

CITY OF HAMILTON

PUBLIC WORKS DEPARTMENT
Capital Planning & Implementation Division

Report to: Chair and Members Public Works Committee	Submitted by: Scott Stewart, C.E.T. General Manager Public Works Department
Date: January 8, 2009	Prepared by: Jillian Stephen Extension 6392 Lisa Zinkewich Extension 1473

SUBJECT: Rapid Transit Vision Statement (PW09007) - (City Wide)

RECOMMENDATION:

- (a) That Council adopt the following Vision Statement for Rapid Transit:

Vision Statement

Rapid Transit is more than just moving people from place to place. It is about providing a catalyst for the development of high quality, safe, environmentally sustainable and affordable transportation options for our citizens, connecting key destination points, stimulating economic development and revitalizing Hamilton.

- (b) That the Acting General Manager, Public Works, apply the Vision Statement for Rapid Transit as outlined in Recommendation (a) as the guiding principle behind the planning for and delivering of a rapid transit system for the City of Hamilton;
- (c) That the Acting General Manager, Public Works be authorized and directed to provide a copy of Report PW09007 to the CEO of Metrolinx and the Chair of the Metrolinx Board for their information.

Scott Stewart, C.E.T.
General Manager
Public Works

EXECUTIVE SUMMARY:

The Metrolinx Board, the agency set-up to implement the Province's MoveOntario 2020 plan, approved its Regional Transportation Plan, Investment Strategy and 2009/2010 Capital Budget in November 2008. As part of the plan, Hamilton's B-Line corridor (Main/King) was identified as a top 15 priority project for implementation. As part of the 2009/2010 Capital Budget, Metrolinx will undertake the required Benefits Case Analysis, which is expected to be completed by Summer 2009. The overarching Regional Transportation Plan (RTP), associated Investment Strategy (IS), 2009/2010 Capital Budget and impacts to Rapid Transit in Hamilton are detailed in Information Report PW09007 that has been submitted for Public Works Committee Information, at its meeting of January 19, 2009.

As part of the preparation for the Benefits Case Analysis, the Rapid Transit Team has continued to move forward in terms of undertaking the required studies that will feed into the Metrolinx Benefits Case Analysis. As part of moving forward, staff believe that, given the potential implications of the rapid transit system and the number of people that will be involved in its development, an over riding vision statement should be established to guide its planning and implementation.

This statement was developed as a result of both staff collaboration and public input. A one day workshop was held for staff from across the corporation that are the key contacts for rapid transit planning to update them on the project and continue the discussions of how rapid transit should be implemented, what are some of the challenges and where do opportunities lie. This workshop included 25 staff, from six City departments, including Public Works, Planning and Economic Development, Corporate Services, Community Services, Emergency Services and Public Health Services. Following this workshop, as part of two Community Update Meetings that were held in early December 2008, the vision statement was taken out to the public for input. The resulting vision statement reads as follows:

"Rapid Transit is more than just moving people from place to place. It is about providing a catalyst for the development of high quality, safe, environmentally sustainable and affordable transportation options for our citizens, connecting key destination points, stimulating economic development and revitalizing Hamilton".

The endorsement of this vision statement by City Council will ensure that all those involved in the development of rapid transit in Hamilton are striving towards that same achievement.

BACKGROUND:

In June 2007, the Province of Ontario released their MoveOntario 2020 plan, which was a multi-year rapid transit action plan for the Greater Toronto Hamilton Area (GTHA). The plan, which was developed in response to concerns over transportation issues, focused on tackling gridlock throughout the GTHA and includes rapid transit projects in Hamilton, as defined by the Regional Transportation Plan (November 2008). Metrolinx, the governing agency for the implementation of the RTP, has since set the wheels in motion to build a rapid transit system across the GTHA that would move people and goods

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quickly and efficiently and will ensure the GTHA continued prosperity, as a result of minimizing the impacts, both environmental and social, of increased congestion.

The overarching Regional Transportation Plan (RTP), associated Investment Strategy (IS), 2009/2010 Capital Budget and impacts to Rapid Transit in Hamilton are detailed in Information Report PW09007 that has been submitted for Public Works Committee Information, at its meeting of January 19, 2009.

To date, an important component of the rapid transit initiative in Hamilton has been the extensive public consultation and cross-departmental collaboration that has taken place. Providing rapid transit has been identified as being far more than just the implementation of a higher order transit system, but rather a catalyst to City wide improvements, including economic development, social well-being and improving environmental conditions. Providing rapid transit in Hamilton aligns with many strategic plans, policies and visions that are already in place and has the potential to truly transform our City.

Following the completion of the Rapid Transit Feasibility Study and the unanimous support for Light Rail Technology (LRT) in Hamilton by Council on October 29, 2008, staff has been working closely with Metrolinx to identify a project for Hamilton and determine its associated funding. Although specific timing has not yet been identified, Metrolinx has identified the B-Line in Hamilton as a priority project that will undergo a Benefits Case Analysis, in summer 2009. The Benefits Case Analysis will be used as part of a future prioritization exercise that will assist in forming future Metrolinx Capital Budgets.

As such, the Rapid Transit Team has continued to move forward in terms of undertaking the required studies that will feed into the Metrolinx Benefits Case Analysis. As part of moving forward, staff believe that, given the potential implications of the rapid transit system and the number of people that will be involved in its development, an overriding vision statement should be established to guide its planning and implementation.

On November 19, 2008 Rapid Transit Team held a City-wide cross-departmental workshop, which was attended by 25 City staff personnel representing six City Departments, including Public Works, Planning & Economic Development, Emergency Services, Corporate Services, Community Services and Public Health. The workshop was set-up to:

- Provide information to City staff on the status and next steps of the rapid transit initiative;
- Get all City departments thinking about their role in providing rapid transit in Hamilton;
- Determine key contacts in each department
- Understand any opportunities or challenges departments see with the project and specifically with their role;
- Identify key considerations for project decision making moving forward; and
- Develop an overriding statement that would guide rapid transit planning through to implementation.

In addition to the City-wide cross-departmental workshop, Rapid Transit Team also held two Community Update Meetings in December 2008. The purpose of the Community Update Meetings was to:

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- Provide information to the public on the status and next steps of the rapid transit initiative;
- Get the public thinking about their role in providing rapid transit in Hamilton and how they would like to participate in the planning as the project moves forward; and
- Bring forward for comment the overriding draft vision statement that was developed by staff to guide rapid transit planning through to implementation, for their consideration and comment.

Appendix A of this report includes a summary of the Rapid Transit Initiative City Team Workshop. Appendix B of this report includes the Comment Sheet/Survey that was made available to the public at the Community Update Meetings and a summary of the responses (up to December 15, 2008).

ANALYSIS/RATIONALE:

The planning, design and construction of a future rapid transit system in Hamilton will involve collaborative efforts from not only the Rapid Transit Team, but also the coordination and collaboration from all City Departments, consultants, external agencies, stakeholders and the public. As such, the Rapid Transit Team has developed, through the help of staff from all City Departments and the general public, a vision statement that clearly sets out the goal of why Hamilton is embarking on the development of a rapid transit system and what it is hoping to achieve through its implementation. The endorsement of this vision statement by City Council will ensure that all those involved in the development of rapid transit in Hamilton are striving towards that same achievement. The vision statement reads as follows:

“Rapid Transit is more than just moving people from place to place. It is about providing a catalyst for the development of high quality, safe, environmentally sustainable and affordable transportation options for our citizens, connecting key destination points, stimulating economic development and revitalizing Hamilton”.

This statement was developed in part through the collaborative effort of 25 staff, from six City departments, including Public Works, Planning and Economic Development, Corporate Services, Community Services, Emergency Services and Public Health Services, that participated in a one-day workshop held on November 19, 2008. Following this workshop, the vision statement was taken out to the public for input at two Community Update Meetings that were held on December 2 and December 4, 2008.

City-wide Rapid Transit Goal Setting Session

The workshop, which was held on November 19, 2008 and is summarized in Appendix A, consisted of staff that, at this stage, will be the key points of contact for continued rapid transit planning. The workshop commenced with a presentation from the Rapid Transit Team, providing background and next steps information both on the Rapid Transit Initiative and Metrolinx, followed by a presentation from Planning and Economic Development, Strategic Services - Special Projects, which included information on the importance of the coordination of land use planning with transportation planning and the implications of the proposed transit policies being recommended in the new draft Official Plan.

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Following the presentations, each department was asked to define how they see themselves participating in the development of a rapid transit system and to identify what their departments long term vision of rapid transit was. This exercise confirmed that although each department strategically is responsible for a specific area of expertise, the long term vision of what rapid transit has the potential to do for Hamilton is the same across all departments. The next step was to identify challenges and opportunities that exist for the City as a result of rapid transit planning moving towards reality.

Some key challenges identified include:

- Maintaining momentum and managing expectations
- Meeting the demands of Metrolinx' timeline
- Limited experience in planning an LRT/BRT system
- Funding impacts on existing infrastructure capital projects
- Integration - integration with existing systems (transit, parking, emergency response vehicles and impacts from electrical wires); integration with other modes of travel (cycling); integration with existing streetscape; impacts on existing infrastructure; impacts on new and re-development (landuse)
- Design constraints of the integration of a new system into the existing built urban form

Some key opportunities identified include:

- Public-private partnership opportunities
- Make use of existing infrastructure and upgrade aging infrastructure, increase the sustainability and modernization of our transportation road and subsurface infrastructure
- Revitalize businesses; facilitates economic renewal; increase property values and increase the municipal tax base
- Results in societal benefits by increasing quality of life, reducing stress and commuting time, and connecting communities
- Revitalize neighbourhoods and adds vibrancy to existing communities through mixed-use, high density residential and commercial redevelopments through sound urban design. Redevelopment can enhance under utilized sites. Technology and public policy can be development catalysts. Opportunity to create transit oriented development, supported by land use policies
- Foster pride in the community as well as civic/corporate pride as this is the largest single initiative in the next 25 years. Facilitates inter-regional cooperation across the City and with other Regions as well as the Province
- Increase transit integration and supports a sustainable transportation system through increased transit use, strong walking/cycling networks; improved air quality through less dependence on the private automobile
- Opportunities to investigate alternative and/or renewable energy sources
- Support tourism opportunities such as the Pan-Am Games

The exercise of trying to prioritize where efforts should be focused was difficult given the connectivity that the provision of providing a rapid transit network has with so many areas that impact the way the City looks, feels and operates. There was a consensus that many aspects, in light of both project timelines and impacts, need to be addressed concurrently.

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All staff in attendance believe that all issues can be addressed provided that there are sufficient staff resources dedicated to the project and that the expertise can be acquired either through continued research (including that of European examples that would have similar built form and aged infrastructure to Hamilton) or through the hiring of experts in the field of rapid transit implementation.

The final exercise was to review a draft criteria list that will be used as part of future evaluations. This list will be used by both Metrolinx and Rapid Transit Team staff in terms of evaluating potential rapid transit system corridors, station locations, technology etc and includes the following categories:

- Social
- Natural Environment
- Technical
- Financial
- Economics
- Transportation User Benefits

Overall, the staff workshop was considered a success by those that participated. The rapid transit initiative is seen as a project of critical importance to the City and the workshop was a great opportunity to, from a staff level, understand the relationship of the many parts that need to be balanced. Future similar sessions will be held by the Rapid Transit Team at critical points and it was also suggested that a City staff steering committee also be established to participate at key decision points in the project and to continue to share information across departments that may impact both rapid transit and other projects. This will assist in ensuring project coordination and efficiencies across the Corporation.

Community Update Meetings

The Community Update Meetings were held on December 2 and December 4, 2008, at the Convention Centre (lower city) and at Barton Stone Church (mountain) respectively. The meetings were held to provide information on Metrolinx's RTP and impacts to the City of Hamilton, as well as to gather additional information from the public on how they wish to be consulted throughout this process and seek input on the development of a rapid transit vision statement.

The individuals that filled out the comment sheets strongly agreed with the vision statement as it was written with minimal comments provided. The consensus was that the vision statement was comprehensive and addressed the matters that are important to the community. The public looks forward to opportunities for input into the process through continued public consultation at all stages of the planning and construction of the rapid transit system. A summary of all comment sheets received is included in Appendix B.

Staff was also congratulated on the efforts to keep the public informed and up to date, and those that are already on the project mailing list have found the newsletters and updates sent out very informative.

ALTERNATIVES FOR CONSIDERATION:

Alternative 1 - Move forward with rapid transit planning without an overriding vision statement for the project.

This alternative is not recommended. As noted above, Metrolinx is moving forward with a Benefits Case Analysis for the B-Line in 2009 and the Rapid Transit Team are in the process of undertaking the required background studies. There is significant public interest in rapid transit and City-wide implications of providing rapid transit in Hamilton. A vision statement endorsed by Council early-on will guide the process and ensure that all those involved in its development are working towards the same goal.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial, staffing or legal implications associated with the recommendations of this report.

POLICIES AFFECTING PROPOSAL:

The City of Hamilton has numerous policies and plans in place that support rapid transit in Hamilton. A few of the key documents are outlined below. A full list and description of supporting policies can be found as part of previous staff reports, including PW08043d, that was unanimously endorsed by Council on October 29, 2008.

Provincial Policies

- *Regional Transportation Plan (November 2008) for the GTHA*
- *MoveOntario 2020*
- *Places to Grow*

Hamilton Plans/Policies/Visions

- *Corporate Strategic Plan*
- *Transportation Master Plan (TMP)*
- *Growth Related Integrated Development Strategy (GRIDS)*
- *Vision 2020*
- *Hamilton Transit Ridership Growth Plan*
- *Public Works Strategic Plan*
- *Air Quality and Climate Change Strategic Plan*
- *Corporate Energy Policy*

The significance of providing Rapid Transit is identified under Focus Areas 4 (Growing our Economy) and 7 (Healthy Community) of our Corporate Strategic Plan. The proposed Rapid Transit Vision Statement addresses the importance of Key Activities 4.4.5 (improve access to employment areas by public transit), and 4.6.5 (improve access to residential areas by public transit), as well as Desired End Result 7.4 (increase alternative transportation usage in areas such as transit ridership, walking, cycling).

In addition, the Rapid Transit Initiative in general aligns with the Corporate Vision “to be the best city in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities”, Our Mission (by engaging our citizens and by providing high quality services in an environmentally sustainable way), and the Strategic Themes of job creation and image.

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Moving forward, the Corporate Vision and the proposed Rapid Transit Vision Statement will provide overarching direction to the Rapid Transit Initiative. The importance of both, aligned “visions” will be communicated to the public in our outreach and consultation programs.

RELEVANT CONSULTATION:

There has been a lot of interest in the community since initial discussions regarding Rapid Transit began in April 2008. Since that time, as a result of the media coverage, community interest and the public outreach exercises undertaken by the Rapid Transit Study team, excitement for the initiative has grown. Staff has been able to keep the momentum high and have kept rapid transit at the forefront of discussions through continued public contact via various avenues including newsletter updates and public/community meetings.

Prior to the Community Update Meetings, a fall newsletter was sent out to the nearly 2000 residents and stakeholders that have signed up to the Rapid Transit Mailing List. This newsletter has been included as Appendix B and outlines the findings of the Rapid Transit Feasibility Study, public consultation to date and provided an update on Metrolinx.

Most recently, in early December, the Rapid Transit Team held two Community Update Meetings to provide information on Metrolinx’s RTP and impacts to the City of Hamilton, as well as to gather additional information from the public on how they wish to be consulted throughout this process and seek input on the development of a rapid transit vision statement.

Internal consultation took place at a cross-departmental workshop held on November 19, 2008. This workshop was held to update City staff on the progress of the Rapid Transit Initiative, and to provide a forum to discuss opportunities, challenges and key criteria to be used in the route selection process. Although Strategic Planning is the lead section for the Rapid Transit Initiative, this truly is a project with cross-departmental benefits and implications; the November 19, 2008 workshop highlighted, for all present, the importance of cross-departmental commitment and support in making rapid transit a reality in Hamilton. The public also supports this and strongly agrees with the proposed vision statement, as developed at the workshop.

Staff has indicated to the public that comments on Rapid Transit are always welcome either through the project website www.hamilton.ca/rapid-transit, direct project e-mail rapidtransit@hamilton.ca or in person, and made the Community Update Meeting Comment Sheet/Survey available on-line till December 15, 2008, such that results could be incorporated into this staff report.

Weekly contact between Metrolinx staff and City staff also continues to take place. Both agencies’ ultimate goal is to develop a successful rapid transit system that will have both regional connectivity implications as well as spur both the local and provincial economies through the production of jobs and improved quality of life within the GTHA. This relationship will only improve as Hamilton staff and Metrolinx continue to move towards making rapid transit in Hamilton a reality.

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CITY STRATEGIC COMMITMENT:

By evaluating the “**Triple Bottom Line**”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. Yes No

Community well-being is enhanced through the support of increased use of transit and other sustainable modes of transportation. Public health is improved through a reduction in emissions and an increase in active transportation.

Environmental Well-Being is enhanced. Yes No

A sustainable transportation network provides many options for the movement of people; single-occupancy vehicle-dependency is reduced.

Economic Well-Being is enhanced. Yes No

Compact, mixed use development minimizes land consumption and servicing costs. Rapid Transit lines can initiate higher levels of economic development.

Does the option you are recommending create value across all three bottom lines?

Yes No

Through the development of a guiding vision and ensuring collaboration across all City Departments and extensive public consultation early and often, planning for rapid transit is considering all potential natural, social and economic impacts.

Do the options you are recommending make Hamilton a City of choice for high performance public servants? Yes No

A highly functional and sustainable transit system provides a viable transportation option for those commuting to/from work and has been shown to attract creative and ambitious staff to live and work in the same community.

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**APPENDIX A
Rapid Transit Goal Setting Session Summary**



City of Hamilton Rapid Transit Initiative

Summary of City Team Workshop - Goal Setting

November 19, 2008

**City of Hamilton Rapid Transit Initiative
City Team Workshop - Goal Setting
November 19, 2008 9:30 a.m - 4:00 p.m
Convention Centre - Albion Room A**

1.0 City of Hamilton Rapid Transit Initiative Project Description

On October 29th, 2008 Hamilton City Council reinforced its support for the City's aggressive plans to implement rapid transit in Hamilton - with a specific focus on light rail.

Hamilton's Public Works Department initiated a Rapid Transit Feasibility Study in November 2007, which investigated major considerations in rapid transit planning, including such things as land use, existing transit service, rights of way, timing, signal priority, dedicated lanes, and a summary of Class Environmental Assessment requirements, as well as an analysis of the feasibility and requirements for implementation of rapid transit on routes identified in the Hamilton Transportation Master Plan, with a focus on the two routes identified in MoveOntario 2020.

In September 2008, Metrolinx released its draft transportation strategy, which identified four rapid transit routes in Hamilton to be implemented consecutively over the next 25 years and beyond. The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area maps out \$50 billion in new transportation projects over 25 years with additional routes identified for beyond the 25 year plan.

Listed among the Top 15 "early implementation" priority projects was rapid transit expansion from McMaster University to Centennial Parkway - the current HSR 'B-Line'. The 'A-Line' was also included in the first 15 years of the plan. An additional Mohawk Road route from Ancaster to Main Street was included in the 25-year plan ('T-Line') and a Centennial Parkway/Rymal Road ('S-Line') route was identified for beyond 25 years.

2.0 Purpose of the Workshop

The purpose of the workshop was to:

- Provide information to City staff on the status and next steps of the rapid transit initiative;
- Get all City departments thinking about their role in providing rapid transit in Hamilton;
- Understand any opportunities or challenges departments see with the project and specifically with their role; and
- Identify key considerations for project decision making moving forward.

Approximately 25 City staff participated in the workshop. The workshop was facilitated by Karla Kolli and Sari Liem from Dillon Consulting Ltd.

3.0 City Staff in Attendance

Workshop attendees included representatives from the City's various departments. The following table identifies City staff who were in attendance at the workshop.

Table 3.1 City Staff Representation

Department	Attendees
Planning & Economic Development	Bill Janssen, Paul Mallard, Ron Marini, Neil Everson, David Cuming, Trevor Horzelenberg
Emergency Services/Fire	Doug Waugh
Corporate Services	Tony Tollis, Don Fisher, Lesley Parker-Bowen, Donna Drozd
Community Services	Erin Mifflin, Carmen Bian
Public Health	Dr. Chris Mackie
Public Works	Gerry Davis, Jill Stephen, Lisa Zinkewich, Kelly Anderson, Simo Narancic, Peter Topalovic, Leslea Lotimer, Don Hull, Jim Dahms, Andy McLaughlin, Gord McGuire, Charlie Lauricella, John Murray, Christine Lee-Morrison, Hart Solomon, Al Kirkpatrick

4.0 Presentations

Jill Stephen, City of Hamilton Public Works

"Welcome"

Jill Stephen, Manager of Strategic Planning, welcomed participants to the workshop. She introduced Karla Kolli and Sari Liem of Dillon Consulting who will be facilitating and taking notes of the workshop.

Karla Kolli, Dillon Consulting

"Introduction, Agenda, and Workbook"

Karla Kolli of Dillon Consulting Limited introduced herself as facilitator and introduced Sari Liem who will assist with facilitation and take notes of the meeting. Karla informed participants of the purpose of the workshop. She outlined the agenda for the session and introduced participants to the Workbook.

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Jill Stephen, City of Hamilton Public Works

“Background on the City of Hamilton’s Rapid Transit Initiative”

Jill Stephen presented an overview of the project, including the draft transportation strategy released by Metrolinx as well as Move Ontario 2020. She also informed participants about the Benefits Case Analysis, outlined the phases of the Rapid Transit Feasibility Study, and discussed the feedback that has been received to date from public consultation activities. A copy of Jill Stephen’s presentation is attached in Appendix A.

Bill Janssen, City of Hamilton Planning & Economic Development

“Planning Implications”

Bill Janssen, Director of Planning & Economic Development presented the proposed transportation network policies in the draft Urban Official Plan that are required to implement the Rapid Transit Initiative. Bill identified that the policies are going to the public for comments and the draft Urban Official Plan will be ready by June 2009. A copy of Bill Janssen’s presentation is attached in Appendix B.

[Question and Answer](#)

Following the presentation, Karla asked participants if they required additional clarification about the presentation. The following outlines the questions that were asked, followed by a response from Jill Stephen, Lisa Zinkewich or Don Hull.

Q: Will the LRT have dedicated stops?

A: Some full stations will be developed along the LRT, whereas a BRT would have more station stops in between.

Q: Will there still be a bus to accommodate shorter routes?

A: The existing bus system will remain in operation. The majority of the system already connects to the proposed corridor.

Q: Will my existing bus pass allow me to access to the LRT?

A: This has not yet been determined, although a premium fare may be applied to the LRT. Metrolinx has an integrated fare system aimed at implementing the same system (although not necessarily the same fare) inter-regionally.

Q: How much is the current demand ridership factored in the planning process?

A: Current demand ridership is a key component in selecting the B-line (proposed corridor). The B-Line has an existing revenue base which will be immediately felt.

Q: Will it be feasible to provide transit to the airport?

A: A transit line to the airport is in the Implementation Plan for September 2009 by municipal Council. An employment node will be established in the airport area which will increase ridership.

Q: What will be included in the Benefit Case Analysis?

A: The Benefit Case Analysis will examine the costs and benefits on the community, natural environment, and finances. The Benefits Case Analysis could examine a BRT on King and Main or an LRT for the same area or a mix of both. The City will undertake upfront work while Metrolinx will validate the information.

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- Q: Have any LRTs been established in old established built communities? Will the technology work with Hamilton's built form? Have considerations been made about the impacts associated with community disruption?
- A: European cities have implemented systems in areas older than Hamilton's urban fabric and LRT has been a success there. Construction can be undertaken section by section to minimize community disruption. Different types of stations can be explored. The public consultation process will illustrate what the LRT/BRT will look like in the community through illustrations and computer generated graphics. Council is aware of the potential impacts to the community.

5.0 Summary of Input and Advice

For the remainder of the day, participants were engaged in a series of discussions. Participants discussed responses at their tables or as a large group in plenary. This section presents an overview of the feedback received from participants at the workshop.

Discussion Session 1: What would you like to hear people saying about your department's involvement in this project in 10 year's time?

We want to ensure that the project vision includes input from all departments. Input from each department on the following questions was discussed. What opportunities do you see for your department to have a role in this project? What vision or goals do you have moving forward from your department's perspective? How will your department add to/contribute to the City vision as expressed in the rapid transit statement?

Planning & Economic Development

The Planning & Economic Development department identified that their role in this project is to manage existing community and future development issues, specifically:

- advising community strategies and responses;
- refining land uses; and
- implementing intensification.

Public Works

Public Works identified a variety of roles that they can play in this project, including:

- Greening the community
- Facilitating upgrades to underground infrastructure
- Mitigating construction impacts and minimal impacts to users
- Maintaining efficiency of system
- Providing upgrades to the traffic signal system and ensuring an efficient traffic signal system
- Coordinating projects along the corridors
- Ensuring integration with existing uses
- Streamlining and integrating related capital projects

Goals that the department wishes to achieve include developing new skills and creating opportunities for new technologies and streamlining the department's review process with the EA approvals process.

Public Works - Transit Division

The Transit division identified a continued role in obtaining grass roots support for the project and obtaining maximum buy-in from the public. In 10 year's time, there will be an overall improvement in the quality and availability of transit and transit will a "cool" (primary) choice for travel. Our role is to develop transit as a positive planning tool and our division will play a role in coordinating investments in the corridors.

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Emergency Services/Fire

Emergency Services identified various roles they can play, including:

- promoting a healthy lifestyle;
- decreasing air emissions;
- promoting walking and revitalizing the downtown core; and
- improving connections to the Hospital.

Corporate Services

Corporate Services identified a number of roles, including:

- developing project specific procurement process;
- developing an innovative viable financial plan; and
- working with the Province, Metrolinx on the tendering process.

Community Services

Community Services identified various roles in the project, including:

- ensuring that human services planning is undertaken in conjunction with transit planning;
- encouraging communities to play a key role throughout the process;
- ensuring that the transit system is accessible and usable for all users;
- ensuring that Ontario Disabilities Act standards are met;
- developing affordable housing options along the corridor; and
- promoting partnership and coordination programs to support transit oriented demand.

Public Health

The public health department identified various roles in the project, including:

- assessing the scientific evidence of health impacts;
- evaluating health impacts related to air quality and physical activity; and
- supporting the city to promote alternative modes of transportation.

Discussion Session 2a: Overcoming challenges and leveraging opportunities

This discussion session focused on developing a clear understanding of any challenges that might be faced as well as opportunities to be realized. Each participant was asked to identify (on sticky notes) the challenges and opportunities associated with the various phases of the project. The following presents the challenges and opportunities that were identified.

Challenges

- Maintaining Momentum and managing expectations
- meeting the demands of Metrolinx' timeline
- keeping transit affordable for people with limited incomes
- limited knowledge and experience in planning an LRT/BRT
- lack of control and uncertainty regarding funding to ensure project proceeds and sustaining funding to maintain, operate the project
- funding impacts on existing infrastructure capital projects
- Integration - integration with existing systems (transit, parking, emergency response vehicles and impacts from electrical wires); integration with other modes of travel (cycling); integration with existing streetscape; impacts on existing infrastructure
- Obtaining support from the public and developers
- Gentrification and its impacts upon existing affordable housing stock in the corridors
- Tendering process, who does what?
- Property acquisition
- Gathering accurate data to measure impacts and undertake mapping for engineering and construction
- Impacts associated with lane reduction
- Redevelopment to support higher density transit oriented development

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- Physical constraints to cross the Niagara Escarpment
- Community displacement and disruption during construction
- Allocation of dedicated human resources to plan, implement and operate the system

Opportunities

- Private public partnership opportunities make use of existing infrastructure and upgrade aging infrastructure, increase the sustainability and modernization of our transportation road and subsurface infrastructure
- Revitalize businesses; facilitates economic renewal
- Increase property values and increase the municipal tax base
- Results in societal benefits by increasing quality of life, reducing stress and commuting time, and connecting communities
- Creates purchasing opportunities and allows the City to review purchasing and land acquisition project management policies and procedures
- Contributes to the development of new skills
- Revitalizes neighbourhoods and adds vibrancy to existing communities through mixed-use, high density residential and commercial redevelopments through sound urban design. Redevelopment can enhance under utilized sites. Technology and public policy can be development catalysts. Opportunity to create transit oriented development, supported by land use policies.
- Fosters pride in the community as well as civic/corporate pride as this is the largest single initiative in the next 25 years. Facilitates inter-regional cooperation with other Regions as well as the Province.
- Opportunity to leverage properties and increases finances to provide more affordable housing
- Increases transit integration and supports a sustainable transportation system through increased transit use, strong walking/cycling networks.
- Improved air quality through less dependence on the private automobile
- Opportunities to investigate alternative and/or renewable energy sources
- Supports tourism opportunities such as the Pan-Am Games

Discussion Session 2b: Top Issues from Challenges and Opportunities

The complete list of challenges and opportunities was consolidated into 19 themes. From the consolidated list of challenges and opportunities, participants were then asked to identify the top issues that are most critical to the success of the project, using a set of sticky dots. The following presents the results of the issue prioritization exercise, from most critical to least critical.

1. Ensuring adequate city staff resources (12)
2. Maximize environmental and community benefits (11)
3. Keeping the system affordable (11)
4. Securing long term funding and creating new opportunities (10)
5. Integration with other modes (10)
6. Change of community character to transit oriented development (8)
7. Downtown revitalization and business/economic benefit (8)
8. Opportunities for innovation (6)
9. Getting up the escarpment (4)
10. Dealing with and improving existing infrastructure in the corridor (4)

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11. Balancing property value increase and affordable housing needs (4)
12. Maintaining momentum and managing expectations (4)
13. Finding the right service delivery and tendering options (3)
14. Lack of knowledge; opportunity for skills development (2)
15. Obtain buy-in; positive perception (2)
16. Community disruption and business impacts (2)
17. Property acquisition (1)
18. Supporting tourism (0)
19. Instilling / ensuring community and civic pride (0)

Participants were then divided into two groups and asked to comment: (a) whether there are any missing items from the list (b) if they agree with the issues that are most critical (c) if they agree with the issues that are least critical. The following presents the results of the discussions.

Group 1

Missing issues of concern

- Financial impacts to other capital projects. Will other projects still go forward and will funding be available to implement them? A cost comparison study will be needed to evaluate the costs of various capital projects. Funding analysis is also required to assess the impacts upon the municipality and long term funding opportunities. In order to fully assess the overall financial impacts, it was suggested that as part of the upcoming Benefits Case Analysis, a full economic projection study should be undertaken that would compare the full sustainable life cycle cost of the project compared with the quantified benefits (environmental, social, etc) and impacts to other on-going initiatives.
- “Keeping the system affordable” is essential not only for the system itself but also the users. The LRT/BRT must be affordable for people from various socio-economic backgrounds.
- It is critical to change the public’s perspectives about transit and to move people away from their cars to take transit. Therefore marketability is critical to encourage transit use.

Comments on Top Issues

- Group 1 is in agreement with the top 6 issues that are the most critical to overcome. Consistent with the large plenary, “ensuring city staff resources” was the top issue that needed to be addressed immediately. Implementation was also critical and a resource team is required to ensure sound operation. Questions rose whether the LRT/BRT will be operated by the private sector.
- “Maximizing Economic Benefits, Environmental and Community Benefits and Minimizing Business Impacts” were felt to be interrelated and all needs to be addressed concurrently.
- Participants felt that “property acquisition” should be included with “change of community character to transit oriented design” as they are interrelated. Property acquisition is necessary for the overall public good but will have to be sensitively undertaken in an appropriate framework. Property acquisition influences change of community character and land use implications.

Comments on Issues that require further attention

- Pride in the community and tourism are spinoffs resulting from success of the project
- Public buy-in and positive perception of the project will result in council support and long term success of the project but will rely on momentum to be maintained. In relation, public consultation is essential in ensuring maximum support for the project and success for the

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project. However, there are a variety of demographic groups along the corridor who would not normally attend the open houses.

- Lack of knowledge and skills - it is important to learn from other cities with a similar built form. A study of European case studies is essential.
- Transit oriented development and transportation demand management need to come together to support transit.
- More attention to "maintaining momentum". Short-term negative impacts related to construction have a potential to stagnate momentum. The public may lose sign of the long term benefits of the project. Therefore, a variety of elements need to come together to implement the project, including public acceptance, policy implementation, land use and support from developers, and funding.

Group 2

Comments on Top Issues

- Affordable system - Affordability is always a high priority in making the decision on whether to build. It also is important in the long term as affordability to riders will influence their use of the system. Important to look at the long term because spending a bit extra up front (e.g. higher capital input) may make the system more affordable in the long run (e.g. lower operating costs). It was noted that when looking at cost and affordability, environmental costs should be included. It was also noted that cost should be defined to include cost to road users, goods movement, etc.
- Using lanes for transit could impact other modes so it will be critical to establish priorities for different modes on the corridor. Result could be an increase in pedestrian and cycling use making area more vibrant. Without transit, the future corridor is likely to be congested and car oriented. Show people the future corridor with and without transit so they can visualize the benefits. Need to show how the rapid transit links with all other modes (GO, HSR, cycling, etc).
- Even though much of the upfront costs may come from Metrolinx the City needs to investigate alternative funding and delivery options for a) fall back in case the Metrolinx funding does not materialize; b) confirm that funds are available for the longer term operation of the system. Concern raised that with money coming from other sources, City is not in the driver's seat for the project.
- Ensuring City staff resources is the most critical issue right now. This is a huge project that requires corporate commitment. Red Hill Expressway and current water and wastewater projects are two project delivery models the City should consider. Need to show Metrolinx that Hamilton is serious.

Comments on Issues that require further attention

- The group agreed with the ranking of the low priority of the following issues
 - Tourism - any impact on tourism is really an outcome/benefit of the system
 - Property acquisition - of importance during the planning stages but the need for property could be minimized through design
 - Lack of knowledge and potential need for new purchasing mechanisms - can be dealt with as long as there are sufficient staff resources
- Perception is critical - establishing early buy-in will make the planning process easier. Need to continually monitor the perception of the project - it relates to both civic pride and the ultimate use of the system. Suggestions to continually improve perception, help "sell" the project and encourage use of rapid transit system:
 - Paint a picture of the future where the car is less important overall
 - Promote the inter-regional transportation benefits
 - Create a sense of pride and ownership - create citizens as ambassadors for the project
 - Do social marketing to find out what people need and then design system to meet needs
- Community disruption relates to perception of the project. Need to make sure people are fully aware of benefits to help off-set the short term disruption. Need to start early developing

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strategy and techniques to minimize disruption. It was noted that in other Cities even the disruption of transit planning and construction has proven a catalyst for new development.

- Getting up the escarpment - disconnect between Council direction to look at LRT and the fact that this technology will not easily make it up the escarpment. Need to look at innovative ways to connect the necessary nodes with minimal impacts. Solution may be a combination system; may need to consider spur lines to key nodes
- Some of the challenges/opportunities raised are really planning and design considerations. Plan and design to: maximize environmental and community benefits; connect people to where they want to go (connect the nodes); make it safe and comfortable; minimize lane reductions; integrate with other modes (e.g. incorporate bike racks); minimize property acquisition, etc.

Discussion Session 3: Defining and Prioritizing Criteria

Participants were asked to review the Criteria List that was provided and comment on whether there are any missing criteria, or if existing criteria needed to be refined. Participants were asked to provide comments on two criteria provided by Metrolinx, including Transportation User Benefits and Economic Spinoffs. Participants were also asked to identify the most important and least important criteria.

Additional Criteria under Social

- Impact on cycling
- Total system user travel time
- Citizen engagement
- Impact on housing
- Sustainability and affordability
- Accessibility
- Construction impacts (impacts on businesses and residents)

Additional Criteria under Natural Environment

- Overall greenhouse gas, air pollutant and dust emissions
- Native issues

Additional Criteria under Technical

- Impacts on existing infrastructure
- Impacts on proposed capital projects
- Coordination with utility companies
- Integration potential with existing rail lines
- Sustainability of project

Additional Criteria under Financial

- Societal cost of motor vehicle emissions
- Cost of inaction
- Life-cycle costs (renewal and disposal)
- Partnership and opportunity costs

Criteria under Economic Spinoffs

- Development potential
- Tourism
- Increased residential demand
- Increased employment demand
- Tax base

Criteria under Transportation User Benefits

- Ease of use
- Efficiency

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- Speed
- Connectivity
- Use of electric devices
- Accessibility
- Number of users

Participants identified “Cost” and “Economic Spinoffs” as the most important criteria. The least important criteria were “Transportation User Benefits” and “Environmental”. However, “Environmental” was noted to be the least critical criteria category due to the limited potential for environmental impacts along the proposed corridor.

Discussion Session 4: Vision Statement

Based on today’s discussion, participants were asked if there were changes that should be made to the Vision Statement to better reflect our vision for Rapid Transit in Hamilton.

City of Hamilton Rapid Transit Statement

Rapid Transit is about more than just moving people from place to place. It is about providing a range of high quality, sustainable transportation options, for our citizens, connecting key destination points, economic development and revitalizing Hamilton.

The following reflects two amendments that were proposed by participants.

Rapid Transit is ~~about~~ more than just moving people from place to place. It is about providing a range of high quality, sustainable affordable transportation options, for our citizens, connecting key destination points, stimulating economic development and revitalizing Hamilton.


Rapid Transit is ~~about~~ more than just moving people from place to place. It is about providing a catalyst for the development of high quality, sustainable transportation options for our citizens, connecting key destination points, stimulating economic development and revitalizing Hamilton. Rapid transit planning strives to improve the quality of life of our community and the surrounding environment, as we move Hamilton forward.

7.0 Next Steps

Jill Stephen thanked participants for their enthusiasm, contributions, and feedback. She informed participants that the workshop summary notes will be distributed.


Appendix A – Presentations

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**Hamilton's
Rapid Transit Initiative**

Rapid Transit in Hamilton
Goal Setting Session
Presented by Jillian Stephen
November 19, 2008



Outline

- Transportation Master Plan
- Provincial Initiatives
- Metrolinx
- Hamilton's Rapid Transit Initiative
- Why LRT?
- Next Steps
- City Wide Collaboration
- Today





Transportation Master Plan

- Endorsed by Public Works Committee and Council in February 2007
- Included a high-order transit strategy and outlined 3 potential rapid transit corridors:
 - King/Main between Eastgate Square and McMaster University;
 - James/Upper James between Downtown and Rymal Road; and
 - An East-West route across the Mountain.
- At the time it was envisioned that Bus Rapid Transit (BRT) would be used in Hamilton, with the potential to move to Light Rail Transit (LRT) in the long term.






Provincial Initiatives

- Green Belt Plan
- Places to Grow
- MoveOntario 2020 Announcement
- Metrolinx Regional Transportation Plan (draft)





MoveOntario 2020 Corridors

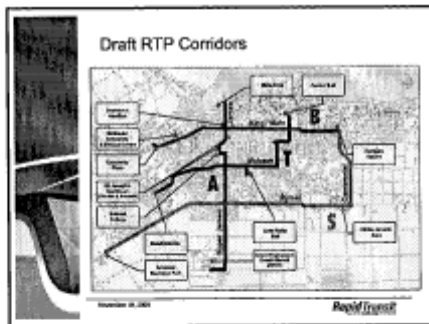



Metrolinx – Regional Transportation Plan

- "The Big Move"
 - Largest public transit expansion since 1990's (service will double over 20 years)
- Hamilton Implications
 - 2 projects identified in 15 year plan (K-line & D-line)
 - D-line is one of the top 15 priorities for early implementation
 - 25 year plan identifies a third line (Hamilton Midtown), connecting Ancaster
 - Beyond 25 years a fourth line in Hamilton along the Central & Rymal Road corridors
- Final Draft RTP & Investment Strategy will be presented to the Metrolinx Board November 28, 2009
- Undertaking of specific project Benefits Case Analysis and release of 5-year Capital Budget to follow
- "Lion's share" of capital funding coming from Metrolinx



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Metrolinx – Benefits Case Analysis

- Due diligence process for major capital projects
 - What is the optimum project? (Benefits Case (BCA))
 - Undertaken through collaboration between Metrolinx and Municipality
 - How to best deliver the project? (APP Evaluation)
 - Undertaken through collaborative between Infrastructure Ontario and Municipality
 - Harmonizes provincial and federal requirements to accelerate funding approval timelines
- Provides 'triple-bottom-line' analysis of the proposed investment along the three pillars:
 - Environmental
 - Economic
 - Social / Community
- Decision-making platform that embraces a holistic framework shaped by a broader range of public policy objectives
 - Not purely driven by transportation, business and financial value rationale

November 16, 2006

Rapid Transit

Metrolinx – Benefits Case Analysis can't

- Hamilton's rapid transit project will be defined through the BCA
 - LRT vs. BRT
 - Routing
- Results of BCA will be used in defining priorities and funding (Capital Budget) for rapid transit projects as part of the implementation of Metrolinx's Regional Transportation Plan
- Work done by City to date in regards to rapid transit planning will be used as part of this process
- Will form part of a future project submission for implementation and approval in accordance with the Transit Project Assessment Process outlined under the Transit projects Regulations 231/06.

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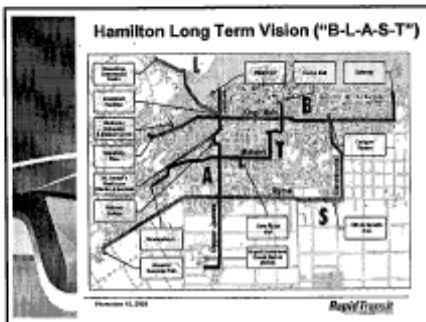
Rapid Transit

Hamilton's Rapid Transit Initiative

- Supporting Background Documents
 - Corporate Strategic Plan
 - Corporate Energy Policy
 - Air Quality and Climate Strategic Plan
 - Vision 2020
 - GRIDS (Growth Related Integrated Development Strategy)
 - Official Plan (in process)
 - Zoning By-laws (in process)
 - Residential Intensification Study
 - Commercial Strategy Study
 - Public Works Strategic Plan
 - Ridership Growth Plan
 - Transportation Master Plan
 - Rapid Transit Feasibility Study (Phase 1 & 2)
 - Long Term Conceptual Rapid Transit Vision ("B-L-A-S-T")

November 16, 2006

Rapid Transit



Rapid Transit Feasibility Study (RTFS)

Phase 1

- Opportunities and constraints analysis for Main/King (B-Line) and James/Upper James (A-Line) routes:
 - Technologies
 - Parking and loading
 - Traffic
 - Built form
 - Emissions
 - Environment

Phase 2

- Review of Clarenceville Access
- Lane Reduction Impact
- Staging Analysis Evaluation
- Preparation of Terms of Reference for future studies and functional design


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Rapid Transit

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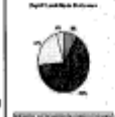
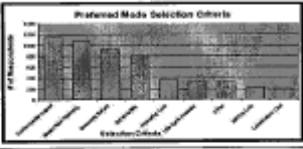
RTFS findings


- Summary of Phase 1 & Phase 2 results
 - Both BRT and LRT is possible within the existing ROW corridors, however there are more obstacles with LRT
 - Areas of constraint have been identified and can be addressed through engineering solutions
 - Constraints or "Made in Hamilton Solutions" include:
 - Grade of James McRae St
 - Height of TH&D structures and pedestrian walkway over King Street
 - On-street parking & loading impacts
 - Impacts to existing road network (lanes)
 - Capital cost of LRT
 - Potential property acquisition may be required at Westmountain and station locations
 - S-Line (east/west) corridor greatest value by community is gained in the shortest time (over A-Line)
 - Detailed studies and Class EA still required

November 16, 2008 

Public Consultation


- Nearly 2000 responses to public opinion survey (May – Sept 2008)
- Questions asked included technology preference; support based on funding; criteria ranking etc.

November 16, 2008 


What we have heard from the public...

- In general, transit improvements are required
- Greater support of LRT over BRT
- Believe a mixed system may be required (in part for improved feeder lines to RT and existing lines extended)
- LRT would provide greater economic spinoffs
- LRT has a better image and would draw a larger ridership
- Cost is a concern, both capital and operating, when it comes to LRT system implementation
- Excitement that Hamilton is considering massive transit improvements
- Public (and staff) are waiting anxiously on Metrolinx funding to move as quickly as possible towards implementation

November 16, 2008 


Council

- Based on the findings of the RTFS (Phases 1 & 2) on October 25, 2008 Council unanimously supported the following recommendations:
 - appropriate business case analysis required in order to include the functional design, detail design and construction of the S-line rapid transit corridor in their 2008 - 2013 (5-year) Capital Budget, utilizing LRT
 - planning and design for the A-line rapid transit corridor, utilizing LRT, in conjunction with the design and construction of the S-line rapid transit corridor as part of their 2008 - 2013 Capital Budget, with design and construction funds to be included in a future (5-year) Capital Budget
 - Continue to undertake studies and an aggressive public consultation program for Rapid Transit in Hamilton

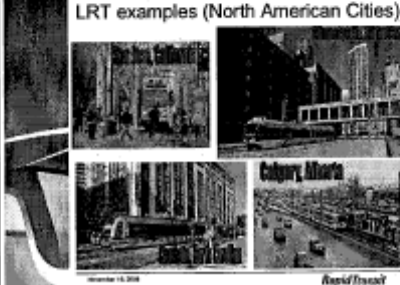
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Why LRT?

- LRT is defined as:
 - a lightweight rail car rapid transit service operating on fixed rails in the right-of-way, usually at street-level, is typically propelled by overhead electrical wires, and offers a frequent, fast, reliable, comfortable and high quality service that is environmentally sustainable.
- Research confirms that LRT has:
 - Greater potential for economic spin-offs (increasing tax base)
 - Potential to draw larger ridership and have greatest impact on changing modal split
 - Greater potential to impact communities

November 16, 2008 

LRT examples (North American Cities)



November 16, 2008 

Portland Oregon LRT

November 18, 2005

Rapid Transit

Next Steps

- As a result of Council's unanimous support for LRT along both the A-Line and B-Line corridors, staff are continuing to encourage Metrolink to undertake the required Business Case Analysis for Hamilton rapid transit projects (anticipated to begin April 2009)
- Undertake required background studies to feed into the future BCA
 - Anticipated internal timelines to meet Metrolink deadlines
 - Initiation November 2008
 - Completion January 2009
 - PIC's February 2009
 - Report to Council April 2009
- Continue to meet with stakeholders, interest groups, Metrolink and the general public

November 18, 2005

Rapid Transit

Cross City Collaboration

- Staff have undertaken a collaborative approach to preliminary planning exercises and have laid the ground work for an aggressive move towards implementation
- Rapid Transit Team staff have already met with individuals from Public Works, Planning and Economic Development, Community Services, Corporate Services and Public Health
- Continued support from all departments and their involvement is paramount to the success of the rapid transit initiative
- Anticipate short turn around times for document review, meeting notice and constantly changing priorities

November 18, 2005

Rapid Transit

Today

- Projects of this magnitude and potential impact to the City need to involve the entire corporation
- Importance of knowing upfront challenges and opportunities in building a system that will meet the needs and goals of the entire City
- As we move toward implementation, the importance of corporate messaging becomes clearer
- Information gathered today will be used as part of the evaluation process when selecting a route for the B-Line and will be carried through other future studies
- A report will be submitted to Council (January 2009) for their endorsement of criteria and the Rapid Transit Vision / Goal Statement

November 18, 2005

Rapid Transit

City Wide Impacts of Rapid Transit and LRT

November 18, 2005

Rapid Transit

Thank-you!

Your input and continued involvement is important to this planning process!

www.hamilton.ca/rapid-transit

November 18, 2005

Rapid Transit



Local Transportation Directions

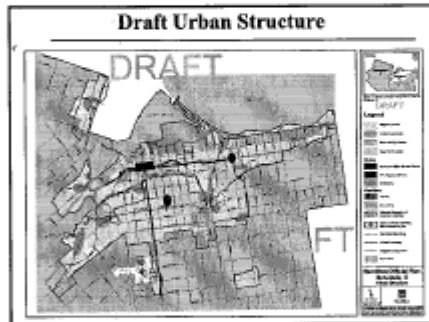
Goals and Urban Structure

- Transportation helps shape land use structure
- Theme of connectivity – connecting nodes & employment areas
 - Higher order transit along primary corridors
- Density, land uses and transportation all interconnected

Transportation Master Plan

- Evaluated all aspects of transportation with increasing emphasis on walking and cycling facilities as well proposed rapid transit lines
- Expansion of transit and rapid transit throughout the City
- Many of the proposed Official Plan policies are based on recommended policies in the TMP

Hamilton BURNS & MCDONNELL



Proposed Transportation Network Policies

Background

- Offer a greater range of travel options for moving people and goods
- Focus on increasing integration and connectivity between different modes of transportation and emphasizing relationship between land use and transportation planning
 - Transit/rapid transit connectivity with several modes
- Policies broken down into key subsections

Hamilton BURNS & MCDONNELL


Proposed Transportation Network Policies

Integrated Transportation Policies

- General and integrated policies, more high-level concepts

Active Transportation Network

- Promote walking and non-motorized trip-adding facilities is key to increasing opportunities
- Improved street design for better connection between land uses and other transportation modes, such as transit





Hamilton BURNS & MCDONNELL

Proposed Transportation Network Policies

Transit Network

- Policies to plan for conventional, rapid and inter-regional transit
- Transit to link land uses and be interconnected with other modes
- Rapid transit policies given City's direction - provides a preliminary commitment and outlines basic requirements
- Rapid Transit could connect to inter-regional transit - linking Hamilton network with GO Transit and other jurisdictions/transit systems

Hamilton BURNS & MCDONNELL

Proposed Transportation Network Policies

Road Network

- From Road Classification/ROW study (currently on going)
- Policies for Road Classification/ROW reference rapid transit
- Policies for traffic management and parking

Goods Movement

- Protection of key corridors and capitalize on Hamilton's advantages (access to highways, rail, airport etc)
- Promote utilization of all modes where feasible

Rail Airport and Port

- Rail and Marine policies largely carried forward from the existing Regional OP
- Airport policies already existing in Rural OP

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APPENDIX B – Community Update Meeting Comment Sheet and Summary



Rapid Transit Initiative - City of Hamilton
Community Update Meeting
December 2 & December 4, 2008

COMMENT SHEET / SURVEY

As the City of Hamilton continues to move aggressively forward towards securing Provincial and Federal funding for the Rapid Transit Initiative, we are seeking valuable community and stakeholder input on Hamilton's proposed rapid transit plans and our public consultation program.

Your comments are integral to this planning process. This comment sheet / survey provides you with a channel through which to provide feedback to City staff on this project. *Please take a moment to complete this survey and deposit it in the "comment sheet" box or send it to the address on the back of this sheet. All comments received by December 15, 2008 will be included in a report back to Public Works Committee in January.* Thank you for your input.

Please answer the following questions about what you consider to be important when planning for a Rapid Transit system for the City of Hamilton. *(Please Print)*

1. Providing Rapid Transit in Hamilton is seen as more than just about the provision of an improved transit system but rather an opportunity to potentially transform our community. As we move into the more detailed planning exercises, the Rapid Transit Team is looking to develop a goal/vision statement that will guide the project through to implementation, keeping in mind all the aspects of our community that rapid transit will service and impact. Please review the key values noted in the statement below and indicate if you agree or disagree. Space is also available below for additional comments and identification of any key values that you believe may be missing.

Rapid Transit is more than just moving people from place to place. It is about providing a catalyst for the development of high quality, safe, sustainable and affordable transportation options for our citizens, connecting key destination points, stimulating economic development and revitalizing Hamilton. Rapid transit planning strives to improve the quality of life for our community and the surrounding environment, as we move Hamilton forward.

Strongly Agree Agree Neutral Disagree Strongly Disagree

2a. As we move into the more detailed studies for LRT along the B-Line rapid transit corridor, the specific routing for the rapid transit line will be determined. What do you think should be the criteria for selecting the preferred route through the downtown area i.e. both directions on Main Street, both directions on King Street or one-way on King Street / one-way on Main Street. *(Please select all that apply)*

- Cost Passenger Convenience
Safety Roadway Capacity
Ability to accommodate all road users (pedestrians, cyclists, vehicles etc)
Other

3. If you are already on our Rapid Transit Mailing List, do you find the project updates and project newsletters informative?

Yes No Not yet on mailing list Please add me to the mailing list

4. Have you visited the Rapid Transit Initiative Web Site? Yes No

If yes, did you find it useful? Yes No

What other info would you like to see included on the Rapid Transit Initiative Web Site? How can we make it more useful?

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RAPID TRANSIT INITIATIVE
Community Update Meeting
December 2 & December 4, 2008

5a. What are your suggestions on how to continue to engage the public, to keep interest and momentum high, as the project moves forward towards implementation? (Please select all that apply)

- | | | | |
|--|--------------------------|----------------------------|--------------------------|
| Community Update Meetings/ Public Information Centres | <input type="checkbox"/> | Design Charettes/Workshops | <input type="checkbox"/> |
| Newsletters / updates (e-mail) | <input type="checkbox"/> | Print Ads | <input type="checkbox"/> |
| Newsletters / updates (traditional mail) | <input type="checkbox"/> | Radio Ads | <input type="checkbox"/> |
| Displays in Public Venues (i.e. Malls, Recreation Centres etc) | <input type="checkbox"/> | | |

Other:

5b. How often would you like to receive updates? Monthly Quarterly Bi-annually

5c. What time of day should Public Meetings be held? Day Evening Lunch (12-2)

5d. At what stage of the project do you feel public input would be most valuable*? (Please select all that apply)

- | | | | |
|----------------------------|--------------------------|-------------------|--------------------------|
| Route selection | <input type="checkbox"/> | Design | <input type="checkbox"/> |
| Station location selection | <input type="checkbox"/> | Construction | <input type="checkbox"/> |
| Technology Selection | <input type="checkbox"/> | Post Construction | <input type="checkbox"/> |

Other:

*Please note that there are mandatory points of contact required with the public throughout the process in order to satisfy the requirements of the Class Environmental Assessment Process. The above questions are in addition to those points of contact, which are typically referred to as Public Information Centres.

Other Comments

Name: _____
Address: _____
E-mail: _____

All comment sheets to be returned by December 15, 2008

Rapid Transit Team Contact Info

Jill Stephen, P.Eng. - Manager, Strategic Planning	Public Works Department - City of Hamilton
Lisa Zinkewich - Senior Project Manager	320 – 77 James Street North
Kelly Anderson – Public Affairs Co-ordinator	Hamilton, ON L8R 2K3

Tel: (905) 546-2424 ext 2553
Fax: (905) 546-4435
E-mail: rapidtransit@hamilton.ca

To fulfil Environmental Assessment Act requirements, we will maintain your comments on file for use during this Study and may include them in Study documentation. With the exception of personal information, all comments received will become part of the public record.

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<p>Question 1</p> <table border="1"> <thead> <tr> <th>Option</th> <th># of Answers</th> </tr> </thead> <tbody> <tr> <td>Strongly Agree</td> <td>20</td> </tr> <tr> <td>Agree</td> <td>0</td> </tr> <tr> <td>Neutral</td> <td>0</td> </tr> <tr> <td>Disagree</td> <td>0</td> </tr> <tr> <td>Strongly Disagree</td> <td>0</td> </tr> </tbody> </table>	Option	# of Answers	Strongly Agree	20	Agree	0	Neutral	0	Disagree	0	Strongly Disagree	0	<p>Question 2</p> <table border="1"> <thead> <tr> <th>Option</th> <th># of Answers</th> </tr> </thead> <tbody> <tr> <td>Cost</td> <td>7</td> </tr> <tr> <td>Safety</td> <td>9</td> </tr> <tr> <td>Ability to...</td> <td>12</td> </tr> <tr> <td>Passenger Convenience</td> <td>17</td> </tr> <tr> <td>Roadway Capacity</td> <td>10</td> </tr> <tr> <td>Comments (Other)</td> <td>8</td> </tr> </tbody> </table>	Option	# of Answers	Cost	7	Safety	9	Ability to...	12	Passenger Convenience	17	Roadway Capacity	10	Comments (Other)	8				
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