TMP Review and Update?
     - TMP process
     - TMP consultation and study schedule
     - Inputs to the TMP
     - TMP revised vision (problem) statement

2. | **Discussion:**
   Meeting attendees were provided with the opportunity to note their issues and concerns as related to the Transportation Master Plan. Specific issues and concerns were noted as follows:
   **Powerpoint presentation:**
   - For the purposes of the visually impaired, it is more beneficial to provide a handout/presentation in text only.
   **Prior Consultation Events:**
   - It was noted that the ACPD needs to be made aware of public meetings well in advance as DARTS requires a 1.5 week advance in booking for a ride.
   - It was noted that the event at the Art Gallery was not designed for accessible devices and the longevity of the program (in reference to the bike summit) made it difficult to participate in the event.
   - Furthermore, it was noted that comments were to be provided by computer; however, the participant does not have a computer.
   **Bus Stop Connectivity:**
   - The position of bus stops are not ideal in minimizing the amount of walking required between bus stops.
   - Can an incentive be provided to ensure that bus stops are better located (e.g., tax credit)?
   - Can there be a policy that requires that bus stops be placed in locations that provide the best linkage to other bus stops when bus stop replacement occurs?
   - While bicycles can now be stored in front of the bus, the weight of the bicycle becomes a deterrent in linking a bicycle trip and a transit trip as the bicyclist is unable to lift the bicycle onto the bike rack in front of the bus.
   **Pedestrian Connectivity:**
   - There are many instances where sidewalks dead-end and there is a lack of connectivity to allow for a direct route between destinations.
   - New builds should ensure that sidewalks are better connected.
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<tr>
<th>Item No.</th>
<th>Discussion / Actions:</th>
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<tbody>
<tr>
<td></td>
<td><strong>Public Transit Connectivity:</strong></td>
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<td></td>
<td>• There are numerous issues associated with HSR and accessible transportation and better connections between GO/HSR/Greyhound/rail.</td>
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<td>• It was suggested that the Study Team should attend the Transportation Working Group which meets every 4th Tuesday of the month to better understand transportation related issues. (e.g., bus scheduling, bus stop issues, etc.)</td>
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<td>• <strong>City Response:</strong> The City will confirm with Loren the date of the meeting and the availability of Staff to attend.</td>
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<td><strong>Bicycle Licensing:</strong></td>
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<td>• There needs to be accountability in licencing bicycles as there is a certain age group of cyclists that believe they are allowed on sidewalks.</td>
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<td>• The one noted area of concern is along King Street between Wellington and James as there are many disabled and seniors in the area.</td>
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<td><strong>DARTS:</strong></td>
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<td>• Would prefer that it becomes an on-demand service as opposed to a one-week in advance service.</td>
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<td><strong>Aging Society:</strong></td>
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<td>• The trend is towards an aging society. As a result, mobility trends will be changing as the aging population will have difficulty maintaining mobility. There needs to be a way in which we address the changing mobility trends (e.g., higher use of scooters, etc.)</td>
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<td></td>
<td>• There should also be a policy on ensuring that HSR has a complaint process to address incidents on their buses. Furthermore, there should also be a transportation appeal process.</td>
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<td>• It was also noted that the Seniors’ Advisory Committee has a Transportation sub-committee that has prepared a list of transportation issues and concerns that would be beneficial as input into this study (contact: Deb Thomas in Access and Equity).</td>
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<td><strong>Speed Limits on Sidewalks:</strong></td>
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<td>• Can the City impose speed limits on sidewalks?</td>
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BUSINESS IMPROVEMENT AREA ADVISORY COMMITTEE
REPORT 16-002
8:00 a.m.
Tuesday, February 9, 2016
Room 264
Hamilton City Hall
71 Main Street West

Present:
Councillor M. Green (Chair)
Lisa Anderson – Dundas BIA
Rachel Braithwaite – Barton Village BIA
Susan Braithwaite – International Village BIA
Bender Chug - Main West Esplanade BIA
Kathy Drewitt – Downtown Hamilton BIA
Lia Hess – King West BIA (Acting Vice Chair)
Jennifer Mattern – Ancaster BIA
Tony Mark – Ottawa Street BIA
Suzanne Repei – Westdale Village BIA

Absent:
Tony Greco – Locke Street BIA
Barbara Rusnak – Waterdown BIA
Doug Sutherland – Stoney Creek BIA
Representative from the Concession Street BIA

with regrets:

General Issues Committee – March 2, 2016
THE BUSINESS IMPROVEMENT AREA ADVISORY COMMITTEE PRESENTS REPORT 16-002 AND RESPECTFULLY RECOMMENDS:

1. Feedback Respecting the Draft Code of Conduct (Item 6.4)

That the Code of Conduct for Business Improvements Areas, attached to BIAAC Report 16-002, be approved.

FOR THE INFORMATION OF COMMITTEE:

(a) UPDATES FROM COMMITTEE MEMBERS (Item A)

Committee members used this time to provide updates on various activities and initiatives in their respective BIAs.

(b) APPROVAL OF AGENDA (Item 1)

The Committee Clerk advised of the following Change to the Agenda:

(i) Added Correspondence from Carlo Gorni, BIA Coordinator, to accompany Item 6.4 respecting the Draft Code of Conduct with Comments from the City of Hamilton Legal Services Department.

The agenda for the February 9, 2016 meeting was approved, as amended.

(c) DECLARATIONS OF INTEREST (Item 2)

There were no declarations of interest.

(d) APPROVAL OF PREVIOUS MINUTES (Item 3)

(i) January 12, 2016

The January 12, 2016 Minutes of the Business Improvement Area Advisory Committee were approved, as presented.
(e) PRESENTATIONS (Item 5)

(i) Steve Molloy, BIAAC Engagement in the City of Hamilton Transportation Master Plan (Item 5.1)

Ms. Steve Molloy, Project Manager, Transportation Master Plan (TMP) Implementation and Mr. Jack Thompson, Consultant Project Manager, TMP, addressed the Committee respecting BIAAC Engagement in the City of Hamilton Transportation Master Plan with the aid of a handout. A copy of the handout has been retained for the official record.

The presentation included, but was not limited to, the following information:

- TMP Consultation Process and Study Schedule
- Input that has been received
- Revised Vision (Problem) Statement
- BIA Input into the TMP Process
- Implementation and Next Steps
- Creating Complete, Liveable, and Better Streets

Mr. Malloy will follow-up on his presentation by sending out a brief questionnaire to BIAs to solicit their feedback on the TMP.

The presentation respecting BIAAC Engagement in the City of Hamilton Transportation Master Plan was received.

(ii) Representative from KPMG respecting Client Assistance Packages for BIA Audit Process (Item 5.2)

Mr. Zachery Sharp, Manager, Audit Services at KPMG LLP, addressed the Committee respecting Client Assistance Packages for the BIA Audit Process.

Mr. Sharp explained the general process for BIA audits and pointed out key aspects of the Client Assistance Information Packages.

Mr. Sharp noted there was a general improvement in the audits that were submitted compared to the previous year. Mr. Sharp encouraged BIAs to look closely at the checklist in the package to ensure that the required information is included.

The presentation from Zachery Sharp, Manager, Audit Services at KPMG LLP, respecting Client Assistance Packages for BIA Audit Process was received.
(f) DISCUSSION ITEMS (Item 6)

(i) Open for Business Sub-Committee Update (Item 6.1)

Ms. Kathy Drewitt provided the Committee with an Update on the Open for Business Sub-Committee

Ms. Drewitt reported that the Open for Business Sub-Committee met on Jan 28, 2015. The Hamilton Burlington Society of Architects have been added as an advisor to the Sub-Committee and their perspective and experience will be helpful moving forward.

Ms. Drewitt reported that staff from Planning and Economic Development were in attendance at the meeting. Staff explained measures that have been taken to help make the City more open to businesses. The measures include, but are not limited to, the following measures:

- Increased staff resources including the hiring of new planners
- Production of an Annual Report so that efforts can be measured
- Creating brochures to assist business owners
- Conducting workshops on zoning so it is easier to understand
- A review of business licensing is underway

Ms. Drewitt reminded BIAAC members that Mr. Jason Thorne, General Manager of Planning and Economic Development, is available to come to BIA meetings on the topic of promoting Hamilton as “being open for business”.

(ii) Review and Comment on the Upcoming BIAAC Presentation to the General Issues Committee on February 17, 2016 (Item 6.2)

Ms. Jennifer Mattern shared a draft of the BIAAC presentation that will be made to the General Issues Committee on February 17, 2016.

The Committee members provided their feedback and suggestions on the presentation.

(iii) Promoting BIAs in the Hamilton Visitor Guide (Item 6.3)

Ms. Rachel Braithwaite raised the issue of advertisements for BIAs in the Hamilton Visitors Guide. Ms. Braithwaite stated that small BIAs, such as the Barton Village BIA, cannot afford such advertising costs. Ms. R. Braithwaite suggested that BIAs join together to try to obtain a discount.
Committee members provided suggestions on this topic and noted that the Branding Exercise that is currently underway may assist with this issue in the future.

(iv) Feedback respecting the Draft Code of Conduct (Item 6.4)

Carlo Gorni, BIA Coordinator, provided an overview of his correspondence respecting the Draft Code of Conduct with Comments from the City of Hamilton Legal Services Department.

The Correspondence from Carlo Gorni, BIA Coordinator, respecting the Draft Code of Conduct with Comments from the City of Hamilton Legal Services Department, was received.

A general discussion about the Draft Code of Conduct, including the sharing of feedback from various BIA Boards of Directors, then took place.

For disposition on the matter, refer to Item 1.

(g) GENERAL INFORMATION/OTHER BUSINESS (Item 9)

(i) Verbal Update from Carlo Gorni, BIA Coordinator (no copy) (Item 9.1)

Carlo Gorni, BIA Coordinator, provided the Committee with an update respecting the following items:

- Reminder that Chamber of Commerce Outstanding Business Achievement Awards Ceremony takes place on March 8, 2016
- The Branding Exercise Working Group met with Muse Marketing on February 2, 2016 to discuss next steps; a facilitated seminar will take place on Feb 19, 2016 from 9 a.m. to Noon; a survey will be sent to BIA Board members seeking their feedback on the Branding Exercise
- The Small Business Enterprise Centre (SBEC) has new program called “Launch Local”; it is designed to assist start-ups as well as existing small businesses to expand; on February 23, 2016 the SBEC is holding an orientation session about the program

(ii) General Information (Added Item 9.2)

Ms. Kathy Drewitt reminded Committee members to complete the survey from the City’s Film Office to ensure that the feedback of BIAs is considered under the Review of the Film Office currently being undertaken.
Ms. Drewitt reported that the Ontario Business Improvement Area Association (OBIAA) have announced that Hamilton is one of the three proposals (for two opportunities) they received for hosting an accessibility seminar. A budget, proposed location and sponsorship opportunities must be submitted to OBIAA by February 12, 2016. Ms. Drewitt encouraged everyone to think about businesses in their BIAs that might be in a position to sponsor such an event.

Ms. Drewitt mentioned a Breakfast Forum about Accessibility Issues that is taking place on May 3rd from 7:30 a.m. to 9:30 a.m. The cost is $200 per person. The location for the event has not yet been determined.

(i) ADJOURNMENT (Item 10)

There being no further business, the Business Improvement Advisory Committee adjourned at 9:51 a.m.

Respectfully submitted,

Lia Hess, Acting Vice Chair
Business Improvement Area
Advisory Committee

Lauri Leduc
Legislative Coordinator
Office of the City Clerk
Meeting Minutes

PROJECT: Hamilton Transportation Master Plan 5-Year Review and Update
PROJECT NO.: T15-001
SUBJECT: Flamborough Chamber of Commerce (FCC) Stakeholder Meeting
DATE/TIME: March 2, 2016 (12:00 p.m. to 1:30 p.m.)
LOCATION: Harry Howell Arena, 2nd Floor
27 Highway 5, Waterdown
PREPARED BY: Alice Ho

ATTENDEES:

FCC:
- Executive Director of FCC
- Flamborough Community Church
- Week's Home Hardware
- Waterdown BIA
- (ABH) Oversize Direct Ltd.
- Galer Equipment Ltd.
- Millgrove Garden Supplies
- Rankin's Septic Tank Pumping Ltd.
- Rankin's Septic Tank Pumping Ltd.
- Brenn B Farms
- Ken Man Farms Ltd.
- Lafarge
- Engbridge

Elected Representative:
- Rob Pasuta, Councillor Ward 14

City of Hamilton (CoH) Staff:
- Steve Molloy
- Lorissa Skrypniak
- Sally Yong-Lee
- Bob Butrym
- Sue Rimac

Consultant Team:
- Alice Ho, thtinc

PURPOSE:

The purpose of this meeting was to provide an overview of the Transportation Master Plan (TMP) Review and Update process, the study schedule and receive feedback from the FCC on their main issues and concerns.
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<th>Action by:</th>
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<td>1.</td>
<td><strong>Introduction:</strong></td>
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<td></td>
<td>provided an introduction to the FCC and its issues and concerns. Key points noted were as follows:</td>
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<tr>
<td></td>
<td>• Transportation is an essential part of their businesses.</td>
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<td>• Just-in-time deliveries are of top priority.</td>
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<td>• There are concerns with gridlock and how it affects their businesses.</td>
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<td>• Flamborough has different goods movement issues than what is experienced by Downtown Hamilton or east end truck routes.</td>
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<td>• Their main issues are oversized farm equipment, weight restrictions, illegal fill dumping from out-of-town, quarries and landscapers.</td>
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<td>• The introduction of the LRT is also of concern to the FCC in terms of the benefits and risks it will have on Flamborough.</td>
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<td>• There is also a recurring movement of the war against the car occurring in the Downtown (i.e., it is all about promotion of active transportation).</td>
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<td>• Gridlock on the QEW affects everyone (i.e., environment, health, businesses, etc.).</td>
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<td><strong>TMP Five-Year Update and Review:</strong></td>
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<td>Steve Molloy and Alice Ho provided an overview of the TMP process, schedule and its purpose. A copy of the presentation will be forward to attendees following the meeting for their records. Key points were noted as follows:</td>
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<td>• The City realizes that goods movement is important to its economy and development.</td>
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<td>• The purpose of meeting with stakeholders is to ensure that the needs of the City of Hamilton are captured.</td>
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<td>• Meetings with BIAs and the public have indicated a concern with trucks through residential areas and a preference for the use of smaller trucks; however, Flamborough will have different concerns and this meeting will help to identify what these concerns are.</td>
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<td>• Highlights of the TMP were noted as follows:</td>
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<td>▪ What is the TMP Review and Update?</td>
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<td>▪ TMP process</td>
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<td>▪ TMP consultation and study schedule</td>
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<td>▪ Inputs to the TMP</td>
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<td>▪ TMP revised vision (problem) statement</td>
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<td>3.</td>
<td><strong>Discussion:</strong></td>
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<td>Meeting attendees were provided with the opportunity to voice their issues and concerns as related to the Transportation Master Plan. Specific</td>
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issues and concerns were noted as follows:

**Oversize Direct (large machinery):**

- There needs to be a balance between the green movement and heavy industry.
- Main destinations are Port of Hamilton, City of Hamilton and Southwestern Ontario.
- Due to the size of the typical load, proper clearances are required (e.g., lane widths, wider turning radii and overhead restrictions).
- There are already restrictions in place which limit the routes that their trucks can take. Some examples include:
  - With the implementation of the LRT, there will be additional restrictions/pinchpoints within downtown Hamilton and delay the delivery of their goods or their access to the Port. When the LRT is in, one of their main E-W corridors is removed.
  - Another pinch point is Cannon Street. Prior to the cycle tracks, lanes were approximately 12ft; however, they are now down to 10ft. It is of note that their company is hauling loads that are 16ft wide in addition to competing with bicycles.
  - They cannot take the direct route to the QEW due to height restrictions on the bridges (i.e., bridges are too low) and are forced to travel through Waterdown.
- It was noted that one of the main competitors to the Port of Hamilton is the Port of Oshawa. The Port needs to be easily accessible in order for it to maintain its competitiveness in the industry.
- **Follow-up:** The FCC can provide the City with specific requirements and routing issues so that the City can properly address their issues and concerns as the City’s Economic Development is important.

**Waterdown BIA:**

- They are aware that trucks use Dundas Street and travel through the BIA area as they have nowhere else to go except through Waterdown. However, they do not provide a nice environment for the BIA (e.g., dust, traffic, vibrations, etc.) and deter patrons for using the sidewalk to their advantage.
- There is a need to better understand when the bypass will be in place and whether trucks will be allowed through tonnage (i.e., will there be tonnage restrictions).
- **City Response:** The following points were noted by Sally Yong-Lee, Manager of Infrastructure Planning at the City of Hamilton in response to the questions regarding the status of the bypass:
  - The EA was completed in 2012, but as a result of bump-ups, it wasn’t approved until 2014.
  - The City is now in the process of acquiring lands and dealing...
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<td>with the developers as some of the required lands will be dedicated by the developers when the plans for the subdivisions are prepared. Lands have yet to be expropriated as the City is currently in the process of encouraging willing sellers.</td>
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<td>▪ The bypass will be constructed in three or four separate segments. The north-south piece (between Parkside and Dundas) will be constructed first as part of the Up Country subdivision. Plans have been approved for this piece and it will be constructed by the developer.</td>
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<td>▪ The bypass will account for trucks.</td>
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<td>▪ It was confirmed that there will be a signal at the connection of the bypass with Highway 6.</td>
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<td>▪ It was noted that if Highway 6 becomes a controlled access highway, many of the roads that intersect it will be closed (e.g., Parkside) at Highway 6; however, it is currently not on the Ministry’s radar and may not happen for another 10-15 years.</td>
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<td>• It was also noted later in the meeting that left turns onto Highway 6 are a “killer” and that lights should be provided.</td>
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<td>• Has the City ever undertaken vehicle classifications or origin-destinations on the sideroads?</td>
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<td>• <strong>City Response:</strong> The City has to improve on their monitoring and in maintaining a better database. The Province does roadside surveys every 4-5 years; however, the City does not undertake such an endeavour. A policy consideration could be that the City undertake better data collection in order to have evidence to support any issues. Bob Butrym also clarified that 24-hour counts undertaken by the City do include vehicle classifications; however, they only differentiate the trucks as light, medium or heavy trucks.</td>
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<td>Morriston Bypass:</td>
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<td>• noted that the Guelph Chamber of Commerce has taken the lead to implement the bypass.</td>
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<td>Highway 5/6:</td>
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<td>• The City currently has capital funding to contribute to this project; however, it has not been identified as part of the Province’s 5-year capital budget. Notwithstanding, the Province does review the 5-year capital budget ever year, so it is possible that it could be identified within a year. In the meantime, an EA for the project has been filed and approved and the Province has hired a consultant to complete the detailed design (90%) for the project. When the Province has funding, it can be constructed.</td>
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|         |   • There are signs on certain Concession Roads that indicate where the trucks should go; however, signs are not provided on the west
Item No. | Discussion / Actions: |
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--- | side of Highway 6 and the north side of Parkside. |
--- | • At the moment, septic services are not considered necessary services so they cannot go where there is no truck route signage as they have been ticketed. However, it is of note that they are a necessary service and should be provided with access on these roads. |
--- | • Incoming products have to get to businesses; however, their trucks are being stopped and ticketed. Trucks signs are being put up and then taken down. Their trucks attempt to be compliant with truck routes; however, many roads do not allow truck traffic and there is no truck route to access their final destination. They also have trucks on contract; however, if those trucks cannot find a truck route to get to the destination, the contract trucks will not deliver the products. |
--- | • Many businesses required on-time deliveries. If the delivery is late, they are considered to be non-compliant and are fined. If one of their trucks is stopped and ticketed, they end up being late and fined on the delivery end too. |
--- | • Safety is a concern on Millgrove and at Millgrove and Highway 6. The left turn from Millgrove onto Highway 6 is very dangerous. |
--- | • It is also of note that while goods movement may have increased over the years, it is a result of local growth in industries that have resided in Hamilton for four or five generation. The truck travel patterns haven’t changed. The majority of the complaints that have been received regarding trucks to date have been from people who have recently moved to Flamborough and purchased a house on Highway 6, without realizing that they are in a high truck traffic area. |
--- | • Trucks from out-of-town are dumping fill in Flamborough. |
--- | • Police were sent to pull these trucks over but ended up ticketing local trucks and not the delinquents from out-of-town. |
--- | • It was also noted that quarry trucks tend to use Concession Roads to avoid bottlenecks (e.g., 5/6). As a result, the roads are being damaged as a result of the weights of these trucks. |
--- | • **City Response:** Steve Molloy noted that there needs to be better data collection program to identify the ODs of the trucks. |
--- | • It was also noted that as local businesses, they are aware of their impacts and do their best to be “good neighbours”. Their business protocol is to open early (i.e., 4 a.m.) to move their trucks into their yards as opposed to being parked on the road and then control truck traffic as it leaves the quarry. They also incorporate a safe trucker program and review haul routes. |
--- | • **City Response:** Steve Molloy noted that if the businesses could
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<td>share whatever available data they have on trucking patterns, etc., it would be most beneficial to the City to allow them to better address their issues and concerns.</td>
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- Issues with Millgrove Road may potentially be dealt with if property enforced.

- Is cognizant of issues and concerns from both the goods movement perspective (i.e., delivers equipment in the area) and the residents’ perspective (i.e., lives on Millgrove Sdrd south of 5th Concession).
- As a resident, notices that many trucks use Millgrove Sdrd as a short cut to avoid lights at Highway 6. However, the truck restriction has created a safety concern as trucks can’t turn north from Millgrove Sideroad. Trucks are forced to go further north and make a more difficult and unsafe left turn with heavy loads.

- There is a need for an improved road system to support the additional people who are moving into the area.
- People who move into the neighbourhood should also be made aware of the surrounding industries (e.g., landscapers that need to burn brush).
- **City Response:** There needs to be more public education in order that the public is aware that the neighbourhood supports a thriving goods movement industry and that goods movement is required to support a thriving economy.

### 4. Next Steps:

- The next and final PIC has been scheduled for April 26, 2016. It will be an afternoon and evening event with display boards. Meeting details will be forwarded to in an email along with an electronic copy of the presentation.
- The City will present final recommendations to Council in Fall 2016.
- Sue Rimac with Economic Development will also be providing a link to a goods movement survey in order that the City can better understand goods movement issues and concerns.
HAMILTON TRANSPORTATION MASTER PLAN
FIVE-YEAR REVIEW AND UPDATE

Summary of
Goods Movement Workshop
DATE/TIME: October 20, 2015 (6:00pm to 8:00pm)  
LOCATION: Continental Room, LIUNA GO Station, 360 James Street North  
PROJECT #: T15-001  
PREPARED BY: Alice Ho

ATTENDEES:

Goods Movement Representatives:
- Flamborough Chamber of Commerce
- Hamilton Port of Authority
- Dofasco
- Snowbird Transportation and Hamilton Transportation Club
- Stoney Creek Chamber of Commerce
- Hamilton Chamber of Commerce

City of Hamilton:
- Al Kirkpatrick (AK)
- Lorissa Skrypniak (LS)
- Graeme Brown (GB)
- Norm Schleehahn (NS)
- Steve Molloy (SM)
- Emily Collins (EC)

Consultant Team:
- Martin Scott (MS), Cole Engineering
- David Kriger (DK), DKCI
- Jack Thompson (JT), thtinc
- Alice Ho (AH), thtinc

Meeting Purpose:

The purpose of the Goods Movement Workshop was to provide meeting attendees with an overview of the City of Hamilton’s Transportation Master Plan Five-Year Review and Update (TMPU) and to solicit input from goods movement stakeholders on any of their issues and/or opportunities that could be addressed and/or input into the TMPU or to be passed on to Economic Development for future meetings and discussions.
The following document provides a summary of the discussions at the Goods Movement Workshop. The presentation that guided meeting discussions is included in Appendix A. Voting questions and results are displayed as part of this workshop summary; however, it is important to note that the results represent a minimal number of voters. Furthermore, the voting software did not allow for a prioritization of the answers or multiple answers, which would have provided more accurate results as there were overlapping interests in some of the given answers. To ensure that information more accurately represents the views/opinions of the stakeholders, a shorter, more succinct questionnaire will be provided to all invitees. Questionnaire results will be forwarded to the City’s Economic Development group for further follow-up discussions and/or meetings.

Overview of Hamilton’s Transportation Master Plan 5-Year Review and Update (TMPU)

- Slides 6 and 7 of the presentation provide key highlights of Hamilton’s TMPU.
- Public input received to date has been focussed on transportation issues related to autos, transit, pedestrian and cyclists, with little or no mention of goods movement.
- The purpose of this workshop is to ensure that goods movement stakeholders have an opportunity to note their concerns/issues and to identify opportunities and/or challenges.
- Steve Molloy (SM), the City’s Project Manager for the TMP, clarified that the original TMP was initiated in 2005 in conjunction with GRIDS and completed in 2007. It provides long-term planning direction (25-30 year timeframe). It follows the Environmental Assessment (EA) planning process for Master Plans (MP), which mandates that a review of the document be undertaken every five years to ensure that information included is still relevant or to recommend further improvements to transportation planning policies and/or infrastructure recommendations.
- Part of the study process involves stakeholder consultation, which is accomplished through public meetings and stakeholder meetings. Two sets of public meetings have been held to date (March 2015 and June 2015), with the third and final set to occur in December 2015. Upon completion of the study, an updated report will be prepared and presented to Council (Spring 2016).

Goods Movement Review

- David Kriger (DK) of David Kriger Consultants Inc. provided an overview of goods movement and its relation to the TMPU in Slides 8 to 14.

How Does Goods Movement Related to the TMP (Slide 9):

- Hamilton is very explicit in noting that goods movement sustains and grows economic development.
- Livable/complete/better streets were noted to be street corridors that accommodate all modes of transportation in a safe way.
Proposed Goods Movement Transportation Network Vision (Slide 10):
- A goods movement transportation network vision is important for the following three reasons:
  - Signals to the broad community that goods movement is important;
  - Provides legal context/framework to goods movement; and,
  - Opens opportunities for private sector/parties or public/private sector to work together.
- The intent is that the vision is not only a public policy aspiration but also applies to the private sector.
- The statement “The City’s multi-modal transportation network is safe, economical, reliable, efficient and environmentally sustainable.” was further clarified with the following definitions:
  - **Safe:** for all users of the transportation system;
  - **Economical:** to operate, maintain and use;
  - **Reliable:** in providing for alternate routes;
  - **Efficient:** in ensuring connectivity, which allows getting from Point A to Point B easily or getting there smoothly (i.e., coordinated traffic signals, less stops/starts, etc.); and,
  - **Environmentally sustainable:** in the condition of the roads and the provision of shortest distances.

Vision and Moving Your Goods (Slide 11 – Voting Question #1):

**Question:** Please choose the most important attribute in relation to your goods movement requirements.

**Choices:**
1. Safe (for all users)
2. Economical (to operate, maintain, use)
3. Reliable (route, mode, bottleneck)
4. Efficient (overall system, costs)
5. Environmentally sustainable

**Voting Results**

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**Key Takeaways:**
- It was noted that there are overlapping priorities and answers 3 and 4 were both noted to be important.
Key Policies (Existing and New) (Slide 13):
- In reference to item 2, it was asked whether there is a need to look downstream with respect to signal progression requirements and long-term requirements.
- In reference to item 4, collaboration with neighbouring municipalities and governments is necessary as it is important to not only move goods through Hamilton but around it (e.g., NGTA connection).

Policies and Moving Your Goods (Slide 14 – Voting Question #2):

**Question:** Please choose the policy that is most important to your goods movement.

**Choices:**
1. Maintain, protect and enhance the goods movement network
2. Maintain network efficiency
3. Focus on continued development of HIA, Port and hubs
4. Work with neighbouring municipalities and senior governments to ensure external connectivity and data collection expertise

**Key Takeaways:**
- It was noted that there are overlapping priorities and more than one of the policies are important to respective industries.
- **All the policies should be taken into consideration.**

**Economic Development**

**Economic Development and Goods Movement – Hamilton International Airport (Slide 17):**
- One of the opportunities that the Hamilton International Airport (HIA) is currently investigating is end of runway industries. These industries would eliminate the need to cross traffic and would allow for goods to be delivered immediately by air.
Economic Development and Your Goods (Slide 19 – Voting Question #3):

**Question:** Please choose the most important reason for locating your business in Hamilton.

**Choices:**
1. Proximity to customers / suppliers
2. Availability of multiple modes of transport
3. Availability of skilled labour
4. Land costs / land availability
5. Avoid GTA congestion

Economic Development and Your Goods (Slide 20 – Voting Question #4):

**Question:** What are your busiest hours of operation for moving goods (choose only one)?

**Choices:**
1. Peak morning (6-9)
2. Non-peak (9-3)
3. Peak evening (3-6)
4. Non-peak evening (6-6)
5. Weekends

**Key Takeaways:**
- **Port of Hamilton:** Arrivals are scheduled on a specific day; however, they can occur at any time. More than one of the choices are relevant, with non-peak as the first choice following non-peak evenings.
- **Dofasco:** Shipping occurs 24/7 but the majority occurs between 9-3.
- **Snowbird Transportation:** All hours of operation are busy; however, 9-3 is preferred as the transportation network is less congested.
- **Carriers work with and around congestion.**
Economic Development and Your Goods (Slide 21 – Voting Question #5):

**Question:** Does your organization participate in “Off Peak Deliveries” (late evening/overnight deliveries)?

**Choices:**
1. Yes, doing this now
2. No, but would like to be
3. No / does not apply

**Key Takeaways:**
- *Flamborough Chamber of Commerce (CoC)*: In general, people are getting up earlier to avoid congestion on the roadways.
- *Snowbird Transportation*: From a big box perspective (e.g., Canadian Tire, LCBO), off-peak deliveries is or can be successful. However, deliveries to specific industries (e.g., direct store deliveries, pet foods, etc.) is restricted by opening hours. A pilot project was initiated to test the success of off-peak deliveries during the PanAm Games; however, it was not successful as receivers were not receptive to the off-peak deliveries.
- **Off-peak deliveries are highly dependent on the receivers.**

**Other Discussion:**
- Off-peak deliveries can be disconcerting due to the noise associated with trucks backing up; however, there are available technologies to reduce impacts associated with noise.
- Recent trends indicate that there is a huge market for internet shopping. To accommodate the recent increases in internet shopping, options for delivery destinations have expanded to include deliveries to homes, the office or to local retailers (e.g., Loblaws, Walmart, penguin.com). The goods movement industry has responded to retailers and online services by expanding and providing more on-time delivery options through smaller delivery trucks. There may be concerns with safety associated with several smaller delivery trucks travelling through residential communities; however, this has not been confirmed and more data is required to support the new trend in delivery truck movements.
- Emerging technology is also a constantly changing trend in which transportation needs to be informed, prepared and ready to respond to these changes.
Your Goods

Moving Your Goods (Slide 22 – Voting Question #6):

**Question:** What is the most important factor that influences your shipment mode?

**Choices:**
- 1. Delivery schedule
- 2. Pick-up schedule
- 3. Cost of shipment
- 4. Size and weight of shipment
- 5. Traffic conditions

Your Goods (Slide 23 – Voting Question #7):

**Question:** What is the most important factor that influences the time and day of your shipment?

**Choices:**
- 1. Delivery schedule
- 2. Pick-up schedule
- 3. Size and weight of goods
- 4. Cost
- 5. Customer requirements

**Key Takeaways:**
- Awareness and education is necessary for the public to understand that goods movement is driven by customer requirements.
Moving Your Goods (Slide 24 – Voting Question #8):

**Question:** What is the most important factor that influences your carrier’s choice of route to deliver your shipment?

**Choices:**
1. Avoid delay/bottlenecks
2. Cost
3. Shortest distance
4. Size and weight limit
5. Safe and efficient travel time
6. Don’t know / not applicable

**Key Takeaways:**
- This question was difficult to answer as some of the choices were mutually exclusive (i.e., to minimize costs, carriers will attempt to avoid delays).
- *Time is money.*

Moving Your Goods (Slide 25 – Voting Question #9):

**Question:** Which area do you generally ship goods to or receive goods from (choose one)?

**Choices:**
1. Hamilton only
2. GTA/Niagara/southern Ontario
3. Other Canada
4. USA
5. International

**Key Takeaways:**
- Dofasco: If given the opportunity, “all of the above” is the preferred answer.
- Port of Hamilton: A detailed breakdown of exports/imports within Ontario can be provided.
- Snowbird Transportation: The question needs to show differentiation for mode of shipment (i.e., rail, port, air, etc.).
- Questions need to be revised with more clarity in the question being asked and the opportunity to rank/choose multiple choices.
- CN should also be provided with a copy of the questions for their input.
- Goods movement stakeholders were given the opportunity to identify bottleneck areas or opportunities to enhance the goods movement network.
- Goods movement input is important both for Economic Development and transportation planning. If necessary, City/Consultant representatives can meet again.
with vested stakeholders to discuss issues and opportunities for both the goods movement industry and the Chambers of Commerce.

Network Congestion

Network Congestion and Your Goods (Slide 27 – Voting Question #10):

**Question:** Do these locations reflect your experience today with congestion?

**Choices:**
1. Yes, that covers it
2. Yes, but there are other locations
3. No I don’t experience congestion

![Voting Results](image)

**Key Takeaways:**
- Highway 6 near Morriston is another key location where congestion is an issue. A bypass of this area may be up for discussions in the near future.
- Another bottleneck is the area through Waterdown where five lanes funnel into two lanes.

Network Congestion and Your Goods (Slide 28 – Voting Question #11):

**Question:** How has congestion impacted your business operations (choose one)?

**Choices:**
1. Avoid peak periods pick-up/deliveries
2. Use e-commerce to purchase/deliver products
3. Switch routes or modes
4. Consider relocating business
5. Business as usual

![Voting Results](image)

**Key Takeaways:**
- It was noted that 1 and 3 could have both been chosen, if given the opportunity.
Network Congestion and Your Goods (Slide 29 – Voting Question #12):

**Question:** Does congestion on the highway/road transportation network adversely affect your shipping schedule?

**Choices:**
1. Never
2. Sometimes
3. Frequently
4. All the time

**Key Takeaways:**
- With the understanding that congestion is a major issue for the goods movement industry, it encourages opportunities for traffic management opportunities, apps for technology and coordination of data sharing with neighbouring municipalities.
- **Congestion is a major deterrent to goods movement on the highway/road network.**

Port Lands Access

Port Lands Access and Moving Your Goods (Slide 31 – Voting Question #13):

**Question:** What is your most important need regarding access to the Port?

**Choices:**
1. Maintain Burlington Street elevated structure
2. Replace structure with extra lanes on Burlington Street
3. Remove at-grade railway crossings
4. Improve truck routes access to Hwy 403
5. Add new north-south access in Lower City

**Key Takeaways:**
- SM clarified that the City is considering the option of removing the Burlington Street structure as it is a major capital infrastructure asset that due to its age and condition requires significant funds to maintain safety and operational standards. As it is now at the end of its life cycle, the City has to decide whether to rebuild it or replace it. While it is generally assumed that the life cycle of a structure is approximately 50 years, other influencing factors (e.g., wear and tear, etc.) may shorten the life cycle. As this study is being undertaken for the next 15-20 years, the end of its life cycle falls into this timeframe.
- It was noted that, in general, trucks use Burlington Street at grade and cars use the elevated structure. This degree of separation provides a form of safety for road users.
Furthermore, the existing street-level Burlington Street is four lanes and may not have the roadway width for widening. It was clarified that a more detailed review of existing and future vehicles volumes and land uses will be undertaken prior to any decisions being made regarding the structure. Long-term planning for the future of the Burlington Street structure will allow the City to make necessary preparations (e.g., land purchases) at the appropriate time prior to the end of the structure’s life cycle and facilitate any transitioning requirements.

- **Goods movement stakeholders see Burlington Street as an important link to their goods movement network.**
- **Goods movement stakeholders were asked to identify opportunities to improve access to Highway 403 on the comment sheet provided in order that opportunities can be incorporated into the TMPU and be approved by Council (e.g., improvements to Barton/Victoria, perimeter road, etc.)**

Port Lands Access and Your Goods (Slide 32 – Voting Question #14):

**Question:** If the upper level of the structure on Burlington Street was removed, how would this change your goods movement operation (choose one)?

**Choices:**
1. Significantly
2. Frequently
3. Often
4. Infrequently
5. No impact

**Key Takeaways:**
- It was noted that US Steel and Dofasco are both based off of Burlington Street. It was noted that Burlington Street is currently being used by trucks as a holding/staging area, resulting in line-ups along it.
- **The status of the Burlington Street structure is of importance to the goods movement stakeholders and will require more dialogue between the City and goods movement carriers and industries, in particular those industries within the impacted area, to ensure understanding of the issues and concerns from both the private industries and the City and to achieve a solution that will benefit all users.**
Airport and Red Hill Business Park (RHBP)

Airport/RHBP and Your Goods (Slide 34 – Voting Question #15):

**Question:** How do you address network congestion experienced between the airport/RHBP and the destination of your goods?

**Choices:**
1. Change shipping times
2. Choose an alternate mode
3. Find alternate routes
4. Other

**Key Takeaways:**
- Goods movement stakeholders to provide direction on alternate routes being considered due to existing congestion experienced between the airport/RHBP and origin/destination points as the City needs a better understanding of the weaknesses in the system.

Airport/RHBP Access and Your Goods (Slide 35 – Voting Question #16):

**Question:** Which of the following improvements would best help goods movement access to the airport/RHBP area (choose one)?

**Choices:**
1. New road connecting airport / RHBP
2. Improvements to the LINC
3. NGTA corridor
4. Other

**Key Takeaways:**
- Goods movement stakeholders unanimously agree that it would benefit from the NGTA corridor.
The Truck Network and Your Goods (Slide 36 – Voting Question #17):

**Question:** How well does the current truck route accommodate your business?

**Choices:**
1. Well
2. Good, with some issue/gaps
3. Not very well

**Key Takeaways:**
- Key areas of constraint include the QEW/Skyway and the Red Hill Valley Parkway (RHVP). When there are no incidents, goods movement is fine. However, if there is an incident, chaos is created. There are no alternates to allow for the diversion of goods movement.
- **The goods movement network requires redundancy.**

The Truck Network and Your Goods (Slide 37 – Voting Question #18):

**Question:** Is the movement of over-sized trucks in Hamilton problematic?

**Choices:**
1. Yes
2. No, not a problem for my operations
3. Not applicable to my operations

**Key Takeaways:**
- There are certain restrictions on the existing goods movement network in Hamilton that does not allow loads over 80,000 lbs. These restrictions typically occur for approximate one-mile sections. Carriers are forced to either divert around this section or place the load on two trucks.
- **Subsequent review of the goods movement network should identify areas with load restrictions and potentially identify alternate routing while minimizing the requirement to divert.**
The Truck Network and Your Goods (Slide 38 – Voting Question #19):

**Question:** Do you use the Main/King/York/Cannon corridor for your goods movement?

**Choices:**
1. Never
2. Sometimes
3. All the time

**Key Takeaways:**
- An ongoing challenge is in accommodating the needs of the goods movement network on commercial/arterial roads while encouraging complete (livable streets).
- The City’s traffic count database can be used as a method to verify the perception of high truck volumes on these east-west corridors.

**Other Discussion:**
- With the implementation of the LRT in the near future, two travel lanes may be out of circulation and would potentially impact the four corridors noted above. To address this challenge, there may be potential opportunities for conversion of one-way streets to two-way. However, it is important to note that street conversion may not be the optimal solution as there are still too many unknowns as to how the LRT will be implemented and what will occur during construction staging.
- The Stakeholders need to be involved in the LRT planning and implementation process to ensure that their issues and needs for the transportation network are met/addressed.

The Truck Network and Your Goods (Slide 39 – Voting Question #20):

**Question:** What interim solution could complement the future NGTA corridor?

**Choices:**
1. Roadway link to airport connecting to Hwy 6
2. Widen Hwy 403
3. Widen QEW
4. Other

**Voting Results**

- **Question #19**
  - 0%: 1
  - 25%: 2
  - 75%: 3

- **Question #20**
  - 0%: 1
  - 33%: 2
  - 67%: 3
A Livable Street and Your Goods (Slide 40 – Voting Question #21):

**Question:** When your trucks are travelling on an arterial or collector, which street element noted below is the most important?

**Choices:**
1. Wider lanes
2. Segregated bike lanes
3. Maximum intersection turning radii
4. On-street loading spaces

![Voting Results](image)

**Key Takeaways:**
- There are design guidelines that recognize each of the street elements and will incorporate them accordingly.

**Other Discussions**
- It was noted that the movement of vehicles on the transportation road network is important to the success of the economy, environment, safety and public health. As a majority of the congestion concerns are with the freeway system, the City will ask Council to put pressure on the Ministry of Transportation Ontario to address highway congestion issues. It was noted that while stakeholders have requested that additional lanes be provided on the LINC or RHVP, the benefit to these improvements will be minimal as they will funnel into an existing bottleneck as these systems merge with the Provincial highway network system at either Hwy 403 or the QEW. It is the intent that the TMPU will provide strategies and guidelines that will enable the industries’ message to be moved forward.

**Concluding Remarks**
- The City is asking for feedback and input from goods movement stakeholders.
- The City is willing to attend chamber of commerce and/or goods movement meetings and provide a shortened version of the presentation to facilitate further dialogue and receive feedback from stakeholders.
- The proposed timing/schedule for the study to have a draft report for March 2016 and present findings to Council in May 2016.
Present: Chair: Andrea Kita (regrets)
Vice-All: Marc Risdale
Members: Brad Tyleman Bob Corsini Bob Brown
Brian Chewter Sharon Gibbons Jordan Fysh
Roger Tupper Tyler Shepherd Marisa Di Censo

Absent with Regrets: Pauline McKinley

Also Present: PW staff (Steve Molloy, Yishan Liu, Daryl Bender), Kevin Love, Dan Botham

1. CHANGES TO THE AGENDA/ INTRODUCTIONS

2. DECLARATIONS OF INTEREST

   none

3. APPROVAL OF MINUTES OF PREVIOUS MEETING

   (Moved/Seconded)
   3.1 HCyC meeting minutes, dated May 6, 2015, were approved. CARRIED

4. CONSENT ITEMS

   none

5. PRESENTATIONS

   none
6. DISCUSSION ITEMS

Steve Molloy, Project Manager for the Transportation Master Plan and Cycling Master Plan update, discussed upcoming Public Information Centres (PICs) and the concept of complete streets that the updates are aiming to achieve. The Master Plans aim to balance competing interests, accommodate different types of users, increase cycling mode share, and identify priority actions. The PICs are a good opportunity to provide input. Information about the study can be found at [http://www.hamilton.ca/city-planning](http://www.hamilton.ca/city-planning). A variety of ideas were discussed including the importance of multi-use trail connections to on-street cycling routes and the process of Councillor approval of individual cycling projects.

6.1 Correspondence

**Public School Board** – An email describing bike parking resources has been sent to the School Board.

**Trinity Church Rd** – Residents expressed concern about students cycling on this rural road. HCyC recognizes the need for messaging to students through the schools and ultimately installing cycling infrastructure.

**Community mailboxes** – Acknowledgements of receipt from the Prime Minister’s Office and the Hamilton District Labour Council were shared.

**Committee renewal** – Members were notified that the Review of Advisory Committees Report will be presented to Councillors on July 6.

6.2 Updates from HCyC Reps on Committees

**PATH** – This organization is renamed “Cycle Hamilton” for a stronger focus on cycling rather than the more general “Active Transportation”.

**Community in Motion Awards** – Members congratulated fellow member Jordan Fysh for being named Advocate of the Year.

6.3 Maintenance

No updates

6.4 Budget

Staff are to print more of the “10 Route” pamphlets, no edits required. It was suggested that perhaps members could opt to have an annual SoBi membership rather than a parking pass for a bike cage or a refund of auto parking expenses, recognizing that mode options exist to attend meetings.

6.5 Discussion Items

**Transportation Master Plan/ Cycling Master Plan Updates** – Members brainstormed more ideas for the updates of these master plans.

6.6 Building the Network and Councillor Outreach

**Charlton/Herkimer bike lanes** – Staff are preparing modified bike lane design drawings for both streets.

**Cannon St bike lanes & Pipeline Trail** – The planned bike lanes east of the stadium are planned to be installed later this summer. It was noted that modifications for the Cycle Track are needed at the Sherman Ave intersection; and secondly, staff were asked to consider reflective tape on the planter boxes.

**Greenhill Ave** – Roger described issues along the street to the committee members. A meeting with Councillor Collins is scheduled and Brad, Tyler, and Roger plan to attend.
Queensdale Ave – Proceeding with the plan to install bicycle sharrows, and the changes to parking are to be implemented incrementally.

Highland Rd/ Winterberry Dr – Members await a decision by Councillor Conley regarding planned bike lanes.

Governor’s Rd - Sharrows had been installed to provide positive accommodation for cyclists however the Councillor had directed staff to have them removed. The Councillor has requested that a review of the street be conducted for all modes before any action is undertaken. She also regards the current road conditions to be too poor for cyclists. Andrea has been asked to draft an email to the Councillor.

6.7 Other Bicycle Infrastructure Projects

PanAm Greenway and the new West Harbour GO station – Members were updated on bicycle parking plans at the new GO station, a SoBi station, and the branding of the route between this GO station and the new stadium as the PanAm Greenway, part of the Trans-Canada Trail.

6.8 Public Education

Share the Road campaign – The annual installation of the “Pass Safely” posters on the HSR busses is underway.

Events:
- MEC Bikefest – Sunday May 24, was well attended, about 150 maps distributed, and good interest in SoBi.
- Pedal Power for Health – in June, Saturday the 13th
- Ancaster Farmers’ Market – trying to connect with the organizers
- Seniors Wellness @ Sackville Hill – late June, Sharon considering staffing the HCyC booth
- Open Streets - Jordan and Kevin will consider sharing the staffing of the HCyC booth

7. GENERAL INFORMATION & OTHER BUSINESS

Events/conferences

Trailhead Conference – Community Day, Sun June 7
City setting up a booth to get public feedback for the Trails Master Plan.

Joint Cites of Western Lake Ontario – Sat May 30, Grimsby
The attendees included Niagara to Mississauga to Waterloo. Lots of shared experience was discussed, with two key messages to advance:
1) That only eBikes that require pedal assist (“Pedelecs”) be permitted on multi-use trails
2) That bicycle education be included in all schools, as part of safety curriculum.

Highway Traffic Act (HTA) – The Ontario Legislature recently passed changes to the HTA to advance cycling in Ontario.

8. ADJOURNMENT
(Moved/Seconded)
That, there being no further business, the meeting be adjoumed at 7:30 p.m.
HAMILTON TRANSPORTATION MASTER PLAN
FIVE-YEAR REVIEW AND UPDATE

Summary of
Regional Stakeholders Meeting
DATE/TIME: October 19, 2015 (9:00am to 11:30am)
LOCATION: City of Hamilton, City Hall, 71 Main Street West, Meeting Room 264
PROJECT #: T15-001
PREPARED BY: Alice Ho

ATTENDEES:

Regional Representatives:
- Haldimand County
- Halton Region
- City of Burlington
- City of Burlington
- McMaster University and Hamilton Burlington Trails Council
- Region of Waterloo
- Metrolinx

City of Hamilton:
- Al Kirkpatrick (AK)
- Lorissa Skrypniak (LS)
- Peter Topalovic (PT)
- Steve Molloy (SM)
- Emily Collins (EC)

Consultant Team:
- Martin Scott (MS), Cole Engineering
- John McGill (JM), Parsons
- Jack Thompson (JT), thtinc
- Alice Ho (AH), thtinc

REGrets:
- Region of Niagara
- City of Brantford
- Ministry of Transportation Ontario
- Brant County

Meeting Purpose:
The purpose of the Regional Stakeholders Meeting was to provide meeting attendees with an overview of the City of Hamilton’s Transportation Master Plan Five-Year Review and Update (TMPU) and to solicit input from Regional stakeholders on their current transportation initiatives and any potential for input or inclusion into Hamilton’s TMPU.
The following document provides a summary of the discussions at the Regional Stakeholders meeting. The presentation that guided meeting discussions is included in Appendix A. Key action items are highlighted in bold and italics.

### Overview of Hamilton’s Transportation Master Plan 5-Year Review and Update (TMPU)

- Slides 4-7 of the presentation provide key highlights of Hamilton’s TMPU.
- As noted, consultation is important to the process and has been a key focus of the study to date. Two meetings have been held with the public (March 2015 and June 2015) with a third one scheduled for December 2015. City Staff have also been in attendance at numerous neighbourhood events. Meetings will be or have also been held with other vested stakeholders including Regional representatives, goods movement representatives, Public Health and various City Departments.
- It was clarified that “Livable” streets is terminology that is coming forth as an equivalent to “Complete” streets for the City of Hamilton. One of the main components of the TMPU will be a section on Complete (Livable – Better) Streets.
- With an understanding of existing and future congestion areas within the City of Hamilton, it is necessary that the City obtain a better understanding of transportation initiatives that are being planned for that could inherently benefit the transportation planning process or ensure that current initiatives or future long-term planning recommendations would play a role in its connections to neighbouring Regions and Municipalities.

### Metrolinx Initiatives

#### Regional Transportation Plan (RTP):
- Metrolinx (MX) is currently undertaking a review and update of its RTP. MX is in the process of preparing background reports in topic areas such as goods movement, social equity, service and stations. The updated RTP will be available in 2017.

#### Regional Express Rail (RER):
- RER is a continuing endeavour by MX. MX is looking at opportunities to provide more frequent service to outer regions.
- More frequent service to Hamilton was not confirmed as there are many other factors that MX would need to take into consideration (e.g., new stations, bridges over the tracks, etc.) in order to accommodate more frequent service.
- MX is continually reviewing its transit policies, which can feed into Hamilton’s TMPU.
- It was noted that West Harbour GO station currently services two trains. While GO Transit is proactive in improving services where there are capacity issues, MX could not confirm whether RER would be provided to Hamilton; however, it is constantly under review for potential improvements. AC noted that he would be the contact between...
the City of Hamilton and key groups within Metrolinx (e.g., RER, TWAD, GO Transit, etc.) for information exchange.

Two-Way, All-Day (TWAD):
- JT noted that the general public is under the impression that TWAD service will be provided to Hamilton; however, the more likely scenario is that TWAD service would be provided to Aldershot.
- AC noted that TWAD is a work in progress and inquired of the timing for Hamilton’s TMPU. The current schedule has the TMPU report being completed by March 2016, with the final round of PICs scheduled for December 2015.
- As part of the transportation analysis for the TMPU, a better understanding of inter-regional flows, which is dependent on future plans for GO Rail within Hamilton, is required. If TWAD to Hamilton is in the long-term plan, it will influence the future travel patterns within Hamilton. If changes in GO service are anticipated within the 5-10 year horizon, congestion can be planned for and accommodated in preparation for the longer-term rail service provision.
- VT noted that if Aldershot becomes the end-of-line station for TWAD service on the Lakeshore West corridor, it would result in major traffic issues as it would be the destination for all GO Transit commuters from the west of Burlington (i.e., commuters from Niagara, St. Catharines, Hamilton, etc.). The provision of free parking at GO Stations and subsequent expansion of the station to accommodate additional commuters is in conflict with the City of Burlington’s direction to expand employment lands within the area of the GO station. Furthermore, upgrading transportation infrastructure (e.g., widening roads or providing dual left turn lanes) to accommodate the expansion/development of a mobility hub conflicts with the Complete Streets direction that Council is encouraging.
- MX needs to provide further direction/guidance to Municipalities on their plans for TWAD on the Lakeshore West GO corridor with respect to the end-of-line station and the approximate timing of improvements for input into transportation planning processes and to educate both City Councils and the general public.

MTO Initiatives

As an MTO representative was not in attendance at the meeting, a discussion was held with meeting attendees regarding potential future MTO initiatives that could influence inter-regional travel and future travel trends/patterns.

3-Year Greater Golden Horseshoe (GGH) Transportation Planning Study (TPS):
- MTO has announced that this study will be initiated in the Spring of 2016 with the purpose of collaborating all studies currently being undertaken or having been undertaken in the areas of Niagara, Halton, Hamilton, Haldimand, etc. The study is being undertaken to ensure that the NGTA is still under consideration.
- GK noted the MTO will also be undertaking a smaller scale regional study west of the GGH. This study, which was formerly referenced as the Waterloo-Wellington-Brant Study, is currently in the Terms of Reference (ToR) and Memorandum of Understanding (MOU) stage. It has been expanded to include all single-tier municipalities to the west of the GGH (i.e., Waterloo, Wellington, Brant, Brantford, etc.). One of its focus will be on inter-regional travel and how it will impact Hamilton. As part of its transportation development strategy, this study will also look at an active traffic management component across all provincial highways (e.g., HOT, ramp metering, dynamic posted speed assignments, opening of shoulders, etc.).

NGTA and GTAW:
- MS noted that the GTAW has proceeded onto the second stage of the EA study as the ToR are complete.
- The NGTA is in a holding pattern.

Incident Management:
- Through discussions, it was noted that there should be better management of the provincial highway network. JT noted that statistics from the US indicate that the source of congestion is usually 1/3 weather-related, 1/3 incidents-related and 1/3 vehicle volumes-related.
- The general consensus was that incident management is only discussed at very high levels within transportation documents; however, from a provincial highway perspective, incident management should be addressed in a similar manner across different Municipalities.
- VT noted that experience has shown that some portions of the QEW in the vicinity of the Skyway (i.e., Woodworth, Northshore and Fairview) and in Mississauga have incident management strategies (i.e., as minor incidents are removed promptly by tow-trucks). However, the MTO should implement a similar strategy for the entire stretch of the QEW to facilitate vehicle flows.
- Furthermore, VT also noted the necessity of data/information sharing between provincially owned highways and the transportation network feeding into the provincial highways from adjacent municipalities. Under current situations, there is no sharing of data between the Province and the adjacent municipalities (i.e., Freeway Traffic Management System (FTMS), also known as COMPASS) and the extent of the FTMS system is limited to the provincial highway network.
- Currently, the COMPASS network is not available on the RHVE and the data has not been made available to the lift bridge master.
- GK noted that while there has been a commitment from MTO to expand the COMPASS system as part of the NGTA/GTAW, MTO needs to re-think the usage and purpose of the Intelligent Transportation System (ITS) signs. For example, the messaging could be more useful than “Seatbelts save lives”.
- AK noted that the City of Hamilton has been pressuring MTO to extend the COMPASS system to Brantford and to implement it on the RHVE and the LINC.
AC suggested that consultation with the OPP with regards to incident management strategies/opportunities would be beneficial to the overall study.

Regional Rail (new MTO department):
- AC noted that this new department may have been formed to oversee RER. AC to confirm purpose of the new Regional Rail MTO department.

High Speed Rail (next phase EA study):
- This study may include a review of a high speed rail connection between Toronto and Windsor; however, it is more likely that the network will only be between Toronto and London. The MTO has put forward a request for a business case study of this potential high speed rail corridor.
- As background, Transport Canada had undertaken a high-level EA study of a potential high speed rail corridor between Montreal and Windsor. This study would entail a more detailed study of the corridor to the west of the GTA.

Commercial Vehicle (CV) Size and Weight:
- This topic was identified to determine whether the regulations on long commercial vehicles has changed as it has been observed that the number of long CVs on the highway network seem to have increased. AC noted that there potentially may have been an increase in the number of permits for long CV’s or the long CV network has expanded.
- If the long CV network has been expanded, the impact on the Red Hill Valley Expressway (RHVE) and the Lincoln Alexander Parkway (LINC) is unknown.

Tolled High Occupancy Lane:
- There has been an indication that the MTO may be looking at tolling high occupancy vehicle (HOV) lanes as a result of the success of HOV lanes during the PanAm Games.
- VT noted that the HOV lanes through Burlington were a failure and would like the adjacent Municipalities/Regions (i.e., Halton Region, Oakville) to share their perspective on the success of the HOV lanes on the QEW.
- JM noted that the MTO has issued an RFP requesting an examination of tolled HOV lanes on MTO highways and a business case study of different scenarios for the tolling of HOV lanes (e.g., use existing lanes, extend existing lanes or take current lanes). It was noted that this information will not be made available to the public.

Driverless Vehicles Pilot Project:
- Within the next 25 years, driverless cars may form a majority of the vehicles on the roadway. They will have an impact on how transportation planning will evolve and should be taken into consideration sooner than later.

A meeting should be arranged with an MTO representative to better understand current MTO initiatives and its impact on the Municipalities/Regions at the table. It was agreed upon by
meeting attendees that there should be more dialogue between the MTO and the Municipalities/Regions through which its highway network traverses to ensure that vested stakeholders are aware of proposed changes and what needs to be done to accommodate them.

### Haldimand County Initiatives

**Transportation Infrastructure/Initiatives:**
- Of the areas within Haldimand County, Caledonia would be of greatest interest to the City of Hamilton. They are currently in the process of preparing a Master Servicing Plan to accommodate a 300-unit development plan and application.

**Regional Bus Service:**
- Haldimand County is also looking at the potential for a transit link between itself and Hamilton.

**Active Transportation:**
- Recent initiatives in active transportation have focussed on schools (e.g., sidewalk improvements through the capital program).
- There is currently no strategy (or need) to promote walkability to schools within new developments to support the trend of complete community initiatives.

### Halton Region Initiatives

**Transportation Infrastructure/Initiatives:**
- There is only one road which connects Halton Region to Hamilton (i.e., Millburough Line).
- Details on transportation infrastructure that could potentially influence Hamilton is described in Halton Region’s (HR) TMP that was completed in 2011. It includes projects to 2031.

**Goods Movement Policies / Truck Route Network:**
- A goods movement study was recently completed.

**Active Transportation and TDM:**
- Halton Region’s first Active Transportation (AT) TMP will be presented to Council at the end of 2015 or early 2016. It identifies an active transportation network for the regional road system. Non-regional roads are not identified in the document. As part of the process of preparing the AT TMP, adjacent municipalities were involved in the consultation process.
- As part of the plan, paved roads were considered as well as sidewalks for rural communities. The strategy involves working with the police and identifies opportunities
for cyclists. The police have distributed pamphlets that highlight the need to share the road.

- **DY to provide a copy of the Council approved AT TMP to Hamilton when available.**

### City of Burlington Initiatives

**Transportation Infrastructure/Initiatives:**
- The Waterdown Road EA has been completed and detailed design is to commence in January. Waterdown Road connects with Hamilton and the Aldershot Mobility Hub.

**Regional Bus Service:**
- MX has provided funding for the Dundas BRT. Halton Region is currently undertaking a study of potential implementation strategies for the Dundas BRT. Under consideration is the possibility of terminating the BRT at Appleby Line and providing higher order transit down to Appleby GO Station and utilizing Plains Road through to Hamilton GO Station as expected densities to support a BRT in Halton Region have not been met. Consideration may also be given for Transit Signal Priorities from Appleby GO Station to Hamilton GO Station, depending on the demand. The outcome of this study is important to Burlington as it will determine future development opportunities for Plains Road and the surrounding area.
- AK noted that Hamilton will be in support of inter-regional transit and that it can be accommodated on existing roads. Any potential conflicts with on-street bicycle networks can be resolved with the use of boulevards or multi-use trails.

**Mobility Hubs:**
- The City of Burlington’s planning staff will work with MX in the planning and development of mobility hubs within Burlington. Burlington’s preference is to first develop the Aldershot GO Station before Burlington GO Station or Appleby GO Station.

**Other Policies/Initiatives:**
- Burlington is in the process of initiating discussions with the MTO regarding transportation barriers between Burloak Drive and Guelph Line. Under discussion is the tolerance of delay acceptable from the MTO’s viewpoint as opposed to Burlington’s expectations. As the MTO has a higher tolerance of delay with regards to approving potential development within its influence areas adjacent to the QEW, it has prohibited development along the QEW corridor within Burlington. Burlington would like more employment uses along the corridor; however, their Economic Development group has indicated that due to restrictions and uncertainties associated with the approval process, developers are opting to develop at other locations. Burlington would like to develop a policy that allows for zoning designations to be determined at time of road improvements and only require Traffic Impact Studies (TIS) at the building permit stage. The first meeting will be held with the MTO on November 16. **Burlington will share meeting discussions with Hamilton.**
Active Transportation/TDM:
- TDM policies will be established through their TMP process. As there are lots of synergies with Hamilton, Burlington is looking for opportunities to coordinate TDM strategies with Hamilton.
- Burlington is currently in the process of actively promoting Active Transportation with school travel. Their Bicycle TMP will also be updated in a year and again focus on school travel.
- Burlington has initiated an Integrated Transportation Active Committee (ITAC).
- Burlington sees the importance of the connection between Health and Active Transportation. It is currently collaborating on a study with Halton Region and Public Health to link Health and Active Transportation for youths, young families and seniors. Upon completion of the study by their consultants, CIMA, study results will be forwarded to Hamilton for their reference.

City of Hamilton Initiatives

Active Transportation/TDM:
- Hamilton has invested in the Smart Commute program and has noted over 90,000 registrants. While the program has been successful between Hamilton and the GTA, there has been less success between Hamilton and the other adjacent Municipalities (i.e., Niagara Region, Waterloo Region, etc.).
- There is a need to develop TDM from an Ontario-wide perspective through the provision of connectivity between Regions and data sharing. At a micro-level, this has been highly successful between Hamilton and Burlington.
- As part of the Regional Bike Share program, Hamilton has partnered with Burlington due to strong active transportation connections. Initiatives include system development, bike parking audits, complete streets, involvement of different departments (e.g., public health and public works) in different Cities.
- Further initiatives should include the sharing of bike data through the development of a phone app that will record travel patterns associated with bicycle usage.

Hamilton Burlington Trails Council Initiatives

Active Transportation:
- The focus of the Hamilton Burlington Trails Council is sustainable transportation – encouraging the use of trails by the public. Its purpose is to promote active transportation in conjunction with public health. Studies have shown that active transportation increases by 7% if separated from road traffic.
- The purpose of the trail system is to separate people from traffic by using existing infrastructure (e.g., boulevards, rail corridors, old road allowances, hydro corridors, etc.) to connect people to population centres and transit hubs without having to interact with road traffic. Due to the lack of inter-regional connectivity between existing Municipal trail systems, the Trails Council is currently undertaking a study that has looked at other examples of trail systems in the US (e.g., Minneapolis, Pittsburgh, etc.) and will also determine the feasibility of establishing an inter-connected trails system.

- A system is already in place that collects trail survey data (~500 on-trail surveys) and provides information on trail use and demographics.

- Subsequent initiatives should include a better web interface through the provision of one interactive user info trail map.

### Region of Niagara Initiatives (John McGill highlight)

**Transportation Infrastructure/Initiatives:**

- A new vision has been identified for Niagara. It is in the process of undertaking a comprehensive review of its municipal system through the preparation of two master plans (i.e., Water and Waste Water Master Plan and a Transportation Master Plan).

- The TMP will be comprised of five components/deliverables:
  - EMME model (prior model was in TransCAD), which will require inputs from Hamilton;
  - Complete Streets, which will include a comprehensive review of existing ROWs;
  - Active Transportation, which will need to take into consideration connections to Health, connectivity, diverse geography associated with a wide spread of urban centres and an implementation strategy;
  - Policy updates as the existing planning and operating policies are dated; and,
  - Meso-scopic modelling, where the newly developed macro-model results will be used to develop five microscopic models to assess the impact of development proposals.

- Other transportation initiatives that are currently under consideration include:
  - Commuter rail to Niagara;
  - Economic stimulus to the Region (premised on a completed business case study);
  - Mobility hub study for four stations/hubs within the Region;
  - Seaway crossings;
  - Road connectivity to Lakeshore GO line in Hamilton;
  - Goods movement escarpment crossing studies (i.e., moving goods safely across the escarpment);
  - Cross-border travel (Niagara-Buffalo) and associated eco-tourism, busing and wine industry;
  - Bypass opportunities with respect to Smithville as the NGTA is stalled; and,
  - Regional transit service to connect to outlying areas as it transit currently operates as a hub to hub system.
Region of Waterloo Initiatives

Transportation Infrastructure/Initiatives:
- The Region is currently in the process of drafting the ToR for its TMP.
- Upgrades to Highway 7 are currently being constructed between Kitchener and Guelph, which should help to alleviate traffic on Highway 401 and also provide a connection to Highway 6.
- The Waterloo-Wellington-Brant study will look at a possible bypass of Morriston.
- The Region is hoping that the inter-regional study will also look at the Brantford-Cambridge transportation corridor (424).

Regional Transit:
- Cambridge would like GO rail extended from Milton. A business case study has been completed. It was identified that a missing link study should be undertaken to determine rail-to-rail connections between CN and CP services.
- Discussions have also looked at the potential for a bus extension from Cambridge to Aldershot, which may have better opportunities than a rail link.
- Upgrades to the Region’s transit system will include rural extension of its existing bus systems to outlying areas such as Elmira, Baden, Breslau, etc.

Goods Movement:
- Not a lot of work has been put into developing a goods movement network. Guidance will be taken from the Peel Goods Movement Study.

Active Transportation:
- An Active Transportation Master Plan was completed in February 2014. It provides interesting direction on the network development; however, may be lacking on separation opportunities.

TDM:
- The Region had a good TDM program; however, with the recent departure of its key staff, community organizations have been helping to run the programs. A new coordinator is expected within the week.

Additional Metrolinx Initiatives

Other Policies/Initiatives:
- PP is the new manager for the Regional Partnerships group at MX. One of the purposes of this group is to establish dialogue between all municipalities and MX. He is currently in the process of developing a work plan. Other areas of his work will include Regional
transit, land use plans and GO rail parking and station access. His intent will be to streamline members on the team for each Region.

- Other MX initiatives that would require Municipality involvement include the Municipal Planning Leadership Forum (November 26) and a series of Municipal Workshops to be held with Hamilton (scheduled for November 30), Halton and Waterloo.

- **It was noted that MX should provide clearer direction on the focus of workshops and forums in order that Municipalities can send the most appropriate individual to attend the sessions. It would be beneficial for MX to also provide a list of contact names in order that Municipalities can contact the correct individuals with questions and/or concerns. AC noted that the purpose of the Regional Partnerships group is to establish better contacts.**

### Opportunities for Improved Regional Transportation

- Shared cost agreement discussions pertain mainly to MTO/MX initiatives.
- Coordination of policies between the Municipalities is relevant in order that a consistent approach is undertaken in speaking with Council and the public.
- As noted earlier, transportation apps are beneficial for bike share and ride share initiatives. **MX to confirm if they will be developing a framework for apps that can be used across all Municipalities.**

### Concluding Remarks

- Inter-regional connectivity plays an important role in the transportation system and planning opportunities. Continuing dialogue between all parties should be maintained.
- The Municipalities and the Province need to take an active role in data sharing to ensure that the correct and most up-to-date information is presented to the public. Overall system reliability should be the focus of the transportation network.
- It would also be beneficial if transportation planning studies are undertaken in conjunction with each other or within the same time frame to ensure that policies and recommendations are reflective or beneficial to the overall transportation system within Ontario.
- As part of Hamilton’s TMPU consultation process, a meeting is planned for Goods Movement representatives on the evening of October 20, 2015 from 6-8 pm at the LIUNA GO Station. Meeting attendees were extended an invitation.
Dear Mr. Molloy:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with project information including notices of Public Information Centre for your project. MTCS’s interest in this EA project relates to its mandate of conserving Ontario’s cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project’s potential impact on cultural heritage resources. In the case of a Transportation Master Plan such as this study, we understand that some of the technical heritage work as described below may be carried out during the site-specific EA process for individual components of the Master Plan.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

**Archaeological Resources**

Your EA project may impact archaeological resources and you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at archaeologicalsites@ontario.ca. If your EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MTCS for review.

**Built Heritage and Cultural Heritage Landscapes**

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your EA project may impact cultural heritage resources. The Clerk for the City of Hamilton can provide information on property registered or
designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry’s *Info Sheet #5: Heritage Impact Assessments and Conservation Plans* outlines the scope of HIAs. Please send the HIA to MTCS for review, and make it available to local organizations or individuals who have expressed interest in heritage.

**Environmental Assessment Reporting**

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MTCS on this project; please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca
Hi Steve:

Mr. Whitbread has retired. Perhaps the best course would be to send further notices to nec@escarpment.org. In the alternative, our director is Deb Pella Keen. Her email is debbie.pellakeen@ontario.ca.

As discussed, the NEC is interested in the overall Transportation Master Plan and looks forward to providing further input and receiving the draft Master Plan when it becomes available.

Best regards,

Nancy

Nancy Mott, MCIP, RPP
Senior Strategic Advisor
Niagara Escarpment Commission

Tel: 905-877-8363
Fax: 905-873-7452
Cell: 289-839-0106
Email: nancy.mott@ontario.ca

Please consider the environment before printing this email.

Hi Nancy,

I was finally able to find the previous correspondence. Have a look and let me know of any questions. I have had problems with my email being filtered out (with MTO a few times), so perhaps this didn’t get through.
Thanks,
Steve

From: Molloy, Steve
Sent: January-19-16 3:47 PM
To: Grbinicek, Lisa (MNRF) [mailto:lisa.grbinicek@ontario.ca]
Cc: Skrypniak, Lorissa; Kirkpatrick, Alan
Subject: RE: City of Hamilton Transportation Master Plan Review

Hi Lisa,

Thanks for your email. I just called but you weren’t in the office and I didn’t leave a voicemail. We sent notices as part of standard mailing list to the contact below. If this is not the correct contact, please let me know and I will update our files.

<table>
<thead>
<tr>
<th>Whitebread</th>
<th>Ken</th>
<th>Mr.</th>
<th>Niagara Escarpment Commission</th>
<th>232 A Guelph Street</th>
</tr>
</thead>
</table>

That being said, we are now in the latter stages of our plan review and update (We are building upon the 2007 Council approved plan). You are probably aware that the idea of a gondola or some other technoiogy has been identfied through our public engagement. Although an idea is presented, it doesn’t mean it will be recommended. Our preliminary direction is to proceed with further study of escarpment crossings to improve the efficiency of moving people from the upper/lower City. This direction has not been approved by Council or has any timing.

Your input on this preliminary direction is appreciated and I would be more than happy to chat further. Our communication to the public has been extremely clear that anything discussed regarding escarpment crossings will be done jointly with the NEC and we are sensitive to this relationship.

Talk Soon,

Steve

Steve Molloy, Project Manager
Transportation Management Section
Public Works Department
905-546-2424 x2975

CITY
MOTION
Hamilton's Transportation Master Plan
www.hamilton.ca/TMP

From: Grbinicek, Lisa (MNRF) [mailto:lisa.grbinicek@ontario.ca]
Sent: January-15-16 3:55 PM
To: Transportation Planning
Hi Steve,

I am writing to inquire about the City of Hamilton Transportation Master Plan to get a better understanding of what stage this review is at. To my knowledge, the NEC has not received any correspondence to date on the Review, and I wish to ensure that the NEC is properly engaged in this process as it moves forward.

I note that the NEC was involved in the review of the 2007 Transportation Master Plan Class EA and that NEC staff are currently involved in the Trails Master Plan review.

Further discussions with the NEC will be required regarding the principal of any proposed development proposals as part of the 2015 Transportation Master Plan Review – including the concept of a gondola as a new transportation corridor. Any new transportation corridors or concepts proposed within the NEP Area will be required to be consistent with the NEP.

Thanks for your attention to this matter, I look forward to an update from you with respect to how the NEC can become more fully engaged in the Transportation Master Plan Review, and gain a better understanding of what stage the review is at and what proposals are being contemplated.

Regards,

Lisa

Lisa Grbincek, MCIP, RPP
Acting Manager
Niagara Escarpment Commission
232 Guelph Street • Georgetown • Ontario • L7G 4B1

tel: 905.877.2512 • Fax: 905.873.7452 • www.escarpment.org
Via email: tPlanning@hamilton.ca

March 13, 2015

Mr. Steve Molloy
Project Manager
City of Hamilton

Dear Mr. Molloy,

Re: Hamilton’s Transportation Master Plan

The Ontario Trucking Association (OTA) is pleased to see the City of Hamilton is beginning to review and update their citywide Transportation Master Plan. As you know, proper planning and investment in Hamilton’s transportation system now will come to play a critical role in Hamilton’s ability to grow and increase its economic competitiveness in the future.

As the lead mode of transportation of goods in the province, carrying over 90% of all consumer goods and foodstuffs within the province, trucking should play a key role in the development of any transportation plan. Within in the City of Hamilton, this is especially true as on any given day there are at least 7,5000 commercial vehicles with origins or destinations in Hamilton, carrying in excess of $185 million in goods.

Towards these ends, OTA would like to provide you with a copy of our Truck Routes Guide for Municipal Officials and our paper on Accommodating Commercial Vehicles in Roundabouts. In the past, OTA has received positive feedback from city and regional planners on both documents, and they may be of use to the City of Hamilton in this project.

Please do not hesitate to contact the OTA should you wish to discuss these documents, the new Transportation Master Plan, or trucking’s role in the City of Hamilton.

Sincerely,

[Signature]

Steve Laskowski
Vice President
PUBLIC ENGAGEMENT QUESTIONS:

Please rank the following transportation topics in terms of priority:

☐ Congestion Management ☐ Goods Movement
☐ Public Transit ☐ Public Parking
☐ Walking and Cycling ☐ Complete Communities
☐ Accessibility ☐ Investment and Funding
☐ Complete Streets ☐ Other: ________________________________

2007 TMP Opportunity/Vision Statement

“Key objectives of the Transportation Master Plan include reducing dependence on single-occupant vehicles and promoting improved options for walking, cycling and transit, while maintaining and improving the efficiency of trips related to the movement of goods and servicing of employment areas.”

Do you agree with the 2007 Transportation Master Plan Opportunity/Vision Statement?

What is your Vision Statement for the Transportation Master Plan Review and Update?

Visit the study website at: www.hamilton.ca/TMP
Comments and information regarding this study are being collected to assist the City of Hamilton in meeting the requirements of the *Environmental Assessment Act*. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them to:

Steve Molloy  
Project Manager, Transportation Management  
Public Works Department  
City of Hamilton  
77 James Street North, Suite 400  
Hamilton, ON L8R 2K3  
Ph. 905-546-2424 ext. 2975  
Fax 905-546-2039  
E-mail tplanning@hamilton.ca

Name:

Mailing Address:

Telephone:

Property Location: (if different from mailing address):

Visit the study website at: [www.hamilton.ca/TMP](http://www.hamilton.ca/TMP)
The southern urban boundary that generally extends from Upper Centennial Parkway and Mud Street east in the east, following the hydro corridor and encompassing the Red Hill Business Park, the Mount Hope area, and the Airport Business Park, and following Twenty Road and Garner Road to Fiddlers Green Road in the west remains under appeal.

**Lands Under Appeal**
- 17, 20, 22, 26, 28, 38, and 40 Erwan Road, 5 Offield Road, land 20 Rifle Range Road (AWW Lands)
- 18 Erwan Road East (PIN No. 170840029)
- 212 Glover Road (PIN No. 170840059)
HAMiLTON URBAN BIKE ROUTES MAP (2015)
HAMILTON TRANSPORTATION MASTER PLAN REVIEW AND UPDATE

Map 5

HAMILTON TRANSPORTATION MASTER PLAN REVIEW AND UPDATE

HIGHWAYS DESIGNATED FOR USE BY HEAVY TRAFFIC (TRUCKS) MAP (2014)

Legend

- Full Time Truck Route
- Part Time Truck Route 7am To 7pm
- Truck Route For Specified Users
- One Way Direction Truck Route

City of Hamilton
Highways Designated for Use By Heavy Traffic

Produce by Information Technology, Business Applications Section. Printed June 17, 2014.
WELCOME
Tonight’s Agenda

6:00 - 6:30 pm  Viewing Boards / Q & A with the Team
6:30 - 6:45 pm  Presentation
6:45 - 7:45 pm  Group Discussions
7:45 - 8:00 pm  Report Back and Wrap-Up

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
What is the Transportation Master Plan?

The Hamilton Transportation Master Plan (TMP) addresses the transportation and mobility needs of individuals living and working in the City of Hamilton to 2031 and beyond.

The TMP provides the policy and framework procedures to achieve key transportation goals that will enhance the overall mobility and accessibility for Hamilton residents and workers. It guides the planning and implementation of the City’s transportation system. This will result in improved health and livability, a healthier natural environment and stronger economic development.

What is not included in the TMP?

The Transportation Master Plan process will not include detailed operational analysis or impact assessments of technologies, site developments or intersection/roadway design details. Detailed impact assessments will be addressed within project-specific studies and plans (see the process timeline on Panel #3).

What will the TMP Review and Update accomplish?

The TMP Review and Update will:

• Identify transportation policies and initiatives that are working
• Identify transportation policies and initiatives that could be improved and develop a framework to make them successful
• Engage the public to address the questions of where we want to go and how we will get there
• Develop day-to-day Transportation Programs such as travel demand management and cycling and pedestrian networks that reflect community needs
• Develop a toolbox to prioritize transportation projects in the future
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**

**Phase 1**
Identify Problems and Opportunities

**Phase 2**
Develop Alternative Solutions

**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
- Study Complete Streets
- Review of Potential 1 to 2 Way 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 Updated TMP
- Develop 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)

**Year 2**
Permit Approvals, Pre-Design and Base Plans

**Year 3**
Detailed Design

**Year 4**
Utilities Coordination, Land and Tender Preparation

**Year 5**
Construction

**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).
2007 TRANSPORTATION VISION

Although no single approach will address all of Hamilton's transportation needs, the preferred overall strategy identified in the 2007 TMP is to rely on transit, travel demand management and road capacity optimization to solve transportation problems, before looking to road expansion (including new Escarpment crossings).

Below is the Problem and Opportunity Statement and the Key Objectives identified in the 2007 TMP. This Review will examine whether the opportunities and objectives are still relevant or require updating.

**Problem Statement:**

Between 2001 and 2031, Hamilton's population will increase by 162,000 people (32%). During the same period, 105,000 new jobs are expected to be created. If current travel characteristics remain the same, there will be 108,000 additional auto driver trips per day that will need to be accommodated by the road network. This translates into 1.2 million additional kilometres driven by Hamilton residents each day and a consumption of 40 million litres of fuel each year. Left unchecked, significant congestion on most Escarpment crossings will result in increased delays to auto drivers, transit riders and commercial vehicles.

**Opportunity:**

Key objectives of the Transportation Master Plan include reducing dependence on single-occupant vehicles and promoting improved options for walking, cycling and transit, while maintaining and improving the efficiency of trips related to the movement of goods and servicing of employment areas.

**Key Objectives:**

- Safe and Convenient Access
- Livable Neighbourhoods and Rural Areas
- Minimize Impacts on Air, Water, Land and Natural Resources
- Efficient and Affordable Operations
- Choice of Integrated Modes
- Compact Urban Form and Transit-Supportive Development
- Support Local Business and Economic Development
The 2007 TMP sets targets that will reduce the number of vehicle trips and increase the number of trips by transit, walking and cycling.

The 2007 TMP sets targets that will reduce the number of vehicle trips and increase the number of trips by transit, walking and cycling.

**2007 TMP TARGETS**

The 2007 TMP sets targets that will reduce the number of vehicle trips and increase the number of trips by transit, walking and cycling.

### Reduction in the number of daily vehicle kilometres travelled by Hamilton residents

- **2001**: 4.8 million kilometres
- **2011**: * (data not available)
- **Near-Term Target (2021)**: 4.3 million kilometres
- **Long-Term Target (2031)**: 3.8 million kilometres

### Increase in number of annual transit rides per capita (City-wide)

- **2007 TMP**:
  - 40 rides annually
  - 45 rides annually
  - 60 rides annually
  - 80-100 rides annually

*Existing daily vehicle kilometres travelled by Hamilton residents are to be determined as part of the Transportation Master Plan Update. Statistics from 2007 Hamilton Transportation Master Plan and 2011 Transportation Tomorrow Survey; City of Hamilton.*
GETTING AROUND OUR COMMUNITY

The majority of daily trips made by Hamiltonians are by single occupant vehicles. To reduce congestion on our roads, other transportation options must be available and convenient, for both short and long distances.

The way we travel is influenced by how far we have to go:

- 77% of all walking trips are less than 1 km. However, walking represents only 16% of all trips within 1 km (other trips are taken by transit, bike or car).
- More than half of all cycling and transit trips are between 2 and 5 km but these represent only 12% of all trips within 2-5 km.
- 45% of all auto trips occur beyond 5 km.

Automobile trips are the most common way that households travel during the work week (all daily trips, Monday to Friday).

- Car Driver: 18 trips / week
- Car Passenger: 4.5 trips / week
- Hamilton Transit: 2 trips / week
- Walk / Cycle: 1.5 trips / week

* Statistics from 2011 Transportation Tomorrow Survey; City of Hamilton
COMMUTING IN HAMILTON

More than 200,000 Hamiltonians commute to work every day. Providing reasonable commuting options is a major opportunity.

Most Hamiltonians work in Hamilton, though many people commute in and out of the City as well.

- **65%** of Hamilton Residents work in Hamilton
- **35%** of Hamilton residents commute outside Hamilton to work
  - That’s 39,000 people
- **23%** of the people who work in Hamilton commute in from other places
  - That’s 22,000 people

The greatest number of interregional commuters from Hamilton travel to Halton Region.

- **7%** to Halton Region (21,000 people)
- **5%** to Peel Region
- **4%** to Toronto
- **19%** to Brant / Brantford, York, Niagara and Other Regions
- **65%** to Hamilton

Proportion of Daily Commuters Beginning their Trip in Hamilton

Since 2001, 5,424 more daily trips are commuting out of Hamilton to get to work.

More than 75% of people rely on cars to get to work (65% drivers / 12% passengers)

* Statistics from 2011 Transportation Tomorrow Survey; City of Hamilton
A CHANGING COMMUNITY

Hamilton is expected to grow by an additional 129,000 people and 67,000 jobs by 2031. The transportation system must be ready to accommodate these additional trips.¹

Over time, trends are towards a growing aging population in Hamilton. Additionally, younger people are less interested in car ownership. Alternatives to private vehicles will, therefore, become increasingly important.

![Proportion of 16-25 year olds with a driver's licence.] ⁷¹% ⁶⁷% ²⁰⁰¹ ²⁰¹¹

Expanding Regional Transit Service

- Improved GO Transit Service including Regional Express Rail
- New GO Station on James Street North
- Mobility Hubs and other Transportation Nodes

New Growth Areas and Intensification

A forward thinking planning and implementation strategy based on the Vision 2020 Strategic Plan, the Growth Related Integrated Development Strategy and the Transportation Master Plan, amongst others, will help manage urban growth in Hamilton.

---

¹ City of Hamilton Planning and Economic Development, ² 2011 Transportation Tomorrow Survey
EMERGING TRANSPORTATION OPPORTUNITIES

Changing technologies and new opportunities in the transportation sector are creating new choices for how to move around that may affect the Transportation vision or policies, programs and strategies for the future.

Inter-Regional Transportation
- GO Two-Way All Day Service
- Development of Mobility Hubs

Provide for a balanced transportation system through complete streets
- Accommodate pedestrians, cyclists, transit, automobile, freight/goods movement

Maximize use of existing infrastructure
- Implement transportation demand management measures
- Separated bike lanes
- 1 way to 2 way street conversions
- Complete streets

New and emerging technology
- Car and bicycle sharing programs
- Alternative taxi service
- Electric cars and autonomous cars
- GO Transit Rail electrification
TRANSPORTATION CHANGES SINCE 2007

The following projects were identified in the 2007 Transportation Master Plan and have been undertaken since that plan was adopted.

**McNab Transit Terminal (2011)**
- Terminal has recently been upgraded to include real-time information

**York Boulevard Two-Way Conversion - Complete Street (2010)**
- Project included bicycle lanes, improved pedestrian space and streetscaping

**Red Hill Valley Parkway Pedestrian-Cyclist Bridge (2011)**
- Increased active transportation linkages throughout the City
- Annually accommodates 50,000+ cycling and pedestrian trips

**Mountain Transit Terminal Park & Ride (2014)**
- Provides 63 new parking spaces

**Cannon Street Cycle Track (2014)**
- Within the first month of operation, between 250 and 400 daily cycling trips were recorded

**Smart Commute Hamilton (2007)**
- Award winning program with 20 employers representing 90,000 employees
- Objective is to reduce the number of single-occupant vehicle trips by providing convenient and accessible shared commuting options
HELP US IDENTIFY PRIORITIES FOR THE TMP REVIEW AND UPDATE

Tell us what you think should happen in the following priority areas.

**Livability**
How do we use the transportation system to improve health and quality of life?

**Balanced Mobility Mix**
How do we create a balanced Transportation Network where all modes share the road?

**Complete Streets**
Where and how should we design for complete streets?

**Public Transit**
What improvements will have the greatest impact on increasing transit use?

**One-Way Street Conversions**
Where should we convert streets from one-way to two-way in the lower City?

**Parking**
What parking strategies should the City adopt or amend?

**Transportation Demand Management**
How do we implement programs that will reduce the number and distance of trips we have to take?

**Economic Development and Goods Movement**
How can the transportation system support local economic prosperity?
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. The contact information is provided below to give more details on these important transportation issues.

<table>
<thead>
<tr>
<th>Initiative/Master Plan</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrolinx Regional Transportation Master Plan</td>
<td><a href="mailto:Lisa.Salsberg@Metrolinx.com">Lisa.Salsberg@Metrolinx.com</a> (416) 202-5955</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</td>
<td><a href="mailto:Michael.Kirkopoulos@hamilton.ca">Michael.Kirkopoulos@hamilton.ca</a> 905-546-2424 x 2261</td>
</tr>
<tr>
<td>Neighbourhood Action Plans</td>
<td><a href="mailto:Suzanne.Brown@hamilton.ca">Suzanne.Brown@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:John.Slobodzian@ontario.ca">John.Slobodzian@ontario.ca</a> (905) 704-2204</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>

Stay Connected to Your City:

www.hamilton.ca

546-CITY (2489)
City of Hamilton’s Transportation Master Plan (TMP)

Five-Year Review and Update

Public Consultation 1
AGENDA

6:00 – 6:30 pm
Viewing Boards / Q & A with the Team

6:30 – 6:45 pm
Presentation

6:45 – 7:45 pm
Group Discussions

7:45 – 8:00 pm
Report Back and Wrap-Up
**THE PROJECT**

- Review and update of 2007 TMP
  - Transportation policies and initiatives
  - Public engagement
  - Day-to-day Transportation Programs
  - Project prioritization toolbox
**Why Update**

**Need to address:**

- 2007 TMP targets
- Moving around in our community
- Commuting in Hamilton
- A changing community
- Emerging transportation opportunities

**Continued population and employment growth beyond 2031**
2007 Key Objectives Relevant Today?

- Safe and convenient access
- Choice of integrated modes
- Support local business and economic development
- Compact urban form and transit-supportive development
- Efficient and affordable operations
- Livable neighbourhoods and rural areas
- Minimize impacts on air, water, land and natural resources
Review policy papers and undertake high-level analysis of:

- Public transit network
- Parking strategies
- Higher order network
- Corridor level analysis
- Area growth impacts
If We Don’t Update

Day to day transportation programs would not be current with community needs

Capital infrastructure project priority and budget planning would not address evolving development trends and growth management policies in the OP

Council and Staff could not respond to changing development standards and major economic planning considerations
TMP Study and Public Consultation Schedule

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

Stage 2
- Study Complete Streets
- Review of potential 1 to 2 way street conversions

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

Stage 4
- Develop updated TMP
- Develop implementation strategy

Public Consultation
- March 23-26, 2015
- June 2015
- November 2015

WE ARE HERE
THE TMP NEEDS YOU

- Opportunities to address existing and future system design / operations
- Input on a Long Term Vision for the City of Hamilton transportation system and services
- Identification of transportation system priorities
- Existing transportation issues and constraints
WE WANT YOUR INPUT

Staff and Consultants

Comment Sheets

Group Discussions

Online

Hamilton Transportation Master Plan
Five-Year Review and Update
WHERE DOES YOUR INPUT GO?

TMP UPDATE

- TRANSPORTATION PROGRAM PRIORITIES
- INFRASTRUCTURE PRIORITIES
- IMPLEMENTATION STRATEGIES

Hamilton Transportation Master Plan
Five-Year Review and Update
NEXT ON THE AGENDA: GROUP DISCUSSIONS

THEME 1: Transportation Priorities

THEME 2: Your Commute

THEME 3: Transportation Vision

City Staff and the Consultant Team will be able to answer specific questions during the discussions.
City of Hamilton’s Transportation Master Plan (TMP)
Five-Year Review and Update

THANK YOU
I attended the AGH Art Gallery of Hamilton Session.

I forgot the name of the facilitator name at my table. But it was the map with all the green frown faces on the out of town parks. Because there is no way to get to these parks without a car. If that helps.

Thank you, Good Day

---

On Tuesday, March 31, 2015 8:55 AM, "Molloy, Steve" <Steve.Molloy@hamilton.ca> wrote:

Good Morning and thank you for you additional comments.

If you could please let me know, which evening session you attended regarding the Transportation Master Plan and if you know the facilitator's name at your table, we can add your comments to this map. I will also forward your comments to HSR and the staff responsible for the 10-year transit strategy.

Best Regards,
Steve

Steve Molloy, Project Manager
Transportation Management Section
Public Works Department
905-546-2424 x2975

www.hamilton.ca/TMP
Dear Transit Master Plan:

When I was at The Public Meeting I forgot to highlight with the green transportation marker the 2-Barton Bus! I would like to correct this now.

The 2-Barton bus is always sooo crowded. It is perhaps the most complained about bus in the city.

Slightly interesting story re 2-Barton: So I when to the H.S.R. Trip Planner website, I was trying to find the best way to combine the 10-Bline bus with the 41-Mohawk for a better way the get to Centre Mall, and avoid the terrible overcrowded 2-Barton bus altogether. But what the H.S.R. Trip Planner suggested was I take the 3-Cannon, then walk a little ways. I was so thinking of doing that! It made me feel better to see it was recommended by the H.S.R. Trip Planner. I think I will try that route next time.

Me, I usually try to avoid the overcrowded "corridors" whenever possible. Example, instead of taking the 27-UpperJames I will take the 35-College or the 21-UpperKenilworth whenever possible.

And I have just made a custom Schedule of the 1-King & 4-Bayfront so I can more efficiently take the 4-Bayfront instead of the 1-King when the 1-King gets really crowded going Westbound from Eastgate Square after the 10-Bline has stopped running. Attached "King and Bayfront bus schedule 2 share"

Attached is a copy of a piece of artwork I liked "TUG closeup" Transit Users Group. I obtained this caricature from Environment Hamilton many years ago (When Dilanni was Mayor of Hamilton, for time reference). This Artist did an accurate job drawing expressing how I feel about the WestEnd 5-Delaware, the 2-Barton, and sometimes the 1-King is like this as well.
hello
I had attended last week’s Transportation Summit but I missed the opportunity of attending the evening meetings held last week, but wondered if public suggestions are still being accepted as part of your information gathering phase for the Transportation Master Plan study? The Summit got me thinking though, and after mentioning my day to m, her and I had a couple of points that could hopefully raise some further discussion.

Connecting West Hamilton Rail Trail to the Downtown Core
It has been a great addition to have the newer Trail connection from Rifle Range Road over to Studholme Rd. It is also good to see the dedicated 2-way Bike Lanes along Hunter between Queen St and City Hall. Two suggestions from a biking point of view that could make these existing infrastructures even better would be:

a/ acquiring land and/or permission to continue the west Hamilton Trail with even MORE paved multi-purpose trail. With the addition of fencing to separate existing Rail traffic, an extended multi-purpose trail would be a fantastic addition to allow pedestrian and Bicycle traffic an unobstructed route connection all along the edge of the rail line all the way to Queen St/Hunter intersection. A set of bike friendly stairs at Queen St/Hunter intersection would allow the multi-purpose trail to connect with the existing Hunter street 2-way Bike lanes, and of course a very bike friendly corridor all the way from Brantford and beyond, straight to the heart of the City of Hamilton would be the end result.

b/ further to my point in a/ the continuation of the multi-purpose trial straight through the tunnel that runs parallel / underneath Hunter St to connect straight to the Hamilton Go Station would also be desirable to help get bicycle traffic even further away from vehicle traffic instead of using the Hunter St bike lanes. Similar to the way Minneapolis has channeled bike traffic using rail corridors. It is my understanding that there used to be 2 sets of rail through this tunnel, and now there is only one set of rail down the middle of the tunnel. This would suggest that there may be room on either side of the existing rail for the continuation of the multipurpose
bike trail straight to the Go station. Obviously this could only work or be feasible if Safety was foremost in the
thinking process.

Using HSR Bike Racks to “climb” the Escarpment

thought it would be great to promote cycling between upper/lower city by instituting a discounted HSR
Bus fare, clip card, or monthly/season pass arrangement that would allow bike users to board HSR buses at
designated bus stops along 2 or 3 existing major Bus access routes. A payment system cheaper than the $2
HSR ticket cost. For example a “bike loading” bus stop at St. Joseph’s Drive/Mountwood Av intersection, and
a “bike off-loading” bus stop at the top of the Jolley Cut at Concession and Upper Wellington St. The idea
being the cost for this trip would be only a fraction of the cost of a regular HSR fare due to the nature this is
basically a "one stop only bus trip", and meant only to assist bike riders up/down the escarpment. It would also
get some more use out of the HSR bus mounted bike carry racks, that are almost always empty right now. We
feel this would promote more cyclists in general by allowing a simple way for avoiding the physical escarpment
barrier and taking their bikes into and out of the core.
Hamilton Transportation Master Plan
Public Consultation
Public Information Centre One Summary
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Introduction

In preparation of the City of Hamilton’s update to the 2007 Transportation Master Plan (TMP), the City of Hamilton, in partnership with Cole Engineering, Brook McIlroy, McPhail Transportation Planning Services and David Kriger Transportation Policy and Research hosted a series of Visioning Workshops. Over the course of four days, conducted in the evenings of March 23-26, 2015, the public was introduced to the TMP review process, and invited to share their transportation vision for Hamilton. In addition to the Visioning Workshops, the City of Hamilton also hosted a Transportation Summit, which preceded the first Visioning Workshop.

Visioning Workshops were held at the following locations:

**Monday, March 23rd, 2015**
Art Gallery Hamilton, 123 King Street West

**Tuesday March 24th, 2015**
Chedoke Presbyterian Church, 865 Mohawk Road West

**Wednesday, March 25th, 2015**
Battlefield House Museum & Park, 77 King Street East (Stoney Creek)

**Thursday March 26th, 2015**
Emmanuel United Church, 871 Upper Ottawa Street
Purpose

The purpose of the workshops was to engage citizens in a productive dialogue regarding their vision for the TMP and to solicit feedback on how best to achieve the collective transportation vision.

What was presented?

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

- The TMP process
- Project objectives and timelines
- Key Findings from the 2007 TMP
- Overview of the evening’s break-out sessions

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

Who came to the meeting?

Approximately 150 people participated in the sessions, including residents, property owners, business representatives, community group representatives, local councillors, and Staff and City Officials from the City of Hamilton.
The Break Out Sessions

For the Break-Out Session, participants were organized into workshop table groups. Each group centred around a Vision Worksheet Board, a large City Wide Map identifying Hamilton’s transportation network and smaller 11” X 17” maps of six key neighbourhood areas, plus writing utensils (markers, pens, pencils) and post-it notes. Discussions were facilitated by the City of Hamilton and the Consultant Team.

Vision Worksheets

Each worksheet included the following three exercises:

- Exercise one focused on the attendees’ transportation priorities for Hamilton.
- Exercise two focused on challenges Hamilton residents face when commuting throughout the City.
- Exercise three asked specific questions related to residents’ vision for the Hamilton Transportation Master Plan.

These exercises are described in more detail in the next section of this summary report. Vision Worksheets, area maps and general comment forms can be found in the appendices directly following this report.
Exercises

Exercise One Transportation Priorities
Exercise one asked participants to rank their transportation priorities. The following 9 priorities were suggested:

- Congestion
- Public transit
- Walking and cycling
- Accessibility
- Complete streets
- Goods movement
- Public parking
- Complete communities
- Investment and funding

Participants were also encouraged to include other priorities not captured by one of the 9 suggested priorities under the ‘other ideas’ space provided.

Exercise Two Commute Mapping
Exercise two provided participants with an opportunity to map commutes commonly travelled. Participants were provided with a map of the Hamilton area, and were guided to highlight challenges, problem areas, and areas for improvement using color coded markers. Example maps can be found within the appendices directly following this report.

Exercise Three Travel Vision
Exercise three included three questions, which asked:

1. What is your ideal mode of travel for commuting to work and other trips, and what would need to happen to make this feasible?
2. What does a successful Transportation Master Plan look like to you?
3. Do you agree with the stated “2007 Transportation Master Plan Opportunity/Vision Statement?” What is your Vision Statement for the Transportation Master Plan Review and Update?
What we heard?

Exercise One Summary
In exercise one, participants consistently ranked their transportation priorities as follows:

Transportation Master Plan Priorities:
1. Public Transit
2. Walking and Cycling
3. Complete Streets
4. Accessibility
5. Complete Communities
6. Investment and funding
7. Public Parking
8. Good Movement

Other priorities, identified under the “other ideas” space, included safety, way-finding, and infrastructure maintenance.

Exercise Two Summary
When asked to identify problem areas and challenges encountered on their daily commutes, as well as opportunities for improvement, participants cited the following:

- Congestion on the Lincoln Alexander Expressway (LINC) during peak hours, especially in regards to access/egress
- Poor condition of downtown roads (i.e. Potholes on Burlington Street)
- Poorly identified connections to waterfront trails
- Difficulty traveling between upper and lower Hamilton, especially for pedestrian traffic
- Difficulty traveling East-West through downtown
- Need for complete streets in downtown corridors
- Better connections between public transit routes
Exercise Three Summary

A. Travel Vision
When asked to describe their ideal commute, and travel vision, participants identified the following:

- Balanced options for travel modes, including access to more than one option
- A better quality public realm for pedestrian traffic
- Increased bus service frequency
- Dedicated transit and/or HOV lanes
- Higher-order rapid transit

B. Successful TMP
Participants responded to the question regarding what makes a successful TMP as follows:

- Comprehensive and attainable
- Connects upper and lower Hamilton
- Responsive to local needs
- Focuses on specific, measurable, achievable, relevant, and time-bound results
- Incorporates integrated transit networks
- Promotes a more walkable pedestrian realm, featuring wider sidewalks
- Provides a comprehensive transit network
- Balances all transportation modes
- Considers impacts on homeowners
- Based on the public’s feedback

C. Vision Statement
The 2007 TMP Vision Statement reads:

“Key objectives of the Transportation Master Plan include reducing dependence on single-occupant vehicles and promoting improved options for walking, cycling and transit, while maintaining and improving the efficiency of trips related to the movement of goods and servicing of employment areas.”

When asked if participants agreed with the 2007 TMP vision statement, the majority of participants responded in the affirmative. Some participants also suggested that the vision should include a strong emphasis on:

- Reducing automobile dependence, especially single occupancy trips
- Promoting the public transit system
- Reducing congestion
- Increasing bus frequency and service coverage
- Increasing accessibility
- Investing in high-order rapid transit
Hamilton Transportation Summit

As part of the Transportation Summit, a workshop was held for attendees. Participants included City of Hamilton staff and officials, representatives from community groups and other key stakeholders. Two sessions were held, lasting 90 minutes each. Participants responded to a series of questions aimed at identifying transportation issues and priorities.

Key findings from the workshop are summarized as follows:

1. Rural, Suburban & Urban Transportation Issues
   - Limited access to integrated transit was identified as a key issue for rural and suburban residents
   - Auto dependancy due to a lack of alternative options was noted as a key issue for rural residents
   - Safety for active transportation users (particularly cyclists) was identified as a priority in rural, suburban, and urban areas

2. Public Transit & Active Transportation Networks
   - Updating current bus schedules was identified as a potential opportunity for an improved transit experience in urban and suburban areas
   - Accessibility for persons with limited mobility (e.g. seniors) was identified as a potential transportation network issue
   - The integration of systems was identified as a key priority for improving the transportation network, particularly related to transportation up and down the Escarpment and access to GO Transit facilities

3. Complete Streets & One-to-Two-Way Street Conversions
   - Complete streets were noted as a priority and opportunity for improvements to the public transit and active transportation networks
   - Pilot projects were identified as a key opportunity to develop complete streets
   - One-to-two-way street conversion was noted as a priority but also a potential concern if not managed effectively

4. Goods Movement & Technology
   - Goods movement was identified as an important consideration in both rural and urban areas
   - Connecting the Presto Card with SOBi was identified as an associated opportunity and emerging trend that would have a positive impact on the transportation network
   - Other key associated opportunities and emerging trends identified as related to the transportation network include real-time information, integrated fares and zonal fares
Key Directions from the PICs and Transportation Summit

Throughout the consultation process several key themes and messages became apparent. These include:

Priorities

- Public transit, walking and cycling, and complete streets were identified as the highest transportation priorities

Public Transit & Active Transportation Networks

- Difficulty traveling between upper and lower Hamilton was consistently ranked as a challenge that needs improvement
- Complete and connected active transportation networks are crucial

A Successful TMP

- Needs to include balanced transportation options and more than one viable option for travel
- Connects upper and lower Hamilton
- Is comprehensive, measurable, attainable and implementable
- Promotes a more walkable pedestrian realm, featuring wider sidewalks
- Provides a comprehensive transit network
Appendices
Vision Worksheet
Comment Sheet
Summit Worksheet
Maps
1. Transportation Priorities

Suggested Time: 10 minutes

Please tell us your transportation priorities to help us best reflect these ideas in the Vision for the Transportation Master Plan.

With your group, review the list of suggested priorities. If your group has additional ideas to add, please do so. Rank all of the ideas from highest to lowest priority.

- [ ] Congestion Management
- [ ] Public Transit
- [ ] Walking and Cycling
- [ ] Accessibility
- [ ] Complete Streets
- [ ] Goods Movement
- [ ] Public Parking
- [ ] Complete Communities
- [ ] Investment and Funding
- [ ] Other Ideas:
  - 
  - 
  - 

2. Your Commute (Using the Maps)

Suggested Time: 20 Minutes

When traveling around Hamilton, where do you encounter challenges? Do you have ideas for improvements? Between which locations would you most want to improve connections?

Please use the city-wide and local maps by using the appropriate colour marker to identify the desired location and provide your comments.

- Driving (Blue)
- Public Transit (Green)
- Walking (Purple)
- Cycling (Yellow)
- Highest Problem Areas (Red)
- Accessibility (Orange)
- Parking (Black)

Additional Comments:

3. A Vision for Travel in Hamilton

Suggested Time: 20 minutes

With your group, discuss and answer the following questions.

1. What would be your ideal mode of travel for commuting to work? What would be your ideal mode of travel for other trips? What would need to happen for this to be feasible?

2. What does a successful Transportation Master Plan look like to you?

3. 2007 TMP Opportunity/Vision Statement

“Key objectives of the Transportation Master Plan include reducing dependence on single-occupant vehicles and promoting improved options for walking, cycling and transit, while maintaining and improving the efficiency of trips related to the movement of goods and servicing of employment areas.”

Do you agree with the 2007 Transportation Master Plan Opportunity/Vision Statement? What is your Vision Statement for the Transportation Master Plan Review and Update?
PUBLIC ENGAGEMENT QUESTIONS:

Please rank the following transportation topics in terms of priority (1 being highest and 10 being lowest):

- Congestion Management
- Public Transit
- Walking and Cycling
- Accessibility
- Complete Streets
- Goods Movement
- Public Parking
- Complete Communities
- Investment and Funding
- Other: ____________________________

What is your opinion on the concept of Complete Streets in Hamilton?

_________________________________________________________________________________________________________
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Visit the study website at: www.hamilton.ca/TMP
City in Motion: Transportation Master Plan Review & Update

PUBLIC INFORMATION CENTRE

June 9, 11, 13, 16, 2015

COMMENT SHEET
(Please Print)

COMMENTS:

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Comments and information regarding this study are being collected to assist the City of Hamilton in meeting the requirements of the *Environmental Assessment Act*. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them to:

Steve Molloy
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Public Works Department
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77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Ph. 905-546-2424 ext. 2975
Fax 905-546-2039
E-mail tplanning@hamilton.ca

Name:

Mailing Address:

Telephone:

Property Location: (if different from mailing address):

Visit the study website at: [www.hamilton.ca/TMP](http://www.hamilton.ca/TMP)
## WELCOME

Tonight’s Agenda

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:00 - 6:00 pm</td>
<td>Viewing Boards / Q &amp; A with the Team</td>
</tr>
<tr>
<td>6:00 - 6:20 pm</td>
<td>Presentation</td>
</tr>
<tr>
<td>6:20 - 7:50 pm</td>
<td>Workshop</td>
</tr>
<tr>
<td></td>
<td>- Complete Streets / Liveable Streets Interactive Design</td>
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<td></td>
<td>- Design considerations for 1 and 2-way streets</td>
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<tr>
<td></td>
<td>- TMP Opportunities / Tool Kits</td>
</tr>
<tr>
<td>7:50 - 8:00 pm</td>
<td>Evening Highlights / Next Steps</td>
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</tbody>
</table>

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**Project Contact:**
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**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

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For more information visit our website:
www.hamilton.ca/TMP
WELCOME
Today’s Agenda

12:00 - 1:00 pm  Viewing Boards / Q & A with the Team
1:00 - 1:20 pm  Presentation
1:20 - 2:50 pm  Workshop
  - Complete Streets / Liveable Streets Interactive Design
  - Design considerations for 1 and 2-way streets
  - TMP Opportunities / Tool Kits
2:50 - 3:00 pm  Afternoon Highlights / Next Steps

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HAMILTON TRANSPORTATION MASTER PLAN
REVIEW AND UPDATE

STUDY BACKGROUND

What is the Transportation Master Plan?
The Hamilton Transportation Master Plan (TMP) addresses the transportation and mobility needs of individuals living and working in the City of Hamilton to 2031 and beyond.

The TMP provides the policy and framework procedures to achieve key transportation goals that will enhance the overall mobility and accessibility for Hamilton residents and workers. It guides the planning and implementation of the City’s transportation system. This will result in improved health and livability, a healthier natural environment and stronger economic development.

What is not included in the TMP?
The TMP will not include detailed operational analysis or impact assessments of technologies, site developments or intersection/roadway design details. Detailed impact assessments will be addressed within project-specific studies and plans (see the process timeline on Board 3).

What will the TMP Review and Update accomplish?
The TMP Review and Update will:
- Identify transportation policies and initiatives that are working
- Identify transportation policies and initiatives that could be improved and develop a framework to make them successful
- Engage the public to address the questions of where we want to go and how we will get there
- Develop day-to-day Transportation Programs such as travel demand management and cycling and pedestrian networks that reflect community needs
- Develop a toolbox for prioritizing future transportation projects
PROJECT PROCESSES

The TMP 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
PUBLIC CONSULTATION - MARCH 23-26, 2015

Stage 2
April 2015 - August 2015
- Transportation System Opportunities
- Complete / Livable Streets
- Review of 1 and 2 Way Street Designs
PUBLIC CONSULTATION - JUNE 9, 11, 13 & 16, 2015

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
Detailed Design
Utilities Coordination, Land and Tender Preparation

Year 3
Construction

Year 4
Utilities Coordination, Land and Tender Preparation

Year 5
Construction

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).
YOUR HAMILTON, YOUR VISION

Between March 23-26, 2015, the public was introduced to the TMP review process and invited to share their transportation vision for Hamilton. More than 150 attendees ranked their transportation priorities, voiced their concerns, and identified new opportunities for transportation in Hamilton. Here's what we heard.

Top 5 Transportation Priorities to address transportation issues and improve mobility includes infrastructure and operational improvements to the following:

1. Public Transit
2. Walking and Cycling
3. Complete Streets
4. Accessibility
5. Complete Communities

Major problem areas and challenges encountered in participants’ daily commute include:

- Congestion on the LINC
- Poor condition of Downtown roads
- East-West travel through Downtown Hamilton
- Better connections between public transit routes
- Pedestrian travel linkages between upper and lower Hamilton

Opportunities to improve daily travel within the City of Hamilton were noted as follows:

- Balance options for travel modes including access to more than one option
- Provide a better quality public realm for pedestrian traffic
- Increase bus service frequency
- Provide dedicated transit and/or HOV lanes
- Provide higher-order rapid transit

PIC ONE
Credit: City of Hamilton
Key objectives of the Transportation Master Plan include reducing dependence on single-occupant vehicles and promoting improved options for walking, cycling and transit, while maintaining and improving the efficiency of trips related to the movement of goods and servicing of employment areas.

Based on what was heard at the last PIC, the Vision statement was updated to reflect public comments noting that the Vision should:

- Incorporate accessibility
- Be all encompassing
- Include a holistic approach
- Balance all modes of transportation
- Be comprehensive and attainable
- Provide specific, measurable, achievable, relevant and programmed results

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 ULTIMATE GOALS include reducing dependence on single-occupant vehicles and promoting ACCESSIBILITY AND improved options for walking, cycling and transit, while maintaining and improving the efficiency of trips related to the movement of goods and servicing employment areas. THE SUCCESS OF THE PLAN WILL BE BASED ON SPECIFIC, MEASURABLE, ACHIEVABLE, RELEVANT AND PROGRAMMED RESULTS.

Key Considerations for 2015 TMP Review and Update: (based on public input)
ROAD CLASSIFICATION

Problem/Issue:
Road improvements are being identified based on specific community issues without regard for the impact on the total transportation system.

Opportunity:
To provide a hierarchy of road users that can be used to prioritize the elements of the roadway and ensure a balance within the context of the entire transportation system.

SOURCE: URBAN HAMILTON OFFICIAL PLAN SCHEDULE C (FUNCTIONAL ROAD CLASSIFICATION) (2011)

Roads NOT addressed as part of the TMP Update:

Collectors:
Equally shared between providing direct land accesses and the movement of moderate volumes of traffic within and through designated Employment or Neighbourhood Areas

Local:
Provide direct land accesses (primary) to enable the movement of low volumes of traffic to collector roads (secondary)

Let's Discuss!
Give us your opinions and ideas at the workshop session:
• What should be the hierarchy of road users / modes for each of the road classifications?
ROAD SYSTEM OPPORTUNITIES

Problem/Issue:
The transportation system could be more efficient providing accessibility to all modes and reasonable travel times.

Opportunity:
To provide a balanced road system that is accessible for local, intra-municipal and inter-regional travel while enhancing the travel experience.

Area Transportation Master Plans (TMPs):
- Airport Employment Growth District (AEGD) TMP
- Ancaster TMP
- Downtown Dundas TMP
- Downtown TMP (5-year review)
- Red Hill Business Park South (RHBPS) TMP
- Stoney Creek Urban Boundary Expansion (SCUBE) Area TMP
- Waterdown / Aldershot TMP

Note: The recommendations listed for the TMPs are only highlights taken from the document. Not all TMPs are listed here. Environmental assessments (EAs) have also been undertaken for some of the identified roads.

Aldershot/Waterdown TMP:
- Widen Waterdown Road to 4 lanes (Hwy 403 to Dundas St.)
- Widen Mountain Brow Road to 4 lanes (E of Waterdown)
- Widen Parkside Drive to 4 lanes

Downtown Dundas TMP:
- Widen Governor’s Road

Downtown TMP:
- Two-way street conversion opportunities

SCUBE TMP:
- Widen Hwy 8 and Barton St to 3 lanes

Ancaster TMP:
- 3-lane cross-section on sections of Wilson Street, Rousseaux Street, Mohawk Road, McNiven Road, Southcote Road, Garner Road and Golf Links Road
- Widen Garner to 4 lanes (Shaver and Miller)
- Widen Stone Church Road to 4 lanes (Harrogate Drive and Stonehenge Drive)

AEGD TMP:
- 4 lane Dickenson Road
- New and expanded roadways

Let’s Discuss!
Give us your opinions and ideas at the workshop session:
- 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?
- 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?
Problem/Issue:
Municipal and Provincial governments have provided directives to reduce single-occupancy automobile use complemented with significant improvements to transit service.

Opportunity:
To support more equitable service standards across the City and allow for alternate mode choices to key destinations through:
- Upgrades to transit service within the urban transit area
- Better connections to residential and industrial areas within the urban transit area
- Service frequency and transfer opportunities

BLAST TRANSIT NETWORK

10-Year (2015 to 2024) Local Transit Strategy (Council Approved):
Address system deficiencies and improve the customer experience, including but not limited to:
- Increasing the coverage of service in accordance with new service standards
- Increasing the frequency of service
- Improving data collection to properly monitor the performance of routes and make modifications
- Improving customer communication and transit stop amenities

Goal:
To achieve the following:
- 50% increase in transit service subject to approval of all funding (2015 to 2024 timeframe)
- 90% of residents and employees within 400m of a transit route within the urban transit area

Let’s Discuss!
Give us your opinions and ideas at the workshop session:
- 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?
TRANSIT SERVICE OPPORTUNITIES IDENTIFIED DURING PIC ONE

**UPPER AND LOWER CITY TRANSIT CONNECTIONS**

Claremont access transit only lanes

**LOCAL TRANSIT STRATEGY**

- New transit terminals (e.g. MacNab Street Transit Terminal, Mohawk Multi Modal Transit Hub)
- Express bus service / transit service upgrades
- Transit priority systems (transit priority signals, queue jump lanes, bus only lanes)

**POTENTIAL PARK AND RIDE LOCATIONS**

*Park and Ride locations to be confirmed

**ALTERNATE TRANSIT TECHNOLOGY**

- Cable car
- Funicular railways / incline railways

**Let's Discuss!**

Give us your opinions and ideas at the workshop session:

- Should transit priority measures on selected Escarpment crossings be considered?
- Where and how should Alternate Transportation / Transit Technology be placed?
PEDESTRIAN / BICYCLE OPPORTUNITIES

Problem/Issue:
The existing pedestrian and bicycle network should provide communities with a system integrated with the larger transportation network to allow for the transition from a car-focused society to alternate modes of transportation and to encourage a healthy lifestyle.

Opportunity:
To provide an integrated pedestrian and bicycle network that will enhance the user experience and encourage the use of alternate modes for transportation, other than the automobile.

ALTERNATIVE PEDESTRIAN AND CYCLE PATH DESIGNS:

Goal:
To achieve the following targets:
• Minimum 5% increase in walk and cycle modes for morning work and school trips (2011 to 2031) and support and provide direction for the Cycling Master Plan and the Trails Master Plan.

Let’s Discuss!
Give us your opinions and ideas at the workshop session:
• Where are the key missing links in the existing bicycle network?
• Which type of bicycle path design infrastructure is preferred?
• What elements of the street are required to enhance the pedestrian and/or cyclist experience?
Problem/Issue:
The movement of goods plays a vital role in the economic success of the City as a whole; however, its movements can sometimes be in conflict with other road users.

Opportunity:
To identify alternatives and/or improvements to the existing goods movement network to ensure the efficient transport of goods through and around the City and to enhance the trucking experience for other road users.

Goal:
To maintain the existing comprehensive permissive goods movement network in support of the City’s prosperity and sustainable economy, while ensuring that the developing rural industrial areas are properly serviced and goods movement to the periphery of the urban city continues to be encouraged (i.e., use of the parkways and the freeways).

Let’s Discuss!
Give us your opinions and ideas at the workshop session:
- 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?
COMPLETE STREETS

Complete Streets is an approach to street design that is intended to balance the needs of all uses and users regardless of age, ability or mode of transportation.

Users may include pedestrians, cyclists, motorists, and public transit users, while other uses may include goods delivery, utility vehicles, and emergency vehicles.

Complete streets can also:

- Include space to support social and economic activities through elements such as benches, transit shelters, garbage dispensers, directional signage, public art, vehicle and bicycle parking, sidewalk vending stalls and cafés
- Feature street trees, landscaping and environmentally sustainable infrastructure, which contribute to increasing pedestrian comfort
- Reduce the heat island effect, and assist with managing rain and storm water run-off
- Accommodate utilities of all kinds

Precedents:

[Images of College Street and Eglinton Avenue with credits: City of Toronto and Brook McIlroy]


COMPLETE (LIVEABLE) STREETS

ARTERIAL (DOWNTOWN / CENTRE)

**Definition**

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).

**Elements**

- Wide sidewalks and high quality pedestrian amenities
- Pedestrian crossings only at signalized intersections
- Transit amenities with transit in mixed traffic, dedicated transit lane or transit priority lanes
- Dedicated cycling facility (bike lane or cycle track)
- Dedicated on-street parking
- May accommodate goods movement but may be limited to certain times of day or locations
- Landscaping includes street trees, shrub/perennial beds, decorative planters

**Examples in Hamilton**

James Street

**Opportunities in Hamilton**

Main Street West, Bay Street

**Precedents:**

VANCOUVER

Credit: Paul Krueger

PORTLAND, OREGON

Credit: Jonathan Maus via Flickr
COMPLETE (LIVEABLE) STREETS

ARTERIAL

Definition

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.

Elements

- Wide sidewalks and high quality pedestrian amenities
- Pedestrian crossings only at signalized intersections
- Transit amenities with transit in mixed traffic, dedicated transit lane or transit priority lanes
- Dedicated cycling facility (cycle track)
- Permit off-peak parking
- Street supports goods movement
- Landscaping includes street trees, shrub/perennial beds, raised planters, buffer planting, could include a landscaped median

Examples in Hamilton

York Boulevard, Cannon Street

Opportunities in Hamilton

Upper James, Mohawk Road

Precedents:

- Highway 7, York Region
  Credit: spacing.ca
- Cannon and James
  Credit: City of Hamilton
COMPLETE (LIVEABLE) STREETS
MAIN STREET

Definition

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.

Elements

- Wide sidewalks and high quality pedestrian amenities, including pedestrian-scale lighting, benches, etc.
- Passive traffic calming including narrow lanes, on-street parking, mid-block crossings, bump-outs and signals
- Transit priority lanes or transit in mixed-traffic
- Limited goods movement
- Pedestrian crossings at signalized intersections or unsignalized mid-block crossings
- Dedicated cycling facility (bike lane)
- Dedicated on-street parking
- Landscaping includes street trees, shrub/perennial beds, decorative planters

Examples in Hamilton

King Street in Westdale & Dundas

Opportunities in Hamilton

Ottawa Street, King Street in Stoney Creek

Precedents:
COMPLETE (LIVEABLE) STREETS
COLLECTOR STREET

Definition
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.

Elements
- Sidewalks on both sides, or possibly a multi-use trail, landscaping and pedestrian amenities
- Transit amenities with transit in mixed traffic, dedicated transit lane or transit priority lanes
- Dedicated cycling facility (multi-use trail or cycle track)
- No on-street parking
- Pedestrian crossing at controlled crosswalks only
- Landscaping includes street trees (double row if possible), shrub/perennial beds, buffer planting, green boulevard, planted median

Examples in Hamilton
Hunter Street, Upper Paradise

Opportunities in Hamilton
Kitty Murray Lane, Limeridge Road

Precedents:
Complete (liveable) streets: Local street

**Definition**

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.

**Elements**

- Traffic calming including narrow lanes, on-street parking, signage, bump-outs
- Limited transit and goods movement
- Unsignalized pedestrian crossings and/or four way stops at intersections
- Provide sidewalks on both sides and may include pedestrian scaled lighting
- Roadway is shared by cyclists and vehicles
- Landscaping includes street trees (double row if possible), wide boulevards to promote mature tree growth

**Examples in Hamilton**

Markland St., Ferguson St. & Federal St.

**Opportunities in Hamilton**

Mary Street & Kenora Avenue

**Precedents:**

Credit: City of Hamilton
COMPLETE (LIVEABLE) STREETS
RURAL ROAD

**Definition**

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.

**Elements**

- Rural cross-section
- Paved Shoulder for cycling
- Sidewalk where it passes through a Hamlet or Village
- Street trees only in Hamlet or Village
- Wide lane widths
- Access control not necessary
- Pedestrian crossing at signalized intersection
- No on-street parking except in Hamlet or Village
- Transit in mixed-traffic
- Primary goods movement corridor
- Landscaping includes buffer planting, naturalized drainage swales, street planting

**Examples in Hamilton**

Centre Road

**Opportunities in Hamilton**

Binbrook Road (Regional Road 56)

**Precedents:**

Credit: cruisindownhill.wordpress.com
The review and update of TMP policies is a complex undertaking as shown in the graphic below. However, the resulting updated TMP policies provide important guidance in the overall planning and operations decision making process.
NEXT STEPS: TECHNICAL ANALYSIS

PIC #1
- Problem / Issue Identification
  - Road classification
  - Road system
  - Transit service
  - Pedestrian / bicycle network
  - Goods movement network
  - Complete (liveable) streets

PIC #2
- Opportunities Identification
  - System gaps
  - Improved targets
  - Increased service standards
  - Incomplete links
  - Corridor requirements

Technical Analysis
- Transportation System Analysis Elements
  - Escarpment crossing operational improvements
  - Improved road transportation corridors
  - New transportation corridors
  - Short-term transit strategies
  - Long term transit strategies
  - Sensitivity analyses

PIC #3
- TMP Recommendations Policy Updates
  - Planning Guidelines
  - Implementation / Monitoring Programs
  - Planning Policies

For more information visit our website:

www.hamilton.ca/TMP
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.

The contact information is provided below to give more details on these important transportation issues.

<table>
<thead>
<tr>
<th>Initiative/Program</th>
<th>Contact Person</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></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></td>
<td><a href="mailto:Althea.Linton@Metrolinx.com">Althea.Linton@Metrolinx.com</a> 416-869-3600 x 5672</td>
</tr>
<tr>
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<td><a href="mailto:Michael.Kirkopulos@hamilton.ca">Michael.Kirkopulos@hamilton.ca</a> 905-546-2424 x 2261</td>
</tr>
<tr>
<td>Neighbourhood Action Plans</td>
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<td><a href="mailto:Suzanne.Brown@hamilton.ca">Suzanne.Brown@hamilton.ca</a> 905-546-2424 x 4711</td>
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<tr>
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<td><a href="mailto:Daryl.Bender@hamilton.ca">Daryl.Bender@hamilton.ca</a></td>
<td><a href="mailto:Daryl.Bender@hamilton.ca">Daryl.Bender@hamilton.ca</a> 905-546-2424 x2066</td>
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<tr>
<td>Strategic Road Safety Program</td>
<td><a href="mailto:Dave.Ferguson@hamilton.ca">Dave.Ferguson@hamilton.ca</a></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:John.Slobodzian@ontario.ca">John.Slobodzian@ontario.ca</a></td>
<td><a href="mailto:John.Slobodzian@ontario.ca">John.Slobodzian@ontario.ca</a> 905-704-2204</td>
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<tr>
<td>Our Future Hamilton: Hamilton’s new Community Vision</td>
<td><a href="mailto:Heather.Donison@hamilton.ca">Heather.Donison@hamilton.ca</a></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>
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</tr>
<tr>
<td>West Harbour Waterfront Redevelopment</td>
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<td><a href="mailto:Chris.Phillips@hamilton.ca">Chris.Phillips@hamilton.ca</a> 905 546-2424 x 5304</td>
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<tr>
<td>Smart Commute Hamilton</td>
<td><a href="mailto:Peter.Topalovic@hamilton.ca">Peter.Topalovic@hamilton.ca</a></td>
<td><a href="mailto:Peter.Topalovic@hamilton.ca">Peter.Topalovic@hamilton.ca</a> 905-546-2424 x 5129</td>
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<tr>
<td>Airport Employment Growth District</td>
<td><a href="mailto:Guy.Papparella@hamilton.ca">Guy.Papparella@hamilton.ca</a></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></td>
<td><a href="mailto:Brian.Montgomery@hamilton.ca">Brian.Montgomery@hamilton.ca</a> 905-546-2424 x1275</td>
</tr>
</tbody>
</table>

Stay Connected to Your City:

www.hamilton.ca
546-CITY (2489)
City of Hamilton’s
Transportation Master Plan (TMP)
Five-Year Review and Update
AGENDA

5:00 – 6:00 pm  
Viewing Boards / Q & A with the Team

6:00 – 6:20 pm  
Presentation

6:20 – 7:50 pm  
Workshop

7:50 – 8:00 pm  
Evening Highlights / Next Steps
AGENDA (WATERDOWN)

12:00 – 1:00 pm
Viewing Boards / Q & A with the Team

1:00 – 1:20 pm
Presentation

1:20 – 2:50 pm
Workshop

2:50 – 3:00 pm
Evening Highlights / Next Steps
STUDY TEAM

City Project Team

Consultant Team

Stakeholders

YOU!
The Project

Review and update of 2007 TMP

- Transportation policies and initiatives
- Public engagement
- Day-to-day Transportation Programs
- Project prioritization toolbox
TMP STUDY AND PUBLIC CONSULTATION SCHEDULE

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

Stage 2
- Transportation System Opportunities
- Complete / Liveable Streets
- Review of 1 and 2-way street designs

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

Stage 4
- Develop updated TMP
- Develop implementation strategy

Public Consultation
- March 23-26, 2015
- June 2015
- November 2015


WE ARE HERE
WHAT WE HEARD

Top 5 Transportation Priorities

- Public Transit
- Walking and Cycling
- Complete Streets
- Accessibility
- Complete Communities

Problem Areas and Challenges

- Congestion on the LINC
- Poor condition of Downtown roads
- East-west travel through Downtown
- Better connections between public transit routes
- Pedestrian linkages between upper and lower Hamilton
WHAT WE HEARD

Opportunities to Improve Daily Travel within Hamilton

- Balance options for travel modes including access to more than one option
- Provide better quality of public realm for pedestrian traffic
- Increase bus service frequency
- Provide dedicated transit and/or HOV lanes
- Provide higher-order rapid transit (LRT)
PUBLIC SATISFACTION (KIOSK SURVEYS)

Walking in Hamilton  Cycling in Hamilton  Transit in Hamilton  Driving in Hamilton

City's Commitment to Walking and Cycling  City's Commitment to Transit  City's Commitment to Roadway Maintenance

Satisfied  Neither  Dissatisfied
Public Input To the TMP

Key Topics of PIC Discussion

- Road Classification
- Road System Opportunities
- Transit Service Opportunities
- Pedestrian/Bicycle Opportunities
- Goods Movement Opportunities
- Complete / Liveable Streets
**ROAD SYSTEM OPPORTUNITIES**

**OPPORTUNITY**

To provide a balanced road system that is accessible for local, intra-municipal and inter-regional travel while enhancing the travel experience.

**GOAL**

To maximize existing roadway infrastructure and review the need for new transportation corridors.
To provide more equitable service standards across the entire City and allow for alternate mode choices to key destinations potentially through:

- upgrades to transit service in the urban areas;
- better connections to residential and industrial areas outside the urban boundary; and,
- service frequency and transfer opportunities.

To increase transit service and coverage which will increase non-auto trips and encourage transit oriented development opportunities.
PEDESTRIAN AND BICYCLE OPPORTUNITIES

OPPORTUNITY
To provide an integrated pedestrian and bicycle network that will enhance the user experience and encourage the use of alternate modes for transportation, other than the automobile.

GOAL
To achieve an increase in walk and cycle modes for work and school trips which will assist in the development of complete neighbourhoods and improve the overall health of the community.
GOODS MOVEMENT OPPORTUNITIES

OPPORTUNITY
To identify alternatives to the existing goods movement network to ensure the efficient transport of goods through and around the City and to enhance the trucking experience for other road users.

GOAL
To maintain the existing comprehensive permissive goods movement network in support of the City’s prosperity and sustainable economy while ensuring that the developing rural industrial areas are properly serviced and goods movement to the periphery of the urban city continues to be encouraged.
**COMPLETE / LIVEABLE STREETS**

*What are they?*

Complete Streets is a transportation policy and design approach that is intended to plan, design, maintain and operate streets such that they balance the needs of all uses and users regardless of age, ability or mode of transportation. Users may include pedestrians, cyclists, motorists, public transit riders, users of the goods movement network, utility vehicles and emergency vehicles.
**Arterial (Downtown / Centre)**

Prioritizing active transportation and transit in the City’s most urbanized areas

- Occurs in City’s most urbanized and dense areas including growth centres
- Accommodates highest order transit and active transportation elements
- Street-oriented mixed-use buildings
- High levels of pedestrian activity
- *Example: James Street*
Arterial

Mobility options for transitioning neighbourhoods

- Urban to semi-urban context with high to moderate levels of pedestrian activity (often leading up to Downtown / Centres)
- Prioritizes transit and active transportation
- Encompasses medium-density street-oriented development to large format retail
- Examples: York Boulevard / Cannon Street
Main Street

Street-oriented built form supported by an urban, pedestrian focussed street

- Historical building fabric and small-scale, street oriented built form
- Not necessarily dense, but have and urban & active character
- Pedestrian focused elements
- Supportive of transit and active transportation
- Example: King Street in Westdale and Dundas
Collector

Wide landscaped boulevards, enhanced transit & active transportation elements

- Play important role in City as they prioritize goods and vehicle movement
- Predominantly suburban residential and not transitioning

- Active transportation elements incorporated as a minimum requirement
- Transit supportive
- Examples: Hunter Street / Upper Paradise
**Rural Road**

Wide landscaped boulevards, enhanced transit & active transportation elements

- Play important role in City for goods movement & agricultural uses
- Paved shoulders accommodate active transportation
  - *Example: Centre Road*
**Hamilton Transportation Master Plan**

**Five-Year Review and Update**

---

**Next Steps**

1. **PIC #1**
   - Problem / Issue Identification
     - Road classification
     - Road system
     - Transit service
     - Pedestrian/bicycle network
     - Goods movement network
     - Complete (liveable streets)

2. **PIC #2**
   - Opportunities Identification
     - System gaps
     - Improved targets
     - Increased service standards
     - Incomplete links
     - Corridor requirements

3. **Technical Analysis**
   - Transportation System Analysis Elements
     - Escarpment crossing operational improvements
     - Improved road transportation corridors
     - New transportation corridors
     - Short-term transit strategies
     - Long-term transit strategies
     - Sensitivity analyses

4. **PIC #3**
   - Policy Updates
     - Planning guidelines
     - Implementation / monitoring programs
     - Planning policies

---

**WE ARE HERE**
ON-GOING PUBLIC ENGAGEMENT (2015)

TMP Website

Kiosk Survey Opportunities

www.hamilton.ca/TMP

Group Discussions

Comment Sheets

JUN  JUL  AUG  SEPT  OCT
Where Does Your Input Go?

System design / operations guidelines

Transportation system priorities

Transportation Policies

Complete / Liveable Streets and Complete Communities

TMP UPDATE

TRANSPORTATION PROGRAM PRIORITIES

INFRASTRUCTURE PRIORITIES

IMPLEMENTATION STRATEGIES
Next on the Agenda: Group Discussions

**Workshop 1:** Complete / Liveable Streets

**Workshop 2:** Transportation System Opportunities

City Staff and the Consultant Team will be able to answer specific questions during the discussions.
Thank You
Hello Steve;

I attended the TMP PIC on Tuesday evening and am submitting comments via email. I signed the attendance sheet – .

My rankings for transportation topics to be addressed in the TMP in order of priority:
1. Public Transit
2. Walking and Cycling
3. Investment and Funding
4. Congestion Management
5. Other – Holistic “Cost-Benefit” of Widening Existing Road Allowances
6. Accessibility
7. Complete Communities
8. Complete Streets
9. Goods Movement
10. Public Parking

My opinion on the concept of Complete Streets in Hamilton:
The proportion of the road allowance that is allocated to private vehicle traffic should generally not be more than 50%, unless there are special circumstances. This means that for a typical downtown 20m (66 ft) road allowance, such as the section of Main Street West between Dundurn and Queen that I helped review last night, there should be no more than three 3.1m to 3.3m wide travelled lanes. The remainder of the space should be allocated to transit, active transportation, streetscaping and parking if necessary. In the downtown, because of the densities, mix of uses, higher traffic volumes and competing interests by time of day and day of week, it is very important that the design of this space be as flexible and innovative as possible, so as to serve important needs when they need to be served.

Additional comments:
The TMP will be addressing mode share, including impacts of adding rapid transit in dedicated lanes to the mix. Notwithstanding that the Province has announced funding for LRT in Hamilton, we are a long, long way from implementation, and I strongly believe that the benefits case for alternative rapid transit technologies should be revisited and updated immediately. The last comprehensive effort was the Hamilton King – Main Rapid Transit Benefits Case (February 2010) prepared for Metrolinx by Steer Davies Gleave (attached). The reasons for my strong recommendation for a peer review and update are twofold. Firstly, a number of assumptions were made with respect to metrics for LRT and BRT that I believe inappropriately favoured LRT in the Hamilton context (and SDG prepared similar reports for other communities around the same time), and secondly, BRT technology has evolved to the extent that BRT vehicles can be more competitive with LRT vehicles than was assumed in the 2010 report. Additional detail follows below.

In the 2010 SDG report, metrics from numerous jurisdictions where LRT and BRT have been implemented or planned were used in comparing the two modes in the Hamilton context. Because of those data sources, significant differences between the two modes were assumed. The most significant metric was average travel speed, with BRT at 25 km/hr
(assuming traffic signal priority and headways of 2.5 minutes) and LRT at 34 km/hr (assuming traffic signal pre-emption and headways of 4 minutes). The implications of this difference in metrics cascades through into many others, such as reductions in private vehicle kilometres and collisions, ridership levels, and CO₂ emissions. Another significant difference is that the impact of economic uplift at station locations was assumed to be within 400m for BRT and within 500m for LRT. The net result of all these factors is that the benefits of LRT come out way higher than BRT in the Multiple Account Evaluation (MAE). One other factor that was not considered in detail was unfavourable economic impacts during construction. The difference in impacts between LRT and BRT could result from duration and scope of construction, and the extra life-cycle cost of replacement of underground infrastructure prior to end-of-life. The difference in impacts may be significant.

The BRT vehicles referenced in the analysis assumed articulated 18m diesel buses with a capacity of 90 passengers per vehicle. The LRT assumed one or two electric vehicle trains with lengths of 30/60m and capacities of 130/260 passengers per train. Because of the smaller capacity of the assumed BRT vehicles, BRT headways of 2.5 minutes are required for an estimated peak demand of up to 2,200 passengers per hour per direction. LRT headways of 4 minutes are required to serve 1,950/3,900 passengers per hour per direction. The report makes the case that the more frequent BRT would be more disruptive to cross-traffic at traffic signals. In 2015, there are now a number of bus manufacturers building bi-articulated buses in lengths of 25m – 30m, with seated plus standing capacities of 180 – 250 passengers. Propulsion ranges from diesel, bio-diesel, diesel/electric hybrid, to emerging battery electric technologies.

Even with the very favourable LRT assumptions in the SDG 2010 report, BRT provided a benefit/cost ratio of 1.4 versus 1.1 for LRT, at a discount rate of 5 percent. Should the discount rate climb to 7 percent, the b/c drops to 1.2 and 0.9 for BRT and LRT respectively. At the higher discount rate, LRT would have a negative net benefit.

The issue is that the only difference between BRT and LRT systems in Hamilton would be the vehicles and propulsion infrastructure to support those vehicles, such as overhead wires and electrical sub-stations for LRT, and potentially battery swap or charge stations for BRT. The rest of the system infrastructure should be exactly the same – dedicated running ways, stations, signal priority/pre-emption, average travel speeds, and headways. If true, the rapid transit benefits case for BRT versus LRT would be very different, and it is incumbent on the City of Hamilton to undertake a peer review and update.

As the TMP Review may or may not be the appropriate vehicle for such a review, in that a separate standalone review or as an element of the upcoming Citizens Jury review may be more appropriate, I am copying Chris Murray to ensure that he is made aware of this submission.

Regards,
Hamilton Transportation Master Plan

Public Information Centre Two Summary
Table of Contents

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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.

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.

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.).
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.
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?

Balloon 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 Jereseryville)
- 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>Rank</th>
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<tr>
<td>Provincial Highways</td>
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<td>Collector Roads</td>
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<tr>
<td>Local Roads</td>
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</tbody>
</table>
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?

**Incident / Congestion Management Opportunities**

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

**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  
June 9, 11, 13 and 16, 2015  

**TRANSIT SYSTEM OPPORTUNITIES**

**Information**

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

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

- **A-Line:**  
  James/Upper James  
  Downton 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)

---

**BLAST Transit Network**

![BLAST Transit Network Map]

**Ballot Survey**

**Which line on the L-S-T network should be a priority for implementation?**

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

**Would a system of Park and Ride locations along or at the terminus of the BLAST network lines address non-urban access to HSR?**

**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

---
**Workshop Discussion**  
June 9, 11, 13 and 16, 2015

## Transit System Opportunities

### Transit Service Opportunities

- **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

### 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: ___________________________

What are other transit alternatives or transit opportunities that should be considered to enhance and/or improve the existing transit system?
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.
Pedestrian and Bicycle Opportunities

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

Pedestrian / Bicycle Network Design Opportunities

Workshop Discussion
June 9, 11, 13 and 16, 2015

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?
# WELCOME

Tonight’s Agenda

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
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<tbody>
<tr>
<td>6:00 - 7:00 pm</td>
<td>Viewing Boards / Q &amp; A with the Team</td>
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<tr>
<td>7:00 - 7:50 pm</td>
<td>Your Engagement</td>
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<td>- Presentation</td>
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<td>- Town Hall Polling</td>
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<td>- Discussion</td>
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<tr>
<td>7:50 - 8:00 pm</td>
<td>Evening Highlights / Next Steps</td>
</tr>
</tbody>
</table>

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**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

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**We Want to Hear From You**

Other Ways to Get Involved:

- **Comment Sheets**
  Fill it out and leave it with the team, or Email to: tplanning@hamilton.ca

- **Sign up for Email Updates** (Leave email address on Sign-in Sheet)
  We will send you project updates, materials and information about consultation events
# 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.

## 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

**PUBLIC CONSULTATION 2 - MARCH 23-26, 2015**

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

**PUBLIC CONSULTATION - JUNE 9, 11, 13 & 16, 2015**

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

**PUBLIC CONSULTATION 3 - DECEMBER 2, 3, 8 & 9, 2015**

### 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)

### Year 2
Permit Approvals, Pre-Design and Base Plans

### Year 3
Detailed Design

### Year 4
Utilities Coordination, Land and Tender Preparation

### Year 5
Construction

## 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**
- **Increased Transit Service and Use**
- **Cost Effective and Efficient Road System**

**City Initiatives**

- Update of Recreational Trails Master Plan
- Update of Hamilton's Cycling Master Plan
- Continued and increased TDM initiatives

- Metrolinx funding for B-Line LRT
- 10-Year Local Transit Strategy
- Rapid Ready
- Rapid transit network (BLAST)

- 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?

SINCE THE LAST PIC

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<th>TASKS</th>
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<td>REVISED/UPDATED POLICIES</td>
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<td>COMPLETE LIVABLE BETTER STREETS</td>
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INPUT TO TMP UPDATE

PUBLIC INPUT

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

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
- Prepare a Complete Livable Better Streets toolbox

TMP ACTIONS

- Better coordination of meetings between City and stakeholders
- Ensure vested parties are at the table at the beginning of the planning process
- Need for agency / stakeholder integration / communication / involvement
- Missed project opportunities / timing

KEY TAKEAWAYS

- Need for agency / stakeholder integration / communication / involvement
- Missed project opportunities / timing
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) % of Total Respondents

<table>
<thead>
<tr>
<th>Distance</th>
<th>Distances less than 1 km</th>
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<th>Distances between 2 and 5 km</th>
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<tr>
<td>Current Modes</td>
<td>81%</td>
<td>38%</td>
<td>46%</td>
<td>65%</td>
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<tr>
<td>Preferred Modes</td>
<td>82%</td>
<td>39%</td>
<td>47%</td>
<td>42%</td>
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KEY TAKEAWAYS (EVENTS)

• 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

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

• 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

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

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 (e.g. Skype, etc)

EXISTING POLICIES REMAIN RELEVANT

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

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 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 IMPROVEMENTS (2007 TMP ROAD AND TRANSIT RECOMMENDATIONS)

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.)

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 is a 20 % decrease in auto driver trips does not occur and road/transit improvements do not occur

AREAS OF CONTINUED CONGESTION (WITH 2031 PLANNED ROAD AND TRANSIT IMPROVEMENTS)

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
TRANSSPORTATION SYSTEM ALTERNATIVES

**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
- CO₂ 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

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.

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. City is being pro-active in identifying a multi-use trails network to connect the City and to connect to adjacent communities.
2. Pedestrian network continuity within the City is hindered by the lack of sidewalks on both sides of City streets. Areas of noted concern include industrial parks and school zones.
3. The implementation of the Pedestrian Mobility Plan through “Routine Accommodation” is compatible with the Complete Livable Better Streets toolbox.

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)

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
“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 (e.g., dedicated transit lanes, more comfortable transit stops, wider sidewalks).

URBAN AVENUES (36m R.O.W.)

EXAMPLE IN HAMILTON:
MAIN STREET, HAMILTON

PRECEDENT:
VANCOUVER, BC
Credit: Paul Krueger

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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.

EXAMPLE IN HAMILTON:
CANNON AND JAMES, HAMILTON
Credit: City of Hamilton

PRECEDENT
PORTLAND, OR
Credit: TREC, Portland State University

* Street Plans and Sections are for illustrative purposes only and do not necessarily represent recommended designs.
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.

* Street Plans and Sections are for illustrative purposes only and do not necessarily represent recommended designs.
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.

EXAMPLE IN HAMILTON:
MARKLAND, HAMILTON
Credit: City of Hamilton

PRECEDENT:
MONTREAL, QC

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COMPLETE LIVABLE BETTER STREETS TYPOLGIES

“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

* Street Plans and Sections are for illustrative purposes only and do not necessarily represent recommended designs.
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 Plans and Sections are for illustrative purposes only and do not necessarily represent recommended designs.
STREET CONVERSIONS

Potential Conversion Opportunities

Five Year Plan Regarding Two Way Street Conversion

- Completed Conversions
- Planned Conversions
- Future Conversions

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

PRIORITIZATION PROCESS

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.

The contact information is provided below to give more details on these important transportation issues.

<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 x2066</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>

Stay Connected to Your City:

www.hamilton.ca
546–CITY (2489)
City of Hamilton’s Transportation Master Plan (TMP)
Five-Year Review and Update

Public Consultation 3
December 2015
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

<table>
<thead>
<tr>
<th>Stage 1</th>
<th>Stage 2</th>
<th>Stage 3</th>
<th>Stage 4</th>
</tr>
</thead>
</table>
| • Review of 2007 TMP  
• Identify issues and opportunities | • Transportation System Opportunities  
• Complete / Livable / Better Streets  
• Review Street Conversions | • Review of policies in 2007 TMP  
• Identify policy updates required | • 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
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

Prioritization Strategy

Implementation Toolbox

Technical Analysis

Hamilton Transportation Master Plan

Five-Year Review and Update
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)**

<table>
<thead>
<tr>
<th>JUL</th>
<th>AUG</th>
<th>SEPT</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
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<tbody>
<tr>
<td><strong>Policy</strong></td>
<td>Review of 2007 policies</td>
<td>Model validation</td>
<td>Consultation / Review</td>
<td>Stakeholder consultation</td>
<td>Stakeholder consultation</td>
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<tr>
<td><strong>Transportation Systems</strong></td>
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<td><strong>Goods Movement</strong></td>
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<tr>
<td><strong>Complete Livable Better Streets</strong></td>
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<td><strong>Street Conversions</strong></td>
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<tr>
<td><strong>Consultation</strong></td>
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**PIC #3 (Dec 2, 3, 8, 9)**

- Strategic planning analysis / scenarios
- Technical analysis
- Community Events
- High-level prioritization
- Decision process/toolbox Draft typology
- Consultation / Recommendations
- Consultation / Review
- Revised / updated policies
## Inputs to the TMP (What we Heard)

<table>
<thead>
<tr>
<th>Public Consultation (PICs)</th>
<th>Public Engagement (Surveys)</th>
<th>Stakeholders (Meetings/Workshops)</th>
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<tbody>
<tr>
<td><strong>WHO</strong></td>
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<tr>
<td>Attendees at PIC 1 (March 2015)</td>
<td>Kiosk/event surveys</td>
<td>Other Government Agencies</td>
</tr>
<tr>
<td>Attendees at PIC 2 (June 2015)</td>
<td>Online surveys</td>
<td>Public Health</td>
</tr>
<tr>
<td><strong>KEY TAKEAWAYS</strong></td>
<td></td>
<td>Goods Movement</td>
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<tr>
<td>Focus on community livability, active transportation and transit</td>
<td>Roadway maintenance</td>
<td>Chamber of Commerce</td>
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<td></td>
<td>Improvements for cycling, transit and road infrastructure</td>
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<td></td>
<td>Reliance on vehicles for longer distance travel</td>
<td>Need agency / stakeholder integration / communication / involvement</td>
</tr>
<tr>
<td><strong>ACTION</strong></td>
<td>Policies to improve cycling, transit and road infrastructure</td>
<td>Improved coordination of project opportunities / timing</td>
</tr>
<tr>
<td>Prepare a Complete Livable Better Streets toolbox</td>
<td>Policies to encourage active transportation and transit use</td>
<td>Better coordination of meetings between City and stakeholders</td>
</tr>
<tr>
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<td>Ensure vested parties are at the table at the beginning of planning process</td>
</tr>
</tbody>
</table>
“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
YOUR INPUT, YOUR TMP!

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

100%
80%
60%
40%
20%
0%

Ensuring alternate modes of travel for trip making
Improved road maintenance
Increase transit service frequency
Provide higher order rapid transit
Other

0% 0% 0% 0% 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**

<table>
<thead>
<tr>
<th>Health by Design</th>
<th>Integrate into transportation planning and clearly identify health impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sustainability - TDM</td>
<td>Ensure environmentally friendly transportation through infrastructure opportunities and promotion of alternate modes of transportation</td>
</tr>
<tr>
<td>Ongoing Accessibility Upgrades (AODA)</td>
<td>Better integration of existing and new transportation infrastructure</td>
</tr>
<tr>
<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>
</tr>
</tbody>
</table>

**TMP Actions**
- Implement evidence based approach to public health and transportation
- Ensure Public Health messaging is evident in planning processes
- Develop a communication strategy
Your Input, Your TMP!

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

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

- Integration of health and transportation planning to promote active transportation
- Fast tracking of accessibility upgrades to existing transportation infrastructure
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<td>Other</td>
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### Which emerging technologies will have the greatest impact on your travel within Hamilton?

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<tr>
<th>Option</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>1. Integrated Provincial and Municipal Highway real time information with improved incident management</td>
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<td>2. Ability to work from home some of the time</td>
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<tr>
<td>3. Coordinated travel apps with neighbouring municipalities using smart card technology</td>
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<td>4. Planning for driverless cars</td>
<td>20%</td>
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<tr>
<td>5. Other</td>
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*Note: The percentages above are placeholders and should be replaced with actual survey results.*
**EXISTING AND FUTURE ISSUES/CONSTRAINTS REVIEW**

- Use of EMME, a high-level strategic transportation planning model

**EMME Process**

**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)
Areas of continued congestion (with 2031 planned road and transit improvements)

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

Hamilton Transportation Master Plan
Five-Year Review and Update
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
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
Council Approved Cycling Network (2009)

- Continuity of cycle network must be supported
- Cycle tracks 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
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.

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.

• 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)
Connections through rural Hamilton
At-grade Railroad crossings
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
**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
Which of the following street conversion considerations best address your concerns during the evaluation of converting 1-way streets to 2-way?

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<thead>
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<td>Business visibility</td>
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<td>0%</td>
</tr>
<tr>
<td>Improved bicycling / pedestrian experience</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
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</table>
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
Are we going in the right direction with the proposed Complete Livable Better Streets concept and policy?

1. Yes
2. No
3. Not sure

100%
80%
60%
40%
20%
0%

Yes
No
Not sure
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
Hello Mr. Molloy:

I keep seeing ads asking residents to make comments on the city's Transportation Master Plan. To that end I finally decided to go check it out and respond. What I found was surprising. Instead of the 2015 Master Plan I only found the 2007 Master Plan (an 8 year old document). It was obvious that the plan is not updated every year and it didn't have any info regarding the proposed LRT in the lower city. After reading through the 2007 plan I am not sure that it is even relevant anymore because I am sure that the numbers indicated in the document aren't relevant today. I am curious as to whether or not there is a more current (preferably 2015) transportation master plan available on the city's website for review.

The following are my thoughts regarding transportation within Hamilton:

1. LRT - Currently the auto industry and partners are moving relatively quickly regarding autonomous vehicles (typically electric). With GM's partnering with "Flyte" (Uber competition) with the prospects of "vehicles-on-demand" where a user requests a vehicle to pick him/her up and deliver the person(s) to their destination will probably be a reality by 2030 in most cities. With the LRT planned to be in place by 2020 it will lose its usefulness in 10 years or maybe less. That turns into an annual cost of approximately $100 million and ridership won't even come close to covering that cost. Seems a waste of money to me. Planners need to remember that not everyone wants to travel with mass transit or have restricted access to it. Myself I cannot walk to the bus stop as it is too far from my home so the only solution is door-to-door (family vehicle, taxi, darts, etc.). Additionally mass transit only works when people are leaving from and going to the same places or others along the way. My biggest concern with the LRT is the route. King St. is the wrong route, Main St. is the proper one. The only reason for having the LRT go down King St is because it is the major section of downtown and Main St. is one block away. With there only going to be one downtown stop for the LRT having it on Main St. would only mean an extra block walk. Plus the cost of running the LRT down Main St. should be less expensive and more straight forward in design.

2. Friendliness for everyone - Currently there is a big push to have the streets of Hamilton to be vehicle, bike, pedestrian, scooter and what ever mode of transportation/movement friendly. City streets for all. For all the effort being done it is an impossible task. Let's start with bikes. I traveled down Cannon street not to long ago from Sherman to Queen St. and during that ride a saw a total of 5 bike riders and 2 of them still didn't follow the rules set out for those who ride bikes. One rider actually crossed Cannon while traveling from the west to the east which is against traffic. I see pedestrians every day crossing the road even though there are sidewalks on each side (usually seniors but teens and younger as well). If the City is going to be serious about travel ways being friendly to all then it needs to come up with a method to keep things
separated. Eg., raised mass transit and vehicular traffic or instead raise the pedestrian and bike traffic. I realize that that would be too costly but there are other methods such as making it impossible for pedestrians to cross main roads other than at an intersection. Bikes can only travel in bike lanes and must be walked if on a sidewalk or crosswalk. Scooters and segways would be treated as bikes.

Stuck

As I have been writing things down I keep coming up with more and more items that I see as issues regarding the transportation master plan and keep saying to myself that this is going to take days to write as things get more specific. To that end it dawned on me that the best transportation master plan is already being used elsewhere. Answer, Walt Disney World. It is pedestrian friendly and mass transit keeps vehicles away from pedestrians when going from place to place (eg. Magic Kingdom to Animal Kingdom and such). It has a major network of tunnels to allow personnel to move freely from site to site with electric vehicles (excellent for moving items, say groceries from store to home, etc.). Unfortunately Hamilton is already built and the land occupied so the conversion process would be extremely costly. But if Hamilton could be converted over time it could become a great place to live with massive parks, themed districts, zero emission transportation, medium to high density living just to name of few.

I guess in the end it really doesn't matter as no matter what is done in the short term someone isn't going to be happy. My hope is that who ever makes the decisions that they make them based on solid facts and that the actions are economically prudent.

Regards,

PS: I am always available to talk about specific items.
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

**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
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 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 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

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

• 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 cycling continuity between Rail Trail at the Golf Course near Aberdeen to join the trail going up the escarpment around Chedoke
• 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
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
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<td>Unique and specialized data sets that can be purchased at a cost to be used to undertake performance monitoring</td>
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<td>PIC</td>
<td>Public Information Centre</td>
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<td>TDM</td>
<td>Transportation Demand Management</td>
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<td>TMP</td>
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<td>TTS</td>
<td>Transportation Tomorrow Survey</td>
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**Purpose**

Board #2 provides an overview of the Transportation Master Plan (TMP) process. This follows the Municipal Class Environmental Assessment (MEA) Process (Approach 1), which is a planning and approval process that ensures that the potential effects of a project are identified and managed prior to implementation.

**Background**

The Municipal Class Environmental Assessment process includes the following:

*Transportation Master Plan:*

This approach involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process. The Master Plan document would be available for public comment prior to being approved by the municipality.

The Master Plan would therefore become the basis for, and be used in support of, future investigations for the specific Schedule B and C projects identified within it. Schedule B projects would require the filing of the Project file for public review while Schedule C projects would have to fulfil Phases 3 and 4 prior to filing an Environmental Study Report (ESR) for public review.

*The completion of Phases 1 and 2 results in the identification of projects that are carried forward to Phases 3 through 5 in the MEA process.*

*Capital Project Delivery Process:*

- Phase 3: Alternative Design Concepts
- Phase 4: Environmental Study Report
- Phase 5: Implementation

*Capital Infrastructure Projects generally take five (5) years to implement.*

**The Process**

The Transportation Master Plan Review and Update was undertaken in four stages and included the following:

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

**Stage 2:**
- Identify transportation system opportunities
- Develop Complete Livable Better Street policies and implementation process
- Develop street conversion prioritization and evaluation process

**Stage 3:**
- Identify policy updates

**Stage 4:**
- Finalize TMP policy and implementation strategies

**Next Steps**

In order to complete the Transportation Master Plan Review and Update study, the Study Team will work towards:

- Finalizing the TMP document
- Presenting TMP recommendations to Council (anticipated Fall 2016)
**Purpose**

A key element of the Transportation Master Plan (TMP) process is meeting, communicating and engaging in dialogue with the public and stakeholders to identify:

- Existing transportation and accessibility issues
- Opportunities for addressing current deficiencies
- Opportunities for addressing future needs and requirements

**The Process**

The Public Consultation and Stakeholder Engagement process included the following:

**Public Information Centres (PICs):**

The format of each PIC included time for viewing of boards, a presentation, an interactive event (i.e., group discussions for PIC 1, hands-on workshop for PIC 2, town hall polling for PIC 3), ending each meeting with evening highlights.

- PIC 1: March 23-26, 2015
- PIC 2: June 9, 11, 13 and 16, 2015
- PIC 3: December 2, 3, 8 and 9, 2015

**City Staff Workshops, City Project Team and Technical Meetings:**

Numerous meetings were held throughout the course of the study with representative City Staff from vested City Departments and included (but were not limited to):

- Public Works
- Planning and Economic Development
- Public Health
- Community and Emergency Services

**Stakeholder Meetings: (150+)**

- Goods Movement Workshop
- BIA Sub-Committee Meeting
- Flamborough Chamber of Commerce

**Agency Workshop:**

- City of Burlington
- Haldimand County
- Halton Region
- Hamilton Burlington Trails Council
- Metrolinx
- Region of Waterloo

**Online Surveys:**

- Phase 1 (308 responses)  
  September to October, 2015
- Phase 2 (245 responses)  
  October to November, 2015
- Phase 3 (454 responses)  
  December 2015 to January 2016

**Outreach Events (total of 36 locations):**

- City staff attended numerous community events for opportunities to speak with the public about transportation issues.

**Sample Concurrent Projects:**

- Our Future Hamilton
- Centennial Neighbourhoods Secondary Plan and Transportation Master Plan
- LRT Planning (Citizens’ Jury on Transit)
- Metrolinx Big Move Update and Review
PURPOSE
To better understand the needs of the transportation system in Hamilton, a review of travel trends and characteristics during the past 10 years will provide a backdrop to the current state of the system and what and where the needs will be.

BACKGROUND
Technical analysis has been supported by the most current GTHA household travel survey (2011 TTS Survey) which is supplemented by local transportation data.

Since 2001, Hamilton’s population has increased by approximately 30,000 people or 6%. While the increase has not been astronomical, a further review of the age spectrum has shown that the population is trending towards an aging population. Between 1986 and 2011, the number of seniors has increased by 80%, with seniors contributing to approximately 11% (Source: TTS) of the total population in 1986. However, in 2011, this has increased to 14% (Source: Ontario’s Ministry of Finance) of the total population. Hence, there is a need to ensure that the transportation system will support alternate travel modes to support the independence and mobility requirements associated with an aging society.

To this end, there is a need to change the travel patterns that are prevalent today. 2011 statistics show that the vehicles continue to be the main mode of travel for the majority of trips within a day (24-hour period). Approximately 84% of total daily trips are made in a vehicle, whether as a passenger or as a driver. And while walking and cycling trips do occur (~5% of total daily trips), the tendency is for these trips to occur for shorter distances (less than 5km), while the vehicle remains the favoured mode of transportation for longer trips, with almost 90% of trips with trips lengths between 6km and 10km occurring in the automobile.

In order to encourage behaviour change, alternate modes of travel must be made available to the user. Public transit is one mode in which the City of Hamilton has made investments and the trends show that there is progress. Between 2001 and 2011, the number of people using transit within a 24-hour period has increase by approximately 30%; however, it is still not enough to keep pace with population growth as rides/capita have actually been decreasing. With the proper funding and further improvements to the existing public transit system, the City can maintain its momentum in increasing its daily transit ridership and shifting from a car-centric City to one that supports many alternate modes of transportation that caters to its growing and aging population.

KEY MESSAGES
In order to facilitate behaviour change and provide a healthy and sustainable transportation system, improvements are required that will provide a balance between alternate modes of travel and vehicular travel. This rebalancing of the network should facilitate the trend of increasing transit use while encouraging non-auto modes such as walking and cycling to address the needs of the City.
**Purpose**

In order to provide the appropriate direction for the transportation system in Hamilton for the next 20 years, proposed changes to the City in the immediate future to 2031 needs to be better understood as these changes will drive the direction of the transportation system and need to be supported by applicable policies.

**Background**

Hamilton is a changing city. Population and employment forecasts from the City of Hamilton’s GRIDS indicate that population and employment will increase by 140,000 and 70,000, respectively, to 660,000 and 300,000 by 2031. These numbers are reflective of ~20% and ~30% increases in population and employment, respectively, since 2011. Forecasts to 2041 show an even bigger increase as population and employment are estimated at 776,000 and 351,000, respectively. However, the allocation of these provincial forecasts have not been Council approved. Based on estimates from Ontario’s Minister of Finance, the proportion of seniors that contribute to the overall population will increase from ~14% in 2011 to ~24% in 2031 and ~26% in 2041.

To encourage and facilitate the changing needs of the City’s residents, the City is forging ahead with new transit initiatives, intensification and diversification in the Downtown and increasing the use of its intermodal facilities to better support the economic development of the City.

The new transit initiatives will result in increased transit services available to the City. From a local perspective, the Province has provided the funding for the implementation of rapid transit along the Main Street / King Street corridors (i.e., the B-Line LRT). HSR is looking to improve its customer experience, address system inefficiencies, keep up with growth and implement the BLAST network. From an inter-regional perspective, Metrolinx has noted in its longer-term plans the provision of new GO stations at West Harbour and Confederation to be supported by two-way, all-day service between Hamilton and Downtown Toronto.

Current plans to intensify the residential population and diversify the employment opportunities in the Downtown area will increase active transportation opportunities. In this regard, the City is planning to increase the number of residential dwelling units in the Downtown area by 3,900 units by 2031. An additional 13,080 jobs are also expected by 2031 as a result of new employment sectors such as Information Technology, Creative industries and Life Sciences associations.

Companies are also investing in Hamilton’s intermodal hubs. Increased use of the Port of Hamilton and the Airport employment area will result in the provision of goods movement linkages, which is directly related to the economic development of the City as a whole. The Port of Hamilton is known as the busiest port on the Great Lakes. In the last five years, major investments have been made at the Port by agri-businesses, resulting in increased employment opportunities. The agri-business is expected to continue to grow, which in turn will positively influence the City’s economy as a whole. At the other major intermodal hub in Hamilton, employment opportunities in the airport employment lands are expected to increase by 80,000 by 2031.

**Key Messages**

The City of Hamilton is changing, and in a good way. The transportation network plays a very important role in the success of these changes as it will be imperative that there is transportation infrastructure to support new transit initiatives, intensification and diversification in the Downtown and increased use of the Port Lands and Airport Lands. The TMP Review and Update will identify policies and implementation approaches to support and facilitate its success.
PURPOSE
As the Hamilton Transportation Master Plan Review and Update follows the Municipal Class Environmental Assessment process, one of its requirements is to identify a Problem/Opportunity statement. For the purposes of this TMP Review and Update, this is the Vision statement of the project.

BACKGROUND
In 2007, through the TMP process, the following Vision Statement was identified:

“Key objectives of the Transportation Master Plan include reducing dependence on single-occupant vehicles and promoting improved options for walking, cycling and transit, while maintaining and improving the efficiency of trips related to the movement of goods and servicing of employment areas.”

THE PROCESS
To ensure that the Vision Statement would be reflective of current transportation trends and objectives and could be used as a guide towards reviewing and updating the 2007 TMP, the Study Team engaged the public at the start of the study. Attendees at the first round of Public Information Centres were provided with an opportunity to discuss and specify revisions to the 2007 vision.

Attendees at these sessions were provided with the following questions for discussion and input:

- Do you agree with the 2007 Transportation Master Plan Opportunity / Vision Statement?
- What is your Vision Statement for the Transportation Master Plan Review and Update?

KEY MESSAGES
The public expressed that the Vision should:

- Incorporate accessibility
- Be all encompassing
- Include a holistic approach
- Balance all modes of transportation
- Be comprehensible and attainable
- Provide specific, measurable, achievable, relevant and programmed results

Based on public input, key considerations for the 2015 TMP review and update include:

Active Transportation

Pedestrian / Bicycle Opportunities

Road System Opportunities

Complete Livable Better Streets

Transit Service Opportunities

Goods Movement Opportunities
Backgrounder: Policy Direction

**Purpose**

One of the key components of this study is to review and update the policies presented in the 2007 TMP. This is done to ensure that they are still relevant as they provide important guidance in the overall planning and operations decision making process for the City, as well as to identify and policy gaps.

**Background**

In the 2007 TMP, policies were developed in 23 major subject areas. These subject areas have been grouped into the themes below:

**Modal Choice**
- Transportation demand management
- Transit
- Walking and cycling
- Parking
- Accessibility

**Trucks and Cars**
- Goods movement
- Access management

**Planning**
- Land use and travel patterns
- Urban design
- Urban structure and land use
- Road classification
- Rural road standards

**Operations**
- Level of Service
- Intelligent transportation systems
- Traffic calming
- Warrants

**Economics**
- Economic development
- Financing and infrastructure

**Province**
- Provincial highway initiatives
- Road transfers

Each of these policy areas were reviewed to assess their relevance to the City of Hamilton in 2015 and to identify any new policies that would be beneficial in guiding the current transportation planning processes.

**Key Messages**

From the review of the policies in the 2007 TMP, recommendations for the TMP policies were noted as follows:

- As Hamilton has been successful in implementing many of their 2007 TMP recommendations in many areas, updates to the implementation approaches identified in the 2007 TMP are required.
- Existing policies are still relevant and should be maintained; and,
- New policies should be incorporated into this TMP review and update that include the topics of Health, Accessibility, Emerging Technology, Complete Livable Better Streets and Street Conversions.
**PURPOSE**

To integrate health into the transportation planning process through the continued provision of healthy alternate choices for transportation mobility. Health should be interwoven into the language of transportation policies through the inclusion of health values and goals and involving Health Services earlier on in the planning stages of transportation projects.

**BACKGROUND**

In June of 2013, the City of Hamilton’s Board of Health provided direction to review the City of Toronto’s Health and Equity criteria, as identified in Toronto’s Board of Health report titled *Transportation Priorities and Investment for a Healthy Toronto*, for consideration in Hamilton’s TMP. The main criteria noted in this report were:

- Promote the health of the whole population through tools such as fuel taxes, high occupancy toll lanes, highway tolls, parking levies, vehicle kilometres travelled fees and vehicle registration taxes.
- Promote health equity through the tool of income tax.

Subsequently in May 2014, the Medical Officers of Health in the GTHA prepared a report titled *Improving Health by Design*. The intent of this report was to note that the current priority health issue for the GTHA is transportation, which is a direct impact of expected increases in population, and to identify opportunities to better address this issue. The key opportunities identified in this report were:

- Fund The Big Move
- Strengthen provincial policies to support greater active transportation and public use
- Normalize planning for active transportation and public transit use by municipalities.

Recently, the City of Hamilton and the Hamilton-Wentworth (Public and Catholic) District School Boards endorsed the Hamilton Active & Sustainable School Transportation Charter (October 2015). The goal of the charter is to facilitate a measurable shift in travel behaviour towards active and sustainable school transportation (ASST) through policy change, infrastructure improvements, capacity building and education and awareness.

**KEY MESSAGES**

Health is important to the City of Hamilton as can be seen through:

- Council direction
- ASST Charter
- Continued improvements to the pedestrian network, bicycle network, trails networks, transit network, etc.
- Public’s desire to have Complete Communities, Complete Livable Better Streets, transit connectivity, higher-order transit, travel demand management opportunities and active transportation alternatives.

**IMPLEMENTATION**

The City of Hamilton is pro-actively addressing Council direction to incorporate health into the transportation planning process. New policies (e.g., A Healthier City, Complete Livable Better Streets, Embracing Emerging Technology) and revisions to existing policies (e.g., Improved transit service, accessible and age-friendly non-auto network, balanced transportation system) will ensure that health is at the forefront in the planning, design and implementation of transportation infrastructure, if not already incorporated. City departments are aware that correspondence with Public Health should be initiated during the early stages of projects and that there are partnership opportunities with Public Health to promote and educate the public on healthy transportation alternatives.
**Purpose**

In order to achieve the goals set out in the Revised Problem/Opportunity (Vision) statement, whereby the TMP should promote accessibility and improve options for walking, cycling and transit, one of the main disconnects in the transportation network is the separation between Upper and Lower Hamilton. As there are a limited number of locations in which residents can travel between Upper and Lower Hamilton, it is necessary to define methods to better connect Upper and Lower Hamilton through the consideration and/or provision of alternative transportation infrastructure delivery methods.

**Background**

The City of Hamilton is located on the western shores of Lake Ontario. The City itself is bisected by the Niagara Escarpment. The base of the Escarpment sits approximately 3km inland from Hamilton Harbour, thereby separating the City into the Upper and Lower City. The Niagara Escarpment is a protected area under the Province of Ontario’s Niagara Escarpment Planning and Development Act (1973) and the Niagara Escarpment Commission (NEC) works on behalf of the people of Ontario to preserve the Niagara Escarpment as a continuous natural landscape (www.escarpment.org). As a result, access between the Upper and Lower City is generally limited to the existing road, trail and stair networks that connect the Upper City to the Lower City.

**Opportunities**

Due to the mandate of the NEC to preserve the natural landscape of the Niagara Escarpment, it is necessary to identify alternative transportation infrastructure delivery methods by which to improve the accessibility between the Upper and Lower City. Various opportunities that were brought forward through public information centres or through meetings with City staff include:

- Consideration for the use of gondolas up the Escarpment, which could provide a better way for pedestrian and cyclists to get up the mountain, especially during the winter months when the trails are not maintained. Potential crossing locations were noted at Upper Wentworth, Upper James or St. Lawrence Park to St. Joseph’s.
- Consideration should be given for providing cyclists with a free ride up with mountain on bus routes using Escarpment accesses.
- Consideration for a protected bicycle lane on the Claremont Access and/or other Escarpment crossings.
- Consideration for better connection from the Escarpment to the rail trail and further north to the waterfront.
- Provision of bicycle troughs on all Escarpment stairs.

**Key Messages**

Connectivity between the Upper and Lower City is an important concern for the citizens of Hamilton. The TMP document should therefore provide direction for the City to assess the feasibility of alternative transportation infrastructure delivery methods to support a better connected multi-modal City.

**Implementation**

The City of Hamilton will need to continue to evaluate and assess opportunities to provide improved connectivity between the Upper and Lower City for pedestrians and cyclists. The City should be open to assessing public-private partnership opportunities that may be presented in the future.
PURPOSE
To be aware of, embrace and benefit from the opportunities offered by emerging technologies in the planning, delivery and implementation of transportation services.

BACKGROUND
Rapid advances in vehicle and communication technologies are currently impacting our lifestyle and travel decisions including:

- **Electric vehicles** are being produced for the mass market which assist in the reduction of fuel consumption and emissions (e.g., Tesla Model 3, Nissan Leaf, Chevrolet Volt, etc.).
- **Hybrid vehicles** are a proven cost effective technology that is becoming more popular with the car buying public (e.g., Toyota Prius, Honda Civic, Ford Fusion, Hyundai Sonata, etc.).
- **Driverless cars** (autonomous vehicles) are being tested in North America and Europe. These vehicles have the potential to significantly change how we travel through:
  - Reduced congestion and associated congestion costs
  - Increased mobility for young, old and/or disabled individuals
  - Reduced demand for fuel use, road and parking infrastructure
- **Car sharing, ride sharing and bike sharing** are very popular for residents living and working in areas close to the Downtown, resulting in less vehicle trips and a greater emphasis on active transportation (e.g., Uber, liftshare, Zipcar, Side car, SoBi Hamilton, etc.).
- **Communication technologies, social media and Smartphone Apps** increase the opportunity to travel by offering alternative transportation services which provide increased convenience at an affordable price.
- **Telecommuting / Distance-based Learning / Intelligent Office** technologies and applications are becoming more prevalent. This increases the ability and flexibility to interact for business or school at an affordable cost without having to use transportation infrastructure by reducing trip distances or eliminating trips.

KEY MESSAGES
- New draft regulations for ride-hailing and separate licensing fees for personal transportation providers was presented to City Council on April 20, 2016 and a bylaw would go to Council for approval in the fall.
- The Ministry of Transportation of Ontario has approved the testing of automated vehicles traveling along Ontario roadways. Similar work is being undertaken in Michigan, California, etc.
- Major companies are investing in Driverless Vehicle technology (e.g., GM, Ford, Google, Apple, Tesla, etc.).
- The City has been investing in advanced traffic management systems (ATMS) to improve incident management and provide commuter information.

IMPLEMENTATION
The City of Hamilton will need to continue to be pro-active in understanding the different technology trends and responding to it in a manner that will benefit the residents of Hamilton. While specific technologies may not be in the City’s best interest for implementation today, the City of Hamilton should undertake studies to determine their feasibility and continue to review and assess their applicability to the overall transportation system in the City of Hamilton in order to be current and to continue to be a top-tier city within the Province of Ontario, offering numerous transportation possibilities and opportunities for its residents.
PURPOSE
To identify and develop a framework to implement Complete Livable Better Streets that recognizes both the transportation and place-making function of our roads.

BACKGROUND
Complete Streets is an approach to street design that is rapidly gaining popularity across North America. It promotes accommodation of all users, regardless of age, ability or mode of transportation.

This shift to Complete Streets addresses some of the negative impacts of traditional street design, including:

- **Public health impacts** due to an over-reliance on private automobiles and reduced walking/cycling opportunities;
- **Environmental impacts** associated with urban storm water pollution and heavy use of private automobiles rather than alternative modes of transit; and
- **Safety concerns** related to a poor public realm and lack of space for pedestrians, cyclists and people with disabilities.


Advantages of Complete Streets include:

- A more efficient transportation network focusing on the movement of people and goods rather than private vehicles;
- Appropriately allocating space for all users of the street;
- Improved network resilience;
- An enhanced public realm;
- Boulevard and roadway space allocated for sustainable infrastructure; and
- Improved public health due to a greater emphasis on walking and cycling.

Hamilton’s version of Complete Streets is called Complete Livable Better Streets. It recognizes that no one-size fits all approach is appropriate as different streets have different priorities. Complete Better Livable Streets recognizes that the primary function of a road may range from goods movement to local access to higher order rapid transit; however, within all of these contexts a sensitive approach to balancing the needs of multiple users can be taken.

KEY MESSAGES/THEMES
The Transportation Master Plan (TMP) includes a family of Complete Better Livable street typologies, associated preferred cross sections and design elements, and policy to address:

- A Network of Complete Livable Better Streets;
- Planning, Design, Maintenance and Operations;
- Transitions from one type of street to another;
- Access;
- Green Infrastructure;
- Utilities;
- Public Consultation; and
- Implementation.

NEXT STEPS
To implement the TMP recommendations the City of Hamilton should (1) develop detailed design guidelines; (2) realize a new Complete Livable Better Streets decision making process; (3) incorporate TMP policies into other City manuals, rules, regulations and programs; (4) create an advisory council to serve as a resource and collaborative partner for the City; and (5) monitor implementation.
**Purpose**

To provide a prioritization strategy for the conversion of one-way street operations to two-way operations within Lower Hamilton with the intent of revitalizing the Downtown’s prosperity and livability.

**Background**

In the 1940s to 1960s, concerns with traffic operations in the City’s Downtown resulted in the conversion of several two-way streets to one-way operations. While vehicular flows through the City’s Downtown core may have improved, business owners along these converted streets observed a steep decline in business.

As the City’s Downtown has recently been undergoing intensification and diversification and the citizens have noted concerns with the one-way street operations being an encouragement for flow-through traffic, the conversion of the City’s complex one-way street network back to two-way traffic operations has been a recent hot topic of discussion with City Council.

In 2008, the Downtown Transportation Master Plan identified eighteen streets to be converted from one-way to two-way, with ten of these conversions already completed. Further discussions between City Staff and City Council have resulted in an additional eighteen potential street conversion opportunities.

**Key Messages**

The following considerations for street conversions were identified through Best Practice review and discussion with City staff:

- Local street conversions should be addressed through the community planning process, not the TMP.
- Conversions of streets should ideally occur in pairs.
- A review of the problem should occur (e.g., public request, technical requirement, etc.) prior to initiating the conversion process.
- The assessment of street conversions need to take into consideration policy directives, community considerations and transportation considerations.
- Street conversion decisions need to involve City stakeholders (i.e., traffic, transit, active transportation, utilities, finance, etc.).
- The functionality of the road needs to be maintained.
- The conversion process should include a pre- and post-implementation assessment of the conversion to be used as feedback or input into other similar projects.

**Implementation**

For the purposes of the TMP, a Street Conversion toolbox will be identified to enable the prioritization process based on key messages noted above.

Due to the impending implementation of the LRT through Downtown Hamilton, a prioritization of street conversions in Hamilton’s Lower City will not be available until the Fall of 2016, pending the assessment of LRT impacts.
Purpose

To provide a road network system that will contribute to a balanced transportation network by providing alternate mode and route choices and connections for local, intra-municipal and inter-regional travel while achieving an acceptable operating level of service. The intent of the road network is to maximize existing roadway infrastructure to accommodate planned population and employment growth to 2031 and beyond.

Background

The 2007 TMP identified a list of road network infrastructure requirements to 2031. These road recommendations were premised on the City’s EMME model, a high-level (macroscopic) strategic transportation planning model. In the 2007 TMP, the existing conditions EMME model was representative of the City’s 2006 road network and the trip travel patterns were reflective of 2001 population and employment figures from the Transportation Tomorrow Survey (TTS). The future conditions EMME model was developed for 2031; however, it assumed a high decrease (20%) in auto drivers.

Opportunities

This review and update of the 2007 TMP provided the opportunity to update the City’s EMME model to reflect current travel trends and to develop a more conservative future conditions model. In this regard, one of the key tasks of this study has been to:

- Update the 2007 TMP EMME model to reflect 2011 conditions, which is representative of the most current data available to the City
- Revisit the 2031 EMME model to confirm 2031 road infrastructure requirements noted in the 2007 TMP and to identify any further improvements.

Key Messages

Results from the EMME model indicated the following:

- Under existing conditions, congestion is experienced on the Provincial facilities, West Hamilton and the westerly escarpment crossings.
- Even with the implementation of planned road and transit improvements by 2031, commuter congestion is still observed on the Provincial facilities, Downtown corridors, West Hamilton, westerly escarpment crossings, Municipal freeways and York Boulevard/Plains Road.

These results indicate that there is a need to develop system alternatives to address the ongoing congestion experienced in 2031.

Implementation

In order to provide a balanced transportation network through a road network that provides acceptable operating levels of service, the City will need to ensure that they implement the road infrastructure recommendations identified in the 2007 TMP as well as the additional system alternatives put forth by this review and update. These system alternatives include:

- Widening of Hwy 403
- Localized improvements, including a new link between the RHVP and the airport, and providing multi-mode connectivity between the Upper and Lower City
- Consideration of a High-Occupancy Vehicle (HOV) lane on the LINC and RHVP with future consideration for High-Occupancy Toll (HOT) lanes

The City also needs to have continuing dialogue with their Provincial partners to ensure that the City’s needs are met.
**Purpose**

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

**Background**

After the completion of the 2007 TMP, one of its main directives was to focus on active transportation alternatives and transportation demand management prior to making investments in road expansions. Recently, both the Municipal and Provincial governments have provided direction to reduce single-occupancy automobile use complemented with significant improvements to transit service.

The City has been actively pursuing opportunities to improve and expand their transit service and network and identified funding requirements and strategies to implement such improvements. In 2013, Council approved the recommendations put forward in *Rapid Ready – Expanding Mobility Choices in Hamilton*, one of which included a submission to Metrolinx regarding funding for the B-Line LRT.

While the ultimate goal is for Hamilton to become a rapid transit city, there is still an intrinsic need to improve the network and services associated with the existing local system. These strategies were put forward in a *Ten Year (2015 to 2024) Local Transit Strategy* report with the intent of addressing existing system deficiencies.

In May 2015, the Province of Ontario announced that it would provide up to $1B to cover the capital costs associated with the building of the B-Line.

**Opportunities**

As part of the Ten-Year (2015 to 2024) Local Transit Strategy, the following opportunities were identified to build on the existing transit network and service:

- Revise and apply service standards;
- Continue to add capacity until ridership exceeds system capacity; and,
- Develop the rapid transit network (BLAST).

**Implementation**

To achieve these goals, numerous actions were identified for implementation within the 10-year timeframe and are noted as follows:

**Customer Experience:**

- Improve customer information, amenities and services
- Terminal development and improvements
- Promote ridership through branding

**System Efficiencies:**

- Review capacity deficiencies, scheduling issues and under-performing routes
- Acquire additional buses and operators
- Establish a new Maintenance and Storage Facility

**Service Standards:**

- Use newly approved updated standards to assess service levels, address gaps and grow service

**Service Capacity:**

- Expand coverage in growth areas
- Expand frequency and span
- Improve connectivity
- Implement transit priority measures

**BLAST Network:**

- Develop BLAST network
  - The next two priorities are the A-Line and S-Line
Hamilton Transportation Master Plan Review and Update

Backgrounder: Accessible and Age-Friendly Non-Auto Network

**PURPOSE**

To provide a pedestrian and bicycle network that allows for communities to be well integrated with the larger transportation network and will encourage transition from a car-focused society to alternate modes of transportation, encourage a healthy lifestyle and increase accessible alternatives for Hamilton’s aging society.

**BACKGROUND**

In the 2007 TMP, a set of guiding principles was established that focused on seven key objectives. One of these objectives was the need to offer a choice of integrated travel modes, emphasizing active transportation (walking and cycling), public transit and carpooling.

Subsequent to the approval of the 2007 TMP, the City prepared a new Cycling Master Plan entitled *Shifting Gears*. This document was approved by Council in 2009 and is currently being used to guide the development and operation of cycling infrastructure within Hamilton. The focus of this document was to identify new on-road facilities that would connect to existing and/or planned off-road facilities to be used by commuter, utilitarian and recreational cyclists.

A Pedestrian Mobility Plan was also prepared in response to a recommendation from the 2007 TMP. The Plan was approved by Council in 2013 and focused on rebalancing pedestrian and vehicular mobility on Hamilton’s streets by providing for pedestrian needs, while accommodating vehicular traffic within the streetscape.

In 2015, the City initiated a review and update of their Recreational Trails Master Plan. *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 health and wellness for pedestrians, cyclists and trail users which meets both recreational and commuter needs.* It is the intent that the trails would, if not already, connect parks, recreational centres, schools, commercial sites, cultural and institutional centres, transit facilities and numerous residential neighbourhoods.

These three documents provide direction towards achieving a well-connected, accessible, age-friendly non-auto network.

**OPPORTUNITIES**

The City has been pro-active in developing an integrated pedestrian and bicycle network to enhance the user experience and encourage the use of alternate modes for transportation, other than the automobile. This TMP review and update will support each of the above noted plans and any noted policy and network recommendations.

**KEY MESSAGES**

Discussions with the general public and City Staff have indicated the following:

- Pedestrian network connectivity is hindered by the lack of sidewalks on both sides of the street in industrial parks and school zones.
- Streets need to be (re)developed following the Complete Livable Better Street concept and “Routine Accommodation”.
- Continue to enhance the connectivity of the cycling network by eliminating the gaps and addressing areas of concern, such as the escarpment crossings.

**IMPLEMENTATION**

The TMP Review and Update will support the policies and recommendations from each of the noted plans in order to ensure that the built environment is supportive of increased mobility options for citizens of all ages and abilities.
PURPOSE
To provide a goods movement network that will allow for the efficient movement of goods, whether by roads, highways, air, rail, marine and pipeline, etc., within the City or to/from inter-regional destinations in order to facilitate the economic success of the City as a whole.

BACKGROUND
Economic development and goods movements are intrinsically linked together. The economic success of a city is dependent on its ability to move goods efficiently within and through the city. As a result, the effectiveness of the goods movement network in providing connectivity between origins and destinations within the City and providing direct connections between inter-regional travel corridors and the City’s inter-modal terminals is important.

In 2005, the City of Hamilton prepared a Goods Movement Study that led to three major recommendations: to establish on-going private-public collaboration, to promote economic development initiatives and to carry out transportation improvements. The noted transportation improvements were carried forward as input into the development of the 2007 TMP.

In the 2007 TMP, one of its objectives was noted to be the support of local businesses and the community’s economic development. To this end, the 2007 TMP incorporated specific recommendations from the Goods Movement Study associated with improvements to the transportation system that included: resolving freight bottlenecks, re-examining truck routes within the City, establishing policies to accommodate 24-hour freight operations at inter-modal terminals and supporting year-round operations proposed by the Hamilton Port Authority.

To address one of the recommendations from the 2007 TMP, a Truck Route Master Plan was prepared in 2010 that maintained the City’s permissive truck route system.

OPPORTUNITIES
This review and update of the 2007 TMP provided the opportunity to identify policy revisions for the goods movement network to ensure the efficient transport of goods through and around the City and to enhance the trucking experience for other road users.

KEY MESSAGES
Through the review and update of the TMP, the intent is:

- To maintain the existing comprehensive permissive goods movement network in support of the City’s prosperity and sustainable economy;
- To highlight truck network issues and gaps to be addressed in subsequent studies;
- To maintain and upkeep the City’s existing intermodal hubs; and,
- To maintain ongoing dialogue between the City, residential and commercial communities, other Municipalities, senior governments and goods movement stakeholders to ensure that their needs and concerns of all parties have been taken into consideration.

IMPLEMENTATION

- Update the 2005 Goods Movement Strategy
- Update the 2010 Truck Route Master Plan
- Obtain GPS truck data, if possible
- Ensure that goods movement vehicles are provided with alternate routes when implementing a restriction on a road (e.g., LRT implementation, Complete Livable Better Street design, residential areas, etc.) and for redundancy purposes
- Support Provincial initiatives
**PURPOSE**

The success of the TMP Review and Update is premised on its ability to meet the goals identified as part of the Problem/Opportunity (Vision) statement in the early stages of the study. The ability to achieve a balanced transportation system lies in the policies developed for each mode of transportation, their compatibility and support for each other and the associated implementation strategy.

**BACKGROUND**

Through the TMP process, the following revised Problem/Opportunity (Vision) statement was identified for the TMP review and update.

“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 to become a healthier city. The success of the Plan will be based on specific, measurable, achievable, relevant and programmed results.”

In order to meet the objective of the Problem/Opportunity (Vision) statement, the goals that the TMP Review and Update would hope to meet were noted as follows:

- Reduce dependence on single occupant vehicles;
- Promote accessibility;
- Improve options for walking, cycling and transit; and,
- Maintain and improve the efficiency of goods movement.

**OPPORTUNITIES**

The 2007 TMP prepared 23 policy papers that covered many aspects of the transportation system and was approved by Council. The success of the TMP Review and Update would result from the use of these policy papers as a base while identifying new policies that would address the current trends/shifts in transportation planning and transportation infrastructure and improving/revising the implementation approach for existing policies to meet the requirements of the revised problem / opportunity statement.

**KEY MESSAGES**

A balanced transportation system is one where all modes of travel are taken into consideration and each of their priorities are implemented in a way that best supports the system. While the ideal situation is one where all modes can achieve their goals, one must be aware that there are more than 20 travel modes that affect the daily lives of citizens. As a result, it must be understood that a balanced transportation system, where all modes are equally considered and addressed in the planning and implementation of transportation infrastructure, is actually a system that understands that there are numerous modes of travel that are occurring and that the recommendation being put forward best supports the main functionality of the transportation infrastructure being reviewed and meets the goals for some but not all of the modes of travel.

**IMPLEMENTATION**

With any transportation-related project, the City will take into consideration the transportation system as a whole and identify a solution that best meets the guiding policies prepared as part of the TMP Review and Update to the best of its ability.
Hamilton Transportation Master Plan Review and Update

Backgrounder: Implementation

**PURPOSE**

In response to the direction provided by the revised Problem/Opportunity (Vision) statement and the new and revised policies being recommended as part of the TMP review and update, the implementation strategy identifies key action items to achieve the goals laid out in the policies.

**IMPLEMENTATION**

Eight pre-dominant themes identified in the TMP and their associated implementation strategies are further described as follows:

*Changing Communities by Design:*
- Support the development of Complete Communities that include a road network that connects the community, maximizes active transportation and supports local transit service.
- Support Complete Livable Better Street design for new roads and road reconstruction projects.

*Moving TDM to the Next Level:*
- Increase the TDM mandate and provide adequate staffing to embrace shared community trends, pilot projects to reduce auto use and emerging technologies.

*Active Transportation and Healthy Communities:*
- Assign a high priority to resolving missing links and gaps within the pedestrian and cycling networks.
- Incorporate Public Health into the transportation planning process and consider joint pilot projects to promote healthy living and travel.

*Transit Planning to Transit Implementation:*
- Implementation of the 10-Year Local Transit Strategy.
- Active participation in the planning, design and construction of the LRT.
- Partnering with Metrolinx to address road and traffic flow issues resulting from the LRT in the Lower City.

*Accessible and Age-Friendly Transportation Alternatives:*
- Support alternative means of travel between Upper and Lower Hamilton.
- Support the provision of wider sidewalks in the Downtown area, where possible, to promote safety and accessibility.
- Support emerging technologies that provide alternative modes of travel.

*Be Bold with Provincial and Regional Partners:*
- Engage the Ministry of Transportation and Regional stakeholders to address Provincial transportation issues that have an impact on existing and future travel within and through the City of Hamilton and to neighbouring areas.

*Sustainable Economy:*
- Develop the Port of Hamilton and the Hamilton International Airport as dominant intermodal hubs.
- Update the 2005 Goods Movement Strategy and the 2010 Truck Route Master Plan.
- Ensure that truck routes are key considerations as part of Complete Livable Better Street designs.

*Healthy Levels of Service:*
- Prioritize and implement transportation infrastructure projects that will provide a healthy level of service for all users.
- Identify longer-term transportation infrastructure improvements in order to initiate the land acquisition process.
- Upkeep and maintain the City’s EMME model to ensure it is reflective of current and future City initiatives.
**PURPOSE**

As the transportation systems serving the Greater Toronto Hamilton Area (GTHA) become more integrated with regional transit, rapid transit, emerging technologies and communications, it is important to establish a monitoring program that provides technical and administrative support for measuring the success and providing accountability for planning initiatives, decision-making and implementation strategies.

**BACKGROUND**

A transportation monitoring program needs to focus on actions, outcomes and impacts of influencing factors, including:

### Actions:
- Implementation of plans and policies
- Transportation services provided
- Building of transportation infrastructure
- Assessing pilot projects and special/major events
- Undertaking before and after studies

### Outcomes:
- Transit ridership
- Bike share use, recreational trail use, traffic volumes
- Congestion levels and resulting environmental issues (i.e., emissions, air quality, etc.)
- Improving reliability of travel for motorists and goods movement
- Reducing impacts on the environment
- Contributing to increased overall quality of life in Hamilton

**Influencing Factors:**
- Changes to economic growth
- Land use planning
- Demographics
- Public attitudes
- Funding
- Legislation
- Emerging technologies

**OPPORTUNITIES**

Take advantage of Big Data that is more dynamic which can contribute to creating smarter cities.

**KEY MESSAGE / IMPLEMENTATION**

A successful monitoring plan requires both staff and resources to undertake the necessary Data Collection and Surveys as well as preparing the annual monitoring reports that track both the development growth and transportation service and capital infrastructure requirements.
**Purpose**

A Program Funding strategy provides the basis for implementing the planned transportation capital infrastructure requirements to address the future growth and transportation expansion within the City of Hamilton.

**Background**

The City has a thorough understanding of the existing transportation infrastructure assets as well as Program Funding Strategy to implement the future transportation projects in a timely manner. The current Program Funding Strategy is based on the transportation infrastructure needs identified in the Transportation Master Plan (2007) and supporting Secondary Plans that have been completed subsequently and are addressed through:

- Capital/Operating Budget process
- Development Charges

**Key Messages/Implementation**

In addition to following the City Budget process and the 2014 Development Charges program, it is recommended that the City continue to focus on:

- Exploring methods to reduce transportation infrastructure and service costs by maximizing the existing system capacity.
- Considering partnerships with the private sector for the implementation of alternative modes.
- Provide a more equitable balance between taxes and user fees such as High Occupancy Toll lanes (HOT lanes).
- Developing new funding opportunities from Federal and Provincial governments through opportunities such as Transportation Subsidy Programs, Infrastructure Transfers, etc.

**City Growth-Related Transportation Cost Estimates (to 2031):**

Growth-related capital cost investments for transportation infrastructure improvements to 2031 are upwards of $1B. The road costs and annual transit expansion programs have been approved by Council.

**Road Investment ($728M):**

- New roads
- Road widenings
- Road utilizations
- Intersections/structures/interchanges
- Sidewalks
- Bicycle lanes
- Road furniture
- Landscaping

**Transit Investment ($335M):**

- 10-year transit strategy improvements (unfunded)
- Annual transit expansion programs
  - Shelter expansion
  - Enhanced bus stops and shelters
  - Transit priority measures

**Recreational Trails ($4.8M)**

**Province Funded Transit Initiatives:**

The Province is also investing $1.0B in the City of Hamilton to fund the LRT Project from McMaster University to the Queenston Traffic Circle.
WELCOME

Agenda

2:00 - 3:30 pm  Viewing Boards / Q & A with the Team
3:30 - 4:00 pm  TMP 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
The Transportation Master Plan (TMP) is conducted in accordance with Phases 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

#### Phase 1
Identify Problems and Opportunities

#### Phase 2
Develop Alternative Solutions

**PROCESS COMPLETED**

### 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

**PUBLIC CONSULTATION 1 - MARCH 23-26, 2015**

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

**PUBLIC CONSULTATION 2 - JUNE 9, 11, 13 & 16, 2015**

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

#### Stage 4
October 2015 - March 2016
- Finalize preliminary directions
- Finalize initial implementation strategy

**PUBLIC CONSULTATION 3 - DECEMBER 2, 3, 8 & 9, 2015**

**WE ARE HERE**
**PUBLIC CONSULTATION 4 - APRIL 26, 2016**

**PRESENTATION TO COUNCIL (ANTICIPATED FALL 2016)**

### 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)

#### Year 2
Permit Approvals, Pre-Design and Base Plans

#### Year 3
Detailed Design

#### Year 4
Utilities Coordination, Land and Tender Preparation

#### Year 5
Construction

### 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).
PUBLIC CONSULTATION

Key Takeaways

- Upper and Lower City connectivity
- Complete communities
- Balanced transportation system
- Healthier city
- Goods movement network connectivity
- Improved transit services and connections
- Improved cycling infrastructure for commuters and recreational users
- Better education of available infrastructure

What was heard

PIGs:
- Focus on public transit, walking and cycling, complete streets and complete communities
- Improve connectivity between Upper and Lower Hamilton
- Consider alternate and emerging technologies
- Require seamless connections between all modes of travel
- Provide for truck movements in rural areas and connectivity between intermodal hubs and the highway system
- Consider senior accessibility

Event Surveys/Online Surveys:
- Roadway maintenance needs to be improved
- Improve cycling, transit and road infrastructure
- There is a reliance on the private car for longer distance travel
- Highest priority for Complete Livable Streets investments is Main Streets with wider sidewalks, on-street bicycle lanes and travel lanes
- Consider alternate technology for mountain access

Stakeholder Meetings/Workshops:
- Need better communication and integration between agencies and stakeholders
- Data sharing between stakeholders will enable system reliability
- Project opportunities are missed due to varying time frames
- Need to integrate Public Health and Public Works initiatives
- Public awareness and education are necessary for goods movement initiatives
A balanced transportation network is required to continue the trend of increasing transit use, to encourage and facilitate non-auto modes such as walking and cycling and to address the needs of the aging society through the provision of other travel mode alternatives.

Data Sources: Transportation Tomorrow Survey
HAMILTON IS CHANGING (THE NEXT 20 YEARS)

Hamilton continues to grow BUT its population is aging!

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Employment</th>
<th>Age Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>520,000</td>
<td>230,000</td>
<td>15-64 (69.1%) 15-64 (16.6%) 65+ (14.2%)</td>
</tr>
<tr>
<td>2031</td>
<td>660,000</td>
<td>300,000</td>
<td>15-64 (67.6%) 15-64 (15.6%) 65+ (23.8%)</td>
</tr>
<tr>
<td>2041</td>
<td>776,000</td>
<td>351,000</td>
<td>15-64 (64.1%) 15-64 (14.9%) 65+ (25.5%)</td>
</tr>
</tbody>
</table>

Note 1: 2041 population and employment is taken from Places to Grow and is not Council approved. Note 2: Age distributions are based on Ontario's population distributions published by Ontario's Ministry of Finance.

**New transit initiatives**
- West Harbour GO Station
- Light Rail Transit (LRT)

**Intensification and diversification (Downtown)**
- Residential intensification
  - Downtown: 2,300 units
  - West Harbour: 1,600 units
- Employment diversification
  - Downtown: 11,400 jobs
  - West Harbour: 1,600 jobs
  - New employment sectors:
    - Information technology
    - Creative industries
    - Life sciences

**Increased use of Port Lands and Airport Lands**
- Port Lands
- Airport Employment Lands

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**Increased transit service**
**Increased active transportation**
**Improved goods movement linkages**
REVISED PROBLEM/OPPORTUNITY (VISION) 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 to become a healthier city. 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.

Note: Underlined words were incorporated based on comments provided by the public at Public Information Centre 1.
POLICY DIRECTION

Existing Relevant Policy Themes

- Modal choice
  - Transportation demand management
  - Transit
  - Walking and cycling
  - Parking
  - Accessibility
- Trucks and cars
  - Goods movement
  - Access management
- Planning
  - Land use and travel patterns
  - Urban design
  - Urban structure and land use
  - Road classification
  - Rural road standards
- Operations
  - Level of Service
  - Intelligent transportation systems
  - Traffic calming
  - Warrants
- Economics
  - Economic development
  - Financing and infrastructure
- Province
  - Provincial highway initiatives
  - Road transfers

New Policies

- A healthier city
- Connecting Upper and Lower Hamilton
- Embracing emerging technology in a changing transportation environment
- Complete livable better streets
- Street conversions

Implementation Approach

- Effective and efficient road network
- Improved transit service and network to provide a competitive alternative
- Accessible and age-friendly non-auto network
- Efficient movement of goods to support a sustainable economy
- Balanced transportation system

Air quality, climate change & environment

- Air quality
- Energy use and greenhouse gas emissions
- Noise
A HEALTHIER CITY

POLICY:

Integrate health into transportation planning through the inclusion of health values and health goals that promote and support:

- Healthy travel mode alternatives
- Complete communities
- Complete Livable Better streets
- Transit connectivity and higher-order transit
- Travel demand management
- A walking strategy
- Educational programs and strategies for increased walking and cycling

IMPLEMENTATION:

- Provide healthy travel mode alternatives through the transportation and land use planning processes.
- Achieve Complete Community design standards in new developments that will provide a range of mobility options within a grid system.
- Incorporate Complete Livable Better street design guidelines as part of road rehabilitations or new roads.
- Improve and expand public transit service to all areas of the City and introduce transit service to new communities early on in the building and occupancy phases.
- Strategically market, promote and educate the benefits of healthy transportation alternatives and encourage Public Health funding to support healthy alternatives infrastructure.

SUPPORTING DIRECTIVES

Credit: http://faxplus.ca/
CONNECTING UPPER AND LOWER HAMILTON

**POLICY:**

Encourage connectivity and accessibility throughout the entire City of Hamilton for all modes of travel, with a special emphasis on improving access between Upper and Lower Hamilton that includes consideration for alternative transportation infrastructure delivery methods such as:

- Bicycle racks on existing transit vehicles
- Segregated bike lanes on Escarpment crossings
- Feasibility of an incline railway or gondola system
- Bicycle troughs on all Escarpment stairs

**IMPLEMENTATION:**

- Continue promotion and education of bus bike rack services.
- Review potential for special transit fare between designated Upper and Lower City transit stops to encourage pedestrian and cyclist travel.
- Consideration for segregated bike lanes to traverse the mountain (e.g., Claremont Access, Mt. Albion, etc.).
- Undertake a feasibility study to review the potential for an enhanced Escarpment Crossing that accommodates alternative technologies (e.g., incline railways, gondolas, etc.).
- Investigate Public Private Partnership opportunities for implementing feasible alternative technologies to improve Upper/Lower City access.

**SUPPORTING DIRECTIVES**
EMBRACING EMERGING TECHNOLOGY

POLICY:

Embrace and benefit from opportunities offered by emerging technologies that can reduce the need for travel and make the transportation system more efficient, productive and environmentally-friendly through:

- Partnership opportunities
- Awareness of technological advances and “Sharing Community” initiatives (e.g., Uber, liftshare, “personal transportation providers”, etc.)
- Openness to accept new technology or undertake pilot projects to assess applicability
- Policies to address changes to delivery of transportation services (i.e., virtual vehicles) and increased use of telecommuting and virtual offices

IMPLEMENTATION:

- Encourage partnering opportunities with neighbouring Municipalities with programs such as SmartCommute, Bike Share, phone apps for data sharing of cycling and transit information, etc.
- Assign a Staff member to be current on new technologies.
- Investigate the feasibility of high-occupancy lanes and the potential for tolls.
- Define safe operating and licensing rules for “personal transportation providers” (e.g., Uber, liftshare, etc.).
- Continue to encourage employers to provide an option for telecommuting (e.g., WORKshift).
- Discuss opportunities for data sharing of real-time incidents on the Provincial highway system.

SUPPORTING TRENDS

- As of November 2015, Uber indicates that it provides access to 10 million people in 40 Ontario municipalities. [https://newsroom.uber.com/canada/en/ontario-municipalities/]
COMPLETE LIVABLE BETTER STREETS

POLICY:
Promote a network of Complete Livable Better Streets that recognizes both the transportation and placemaking function of the road. These streets are context sensitive, balance the needs of all users and are efficient, accessible, safe and sustainable. This network will be achieved through:

- Applying the TMP policies to the design, planning, maintenance and operations of all street projects
- Designing streets with consideration for the context of surrounding land uses
- Balancing user needs based on the vision and differing purposes of each street
- Incorporating green infrastructure
- Improving the public realm to encourage interaction between all of its users
- Considering economic well-being

IMPLEMENTATION:

- Implement the Complete Livable Better Streets decision making process
- Develop design guidelines
- Develop a program to monitor the implementation and success of Complete Livable Better Streets
- Review current design standards to ensure reflection of Complete Livable Better Streets policies
TWO-WAY STREET CONVERSIONS

POLICY:

Street conversions will be assessed on a prioritization basis that:

1. Complements Council approved planning and investment initiatives
2. Addresses livable community policy and design standards
3. Addresses the transportation needs of both the community and the City-wide transportation system

Evaluation Considerations:

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

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

IMPLEMENTATION:

Streets identified for street conversion will be subject to a Street Conversion protocol that results in a Street Conversion Priority list based on:

- Defining purpose of street conversion
- Assessment of current operations and issues
- Evaluation of community and transportation considerations
- Summary of street conversion issues
- Estimated cost

Lower City Streets Two-Way Conversions

Awaiting further direction

*Pending the assessment of LRT impacts, the assessment of Downtown Street two-way conversions and resulting prioritization is on hold until the Fall of 2016.*
EFFECTIVE AND EFFICIENT ROAD NETWORK

Recommended Road Network Improvements

REVISED POLICIES:

Provide a road network system that will enable the City to maintain operating levels of service “D” or better and to provide alternative route choices for travelling within the City, while ensuring adequate connections to travel outside of the City.

IMPLEMENTATION:

- Begin land acquisition process for future road improvements.
- Maintain dialogue with MTO to ensure the City’s needs are met.
- Assign dedicated resources to upkeep and maintain the City’s EMME model.
- Implement capital infrastructure program defined in 2014 Development Charges Report.
IMPROVED TRANSIT SERVICE AND NETWORK

PLAN:

Provides safe, customer-focused transit services to the City of Hamilton by:

- Improving the customer experience
- Addressing system inefficiencies
- Keeping up with growth
- Implementing the BLAST network

ACTIONS:

Within the 2015-2024 timeframe, HSR (and The LRT Project) will undertake the following endeavours:

- Improve customer information, amenities and services
- New and/or improved terminals
- Branding to differentiate bus services
- New Maintenance Storage Facility
- Additional buses and operators
- Implement B-Line LRT
- Expand coverage in growth areas
- Implement transit priority measures
ACCESSIBLE AND AGE-FRIENDLY NON-AUTO NETWORK

Recommended Cycling Network

POLICY/DIRECTION:

Increase non-auto travel by implementing policies to accommodate shorter distance trips via walking and cycling through:

- Complete Communities
- Complete Livable Better Street design
- Active Transportation initiatives
  * Recreational Trails Master Plan
  * Pedestrian Mobility Plan
  * Cycling Master Plan
- Transportation Demand Management (TDM) initiatives
- Bike Share and Car Share programs

IMPLEMENTATION:

An aging society requires increased mobility options which can be provided through policies that support alternatives to driving through initiatives such as:

- Improve transit service frequency and infrastructure to support mobility vehicles
- Continued support of accessible transportation services
- Expand sidewalk network and provide wider sidewalks
- Improved accessibility between Upper and Lower Hamilton
- New technologies
- Continued improved safety
EFFICIENT GOODS MOVEMENT AND A SUSTAINABLE ECONOMY

POLICY:

As goods movement is intrinsically linked to a strong, vibrant and sustainable economy, it is necessary to:

- Improve dialogue between the goods movement communities and residential and Business Improvement Area (BIA) communities to reduce the impacts of through truck traffic
- Maintain, protect and enhance the existing goods movement network
- Define freight-supportive land use policies
- Maximize the efficiency of the goods movement network through operational and regulatory means
- Continued development of the Port of Hamilton and the Hamilton International Airport (HIA) as dominant intermodal hubs
- Dialogue and collaboration with neighbouring Municipalities and senior governments to ensure global connectivity and continued growth
- Partner with Metrolinx and other agencies to develop an effective goods movement database

IMPLEMENTATION:

- Update the 2010 Truck Route Master Plan to review the HIA truck route, rural network gaps, truck routes through the Lower City, new growth areas, employment lands and industrial areas, port to rail connections and truck routes to complement future provincial corridor(s).
- Pursue the possibility of obtaining and assessing actual usage of the truck route system through use of commercial Global Positioning System (GPS) heavy truck traces.
- Provide adequate truck route coverage in the Lower City.
- Ensure that Complete Livable Better Streets account for streets that are significant connectors for trucks.
- Consider opportunities to undertake joint Pilot Projects between the City and its BIA's to address specific transportation issues.
- Support the implementation of the Morriston Bypass.

Truck Network Issues and Gaps
A BALANCED TRANSPORTATION SYSTEM

To implement policies that will maintain a balanced transportation system that provides:

- A connected pedestrian and cycling trails system
- An efficient and effective transit system
- Multi-modes of travel to access both work and non-work trips within Hamilton, including new transportation technologies
- Integration and coordination with the Provincial freeway system, GO train services, GO bus services and other inter-regional transit services for travel outside of Hamilton
- A reasonable operating level of service for all modes within Hamilton
- An accessible and age-friendly system that will address mobility needs
- A connected goods movement network that supports the City’s economic development
IMPLEMENTATION: THE WAY FORWARD

Changing communities by design to achieve Complete Communities and Complete Livable Better Streets

Moving TDM to the next level by embracing new travel trends and emerging technologies

Providing active transportation and healthy communities through integration of Planning and Public Health to promote healthy living and travel

From transit planning to transit implementation

Being bold with Provincial and Regional partners to achieve inter-regional connectivity

Supporting accessible and age-friendly transportation alternatives

Supporting a sustainable economy with a connected goods movement network

Encouraging healthy levels of service for all users by implementing transportation infrastructure

Your TMP
MONITORING (RECORDING THE CHANGE)

MONITORING PROGRAM

Focus on monitoring initiatives related to Policy Implementation, Transportation Services and Development Growth, such as:
- Creating a Healthy City
- Emerging technologies
- Transit initiatives
- Travel patterns
- Travel characteristics

Incorporate System Monitoring and Reporting for:
- Data collection and surveys
- Development growth and transportation needs

Data Collection and Surveys

Includes participation and monitoring of:
- Transportation Tomorrow Survey
- GTHA cordon count program
- Hamilton travel surveys
- On-line surveys of key transportation strategies or challenges
- Emerging technologies
- Big data
- Bike, trails and transit data

Annual summary reports for:
- Traffic and person flows across key screenlines
- Network level of service estimates
- Bike usage on key trails and bike lanes
- Auto reduction through TDM programs

Development Growth and Transportation Needs

Includes tracking of:
- Improvements to implementation of sidewalks, transit service, cycling and road infrastructure improvements
- Transit ridership growth and system performance
- Travel and usage statistics of “personal transportation providers” (e.g., Uber, liftshare, taxis, etc.)
- Provincial initiatives, policies and funding impacting transportation corridors
- Travel demand model (EMME) updates on a continuous basis

Prepare annual snapshots of transportation:
- Statistics
- System accomplishments
PROGRAM FUNDING

**POLICY:**

Continued focus on:
- Exploring methods to reduce transportation infrastructure and service costs
- Consider partnerships with private sector
- Provide a more equitable balance between taxes and user fees
- Developing new funding opportunities from Federal and Provincial governments

**IMPLEMENTATION:**

Implementation of identified transportation projects will occur through:
- The City Budget process; and,
- The 2014 Development Charges, which forms the basis for planning transportation capital infrastructure costs for the planning period between 2014 and 2031.

City Growth-Related Transportation Cost Estimates (to 2031)

- **Roads ($728M)**
  - New roads
  - Road widening
  - Road urbanization
  - Intersections / structures / interchanges
  - Sidewalks
  - Bicycle lanes
  - Road furniture
  - Landscaping

- **Transit ($335M)**
  - 10-year strategy (unfunded)
  - Annual transit expansion programs (development charges)
    - Shelter expansion
    - Enhanced bus stops and shelters
    - Transit priority measures

- **Trails ($4.8M)**

**Provincially Funded Transit Initiatives**

- LRT ($1.0B from Province)
City of Hamilton’s Transportation Master Plan (TMP)
Five-Year Review and Update

Public Consultation 4
April 26, 2016
AGENDA

2:00 – 3:30 pm
Viewing Boards / Q & A with the Team

3:30 – 4:00 pm
TMP Highlights / Next Steps

- Presentation
- Discussion
Hamilton Transportation Master Plan
Five-Year Review and Update

TMP CONSULTATION AND STUDY SCHEDULE

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

Public Consultation 1
March 2015

Stage 2
- Transportation system opportunities
- Complete Livable Better Streets
- Street conversions

Public Consultation 2
June 2015

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

Stage 4
- Finalize preliminary directions
- Finalize initial implementation strategy

Public Consultation 3
December 2015

November 2014
April 2015
August 2015
October 2015
Spring 2016

Public Consultation 4
April 2016

Presentation to Council (Anticipated Fall 2016)
HISTORICAL AND FUTURE TRENDS

The Last 10 Years

• Continued growth in population with an increased proportion of seniors
• Significant increase in daily HSR transit trips
• Walking and cycling are used for trip lengths up to 5 km
• The automobile remains the dominant mode for daily trips

The Next 20 Years

• Population forecast of 660,000 by year 2031 and over 770,000 by 2041
• Development intensification will increase active transportation needs
• LRT and two-way, all-day (TWAD) GO service will increase non-auto use
• Increased use of Port Lands and Airport Employment Lands will require improved goods movement linkages
EXTENSIVE PUBLIC CONSULTATION

Outreach Events: 36
PIC Meetings: 12
On-Line Surveys: 1007 responses
Stakeholder Meetings: 150+ persons
PUBLIC CONSULTATION KEY MESSAGES

The TMP needs to consider and address:

• A balanced transportation system
• A healthier city
• Upper and Lower City connectivity
• Complete communities
• Complete Livable Better Street design
• Improved transit services and connections
• Improved cycling infrastructure for commuters and recreational users
• Goods movement network connectivity
• Better education tools for use of available transportation infrastructure, transit service and operating rules related to:
  • Bicycle lanes, sidewalks, transit service, active transportation, mobility devices, etc.
**REVISED PROBLEM / OPPORTUNITY 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 to become a healthier city. 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.
**POLICY DIRECTION**

Existing policies are still relevant

### New Policies
- A healthier city
- Connecting Upper and Lower Hamilton
- Embracing emerging technology
- Complete Livable Better Streets
- Two-way street conversions

### Implementation Approach
- Effective and efficient road network
- Improved transit service
- Accessible, age-friendly non-auto network
- Efficient goods movement
- Balanced transportation system
A Healthier City

Guiding Policy:
Integrate health into transportation planning and clearly identify health impacts.

Supporting Directives:
- City Council direction
- Medical Officers of Health report

Credit: http://faxplus.ca/

Hamilton Transportation Master Plan
Five-Year Review and Update
CONNECTING UPPER AND LOWER HAMILTON

Guiding Policy:

Improve access between Upper and Lower Hamilton that includes consideration for alternative transportation infrastructure.

Supporting Directives:

- Cycling Master Plan
- Recreational Trails Master Plan
EMBRACING EMERGING TECHNOLOGIES

Guiding Policy:
Embrace and benefit from opportunities offered by emerging technologies for an efficient and environmentally friendly transportation system.

Supporting Trends:
- Automated vehicles are approved to be tested on Ontario roads
- Uber provides access to 10M people in 40 Ontario Municipalities
COMPLETE LIVABLE BETTER STREETS

Guiding Policy:
Implementation of design guidelines that allow streets to be context sensitive yet balance the needs of all users in an accessible, safe and sustainable manner.

Supporting Trends:
- Concept being incorporated in other TMP studies underway in Ontario
- Several cities in North America have approved design process and guidelines
TWO-WAY STREET CONVERSIONS

Guiding Policy:

Street conversions to be assessed on a prioritization basis that:
• Complements Council approved planning and investment initiatives
• Addresses livable community policies and design standards
• Addresses transportation needs both community and City-wide

Awaiting Further Direction

Assessment of Downtown Street conversions on hold until Fall 2016 pending assessment of LRT impacts.

Possible Lower City Street Conversions:
• Main Street, King Street, Wilson Street, Cannon Street, Queen Street, Bay Street, etc.
Effective and Efficient Road Network

Guiding Policy:

Provide a road network system that will enable the City to maintain operation levels of service “D” or better and to provide alternate route choices for travelling within the City, while ensuring adequate connections to travel outside of the City.
**Guiding Policy:**
Provide safe, customer-focused transit services.

**Supporting Directives:**
- Metrolinx has approved funding for LRT implementation
- RapidReady – Expanding Mobility Choices in Hamilton approved by Council
- Ten Year Local Transit Strategy presented to Council
ACCESSIBLE AND AGE-FRIENDLY NON-AUTO NETWORK

Guiding Policy:
Increase non-auto travel by implementing policies to accommodate shorter distance trips via walking and cycling.

Supporting Directives:
- Cycling Master Plan
- Pedestrian Mobility Plan
- Recreational Trails Master Plan
EFFICIENT GOODS MOVEMENT

Guiding Policy:
Ensure that goods movement supports and services the local economy, including the Port of Hamilton and Hamilton International Airport intermodal hubs.

Supporting Directives:
- City Council’s direction on airport employment lands
- Economic Development
A BALANCED TRANSPORTATION SYSTEM

A balanced transportation system → Requires consideration of 20+ travel modes
IMPLEMENTATION – THE WAY FORWARD

Implementation Strategy:

- Changing communities by design
- Moving TDM to the next level
- Transit planning to transit implementation
- Accessible and age-friendly transportation alternatives
- Be bold with Provincial and Regional partners
- Active transportation and healthy communities
- Healthy levels of service
- Sustainable economy
MONITORING

Monitoring Program:

- Data Collection and Surveys that monitor changing travel characteristics, patterns and utilization
- Tracking of transportation service implementation, funding and performance measures

- Preparing annual summary reports and snapshots of transportation statistics and system accomplishments including:
  - Traffic and person flows
  - Transit ridership growth
  - Network Level of Service
  - Bike usage
  - Ride Share
  - Auto reduction
PROGRAM FUNDING

Guiding Policy:

- Explore methods to reduce transportation infrastructure and service costs
- Consider partnerships with the private sector
- Provide a more equitable balance between taxes and user fees
- Explore new funding opportunities from Federal and Provincial governments

Implementation:

Implement planned and committed transportation projects following:

- City Budget process
- 2014 Development Charges Report
Next Steps

- Finalize TMP documentation
- Presentation to Council (anticipated Fall 2016)
City of Hamilton’s Transportation Master Plan (TMP)

Five-Year Review and Update

Thank You!
AGENDA

6:00 – 7:30 pm

Viewing Boards / Q & A with the Team

7:30 – 8:00 pm

TMP Highlights / Next Steps

• Presentation
• Discussion
COMMENTS:

1. With LRT on King, it is essential that both King and Main be converted to 2-way. King between Wellington and Mary should be a more pedestrian space from wall to wall, no stopping regulation, but no other restriction for vehicle access, other than dedicated LRT lanes

2. Gondolas are not out of the question, but like Peak to Peak at Whistler, must be large enough to be accessible to bikes and wheelchairs.

3. Complete Liveable Better Street concept is not new -

4. Continuity of different modal networks is key.

5. Eliminate area rating for transit

Comments and information regarding this study are being collected to assist the City of Hamilton in meeting the requirements of the Environmental Assessment Act. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them to:

Steve Molloy
Project Manager, Transportation Management
Public Works Department
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Ph. 905-546-2424 ext. 2975
Fax 905-546-2039
E-mail spnanning@hamilton.ca

Name: [Redacted]
Mailing Address: [Redacted]
Telephone: [Redacted]
Property Location: (if different from mailing address):

Visit the study website at: [www.hamilton.ca/TMP](http://www.hamilton.ca/TMP)
I am impressed by the thorough work done to develop this plan. There is one common problem for all walkers (and I am one). That is the long sloping ramps of sidewalks wherever there is auto access. This may allow rapid entry by vehicles but walkers have a balance problem—especially in winter with ice and snow. I recommend the older design with a simple ramp up out up from the road. This issue is even more of a problem for seniors.

Week-end bus service is also poor. My wife and I tried once to get to Ancaster for a film on a Saturday. It was very unpleasant and the bus did not even enter the site—We had to walk in at risk from heavy auto traffic. Our first and last attempt.

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Hamilton

City in Motion: Transportation Master Plan

COMMENT SHEET
(Please print)

COMMENTS:
If Hamilton plans to discourage single occupancy car use and encourage transit use, spending more than twice as much building new roads than we invest in transit improvements is like trying to lose weight by loosening our belts, while transit trips have gone up, per capita they are down, and transit use in Brampton has risen more than 20 times as fast as in Hamilton. The city's relative lack of interest in seriously investing in transit is exemplified by the imbalance of transit tax rates in areas of the city, wherein a house on the Hamilton East side of Grays road pays triple the transit tax as a neighbour across the street on the Stoney Creek side.

Why is Hamilton leaving money on the table that could be used to significantly improve our transit system? The trucking master plan which focuses on getting goods through downtown efficiently runs contrary to the idea of encouraging a complete streets approach. In addition to ensuring there are corridors for trucks to access, walkability and safety can best be served by also creating corridors where industrial trucks are discouraged. Eighteen wheelers whipping by cyclists only two feet from them in a bike lane is dangerous poor planning.

Considering how completely the looming issue of climate change is tied to transportation issues, it is astonishing that climate concerns seem largely absent from the city's primary investment priorities. As the world increasingly looks to shift away from the use of fossil fuels, the idea that we are heavily investing not only in building new roads but also expanding the urban boundary to expand use of the airport connects Hamilton to prioritizing our resources in areas guaranteed to decline, is major investment in fossil fuel infrastructure not like entering the age of the automobile with a plan to build new buggy whip factories?

A complete streets adoption strategy, based only implementing this approach in new developments, along new roads must be complemented by conversion of existing city areas towards these principles as well.

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I have concerns with truck routes that use our core to be used as a thoroughfare. Allow goods to be moved of course, but large trucks in our core truck routes need to be more selective. As a resident, I work + use the Cannon St bike lanes, and large trucks don't make me feel safe as I navigate around the city. Especially along Cannon where there are hardly any trees, so exposure to air pollution is high.

Add more supports to Cannon St Bike lanes - extend them and also add some traffic calming. When cycling east along Cannon, I experience many drivers who are only looking one way for vehicle traffic. A safety issue for anyone going east.

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Name: [Redacted]
Mailing Address: [Redacted]
Telephone: [Redacted]

Property Location: (if different from mailing address):

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I think there is HUGE potential for a regional greenway network of multi-use paths. It connects to transit, safety, business, tourism and recreation.

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Property Location: (if different from mailing address): [redacted]

Visit the study website at: www.hamilton.ca/TMP
City in Motion: Transportation Master Plan

COMMENT SHEET
(Please print)

COMMENTS:

1) Having enough money & staff to implement the present data collection is probably a "high priority." One way to affect both these areas is to get people who are retired or seem to be, to volunteer their time to do the data collection. This will have many benefits:
   a) Free or near free staff & agencies
   b) Low labor rates for what's needed to make our roads feel safer with their merged bike lanes.
   c) Community awareness of the issues that need addressing.

I propose more money put into moving infrastructure to plan.

II) A rising price as concern of transportation is very difficult for people addicted to it, and perhaps I did it in 1989 when health interfered with mine. (I will give)

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Visit the study website at: www.hamilton.ca/TMP
Comments:

1. A Healthier City
   Encourage transition from a car-focused society to alternate modes...

2. How does widening roads contribute to the above goals?
   Provide adequate truck route coverage in our city.

This seems to indicate that trucks will continue to rumble through our city. Trucks should be directed to different routes conflicts with a Healthier City goal.

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Name:

Mailing Address:

Telephone:

Property Location: (if different from mailing address):

Visit the study website at: www.hamilton.ca/TMP
Public Information Centre #4
City in Motion: Transportation Master Plan

COMMENT SHEET
(Please print)

COMMENTS:
1) REDIRECTION OF LARGE TRUCK TRAFFIC AWAY FROM THE DOWNTOWN.
2) INCORPORATE A MORE PEDESTRIAN FRIENDLY BOULEVARD ALONG THE LRT ROUTE THROUGH THE CORE.
3) USE LRT AS THE COLLECTOR OF TRANSIT RIDERS FROM THE UPPER CITY

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Telephone: [Redacted]

Property Location: (if different from mailing address):

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I attended with one of our Bus Training Program alumni. When I asked what was most important to him, he said that safe (complete) streets mattered most; more sidewalks, safer places to walk...

I can tell you this is crucial: not just in terms of pedestrian safety, but also personal safety. Vibrant street life means more people on foot = safer travel. It also means more businesses where help can be accessed if urgently needed.

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Telephone: [redacted]

Property Location: (if different from mailing address):

Visit the study website at: www.hamilton.ca/TMP
Public Information Centre #4  
City in Motion: Transportation Master Plan  

COMMENTS:  
_ Has there been any thought given to replacing the road that was taken out with the building of 403, that went from Yonge north to the Old Home Hardware at the R.P.O. traffic circle at the end of York Boulevard._

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COMMENTS:

- Vision into the future is needed.
- My biggest concern is the proposal to dead end the 4th con West at #15 - need to have access to #6 & the
  area with both left and
- right turns possible so big
- re-routing it to meet the
  "new arterial road." In addition,
- need is triggered by fire,
  ambulance, and solid access
- east Rainbow as well as school
  bus and agricultural activity.
- This is not a negotiable item.

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Property-Location: [Redacted]

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Thank-you Tom;

First for your response to my concern, plus giving the extra touch of an in depth response...This is what the caring residents of Hamilton expect from a city representative. I will be following this Transportation plan project and voice my concerns and approvals along the way.

Thanks and have a great weekend.

-------- Original Message --------
From: "Jackson, Tom" <Tom.Jackson@hamilton.ca>
Date: April 29, 2016 at 8:52 PM

Dear ...I really appreciate your feedback and issues raised on process, presentation and unavailable answers at this Forum. Like Councillor Whitehead, it is a "theme" I'm hearing too, with residents who live beyond the Downtown core. Will pass along as well and offer my commentary. Thanks, Tom...P.S...STEVE/ALAN/PAUL/KELLY/DAVID....Please read below. I will be sending in other Mountain residents' voices similar to the sentiments of , who are having similar experiences at these Forums. Even the mentioning of a "gondola", no matter how insignificant but still part of the presentation, gives me consternation. I'm hoping/trusting this is not a "Downtown Centric" Transportation Master Plan (TMP) mantra with no real accommodation or open-mindedness to Mountain taxpayers' concerns. Another example of consternation amongst Mountain residents...If (when) the LRT is built and operating, the "side benefit" that would help gain support from other areas of our City for the TMP was that HSR busses would be "freed up" to expand Conventional Transit routes and "running times" in much needed other parts of the City, especially on the Mountain. Whispers are growing that may not necessarily be the case??!! I attended a preliminary (TMP) meeting at Emmanuel United Church last year during the Phase 1 sessions. I will attempt to attend more now. Thoughts?? Thanks for listening, Councillor Jackson....
Good evening Donna, Tom and Terry;

I want you to have a copy of my comments below that I sent to the transportation committee as they requested. You may want to share this with the rest of Hamilton city council which I encourage you to do so. I look forward to hearing your feedback on the below concerns. Please feel free to e-mail me back or you can

-------- Original Message --------

To: tplanning <tplanning@city.hamilton.ca>
Date: April 27, 2016 at 4:52 PM
Subject: Transportation Master Plan comments from open forum at City Hall Public Information Centre #4

I was at the Transportation Master Plan Meeting at City Hall Tuesday April 26th at 7:30p.m..

I was disappointed in the session as it predominately emphasized the LRT, possible road conversions, bike lanes and possible gondola going up and down the mountain.

It focused more on the Downtown area and missed the Mountain concerns by a long shot. Even others where disappointed as I was the first to bring the concern of the lack of design on the proposal maps for the Mountain as well as Mountain HSR busing (and HSR busing period, as one senior lady agreed who has problems with busing today in the Dundurn area, as well as a hearing impaired gentleman who appreciated my remarks as this was his concern as well and gave him the courage to get up and speak out with the help of his interpreter). When questions were asked they could not be answered due to the lack of representation of any City Council members (I mean none) or someone from the HSR as those presenting the "master plan" were not allowed to answer anything out of their
realm and had a sheepish look as to why they could not answer (not their fault) if
the right people were not handy.

If a forum like this is to be held, those that have the answers or that could take the
questions to be followed up, should be on hand.

At this point no one should be calling this the" transportation master plan" it is a
sub draft set transportation plan at best.

The Hamilton mountain concerns need to be addressed in this plan...It came
across more of a smoke and mirrors plan to make the LRT and bicycle lanes look
like the solution that everyone should be liking and looking at to make our city
healthier and more attractive for the expected 700,000 people who will be living
here 25 years from now.

Also some of the road conversions that were brought up had concerns, example
by a lady from the area claimed that one was to be implemented to take place 10
years ago such as Upper Sherman and Rymal. This is already outdated before it i.
even put in now...This area will be gridlock when the new public school in this
area opens if it ever gets built... As there is also a Catholic High school in this
area...Basically, the only 2 high schools in Ward 7 in the exact same
location...This area will be a total shut down during mornings and afternoons
when school begins and ends.

I look forward to answers to my comments and look forward to a better improved
presentation in the near future regarding transportation that is for all of Hamilton
Wentworth Municipality with the right people to represent the project to be on
hand to answer questions.

Also to note that the Art boards in the corridor the maps need to be bigger and
clearer and higher up...As people had to get on their knees to try and make sense
of the maps and they could not read them as they were way too small for seniors
to try and understand and myself included.

Thanks for your time, it is appreciated.
Hamilton Transportation Master Plan

Public Information Centre Four 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 fourth round of Public Information Centres (PICs). Two identical sessions were held on April 26th, 2016; one in the afternoon and one in the evening. The sessions provided attendees with an overview of the final recommendations for the TMP Update, including the updated Problem and Opportunity Statement, proposed new policies and an implementation strategy. Display panels were available for review, and staff and the consultant team were on hand to answer questions. Display panel viewing was followed by a brief presentation and a question and answer period.

The PICs were held in the Council Chambers at Hamilton City Hall at the following times:

Tuesday, April 26, 2016
Afternoon Session: 2 - 4 pm
Evening Session: 6 - 8 pm

Purpose

The purpose of the PIC was to present the draft final recommendations and policy directions for the TMP Update, and to garner feedback from the public.

What was Presented?

The display panels and overview presentation focused on the following topics:

- Overview of project objectives and timelines;
- Previous consultation activities undertaken;
- Key mobility trends in Hamilton;
- Revised Problem / Opportunity Statement;
- Existing relevant policies;
- Updated / new policies related to:
  - A healthier city
  - Connecting Upper and Lower Hamilton
  - Embracing emerging technology
  - Complete Livable Better Streets
  - Street conversions
  - Effective and efficient road network
  - Improved transit service and network
  - Accessible and age-friendly non-auto network
  - Efficient goods movement and a sustainable economy
- Implementation actions;
- A monitoring plan;
- Funding opportunities; and
- Next steps.
Feedback on Display Panels and Presentation

Key comments noted to City staff and the consultant team during the viewing of the display boards are as follows:

- Comments expressed in favour of the messages presented on the boards with strong support for a healthy city, increased transit ridership and increased active transportation.
- Support expressed for delaying street conversions until the impacts of LRT implementation are better understood.
- Incorporate safety as part of Complete Livable Better Streets, including provisions for additional pedestrian crossings (e.g., signals or crosswalks) as part of design considerations.
- Desire for a better understanding of the truck routes around the airport and specifically for Dickenson Road.
- Include a better explanation of “road network future considerations” and note that these considerations are not included as part of the capital costs.
- Clarify specific cycling improvements recommended, especially within the rural/non-urban areas.
- It was recommended that the City could strategically benefit from its aging population, especially retirees, by engaging them as volunteers assisting with implementation tasks related to the TMP, including project design, data compilation, monitoring, analysis, etc. It was noted that this could both reduce spending on these services and result in a healthier and more fulfilled aging population.
- Clarify how “Transportation Capital Cost Estimates” will be met (which implementation items have funding allocated to them and which do not).
- Give thought to reallocation of the gas tax revenue the City receives to allocate proportionately more funding to transit and active transportation and less to roads.
- Clarify how the Transportation Master Plan for the Airport Employment Growth District Area is being integrated into the TMP.

Following the presentation, a question and answer period provided the opportunity for discussion and questions of clarification.

Key comments heard during the afternoon Q&A session are as follows (Note: Italics are PIC Team responses or clarifications):

- Increase spending on transit - road spending is double that of transit spending, which is contrary to the vision to reduce auto-occupancy.
- Increase in ridership has been outpaced by other cities (e.g., Brampton) - though there has been an increase in total ridership, per capita ridership has decreased.
- Area rating for transit should be normalized (eliminated).
- Hamilton would better benefit from a BRT than an LRT for the B-Line.
- Improve connections between transportation and land use planning (e.g., zoning/by-laws), particularly related to centralization of schools, shopping malls, etc - these centralized locations are not walkable.
- Additional crosswalks are needed in Hamilton - lack of crosswalks and one-way streets contribute to car-focused communities.
  - The Province has recently approved the use of new crosswalk technology that the City will be exploring in the next 2 - 5 years.
- The City should lower speed limits to encourage active transportation.
  - The City is in the process of implementing a program to lower speed limits. Citizens can contact the City to make specific requests for speed limit reduction or other traffic calming mechanisms.
- Trucks should be required to use the peripheral routes (e.g., Burlington Street, RHVP, etc) to avoid travel through the centre of the City
  - A further truck route study will be undertaken following the TMP Update. A better understanding of truck origins, destinations and operational requirements is
needed.

- Council has not yet provided clear direction on policies and regulations regarding Uber.
- Transit service improvements are needed in rural areas - it appears that the recommendations focus on the urban areas and lower City.
- The LRT should be extended to Eastgate Square in Phase 1. There is limited right-of-way room for an express bus service, and there are no destinations at the Queenston traffic circle to generate ridership.
- The TMP should be extended to Eastgate Square in Phase 1. There is limited right-of-way room for an express bus service, and there are no destinations at the Queenston traffic circle to generate ridership.
- Question about whether the TMP considers the movements of tourists and visitors and the information that they would need (e.g. to go to festivals, events, visiting waterfalls, etc).
  - Not specifically, though improvements to the network will assist visitors and tourists as well as residents.

Key comments heard during the evening Q&A session are as follows (Note: Italics are PIC Team clarifications):

- Several comments were made related to transit service/routing improvements needed in rural areas. Improvements including the BLAST network focus on the Lower City and do not address the needs of those on the Mountain or in rural areas.
  - It was noted that the rural areas are served by local transit services. Improvements to these services are being addressed through the 10-Year Local Transit Strategy, which will improve the frequency of service and will further reduce future road requirements and alleviate existing transportation issues. Approved funding to implement this Strategy is required.
- Question about whether the TMP will address the City’s $3.5 billion deficit in infrastructure maintenance.
  - It was noted that the City will use the identified policies in the TMP to best utilize available funding and maximize efficiency in budgeting and use of streets (e.g. serves more multi-modal users).
- Concerns expressed about reconstruction of Upper Sherman as a two-lane road resulting in congestion in an already busy location.
  - It was noted that the South Mountain Area Transportation Master Plan (SMATMP) reviewed the Upper Sherman area and identified that this was sufficient given future planning horizons.
- Suggestion that HSR undertake a detailed update of transit routes every three to five years by surveying the public at large, not only the individuals riding on the bus, to ensure connectivity and accessibility and to reduce wait times.
- Question about whether Public-Private Partnerships (PPP) are being considered for transit initiatives and operations, or for new technologies like gondolas only.
  - It was noted that the City is open to reviewing all PPP opportunities; however, it also needs to minimize its risks.
- Question about whether the City is pursuing Federal funding for the $300 million unfunded transit dollars.
  - Yes - HSR is looking for additional funding to increase its services.
- The targets identified in the 2007 TMP have not yet been met, which means that there is a disconnect between the plan and implementation.
  - This TMP update is recommending a reduced focus on targets and increased focus on monitoring.
Participants were invited to complete a comment sheet. Responses provided are as follows.

- With the B-Line LRT, Main and King should be converted to two-way traffic. Between Wellington and Mary, King should be a woonerf (pedestrian space) where stopping is not permitted but where there are no other restrictions to vehicle access.
- A gondola would need to be large enough to accommodate wheelchairs and bikes (e.g., Peak to Peak at Whistler).
- Complete Livable Better Streets is not a new idea - this was promoted in the 1990s with Vision 2020.
- Continuity of different modal networks is key.
- Eliminate the area rating for transit.
- A common problem for pedestrians is the long sloping ramps where driveways cross the sidewalk - the grade causes problems for pedestrians, especially in winter and for seniors. These crossings should be less sloped.
- Weekend bus service is poor and should be improved.
- Hamilton is trying to reduce single occupant vehicle travel and encourage transit use, but is spending twice as much on new roads than transit improvements. While transit trips have gone up, the per capita ridership is down (and transit use in Brampton has risen more than 20 times as fast as Hamilton).
- Rebalance area rating for transit to take advantage of additional revenue.
- A truck route master plan that focuses on bringing trucks into the downtown runs counter to the idea of encouraging complete streets. Ensure that there are separate corridors for trucks to access their destinations, as well as creating areas where trucks are discouraged.
- Climate change is tied to transportation issues, but mitigating climate change is absent from the City’s primary investment priorities. The world is moving away from the use of fossil fuels, but Hamilton is investing heavily in new roads and expanding the urban boundary to expand Airport use. This commits Hamilton to investing in fossil fuel infrastructure in a world that is shifting away.
- Complete streets strategy for new roads and in new developments must be complemented by conversion of existing city roads to complete streets as well.
- Concern about using the core as a truck thoroughfare - truck routes should be more selective. The presence of trucks on Cannon makes cyclists feel unsafe - there are also few trees on Cannon, and therefore higher exposure to air pollution.
- Add more supports to the Cannon Street bike lane - extend them and add some traffic calming. Drivers only look one way for vehicle traffic entering Cannon, but cyclists are moving two way - this needs better awareness.
- There is a significant potential for a regional greenway network consisting of multi-use paths (e.g., the Indianapolis Cultural Trail). It should connect to transit, and it would increase safety, business, tourism and recreation.
- Implementation of data collection, etc will require money and staff. Involve retired people to help with data collection as volunteers - this will save money on staff costs to collect data, save money on retiree health care costs by getting them involved/active, the community will be aware that Council is saving money, and that money can be invested in infrastructure instead.
- Giving up cars is very difficult for people who are dependent on them but it is possible - I have done it, and my health is better and I save money.
- How does widening roads contribute to the goal of encouraging a healthier city?
- The objective to provide adequate truck route coverage in the Lower City seems to indicate that trucks will continue to pass through the City. They should be directed to different routes, as this conflicts with the goal of a healthier city.
- Large trucks should be re-directed away from the
What’s Next?

Next steps for the TMP Update include:

- Revise and finalize TMP documentation
- Fall 2016 – TMP Presentation to Council

• Incorporate a more pedestrian friendly boulevard along the LRT route through the core.
• Use the LRT as a way to collect transit riders from the Upper City.
• Agreement with the focus on walking, cycling and public transit. Creating a more enjoyable, livable environment in the City is more important for quality of life than being able to drive through the City quickly. I own a car but prefer to use alternative modes and experience a more enjoyable quality of life.
• Safe complete streets matter the most, including more sidewalks and safer places to walk. As project coordinator for a bus training program for adults with developmental disabilities, I know that this is critical for pedestrian and personal safety. Vibrant street life means more people, more businesses and more light, which result in safer travel and availability of help if it is needed.
• Has there been thought given to replacing the road that was taken out with the building of the 403 that went from Longwood to join the old Guelph Road (at the Royal Botanical Gardens traffic circle at the end of York Boulevard)?
• Concerned about the proposal to dead-end the 4th Concession West at Highway 6. Both left and right turns need to be possible or it should be re-routed to connect to a new arterial road or to Parkside Drive. The need is related to fire and EMS access to east Flamborough as well as access for school buses and agricultural traffic.

downtown.
Comments from Pop-Engagements (by category)

**General perspective on Hamilton**
we love Hamilton <3
Good transportation system
partnerships with neighbouring rural municipalities
better planning relationships
celebrate and unite the many diverse initatives. Thanks!
re-localization will create a moving target for transportation planning
transportation trips will serve different purposes in a re-localizing economy/ecology…trips will be more meaningful
let's have some action and less talking!!
just get started!
population growth and demand could prioritize spot projects! Ward 10!
spot projects - should we keep $ aside? How do we aggregate them to make them happen, leg curb cuts - corktown, "spot pot of funds"
continue to enhance, MERC, gov, NGO, civil society
Smart!
Having lived in Hamilton and now on the west coast, I can’t wait to come home to visit & see all the features that drew me to Van/Vic. So love this space! Keep going :) Keep up the good work. Looking forward to good changes

**Appeal/Education**
improve political will for active transportation
no bike lanes due to veto- no more vetos
education for car drivers about cyclists x2
build co-operation between cyclists and motorists
change commute for better air
more carpooling --> car pool lots (municipal)
promote smart commute @ workplaces (HHS)
do better job @ promoting other transportation options
uber or shared taxi (Van pools, maxi taxi)
make appealing to families and children to ensure healthy lifestyle choices are mainstream
more education about location of waterfalls and availability or accessibility
cut-through traffic through neighbourhoods should be discouraged
Less social stigma regarding taking buses -> I want to see my mayor on it.
We need a focus on pedestrians and cyclists like there is for cars -> culture needs to change.
Better driver ed about bikes
Make the bus more sexy
Bus/Transit role models Cool people take the bus - "stars"
Public transit "poverty way to travel" make more desirable
Education in pedestrian safety? At night, areas with no sidewalk
Programs for Youth (e.g. traffic safety, transit etiquette)
Improve/increase education of all road users
**Mountain Access**
more stairs to access escarpment - water fountain at top and bottom of stairs
cable car from mountain to downtown
inclined railway
ski lift/gondola for pedestrians and cyclists up escarpment
Sherman Cut --> device bike platform over ditches to maintain damage--> along face of escarpment might be OK is for bikes and cars to share
ensure furnicular accommodates bikes
more safe ways to get up and down the escarpment by bicycle
more stairs with bike access
Sherman cut --> change the up/down rules
Incline rail would be great. Don't take away stairs to make it.
Trolley system up the mountain (better for bikes)

**Walking**
Downtown is all accessible in a walking mode
why are bike lanes cleared for snow when the sidewalk are still ice and more people use the more pedestrian friendly commercial plazas
improve walkability in rural areas (e.g. paved shoulders, Multi-use trails
sidewalk/walk x2
Sidewalks are for pedestrians.
Flat sidewalk hard for walker to get around
Rules for paths (walk on right)
Make more people walk, less cars
Wider sidewalks more bike lanes Dundas
Walking and lighting improvements: from Gateway to Jones & Highway 8, From Gateway to Winchester Road (Grimsby, Winona), overpass Winona & Fifty Road
Binbrook - left turn phase on Main St. - HWY 56, high speeds on HWY 56, audible signals, large senior residence nearby, sidewalks on only one side of the street.
All or more of the traffic signals has time left to show our older adults enough time to make the Shovel sidewalks for accessibility reasons in winter
Clear roads and sidewalks on time so that seniors can get to their transportation
Crosswalk for the old folks

**Bicycles**
more bike lanes like Cannon St; cannon bus run more often please
wider bike lanes
Governors Rd may be dangerous for conventional bike lanes so more like Cannon Cycle Track
great new bike lanes - especially Cannon and Hunter, love chedoke by pass
more protected bike lanes around connections
more paths like the one on cannon st
bike lanes
bike lanes on fennel like there are on stone church?
for streets with >30km/h, provide protection for bike lanes
safer bike lanes across the lift bridge
Continue bike lane on Cannon to Tim Hortons Field
add a bike path on Golf links rd <-- its took dangerous for kids to ride there
add a bike path on scenic
bike lane on scenic
bike lane on Main W
better cycling infrastructure on Rymal & Upper Sherman
more (some any) cycling infrastructure in Dundas
I bike to school everyday, needs to be safer, better maintenance (cleaning rocks on bike lanes)
maintain bike lanes
more continuity with your cycling path
bike routes not stopping in the middle of the freaking road
don't stop the bike route in the middle of the road please
highway 8 to niagra - pave shoulder… waterfront trail is not continuous. New development there!
recognize SOBI as transit
expand sobi network on the mountain especially @ top of stairs and near routes to malls and
sobi accounts --> children should be able to ride on their parents accounts
make sobi available for riding with infants please!
more bikeshare - city supported so it can expand
planning for e-bike parking
mixed opinions of ebikes in bike lanes
more lights near bike lanes
encourage mirrors on bikes - including SOBI
remove right-turning yield signs for motor traffic in bike lanes
protect bike infrastructure through construction projects
I will ride my bike
bike x6
TDM: create service to help people familiarize themselves to familiarize bike route to work
10% mode share target for 2030
make "share the road" signs for cyclists
Make Limeridge Mall a cycling hub.
Better winter maintenance of bike lanes
Better route to downtown, separated bike lanes on arterial roads (multi-use trail)
Improving cycling network!
More complete streets and protected bike lanes like Cannon St. are needed across the city
More bike share stations in the East
Better night enforcement of bike lights.
Multi-use lanes for bikes/scooters "faster transportation" than walking
Europe - Bike lanes, bike stop lights protected or open (Germany)
More biking like Ottawa
Promote bike helmets
Right direction for biking structure more areas need to be accessible. Better winter maintenance -
Bike parking - more
More opportunities for cycling, protected lanes - drivers are not comfortable around bikes
Love the SoBi bikes
Major bike arteries.
Lose traction in winter for cycling
Better enforcement x2 of bikes re:stop signs, lights, intersections.
More bike lanes, please! More SoBi bike racks in western Dundas. Great bus drivers!
Bike lanes/infrastructure like Holland
Cars - door awareness for bikes
Better bike lanes Westdale to Downtown off main streets
Burlington Street - Better bike infrastructure. Wellington to Parkdale horrible
Continuous bike lanes that don't stop randomly Dundas-Stoney Creek
More safe lanes please
I love my bike!!
More and better bike lanes - separate from car lanes
Expand Mountain Bike share SoBi
Seasonal bike lanes

**Vehicles**
electric cars
electric car
dear rush hour driver: I know you want to get home, but please slow down and stop at STOP signs
manage/enforce aggressive driving in rural areas
30 km/h seems OK
30K speed limit
Cars disregard pedestrians
Better enforcement of texting/distracted driving.
More inner city carpool areas
30 speed zone in ALL residential areas
Park and Ride at Transit Hubs (LUAS in Dublin)
Park and Ride lots at major transit stops

**Bus/transit**
all seasons service for buses
bus service later at night after "last call"
24/7 transit for industrial employment
no more HSR drivebys
seamless transportation "better transit connections"
(service to industrial parks
express transit to airport hamilton and toronto
improve transit in dundas and waterdown
rural adult living communities and transit
Main W to Whitney Transit Connection
improve transit to ancaster
need a bus from carlisle to Waterdown please
if waterdown is hamilton then we should be able to catch a bus to downtown hamilton or
Put Bus Maps on Shelters
improve transit communication, i.e. bus schedule
student transit passes should extend pass 6pm
make sure HSR does not strike... essential service?
should not have removed dedicated bus lane
No P3s - Public Ownership of public transit
More busses on the mountain - connections to downtown
I'd like to take less than 3 buses to get to school every day (1 hour, 20 minutes)
Agreed - mountain to downtown access is pretty lengthy by bus
Improve communication on bus connections, improve frequency of buses on Mountain, improve
transfer/connections, better service to/from mountain destinations.
I'd like to not miss the bus because it was more than 5 minutes early to a stop.
Credits/points for high school transit use. Like volunteer hours
More seamless service i.e. connections
Hard to get from Dundas to Burlington by transit.
Transit is getting better!
Parking to catch Waterdown bus
Bus service fine in Dundas. Waterdown, Ancaster suck
HSR - faster changes
Bus to Flamborough!
Comfortable busses - better shocks
School board discount for student tickets/passes - given free
Bus service needs to connect better
Better bus service Dundas
Free seniors pass - England 8:30-2:30 pass
Does not come out frequently enough to Stoney Creek.
Express bus on all routes A-Z Express
Discounts for transit for people with strokes
Improve your customer service at HSR (at head office) so people want to take the bus!!
Affordable monthly bus passes e.g. cost of bus does not go up!
Bus stop needs to loop around on the property
Movement of bus stop near St. Joe's on W. 5th is an issue for patients, especially those without
Lights in the bus shelters, direct link for HSR/police in the event of an emergency, emergency
button in bus, have a "handi-van" to lower amount of wheelchairs on the bus to avoid busses
Bus drivers should be more accommodating
Inconvenient placement of bus stops for those with accessibility issues
A-Line should be the next priority
Improve E-W bus frequency on Mountain
Earlier transit service (Mtn./S.C. to GO) (4-5am)
Keep re-examining transit in Binbrook
Smaller buses to circulate rural areas
All seniors Centres should be accessible by public transit
Monitoring of DARTS driver training (performance reviews)
In my experience drivers are most helpful to all! Strollers, walkers and chairs. Thanks!
Seniors bus stop more friendly
Thanks Hamilton for my Golden Age Pass
Improve the roads that HSR and Go (DARTS) use to make rides safer
Improve transit to the surrounding communities which are part of them (Mt. Hope, Ancaster,
Good experience on transit but not for everyone. Sometime not enough room for people with
Schedule for the #5 bus is very difficult to understand. Please consider dividing it into sections? Or
All city and buses going to other cities have spots for wheelchairs. Needs to be easier for people
Make transit a more attractive alternative - increase frequency
Remove barriers to transit e.g. Presto card education, more locations for Presto Card to load (at
Need to put infrastructure/services (e.g. transit) from beginning not as an afterthought. Demand is
Solution communication with Grimsby Transportation - too many transfers to get home. Go Buses
from St. Kitt's or Niagara Falls, Gateway or Barton&Nash, it can take up to 7 hours to get home.
McMaster to Queenston
Better service for weekends (i.e. frequency)

GO/Regional Transit
Regular GO Train access to Niagara. I work in Niagara and could commute
more GO Trains to City Centre Stations
Faster Regional Transit
mountain to GO Transit link
Better connections to GO/Canada Coach/Greyhound in rural areas
No transit in Flamborough - Coach Canada will stop but it's $5.00. Not an actual stop.

Rural Roads
rural: keep a road free of vehicles?
more paving of shoulders in rural ---> continuous routes! ---> prioritize busy roads for shoulder
1 metre bike passing on narrow country roads is scary and unsafe.
Safer biking routes on country roads - paved shoulders.
Country roads in Binbrook same speed as in HAMILTON CITY. Doesn't make sense. Too many

Complete Streets and Connectivity
complete streets - stop building for cars
narrower minimum lane widths along non-trucking routes - make room for complete street
elements (cycle tracks, wider sidewalks, parking, street trees / furniture )
all street reconstruction/resurfacing should budget for complete street elements. If on designated
bike corridor, resurfacing should always include separated cycle tracks
complete streets… it makes sense!
minimum grid please
minimum connected grid! (for cycling + walking)
more interconnections
transportation E/N on N/S cannon work without a commitment to VIA connection at James N
connect Mt Albion tp Upper Ottawa Behind Dump
more connectivity
N/S connection between mount brow and waterdown south lands
access, access, access
Upper James between Fennell and the Mountain Brow needs to become complete street - perhaps trees could be placed on the sidewalk. Creative streetscapes (art, design, collaborative with artists, etc.)

**Roads and Maintenance**
- better roads
- permeable roads
- maintenance of multi use asphalt is criticized; repair when needed
- Plains Rd in Burlington - perhaps not a recommended route east of Gordon Ave
- conditions of roads in Ward 8 - what is Terry W (councilor) doing with his area rating $$
- less potholes (fix governors' rd)
- maintenance, governors', creighton to Ogilvie
- no chip and tar, no gravel
- Use 1-way streets-sparingly, not as default
- main & King 2way
- fewer one way roads
- make R.O.W. space
- LINC/RHPW if it goes to 3 lanes add HOV/HOT Lanes
- 403 expansion between hamilton and brantford
- bottleneck on Queen St access - results of 403/LINC
- in Dundas: Governor's/Main intersection improvements needed for HSR turns
- is Cumberland OK as is?
- More roundabouts - 20 years behind Europe
- Construction in Stoney Creek!
- End of one-ways!
- Red Hill - connection to mid-peninsula?
- 403 Ramp to LINC
- Car-free zones
- Truck turning radius at intersection (e.g. Binbrook Road/RR56)
- Leave one-way streets alone

**Signals, Signage and Traffic Calming**
- less red light cameras on the mountain
- too many traffic lights on mountain
- not enough advanced greens at major intersections/peak times
- synchronize signals along mohawk
- countdown lights
- speed bumps do not punish speeders, just home owners who lose property value
- get rid of the speed bumps
- too many stop signs
- need a stop light at balsam + cannon st for tigercat games - hard to cross with traffic, press button
- South bend - move signal @ upper james to upper bend? --> increasing signage/visibility for limeridge --> increase awareness and promotion? Promote E-W spines
- limeridge - not well utilized because of highway ramps, improve crossings? Lights? Signalize on-rar allow cyclists to proceed with advance walk signals for pedestrians so they can clear the
median islands on Governors hard to see with sunset consider overhead flashers too

Heavy and too fast traffic on Old Ancaster and Old Dundas Road (heritage roadway) is a hazard. Consider traffic calming.

Reduce pollution by allowing vehicles to just slow down at some intersections vs. total stop. Change highway rules so speed limit is weather and if people/bikes are on road. It's crazy at 5am

Better sign placement for cars - not hidden. Better enforcement

Invest in transit signal priority systems (i.e. transit/corridor management)

**Trails**

more recreational trails needed

need a trail from Gage to Tim Hortons Field

more facilities on Rymal (East of W 5th) - i.e. a trail on southside instead of a sidewalk

Clairemont Access- far downbound lane is closed. Can it be incorporated omtp trail network

Love Trails

an easy way to get around

new multi use trail on burlington st is a good design

wish there were more entry points to the rail trail, they are well used

make trails more accessible to strollers and small children

it’s difficult and dangerous to get to the trails

use alleys as urban trails

Lawrence Rd: Multi-use trail instead of common bike lanes OR sidewalk on Northside

CT on chedoke rail trail closure/safety

rail trail - remove night closure… pave throughout city. Reconsider classification "off street"

need regular garbage pick ups on bike/walking/rail trails

We do not use trails because we live next to Gage Park

Walking trails in Ancaster are good. -Dundas, Redhill

Maintenance Dofasco 2000 Trail

Improve trail access (e.g. parking)

Safe bike/trail connections to get to the city

Paved shoulder or trail along Binbrook Road

**LRT**

Yes for LRT, build for ridership you want not the ridership you have

LRT & cable cars up the mountain! 2-way traffic does not make me stop and shop

we NEED LRT x2

looking forward to LRT in Hamilton

I love LRT

why build the LRT when you can't travel N-S properly; what an incredible waste of money

the LRT- sounds great but if waterloo is an example, we the city of hamilton tax payers will be

can't see "downtown" with LRT, in maybe next 10 years (if tax base improves maybe sooner)

No LRT, not needed, left with street cars and should be left out

No LRT - improve bus service. LRT doesn't help Mountain, Dundas, Ancaster, Stoney Creek - 2 busses to downtown

NO LRT - Would like to see money go to busses. Taxes twice as much as TO. B-Line great
LRT - good idea
LRT to Dundas
LRT - Great idea

The plan to run a train through King Street is financially irresponsible!!! Not only will it negatively affect every business on King Street during construction, it is unnecessary, physically unappealing. Scrap LRT

Put LRT on Main Street

**Miscellaneous Suggestions**

need a café (restaurant) at Gage Park
need better signage and sitting areas (that can't be destroyed by idiots)
further housing development will increase problems above

Make parks a priority
solar powered motorcycle
scooter x3
electric scooter
motorcycle

Different funding model (too many budgets)
Cut grass on side of road especially at intersections
It's going to cost us :( 
Up in smoke - please no smoking in taxis and in front or at doorway of buses
More tolerance
Identify financial benefits/incentives
Zoning bylaws - what are current? Do they allow 'cc' reuse or write new policy
Map existing community land use, zoning, density, health, demographics, etc.

Develop strategies for an integrated approach for transportation and land use planning for macro,
Engage partners, developers et al

Look at existing transportation modes and ROW

Land use planning: develop strategic infill guidelines and/or strategies and subdivision guidelines

Restrictions to parking?

Not trying to accommodate everything always - Focus

Transportation is the key to the city (Abc)
To keep the city sustainable and friendly for all, costs of new-comers, disadvantaged and disabled consumers should be a priority. If it is, able-bodied customers will flock to use the system too!

1. Reduce municipal parking requirements for new developments
2. Initially internal/departmental joint decision-making process
3. Develop relations with provincial agencies/engage
4. Establish targets/monitor progress and health data
5. Data Sharing

Free Digital road
ONLINE SURVEY SUMMARY

1.0 Survey #1: June to July, 2015
The purpose of this survey was to engage citizens regarding their travel patterns, travel challenges and priorities for improvement. Below is a summary based on 308 respondents.

Question 1: How do you usually travel to work or school?

Question 2: How do you usually travel for non-work or non-school trips?
Question 3: For each distance below, what is your current mode of travel?

![Current Modes of Travel](image)

Question 4: For each distance below, what is your preferred mode of travel?

![Preferred Modes of Travel](image)
Question 5: List your top three challenges in using sustainable transportation

Challenge 1 in using sustainable transportation modes

- No bike lanes
- No direct bus route (too many transfers)
- Wait time for buses
- Being stuck in traffic
- I don’t feel comfortable biking on streets
- Traffic is too fast
- No sidewalks or broken sidewalks
- Other: Inconvenience (scheduling, etc.)
- Other: Perceived safety hazards
- Other: Limitations in AT infrastructure
- Other: Congestion
- Other: Employment requirements
- Other: Accessibility
- Other: Health
- I don’t feel comfortable walking across...
Question 6: List your top three priorities in improving transportation

- Increased frequency in buses
- Expand the existing on-road bicycle lanes
- Providing a well connected and non-
  - Promoting investment in higher order
  - Improving transportation connections
  - Providing balanced options for all
  - Knowing how to avoid traffic jams
  - Expand the number of trails
  - Addressing traffic congestion on the
  - Knowing where to find parking before l
  - Improve the condition of sidewalks
  - Expand the number of sidewalks
  - Other: General
  - Other: Tackle congestion issues in...
Priority 2

- Providing a well connected and non-
- Expand the existing on-road bicycle
- Improve bus connections
- Promoting investment in higher order
- Improving transportation connections
  - Increased frequency in buses
- Providing balanced options for all
  - Expand the number of trails
- Knowing how to avoid traffic jams
- Knowing where to find parking before l
- Improve the condition of sidewalks
- Finding a person(s) to carpool with
  - Other: General
- Other: Tackle congestion issues in
  - Expand the number of sidewalks
- Addressing traffic congestion on the
Question 7: Do you agree with the following statement?

“Streets should be designed to accommodate pedestrians, cyclists, transit, motorists, and goods movement (trucks) to accommodate all ages and abilities.”
2.0 Survey #2: September to October, 2015

The purpose of this survey was to engage and inform citizens regarding the challenges associated with prioritizing street elements as part of the Complete-Livable-Better Streets design process. Below is a summary based on 247 respondents.

**Question 1: What is your priority street element for the Main Street Typology?**

The top priority identified within this street typology was wide sidewalks.

**Question 2: What is your priority street element for the Urban Avenue Typology?**
The top priority identified within this street typology was having transit priority lanes.

**Question 3:** What is your priority street element for the Transitioning Avenue Typology?

The top priority identified within this street typology was having vehicular travel lanes.
Question 4: What is your priority street element for the Connector Road Typology?

The top priority identified within this street typology was having multi-use paths or other separated cycling facilities.

Question 5: What is your priority street element for the Neighbourhood Street Typology?
The top priority identified within this street typology was having sidewalks.

Question 6: What is your priority street element for the Rural (including industrial) Road Typology?
The top priority identified within this street typology was having paved shoulders to accommodate cycling.

**Question 7: What is your priority street element within Hamlets (Rural Settlement Areas)?**

The top priority identified within this street typology was having sidewalks.
Question 7: Ranking Priorities for Hamlets

- Travel lanes
- Left turning lanes
- Right turning lanes
- Dedicated on-street parking (or paved shoulder for parking)
- On-street bike lanes
- Sidewalks
- Space for plantings and street furniture

Chart showing rankings for different urban elements in hamlets.
Question 8: Select your preferred cross section for a typical one-way Urban Avenue with a 26-metre right-of-way.

Question 9: How would you rank the street typologies in terms of priority for investment?
Main Street followed by Urban Avenues typologies were identified for priority investment.

3.0 Survey #3: December, 2015 to January, 2016
The purpose of this survey was to engage citizens regarding the direction of theTMP review and update along with potential outcomes and recommendations. Below is a summary based on 457 respondents.

Question 1: How important are the following opportunities (as identified by the public) to best address existing challenges with transportation?

![Question 1: How important are these opportunities (identified by the public) to best address existing challenges with transportation?](image)
The highest response was to improve road maintenance followed by ensuring alternative modes of trip making are accommodated.

**Question 1:** How important are these opportunities (identified by the public) to best address existing challenges with transportation?

<table>
<thead>
<tr>
<th></th>
<th>Ensuring alternative modes of travel for trip making</th>
<th>Improved road maintenance</th>
<th>Increased transit service frequency</th>
<th>Provide higher order rapid transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of responses</td>
<td>0</td>
<td>150</td>
<td>50</td>
<td>100</td>
</tr>
</tbody>
</table>

**Question 2:** Cycling has been identified as an opportunity by the public for travel distances between 2km and 5 km. How important are the following options to allow cycling to increase cycling to better meet this opportunity?

**Question 2:** Cycling has been identified as an opportunity by the public for travel for distances between 2 km and 5 km. How important are these options to allow cycling to better meet this opportunity?
The highest response was to provide segregated bicycle lanes on arterial roadways.

Question 2: Cycling has been identified as an opportunity by the public for travel for distances between 2 km and 5 km. How important are these options to allow cycling to better meet this opportunity?

Question 3: Which proposed transportation policy directions will provide the most benefit to your travel within Hamilton?
The highest response was to embrace emerging technologies to make the transportation system more efficient.

**Question 3:** Which proposed transportation policy directions will provide the most benefit to your travel within Hamilton?

**Question 4:** Which emerging technologies will have the greatest impact on your travel within Hamilton?
The highest response was the integration of provincial and municipal real-time information with improved incident management.

Question 5: Which of the following major transportation corridor improvements are most important to your future long-term travel requirements?
The highest response was increased transit service between Upper and Lower Hamilton.

**Question 5:** Which of these major transportation corridor improvements are most important to your future long term travel requirements?

![Question 5 Bar Chart]

**Question 6:** What is the most important transit improvement that will help your travel within Hamilton?
The highest responses were to address transit system deficiencies and to implement higher-order transit (e.g. the BLAST network).

**Question 7:** Which bicycle and pedestrian network improvements would you consider the best benefit to the overall system?
The highest response was the provision of sidewalks on both sides of all roadways within the urban boundary.

Question 8: Which of the following improvements will be the best help to goods movement within Hamilton?
The highest response was off-peak delivery of goods (e.g. non-peak/rush hour periods).

Question 9: Do you agree that the City should actively pursue the implementation of a policy that provides Complete-Livable-Better Streets within Hamilton?

The highest response was yes.
Question 10: Which street conversion consideration is most important during the evaluation of converting one-way streets to two-way?

The highest response was safety.
City of Hamilton’s Transportation Master Plan (TMP)
Five-Year Review and Update

General Issues Committee
February 18, 2015
Item 7.1
What is the Project?

A review and update of the 2007 Transportation Master Plan that includes:

- Implementation Tool for Hamilton Official Plan (OP) {input into next OP update}
- Justification for implementing future transportation projects
- Process to follow Phases 1 and 2 of Municipal Class EA process
- Significant public engagement and input
Objective of the TMP Update?

To review current transportation policies and targets to determine:

- What policies are successful and which are met with challenges?
- Are the established targets being met and are they still valid?

Review of existing and emerging travel patterns, transportation trends, changing demographics and community planning issues

The impact on economic development and business growth

![Population and Employment Graph](chart.png)
Impacts of Not Updating TMP?

- **Day to day Transportation Programs would not be current with community needs**
- **Capital infrastructure project priority and budget planning would not address evolving development trends and growth management policies of Official Plan**
- **Council and Staff could not respond to changing development standards and major economic planning considerations**
TMP Study Team

City Project Team

*Extensive City Departments*

Consultant Team Expertise

*Transportation Planning / Engineering*
*Public Consultation*
*Goods Movement*
*Urban Design and Policy Development*

Stakeholders

*Public, Institutions, Industry, Special Interest Groups, and Agencies*
Study Schedule
Transportation Policies

The TMP provides the policy framework and implementation procedures to achieve several key Transportation Goals:

- **Improved Quality of Life**
- **Road Network Considerations**
- **Complete Street Policies**
- **One-Way Street Conversions**
- **Transportation Demand Management**
- **Support Economic Development**

The TMP will include analysis for:

- Public Transit Network
- Higher Order Transit
- Parking Strategies
- Corridor Level Analysis
- Area Growth Impacts

The TMP will **NOT** include detailed analysis for:

- Route Operations
- Transit Technologies
- Parking Operations
- Intersection Level Analysis
- Site Development Impacts
Improved Quality of Life

Improved Mode Choice Alternatives and Mode Shift Opportunities for both local and long distance commuter trips:

- Pedestrians
- Cyclists
- Transit Users
- Automobile drivers and passengers

GOAL: Link transportation and public health policies
Road Network Considerations

• Maximize use of existing infrastructure
• Provide a balanced network that accommodates all users
• Incorporate transportation infrastructure needs of specific areas (Downtown versus Hamilton Mountain and other areas)
• Address accessibility and safety issues
Complete Street Policy Considerations

Hierarchy of travel:
- Pedestrians
- Bicycle
- Transit
- Automobile
- Freight/Goods movement

Road cross-section and geometry:
- Travel lanes / curb zone with streetscaping
- Pedestrian zone / frontage zone
- Routine accommodation (Pedestrian mobility plan)

Hamilton Transportation Master Plan
Five-Year Review and Update
One Way Street Conversions

Several technical factors must be considered:

- Roadway operations and safety
- Driveway access/ frontage impacts
- Transit service / goods movement
- On-street parking / loading
- Cycling and pedestrian accommodation

Significant public consultation required:

- Community / business / BIA
- City operations / emergency services
Transportation Demand Management (TDM)

TDM is the application of strategies and policies to reduce travel demand by:

1. Managing Travel Demand
   • Parking Pricing/Improved Transit

2. Expanding Supply and Availability
   • Parking/Sidewalks /Bicycle lanes

3. Providing Incentives and Rewards
   • Subsidized travel programs

4. Highest and best use of City infrastructure

5. Smart Commute Hamilton Supports: 20 employers with 90,000 employees/students)
Monitoring TMP Success

Key Performance Indicators (KPI’s) are used to monitor success of specific transportation policies:

- **Reduced dependency of automobiles**
  - Transit rides per capita

- **Increased opportunities for walking and cycling**
  - Km of new sidewalk and bike lanes constructed
Capital Budget Planning

Current Capital Budget Process includes:

- Identifying transportation projects
- Assigning priority to projects
- Estimating capital cost (e.g. use of development charges)

Consideration for future process:

- Benefit Case Analysis
- Risk assessment
Goods Movement

Review existing TMP policies to ensure that they address the key items that industry and carriers look for:

- Direct connectivity to major roadways
- Reliability – minimal congestion times
- Redundancy – alternate routes
- Consistency – regulations and laws

**GOAL:** Efficient goods movement provides a direct link to economic development.

Hamilton Transportation Master Plan
Five-Year Review and Update
Inter-Regional Transportation

Address efficiency of the following inter-regional transportation services:

- GO Transit
- Local Transit - inter-regional routes
- MTO corridors: QEW and Highway 403
- Other Provincial initiatives: NGTA
Next Steps

• Incorporate Council’s comments into TMP Study Design
• Review and update existing TMP policies
• Initiate Public Engagement
  - *PIC meetings, internet surveys, event presentations, interactive process*
• Key Dates:
  - *March 2015: Public Engagement (Stage 1)*
  - *June 2015: Public Engagement (Stage 2)*
  - *November 2015: Public Engagement (Stage 3)*
T H A N K  Y O U
From March 23 to 26, 2015, four traditional (4) Public Information Centres (PIC’s) were held to inform citizens on the Transportation Master Plan (TMP), to learn about current travel trends to/from Hamilton and to engage them on their transportation issues. A summary of first stage of PIC’s is provided in Appendix ‘A’. Over 150 citizens attended the four PIC’s. The breakdown of attendance per location is provided below:

<table>
<thead>
<tr>
<th>Location</th>
<th>Attendance</th>
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</thead>
<tbody>
<tr>
<td>Art Gallery of Hamilton (Ward 2)</td>
<td>70</td>
</tr>
<tr>
<td>Chedoke Presbyterian Church (Ward 8)</td>
<td>45</td>
</tr>
<tr>
<td>Battlefield Park &amp; Museum (Ward 9)</td>
<td>21</td>
</tr>
<tr>
<td>Emmanuel United Church (Ward 6)</td>
<td>23</td>
</tr>
</tbody>
</table>

Save the Date!

The second stage of PICs using conventional methods will take place at the following locations on these dates:

- **Tuesday, June 9th (5:00pm - 8:00pm)**
  - Binbrook Agricultural Building (Ward 10)
  - 2600 Highway 56

- **Thursday, June 11th (5:00pm - 8:00pm)**
  - Dundas Town Hall (Ward 13)
  - 60 Main Street

- **Saturday, June 13th (12:00pm - 3:00pm)**
  - Flamborough Family YMCA (Ward 15)
  - 207 Parkside Drive
Tuesday, June 16th (5:00pm - 8:00pm)
St. Eugene Catholic Elementary School (Ward 4)
120 Parkdale Avenue S.

The second stage of PICs will make use of display boards, a presentation, and an interactive design workshop to:

- Highlight the on-going project work and progress
- Sharing what has been heard so far in the study from the public
- Asking if any issues have been missed
- Educating the public on the concept of “Complete Streets” and complete exercises using local examples
- Provide information to the public how their input is being used and what will happen next in the study

On-going Public Engagement

In addition to the traditional meetings, the TMP process is capitalizing on other opportunities to partner with existing events to further engagement including over 300 people so far, as summarized below:

<table>
<thead>
<tr>
<th>Event Name</th>
<th>Engagement Method</th>
<th>Date</th>
<th>Engaged</th>
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<tbody>
<tr>
<td>Transportation Summit</td>
<td>Workshop Session</td>
<td>March 23rd</td>
<td>120</td>
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<tr>
<td>Tune up your Commute Event</td>
<td>Comment Booth</td>
<td>April 9th</td>
<td>15</td>
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<tr>
<td>Environmental Summit</td>
<td>Booth with interactive display</td>
<td>April 22nd</td>
<td>30</td>
</tr>
<tr>
<td>SEW Hungry</td>
<td>Booth with interactive display</td>
<td>May 1st</td>
<td>75</td>
</tr>
<tr>
<td>Bike 4 Mike</td>
<td>Comment Booth</td>
<td>May 3rd</td>
<td>45</td>
</tr>
<tr>
<td>Annual Rain Barrel Sale</td>
<td>Booth with interactive display</td>
<td>May 9th</td>
<td>55</td>
</tr>
</tbody>
</table>

Subject to individual event/location logistics, further engagement regarding the TMP is planned to continue throughout the spring and summer months. Below is a list that includes but is not limited to events that we will work with in an attempt to host future citizen engagement:

May
- Building Momentum Hamilton (May 21st)
- Bike to Work Day (May 25th)
June
- Bay Area Economic Summit (June 2nd)
- 100 in 1 Day Initiative (June 6th at the Chedoke Stairs)
- Skyfest (June 22nd)
- Flag Day Festival (June 27th)

July
- Waterdown Ribfest (July 5th)
- Art Crawl (July 10th)
- Pan-Am Games (July 10th - July 26th various locations)
- Hamilton Beach Annual Garage Sale (July 12th)

August
- Ice Cream Festival (August 3rd)
- Festival of Friends (August 8th)
- Dundas Cactus Festival (August 15th)
- Winona Peach Festival (August 29th)

September
- Supercrawl (September 11th)
- Locke Street Festival (September 12th)
- Children’s Water Festival (September 17th)
- Ancaster Fair (September 25th)
- Apple Festival (September 26th)

October
- Art Crawl (October 9th)
- Rockton’s World’s Fair (October 10th)

In addition, attendance at local Farmers’ Markets and neighbourhood events plus engagement of City staff at various City facilities, Hamilton Housing, McMaster, Mohawk, and the Hamilton Health Sciences and St. Joseph’s healthcare networks will be explored. Also, on-line engagement through the use of a survey will be available on the project webpage www.hamilton.ca/TMP in the upcoming weeks.

OUR Vision: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.
OUR Mission: WE provide quality public service that contribute to a healthy, safe and prosperous community, in a sustainable manner.
OUR Values: Accountability, Cost Consciousness, Equity, Excellence, Honesty, Innovation, Leadership, Respect and Teamwork
If you require further information on this matter, please contact Steve Molloy, Project Manager, TMP Implementation at extension 2975 or via email [steve.molloy@hamilton.ca](mailto:steve.molloy@hamilton.ca).

Copy to:
- Chris Murray, City Manager
- Mike Kirkopoulos, Director, Communications & Intergovernmental Affairs
- Gerry Davis, General Manager, Public Works Department
- Rose Caterini, City Clerk
- Kelly Anderson, Communications Officer, Public Works
- Lauri Leduc, Legislative Coordinator, Corporate Services
- Jason Thorne, General Manager, Planning and Economic Development
- Dr. Elizabeth Richardson, Medical Officer of Health, Public Health Services
- Dave Dixon, Director of Transit, Public Works Department
- Al Kirkpatrick, Manager, Transportation Management Section

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Hamilton Transportation Master Plan
Public Consultation
Public Information Centre One Summary
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Vision Worksheet
Comment Sheet
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Introduction

In preparation of the City of Hamilton’s update to the 2007 Transportation Master Plan (TMP), the City of Hamilton, in partnership with Cole Engineering, Brook McIlroy, McPhail Transportation Planning Services and David Kriger Transportation Policy and Research hosted a series of Visioning Workshops. Over the course of four days, conducted in the evenings of March 23-26, 2015, the public was introduced to the TMP review process, and invited to share their transportation vision for Hamilton. In addition to the Visioning Workshops, the City of Hamilton also hosted a Transportation Summit, which preceded the first Visioning Workshop.

Visioning Workshops were held at the following locations:

**Monday, March 23rd, 2015**
Art Gallery Hamilton,
123 King Street West

**Tuesday March 24th, 2015**
Chedoke Presbyterian Church,
865 Mohawk Road West

**Wednesday, March 25th, 2015**
Battlefield House Museum & Park,
77 King Street East (Stoney Creek)

**Thursday March 26th, 2015**
Emmanuel United Church,
871 Upper Ottawa Street
Purpose

The purpose of the workshops was to engage citizens in a productive dialogue regarding their vision for the TMP and to solicit feedback on how best to achieve the collective transportation vision.

What was presented?

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

- The TMP process
- Project objectives and timelines
- Key Findings from the 2007 TMP
- Overview of the evening’s break-out sessions

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

Who came to the meeting?

Approximately 150 people participated in the sessions, including residents, property owners, business representatives, community group representatives, local councillors, and Staff and City Officials from the City of Hamilton.
The Break Out Sessions

For the Break-Out Session, participants were organized into workshop table groups. Each group centred around a Vision Worksheet Board, a large City Wide Map identifying Hamilton's transportation network and smaller 11” X 17” maps of six key neighbourhood areas, plus writing utensils (markers, pens, pencils) and post-it notes. Discussions were facilitated by the City of Hamilton and the Consultant Team.

Vision Worksheets

Each worksheet included the following three exercises:

- Exercise one focused on the attendees' transportation priorities for Hamilton.
- Exercise two focused on challenges Hamilton residents face when commuting throughout the City.
- Exercise three asked specific questions related to residents' vision for the Hamilton Transportation Master Plan.

These exercises are described in more detail in the next section of this summary report. Vision Worksheets, area maps and general comment forms can be found in the appendices directly following this report.
Exercises

Exercise One Transportation Priorities
Exercise one asked participants to rank their transportation priorities. The following 9 priorities were suggested:

- Congestion
- Public transit
- Walking and cycling
- Accessibility
- Complete streets
- Goods movement
- Public parking
- Complete communities
- Investment and funding

Participants were also encouraged to include other priorities not captured by one of the 9 suggested priorities under the ‘other ideas’ space provided.

Exercise Two Commute Mapping
Exercise two provided participants with an opportunity to map commutes commonly travelled. Participants were provided with a map of the Hamilton area, and were guided to highlight challenges, problem areas, and areas for improvement using color coded markers. Example maps can be found within the appendices directly following this report.

Exercise Three Travel Vision
Exercise three included three questions, which asked:

1. What is your ideal mode of travel for commuting to work and other trips, and what would need to happen to make this feasible?
2. What does a successful Transportation Master Plan look like to you?
3. Do you agree with the stated “2007 Transportation Master Plan Opportunity/Vision Statement?” What is your Vision Statement for the Transportation Master Plan Review and Update?
What we heard?

Exercise One Summary

In exercise one, participants consistently ranked their transportation priorities as follows:

Transportation Master Plan Priorities:
1. Public Transit
2. Walking and Cycling
3. Complete Streets
4. Accessibility
5. Complete Communities
6. Investment and funding
7. Public Parking
8. Good Movement

Other priorities, identified under the “other ideas” space, included safety, way-finding, and infrastructure maintenance.

Exercise Two Summary

When asked to identify problem areas and challenges encountered on their daily commutes, as well as opportunities for improvement, participants cited the following:

- Congestion on the Lincoln Alexander Expressway (LINC) during peak hours, especially in regards to access/egress
- Poor condition of downtown roads (i.e. Potholes on Burlington Street)
- Poorly identified connections to waterfront trails
- Difficulty traveling between upper and lower Hamilton, especially for pedestrian traffic
- Difficulty traveling East-West through downtown
- Need for complete streets in downtown corridors
- Better connections between public transit routes
Exercise Three Summary

A. Travel Vision
When asked to describe their ideal commute, and travel vision, participants identified the following:

- Balanced options for travel modes, including access to more than one option
- A better quality public realm for pedestrian traffic
- Increased bus service frequency
- Dedicated transit and/or HOV lanes
- Higher-order rapid transit

B. Successful TMP
Participants responded to the question regarding what makes a successful TMP as follows:

- Comprehensive and attainable
- Connects upper and lower Hamilton
- Responsive to local needs
- Focuses on specific, measurable, achievable, relevant, and time-bound results
- Incorporates integrated transit networks
- Promotes a more walkable pedestrian realm, featuring wider sidewalks
- Provides a comprehensive transit network
- Balances all transportation modes
- Considers impacts on homeowners
- Based on the public’s feedback

C. Vision Statement
The 2007 TMP Vision Statement reads:

"Key objectives of the Transportation Master Plan include reducing dependence on single-occupant vehicles and promoting improved options for walking, cycling and transit, while maintaining and improving the efficiency of trips related to the movement of goods and servicing of employment areas."

When asked if participants agreed with the 2007 TMP vision statement, the majority of participants responded in the affirmative. Some participants also suggested that the vision should include a strong emphasis on:

- Reducing automobile dependence, especially single occupancy trips
- Promoting the public transit system
- Reducing congestion
- Increasing bus frequency and service coverage
- Increasing accessibility
- Investing in high-order rapid transit
As part of the Transportation Summit, a workshop was held for attendees. Participants included City of Hamilton staff and officials, representatives from community groups and other key stakeholders. Two sessions were held, lasting 90 minutes each. Participants responded to a series of questions aimed at identifying transportation issues and priorities.

Key findings from the workshop are summarized as follows:

1. Rural, Suburban & Urban Transportation Issues
   - Limited access to integrated transit was identified as a key issue for rural and suburban residents
   - Auto dependancy due to a lack of alternative options was noted as a key issue for rural residents
   - Safety for active transportation users (particularly cyclists) was identified as a priority in rural, suburban, and urban areas

2. Public Transit & Active Transportation Networks
   - Updating current bus schedules was identified as a potential opportunity for an improved transit experience in urban and suburban areas
   - Accessibility for persons with limited mobility (e.g., seniors) was identified as a potential transportation network issue

3. Complete Streets & One-to-Two-Way Street Conversions
   - Complete streets were noted as a priority and opportunity for improvements to the public transit and active transportation networks
   - Pilot projects were identified as a key opportunity to develop complete streets
   - One-to-two-way street conversion was noted as a priority but also a potential concern if not managed effectively

4. Goods Movement & Technology
   - Goods movement was identified as an important consideration in both rural and urban areas
   - Connecting the Presto Card with SDBI was identified as an associated opportunity and emerging trend that would have a positive impact on the transportation network
   - Other key associated opportunities and emerging trends identified as related to the transportation network include real-time information, integrated fares and zonal fares
Key Directions from the PICs and Transportation Summit

Throughout the consultation process several key themes and messages became apparent. These include:

Priorities

- Public transit, walking and cycling, and complete streets were identified as the highest transportation priorities.

Public Transit & Active Transportation Networks

- Difficulty traveling between upper and lower Hamilton was consistently ranked as a challenge that needs improvement.
- Complete and connected active transportation networks are crucial.

A Successful TMP

- Needs to include balanced transportation options and more than one viable option for travel.
- Connects upper and lower Hamilton.
- Is comprehensive, measurable, attainable and implementable.
- Promotes a more walkable pedestrian realm, featuring wider sidewalks.
- Provides a comprehensive transit network.
Appendices

Vision Worksheet
Comment Sheet
Summit Worksheet
Maps
HAMILTON TRANSPORTATION MASTER PLAN REVIEW AND UPDATE

1. Transportation Priorities
   Suggested Time: 10 minutes
   Please tell us your transportation priorities to help us best reflect those ideas in the Vision for the Transportation Master Plan.
   With your group, review the list of suggested priorities. If your group has additional ideas to add, please do so. Rank all of the ideas from highest to lowest priority:
   - [ ] Congestion Management
   - [ ] Public Transit
   - [ ] Walking and Cycling
   - [ ] Accessibility
   - [ ] Complete Streets
   - [ ] Goods Movement
   - [ ] Public Parking
   - [ ] Complete Communities
   - [ ] Investment and Funding
   - Other Ideas:
     - 
     - 
     - 

2. Your Commute (Using the Maps)
   Suggested Time: 20 minutes
   When traveling around Hamilton, where do you encounter challenges? Do you have ideas for improvements? Between which locations would you most want to improve connections?
   Please use the city-wide and local maps by using the appropriate colour marker to identify the desired location and provide your comments.
   - Driving (Blue)
   - Public Transit (Green)
   - Walking (Purple)
   - Cycling (Yellow)
   - Highest Problem Areas (Red)
   - Accessibility (Orange)
   - Parking (Black)
   Additional Comments:

3. A Vision for Travel in Hamilton
   Suggested Time: 20 minutes
   With your group, discuss and answer the following questions.
   1. What would be your ideal mode of travel for commuting to work?
   2. What would be your ideal mode of travel for other trips?
   3. What would need to happen for this to be feasible?

   Other Ideas:
   - 
   - 
   - 

3. 2007 TMP Opportunity/Vision Statement
   "Key objectives of the Transportation Master Plan include reducing dependence on single-occupant vehicles and promoting improved options for walking, cycling and transit, while maintaining and improving the efficiency of trips related to the movement of goods and servicing of employment areas."
   Do you agree with the 2007 Transportation Master Plan Opportunity/Vision Statement?
   What is your Vision Statement for the Transportation Master Plan Review and Update?
Comments and information regarding this study are being collected to assist the City of Hamilton in meeting the requirements of the Environmental Assessment Act. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them to:

Steve Molloy
Project Manager, Transportation Management
Public Works Department
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Ph. 905-546-2424 ext 2975
Fax 905-546-2039
E-mail tplanning@hamilton.ca

Name:
Mailing Address:
Telephone:
Property Location: (if different from mailing address):

Visit the study website at: www.hamilton.ca/TMP
Our City’s Transportation Future
Hamilton Transportation Summit 2015 - March 23, 2015

The purpose of this workshop is to identify the priorities, key issues, opportunities and emerging trends related to the (1) Rural, Suburban and Urban Transportation Issues; (2) Public Transit and Active Transportation Networks; (3) Complete Streets and One to Two-Way Street Conversion; and (4) Goods Movement and Technology. This will inform the Transportation Master Plan Review and Update and input directly into developing a Vision for the Study.

1 Rural, Suburban and Urban Transportation Issues (~15 minutes)

The City of Hamilton includes rural, suburban and urban areas. The transportation challenges facing each of these areas are likely to differ. As such, it is important that the Transportation Master Plan consider and appropriately balance the needs of all Hamiltonians.

What are the key transportation priorities, issues and opportunities facing rural residents?

What are the key transportation priorities, issues and opportunities facing suburban residents?

What are the key transportation priorities, issues and opportunities facing urban residents?

2 Public Transit and Active Transportation Networks (~15 minutes)

The local transit network is operated by the Hamilton Street Railway Company (HSR), which is the Transit Division of the City of Hamilton, Public Works Department. The regional transit network is operated by GO Transit, a division of Metrolinx. Active transportation refers to any form of human-powered transportation - walking, cycling, using a wheelchair, in-line skating or skateboarding. To accommodate these modes, the active transportation network includes walking trails, on and off road cycling routes, sidewalks, bicycle racks, way-finding signage, etc.

What are your priorities for improvements to the public transit and active transportation networks?

What are the associated opportunities and emerging trends impacting these networks?

What are the issues, if any, of which we should be aware?
### Complete Streets and One-to-Two Way Street Conversion (~15 minutes)

Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation. One-to-two way street conversions consists of converting existing one-way streets to two-way streets. For example, York Boulevard was converted from a one-way to a two-way street in 2010 and redesigned at the same time as a complete street that accommodates bicycle lanes, improved pedestrian space and streetscape.

<table>
<thead>
<tr>
<th>What are the opportunities and emerging trends associated with Complete Streets?</th>
<th>What criteria/concerns should be considered when determining whether a road should be designed as a Complete Street?</th>
<th>What criteria/concerns should be considered when determining whether to convert a one-way to a two-way street?</th>
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### Goods Movement and Technology (~20 minutes)

Goods Movement refers to the transportation of for-sale products from the manufacturer or harvest to their final retail destination. More efficient goods movement means more network capacity, which translates to safer and faster trips for all users of the transportation network. New and emerging technologies are making a significant impact on the transportation network. For example, car and bike sharing programs, smartphone apps, real-time trip information and autonomous (self driving) vehicles have the potential to reshape the way we live and move.

<table>
<thead>
<tr>
<th>What are the major challenges facing Goods Movement in Hamilton?</th>
<th>What are the major opportunities facing Goods Movement in Hamilton?</th>
<th>How can technology impact travel?</th>
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York Blvd: Complete Street and One-to-Two Way Conversion (2010)

Many modes impact Goods Movement
INFORMATION UPDATE

TO: Mayor Fred Eisenberger and Members of Council

DATE: April 25, 2016

SUBJECT/REPORT NO: Coordination of Light Rail Transit Works and Transportation Master Plan Update (CASP1607) (City Wide)

WARD(S) AFFECTED: City Wide

SUBMITTED BY: John Mater, C.E.T.
Acting General Manager
Public Works Department

SIGNATURE:

Staff from the Transportation Management Section and LRT office have been meeting to ensure work plans and communications regarding the above noted projects are coordinated and supportive of each other. We would like to update Council with respect to those efforts.

The Transportation Master Plan (TMP) Review and Update process began before the Province announced funding for the LRT project. As such, the scope of work for the TMP has changed. Both project teams are working closely together as the traffic modelling work for LRT will have implications for the broader roadway network. The LRT traffic modelling and impact work is expected to be completed by fall 2016. Upon completion of this work staff dealing with the TMP will be in an informed position to assess the future needs of the roadway network based on the LRT being in place. In view of this, it makes sense to step back and present the final update of the TMP after the impact modelling work is completed and assessed. This will allow Council to make an informed decision with complete information about the transportation network.

Of note, TMP staff will be holding the Public Information Sessions Tuesday April 26th in Council Chambers (and the foyer) between 2-4pm and 6-8pm as scheduled. Subsequent to that, staff will bring forward an update report on the TMP with more detailed information respecting the above and other aspects of the Plan.
If you require further information on the TMP, please contact Steve Molloy at ext. 2975.
If you require further information on the LRT project please contact Paul Johnson at ext. 6396

Copy to:
Chris Murray, City Manager
Andrea McKinney, Director, Communications & Intergovernmental Affairs
Rose Caterini, City Clerk
Lauri Leduc, Legislative Coordinator, Corporate Services
Jason Thorne, General Manager, Planning and Economic Development
Paul Johnson, Director of LRT Project Coordination
Al Kirkpatrick, Manager of Transportation Management
Lorissa Skrypniak, Senior Project Manager, Transportation Management
Steve Molloy, Project Manager, TMP Implementation
COLLABORATION WITH OTHER STUDIES
The TMP review and update process has been in collaboration with the following ongoing or recently completed studies/projects, including but not limited to:

STRATEGIC PLANS
• Corporate Strategic Plan
• Our Future Hamilton
• Hamilton Official Plan
• Growth-Related Integrated Development Strategy
• Hamilton Strategic Road Safety Program

ACTIVE TRANSPORTATION PLANS
• Preventable Mobility Plan
• Cycling Master Plan
• Recreational Trail Master Plan

ECONOMIC DEVELOPMENT PLANS/STUDIES
• Track Route Master Plan
• Goods Movement Study

SUB-AREA PLANS/STUDIES
• Centennial Transportation Management Plan
• West Harbour redevelopment
• Bayfront strategy

TRANSIT PLANS/PROJECTS
• Rapid Ready
• 20-Year Local Transit Strategy
• URT planning and implementation

REGIONAL AND PROVINCIAL PLANS, STRATEGIES AND STUDIES
• Places to Grow
• The Big Move
• Greater Golden Horseshoe Transportation Study
• Niagara to Greater Toronto Area (NGTA) Corridor Study
• Niagara Transportation Master Plan
• Burlington Transportation Master Plan

IN THE NEXT ISSUE
Issue 1
What is the TMP?
Issue 2
How we updated the TMP
Issue 3
What does the TMP say?

CONTACT
Learn more about the city-wide Transportation Master Plan at: www.hamilton.ca/tmp
E-mail us: spalmer@hamilton.ca
Phone: 905-546-2424 ext. 2375

CITY OF HAMILTON TRANSPORTATION MASTER PLAN UPDATE

CITY IN MOTION

Issue 1 of 3
WHAT IS THE TMP?
The Citywide Transportation Master Plan (TMP) establishes the strategic policy direction and decision-making framework that guides the development of individual transportation-related projects within the City including but not limited to:

- Transit initiatives
- Active transportation
- Sustainable mobility
- Climate change
- Emerging technologies
- Traffic calming/management
- Real-urban design
- Parking strategies
- Goods movement
- Public health

OUTCOMES / IMPACTS:
- Capital investments
- Support growth
- management/land use
- Initiatives
- Complete livable
- bicycle networks
- Operations

WHY REVIEW & UPDATE?
A lot has changed since the TMP was approved by Council in 2007. A review and update of our strategic policies is needed to keep up with a changing society for the 2031 horizon year.

TRANSPORTATION TRENDS

MAJOR MILESTONES
- Smart Commute Program
- Advanced higher-order transit planning and funding
- Transit investment in new transit terminals and park and ride facilities
- Integrated planning with Metrolinx to open the West Harbour GO Station and anticipated opening of the Confederation GO Station
- Optimized traffic operations (through new Advanced Traffic Management System)
- Approved Pedestrian Mobility and Cycling Master Plans
- Advanced real-urban initiatives
- Building stronger relationships with community partners

WHAT THE TMP IS NOT
Some details not included in the TMP are:

- PARKING OPERATIONS
- TRAFFIC SIGNAL OPERATIONS
- BUS SCHEDULE/ TRANSIT OPERATIONS
- SITE PLANS

City in Motion
Hamilton’s Transportation Master Plan

Neighbourhood Transportation Plans
Secondary plans
Environmental assessments
Inter-regional transportation planning initiatives

Our population and employment opportunities are growing and becoming more diverse.

Our demographics are shifting, residents want to be in the best place to raise a child and age successfully.

How we adapt to and guide change helps the City achieve successful and healthy outcomes.

Hamilton

HAMILTON 2031

22% of Hamilton residents are at least 65 years old (an increase of approximately 15%)
and have changing mobility needs.

Our commuting distances are getting longer, 65% of home-based trips (commuter trips) are over five
kilometres, up by two per cent.

The most popular commuting destination outside the city is the Halton Region.

Footnotes:
- 2011, Transportation Tomorrow Survey TTS
- 2011, Statistics Canada

More than half of all cycling and transit trips are between 2 and 5 km but these represent 10% of all trips within that distance.

2006 2011

- 16.6% 15.5%
- 17.3% 17.8%

0.0 10.0 20.0 30.0
- External Trips
- Hamilton

How the economy has changed
Transit and mobility is on the cusp of change
THE 2007 TMP IS STILL VALID, BUT THERE ARE SOME NEW DIRECTIONS

Emerging Technologies
Interregional Relations and Funding
HMOT (Travel) Network
Corporate and Local
Better Access
Health and Safety
Construction
Sustainable
Transportation System
Economic Prosperity
and Growth

IN THE NEXT ISSUE

1. What is the TMP?
2. How we updated the TMP
3. What does the TMP say?

CONTACT
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E-mail us: transportation@hamilton.ca
Phone: 905-546-2424 ext. 2975

2017 review and update
Hamilton 2013
and beyond

CITY OF HAMILTON TRANSPORTATION MASTER PLAN UPDATE

In this issue:
How we updated the TMP

CITY IN MOTION

Issue 2 of 3
REVIEW PROCESS/APPROACH

Hamilton’s Transportation Master Plan (TMP) review and update was undertaken according to the Municipal Class EA process (Approach 3). Certain projects (Schedule A, A, and B projects) can be implemented upon approval of the TMP. Schedule C projects will be carried forward to Phases 3-5 of the Municipal Class EA process.

INCLUDES
- Review of 2007 TMP
- Review of other approved plans
- City Strategic Plan (Our Future Hamilton)
- Environmental scan of practices

INCLUDES
- New ideas
- Validation of previous policies
- Related values, vision, and goals
- Decision-making framework

IN-COMOTION Hamilton’s Transportation Master Plan

INCLUDES
- Technical modelling
- Emerging technology
- Transportation trends
- Policy development and refinement

INCLUDES
- Public & stakeholder meetings
- Sounding engagements
- Events and festivals
- Surveys
- Workshops/presentations

REVISED VISION

IN-PERSON ENGAGEMENT

- 14 Public Information Centres
- 30 Festivals
- 7 Speaking Engagements
- 50+ sections across the city
- 2,500+ people engaged

3,000+ RESPONSES

THREE ONLINE SURVEYS

TWEETS

243 RETWEETS

106 LIKES

588 SHARE CLICKS

PROJECT WEB PAGE

OVER 10,000 HITS

INTEGRATION

Co-ordination of public input from other studies:
- Our Future Hamilton (55,800+)
- Recreational Trails Master Plan

700+ residents across the city
IMPLEMENTATION STRATEGIES AND RECOMMENDATIONS

The TMP review and update identified several strategies for implementing recommendations. In some instances a single approach is best, while in other cases a combination of approaches and strategies may achieve the highest potential. Identified strategies and approaches include:

- Establish priorities based on the desired outcomes of the TMP
- Use partnerships to assist in delivering infrastructure and supporting services
- Investigate applicable revenue tools to offset reliance on the residential tax base
- Maintain a state-of-readiness to take full advantage of funding opportunities
- Integrate policies identified in the TMP to continually improve the transportation system
- Continue to actively incorporate the sustainable mobility program to offset or defer infrastructure improvements

SUMMARY OF FUTURE STUDIES AND INITIATIVES

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<th>Short Term</th>
<th>Medium and Long Term</th>
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<td>CLB Streets Guidelines</td>
<td>Plan Reviews</td>
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<td>Goods Movement Study Review/Update</td>
<td>Revenue Tools Study</td>
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<td>LRUC and RHIV Watering Possibility</td>
<td>ENGINEERING PEOPLE MOVER Study</td>
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<td>Multi-Media Quality of Service Guidelines</td>
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<td>ITS Strategy</td>
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<td>EMME Model Management</td>
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<td>Truck Route Master Plan Review</td>
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The TMP review and update supports the City’s Strategic Plan: To be the best place to raise a child and age successfully.

CITY OF HAMILTON TRANSPORTATION MASTER PLAN UPDATE

In this issue:
What does the TMP say?

CONTACT

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E-mail us: transport@hamilton.ca
Phone: 905-546-2424 ext. 2975
SUSTAINABLE AND BALANCED TRANSPORTATION SYSTEM

A sustainable and balanced transportation system enables the achievement of Hamilton’s economic, social (including cultural) and environmental outcomes. This is characterized by elements such as connectivity, accessibility and equitable accommodation for all modes of transportation and for users of all ages and abilities. Some policies in the TMP include:

- Encourage connectivity throughout Hamilton for all modes of travel
- Reduce the community’s dependence on single occupancy automobile travel through Transportation Demand Management strategies
- Continue to improve and expand the pedestrian, cycling and transit networks and supportive infrastructure
- Apply Complete-Street principles through routine accommodation
- Continue to maintain awareness and responsiveness to new transportation technologies and trends
- Continue to build and strengthen intergovernmental relationships

HEALTHY AND SAFE COMMUNITIES

Healthy and safe communities are enabled by a transportation system that encourages active lifestyles and provides safe movement of people and goods in and around Hamilton. Some policies in the TMP include:

- Support healthier outcomes through improving the built environment and provide mobility choices for more active travel.
- Improve the integration of public health into the planning process.
- Support the Vision Zero philosophy and improve road safety through the Strategic Road Safety Program and continue to improve planning and design practices.
- Support an accessible and age-friendly City through the planning and design of neighbourhoods and streets.

ECONOMIC PROSPERITY AND GROWTH

Economic prosperity and growth are enabled by a transportation system that provides efficient access for industries and businesses to markets, employees and customers through transit corridors, truck routes and an interconnected multi-modal network. Some policies in the TMP include:

- Provide multi-modal transportation access for existing and designated future employment lands
- Focus on developing the two existing inter-modal hubs
- Support Hamilton’s economic development vision.
- Integrate data on goods movement to inform decisions.

Applicable Policy Themes

- Accessibility
- Health and the Built Environment
- Traffic Calming and Management
- Transportation and Noise
- Safety

Applicable Policy Themes

- Economic Development
- Goods Movement
- Land Use and Travel Patterns
- Parking