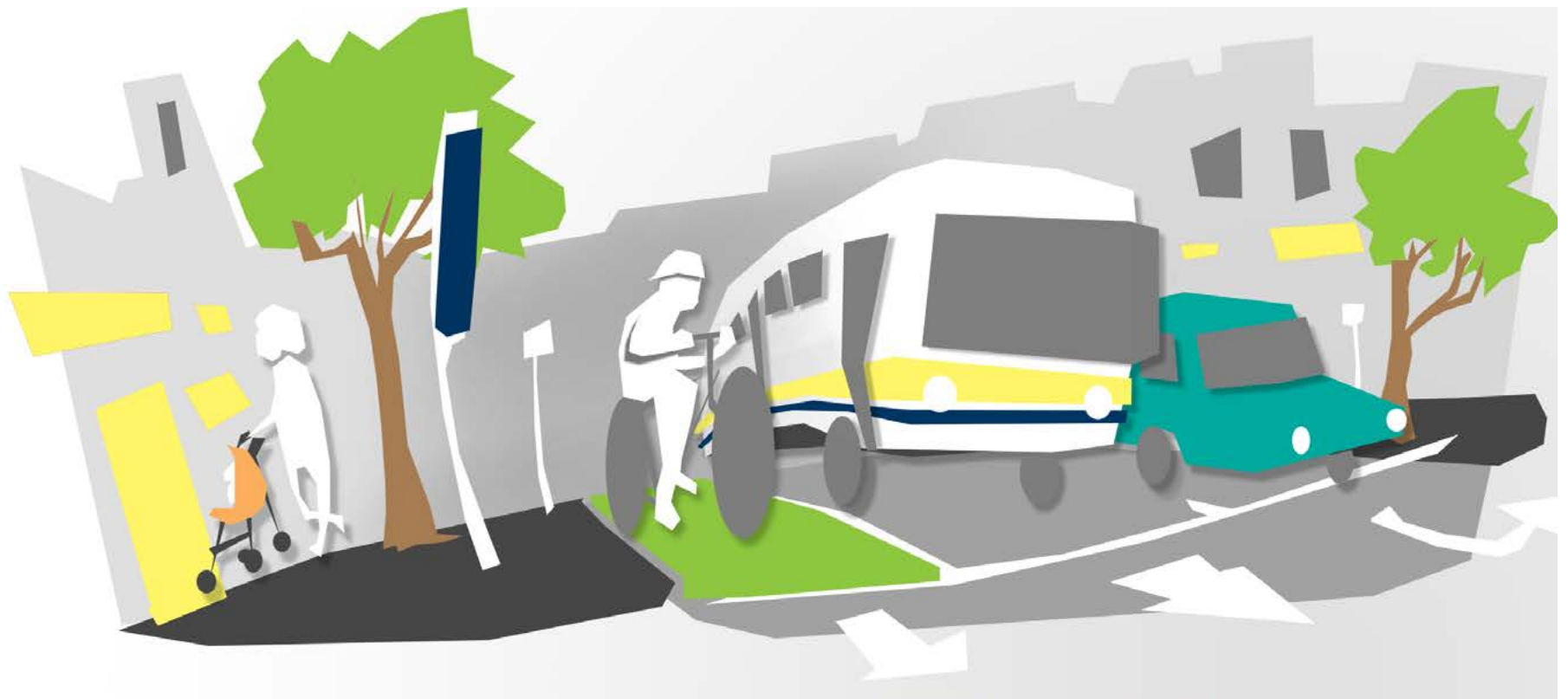


THIS IS THE TRANSPORTATION MASTER PLAN TOOL KIT



LET'S GET PEOPLE TALKING ABOUT OUR CITY'S TRANSPORTATION NETWORK AND HOW IT CAN BE IMPROVED!

The City of Hamilton originally developed a Transportation Master Plan (TMP) in 2001, which established policies and strategies for its transportation network over the next 30 years. The plan is to be reviewed every five to seven years and guess what — 2015 is a review year for public consultation.

Since the last TMP of 2007 is over 600 pages long we have developed a toolkit to breakdown the content into digestible bites that can inform residents of how the TMP will impact their lives.

Local transportation experts have written short articles on the following seven TMP

components providing informed insight on how each will affect the community and why resident involvement in public consultation is crucial to successful implementation for our neighbourhoods.

- Light Rail Transit
- Bus Transit
- Cycling
- Walkability
- Single Occupancy Vehicles (Cars)
- Goods Movement
- Complete Streets

To locate the next TMP public consultation dates, times and locations so that residents

can get more information, express their opinion and advocate for improvements, the following contact avenues are available:

- visit www.Hamilton.ca/tmp
- call Steve Molloy at 905-546-2424, ext. 2975
- email tplanning@hamilton.ca

A CITY IN MOTION

| BY STEVE MOLLOY



The Hamilton Transportation Master Plan provides a framework on many important policy themes such as Economic Development and Goods Movement, Health, Traffic Operations, Transit, Transportation Demand Management, Active Transportation, and Neighbourhood Livability. This framework provides guidance on the development of more specific operational-level policy documents that have an effect on citizen's day-to-day activities.

The current plan includes a set of guiding principles which focus on seven key objectives:

1. Offer safe and convenient access for

individuals to meet their daily needs

2. Offer a choice of integrated travel modes, emphasizing active transportation (walking and cycling), public transit and carpooling
3. Enhance the liveability of neighbourhoods and rural areas
4. Encourage a more compact urban form, land use intensification and transit-supportive node and corridor development
5. Protect the environment by minimizing impacts on air, water, land and natural resources
6. Support local businesses and the community's economic development

7. Operate efficiently and be affordable to the City and its citizens

The (TMP) is a strategic planning policy document that outlines a vision for Hamilton's transportation system for the 2031 planning horizon, with consideration of growth trends into 2041. The plan also provides input to the capital budgeting process.

What's the City's Vision for the Future?

The City is currently undertaking an update to the 2007 Council-approved Hamilton Transportation Master Plan. The City has been rapidly evolving over the past

Continued on page 8

Single Occupancy Vehicles

| BY MELANIE WALTHER

A CHANGING CONVERSATION

For decades, the passenger vehicle has held a position of privilege on our streets. Transportation planning priorities have tended to focus on the need to “optimize” conditions for the automobile through the elimination or prevention of barriers that might inhibit its movement: think one way streets, parking regulations, the placement of restrictive & permissive signage, etcetera. Often, this has required compromising conditions that support other modes of travel.

However, in response to contemporary planning challenges including rapid population growth, cultural changes, environmental concerns, and increasing demands on limited resources, cities of all sizes have begun to apply alternative approaches to transportation planning. Priorities have shifted to accommodate an expanded range of transportation options.

The vision has changed from a car-centric to a more holistic people-centred transportation model. Such a vision recognizes that there is great variety of transportation needs: some people use cars, some people use transit, some bike, some walk, and some have wheelchairs or other mobility devices. In some ways, our cultural norms have already begun this shift, with a growing population of younger people who do not drive, and families who are trying to re-localize their lifestyles. Complete streets, accessibility, and improved transit are much in demand.

New Paradigm of Transportation Planning & the 2007 TMP

The TMP covered major components of the transportation network including roads, cycling and walking facilities, transit, and the City’s connections to other regions via rail, marine, and aviation facilities.

Based on anticipated job growth and an expected population increase of 32%, the TMP projected that Hamilton will experience an estimated 180,000 additional auto driver trips per day by the year 2031. This means that if we don’t start planning to change the way we travel, we are going to experience increased traffic congestion, inhibit goods movement, and delay emergency response.

2 Consistent with contemporary approaches to transportation planning, the 2007 TMP set a target of a 20% reduction in single occupancy vehicle trips by 2031, to be achieved by encouraging policies that make transportation alternatives more functional and attractive.

Some questions we might think of asking during the TMP review period include: Are we currently on track to meet the 2031 target? How can the TMP review help to position us to reach this (or an updated) goal?

Policies and Plans for Passenger Vehicles

Transportation problems and opportunities have traditionally been addressed through “supply-side” solutions, (i.e. increasing network capacity with new or expanded roadways). But continuing such auto-

oriented solutions isn’t a sustainable or effective path forward; space in our existing built-up areas is already constrained. More importantly, it has become well-recognized that adding capacity through new or widened roads doesn’t actually alleviate transportation problems – it simply attracts more vehicle trips.

As a result, cities have begun to embrace a transportation “demand-side” model. This is the water conservation approach to transportation planning, and seeks to use existing networks, services and infrastructure more efficiently instead of building more road space (which is always a costly option for tax-payers and home buyers). We all have an interest in more efficiently using our transportation networks and services.

Some questions we might think of asking during the TMP review period include: What policies do we need to make our existing facilities more functional and effective? Which spaces throughout the city can accommodate more or different modes of travel?

What role will the passenger vehicle play in the future vision for the city and transportation plans

Shifting priorities shouldn’t be construed as a “war on the car”. Instead, we should consider the use of passenger vehicles as a single component of a flexible and robust transportation network. Although the goal may be to reduce auto-dependence over time, this will only be achieved through the provision of attractive alternatives that, when designed properly, do not limit or reduce freedom or convenience.

Road network planning with an eye to passenger vehicle flow remains an essential component of any transportation master plan. Plans must consider how passenger vehicle travel will interact with other modes to optimize the network as a whole. In the context of a changing transportation vision, planning for passenger vehicles has multiple objectives, including: safety, reducing delays, reducing emissions, and ease of maintenance.

Some topics of interest and associated questions that we might want to think about during the TMP review period:

Accessibility: Due to financial or physical limitations, there are members of the community who may not have access to private automobiles. A transportation system that offers effective and accessible service to all members of society is desirable from both a social and economic perspective. *What needs to happen in order to ensure we have an accessible transportation system that prioritizes the needs of vulnerable members of our society?*

Safety & Sharing: Road safety is an essential consideration with any transportation plan. One particular concern of late has been conflicts between road users (for example, bikes and cars). Education for all road users in

essential to ensure safe streets. Important knowledge about eco-driving practices, sharing the road, signage, road markings, and new or unfamiliar facilities such as roundabouts, sharrows, and bike boxes must be shared city-wide. *What policies can be implemented to encourage safety and road sharing? What issues should be prioritized to improve safety and awareness on our roads?*

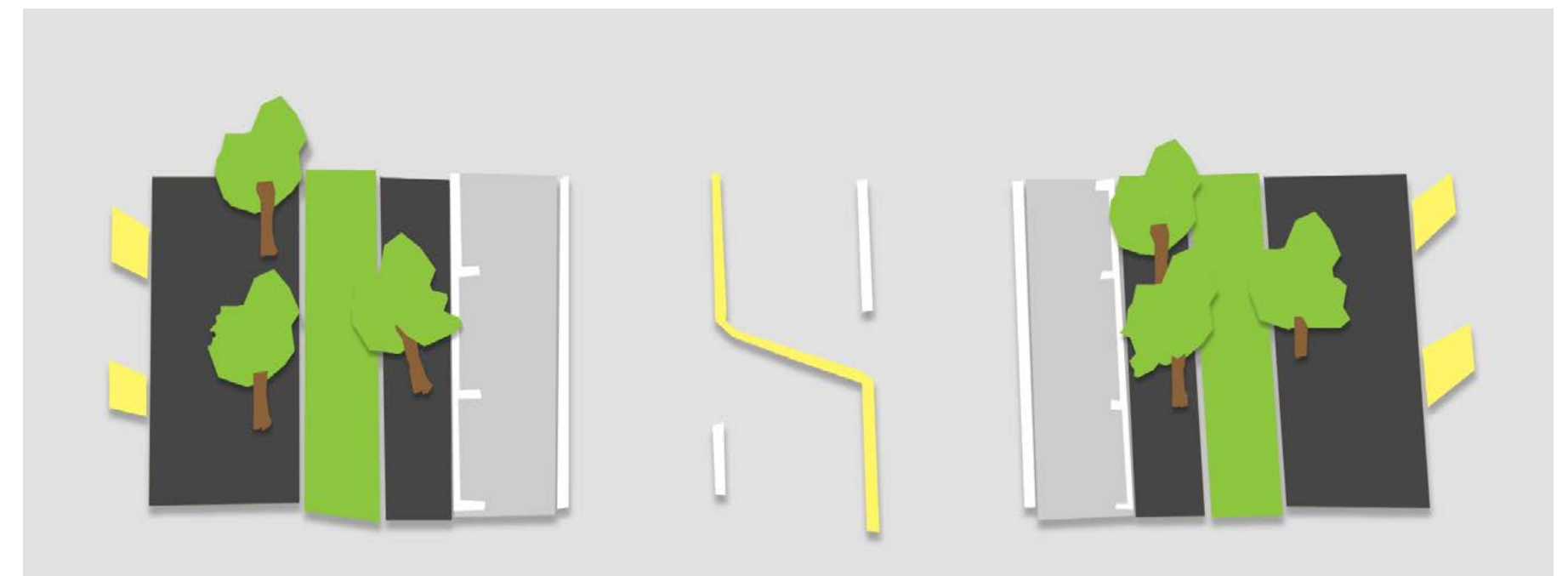
Road Network: There are many opportunities to improve the existing network. We could consider implementing dedicated lanes for high-occupancy-vehicles or transit; make use of new technology or social media to improve traveler information systems; use intelligent traffic signal systems; implement minor roadway or traffic flow modifications to reflect current travel patterns and traffic conditions (i.e. conversion of one-way streets to improve safety and encourage neighbourhood & economic development); consider new approaches or plans for parking, loading etc. *What policies can be put in place to support modifications to existing streets to improve safety and flow?*

Supportive Programs: There are lots of programs that could help to encourage changes in travel behavior and reduce traffic congestion: Employer-based initiatives can encourage sustainable commuting, such as setting up carpools or parking cash-outs for people who bike or take transit. School travel planning and walk to school programs can also help. Commuter challenges and other community events (Cyclovias, carfree days, bike fests) can incentivize people to try something new. *How can the updated TMP support programs and initiatives to encourage members of the community to consider different travel behaviours?*



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Complete Streets

| BY MARIA TOPALOVIC & SARA MAYO

3 **C**omplete Streets are safe and convenient streets, designed to promote all travel modes: pedestrians, cyclists, transit users and vehicles. The concept of Complete Streets is not to focus on individual roads; instead it is to change the design process to include all users in planning, designing, building, and operating our streets.

How will Complete Streets affect our communities?

Complete Streets provide health, social, environmental, and economic benefits to communities. Whether by providing safer options to choose active transportation modes; contributing to air quality improvements by reducing car use; creating more walkable communities that contribute to increased property values; or contributing to land use planning that promotes complete communities where people are able to live, work and play, thus supporting economic development.

Complete Streets developments can include a variety of options to transform a street, such as: bicycle, pedestrian and transit planning; one to two-way conversion; traffic calming; median landscaping; consideration of users with disabilities; narrow and reduced lanes; and streetscaping initiatives.

Car dependency, poor public transportation infrastructure and lack of nearby destinations contribute to obesity and physical inactivity, which in turn can lead to increased risks such as coronary heart disease, diabetes, and cancer. Implementing Complete Streets policies contributes to health benefits and helps to better accommodate those who require affordable and safe transportation options.

There is growing momentum for Complete Streets in Hamilton. Now more than ever, actions at the neighbourhood level can help to bring noticeable change to Hamilton’s streets so they become safer, more convenient, more comfortable, and

more equitable for all road users.

What does the current TMP say about Complete Streets?

Currently Hamilton’s Transportation Master Plan supports some aspects of Complete Streets and “alternative transportation”. The central goal of the TMP is to reduce reliance on car travel and promote travel by transit, cycling and walking. Here are some sections from the executive summary that demonstrate support for Complete Streets:

“...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.”

“...a high emphasis on significantly improving transit services, providing options for cycling and walking and optimizing existing road capacity before considering major expansions.”

However, the City’s implementation of the principles of the current TMP has been inconsistent and the objectives to increase pedestrian, cyclist and transit mode share have not been met.

What opportunities does the TMP update provide for Complete Streets?

The upcoming review of the TMP provides an opportunity for the City to adopt stronger Complete Streets policies that can’t be ignored when maintaining and constructing roads. The Social Research and Planning Council (SPRC) developed a draft Complete Streets policy through a stakeholder engagement process so that citizens were able to provide input to develop an inclusive policy. This draft policy, which is based on the best Complete Streets policies from across North America, was presented to City Council to give staff a head start in developing a Complete Streets policy for Hamilton.

The key to a Complete Streets policy is that it applies to all road projects, and if exceptions have to be made, they must be documented and approved at a

high level. This exception and reporting practice ensures more transparency and accountability for decisions on how roads are designed, constructed and maintained. The policy ensures that transportation planners to engineers to public health officials can work together to design and operate entire street networks for all users.

How can your actions improve your neighbourhoods?

Public input and citizen engagement is crucial for the successful implementation of the TMP for our neighbourhoods. We live, work, and play in our neighbourhoods, so it is important to be involved with planning that affects our neighbourhoods. Transportation planning affects everyone. Streets are also among our most valuable public spaces; they should be planned so that they are used to their full potential and should accommodate and support all people.

How can you get involved?

Do you want safe streets that provide multi-modal options to support all users? Do you want streets that allow all users to travel safely? Do you want to live in a healthier, more liveable and more complete community? Here’s how:

Talk to your neighbours, attend neighbourhood meetings, talk to your Councillor, get informed about upcoming street projects in your area so you can be involved in the planning process, and celebrate the complete street transformations in your neighbourhood!

The City has begun to hold consultations and this is a crucial opportunity to get involved to make Hamilton’s streets more complete! Everyone has a story about their experiences on their neighbourhood streets. Talk to your neighbours and ask them how streets affect their lives. Turn those stories and experiences into ideas and provide them to the City during the TMP update. Write a letter to your community newspaper so your voice becomes part of the public debate. To have policies that support the development of safer, more equitable, more liveable streets, we need people like you to be involved in shaping a healthier community.

OUR TRANSPORTATION PLAN

HSR

| BY MARY BOWNESS

What do we know about the bus? We know it's not considered kosher to throw someone

under it and we now know that our bus system is far too inconvenient for the majority of City councillors to even consider using it, we know, too, that many, many people say they will never take a bus. What do we know about us? We know that every one, at some time in their lives, is a pedestrian. We know that not everyone can afford to drive, we know that there's a large percentage of the population either too young or too old to drive and that the 18-34 year-old demographic prefers public transit. We also know that the number of transit users will increase. Here's what else we know: A 2014 report of Medical Officers of Health in the GTHA stated modest increases in transit use and active transportation could prevent 338 premature deaths annually, with economic benefit of \$2.2 billion; and we know that nearly 200 Hamiltonians die prematurely every year due to poor air quality; the largest contributor to that is car and truck traffic; imagine 200 people dying from house fires or tainted meat, imagine the uproar. And we know these facts about taking the bus:

- 1 Taking public transit will make you more active.** The simple act of walking to the bus stop and then to your destination increases your physical activity, and 20 minutes a day helps lower the risk for heart disease, strokes, diabetes, hypertensive issues, osteoporosis, joint and back problems, certain cancers, and depression.
- 2 Buses are safer.** Passenger fatality rates have one-twentieth of those of automobile travel, yes, you're 20 times more likely to die in a car accident than a bus accident. And because of increased pedestrian activity areas with better public transit are safer.
- 3 Public transportation is important to the economy and builds healthier neighbourhoods.**

Improved public transportation means greater access to education and employment... *for everyone*; and it provides access to social and recreational activities... *for everyone*. Additionally, public transit benefits community by promoting interaction between neighbors. And fewer parking lots would enhance any space.

4 Riding public transportation saves money.

Let's see: the numbers for cars driven 90% of the time in the city and 10% of the time on the highway (as most car trips are less than 3 kilometres away from home): gas and insurance, maintenance, licensing, and a second set of tires, on a 6-year-old generic North American car is roughly \$8,000 per year (parking not factored in). That's the car you own outright. If you're on a payment plan you're probably paying between \$300 and \$600 per month and that's approximately \$5,500 (which pushes your costs into well over \$12,000 per year) and if you're paying more than \$2,000 for insurance (or \$170 per month) well, it's a dear amount spent on an item that spends most of its time — possibly 23 hours a day — parked... and you may be paying for some of that parking. We'll assume no one is getting parking tickets, and that no one speeds because those speeding tickets will wreak havoc on your insurance. If you spend one hour a day behind the wheel, your car is costing you (and here let's use an average number: \$10,000) about \$28 dollars an hour. The bus costs \$2.55 and that's for 2 hours travel time so it's actually \$1.28 per hour.

5 Buses keep the air cleaner.

Less pollution, far, far less pollution... over 5 years, the car we own in the example above, emits 21,060 kg of greenhouse gas, a gas that contributes to the greenhouse effect by absorbing infrared radiation, e.g., carbon dioxide and chlorofluorocarbons.

6 Public transportation reduces stress

We are social animals, there develops a sense of community on regularly travelled buses. Travel time becomes reading time, or study time, or relaxing

time rather than a frustrating (especially in winter) trip, and you need never search for a parking spot (or pay for one, either). So the question begs to be asked... if we KNOW all of this, why do we not take the bus? And the answer is pretty simple: Our cars are convenient, our time precious, and our bus system is not in tune with the needs of the people. The routes are convoluted and time consuming. The schedules do not make it easy to make connections and for a great many people who have the option of driving, the time commitment is simply not workable. Consider the public consultation locations... could you get there by bus? Do you know how? Do you know how long it would take? Hamilton is a city and all cities need fast, convenient, reliable public transit. Without it we will never be all that we can be; we need excellent public transit.



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WILL SHAPE OUR CITY FOR DECADES

Walkability

| BY SHARON MCKINNON

Awalkable community is a desirable community which allows residents to get where they need to go in a convenient, comfortable, and safe way. It features destinations and a pleasant journey.

Key experts identify similar concepts of walkability. These concepts are about creating vibrant public spaces and putting people first. They include:

- accessible, convenient, safe, and welcoming spaces
- places designed for people of all ages and abilities
- spaces that encourage use and interaction with others^{1,2}

The walkability of a neighbourhood can be measured using a walkability index; a tool that assesses neighbourhood design features linked with non-recreational walking. Design features measured include residential density; retail floor area ratio; land-use mix; and intersection density.³ This index is typically used by researchers.

Simple walkability audits designed for community members that can help measure the walking environment in neighbourhoods are also available. Several can be found on-line. The International Charter for Walking signed by Hamilton City Council in 2008, has eight strategic principles for walkability and provides an excellent guide for assessing and improving walkability in the community.

Walkable communities provide health, environmental, social, and economic benefits. Walking is the most commonly reported type of physical activity by Canadians adults and adolescents.⁴ Regular physical activity plays a key role in primary and secondary prevention of many chronic diseases such as heart disease, type 2 diabetes, cancer, hypertension, obesity, depression, and osteoporosis.⁵

Walkable communities lead to a cleaner environment for everyone. When people walk to get around, there are fewer cars on the road, which helps improve air quality. According to a recent report, traffic-related emissions in the Greater Toronto-Hamilton Area (GTHA) are estimated to be responsible for 712 to 997 premature deaths each year,⁶ and 2,812 to 3,939 hospitalizations each year.⁶

"Over a period of decades, we have removed physical activity from people's lives, designing, for example, communities that require the use of cars."⁶ vast impact on the health of Canadians and related health

care costs. Physical inactivity and obesity in the Greater Toronto-Hamilton Area are estimated to cost \$4 billion, including \$1.4 billion in direct medical costs on an annual basis.⁶ that are more walkable can help to reverse this trend by getting people out of their cars and walking more often. Walkability is cited as one of the key factors in whether children walk or cycle to school.⁷

The social and equity benefits of walkable communities are far reaching. Walkable communities offer increased mobility options for non-drivers and/or people who cannot afford to own a car to access goods and services. When people are out walking and/or cycling, there is more opportunity for personal contact leading to a better sense of community.^{8,9}

Walkable communities play a key role in safety. Better street design for pedestrians leads to less chance of conflict between pedestrians and vehicles. Road traffic injuries and fatalities can be prevented and/or decreased through safety techniques that reduce vehicle speed and traffic volume.¹⁰ Traffic calming was consistently associated with less pedestrian injury among children.¹¹

Walkable neighbourhoods tend to have

... traffic-related emissions in the GTHA are estimated to be responsible for 712 to 997 premature deaths and 2,812 to 3,939 hospitalizations each year...

increased home values.¹² Home owners want to have services and amenities within walking distance to where they live. Walk Score measures the walkability of an area and shows an association between the Walk Score of a neighbourhood and the value placed on real estate in an area.¹³

The benefits of walkability are well established and there is a commitment in the city of Hamilton to create good walking environments where people can choose to walk more. The Transportation Master Plan (TMP) provides a high-level vision of the transportation network for the next 30 years. Walking facilities (e.g., sidewalks, crosswalks, signals, lighting, benches) are one part of the overall transportation network.

Other documents supporting walkability in Hamilton include the Pedestrian Network Strategy and the Pedestrian Mobility Plan. The Pedestrian Network Strategy is part of the TMP and conveys a high level plan for improving pedestrian conditions and promoting walking in Hamilton. The Pedestrian Mobility Plan establishes the framework on how to accomplish the vision and goals of the TMP, including

an implementation strategy, further contributing to the walkability of the community.

Overall we need to change the environments where we live and how we get around. We need to re-think our urban spaces and our transportation systems so that we all have the opportunity to enjoy good health. What can you do to advocate for walkability in your community?

- Start a dialogue in your neighbourhood about walkability
- Talk to local leaders about the importance of active healthy living and the role of walkability
- Get involved in the review of the TMP
- Work together to promote more walking in your neighbourhood

Resources

The International Charter for Walking <http://www.walk21.com/charter/>
Walk Score <http://www.walkscore.com/>
The Transportation Master Plan (TMP) http://www.hamilton.ca/CityDepartments/PublicWorks/Environment_Sustainable_Infrastructure/StrategicPlanning/StrategicEnvironmentalPlanningProjects/GRIDS/Transportation+Master+Plan.htm
Pedestrian Network Strategy <https://www.hamilton.ca/NR/rdonlyres/9F8321BA-CDE3-497F-AA28-09FEC-2DA2E3110/PedestrianNetworkStrategy.pdf>
Pedestrian Mobility Plan http://www.hamilton.ca/CityDepartments/PublicWorks/Environment_Sustainable_Infrastructure/StrategicPlanning/StrategicEnvironmentalPlanningProjects/Pedestrian+Master+Plan.htmto

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Light Rapid Transit

| BY RYAN MCGREAL

In 2007, the Ontario Government announced a new plan to invest billions of dollars in rapid transit across the Greater Toronto and Hamilton Area (GTHA). The Government formed Metrolinx, an arms-length body to coordinate transit investment through the region through a new Regional Transportation Plan.

That plan included full capital funding for two light rail transit (LRT) lines in Hamilton: an east-west line connecting Eastgate Square and McMaster, followed by a north-south line connecting the waterfront and the airport.

LRT is a rapid transit system using electric trams running on rails in dedicated lanes. A modern LRT vehicle is as different from an old-fashioned streetcar as a modern automobile is from a Model T. LRT vehicles are fast, quiet, smooth and have low floors so people with mobility challenges can get on and off easily. They are electric powered and produce no tailpipe exhaust.

LRT vehicles are much longer than articulated buses, so each vehicle can carry many more passengers. LRT vehicles also are cheaper to power and last around three times as long as buses. Since a large part of the transit operating cost is paying operators, LRT is much more cost-effective to operate than an equivalent bus rapid transit system on a route with a high volume of passengers.

The east-west LRT route is already the busiest transit line in Hamilton. Ridership has grown by 20 percent in the past five years and the line accounts for 42 percent of all transit trips in Hamilton. If an LRT line was to open tomorrow, ridership would be in the middle of North American LRT systems on day one — with huge opportunity for further growth.

LRT would generate surplus operating revenue and free up the buses currently operating the B-Line express route, so the city could redeploy those resources to improve transit service levels across the city.

In 2008, after the Province made their announcement, Hamilton City Council established a Rapid Transit Office and began work on a feasibility study for the east-west B-Line and the north-south A-Line.

After several months of rapid transit research and very broad community engagement with thousands of Hamiltonians, the study concluded: build light rail, integrate with community and economic development policies, start with the higher-volume east-west line, and move quickly and decisively to get priority funding from the Province.

Council unanimously approved the study, and directed staff to start work on the east-west LRT line and develop a land use plan to encourage the new high-quality developments that LRT investment attracts.

The Province gave Hamilton \$3 million in capital funding to help develop the plan, and Metrolinx staff worked closely with City staff on making sure the plan met the Province's expectations.

In February 2013, staff presented the "Rapid Ready" plan to Council: a detailed plan to build the east-west LRT and reorganize the entire transit system for growth. It was

detailed enough to begin construction work. Council unanimously approved the plan and directed staff to submit the plan to the Province for funding. Unfortunately, the political situation was not conducive to a funding commitment, despite the fact that the Province had repeatedly committed to full capital funding.

There were political troubles on both sides.

At Queen's Park, the Ontario Liberals had a minority government at Queen's Park and did not have a funding strategy to pay for the next phase of projects after the first round of funding had gone to the Eglinton-Scarborough Crosstown LRT, Sheppard East LRT, Etobicoke-Finch West LRT and Scarborough RT projects in Toronto.

In Hamilton City Hall, then-mayor Bob Bratina was opposed to the city's LRT plan,

despite having campaigned in favour of LRT in 2010. Hamilton was sending mixed political messages to Queen's Park, and the Province had already been burned by Toronto's bitter political infighting over its rapid transit plans.

With the June 2014 Provincial election, the Liberals won a majority government after campaigning on a budget that allocates \$15 billion in rapid transit funding for the GTHA — including rapid transit in Hamilton. That cleared one hurdle, but the political situation in Hamilton remained murky.

In October 2014, Hamilton elected Fred Eisenberger as mayor. Mayor Eisenberger supports LRT but believes Council and the public have forgotten why they supported LRT. He campaigned on a "citizens jury" to review the evidence, consult the public and make a recommendation to Council.

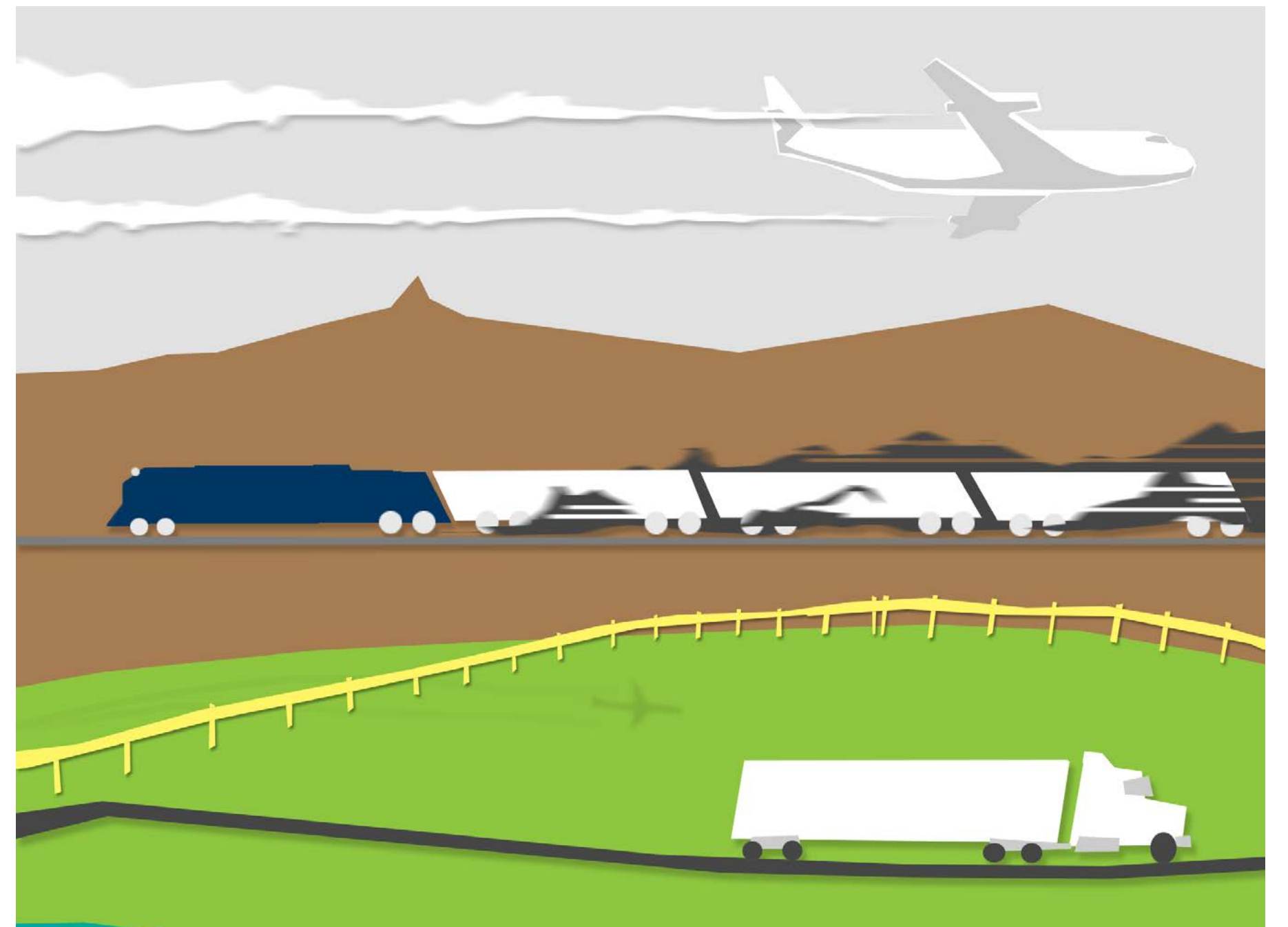
That's where we are today. Mayor Eisenberger will ask Council to endorse his "citizen jury" plan, and the Province is waiting to hear what Hamilton decides.



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Goods Movement

| BY STEVE MOLLOY

What is Goods Movement?

"Goods Movement" refers to the transportation of for-sale products from the location of their manufacture or harvest to their final retail destination. For example, the Hamilton International Airport is home to one of Canada's largest domestic cargo freighter distribution networks, where 150 million customers are within a one-day trucking catchment area.

How does Goods Movement relate to the Transportation Master Plan?

The goods movement industry is essential to the economy of Hamilton Area. Future population and employment growth will cause greater delays if opportunities for improvement to the transportation network, including the movement of goods, is not identified and acted upon. Coordination of goods movement and passenger movement will secure the long term economic future of the goods movement industry in Hamilton, while preserving the City's quality of life and natural environment. A transportation network must be designed for all users. An efficient goods movement system means more network capacity, which translates to safer and faster trips for all residents. One of the outcomes of the 2007 Transportation Master Plan was the creation of a Truck Route Master Plan Study, which was approved by Council in 2010.

What was included in the Truck Route Master Plan Study?

This study was initiated to develop a comprehensive Truck Route Master Plan for the City of Hamilton that reviewed the following issues:

- Hamilton is a major transportation centre
- Major port
- Air cargo hub
- Road and rail routes serve the busiest transportation corridor in Canada

The Truck Route Master Plan Study investigated alternative solutions and selected a plan that was responsive to stakeholder views and balanced equity among residents and industry. The study was carried out according to the guidelines set out for Municipal Class Environmental Assessments (EA). The EA process ensures that a reasonable range of alternatives are considered and that the public and other stakeholders have sufficient input into the decision process. Information relating to this project is available on the City of Hamilton website (www.hamilton.ca/CityDepartments/PublicWorks/nityServicesRelatedPoliciesAndGuidelines/TruckRouteStudy.htm)

What information is available so I can stay up-to-date on Goods Movement Strategy within the City?

The City is currently undertaking a review

and update of the city-wide Transportation Master Plan. As part of this study, a review of the current strategic policies relating to goods movement will occur. To learn how to get involved with this process please check the project website regularly for updates www.hamilton.ca/TMP.

What if I have specific concerns about a truck route within the City?

If you have any specific concerns relating to truck routes in your neighbourhood contact your Councillor; there is a sub-committee to Council that addresses truck routes. Their current mandate reads as follows:

"To Provide comments and recommendations on issues relevant to truck movements and the designated truck route system, such as concerns with respect to existing truck routes, removal and addition of routes, signage, noise, and impacts on existing traffic patterns and the justification for the future planning and design of the truck route system."

Six Councillors sit on the sub-committee: Tom Jackson, Brenda Johnson, Sam Merulla, Judy Partridge, Robert Pasuta, and Maria Pearson.

Cycling

| BY JUSTIN JONES

Cycling in Hamilton has improved by leaps and bounds in the past several years, and especially in the last 12 months with the implementation of the Cannon Street

Protected Bike Lanes and the arrival of Hamilton's Bike Share (SoBi) — the 10th largest Bike Share system yet launched in North America. As more progress is made in making our roads safer for all road users, more Hamilton residents will start to take to their bikes — children will be able to get to school actively and safely, we'll see fewer cars being used for short trips, and our local economy will benefit from people shopping more locally more often.

It's important for all cyclists and potential cyclists to recognize the importance of the Transportation Master Plan review. While Hamilton does have a cycling plan, "Shifting Gears", it was most recently updated in 2010 and it features a provision which allows councilors to veto projects that are proposed in their ward. Since the development of the Shifting Gears plan, cycling in North America has changed dramatically. Protected Bike Lanes, like the ones that have recently been installed on Cannon, are now recognized as a best practice, and have been installed in hundreds of cities across North America, from Memphis to Manhattan and from Pittsburgh to Seattle. These lanes

have dramatically increased ridership, reduced collisions, and have made the road safer for all road users — pedestrians, cyclists and motorists. Another emerging best practice from North America is the idea of Neighbourhood Greenways or Bike Boulevards — streets where cars are allowed, but are treated as guests. With speed humps, traffic diverters, planters, and bump-outs, Neighbourhood Greenways are designed to be friendly to the people who live there and to make cyclists and pedestrians feel safe and comfortable. They reduce cut-through traffic on residential streets while providing safe, convenient routes for cyclists and pedestrians, and are a great child-friendly form of infrastructure. These are elements that are not present in Shifting Gears, but that must be considered moving forward if Hamilton wants to be seen as a leader on the active transportation front, as it well should strive to be.

Hamilton is located in one of the most competitive regions in North America. The GTHA is growing and attracting new investments and new talent at unprecedented levels, to say nothing of communities like Kitchener-Waterloo and Guelph that have also taken significant steps to become more accommodating of cyclists. Study after study shows that the 18-34 demographic — the one that is going to shape economic trends for decades to come — are looking to live in places where walking, cycling and transit are more accessible.

Cycling is booming in this demographic, but it is exploding at the opposite end of the age scale as well, with more seniors taking to their bikes to keep fit and mobile into their futures. The most important thing in this discussion is that in no way does promoting cycling aim to force people out of their cars. It aims to provide people with a true choice in how they move around their city. In a city where over a third of residents live within 5km of their work, yet only about 1.5% choose to cycle, and where over 50% of trips under 1km are taken by car, it's clear that we've built a system that only makes one form of transportation feel safe and convenient. That's not mobility freedom — that's the absence of choice. It robs children and youth, seniors past their driving years, people with disabilities and those who can't afford to or simply don't want to drive of the ability to move around their city safely and effectively. It leads to more wear and tear on our roads, lower levels of physical activity for everyone and leads to lower community cohesion. A great city for cycling is a proxy measure of a great city to live in; it's a place that's built on human scale, where people know their neighbours and their shopkeepers, where the streets are vibrant and safe, and where people look out for one another, because they know your face, your family and your story. And isn't that the ultimate goal of living in a great city?

www.hamilton.socialbicycles.com/

City in Motion

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seven years, the time is right to evaluate the existing vision to make sure the City is on the right track or whether further change is needed to meet the transportation demands of residents, businesses, and visitors.

What will be included in the Transportation Master Plan Update?

The work plan will need to follow a process reflecting the following stages:

Review of Preferred Strategy and Targets

- Problem and Opportunity Statement
- Preferred alternative strategy(s)
- Updated objectives and principles
- Updated transportation targets

Transportation Model Update (including one-two way conversion review)

- Preparation of materials and attendance at City and stakeholder meetings
- Technical analysis using transportation planning modelling software

- Network recommendations on two-way conversions that provides the best outcome for all road users
- Key performance indicators to guide future decision-making procedures

Policy Review

- Development of new policy papers (e.g. Complete Streets, Public Health & Transportation)
- Addendums to existing policy papers (e.g. economic development, goods movement)

Study Documentation

- Policy recommendations
- Network Improvements
- Cost impacts including funding sources (including Provincial and Federal Grants) and cost recovery mechanisms, capital planning estimates and cost of not doing recommended projects

- Decision-making toolbox
- Updated transportation targets
- Updated performance measures

How can you get involved?

Public engagement is an important part of updating to the Transportation Master Plan.

There will be several opportunities to get involved with the development of the plan. Here's how you can stay up to date on the project progress and get involved:

- Visit the City's project website www.hamilton.ca/HTMP
- Contact the City's Project Manager (tplanning@hamilton.ca)
- Request to be on the project mailing list
- Stay connected with your citizen neighbourhood team
- Attend public meetings/engagement sessions

8 THANK YOU

One year ago Kathy Calverley and Mary Bowness were chosen by the Neighbourhood Leadership Initiative to attend a series of workshops created to foster community leaders. Among the criteria to be considered for admission was the outline of a project to help build a better city. For the past 5 years both Kathy and Mary have been working to improve safe and active transportation in their neighbourhoods of Sherman and Crown Point so when they heard that the City's Transportation Master Plan was due to go to public consultation in 2015, it seemed their project was predestined and you are holding their project, the Transportation

Master Plan Toolkit in your hands. We hope that you will take the time to consider the direction our great city will take as it implements the decisions outlined in the Master Plan and that you make your wishes known by attending the consultations. Please see dates and times for consultations as they are rolled out at www.Hamilton.ca/tmp; or call Steve Molloy @ 905-546-2424 X 2975, or email tplanning@hamilton.ca

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