SUBJECT: Transit Service Enhancements Implementation Plan  
(PW07136) - (City Wide)

RECOMMENDATION:

(a) That Council approve implementation of Transit service enhancements in 2008 as follows;

   (i) introduction of a new Weekday peak periods HSR bus route on Rymal Road between Glancaster Road and Pritchard Road, requiring an expansion in the transit fleet of two (2) conventional transit buses at a capital cost of $880,000 and an increase in the Transit approved complement of 2.0 employees, with an increase in annualized operating costs of $300,000;

   (ii) introduction of a new Weekday peak periods HSR bus route serving the Waterdown urban area with direct service to the Aldershot GO/VIA Station and connections to Downtown Hamilton, Burlington GO Station and Downtown Burlington, requiring an expansion in the transit fleet of two (2) conventional transit buses at a capital cost of $880,000 and an increase of 2.0 employees in the Transit approved complement, with an increase in annualized operating costs of $343,000;

(b) That Council approve new permanent funding from the Provincial Gas Tax Reserve in the amount of $500,600, representing the additional funding required over-and-above base funding included in the 2008 Transit Operating Budget submission, that includes the recommended fare increase, to fund the $818,000 recommended service improvements identified in recommendation (a) of this report;

(c) That for 2009, Council approve in principle the following conventional and specialized transit service enhancement priorities, that were endorsed by the Provincial Gas Tax Transit Master Plan Steering Committee, and direct staff to consider their inclusion when preparing the 2009 Transit Service Enhancement Plan;

   (i) Introduction of a new Weekday peak periods HSR bus route operating on Rymal Road between Pritchard Road & Upper Centennial Parkway;
(ii) Introduction of a new Weekday peak periods HSR bus route operating on Upper Centennial Parkway between Rymal Road & Eastgate Terminal;

(iii) Introduction of a new Weekday midday and PM peak period HSR bus route operating on Victoria Avenue and Wentworth Street, providing direct north-south service for trips to/from the Keith, Landsdale and Stinson neighbourhoods;

(iv) Introduction of miscellaneous ATS service improvements, with due consideration of prevailing financial implications, that respond positively to and ensure compliance with forthcoming Provincial legislation under the Accessibility for Persons with Disabilities Act.

Gerry Davis  
Acting General Manager  
Public Works

**EXECUTIVE SUMMARY:**

The recommendations contained in this report provide for a series of specific route and service enhancements to be implemented over two years.

Council’s Transportation Master Plan and Transit Ridership Growth & Asset Management Plans recommend that transit service level increases be implemented in order to achieve transportation targets such as a 20% reduction in auto vehicle-kilometres and a doubling of the transit mode split to 12% by 2031. These targets directly support GRIDS Direction #6 in expanding transportation options and they support the current Provincial policy framework for moving people (Places to Grow). The Provincial Gas Tax Transit Steering Committee (TSC) has reviewed a range of transit service enhancement options, contained in the attached TSC Five Year Transit Service Plan, and have assigned a high priority to a selection of these options.

In 2008, two new conventional transit routes are proposed. One serves the south-Mountain and the other serves Waterdown.

Permanent implementation of ATS Taxi Scrip pilot that increases the monthly purchase cap from $80 to $120 is also recommended as a strategy to relieve pressure on the DARTS system and accommodate an increased level of ambulatory trip making by ATS-registered clients (Companion Report PW07146).

The total increased annualized operating cost impact is $818,000, funded through a combination of new revenue from the recommended fare increase for permanent implementation of the Taxi Scrip enhancement, and from a permanent transfer of $500,600 from the Provincial Gas Tax reserve, with a transit fleet increase of four (4) buses and 4.0 bus Operators. Capital costs for the additional buses will be $1,760,000.

Staff are also recommending that three new conventional transit routes and miscellaneous ATS service improvements be considered for implementation in 2009.
Estimated annualized operating costs for the conventional (HSR) transit service enhancements will increase by $603,000, with a transit fleet increase of four (4) buses and 3.7 employees. Capital costs for the additional buses is forecasted to be $1,760,000. The operating cost for the ATS improvements, that will be required to remain compliant with Provincial legislation, are to be determined.

**BACKGROUND:**

The information/recommendations contained within this report have City wide implications and relate to matters/facilities/programming/property within the entire City.

The Transit Provincial Gas Tax and Master Plan Steering Committee (TSC) were established by Council in 2005 with a mandate to:

- assist with the creation of Ridership Growth & Asset Management Plans as mandated by the agreement between the City and the Province for eligibility of Provincial Gas Tax revenue;
- provide recommendation to Council on all future transit expenditures to be funded from Provincial Gas Tax Revenue;
- in 2006, Council expanded the mandate of TSC to provide recommendation on expenditures funded from the dedicated Federal Gas tax for transit.

In 2006, TSC provided input into the Ridership Growth and Asset Management Plans that were submitted to the MTO in order to satisfy the requirements for the 2006 and future gas tax revenue. Further to this initiative, TSC met on September 15, 2007 for a Five Year Transit Service Enhancement Plan Workshop to review a preliminary list of conventional and specialized transit service enhancements and reach consensus on prioritizing a list of recommended service improvements worthy of funding through the Provincial Gas Tax (Transit) Reserve.

TSC’s priority setting was guided by due consideration of the outstanding service requests list and the following policies/guidelines:

- Transit Ridership Growth Plan strategies
- City Official Plan
- Transportation Master Plan objectives
- Public Works Strategic Plan
- Roadmap to Sustainability
- GRIDS Direction 6

TSC's report and recommendations are contained within the minutes of their September 25, 2006 meeting (Report 07-002), presented in Report PW07138 at Public Works November 5, 2007 meeting (Item 8.5), and subsequently ratified by Council at their November 14, 2007 meeting. The TSC recommended Five Year Service Enhancement Plan workshop report is attached as Appendix A.

Transit Division staff are supportive of selected enhancements to support and improve system performance, respond to latent demand and address growth pressures while maintaining consistency with efforts to grow ridership and manage assets. Subsequent to TSC’s deliberations, HSR and ATS staff undertook a review of conventional and specialized transit services. Incorporated into the 2008 Division Budget submission is a list of preferred service enhancements, supported by staff, for Council's consideration.
These enhancements, if approved, can be implemented in 2008 with the time and resources available. Additionally, staff is recommending that a second list of service enhancements be approved but deferred for implementation until 2009.

**ANALYSIS/RATIONALE:**

**2008 ENHANCEMENTS**

Transit Division staff is recommending the following enhancements for 2008:

- HSR Rymal Road Pritchard to Glancaster Road route
- HSR Waterdown local and commuter connector route
- ATS Taxi Scrip coupon subsidy increase (Report PW07146)

These enhancements are a high priority from a TSC perspective. Two involve new conventional fixed route services that would initially operate Monday through Friday during the AM and PM peak time periods. The third enhancement permanently increases the monthly purchasing cap on Taxi Scrip coupons from $80 per month to $120 for ATS registered clients who use Taxi Scrip. They are shown as ID # 2, #4 and #19 in Exhibit 2 of Appendix A.

The Rymal Road enhancement will provide a continuous east-west transit link between Pritchard Road and Glancaster Road, connecting with nine other HSR routes. Many existing transit users in adjacent neighbourhoods will be able to take advantage of a direct trip across the south mountain without the inconvenience of one or more transfers. The proposed route will assist in generating new transit passengers whose live/work/play trip ends are situated in the newly developing tracts of land that are situated within walking distance of Rymal Road. Lands within the Hamilton Mountain/Glanbrook IBP Employment Area may be easier to market to potential employers, due to the presence of a transit service. A Rymal Road bus has been one of the most sought after service improvements requested by HSR customers and residents of new subdivisions who are attempting to reduce their reliance on the auto.

The Waterdown enhancement will provide bus service for the urban portion of Waterdown situated between Dundas Street and Parkside Drive, east of Highway #6. Buses would operate north-south on Waterdown Road, terminating at Plains Road, with direct service to the Aldershot GO/VIA Station. Customers will be able to transfer to GO Rail & Bus services, VIA trains or Burlington Transit buses. Transfers from HSR to Burlington Transit are free of charge, allowing customers to travel to Downtown Hamilton, the Burlington and Appleby GO Stations and other points within Burlington.

Improvements to inter-modal integration and cross-boundary transit services are strategies that can encourage ridership growth.

The 2008 HSR enhancements are introductory, starter services, intended to address immediate needs. As ridership levels increase, consideration can be given to expanding service levels as part of a future medium term transit expansion program.

**2009 ENHANCEMENTS**

Transit Division staff is recommending the following enhancements for 2009:

- HSR Rymal route extension
- HSR Victoria/Wentworth route
- HSR Upper Centenennial route
- ATS service improvements
These enhancements are listed as ID #3, 5, 7 & 19 in Exhibit 2 in Appendix A. Three involve new conventional fixed route services that would initially operate Monday through Friday during selected peak and/or midday time periods. The fourth enhancement will provide for additional ATS service(s).

An example of an ATS service level increase would be the provision of additional DARTS service. This would help to reduce the denial rate of 1.5% of all requests, primarily non-ambulatory trips, and the waiting list for subscription trips. Staff will be reviewing services in 2008 to determine the appropriate type of enhancement(s).

The HSR Upper Centennial route was first proposed in 2007, in response to a 2005 residents survey that indicated a strong need for a direct north-south bus service between Heritage Green and Eastgate Square. Supported by TSC as a high priority enhancement, buses would operate between Upper Centennial & Rymal and Eastgate Terminal. At Eastgate, in addition to the shopping opportunities available, customers can transfer to the B-Line Express for travel to Downtown Hamilton and McMaster University or to the Stoney Creek Central route for travel to destinations in lower Stoney Creek.

The HSR Victoria/Wentworth Crosstown route was developed in response to a 2006 Environment Hamilton door-to-door survey of over 3,200 north end households, co-funded by an approved expenditure from the Provincial Gas Tax Transit Reserve. The survey found that there is a strong need for a new north-south bus service that includes Wentworth Street, particularly among a majority of non-bus users surveyed. The proposed route would reduce walking distances and provide connections to Downtown Hamilton via the Bayfront, Barton, Cannon, King and Delaware bus routes. It will also improve the level of service for staff and patients travelling to the Hamilton Health Sciences campus at Victoria & Barton.

The HSR Rymal Road route extension builds upon the 2008 HSR Rymal Road service enhancement. An additional Weekday peak periods bus will be added that will allow the route to be extended further east to Upper Centennial Parkway. Service will operate at 30-minute intervals and allow customers to access to the retail and light industrial land uses at Elfrida and the residential land uses in the Summit Park neighbourhood. This route will connect with the proposed HSR Upper Centennial route, providing access to lower Stoney Creek and Eastgate Terminal.

### Alternatives for Consideration:

Council may reject the recommendations in this report and direct staff to select from other high priority enhancements as outlined in Appendix A.

Council may select from a combination of funding sources (Provincial Gas Tax Reserve, fare increase, levy increase) in order to achieve budgetary objectives.

### Financial/Staffing/Legal Implications:

Financial

The annualized operating and one-time capital costs for the 2008 and proposed 2009 transit service enhancements are displayed in Table 1.
TABLE 1
2008 & 2009 TRANSIT SERVICE ENHANCEMENTS
CHANGE IN RESOURCE REQUIREMENTS

<table>
<thead>
<tr>
<th>Year</th>
<th>Enhancement</th>
<th>Service Type</th>
<th>Annualized Operating Cost</th>
<th>One-Time Capital Cost</th>
<th>Change in Bus Fleet</th>
<th>Change in FTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>HSR Rymal Road</td>
<td>Weekday</td>
<td>+$300,000</td>
<td>+$880,000</td>
<td>+2</td>
<td>+2.0</td>
</tr>
<tr>
<td></td>
<td>HSR Waterdown</td>
<td>Weekday</td>
<td>+$343,000</td>
<td>+$880,000</td>
<td>+2</td>
<td>+2.0</td>
</tr>
<tr>
<td></td>
<td>ATS Taxi Scrip</td>
<td>All</td>
<td>+$175,000</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td><strong>2008 TOTAL</strong></td>
<td></td>
<td><strong>+$818,000</strong></td>
<td><strong>+$1,760,000</strong></td>
<td><strong>+4</strong></td>
<td><strong>+4.0</strong></td>
</tr>
<tr>
<td>2009</td>
<td>HSR Rymal Road Extension</td>
<td>Weekday</td>
<td>+$150,000</td>
<td>+$440,000</td>
<td>+1</td>
<td>+0.9</td>
</tr>
<tr>
<td></td>
<td>HSR Upper Centennial</td>
<td>Weekday</td>
<td>+$300,000</td>
<td>+$880,000</td>
<td>+2</td>
<td>+1.8</td>
</tr>
<tr>
<td></td>
<td>HSR Victoria/Wentworth</td>
<td>Weekday</td>
<td>+$153,000</td>
<td>+$440,000</td>
<td>+1</td>
<td>+1.0</td>
</tr>
<tr>
<td></td>
<td>ATS Service Improvements</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td><strong>2009 TOTAL</strong></td>
<td></td>
<td><strong>+$603,000</strong></td>
<td><strong>+$1,760,000</strong></td>
<td><strong>+4</strong></td>
<td><strong>+3.7</strong></td>
</tr>
</tbody>
</table>

POLICIES AFFECTING PROPOSAL:

For the conventional (HSR) transit programs, there are several policies that influence the decision making process for management and operations. These policies are attached to this report as Appendix B.

In addition to the above policies, the specialized (ATS) transit program is subject to a settlement agreement between the City and the Ontario Human Rights Commission and pending legislation arising from the Accessibility for Ontarian’s with Disabilities Act 2005. Regulations within the act for Accessible Transportation Standards are to be announced in 2008.

The Public Works vision for 2017 is to be recognized as the centre of environmental and innovative excellence in Canada. The Transit Division will work with other Divisions and the community to improve Hamilton’s environment and ensure that the proposed transit service enhancements reflect and support the Public Works Strategic Plan.

A key priority of the Public Works Strategic Plan (2007) is to be a leader in “greening” the community. Transit service improvements influence mode of transportation away from the private automobile towards the more environmentally friendly choice of public transit. This leads to fewer cars on the road and results in lower GHG emissions.

RELEVANT CONSULTATION:

Transit Division (ATS) staff maintain an on-going dialogue with Council’s Advisory Committee for Persons with Disabilities (ACPD) and the Senior’s Advisory Committee (SAC) to ensure that program adjustments and enhancements meet the needs of the consumers represented by the committee.
The Transit Division has consulted with the Economic Development & Community Services Departments to gain an understanding of the transit service needs and priorities that would complement employment growth.

Transit Division staff considered input from the Provincial Gas Tax Transit Master Plan Steering Committee received at their September 15, 2007 workshop.

### CITY STRATEGIC COMMITMENT:

By evaluating the “Triple Bottom Line”, (community, environment, and 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.

<table>
<thead>
<tr>
<th>Community Well-Being is enhanced.</th>
<th>☑ Yes</th>
<th>☐ No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Participation in community life is accessible to all Hamiltonians.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Environmental Well-Being is enhanced.</th>
<th>☑ Yes</th>
<th>☐ No</th>
</tr>
</thead>
<tbody>
<tr>
<td>A sustainable transportation network provides many options for people and goods movement; vehicle-dependency is reduced.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Economic Well-Being is enhanced.</th>
<th>☑ Yes</th>
<th>☐ No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poverty is reduced.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>☑ Yes</th>
<th>☐ No</th>
</tr>
</thead>
</table>

**Do the options you are recommending make Hamilton a City of choice for high performance public servants?**

<table>
<thead>
<tr>
<th>☐ Yes</th>
<th>☑ No</th>
</tr>
</thead>
</table>
City of Hamilton

FIVE YEAR SERVICE AND FUNDING PLAN WORKSHOP

WORKSHOP SUMMARY
SEPTEMBER 21, 2007
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1. INTRODUCTION

This report provides an overview of the September 15, 2007 Five Year Service and Funding Plan Workshop, including a summary of the resulting recommendations and priorities for transit improvements.

1.1 Background

Over the past five years, the Transit Division has received several hundred requests for service improvements. Added to this list are the many transit improvements that are required to keep up with growing demand, address service deficiencies, improve accessibility, and progress on the recommendations of the Ridership Growth Plan and Asset Management Plan. Accordingly, one of the challenges faced by the Transit Division is to identify and prioritize transit service improvements for implementation, while recognizing that sufficient funding is not available to implement all improvements immediately.

Transit service improvements will be implemented in a three-phased approach.

- Phase 1 improvements address immediate system needs such as improvements in service reliability. Funding has already been committed for these improvements. (Note that the Amalgamated Transit Union will make a presentation on this issue at the September 25th Provincial Gas Tax Transit Master Plan Steering Committee [PGTTMPSC] meeting.)

- Phase 2 relates to short-term service improvements such as addressing coverage gaps and improving frequencies and hours of operation, generally reflecting the 1-5 year horizon.
• Phase 3 improvements are those that are required to meet targets for significantly increasing transit ridership, such as Bus Rapid Transit.

The primary focus of the September 15th workshop was on short-term priorities (i.e. Phase 2). Transit service improvements were the focus of the discussion at the workshop related to improving service coverage, including coverage to industrial business parks, improving the frequency of existing routes and improving the hours of operation on existing routes. Prior to the workshop, IBI Group developed a list of priority improvements, based on previous requests and staff’s input, and provided these to participants in advance along with other background information. These were then used to structure the workshop discussions. A list of these potential priorities is provided in Appendix A.

1.2 Workshop Objectives

The primary purpose of the workshop was to engage the PGTTMPSC and other stakeholders in the discussion of short-term transit improvements and their prioritization. Also included throughout the day was a series of presentations and discussions on longer-term improvements and supporting initiatives. The goal of the workshop was to generate a clearly defined list of transit improvements to be considered in the next 5 years.

1.3 Workshop Format and Participation

The workshop was an interactive event consisting of a series of presentations with significant opportunities for input by participants. IBI Group has been retained to assist with the workshop and to prepare background information on the various ridership growth initiatives. The workshop agenda is shown below.
All members of the PGTTMPSC were invited to attend this workshop. In addition, several members of Council attended or were represented at the workshop. Staffs from Economic Development, Capital Planning, Public Works and the Transit Division actively participated in the workshop. A list of attendees is provided in Appendix B.

2. WORKSHOP SUMMARY

2.1 Workshop Expectations

At the outset of the workshop, participants were asked to provide a brief statement of their objectives for the workshop. A summary of the comments are provided below:

- help establish 1 – 5 priorities;
• raise awareness of the area rating issues;
• learn/contribute;
• ensure that process is traceable;
• ensure that transit is a key focus;
• help to identify route improvements;
• ensure that the process looks at the system as a whole as opposed to a piecemeal approach;
• recognize that the first step is to establish a vision for transit;
• help to ensure the integration of departments when it comes to transit decisions;
• listen;
• keep up the momentum for transit improvements;
• determine what is required to deliver a project once it is identified;
• provide direction for the Committee;
• contribute to refining the process to identify priorities;
• ensure that accessibility issues are considered;
• ensure that BIA issues are considered;
• ensure harmony between departments;
• draw attention to the needs to improve connections to Waterdown and other areas without transit;
• establish a criteria and vision;
• listen;
• propose ideas on ridership growth;
• advance vision for a sustainable future involving transit.
2.2 Workshop Context Presentation

Brian Hollingworth provided a presentation on processes influencing transit, a review of the PGTTMPSC Objectives, a review of the ridership growth plan recommendations, a peer comparison, information on departmental structures and a summary of available funding. A copy of this presentation is included in Appendix C.

2.3 Background Presentations

2.3.1 ECONOMIC DEVELOPMENT

Neil Everson provided a presentation highlighting transit’s role in economic development. A copy of this presentation is included in Appendix C.

Neil’s presentation highlighted several major pending transit needs. For example, the North Glanbrook Business Park is planned to accommodate up to 10,000 jobs, and will be completed within 5 years. Another example is the Innovation Park south of Main Street, portions of which are situated beyond a 400m walk of the existing east/west lower city transit corridor.

There was some debate about whether or not the City should be encouraging development in Greenfields not currently served by transit. However, it was noted that many business cannot afford to develop Brownfields, and will simply go to other locations with cheap land (i.e. Brantford).

The issue of parking was also raised. Parking is becoming more expensive to provide and required significant amounts of land. Reducing excess parking would be beneficial for transit.
2.3.2 LONG RANGE PLANNING

Jill Stephen provided a presentation on Long Range Planning Initiatives. The key message of this presentation is that the City is implementing policies to help promote more transit-supportive forms of land use planning. These will be implemented through the Official Plan, which is expected to be completed next year. A copy of this presentation is included in Appendix C.

2.3.3 TRANSPORTATION MASTER PLAN

Jill Stephen provided a presentation on the Transportation Master Plan. A copy of this presentation is included in Appendix C.

Included in the presentation was a discussion of the planned rapid transit corridors. Participants inquired about the configuration of these corridors and the technologies. For example, the Upper James Corridor could be developed in a phased manner to initially start with basic transit priority, evolving to include queue jump lanes and ultimately dedicated transit lanes in the median. Buses in these dedicated lanes would operate with full priority over cars.

2.4 Evaluation of Short Term Transit Improvements

Brian Hollingworth provided a presentation on the identification of transit service improvements and the evaluation process. A copy of this presentation is included in Appendix C.

It was noted that the long list of improvements that was used to identify potential improvements may not be reflective of everyone’s input since it is primarily based on complaints by current transit users. This was recognized as a limitation but
most participants agreed that it was a good starting point for the purposes of the workshop.

Following the presentation, Andy McLaughlin from HSR provided a more detailed description of each individual improvement using a map.

2.5 Round Table Discussion on Potential Priority Service Improvements

Workshop participants were asked to state their opinions on what should be the immediate priority for improvement, and why. They were also given the opportunity to put forward improvements that were not on the initial list. As a result of this latter process, one new improvement was identified – the extension of the Barton bus further into Stoney Creek.

The table below summarizes the input received on priorities.
Exhibit 1: Summary of Stated Priorities

<table>
<thead>
<tr>
<th>ID</th>
<th>Description</th>
<th>Priority Input</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rymal/Garner (Glancaster-Duff's Corners)</td>
<td>x</td>
</tr>
<tr>
<td>2</td>
<td>Rymal/Garner (Glancaster-Anchor)</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Rymal/Garner (Anchor-Upper Centennial)</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Waterdown/Burlington GO/Hamilton CBD</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Stoney Creek Phase II/Upper Centennial/Heritage Green</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Airport Service (Route 27 Extension)</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>North End/Keith Circulator</td>
<td></td>
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<tr>
<td>8</td>
<td>Route 5C West Hamilton (Meadowlands-McMaster)</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Route 52 Main West - Dundas (Head/Pirie-Downtown)</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Route 10 Beeline Express</td>
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<td>11</td>
<td>Route 11 Parkdale</td>
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<td>12</td>
<td>Route 16 Ancaster</td>
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</tr>
<tr>
<td>13</td>
<td>Route 35 College</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Route 41 Mohawk</td>
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<tr>
<td>15</td>
<td>Route 43 Stone Church</td>
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<tr>
<td>16</td>
<td>Waterdown TransCab</td>
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<tr>
<td>17</td>
<td>Binbrook TransCab</td>
<td></td>
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<td>18</td>
<td>Stoney Creek and Glanbrook TransCab</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>ATS Improvements</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Barton Extension</td>
<td></td>
</tr>
</tbody>
</table>

In addition to this priorities list, the following comments were provided:

- All improvements are valid
- Pursue improvements that improve interconnectivity of existing routes
- Pursue improvements that are unlikely to be impacted by structural changes that may result from a comprehensive review
- Look for quick wins that do not cost a lot
- Implement improvements that have greatest potential for ridership growth
- Address routes that are over capacity

During the discussion of priorities, it was questioned whether or not it was appropriate to simply ask participants for their “favourite improvements”, as the group may not speak for the entire community. However, it was noted that there will be
many sources of input before the final list is established, including staff recommendations, and this workshop was just one part of the process. It was also pointed out that all improvements are essentially valid, and it is important to ensure that “something gets implemented”. The final recommended improvements will be much better received by Council if it can be shown that the PGTTMPSC were involved in the prioritization process.

2.6 Presentation on Longer Term Initiatives

Following the lunch break, Brian Hollingworth provided a presentation on some longer term transit planning initiatives, including a perspective on current directions from the Province as well as case studies from other jurisdictions. All agreed that there are tremendous opportunities for Hamilton to implement major transit improvements. It was also recognized that in some respects, Hamilton has been well ahead of its peers. For example, the B-Line is a form of Rapid Transit and has been in place for almost two decades. Hamilton was also a leader in implementing creative programs such as TransCab and the U-Pass.

2.7 Discussion of Recommended Improvements

The final portion of the workshop consisted of an interactive discussion of priorities. The following is a summary of the comments provided on each major potential improvement

2.7.1 RYMAL ROAD

Rymal Road emerged as a key priority based on the roundtable discussions in the morning sessions. It has the following advantages:

- It connects the Glanbrook Business Park to the rest of the system;
• It ensures that transit is available immediately when new development occurs, and people therefore get used to transit;

• It offers the opportunity to work with new potential employers in the Glanbrook Business Park to get them to contribute to transit improvements, or at least buy into the provision of transit. For example, Glanbrook employers could be required to participate in an employer-provided transit pass program;

• It connects new municipal services such as the YMCA and the new library. Because it serves new development along Rymal Road, transit route may be eligible for development charges.

Despite these advantages Rymal Road improvements do present some risk in that much of the growth along this corridor is yet to take place. It also at the edge of the urban growth boundary and is unlikely that significantly growth will occur to the south of Rymal Road. It was therefore recommended that a limited stop, peak-only Monday to Friday service be implemented on Rymal Road. This service would be targeted to the student and commuter market.

2.7.2 WATERDOWN TRANSIT IMPROVEMENTS

Transit improvements in Waterdown would be similar to Rymal Road in that they could help to ensure that people get used to transit immediately on moving in, as opposed to building the car habit. A transit connection between Waterdown and Aldershot station/Burlington GO stations has the advantage that it also connects Waterdown with downtown Hamilton as well as the interregional transit system and points to the east. There are also opportunities for fare integration with GO Transit.
In light of the fact that most transit travel to/from Waterdown would be commuter related, it was recommended that initial improvements be provided in the peak period only.

2.7.3 UPPER CENTENNIAL

The Upper Centennial corridor was seen as a key corridor in that it connects Rymal Road and other services on the mountain to Eastgate Square. It essentially completes a ring of transit services around the entire city. However, it was noted that Upper Centennial is scheduled for re-construction as soon as the Red Hill Creek Parkway is completed (i.e., 2008) and it would therefore be inadvisable to implement new transit services during this period of construction. It was recommended that funding be ear-marked for new transit services on Upper Centennial, but held until 2009.

2.7.4 BARTON EXTENSION

Extensions to the Barton transit service (Route No. 2) could be implemented as part of a realignment of services through Stoney Creek, including Route 55A. The costs of this improvement are uncertain, but are unlikely to be significant if implemented as part of a restructuring and/or realignment. One of the options of this extension would be to improve coverage in the Stoney Creek Business Park.

2.7.5 ACCESSIBLE TRANSIT SERVICE

All agreed that continual accessibility improvements to the conventional and specialized transit programs are required. Some of these improvements will be mandated by provincial legislation.
2.7.6 AIRPORT SERVICE

There was strong support among participants for a seven-day a week transit service connecting to Hamilton International Airport. However, some participants pointed out that there is currently a private shuttle service operating between the airport and the downtown, along with limited Trans-Cab service from the Mountain Transit Centre transfer point.

2.7.7 NORTH END/KEITH NEIGHBOURHOOD CONNECTIONS

This is a key transit service improvement that has been put forward by the PGTTMPSC in the past. The justification and potential routing for this service has been outlined through an Environment Hamilton survey funded through the Provincial Gas Tax Reserve. It would be a weekday service only.

2.7.8 B-LINE

There is still a requirement to extend the B-Line service further into the evening. Given the Province’s recent announcement to promote this as a rapid transit corridor, there may be opportunities for funding from external sources to improve the B-Line.

2.7.9 WATERDOWN TRANSCAB

If regular transit services are provided to Waterdown, it was questioned whether or not TransCab services would be required on top of this. If provided, these services would be targeted at areas outside of the regular transit service.

2.7.10 ROUTE 5C WEST HAMILTON

This route provides adequate weekday-service, with occasional reliability issues occurring during peak periods.
However, there is no Weekend service between McMaster and Meadowlands. One of the advantages of improving this service is that it would help to increase the catchment area for McMaster student housing.

2.7.11 ROUTE 11 PARKDALE

Some improvements to this route have already been made. Additional improvements could be part of a larger restructuring initiative involving eastend and north-south services.

2.7.12 ROUTE 43 HERITAGE GREEN

The need for improvements to this route will be in part dependent on what improvements are made on Rymal Road. If a new Rymal Road service is introduced, improvements to Route No. 43 may not be required.

2.7.13 ROUTE 41 MOHAWK

While not an immediate priority it was noted that there will be a significant new development introduced on this corridor with the redevelopment of the Chedoke Hospital. This may present an opportunity to again work with the development community to jointly promote transit services.

3. RECOMMENDED IMPROVEMENTS

The following table summarizes the recommended improvements as a result of the workshop.
### Exhibit 2: Summary of Recommended Service Improvements

<table>
<thead>
<tr>
<th>ID</th>
<th>Description</th>
<th>Priority</th>
<th>Proposed Initial Implementations/Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rymal/Garner (Glancaster-Duff’s Corners)</td>
<td>High</td>
<td>Implement weekday peak service</td>
</tr>
<tr>
<td>2</td>
<td>Rymal/Garner (Glancaster-Anchor)</td>
<td>High</td>
<td>Implement weekday peak service</td>
</tr>
<tr>
<td>3</td>
<td>Rymal/Garner (Anchor-Upper Centennial)</td>
<td>High</td>
<td>Implement weekday peak service</td>
</tr>
<tr>
<td>4</td>
<td>Waterdown/Burlington GO’s/Hamilton CBD</td>
<td>High</td>
<td>Implement weekday peak service</td>
</tr>
<tr>
<td>5</td>
<td>Stoney Creek Phase II/Upper Centennial/Heritage Green</td>
<td>High</td>
<td>Reserve funds for implementation in 2009 to 2012</td>
</tr>
<tr>
<td>6</td>
<td>Airport Service (Route 27 Extension)</td>
<td>High</td>
<td>Implement both weekday and weekend services</td>
</tr>
<tr>
<td>7</td>
<td>North End/Keith Circulator</td>
<td>High</td>
<td>Implement weekday service</td>
</tr>
<tr>
<td>8</td>
<td>Route 5C West Hamilton (Meadowlands-McMaster)</td>
<td>High</td>
<td>Improve weekday service and provide weekend service</td>
</tr>
<tr>
<td>9</td>
<td>Route 52 Main West - Dundas (Head/Pirie-Downtown)</td>
<td>Moderate</td>
<td>Implement subject to funding availability</td>
</tr>
<tr>
<td>10</td>
<td>Route 10 Beeline Express</td>
<td>High</td>
<td>Expand service duration in the evening</td>
</tr>
<tr>
<td>11</td>
<td>Route 11 Parkdale</td>
<td>Moderate</td>
<td>Implement with service restructuring in Heritage Green</td>
</tr>
<tr>
<td>12</td>
<td>Route 16 Ancaster</td>
<td>Moderate</td>
<td>Implement subject to funding availability</td>
</tr>
<tr>
<td>13</td>
<td>Route 35 College</td>
<td>Moderate</td>
<td>Implement subject to funding availability</td>
</tr>
<tr>
<td>14</td>
<td>Route 41 Mohawk</td>
<td>Moderate</td>
<td>Implement subject to funding availability</td>
</tr>
<tr>
<td></td>
<td>Project Description</td>
<td>Priority</td>
<td>Status</td>
</tr>
<tr>
<td>---</td>
<td>----------------------------------------------------------</td>
<td>----------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>15</td>
<td>Route 43 Stone Church</td>
<td>Moderate</td>
<td>Implement subject to further investigation</td>
</tr>
<tr>
<td>16</td>
<td>Waterdown TransCab</td>
<td>Moderate</td>
<td>Implement subject to further investigation</td>
</tr>
<tr>
<td>17</td>
<td>Binbrook TransCab</td>
<td>Moderate</td>
<td>Implement subject to funding availability</td>
</tr>
<tr>
<td>18</td>
<td>Stoney Creek and Glanbrook TransCab</td>
<td>Moderate</td>
<td>Expand service duration subject to funding availability</td>
</tr>
<tr>
<td>19</td>
<td>ATS Improvements</td>
<td>High</td>
<td>Immediate improvements</td>
</tr>
<tr>
<td>20</td>
<td>Barton Extension</td>
<td>High</td>
<td>Investigate, consistent with future service restructuring in Stoney Creek</td>
</tr>
</tbody>
</table>
## Appendix A: Priority Service Improvements - Level of Service Options

<table>
<thead>
<tr>
<th>ID*</th>
<th>Description</th>
<th>Headways (Before/After)</th>
<th>Annual Operating Cost</th>
<th>Capital Cost</th>
</tr>
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<tr>
<td></td>
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<td>Peak</td>
<td>Midday &amp; Evening</td>
<td>Saturday</td>
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<tr>
<td>1</td>
<td>Rymal/Garner (Glancaster-Duff's Corners)</td>
<td>- /30</td>
<td>- /30</td>
<td>- /30</td>
</tr>
<tr>
<td>2</td>
<td>Rymal/Garner (Glancaster-Anchor)</td>
<td>- /30</td>
<td>- /30</td>
<td>- /30</td>
</tr>
<tr>
<td>3</td>
<td>Rymal/Garner (Anchor-Upper Centennial)</td>
<td>- /30</td>
<td>- /30</td>
<td>- /30</td>
</tr>
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<td>Waterdown/Burlington GO/Hamilton CBD</td>
<td>- /30</td>
<td>- /30</td>
<td>- /30</td>
</tr>
<tr>
<td>5</td>
<td>Stoney Creek Phase II/Upper Centennial/Heritage Green</td>
<td>- /30</td>
<td>- /30</td>
<td>- /30</td>
</tr>
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<tr>
<td>7</td>
<td>North End/Kellet Circulator</td>
<td>- /30</td>
<td>- /30</td>
<td>- /30</td>
</tr>
<tr>
<td>8</td>
<td>Route 5C West Hamilton (Meadowlands-McMaster)</td>
<td>30/20</td>
<td>30/30</td>
<td>- /30</td>
</tr>
<tr>
<td>9</td>
<td>Route 52 Main West - Dundas (Head/Pirie-Downtown)**</td>
<td>30/20</td>
<td>30/20</td>
<td>- /30</td>
</tr>
<tr>
<td>10</td>
<td>Route 10 Beeline Express</td>
<td>10/7.5</td>
<td>- /15</td>
<td>- /-</td>
</tr>
<tr>
<td>11</td>
<td>Route 11 Parkdale</td>
<td>30/20</td>
<td>30/30</td>
<td>30/30</td>
</tr>
<tr>
<td>12</td>
<td>Route 18 Ancaster</td>
<td>30/30</td>
<td>60/30</td>
<td>60/60</td>
</tr>
<tr>
<td>13</td>
<td>Route 35 College</td>
<td>20/15</td>
<td>20/20</td>
<td>20/20</td>
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<tr>
<td>14</td>
<td>Route 41 Mohawk</td>
<td>30/15</td>
<td>20/20</td>
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<tr>
<td>15</td>
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<td>30/20</td>
<td>30/30</td>
<td>30/30</td>
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<td>16</td>
<td>Waterdown TransCab</td>
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<td>Stoney Creek and Glanbrook TransCab</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>ATS Improvements</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note:

* See map

** New weekend service for Pirie branch only
APPENDIX B  FIVE YEAR SERVICE AND FUNDING PLAN WORKSHOP ATTENDEES
– SEPTEMBER 15, 2007

Daryl Bender
Jeff Bush
Nino Cedrone
Councillor Clark
Jennifer Cleary (rep. Councillor Bratina)
Jim Dahms
Gerry Davis
Heather Donison
Neil Everson
Brian Hollingworth (IBI Group)
Don Hull
Kevin Hunt
Peter Hutton
Councillor McCarthy
Councillor McHattie
Andy McLaughlin
Don McLean
June Noonan
Dan Rodrigues
Brendan Simons
Ron Smithson
Jill Stephen
Scott Stewart
Marlene Thomas
Alan Walker
Nick Westoll (rep. Councillor Morelli)
Forest Yang (IBI Group)
Five Year Service and Funding Plan Workshop

Part 1
Workshop Objectives and Background

Workshop Objectives

• By the end of today’s workshop, you will:
  – Have an understanding of what the next 1-5 years of planned transit service enhancements will look like
  – Have contributed to helping Council establish priorities for short term improvements
  – Be excited about major opportunities for transit in Hamilton
Workshop Objectives

• What we need from you:
  – Input on priorities
  – A recognition that funding is limited, and therefore trade-offs have to be made
  – Consensus on what is taken forward from this workshop

Workshop Hosts

• Brian McHattie (Workshop Chair)
  – Chair of Gas Tax and Transit Master Plan Committee
• Don Hull
  – Director of Transit Division
• Andy McLaughlin
  – Transit Division Gas Tax Committee Liaison
• Brian Hollingworth (Facilitator)
  – Associate Director, IBI Group
Workshop Overview

9:00 – 9:10 Opening Remarks
9:10 – 9:30 Workshop Objectives and Background
9:30 – 10:00 City-wide Planning Context
   - Economic Development
   - Long Range Planning
   - Transportation Master Plan
10:30 – 12:00 Round Table Discussion
12:00 – 12:30 Lunch
   - Update on Marketing and Communications and Activities
12:30 – 1:15 Longer Term Planning Initiatives
   - Rapid Transit Office Update
1:15 – 2:00 Break-out Sessions on Prioritization of Improvements
2:00 – 2:30 Selection of TSC Recommended Improvements
2:30 – 2:35 Closing remarks

Before we Start...

• Please briefly:
  – Introduce yourself
  – Share your expectations for today’s workshop
Workshop Context

Processes Influencing Transit Planning

- Provincial Policy
- Transportation Master Plan
- Ridership Growth Plan
- Transit Master Plan
Transit Committee Objectives

- To prepare a Transit Master Plan;
- To prepare the Transit Growth and Asset Management Plan
- To provide continuing advise and recommendations to Council on how to allocate the provincial gas tax revenue funding

Transit Committee Milestones

- Provincial Gas Tax and Transit Master Plan Steering Committee established in Fall 2005
- Adoption of Ridership Growth Plan and Transit Asset Management Plan in May 2006
- Had input to GRIDS (Adopted in May 2006)
- Oversaw re-branding of BLine and related service improvements
- Had input to the Transportation Master Plan (Adopted in Feb 2007)
- Continuing to fulfill role after almost two years
Ridership Growth Plan Key Initiatives

- Uphold strategies to promote more compact, mixed-use development as envisioned by GRIDS and the approved TMP policies
- Improve capacity/service levels in existing corridors
- Expand transit to underserved areas
- Building on success of the Beeline, develop Bus Rapid Transit (BRT) system for Hamilton
- Conduct comprehensive HSR service review
- Implement marketing campaign to raise awareness of need for transit improvements and promote transit
- Expand employer bus pass programs
- Improve and expand Accessible Transit Services
Gas Tax Priorities and Phasing

- **Phase 1 – Immediate Needs**
  - Addressed immediate system needs
  - $900,000 committed to improving run times
  - Re-branding of BLine

- **Phase 2 – Short Term Service Improvements**
  - Focus of today’s workshop

- **Phase 3 – Medium Longer Term Improvements**
  - To be refined through comprehensive service review
  - May include GTTA initiatives

Transit Roles - City of Hamilton Organization

- **Hamilton Council**
- **Gas Tax & Transit Steering Committee**

- **Public Works**
- **Planning and Economic Development**
  - Long range planning
  - GRIDS & Official Plan
  - Zoning
  - Development planning
  - Parking

- **Capital Planning & Implementation**
  - Strategic and env. Planning
  - TMP
  - Rapid Transit Planning
  - Design
  - Construction

- **Transit Division (HSR & DARTS)**
  - Service delivery and maintenance
  - Route scheduling
  - ATS
  - TRGP/TAMP
  - Transit fleet purchase

- **Operations and Maintenance Division**
  - Traffic Operations
Typical Roles for Rapid Transit Development

<table>
<thead>
<tr>
<th>Planning and Economic Development</th>
<th>Capital Planning and Implementation</th>
<th>Transit Division</th>
<th>Operations and Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Identify nodes and corridors</td>
<td>• Corridor planning</td>
<td>• Service planning</td>
<td>• Traffic signal priority</td>
</tr>
<tr>
<td>• Implement changes to land use</td>
<td>• EA approvals</td>
<td>• Route restructuring</td>
<td>• Changes to on-street parking</td>
</tr>
<tr>
<td>policies/by-laws</td>
<td>• Preliminary Design Concepts</td>
<td>• Demand and revenue estimates</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Phasing</td>
<td>• Fleet purchases</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Cost estimates</td>
<td>• Fare collection technologies</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Design and Construction</td>
<td>• Operations and monitoring</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Marketing</td>
<td></td>
</tr>
</tbody>
</table>

Funding Context

• Existing Municipal Funding
  – Capital - $5 million
  – Operating
    • Gross Cost: $75 million
    • Revenue: $35 million
    • Net Cost: $40 million
• Contributions from senior government
  – Provincial Gas Tax ~$11.3 million/yr in 2007 ($9.3 committed)
  – Federal Gas Tax – $16 million over 4 years (capital only)
• Additional Municipal Funding
• Move Ontario 2020 – up to $300 million (capital only)
### Federal Public Transit Reserves

**Last Revision: August 22, 2007**

<table>
<thead>
<tr>
<th>Description</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Balance Forward</td>
<td>(4,988,574)</td>
<td>(8,337,180)</td>
<td>(4,965,982)</td>
</tr>
<tr>
<td>Adjustment to 2006 Funding</td>
<td>(30,863)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual Federal Transit Funds</td>
<td>(11,147,927)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **PW6092 - 2006 & 2007 Transit Capital - Vehicle Replacement**: 6,034,843
- **Bike Racks**: 224,000
- **Rapid Transit Office**: 200,000
- **Downtown Terminal**: 3,400,000
- **Eastgate Terminal**: 1,600,000

Total Expenditures:

- **2007**: 8,058,843
- **2008**: 3,600,000
- **2009**: 200,000

**Interest Income:**

- **2007**: (228,659)
- **2008**: (228,801)
- **2009**: (170,309)

**Balance December 31 - (Surplus) / Deficit**

- **2007**: (8,337,180)
- **2008**: (4,965,982)
- **2009**: (4,936,291)

---

### Provincial Gas Tax Reserve – Ongoing Committees

**Last Revision: August 22, 2007**

<table>
<thead>
<tr>
<th>Key</th>
<th>Description</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Balance Forward</strong></td>
<td>(7,607,468)</td>
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</tr>
<tr>
<td><strong>Annual Gas Tax Allocation - Revenue</strong></td>
<td>(11,373,734)</td>
<td></td>
</tr>
</tbody>
</table>

**Ongoing Annualized Operating & Capital**

1. **Report PW03140(a) / LS03027(a) OHRC Settlement**: 135,270
2. **OHRC Settlement - Report PW03140(a) / LS03027(a) - approval FCS05001**: 470,770
3. **Transit Prgm Budget Submission @ 4.2% - to offset 2005 Fare Increase, FCS05001**: 1,476,690
4. **HSR Service Level Enhancement Runtime Committee - approval FCS05001**: 967,590
5. **ATS Service Level Enhancement Eligibility Policy - approval FCS05001**: 875,500
6. **McMaster Bus Pass Program - approval FCS05001**: 265,230
7. **2006 Budget - COW Amendment to offset Fare Increase - approval FCS06003**: 300,000
8. **Artic Fleet Maintenance - PW06092**: 154,500
9. **2007 Proposed Service Enhancements - TSC**: 1,065,020
10. **2007 Proposed Service Enhancements - Staff**: 84,460
11. **2007 Proposed Program Reduction - budget to 3%**: 550,000

**Total Ongoing Annualized Operating**: 6,345,030

**Total Ongoing Annualized Capital**: 3,000,000

**Total Ongoing Combined Operating & Capital**: 9,345,030

---
Gas Tax Reserve – 2007 Service Enhancements

- Beeline service enhancements
- Specialized transit service enhancements
- Accessible taxi pilot
- Route 11 (Parkdale) service improvements
- Stoney Creek duration improvements

Summary and Funding Context

- Approximately $2.0 million is available from the Provincial Gas Tax for 2008
- Adding one bus requires about $300,000 per year (operating plus capital)
- Trade-offs will need to be made in selecting priority improvements
Questions?
Transit’s Role in Economic Development

- Three major factors in plant locations are:
  - Available land or building
  - Competitive Business Environment
  - A labour supply
- The presence of Public Transit is a primary locational decision factor
Why is Transit important to Economic Development

- To be successful Business needs people
- Labour Supply is a critical issue
  - Retention
  - Recruitment

Historical Employment Lands

- Hamilton’s major employment areas (all serviced by transit):
  - Northend
  - Stoney Creek (to Fruitland Rd)
  - Mountain Park
  - Downtown
Existing Employment Lands

- Hamilton’s expanded employment lands (not serviced by transit):
  - Stoney Creek (to Fifty Rd)
  - Ancaster Industrial Business Park
  - Clappisons Corners
  - John C. Munro Hamilton International Airport
Airport
Future Employment Lands

- Hamilton’s future employment areas *(must be serviced by transit)*:
  - North Glanbrook Business Park
  - Ancaster Industrial Business Park (Phase 4 & private lands)
  - Flamborough / Clappisons Corners
  - Airport Lands along Highway #6
  - West Hamilton Innovation District
Economic Development without Transit

- Difficulty in attracting new employers – City’s marketability
- Continued pressure from existing employers for Transit
- Adverse impact on assessment and employment growth

Indirect Benefits of Transit

- Lost opportunity for intensification
- Reduced congestion and better goods movement
- Environmental Impact
Thank You

Neil Everson
Director of Economic Development & Real Estate Division
Planning & Economic Development Department
City of Hamilton
One James Street South, 8th Floor
Hamilton, Ontario   L8P 4R5
Tel:  (905) 546-2424 x 2359
Email: neverson@hamilton.ca
Five Year Service and Funding Plan Workshop

Part 2b
Long Range Planning Initiatives

Presentation Overview

- Vision 2020 Renewal
- Growth Management Strategy (GRIDS)
- Master Plans – Transportation, water/wastewater and stormwater
- New Official Plan (OP)
- New Zoning By-law
Vision 2020 Renewal

- Citizens of Hamilton helped to establish an interrelated set of directions for accommodating new people and jobs in a way that supports the City’s Vision.
- These Directions were the starting point for the growth strategy.
- The GRIDS process and ultimately the final growth management plan reflect these directions.

Growth Management Strategy (GRIDS)

- A broad land use structure for the City to accommodate 30 years of sustainable growth.
- the objectives for community form, future growth and development that will be reflected in the OP
- infrastructure needs associated with the land use structure;
- EA documentation to fulfill environmental assessment requirements for infrastructure projects identified.
Preferred growth Option

Key Features

- City is organized around series of nodes and corridors.
- Growth occurs in the urban area - both within existing areas and in planned areas.
- Natural heritage system protected.
- Better distribution of where we live and where we work.
- Public transit and other modes of travel are supported and promoted.

What projects are Underway

Urban Structure Amendment will

1. establish population, household and employment projections for the City
2. refine boundaries and policies including growth targets for the individual nodes and corridor designations
3. provide future planning directions and urban design principles for future Secondary planning and/or development review administration;
4. support the infrastructure master plans related to the growth strategy for the Planning Act and the Environmental Assessment Act conformity;
Five Year Service and Funding Plan Workshop

Part 2c
Overview of Hamilton Transportation Master Plan

Presentation Overview

• TMP History
• Highlights from TMP on transit and related initiatives
• Proposed Short Term Implementation Actions
• Comments received from Public
*Purpose of Transportation Master Plan*

- To develop policies and strategies over the next 30 years for:
  - Transit
  - Cycling and Walking
  - Goods Movement
  - Travel Demand Management
  - Roads
- The Transportation Master Plan is intended to be strategic and provide overall direction for subsequent processes:
  - Secondary Plans
  - Official Plan
  - Special studies
Transportation Master Plan Timelines

- GRIDS Report Adopted in May 2006
- TMP recommendations approved by Council in February 2007
- Project File Report filed for public review in May 2007
- Review period ended July 18\textsuperscript{th}, 2007
- Staff to report on comments received in Fall 2007

Overall Solutions

- Several broad solutions were evaluated:
  - Status Quo
  - Committed Projects Only
  - Modest Transit Expansion
  - Aggressive Transit Expansion
  - Roadway Capacity Optimization
  - Road Capacity Enhancement
  - Freeway Expansion
  - Demand Management Options
- Preferred Solution involves aggressive transit expansion, road capacity optimization and travel demand management
Strategic Transit Network

Key Initiatives:
- Expand Rapid Transit
- Extend HSR to outlying areas
- Improve Terminals
- Increase GO Transit service
- Establish park and ride lots
- Establish intermodal interchanges
- Establish a new VIA Rail station

Lower City Corridor

- Strategy will need to reflect unique conditions
  - Limited R.O.W
  - One-way and two-way streets
  - Location of transit terminals
  - Competing needs for road space (i.e. parking, bike lanes, etc.)
North-South Corridor

- Presents greatest opportunity to influence land use
- Opportunities to implement rapid transit in phased approach
  - Phase 1 – transit signal priority only
  - Phase 2 – Queue jump lanes
  - Phase 3 – dedicated lanes

Mountain East-west Corridor

- Options considered include
  - Rymal
  - Stone Church
  - Linc
- Linc Option provides greatest potential to link nodes with service competitive with private autos
Immediate Actions to “Kick-start” RT Plan

- Allow for more compact mixed-use development around nodes and corridors, and throughout lower City
- Establish a “special project team/department” to implement RT
- Develop a comprehensive marketing program
- Pursue provincial/federal funding
- Start acquiring new buses
- Initiate study to implement transit signal priority in BeeLine corridor
- Initiate EA to define North-south corridor design

Other Transit Strategies

- Extend HSR transit service area to add or enhance service to outlying areas (e.g. Waterdown, employment areas)
- Work with Province to Increase GO Transit service
  - Increase service to Hunter Street including inbound morning peak service
  - Extend GO Service to Niagara, initially as GO Bus and subsequently as GO Rail
  - Implement Highway 403 Intercity Bus service to Brantford/Cambridge
- Establish permanent park and ride at Meadowlands, Mount Hope, Elfrida, Winona and other locations
- Establish intermodal interchanges to facilitate carpooling and integration between HSR, GO and VIA Rail.
- Establish a new VIA Rail station in Downtown
Funding Requirements

<table>
<thead>
<tr>
<th>Category/Project</th>
<th>Anticipated Timing</th>
<th>Total Cost ($ Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fleet Expansion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conventional Fleet</td>
<td>On-going</td>
<td>91</td>
</tr>
<tr>
<td>Facilities and Equipment</td>
<td></td>
<td></td>
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<tr>
<td>Downtown Transit Terminal</td>
<td>Short</td>
<td>15</td>
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<tr>
<td>Eastgate Transit Terminal</td>
<td>Short</td>
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<tr>
<td>Mohawk College Transit Terminal</td>
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<td>4</td>
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<tr>
<td>Fare Cards-System Enhancement</td>
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<td>Automated Vehicle Control Equipment</td>
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<td>Automated Passenger Counter Replacement</td>
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<tr>
<td>Maintenance and Operations Facilities Expansion</td>
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<tr>
<td>Park and ride lots (various)</td>
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<td>Sub-total</td>
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<tr>
<td>Initial Bus Rapid Transit Implementation</td>
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<tr>
<td>East-West Lower City (14 km @ $1 M/km)</td>
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<tr>
<td>Central North-South Corridor (8.5 km @$10 M/km)</td>
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<tr>
<td>East-West Mountain (14 km @ $5 M/km)</td>
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<td>Other Corridors</td>
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<td>Sub-total</td>
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<td>159</td>
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<tr>
<td>Grand Total</td>
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</table>

Comments Received From Public

- TMP generally considered “transit friendly”, but transit targets may be too modest
- Rapid transit should not be limited to BRT only
- Improving pedestrian and cycling facilities is critically important
**Achievements to Date**

- Re-branding of BLine is underway
- Council approved Rapid Transit Office
- Council approved active transportation coordinator position
- Province announced up to $300 million for RT in Hamilton over next 20 years
- Additional work identified for 2008 includes Full Transit Service Review and EAs for Rapid Transit Corridors

**Looking Ahead**

- TMP will help to inform secondary planning processes
  - Land use plans
  - Transit master plan
  - Nodes and corridors evolution
- TMP should be a dynamic document
Five Year Service and Funding Plan Workshop

Part 3

Priority Service Improvements and Evaluation Process

Outline

1. Description of Evaluation Process
2. Identification of Potential Priority Improvements
3. Analysis and Preliminary Evaluation
Evaluation Process to Identify Priority Service Improvements

Identify potential improvements
- Long list of requests from public
- Staff identified service standard deficiencies
- Known service gaps (e.g. Waterdown, Airport, etc.)
- Previous TSC input

Initial Screening
- Consistency with Ridership Growth Plan
- Affordability
- Ease of Implementation
- Frequency of Requests

Weighting
- Survey Results

Analysis and Evaluation
- Short list of Potential Priority Improvements
- Funding Availability
- Workshop Discussions
- TSC Recommended Priority Improvements

Transit Steering Committee
- Public Works
- Council Budget Process

Five Year Service and Funding Plan Workshop

Summary of Service Requests – All Requests

- Total 452 service requests (June 2003 – June 2007)
- Most frequent requests
  - Service Level (39%)
  - Service Coverage (33%)
  - Service Span (17%)
  - Route Structure (5%)

Service Level 38.5%
Service Coverage 32.7%
Route Structure 5.1%
Scheduling 2.0%
Service Amenities 1.5%
Marketing/ Fare 0.9%
Reduce Service 1.1%
Specialized Transit 0.4%
Service Span 17.3%
All 0.4%
**Summary of Service Requests – Initial Screening**

- Consistency with RGP
- Affordableness to HSR
- Ease of Implementation
- Frequency of Requests

**Summary of Service Requests – Further Considered**

**Service Requests by Community and Category**

- Specialized Transit
- Service Span
- Service Level
- Service Coverage
- Service Amenities
- Scheduling
- Route Structure
- Marketing/Fare
- All

Bars represent the number of requests for each category in different communities.
### Existing Service Deficiencies – Service Span and Level

<table>
<thead>
<tr>
<th>ROUTE #</th>
<th>ROUTE NAME</th>
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<th>SUNDAY</th>
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<tr>
<td></td>
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<td>Span</td>
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<td>5B</td>
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<td>52</td>
<td>Dundas – Head</td>
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<td>Dundas – Pine</td>
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<td>41</td>
<td>Mohawk</td>
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<td>Stone Church</td>
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<td>58</td>
<td>Stoney Creek Local</td>
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**Note:** Routes #9, #10, #56 & #99 not shown

### Existing Service Deficiencies – Service Coverage

<table>
<thead>
<tr>
<th>COMMUNITY</th>
<th>NEIGHBOURHOOD</th>
<th>WEEKDAY</th>
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<th>SUNDAY</th>
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<td>Garner (East)</td>
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</tr>
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<td></td>
<td>Shaver (West)</td>
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<td></td>
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<td>Duffs Corners (Wal-Mart)</td>
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<td>Industrial Business Park (Stackpole)</td>
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<td>Meadowbrook (West)</td>
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<tr>
<td></td>
<td>Clearview</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>All neighbourhoods excluding Meadowlands (North)</td>
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<td>Dundas</td>
<td>York Road</td>
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<tr>
<td></td>
<td>Governors Road</td>
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<td>Pleasant Valley</td>
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<td></td>
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<td>Flamborough</td>
<td>Waterdown</td>
<td>x</td>
<td>x</td>
<td>x</td>
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<tr>
<td>Glanbrook</td>
<td>Mt. Hope (Airport and Industrial Park)</td>
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<td>Twenty Road West</td>
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<td>North Glanbrook (Business Park)</td>
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<td>Hamilton</td>
<td>South Hannon (Industrial Park)</td>
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<td>Broughton</td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>Chappel (south portion)</td>
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<td></td>
<td>x</td>
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<tr>
<td></td>
<td>Carpenter (south portion)</td>
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<td>Stoney Creek</td>
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<td>Lakeshore</td>
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<td>Trinity</td>
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<td>x</td>
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</tbody>
</table>
**Priority Service Improvements – Service Coverage**

- Elfrida/Rymal/Garner/Duff’s Corners
- Upper Centennial/Heritage Green
- Hamilton International Airport/Airport Area
- Waterdown/Burlington GO’s/Hamilton CBD
- Binbrook
- North End/Keith Neighbourhood

---

**Priority Service Improvements – Service Levels**

- Increase Service Levels on Weekdays
  - Ancaster – Routes 16 and 5C
  - Dundas – Route 52
  - Lower Hamilton – Routes 10 and 11
  - Upper Hamilton – Routes 35, 41 and 43
- Improve Existing Service Reliability
- ATS Improvements
Priority Service Improvements – Service Span

- Route 5C – New weekend service
- Route 16 – New Sunday service
- Route 43 – New Sunday service
- Trans-Cab – Weekday Extension and New Sunday Service

Conceptual Routes For Costing
Evaluation Process

- Quantify impacts (e.g. costs, ridership, etc.)
- Identify each potential improvement as High, Medium or Low for each evaluation criteria (see following page)
- Calculate the total score for each potential improvement based on the weight of each evaluation criteria (to be refined based on TSC survey results)
- Rank all potential improvements

Evaluation Criteria

| Ridership Growth (Service effectiveness) | • Ridership Growth (Revenue passengers per vehicle hour) |
|                                        | • Frequency of requests to HSR from public |
|                                        | • Impact on increasing the attractiveness of other routes |
| Cost-efficiency                        | • Capital cost |
|                                        | • Annual operating cost |
| Planning Considerations                | • Consistency Transportation Master Plan and GRIDS |
|                                        | • Degree to which improvement addresses a known service deficiency |
|                                        | • Serves employment area |
| Equity Considerations                  | • Improves accessibility/regular compliance |
|                                        | • Harmonizes service levels between communities |
### Priority Service Improvements – Costing

<table>
<thead>
<tr>
<th>ID</th>
<th>Description</th>
<th>Annual Operating Cost ('000)</th>
<th>Capital Cost ('000)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Peak</td>
<td>Midday &amp; Evening</td>
</tr>
<tr>
<td>1</td>
<td>Rymal/Garner (Glancaster-Duff's Corners)</td>
<td>$290</td>
<td>$510</td>
</tr>
<tr>
<td>2</td>
<td>Rymal/Garner (Glancaster-Anchor)</td>
<td>$290</td>
<td>$510</td>
</tr>
<tr>
<td>3</td>
<td>Rymal/Garner (Anchor-Upper Centennial)</td>
<td>$140</td>
<td>$260</td>
</tr>
<tr>
<td>4</td>
<td>Waterdown/Burlington GO/Hamilton CBD</td>
<td>$430</td>
<td>$770</td>
</tr>
<tr>
<td>5</td>
<td>Stoney Creek Phase II/Upper Centennial/Heritage Green</td>
<td>$290</td>
<td>$510</td>
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<tr>
<td>6</td>
<td>Airport Service (Route 27 Extension)</td>
<td>$140</td>
<td>$260</td>
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<td>7</td>
<td>North End/Keith Circulator</td>
<td>$140</td>
<td>$260</td>
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<td>8</td>
<td>Route 5C West Hamilton (Meadowlands-McMaster)</td>
<td>$190</td>
<td>$260</td>
</tr>
<tr>
<td>9</td>
<td>Route 52 Main West - Dundas (Head/Pirie-Downtown)**</td>
<td>$290</td>
<td>$510</td>
</tr>
<tr>
<td>10</td>
<td>Route 10 Beeline Express</td>
<td>$430</td>
<td>$260</td>
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<tr>
<td>11</td>
<td>Route 11 Parkdale</td>
<td>$290</td>
<td>$210</td>
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<td>12</td>
<td>Route 16 Ancaster</td>
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<td>13</td>
<td>Route 35 College</td>
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<td>14</td>
<td>Route 41 Mohawk</td>
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<td>15</td>
<td>Route 43 Stone Church</td>
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<td>16</td>
<td>Waterdown TransCab</td>
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<tr>
<td>17</td>
<td>Binbrook TransCab</td>
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<td>Stoney Creek and Glanbrook TransCab</td>
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<td>19</td>
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<td></td>
<td>Total</td>
<td>$3,640</td>
<td>$4,060</td>
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</table>

Note:
* See Map
** New weekend service for Pirie branch only

### Results of TCS Criteria Weighting Survey

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Weighting</th>
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<tbody>
<tr>
<td>Ridership Growth (Revenue passengers per vehicle hour)</td>
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<tr>
<td>Frequency of requests to HSR from public</td>
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<tr>
<td>Impact on increasing the attractiveness of other routes</td>
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<tr>
<td>Capital cost</td>
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<td>Annual operating cost</td>
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<td>Consistency Transportation Master Plan and GRIDS</td>
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<tr>
<td>Degree to which improvement addresses a known service deficiency</td>
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<td>Serves employment area</td>
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<tr>
<td>Improves accessibility/regular compliance</td>
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<tr>
<td>Harmonizes service levels between communities</td>
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### Top Service Improvements based on Preliminary Evaluation

<table>
<thead>
<tr>
<th>ID</th>
<th>Description</th>
<th>Peak</th>
<th>Midday Evening</th>
<th>Saturday</th>
<th>Sunday</th>
<th>Peak</th>
<th>Midday Evening</th>
<th>Saturday</th>
<th>Sunday</th>
<th>Total</th>
<th>Capital Cost</th>
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<tbody>
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<td>30</td>
<td>30</td>
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<td>-30</td>
<td>260</td>
<td>510</td>
<td>170</td>
<td>70</td>
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<td>-30</td>
<td>-30</td>
<td>-60</td>
<td>390</td>
<td>590</td>
<td>190</td>
<td>70</td>
<td>1,750</td>
<td>1,000</td>
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<tr>
<td>3</td>
<td>Rymal/Garner (Arden-Upper Centennial)</td>
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<td>-30</td>
<td>-30</td>
<td>-60</td>
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<td>590</td>
<td>190</td>
<td>70</td>
<td>1,750</td>
<td>1,000</td>
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<tr>
<td>4</td>
<td>Waterdown/Burlington GO/Hamilton Core</td>
<td>30</td>
<td>-30</td>
<td>-30</td>
<td>-60</td>
<td>390</td>
<td>590</td>
<td>190</td>
<td>70</td>
<td>1,750</td>
<td>1,000</td>
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<td>5</td>
<td>Bncn Grdh West (Wellington Park/Heritage Green)</td>
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<td>-30</td>
<td>-60</td>
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<td>590</td>
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<td>6</td>
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<td>Rsm Transit/Utheca</td>
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<td>30</td>
<td>660</td>
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<td>Route 5c West Hamilton (Meaford,McMaster)</td>
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<td>-60</td>
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<td>590</td>
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<td>70</td>
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<td>Route 6a Mill Rd - Boro/Head/Flr/Downs</td>
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**Note:**
* *See map*
** New weekend service for Pirie branch only
* *Highlights top 10 service improvements based on the initial evaluation (to be refined by TSC)*

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**End of Part 3**

Questions?
Five Year Service and Funding Plan Workshop

Part 4
Looking Ahead

Outline of Presentation

• Background: Challenges and Opportunities
• Case Studies
• Opportunities for Hamilton
  – Update on Rapid Transit Office
Five Year Service and Funding Plan Workshop

Current Issues

- Global climate change
- Air quality
- Health
- Congestion
- Transportation affordability
- Accessibility

According to a Public Opinion Poll conducted for CUTA…

61% of Canadians don’t believe that there is enough support for public transit infrastructure to be able to keep up with the growth demands of their community

How Can Transit Help?

- Influence land use; compact communities, reduced sprawl
- Reduce emissions
- Improve accessibility
- Can reduce congestion and travel times/lost time

![CO2 Emissions per passenger-km (grams/km)]
Transportation Trends in Hamilton

<table>
<thead>
<tr>
<th>Year</th>
<th>Auto Driver</th>
<th>Auto Passenger</th>
<th>Local Transit</th>
<th>GO Rail</th>
<th>Walk and Cycle</th>
<th>Other</th>
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<tr>
<td>1986</td>
<td>63%</td>
<td>11%</td>
<td>12%</td>
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<td>11%</td>
<td>4%</td>
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<tr>
<td>1996</td>
<td>63%</td>
<td>13%</td>
<td>7%</td>
<td>1%</td>
<td>12%</td>
<td>5%</td>
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<tr>
<td>2001</td>
<td>64%</td>
<td>12%</td>
<td>6%</td>
<td>1%</td>
<td>11%</td>
<td>6%</td>
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<table>
<thead>
<tr>
<th>Year</th>
<th>Auto Driver</th>
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</thead>
<tbody>
<tr>
<td>1986</td>
<td>63%</td>
<td>18%</td>
<td>10%</td>
<td>0%</td>
<td>7%</td>
<td>2%</td>
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<tr>
<td>1996</td>
<td>66%</td>
<td>18%</td>
<td>6%</td>
<td>0%</td>
<td>7%</td>
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<tr>
<td>2001</td>
<td>68%</td>
<td>17%</td>
<td>5%</td>
<td>1%</td>
<td>6%</td>
<td>3%</td>
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</tbody>
</table>

Source: Transportation Tomorrow Survey

Transit Trends in Canada

Journey-to-work transit mode shares in 1996 and 2001

Data Source: Statistics Canada
Transit Needs - Canada

- $21 billion is needed for Canadian cities and communities over next five years
- Half is for rehabilitation or replacement of existing assets
- Over 20% is not fundable under current investment programs

Source: Canadian Urban Transit Association

Available Funding Opportunities

- Infrastructure Canada Fund - $2 billion over 5 years (2000-2005)
- Canada Strategic Infrastructure Fund $6 billion over 12 years (2001-2013)
- Gas Tax Fund - $13 billion over 9 years (2005-2014)
- Public Transit Fund - $400 million in 2005-2006
- Public Transit Capital Trust - $900 million over 3 years (2006-2009)
- Building Canada Fund $8.8 billion over 7 years (2007-2014)
- Urban Transportation Showcase - $35 million over 8 years (2001-2008)
- Transit-Secure - $80 million over 2 years (2006-2008)
- Provincial Gas Tax Funds
- Move Ontario2020 – $17.5 B
Provincial Policies – Places to Grow

• Growth Plan for the Greater Golden Horseshoe (GGH)
• Prepared under the Places to Grow Act, 2005
• “Attractive and efficient public transit is difficult to introduce into sprawling communities, and this limits our ability to respond effectively to growing traffic congestion issues.”
• Intensification and increased density for Urban Growth Centres
• Public transit will be fast, convenient, accessible and affordable

Moving People

• Higher order transit identified in the near term and 2031
• Improved inter-regional transit between urban growth centres

• Higher Order Transit: Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways), light rail (such as street cars), and buses in dedicated rights-of-way
Rapid Transit Initiatives in Ontario

- Hamilton – BLine (Since 1986)
- York Region Transit – Viva Phase 1 and now Phase 2
- Mississauga Transit – SmartVehicle pilot project and BRT
- Grand River Transit – iXpress
- Brampton Transit – AcceleRide
- Durham Transit – System planning stage
- TTC – Several on-going initiatives
- GO Transit – Planning transit priority on several corridors
Case Study: York Region VIVA

York Region Viva:
- Design-build with the introduction of a new express bus service on Highway 7 and Yonge Street
- New fully featured vehicles
- Sophisticated system that provides fast, frequent and reliable service
- Support for Phase II – dedicated runningway

Case Study: Halifax

- Introduced signal priority in conjunction with new buses
- Increased service levels
- Metrolink has become a household name
Case Study: Saskatoon

- Completely redesigned route structure
- Implemented “BRT Lite” type service
- Starting to see ridership increases

Case Study: Waterloo

- Waterloo: Targeted marketing for new express service
- Precursor to LRT service
Lessons Learned

1. There are many different approaches to implementing “rapid” transit
2. Public “success” can be achieved with relatively low cost investment
3. A phased approach is appropriate
4. Technology is no longer a barrier

Transit Challenges in Hamilton

• Generally auto-oriented communities
• Land use patterns and transportation corridors are largely set
• No major congestion issues
• Lack of continuity of corridors for BRT
• Land use changes will take time
• Meeting accessible transit demands
Opportunities for Transit in Hamilton

- Still time for transit-supportive land use planning
- Downtown is growing in prominence (e.g. James North District)
- Foundations for Rapid Transit are in place
  - BLine Corridor is established
  - There are several good anchor nodes (e.g. Downtown, McMaster, Eastgate)
- Significantly improved Intercity transit is on the way

Next Steps

- Establish Rapid Transit Office
- Undertake Comprehensive Review of regular routes in 2008
- Conduct more detailed evaluation of corridor options, including EAs
- Develop supporting land use policies
Conclusions

- Momentum for improved transit in Hamilton is building
- Never have the conditions been better for making significant change through investment in public transit
- All levels of government are currently engaged
TRANSIT SUPPORTIVE POLICY

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 accommodate 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
- 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 Lime Ridge, 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 5 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 8 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 livability 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 &amp; a new node at Up Centennial / Hwy.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>
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