THE PROVINCIAL GAS TAX TRANSIT MASTER PLAN STEERING COMMITTEE PRESENTS REPORT 06-007 AND RESPECTFULLY RECOMMENDS:

1. **Promotional Partnership between HSR and Hamilton Area B.I.A.’s (Item 6.2)**

   That gas tax funds in the amount of $500.00 be provided to the Hamilton Area B.I.A.’s to be used towards the printing costs of a promotional brochure.
2. **Contest Award for Artist with winning Design (Item 6.3)**
   That the Marketing Sub-Committee of TMPSC be authorized to award an honorarium to a maximum limit of $2,000.00 to the successful artist in the Articulated BRT buses exterior paint scheme design contest, to be funded from previously approved contingency contained in Report PW06092 Conventional Transit Fleet Purchase.

3. **Support for Bus Rapid Transit (B.R.T.) from Senior Governments**
   That City Council communicate with the Federal and Provincial Governments advising them that funding is required for Bus Rapid Transit (B.R.T.) in Hamilton.

4. **Bus Rapid Transit Promotion Sub-Committee**
   (a) That a TMPSC Marketing & Communications Sub-Committee be established to advise on branding and promoting the City’s Bus Rapid Transit launch.
   (b) That the following members be appointed to the Sub-Committee: Paul Shaker, Cindy Slinn, Brendan Simons and Councillor Brian McHattie.

5. **Establishment of Bus Rapid Transit Office (Item 6.1)**
   That the Public Works Department establish a Bus Rapid Transit Office as recommended in the City’s Transportation Master Plan.

6. **2007 Transit Service Enhancements (City Wide) (Item 7.1)**
   (a) That the following conventional and specialized transit service enhancements be considered in the 2007 Budget Process as outlined in the 2007 Transit Service Enhancements (City Wide) report dated October 3, 2006 attached hereto as appendix A:
      (i) Heritage Green area: Route #11 Parkdale re-alignment, Route #43 Stone Church re-alignment & addition of new Route #59 Upper Centennial
      (ii) Route #10 Beeline duration increase
      (iii) Accessible taxi pilot program
      (iv) Taxi Scrip subsidy increase
   (b) That staff submit the required Program Enhancement Requests, reflecting a change in net operating costs of $2,659.170 for inclusion in the 2007 Transit Division Budget submission.
(c) That allocation of gas tax funds for the operating costs of service enhancements (i.e. transit service requests) not exceed 25 percent of the cost of the service enhancement, and that additional funds for these enhancements come from increasing revenue from the tax levy through adjustments to area rating, and from increased fare revenues resulting from the new services.

7. Hamilton Health Sciences Pilot Transit Initiative (New Business)
That Provincial gas tax monies be used to provide a one time funding in the amount of $39,780.00 to the Hamilton Health Sciences Pilot Transit Initiative to be used to provide a discounted transit pass (20%) to its employees for a one-year pilot to commence in January 2007, with the understanding that HHS and its employees will be contributing $79,560 to the pilot.

FOR INFORMATION:

(a) Declarations of Interest
None declared.

(b) Minutes
(i) subsection (viii) of Item (e) in the Information Section of the Minutes was amended by adding the following:

The Committee requested that Council be advised that it does not agree that inflation should be calculated into the Gas Tax Funds Account.

(ii) The Minutes of the October 4, 2006 Provincial Gas Tax Transit Master Plan Meeting were approved as amended.

(c) Delegation Request
The delegation request from Mr. Peter Hutton was approved to be heard today.
Mr. Peter Hutton addressed Committee and indicated that he planned to bring a hand out of his presentation but was unable to because of printer problems. He indicated that he will forward his written comments to the Clerk for distribution.
He advised Committee that he has been advocating for better bus service in Dundas for many years. He recognizes that the system for choosing
enhancements is based on the number of requests received and is also impeded by financial restrictions.

Nevertheless, he indicated that Dundas is changing and expanded bus services are required and a plan on how to provide these services is needed. He suggested that the Committee use Dundas as a model suburban area and that its residents be encouraged to use public transit more often.

The Chair thanked Peter for his delegation and asked that he submit a written copy to the Clerk for distribution.

(d) Information Only Items

(i) Information Items

The hand outs listed under Items 5.1 (a) and (b) were not available and staff indicated that they will provide them at the next meeting.

(ii) Services Request Inventory (Item 5.2)

The service requests list was referred to staff to be added to the Services Request Inventory for future consideration.

(e) STAFF PRESENTATIONS

(i) Promotional Partnership between HSR and Hamilton Area B.I.A.’s – Use of Provincial Gas Tax Re: Riderhip Benefit – Verbal update (Cindy Slinn) (Item 6.2)

Cindy Slinn advised Committee that she will be meeting with the B.I.A.’s to talk about this proposed partnership.

A discussion followed and it was noted that if the Committee was mentioned in the brochure this would raise its profile in the community. On a motion as outlined in Item 1, the Committee agreed to provide $500.00 of the gas tax funds to the B.I.A.’s for this project.

(iii) External Paint Scheme – Hybrid Buses and Trolleys – Verbal update (Cindy Slinn) (Item 6.3)

Cindy Slinn advised Committee that metallic silver, yellow and blue were chosen as the colours for the hybrid buses and that the windows and doors not be covered. Also, a contest for local artists to submit a design
scheme will be held. Information will be provided on the City’s web page and judging will take place on October 16, 2006.

Brendan Simons advised the Committee of his proposal to provide funding for a prize for the winning entry. After some discussion, the Committee approved a motion as outlined in Item 2 of this Report.

(i) Master Transportation Plan – Bus Rapid Transit Strategy (Brian Hollingworth) (Item 6.1)

Brian Hollingworth provided a PowerPoint presentation to the Committee and discs with copies of the Master Transportation Plan were distributed.

He indicated that his presentation focuses on the highlights of the Transportation Master Plan as it relates to transit and cycling.

He provided background on the various stages undertaken to develop this plan and covered the following topics:

- Overall Solutions
- Strategic Transit Network
- Immediate Actions to “Kick-start” Bus Rapid Transit Plan
- Other Transit Strategies
- Cycling and Pedestrian Strategies
- Funding
- Next Steps

Brian Hollingworth answered questions posed by the Committee.

After discussing the issues, the Committee approved motions as outlined in Items 3, 4 and 5 of this Report.

(iv) Area Rating Update (Tom Hewitson) (Item 6.4)

Tom Hewitson was not in attendance and Tony Tollis addressed Committee on his behalf. He indicated that Tom Hewitson is working on the area rating formula and briefly explained that the area rating is not
allocated strictly to a transit route but would impact areas without any service.

The Committee emphasized the importance of staff developing an area rating formula prior to the 2007 budget deliberations.

Tony Tollis advised that the Area Rating Committee will meet in early January 2007.

After some discussion, the Chair requested that a meeting be set in December after the Inaugural.

(f) Discussion Items

(i) 2007 Service Enhancement Plan Revised Report) (Andy McLaughlin) (Item 7.1)

A copy of the revised report was distributed and Andy McLaughlin pointed out the amendments which were incorporated based on the Committee's input.

The Committee discussed the following:

- The proposed beeline enhancements
- The projected passenger revenues from Heritage Green and the Beeline
- Increasing revenues through student ridership
- Other sources of revenues besides the gas tax
- Changes required to the funding model for transit – i.e. area rating

The Committee amended the staff recommendations as outlined in Item 6 of this Report.

(g) New Business

The Chair introduced a letter from Hamilton Health Sciences dated June 15, 2006 respecting a pilot transit initiative. The letter was received by the Steering Committee at its last meeting. The Chair asked the Steering Committee to consider the request of Hamilton Health Sciences for a 20% discount off the monthly pass and to fund the initiative with gas tax monies.

After some discussions, the Steering Committee approved a motion as outlined in Item 7 of these Minutes.
(h) Adjournment

There being no further business, the meeting adjourned at 6:50 p.m.

Respectfully submitted,

Councillor B. McHattie, Chair
Provincial Gas Tax Transit Master Plan
Steering Committee

Ida Bedioui,
Legislative Assistant
October 4, 2006
SUBJECT: 2007 TRANSIT SERVICE ENHANCEMENTS (City Wide)

RECOMMENDATION:

(a) That the Transit Gas Tax Master Plan Steering Committee recommends to Council the following conventional and specialized transit service enhancements for consideration in the 2007 Budget process:

1. Heritage Green area: Route #11 Parkdale re-alignment, Route #43 Stone Church re-alignment & addition of new Route #59 Upper Centennial
2. Route #10 Beeline duration increase
3. Accessible taxi pilot program
4. Taxi Scrip subsidy increase

(b) That staff submit the required Program Enhancement Requests, reflecting a change in net operating costs of $2,659,170, for inclusion in the 2007 Transit Division Budget submission.

Councillor Brian McHattie
Chair, Transit Master Plan Steering Committee

Don Hull
Director, Transit

EXECUTIVE SUMMARY:

The recommended enhancements are designed to increase transit ridership and meet the highest priority needs from the extensive list of transit service requests received.
Full implementation of the recommended service enhancements represent an increase in operating and capital expenditures. For the conventional (HSR) transit program, an additional 50,100 bus hours will be provided, requiring an FTE increase of 25 transit operators. Annual marginal operating costs for the combined HSR & ATS programs are projected to increase by $3,637,000 or +4.7% over the current maintenance budget. Capital costs will increase by $1,257,500 for the purchase of 3 buses and 2 accessible taxicabs.

These recommendations have an impact on Area Rating. The issue of Area Rating policy would have to be harmonized with Council’s funding strategy, in order for the recommended route and service enhancements to be implemented. As shown in Appendix B, approval of the recommendations will commit the remaining balance of the Provincial Gas Tax reserve fund into perpetuity.

The mandate of the TMPSC is to provide recommendations to the Public Works, Infrastructure and Environment Committee respecting all future Provincial Gas Tax allocations & in its capacity as a clearing house for community input with respect to improvements to the City’s Conventional Transit (HSR) and Specialized Transit (ATS) programs, the Provincial Gas Tax Transit Master Plan Steering Committee (TMPSC) met on June 19, 2006 to review a list of 2007 transit service enhancement options.

TMPSC members were provided with a decision metric for each option containing information on service level guideline compliance, priority from a staff and public perspective, how the option complies with Council policy (Transit Ridership Growth Plan, GRIDS, Official Plan, Transportation Master Plan, Roadmap to Sustainability) and estimated annual costs. Members formed breakout groups to discuss the options and choose those options that represented the best approach for growing transit ridership in 2007.

For background on the public priorities related to HSR and ATS services, TMPSC members were provided with a list of the transit service requests received from the public by the Transit Division between June 2003 and March 2006. This list was sorted by Community and provided a brief description of the request and whether it related to service availability or service quality.

The four options that received the most support were:
- Heritage Green route changes
- Beeline duration increase
- Accessible taxi pilot program
- Taxi Scrip subsidy increase

Appendix A attached to this report contains the decision metric sheets for the options reviewed by the TMPSC on June 19, 2006.
The four options receiving the most TMPSC support are consistent with the following strategies contained in the Transit Ridership Growth Plan approved by Council on June 14, 2006 (PWIE Report 06-010, Item 5).

<table>
<thead>
<tr>
<th>Option</th>
<th>Ridership Growth Plan Strategy</th>
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<tbody>
<tr>
<td>Heritage Green route changes</td>
<td>• C.1 increase service frequencies</td>
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<tr>
<td></td>
<td>• D.7 improve Weekend &amp; shopping services</td>
</tr>
<tr>
<td></td>
<td>• D.8 expand service to outlying areas &amp;</td>
</tr>
<tr>
<td></td>
<td>emerging employment areas</td>
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<tr>
<td>Beeline duration increase</td>
<td>• C.2 develop bus rapid transit system</td>
</tr>
<tr>
<td>Accessible taxi pilot program</td>
<td>• F.4 specialized service delivery</td>
</tr>
<tr>
<td>Taxi Scrip subsidy increase</td>
<td>• D.9 mitigate impacts of fare increases on</td>
</tr>
<tr>
<td></td>
<td>selected populations</td>
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Heritage Green route changes respond to customer feedback gathered thru a mail back survey conducted in 2005. Residents desire a direct trip to Eastgate Terminal, increased coverage to major activity centres and improvements in service duration. The 2007 closure of the Mount Albion Road mountain access in provides an opportunity to realign the north-south (Route #11 Parkdale) service and simplify the east-west (Route #43 Stone Church) service. Below the escarpment, the realignment of Route #11 will provide for continuous two-way bus service on Greenhill Avenue between Mount Albion Road and King Street and improved access to St. Joseph’s Ambulatory Care Centre. This Route #11 change impacts the Red Hill, Vincent & Gershome neighbourhoods and will compensate for the eventual removal of the Route #5E Delaware – Greenhill service that will occur as port of future lower city route realignments to improve transit services on the King/Main/Queenston corridor. The recommended routing plan is shown in Figure 1.

Beeline will operate throughout the mid-day period, maintaining the peak periods frequency of 10 minutes. This option provides more choice and a faster trip for those travelling off-peak and will provide additional capacity in the King/Main/Queenston corridor. In conjunction with the anticipated introduction of articulated buses on selected Beeline runs, some of the complaints related to overcrowded buses will be addressed.

The Accessible taxi pilot program will provide eligible registrants of the Accessible Transit Services program who are unable to access conventional transit service with an additional travel choice and allow the City to work with the taxi industry to demonstrate the efficient and effective use of accessible taxis over an 18-month period.

An increase in the Taxi Scrip subsidy from 40% to 60% is supported by the Accessibility Committee for Persons with Disabilities. This will permit eligible registrants to purchase $80 worth of taxi service per month for an out-of-pocket cost of $32. This enhancement option responds to increased demand in trip making and increased cost of taxi fares.
FIGURE 1
HERITAGE GREEN ROUTE CHANGES – 2007

- #11 Parkdale
- #43 Stone Church
- #59 Upper Centennial
Other options were reviewed by TMPSC:

- New Route: Rymal Road
- Frequency Change: #1 King
- Expansion of ATS Eligibility Guidelines
- New Route: Waterdown
- Duration Change: Trans-Cab
- Reduced Fares for Seniors

These options were championed by some members as worthy choices to increase transit ridership. However, the overall level of support for these options was lower.

### Financial/Staffing

Full implementation of the recommended service enhancements represent an increase in operating and capital expenditures. For the conventional (HSR) transit program, an additional 50,100 bus hours will be provided, requiring an FTE increase of 25 transit operators. Annual marginal operating costs are projected to increase by $3,637,000 or +4.7% over the current maintenance budget. Capital cost increases for the purchase of 3-40 foot diesel low floor buses, a 1.5% expansion in total conventional bus fleet, along with 2 accessible taxicabs, are estimated at $1,257,500.

Tables 1a & 1b display the resource requirements for the recommended enhancement options.

### Table 1a

<table>
<thead>
<tr>
<th>OPTION</th>
<th>CHANGE IN GROSS OPERATING COST</th>
<th>ADDITIONAL ANNUALIZED PASSENGER REVENUE</th>
<th>CHANGE IN NET OPERATING COST</th>
<th>CHANGE IN CAPITAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage Green</td>
<td>$2,275,000</td>
<td>$(682,990)</td>
<td>$1,592,010</td>
<td>$1,157,500</td>
</tr>
<tr>
<td>Beeline</td>
<td>$982,000</td>
<td>$(294,840)</td>
<td>$687,160</td>
<td>$-</td>
</tr>
<tr>
<td>Accessible Taxi Pilot</td>
<td>$180,000</td>
<td>-</td>
<td>$180,000</td>
<td>$100,000</td>
</tr>
<tr>
<td>Taxi Script Subsidy Increase</td>
<td>$200,000</td>
<td>-</td>
<td>$200,000</td>
<td>$-</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$3,637,000</td>
<td>$(977,830)</td>
<td>$2,659,170</td>
<td>$1,257,500</td>
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</table>
Options for funding operating costs include an increase in the general tax levy and/or funding from upper-tier governments thru available transit programs (i.e. gas tax), if available. A strategy to increase fares could also be employed to reduce the impact on tax revenues.

These recommendations have an impact on Area Rating. The issue of Area Rating policy would have to be harmonized with Council’s funding strategy, in order for the recommended route and service enhancements to be implemented.

Appendix B displays the Provincial Gas Tax Reserve balance sheet. Approval of the recommendations will commit the remaining balance of the Provincial Gas Tax reserve fund into perpetuity. Projected 2007 expenditures and revenues will place the fund in a deficit position in 2008.

Legal

N/A

Policies Affecting Proposal:

- Transit Ridership Growth Plan
- GRIDS
- Transportation Master Plan
- Official Plan
- Roadmap to Sustainability

Excerpts from the above policies applicable to the selection of the service enhancements are shown in Appendix C.
The Provincial Gas Tax Transit Master Plan Steering Committee reviewed various 2007 service enhancement options and selected those options that they considered to be the best choices to grow transit ridership.

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
Participation in community life is accessible to all Hamiltonians.

**Environmental Well-Being is enhanced.** ☑ Yes ☐ No
A sustainable transportation network provides many options for people and goods movement; vehicle-dependency is reduced.

**Economic Well-Being is enhanced.** ☑ Yes ☐ No
A skilled, innovative and diverse workforce is attracted and retained.

Does the option you are recommending create value across all three bottom lines? 
☑ Yes ☐ No

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

2007 Transit Service Enhancement Options

June 19, 2006
SUBJECT: 2007 TRANSIT SERVICE ENHANCEMENTS (City Wide) - Page 9 of 26

DESCRIPTION: Route Changes: Heritage Green
#11 realigned to St. Joseph’s via Greenhill
#43 realigned to Elfrida via Highland
New route to Eastgate via Upper Centennial

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<tr>
<th>DAY OF WEEK</th>
<th>FREQUENCY</th>
<th>DURATION</th>
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<td>PEAK</td>
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<td>WEEKDAY</td>
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<td>SATURDAY</td>
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<td>SUNDAY</td>
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COMPLIANCE WITH SERVICE LEVEL GUIDELINES (1996): Proposed Weekday and Saturday duration exceeds guideline

PUBLIC PRIORITY: Most popular service request. Responds to resident needs voiced in 2005 household survey.

STAFF PRIORITY: High

ISSUES: Service is area rated

COMPLIANCE WITH COUNCIL POLICY:

TRANSIT RIDERSHIP GROWTH PLAN:

- Strategy C.1 Improve service frequencies on mountain routes, in conjunction with route restructuring and continued system-wide service increases

GRIDS:

Direction 5

- Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.

Nodes & Corridors Structure

- Corridors (Barton Street, Centennial Parkway, Concession Street, James Street/Upper James Street, King Street, Main Street, Main Street West, Rymal Road and Queenston Road/Highway 8).

OFFICIAL PLAN:

4.3.2.1 Provide public transit at a level of service adequate to enhance its use as a viable alternative to the auto.

TRANSPORTATION MASTER PLAN:

Increase opportunities for all residents and employees to have access to the transit system.

- Establish a goal of providing at least 90% of residents and employees within the City with transit service within a 400m (5 minute) walk
- Provide service to and from new communities where there is a sufficient demand to justify transit service

ROADMAP TO SUSTAINABILITY:

Objective 7 Grow the Local Economy

- Priority 5 Increase the supply of employment lands to balance employment and population growth
- Action e. Direct new infrastructure investments to employment lands and transit links

ANNUAL HOURS: 35000 PEAK BUSES: 3 OPERATORS: 17.5

ANNUAL COSTS:

- MARGINAL OPERATING ($65/hour) $2,275,000
- GROSS CAPITAL $1,660,000
SUBJECT: 2007 TRANSIT SERVICE ENHANCEMENTS (City Wide) - Page 10 of 26

DESCRIPTION: Duration Change: #10 Beeline

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<th>DAY OF WEEK</th>
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<td>PROPOSED</td>
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<td>WEEKDAY</td>
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Additional mid-day and early evening service

COMPLIANCE WITH SERVICE LEVEL GUIDELINES (1996): Compliant
PUBLIC PRIORITY: Third most popular service request
STAFF PRIORITY: High
ISSUES: Vehicle size

COMPLIANCE WITH COUNCIL POLICY:

TRANSIT RIDERSHIP GROWTH PLAN:

3.3.1 STRATEGY C.2 – DEVELOP BUS RAPID TRANSIT SYSTEM
- Provide off-peak express service at attractive frequencies

GRIDS:

Direction 6
- Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.

Nodes & Corridors Structure
- Corridors (Barton Street, Centennial Parkway, Concession Street, James Street/Upper James Street, King Street, Main Street, Main Street West, Rymal Road and Queenston Road, Highway 8).

OFFICIAL PLAN:

4.3.2.1 Provide public transit at a level of service adequate to enhance its use as a viable alternative to the auto.

TRANSPORTATION MASTER PLAN:

Principle 4(a) Investment in transit-supportive land uses should be encouraged by quality public transit services and facilities

ROADMAP TO SUSTAINABILITY:

Objective 7 Grow the Local Economy
- Priority 5 Increase the supply of employment lands to balance employment and population growth
- Action e. Direct new infrastructure investments to employment lands and transit links

ANNUAL HOURS: 15120 PEAK BUSES: 0 OPERATORS: 7.5

ANNUAL COSTS:

| MARGINAL OPERATING ($65/hour) | $982,000 |
| GROSS CAPITAL                | $0       |
SUBJECT: 2007 TRANSIT SERVICE ENHANCEMENTS (City Wide) - Page 11 of 26

DESCRIPTION: Accessible Taxi Pilot Program (18-months)

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<th>DAY OF WEEK</th>
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| COMPLIANCE WITH SERVICE LEVEL GUIDELINES (1996): | N/A |
| PUBLIC PRIORITY: | Requested thru ACPD |
| STAFF PRIORITY: | High |
| ISSUES: | Integration of service into taxi bylaw Province regulations ODA compliance |

COMPLIANCE WITH COUNCIL POLICY:

TRANSIT RIDERSHIP GROWTH PLAN:

STRATEGY F.4 - SERVICE DELIVERY
- Implement pilot project to demonstrate the use of accessible taxis.
- Pursue dialogue with City by-law officials regarding provision of accessible taxis in City licensing requirements.

GRIDS:
Direction 6
- Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.

OFFICIAL PLAN:

4.3.2.1 Provide public transit at a level of service adequate to enhance its use as a viable alternative to the auto.

TRANSPORTATION MASTER PLAN:

Principle 1(a) Transportation facilities and services should be safe, secure and barrier-free

ROADMAP TO SUSTAINABILITY:

Objective 8
- Priority 3 Improve population health & air quality through land use patterns and transportation options
- Action e. Direct new infrastructure investments to employment lands and transit links

ANNUAL HOURS: 0 PEAK BUSES: 0 OPERATORS: 0

ANNUAL COSTS:
- MARGINAL OPERATING $180,000
- GROSS CAPITAL $100,000
SUBJECT: 2007 TRANSIT SERVICE ENHANCEMENTS (City Wide) - Page 12 of 26

DESCRIPTION: Taxi Scrip Program Service Enhancement

Increase coupon subsidy from 40% to 60%, monthly cap of $80 per registered user

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<thead>
<tr>
<th>COMPLIANCE WITH SERVICE LEVEL GUIDELINES (1996):</th>
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<tr>
<td>PUBLIC PRIORITY:</td>
<td>ACPD request</td>
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<tr>
<td>STAFF PRIORITY:</td>
<td>Low</td>
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<tr>
<td>ISSUES:</td>
<td>Cost impact due to monthly cap increase (30-month pilot) from $80 to $120</td>
</tr>
</tbody>
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COMPLIANCE WITH COUNCIL POLICY:

TRANSIT RIDERSHIP GROWTH PLAN:

STRATEGY: D.11 – MITIGATE IMPACTS OF FARE INCREASES ON SELECTED POPULATIONS
- Explore other options that may reduce the cost of transit for persons with limited incomes.

GRIDS:

Direction 6
- Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.

OFFICIAL PLAN:

4.3.2.1 Provide public transit at a level of service adequate to enhance its use as a viable alternative to the auto.

TRANSPORTATION MASTER PLAN:

Principle 1(a) Transportation facilities and services should be safe, secure and barrier-free

ROADMAP TO SUSTAINABILITY:

Objective 8
- Priority 3 Preserve the Environment
  Improve population health & air quality through land use patterns and transportation options
- Action e. Direct new infrastructure investments to employment lands and transit links

ANNUAL HOURS: 0 PEAK BUSES: 0 OPERATORS: 0

ANNUAL COSTS:

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<tr>
<td>ADDITIONAL SUBSIDY</td>
<td>$200,000</td>
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<td>GROSS CAPITAL</td>
<td>$0</td>
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</tbody>
</table>
SUBJECT: 2007 TRANSIT SERVICE ENHANCEMENTS (City Wide) - Page 13 of 26

DESCRIPTION: New Route: Rymal Road - Anchor & Stone Church to Glancaster Loop

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<td>SUNDAY</td>
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COMPLIANCE WITH SERVICE LEVEL GUIDELINES (1996): Proposed Weekday and Saturday duration exceeds guideline

PUBLIC PRIORITY: Second most popular service request

STAFF PRIORITY: High

ISSUES: Creates some route duplication

COMPLIANCE WITH COUNCIL POLICY:

TRANSIT RIDERSHIP GROWTH PLAN:

- Strategy C.1 Improve service frequencies on mountain routes, in conjunction with route restructuring and continued system-wide service increases

GRIDS:

Direction 6
- Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.

Nodes & Corridors Structure
- Corridors (Barton Street, Centennial Parkway, Concession Street, James Street/Upper James Street, King Street, Main Street, Main Street West, Rymal Road and Queenston Road/Highway 8).

OFFICIAL PLAN:

4.3.2.1 Provide public transit at a level of service adequate to enhance its use as a viable alternative to the auto.

TRANSPORTATION MASTER PLAN:

Increase opportunities for all residents and employees to have access to the transit system.
- Establish a goal of providing at least 90% of residents and employees within the City with transit service within a 400m (5 minute) walk
- Provide service to and from new communities where there is a sufficient demand to justify transit service

ROADMAP TO SUSTAINABILITY:

Objective 7 Grow the Local Economy
- Priority 5 Increase the supply of employment lands to balance employment and population growth
- Action e. Direct new infrastructure investments to employment lands and transit links

ANNUAL HOURS: 13227 PEAK BUSES: 2 OPERATORS: 6.6

ANNUAL COSTS:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>MARGINAL OPERATING ($85/hour)</td>
<td>$860,000</td>
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<tr>
<td>GROSS CAPITAL</td>
<td>$1,107,000</td>
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</table>
SUBJECT: 2007 TRANSIT SERVICE ENHANCEMENTS (City Wide) - Page 14 of 26

DESCRIPTION: New Route: Waterdown – Parkside & #6 to Plains & Cooke via GO Station

<table>
<thead>
<tr>
<th>DAY OF WEK</th>
<th>FREQUENCY</th>
<th>DURATION</th>
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<tbody>
<tr>
<td>WEEKDAY</td>
<td>PEAK: 30</td>
<td>--</td>
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</table>

COMPLIANCE WITH SERVICE LEVEL GUIDELINES (1996): Duration is non-compliant

PUBLIC PRIORITY: Some interest from public for a ‘starter’ service

STAFF PRIORITY: Medium

ISSUES: Route is outside of Urban Transit Area. Service would be area rated.

COMPLIANCE WITH COUNCIL POLICY:

TRANSIT RIDERSHIP GROWTH PLAN:

STRATEGY D.7 – EXPAND SERVICE TO OUTLYING AREAS AND EMERGING EMPLOYMENT AREAS
- Extend transit service to Waterdown
- Provide transit shuttle between Waterdown and Aldershot

GRIDS:

Direction 6
- Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.

Nodes & Corridors Structure
- Community Node in Waterdown downtown

OFFICIAL PLAN:

4.3.2.1 Provide public transit at a level of service adequate to enhance its use as a viable alternative to the auto.

TRANSPORTATION MASTER PLAN:

Increase opportunities for all residents and employees to have access to the transit system.
- Establish a goal of providing at least 90% of residents and employees within the City with transit service within a 400m (5 minute) walk
- Provide service to and from new communities where there is a sufficient demand to justify transit service

Principle 2(b) Transportation facilities and services should be continuous and seamlessly integrated.

ROADMAP TO SUSTAINABILITY:

Objective 7 Grow the Local Economy
- Priority 5 Increase the supply of employment lands to balance employment and population growth
- Action e. Direct new infrastructure investments to employment lands and transit links

ANNUAL HOURS: 5040  PEAK BUSES: 2  OPERATORS: 2.5

ANNUAL COSTS:

| MARGINAL OPERATING ($65/hour) | $328,000 |
| GROSS CAPITAL                | $1,107,000 |
SUBJECT: 2007 TRANSIT SERVICE ENHANCEMENTS (City Wide) - Page 15 of 26

DESCRIPTION: Frequency Change: #1 King

<table>
<thead>
<tr>
<th>DAY OF WEEK</th>
<th>EXISTING FREQUENCY</th>
<th>PROPOSED FREQUENCY</th>
<th>DURATION</th>
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<tr>
<td></td>
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<td>WEEKDAY</td>
<td>7.5</td>
<td>7.5</td>
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| COMPLIANCE WITH SERVICE LEVEL GUIDELINES (1996): | Compliant |
| PUBLIC PRIORITY: | Third most popular service request |
| STAFF PRIORITY: | High |
| ISSUES: | Vehicle size |

COMPLIANCE WITH COUNCIL POLICY:

TRANSIT RIDERSHIPS GROWTH PLAN:

3.3.1 STRATEGY C1 – INCREASE SERVICE FREQUENCIES
- Continued system-wide service increases

GRIDS:

Direction 6
- Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.

Nodes & Corridors Structure
- Corridors (Barton Street, Centennial Parkway, Concession Street, James Street/Upper James Street, King Street, Main Street, Main Street West, Rymal Road and Queenston Road/Highway 8).

OFFICIAL PLAN:

4.3.2.1 Provide public transit at a level of service adequate to enhance its use as a viable alternative to the auto.

TRANSPORTATION MASTER PLAN:

Principle 4(a) Investment in transit-supportive land uses should be encouraged by quality public transit services and facilities

ROADMAP TO SUSTAINABILITY:

Objective 7 Grow the Local Economy
- Priority 5 Increase the supply of employment lands to balance employment and population growth
- Action e. Direct new infrastructure investments to employment lands and transit links

ANNUAL HOURS: 9072 PEAK BUSES: 3 OPERATORS: 4.5

ANNUAL COSTS:

| MARGINAL OPERATING ($65/hour) | $590,000 |
| GROSS CAPITAL (40’ Diesel/Electric) | $1,660,000 |
| - OR - | |
| GROSS CAPITAL (60’ Diesel) | $1,939,000 |
SUBJECT: 2007 TRANSIT SERVICE ENHANCEMENTS (City Wide) - Page 16 of 26

DESCRIPTION:  Stoney Creek & Glenbrook Trans-Cab

<table>
<thead>
<tr>
<th>DAY OF WEEK</th>
<th>STONEY CREEK DURATION</th>
<th>GLANBROOK DURATION</th>
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<tr>
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<td>WEEKDAY</td>
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<td>SATURDAY</td>
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<tr>
<td>SUNDAY</td>
<td>--</td>
<td>6am to 6pm</td>
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COMPLIANCE WITH SERVICE LEVEL GUIDELINES (1996):

Proposed Weekday & Saturday service duration exceeds guideline

PUBLIC PRIORITY:

Fourth most popular service request

STAFF PRIORITY:

Medium

ISSUES:

Service is area rated

COMPLIANCE WITH COUNCIL POLICY:

TRANSIT RIDERSHIP GROWTH PLAN:

3.4.7 STRATEGY D.7 - IMPROVE WEEKEND AND SHOPPING SERVICES

* Identify options for extending weekend/off-peak services

GRIDS:

Direction 6

* Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.

OFFICIAL PLAN:

4.3.2.1 Provide public transit at a level of service adequate to enhance its use as a viable alternative to the auto.

TRANSPORTATION MASTER PLAN:

Principle 3(a) Transportation facilities should reflect and complement their community context

ROADMAP TO SUSTAINABILITY:

Objective 8  Preserve the Environment

* Priority 3  Improve population health & air quality through land use patterns and transportation options

* Action e.  Direct new infrastructure investments to employment lands and transit links

ANNUAL HOURS:  0  PEAK BUSES:  0  OPERATORS:  0

ANNUAL COSTS:

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<td>GROSS CAPITAL</td>
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</table>
SUBJECT: 2007 TRANSIT SERVICE ENHANCEMENTS (City Wide) - Page 17 of 26

DESCRIPTION: Fare Program: Reduced Fares for Seniors

| COMPLIANCE WITH SERVICE LEVEL GUIDELINES (1995): | N/A |
| PUBLIC PRIORITY: | Council request |
| STAFF PRIORITY: | Low |
| ISSUES: | Revenue impact |

COMPLIANCE WITH COUNCIL POLICY:

TRANSIT RIDERSHIP GROWTH PLAN:

STRATEGY: D.11 - MITIGATE IMPACTS OF FARE INCREASES ON SELECTED POPULATIONS

- Explore the feasibility of free fares for seniors in the off-peak periods, where the marginal cost of handling additional passengers is less.
- Explore other options that may reduce the cost of transit for persons with limited incomes.

GRIDS:

Direction 6
- Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.

OFFICIAL PLAN:

4.3.2.1 Provide public transit at a level of service adequate to enhance its use as a viable alternative to the auto.

TRANSPORTATION MASTER PLAN:

Principle 7(a) Maximum value should be extracted from existing facilities and services

ROADMAP TO SUSTAINABILITY:

Objective 8
- Priority 3: Improve population health & air quality through land use patterns and transportation options
- Action e: Direct new infrastructure investments to employment lands and transit links

ANNUAL HOURS: 0 PEAK BUSES: 0 OPERATORS: 0

ANNUAL COSTS:

| REVENUE IMPACT | $ TBD |
| GROSS CAPITAL | $0 |
SUBJECT: 2007 TRANSIT SERVICE ENHANCEMENTS (City Wide) - Page 18 of 26

DESCRIPTION: Expansion of ATS Eligibility Guidelines

<table>
<thead>
<tr>
<th>COMPLIANCE WITH SERVICE LEVEL GUIDELINES (1996):</th>
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<tbody>
<tr>
<td>PUBLIC PRIORITY:</td>
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<tr>
<td>ISSUES:</td>
<td>$850K operating and $900K capital funding approved and committed</td>
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COMPLIANCE WITH COUNCIL POLICY:

TRANSIT RIDERSHIP GROWTH PLAN:

STRATEGY: D.11 – MITIGATE IMPACTS OF FARE INCREASES ON SELECTED POPULATIONS
  - Explore options that may reduce the cost of transit for persons with limited incomes.

GRIDS:

Direction 6
  - Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.

OFFICIAL PLAN:

4.3.2.1 Provide public transit at a level of service adequate to enhance its use as a viable alternative to the auto.

TRANSPORTATION MASTER PLAN:

Principle 1(a) Transportation facilities and services should be safe, secure and barrier-free

ROADMAP TO SUSTAINABILITY:

Objective 8  Preserve the Environment
  - Priority 3  Improve population health & air quality through land use patterns and transportation options
  - Action e.  Direct new infrastructure investments to employment lands and transit links

ANNUAL HOURS: 0  PEAK BUSSES: 0  OPERATORS: 0

ANNUAL COSTS:

<table>
<thead>
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<th>MARGINAL OPERATING</th>
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Appendix B

Provincial Gas Tax (Transit) Reserve
### Provincial Gas Tax (Transit) Reserve - 112204

Last Revision: Oct 3, 2008

#### Balance Forward

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<th>2011</th>
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#### Annual Gas Tax Allocation - Province

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#### Budgetary Expenditures (Operating & Capital)

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#### Net Operating Surplus

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#### Goodwill

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#### Other Revenue

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#### Total Operating & Capital

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#### Total Operating & Capital - Combined

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#### Interest Income

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#### Total Operations & Capital

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#### Total Operating Income

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<th>2011</th>
<th>2012</th>
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#### Total Operating & Capital Income

<table>
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<th>Account</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
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<td>1,121,690,807</td>
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Appendix C
Policies Affecting Proposal

Transit Ridership Growth Plan

STRATEGY A.1 – SUPPORT NODES AND CORRIDORS GROWTH CONCEPT
- Identify and prioritize key nodes and corridors through the GRIDS process and subsequent Official Plan process;
- Implement changes to zoning to permit increased density and mixed-use development in transit corridors;
- Establish incentives for more compact development adjacent to transit nodes/major stops.

STRATEGY A.2 – MAKE TRANSIT SERVICE A PRE-REQUISITE FOR ANY GREENFIELD DEVELOPMENT
- Adopt policies that encourage development along existing transit routes, and discourage development beyond transit service, or require that developers contribute to the cost of extending existing transit services.
- Use the CMHC Tool for Estimating Greenhouse Gas Emissions from Urban Travel (or similar tool) to quantify the impacts of new development proposals.
- Require "sign-off" from the Director of Transit for all Official Plan amendments to ensure that transit considerations have been taken into account in development applications.

STRATEGY B.1 – PROMOTE INTENSIFICATION AROUND TRANSIT NODES AND CORRIDORS
- Through the zoning by-law, require that all new development in designated nodes and corridors meet minimum densities (suggested target of 30 units per hectare).
- Include provisions for reduced parking standards within designated transit nodes and corridors, while respecting the fact that some parking is required for marketing reasons. (Note: The City of Hamilton is currently preparing a new parking by-law that will encourage more transit-supportive standards).
- Develop transit-oriented guidelines for targeted nodes and corridors and/or secondary plans for development areas, particularly areas that are located adjacent to proposed Bus Rapid Transit Corridors.

STRATEGY B.2 – REQUIREMENTS FOR NEW COMMUNITIES
- Elevate role of HSR in development review process.
- Train staff in all city departments on transit-supportive guidelines.
- Make it mandatory that all traffic impact studies include a plan as to how the project will address transit and Travel Demand Management.

STRATEGY C.1 – INCREASE SERVICE FREQUENCIES
Short term
- Conduct comprehensive review of existing routes to assess priorities for service increases
- Reduce headways for Beeline from 10 minutes to 7.5 minutes and expand service to off-peak hours to expand role as BRT service

Medium Term
- Improve service frequencies on mountain routes, in conjunction with route restructuring
- Continued system-wide service increases

Longer Term
- Annual service level increases to meet target of 80-100 rides per capita and 12% transit mode share
STRATEGY C.2 – DEVELOP BUS RAPID TRANSIT SYSTEM

Short term
- Finalize corridor selection (under TMP)
- Introduce articulated buses on Beeline
- Develop off-board payment systems
- Develop image and marketing program for BRT
- Establish staff responsibility for planning, design and implementation
- Initiate Individual Environmental Assessment for E-W and N-S corridors

Medium Term
- Construct BRT system components (physical improvements to accommodate dedicated transit lanes, station stops, terminals)
- Increase service levels in BRT corridors
- Initiate marketing and promotion
- Design and implement feeder services

Longer Term
- Increase degree of segregation between cars and buses, while ensuring access for commercial vehicles and emergency vehicles.
- Continued increase in frequencies
- Investigate conversion of BRT to electric power trolley bus or LRT

STRATEGY C.3 – EXPAND ARTICULATED BUS FLEET

Short Term
- Replace 3 existing articulated buses with newer versions
- Purchase 12 new articulated buses for use on the Beeline Express service
- Look at ways to market articulated buses in conjunction with BRT, potentially with a unique look.

Medium Term
- Expand articulated fleet as required based on load factors
- Expand garage capacity/equipment to accommodated articulated buses.

Longer Term
- Evaluate system capacity requirements and assess feasibility for conversion to LRT in east-west corridor

STRATEGY D.1 – CONNECT NODES WITH EXPRESS BUS ROUTES

Short Term
- Complete comprehensive service review to define new express routes, including analysis of McMaster student residential locations
- Identify options for establishing a transit hub at Mohawk College
- Institute a "Gore to Shore" transit service between the downtown and the waterfront during summer months.

Medium Term
- Implement land use policies to encourage nodal development
- Introduction of peak period express services from:
  - lime Ridge to McMaster via Meadowlands
  - lime Ridge to Eastgate via Heritage Green

Longer Term
- Gradual increase in service levels in express corridors
SUBJECT: 2007 TRANSIT SERVICE ENHANCEMENTS (City Wide) - Page 23 of 26

- Expansion of express services to off-peak times

STRATEGY D.2 – ROUTE RE-STRUCTURING

Short Term
- Investigate options for new terminal on top of the escarpment, including potential terminal at Mohawk College
- Complete comprehensive review of route current structure

Medium Term
- Establish BRT service in the downtown to South Mountain corridor with connections to Mohawk and Limeridge, with a branch to Hamilton Airport, thereby providing frequent north-south service to connect with east-west routes.

Longer Term
- Implement BRT on one or more of LINC, Stone Church Road or Rymal Road, including dedicated lanes.

STRATEGY D.7 - IMPROVE WEEKEND AND SHOPPING SERVICES

- Complete comprehensive transit review and identify options for extending weekend/off-peak services, including serve to areas not presently served;
- Conduct surveys in affected areas to determine market demand (some surveys have already been completed);

STRATEGY D.7 – EXPAND SERVICE TO OUTLYING AREAS AND EMERGING EMPLOYMENT AREAS

Short Term
- Work existing/potential employers to assess need for transit; for example conduct a travel survey of Hamilton Airport staff and work with these employers to promote use of employee buses passes.
- Continue to explore options to overcome or eliminate the current area rating system.

Medium Term
- Extend transit service to Waterdown and the airport
- Explore options for neighbourhood transit shuttles or expanded trans-cab services.
- Provide transit shuttle between Waterdown and Aldershot, potentially as a joint service with Burlington and/or GO Transit.
- Facilitate park-and-ride from outer areas (Strategy D.4)

Longer Term
- Extend North-South BRT to South Mountain, and to existing emerging/employment areas

STRATEGY: D.11 – MITIGATE IMPACTS OF FARE INCREASES ON SELECTED POPULATIONS

- Maintaining the practice of allowing persons with mobility devices to travel free on conventional transit.
- Explore the feasibility of free fares for seniors in the off-peak periods, where the marginal cost of handling additional passengers is less.
- Explore other options that may reduce the cost of transit for persons with limited incomes.
- Work with major employers to expend bulk transit pass purchases, with the objective being to get employers to subsidize employee transit passes. Current initiatives by the federal government may increase the attractiveness of this measure.

STRATEGY F.1 – FLEETS AND FACILITIES

- Continue to maintain and expand D.A.R.T.S fleet
Continue policy of purchasing low floor buses when replacing conventional buses

STRATEGY F.2 – COMMUNITY PARTNERSHIPS
- Continue discussions with community-based organizations and programs in an effort to better coordinate client or program specific transportation needs. This would include expanding the current concept of ad-hoc working groups to address specific issues.
- Expand database of existing community-based agency transportation resources and agency specific needs.
- Enhance partnerships with community-based organizations for the development and administration of a travel training program for the City’s residents.
- Facilitate the preparation of an Accessible Transit Guide, articulating "how to use" instructions for the use of fixed route transit including planning and scheduling a trip, recognition of routes, an understanding of responsibilities and expectations of operator assistance, etc. Ensure that travel training is promoted during registration process.

STRATEGY: F.3 – SCHEDULING AND DISPATCH FUNCTIONS
- Continue to maintain and improve the current computerized scheduling system and associated real-time communications with D.A.R.T.S vehicles.
- Implement pilot project to test the use of Global Positioning Systems (GPS) and Mobile Data Terminals (MDTs) for D.A.R.T.S vehicles to facilitate automatic real time vehicle location and enhanced communication.
- While ensuring fair access to all individuals, explore the opportunities to use the internet to supplement the current telephone registration system to provide alternative booking options for eligible registrants.

STRATEGY F.4 - SERVICE DELIVERY
- Prepare an up-to-date 10 year forecast of the demand for specialized transit based on current/planned eligibility criteria.
- Together with the City ODA Committee, continue to review and confirm policies on services hours and services areas.
- Implement pilot project to demonstrate the use of accessible taxis.
- Pursue dialogue with City by-law officials regarding provision of accessible taxis in City licensing requirements.
- Investigate the feasibility of providing dedicated fixed route or semi-fixed route accessible transit services in corridors with regular, predictable demand.
- Work with the Province and the health care industry to collectively design a transportation strategy for dialysis patients.

Official Plan

3.1.1.8 Promote the integration of transit plans into the design of neighbourhood and secondary plans to achieve a distance of approximately 400 metres or a 5 minute walk between 90% of residential units and transit stops.

4.3.2.1 Provide public transit at a level of service adequate to enhance its use as a viable alternative to the auto.
4.3.2.6 Consider public transit as an integral part of planning for major new residential development and all new commercial and employment centres in the urban area.

Roadmap to Sustainability

Objective 7 Grow the Local Economy
- Priority 5 Increase the supply of employment lands to balance employment and population growth
- Action e. Direct new infrastructure investments to employment lands and transit links

Objective 8 Preserve the Environment
- Priority 3 Improve population health & air quality through land use patterns and transportation options
- Action e. Direct new infrastructure investments to employment lands and transit links

Transportation Master Plan

Objective 1 Offer safe and convenient access for individuals to meet their daily needs
Principle 1(a) Transportation facilities and services should be safe, secure and barrier-free
Principle 1(b) Each transportation mode should have an adequate level of service
Principle 1(c) Non-travel alternatives and shorter trips should be encouraged

Objective 2 Offer a choice of integrated travel modes, emphasizing active transportation, public transit and carpooling
Principle 2(a) Alternatives to single-occupant vehicle travel should be practical and attractive
Principle 2(b) Transportation facilities and services should be continuous and seamlessly integrated
Principle 2(c) The health benefits of active lifestyles should be recognized and promoted

Objective 3 Enhance the liveability of neighbourhoods and rural areas
Principle 3(a) Transportation facilities should reflect and complement their community context
Principle 3(b) Noise and other undesirable impacts of traffic on residential areas should be minimized

Objective 4 Encourage a more compact urban form, land use intensification and transit-supportive node and corridor development
Principle 4(a) Investment in transit-supportive land uses should be encouraged by quality public transit services and facilities
Principle 4(b) Transportation facilities should meet current needs while remaining adaptable to those of the future
Principle 4(c) Zoning, urban design and parking management strategies should minimize land consumed by automobile travel

Objective 5 Protect the environment by minimizing impacts on air, water, land and natural resources
Principle 5(a) The use of greenspace for new infrastructure should be minimized
Principle 5(b) Transportation technologies and behaviours should reduce energy consumption and air emissions
Principle 5(c) The impacts of surface water runoff from transportation facilities should be minimized
Objective 6 Support local businesses and the community’s economic development
Principle 6(a) The efficiency of goods movement to, from and within the city should be maximized.
Principle 6(b) Businesses and institutions should remain accessible to employees and visitors.

Objective 7 Operate efficiently and be affordable to the City and its citizens
Principle 7(a) Maximum value should be extracted from existing facilities and services.
Principle 7(b) Decisions should take into account the life-cycle costs of transportation facilities and services.
Principle 7(c) Transportation funding opportunities involving other governments, the private sector and individual users should be considered.

Reduce the community’s dependence on single occupant auto travel (total distance traveled) by 10% by 2011 and 20% by 2021, compared to 2001 by providing and facilitating improved travel options for residents and employees.
- Through increases in transit service levels, reduce the number of trips per person made by auto by 10% by 2011 and 15% by 2021.

Increase transit service levels on an incremental basis, in conjunction with other policies to improve the viability of transit, with a goal of increasing annual transit ridership per capita by 5% per year.

Increase opportunities for all residents and employees to have access to the transit system.
- Establish a goal of providing at least 90% of residents and employees within the City with transit service within a 400m (5 minute) walk.
- Provide service to and from new communities where there is a sufficient demand to justify transit service.

**GRIDS**

Direction 6
- Expand transportation options that encourage travel by foot, bike and transit and enhance efficient inter-regional transportation connections.

Node and Corridors
The recommended structure of the nodes and corridors system is as follows:

<table>
<thead>
<tr>
<th>• Regional Node (Downtown Hamilton)</th>
<th>• Commercial Service Nodes (Lime Ridge, Eastgate and Centre Malls)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Community Nodes (historic downtowns of Stoney Creek, Waterdown, Ancaster, Dundas and a new node at Upper Centennial and Highway 20)</td>
<td>• Corridors (Barton Street, Centennial Parkway, Concession Street, James Street/Upper James Street, King Street, Main Street, Main Street West, Rymal Road and Queenston Road/Highway 8).</td>
</tr>
</tbody>
</table>