Ancaster
Transportation Master Plan

Public Works Committee

April 18, 2011
The transportation system in Ancaster is currently experiencing several challenges including congestion, safety concerns, traffic infiltration, lack of pedestrian and cycling facilities, and need for direct access to Highway 403.

The Ancaster Transportation Master Plan is being undertaken to address the concerns identified in a manner that is safe, efficient, sustainable, limits impacts to the environment, and supports the long term growth anticipated in Ancaster.
Purpose & Objectives

Develop a long-range plan that identifies improvements to the existing transportation system that result in a more liveable community and that supports the mobility needs of Ancaster’s residents, businesses and visitors to 2031.

Study Objectives:

• Identify mobility needs for people and goods consistent with Ancaster values
• Identify opportunities and realistic targets for transportation mode choices, including transit, cycling and pedestrians
• Identify infrastructure improvements
• Develop a strategy that supports Ancaster’s urban lands
• Integrate policies, programs, funding and infrastructure needs
• Develop a long-range plan which provides direction to other City initiatives within Ancaster over the next 20 years
Study Evolution and Consultation

Key comments received from the public throughout the study:

- Significant concern regarding proposed arterial road widenings, roundabouts and centre two-way left turn lanes
- Need to maintain community and historic village character
- Residents accept existing transportation level of service
- Highway 403 congestion/cut through traffic must be addressed
- Need direct access to westbound Highway 403
- Need improved pedestrian and cycling connections

Public input has had an impact on the outcome of the study


**Study Evolution and Consultation**

- **Ancaster Community Council Meetings:**
  - May 5, 2008
  - Sept. 8, 2009
  - April 4, 2011

- **Ancaster Heritage Village Meeting:**
  - Oct. 26, 2009

- **“Preserve Ancaster Village” Meetings:**
  - Feb. 11, 2011
  - Mar. 30, 2011

- **Ancaster Comprehensive Transportation Study (ACTS) (2001)**
  - Hamilton Transportation Master Plan (HTMP) (2007)

- **Ancaster Transportation Master Plan**
  - (re-examined HTMP and ACTS recommendations)

- **Initial recommendations include road widenings (4 lanes)**

- **Alternatives and recommendations revised to limit road widenings and address key concerns**

- **Recommended scenario primarily includes 3-lane cross sections on arterial roads within urban area and roundabout at two intersections**

- **Pedestrian crossings will be considered in Phases 3 and 4 of Municipal Class EA Process**

- **Notice of Study Commencement April 2008**

- **Stakeholder Meeting Sept. 15, 2008**

- **Stakeholder Meeting Feb. 9, 2009**

- **Public Information Centre**
  - Dec. 8, 2010 (comment period extended to January 31, 2011)
Multi-Modal Strategy

**Mode Share Targets Based on Hamilton Transportation Master Plan**

- Reduce auto trips by 20% by 2031
- Achieve a transit mode share of 12% by 2031
- Promote walking and cycling mode share of 15% by 2031
- Involve a range of Transportation Demand Management measures

### 2006 Transportation Tomorrow Survey Mode Split

<table>
<thead>
<tr>
<th>MODE SHARE</th>
<th>City</th>
<th>Ancaster</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto Driver</td>
<td>63%</td>
<td>69%</td>
</tr>
<tr>
<td>Auto Passenger</td>
<td>12%</td>
<td>11%</td>
</tr>
<tr>
<td>Transit (including GO Rail)</td>
<td>8%</td>
<td>3%</td>
</tr>
<tr>
<td>Walking / Cycling</td>
<td>10%</td>
<td>5%</td>
</tr>
<tr>
<td>Other</td>
<td>6%</td>
<td>11%</td>
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</tbody>
</table>
Employment and Population Changes

- Hamilton (including Ancaster) is anticipated to experience population and employment growth by 2031, affecting travel patterns across the region.

<table>
<thead>
<tr>
<th>Year</th>
<th>Ancaster</th>
<th>Hamilton</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Population</td>
<td>Employment</td>
</tr>
<tr>
<td>2001</td>
<td>29,900</td>
<td>6,100</td>
</tr>
<tr>
<td>2011</td>
<td>33,100</td>
<td>7,500</td>
</tr>
<tr>
<td>2021</td>
<td>39,500</td>
<td>9,300</td>
</tr>
<tr>
<td>2031</td>
<td>39,700</td>
<td>13,400</td>
</tr>
</tbody>
</table>

Population and Employment Data Source: Hamilton Transportation Master Plan 2007

- Airport Employment Growth District (southeast of Ancaster) projected to contain over 29,000 jobs by 2031.

- Regional travel patterns will change due to growth, which will influence Ancaster and surrounding areas.
Origin-Destination Analysis

- Origin-Destination data from the Transportation Tomorrow Survey, performed by Data Management Group at University of Toronto
- Surveys completed every 5 years since 1986
- Completed approximately 150,000 survey interviews across GTHA in 2006
- Used to analyze origin-destination travel patterns within Ancaster and entire GTHA region

Transportation Tomorrow Survey available online at http://www.dmg.utoronto.ca/transportationtomorrowsurvey
Recommended Scenario No. 12

Better utilize existing capacity by adding two-way left turn lanes to accommodate growth (population and employment)

- Maintain community and historic village character

- Promote active transportation by adding bike lanes and sidewalks
Typical Road Cross Section

Three Lane Cross-Section with Two-Way Left Turn Lanes

Details of cross-section to be finalized during detailed design depending on existing right-of-way.
Recommended Transit System

- **B-L-A-S-T Rapid Transit**
- Improved connections to Airport Employment Growth District
- Enhanced Transit Stops - Meadowlands Shopping Centre and Wilson Street / Fiddler's Green Road
- Increase service in the Village Core
Recommended Cycling / Pedestrian / Trail Network and Transportation Demand Management Strategies

TDM Strategies for:
- Trip elimination
- Trip scheduling
- Trip reassignment
- Modal choice
- Trip sharing
- Employer engagement
- Smart Commute Hamilton

Trails:
- Implement trails identified in the Trails Master Plan
- Pine Ridge Valley Nature Trail
- Improve pedestrian connections and recreational cycling

Pedestrians:
- Sidewalks on both sides of roads being improved, where feasible
- Lighting for pedestrians

Cycling:
- Implement recommendation from Cycling Master Plan
- Provide multi-purpose off-road system
## Recommended Projects

<table>
<thead>
<tr>
<th>Road Name</th>
<th>From</th>
<th>To</th>
<th>Length (km)</th>
<th>Description of Works</th>
<th>Period</th>
<th>Anticipated Timing</th>
<th>Trigger</th>
<th>Project Cost (million)</th>
<th>DC Share %age</th>
<th>DC Share Amount (million)</th>
<th>Capital Project Share (million)</th>
<th>EA Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 New E/W Road (Ancaster)</td>
<td>Tradewind Dr / Cormorant Rd</td>
<td>Trinity Road</td>
<td>0.81</td>
<td>New Two-Lane Collector Road</td>
<td>Short</td>
<td>2011-2016</td>
<td>Development - Industrial Park</td>
<td>$1.9</td>
<td>100</td>
<td>$1.9</td>
<td>$0.0</td>
<td>B</td>
</tr>
<tr>
<td>2 Garner Road</td>
<td>Hwy 2 (Wilson St.)</td>
<td>50m west of Shaver Rd</td>
<td>0.72</td>
<td>Road Widening to Three-Lanes with Two-way Left-turn Lane</td>
<td>Medium</td>
<td>2017-2021</td>
<td>Development - AEGD</td>
<td>$1.4</td>
<td>71</td>
<td>$1.0</td>
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<tr>
<td>3 Golf Links Road</td>
<td>McNiven Road</td>
<td>Kitty Murray Lane</td>
<td>0.64</td>
<td>Road Widening to Three-Lanes with Two-way Left-turn Lane</td>
<td>Medium</td>
<td>2017-2021</td>
<td>Construction of Golf Links Ramps to Hwy 403</td>
<td>TBD</td>
<td>-</td>
<td>-</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>4 Golf Links Road</td>
<td>Kitty Murray Lane</td>
<td>Stone Church Road</td>
<td>-</td>
<td>Two Intersection Improvements (Martindale, Cloverleaf)</td>
<td>Long</td>
<td>Beyond 2021</td>
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<tr>
<td>5 McNiven Road</td>
<td>Rousseaux Street</td>
<td>Golf Links Road</td>
<td>0.63</td>
<td>Road Widening to Three-Lanes with Two-way Left-turn Lane</td>
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<td>Beyond 2021</td>
<td>Development</td>
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<td>60</td>
<td>$1.1</td>
<td>$0.8</td>
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<tr>
<td>6 *Rousseaux Street/ Mohawk Rd.</td>
<td>Wilson Street</td>
<td>McNiven Road</td>
<td>0.88</td>
<td>Road Widening to Three-Lanes with Two-way Left-turn Lane</td>
<td>Short</td>
<td>2011-2016</td>
<td>-</td>
<td>$2.6</td>
<td>0</td>
<td>$0.0</td>
<td>$2.6</td>
<td>* B</td>
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<tr>
<td>7 Rousseaux Street / Wilson</td>
<td>-</td>
<td>Street Intersection</td>
<td>-</td>
<td>-</td>
<td>Short</td>
<td>2011-2016</td>
<td>Interim Intersection Improvements (slight modifications to existing)</td>
<td>$0.5</td>
<td>0</td>
<td>$0.0</td>
<td>$0.5</td>
<td>B</td>
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<tr>
<td>8 Wilson Street / Jerseyville</td>
<td>Road Intersection</td>
<td>-</td>
<td>-</td>
<td>Single Lane Roundabout</td>
<td>Medium</td>
<td>2017-2021</td>
<td>-</td>
<td>$0.6</td>
<td>0</td>
<td>$0.0</td>
<td>$0.6</td>
<td>B</td>
</tr>
<tr>
<td>9 Stone Church Road</td>
<td>Harrogate Drive</td>
<td>Stonehenge Drive</td>
<td>0.34</td>
<td>Road Widening to Four-Lanes</td>
<td>Long</td>
<td>Beyond 2021</td>
<td>Development</td>
<td>$1.0</td>
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<td>B</td>
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<tr>
<td>10 Garner Road</td>
<td>50m west of Shaver Rd</td>
<td>50m east of Miller Dr.</td>
<td>3.17</td>
<td>Road Widening to Four-Lanes with Bike Lanes</td>
<td>Medium</td>
<td>2017-2021</td>
<td>Development - AEGD</td>
<td>$9.7</td>
<td>71</td>
<td>$6.9</td>
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<td>Hwy 403</td>
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<td>12 Rousseaux Street / Wilson</td>
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<td>Double Lane Roundabout</td>
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<td>2017-2021</td>
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<td>$1.4</td>
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<tr>
<td>14 Wilson Street</td>
<td>Hamilton Dr</td>
<td>50m west of Nelson Street</td>
<td>2.50</td>
<td>Two-way Left-turn Lane</td>
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<td>2011-2016</td>
<td>-</td>
<td>$7.8</td>
<td>85</td>
<td>$6.6</td>
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<td><strong>Total</strong></td>
<td></td>
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<td><strong>$37.3</strong></td>
<td><strong>$21.9</strong></td>
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<td><strong>$15.4</strong></td>
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*Note: when considering projects, Rousseaux Street and Mohawk Road improvements will influence each other and should therefore be considered as one project, under Schedule C.

TBD: To be determined in conjunction with the On & Off ramp at Golf Links Rd.

### Development Charges to fund a significant portion of transportation infrastructure

[Hamilton Public Works Logo]
## Recommended Projects – Schedule B

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<tr>
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<td>2017-2021</td>
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TBD: To be determined in conjunction with the On & Off ramp at Golf Links Rd.
### Recommended Projects – Schedule C

<table>
<thead>
<tr>
<th>Road Name</th>
<th>From</th>
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<th>Length (km)</th>
<th>Description of Works</th>
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<td>12 Rousseaux Street/Wilson</td>
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<td>-</td>
<td>Double Lane Roundabout</td>
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<td>0</td>
<td>$0.0</td>
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<td>Calder Street</td>
<td>Garner Road</td>
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<td>14 Wilson Street</td>
<td>Hamilton Dr</td>
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*Note: when considering projects, Rousseaux Street and Mohawk Road improvements will influence each other and should therefore be considered as one project, under Schedule C.*
Proposed Ramps

Separate technical studies are underway in coordination with the Ministry of Transportation, Ontario:

**Proposed On and Off Ramps at Golf Links Road**

**Benefits:**
- Provides direct westbound access to Highway 403
- Provides benefit to north Ancaster area and Meadowlands area residents.
- Shifts some traffic away from Wilson Street, western part of Golf Links and Garner Road
- Improves westbound access to Highway 403 and “New Highway 6” for residents travelling between Airport Employment Growth District (AEGD) and north Ancaster

**Proposed westbound On-Ramp from Main Street West at Aberdeen Interchange**

**Benefits:**
- Provides direct westbound access to Highway 403
- Reduces through traffic in the McMaster Innovation Park Area
- Shifts some traffic from Wilson Street
Next Steps

- Report to Council - April 27, 2011
- Finalize Ancaster Transportation Master Plan Report
- Notice of Study Completion
- 30-day Public Review – Target Late Spring
- Implement Schedule B Projects subject to project priorities and budget
- Undertake Municipal Class EA Phases 3 and 4 for Schedule C Projects (subject to project priorities, budget and growth)
THANK YOU

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