



Hamilton

INFORMATION REPORT

**CITY WIDE
IMPLICATIONS**

To:	Chair and Members Public Works Committee		
From:	Gerry Davis, CMA General Manager Public Works	Telephone: Facsimile: E-mail:	905 546-2313 905 546-4481 Gerry.Davis@hamilton.ca
Date:	August 18, 2009		
Re:	Rapid Transit Feasibility Study, Phase 3 - Public Consultation Update (PW08043f) - (City Wide)		

Council Direction:

As part of the City's Rapid Transit initiative, the Rapid Transit Team has brought forward numerous reports for Council consideration, endorsement and information, as staff work towards securing Provincial funding for rapid transit in Hamilton. This Information Report provides an update on the results of recent public consultation that was undertaken as part of the City's Rapid Transit Feasibility Study, Phase 3, for the B-Line corridor, Eastgate Square to McMaster University.

Information:

Background

In June 2007, the Province of Ontario released their MoveOntario 2020 plan, which was a multi-year rapid transit action plan for the Greater Toronto Hamilton Area (GTHA). Metrolinx, the governing agency responsible for implementation, has set the wheels in motion to build and fund a rapid transit system across the GTHA. Following the completion of the Regional Transportation Plan (RTP, November 2008), a Benefits Case Analysis (BCA) was initiated for each of the top 15 priority projects identified by Metrolinx. Hamilton's B-Line BCA, Eastgate Square to McMaster University, was initiated in April 2009 and is expected to be complete in Fall 2009. The BCA will take into account modal competition, regulatory frameworks and political and public sensitivities of each proposed system. The BCA is the process that will define the optimum routing and technology for Hamilton's B-Line corridor. For Hamilton, both Light Rail Transit (LRT) and Bus Rapid Transit (BRT) are being considered along the Main/King corridor. As Metrolinx and City of Hamilton staff work collaboratively towards the completion of the BCA, Hamilton's Rapid Transit Team has continued to engage the public in the planning process.

Since April 2008, when findings of the Rapid Transit Feasibility Study, Phase 1, were first brought forward to Council, there has been significant interest in the community regarding this initiative. In order to maintain this momentum and provide Council with up-to-date public opinions on rapid transit, the Rapid Transit Team has continued to

SUBJECT: Rapid Transit Feasibility Study, Phase 3 - Public Consultation Update (PW08043f) - (City Wide) - Page 2 of 16

engage the public through various mediums, including radio, print and the internet, as well as through public information centres.

This Information Report, which will also be passed onto Metrolinx for their information and use, highlights the results of the most recent public consultation outreach exercise undertaken during spring/summer 2009. This public consultation component built upon the success of previous public consultation, as well as the findings of the Rapid Transit Feasibility Study, Phases 1, 2 & 3. Appendix A summarizes the outcome of the public opinion survey which focused primarily on the B-Line corridor and identifying a preferred option for the implementation of rapid transit in Hamilton.

Public Consultation Spring/Summer 2009

Typically, public consultation over the summer months is not desirable, given the change in daily routines for the average person, however the importance of ensuring that the public had the opportunity to provide input prior to the completion of Metrolinx's Benefits Case Analysis required staff to be creative and aggressive in reaching out to the public. The goal was to reach as many citizens as possible, while ensuring that the input process was simple and efficient.

In order to bring attention to the launch of the public consultation component of Phase 3 of the Rapid Transit Feasibility Study, staff held three Community Update Meetings in June 2009. A meeting was held in the west end (vicinity of McMaster University), the east end (vicinity of Parkdale Avenue) and Downtown. The meetings were held on June 1, 3 and 9th respectively, between 3pm and 8pm (presentations were given at 4pm and 6pm). All three meetings were held within walking distance of the B-Line corridor.

Although attendance at these meetings was low, the response to the survey that was launched at the same time that the meetings were held has been very positive. To date (July 31, 2009), the Rapid Transit Team has received responses from 1110 people, representing all City wards. Staff will provide an update of all surveys received up to and including August 31, 2009, at the September 14, 2009 Public Works Committee.

The survey was distributed at the Community Update Meetings, made available online at www.hamilton.ca/rapid-transit and at Hamilton Public Library branches, Municipal Service Centres, Councillors' Offices, Mayor's Office, Clerks Office and HSR ticket office/GO Station. Notices were mailed to corridor property owners and emailed via newsletter, to everyone that has joined the rapid transit contact list. In addition, surveys were made available at community events throughout the summer including the Transportation Fair, held in Gore Park during Commuter Challenge Week, and the Ward 8 Movie in the Park event.

Print advertisements were placed in the Hamilton Spectator, Hamilton Community News, The View Newspaper, Biz Magazine and the Bay Observer. Radio ads were also booked on CHML, Y108 and K-lite FM. This year, the Rapid Transit Team tried engaging stakeholders through the social media Facebook, by placing an ad to encourage participation in the survey. It proved to be a very successful outreach tool. Several councilors also promoted the survey through their existing communication channels to encourage community feedback.

SUBJECT: Rapid Transit Feasibility Study, Phase 3 - Public Consultation Update (PW08043f) - (City Wide) - Page 3 of 16

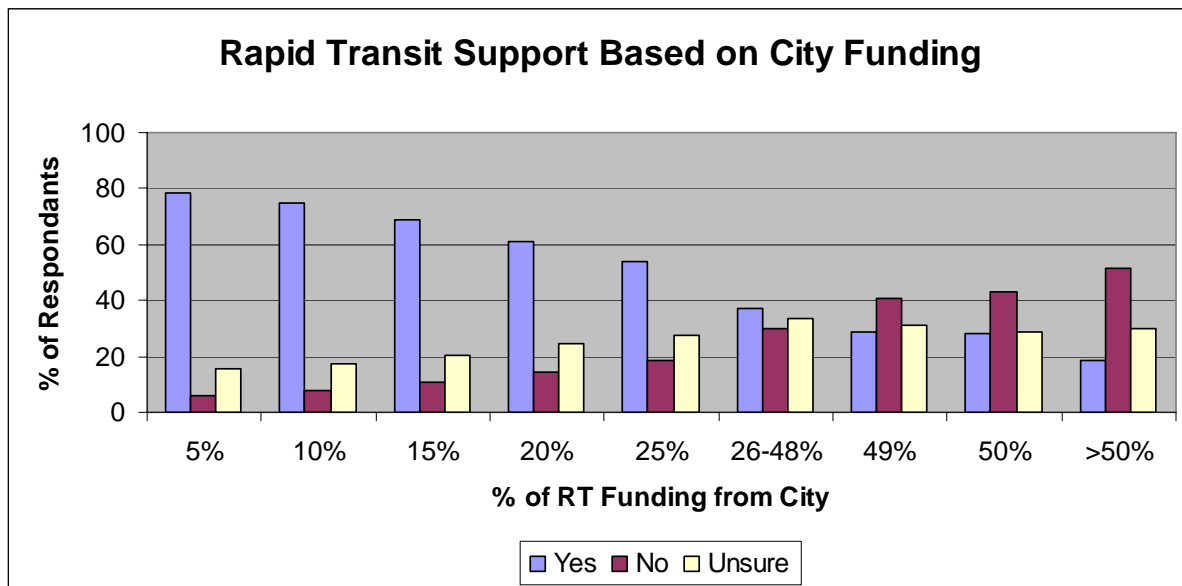
Survey Results

The B-Line corridor options survey included questions ranging from technology preference to corridor options scenarios, ranking of preferred alternatives and funding support. A copy of the survey is attached as Appendix B to this report. Overall, significant support exists for the implementation of rapid transit, with the majority of support for LRT over BRT or alternative technologies. Of the 1110 responses received, 95% support the implementation of rapid transit, with 79% of respondents in support of Light Rail Transit (LRT). Bus Rapid Transit as the preferred mode is only supported by 15% of respondents, with 6% supporting neither BRT or LRT. This is comparable to the survey results following the completion of the RTFS, Phase 2, when 94% of respondents (1600 responses) to that survey supported rapid transit with LRT supported by 66% of the respondents, although the question was not worded exactly the same way (BRT was supported by 8% and either mode was supported by 20%. 6% supported neither option as part of the public consultation undertaken spring/summer 2008). These results were documented as part of staff report PW08043b.

Other key results of the 2009 spring/summer Phase 3 survey indicate that:

- 70% of respondents strongly agree and 22% agree (total 92%) that in addition to implementing rapid transit along the B-Line corridor, implementing improved transit services, feeding into the B-Line corridor is important (statement 2.3)
- 85% of respondents support the LRT median transitway alternative for the east (Delta to Eastgate Square) and west (Paradise Road to McMaster University) sections (statement 3.1)
- Options incorporating LRT and two-way traffic conversion through the centre section (Delta to Paradise Road) have greater support than maintaining one-way traffic flow (statement 3.2 and 3.3) and was ranked as the preferred option by 51% of respondents (statement 3.4). Respondents generally supported LRT over scenario options that incorporated BRT.
- 34% of respondents do not agree with maintaining one-way traffic, versus 37% that strongly support one-way traffic (statement 3.5). It is important to note that staff is not recommending this option.

In terms of responding to the question on support for financial funding for rapid transit in Hamilton (question 4), the responses indicate that the greater the external funding source (i.e not City of Hamilton), the greater the support for the initiative. The support for the initiative clearly drops once potential Hamilton funding contributions exceeds 25% of the project cost. At a 25% funding contribution, support is at nearly 55% of the respondents, but drops to 37% support at greater than a 25% funding contribution. Up to a 15% funding contribution, support remains at 70%+ of the respondents. This is illustrated in the following graph.



Next Steps

Hamilton’s Rapid Transit Team staff will continue to work with Metrolinx in order to complete the Benefits Case Analysis and continue discussions in regards to rapid transit implementation issues and implication impacts to Hamilton’s existing road network and adjacent communities.

Following the presentation of Hamilton’s BCA to the Metrolinx Board, staff will bring forward a report to City Council for their consideration. It is anticipated that this comprehensive report will include information on the recommended rapid transit plan for the B-Line corridor (as recommended by Metrolinx staff and endorsed by their Board), associated impacts, potential timing for implementation and funding matters. It is anticipated that this report will not come forward to City Council until Fall 2009.

Gerry Davis, CMA
General Manager
Public Works

Appendix A - B-Line Corridor Options Survey Results

B-Line Corridor Options Survey Summary

Summer 2009 | Rapid Transit | Public Works

Summary

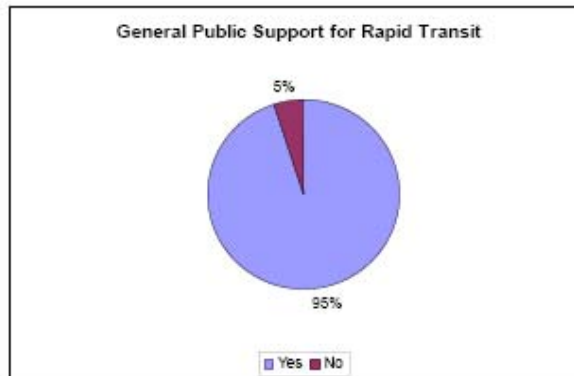
The following report summarizes the data collected from the B-Line Corridor Options Survey. The survey was distributed from June - August 2009 through Public Information Centres and through the Rapid Transit website. It was promoted through the Rapid Transit newsletter, internal city of Hamilton newsletters, Facebook ads, radio ads, and print ads. The number of respondents as of August 3, 2009 is 1110.

Rapid transit continues to have strong public support in Hamilton and its implementation is believed to benefit the city. Light rail transit (LRT) is the preferred technology throughout the rapid transit network. Specific to the B-Line, LRT is preferred along the east and west sections of the corridor. In the centre section, the two-way LRT / two-way traffic scenario was preferred by the most respondents. The data corresponding to these results are contained within this document.

Results

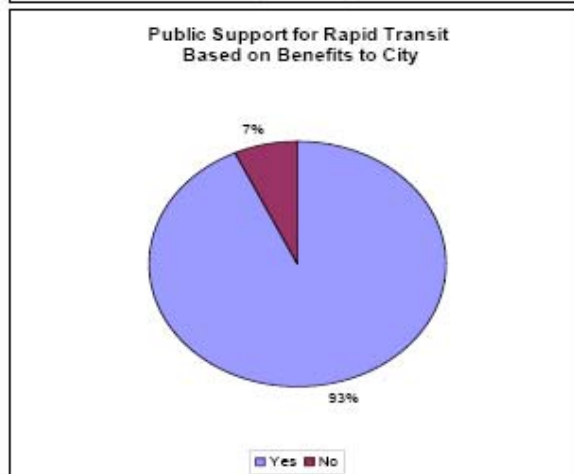
Question 1 - Do you support the implementation of rapid transit in Hamilton?

Option	# of Respondents	%
Yes	1020	95
No	54	5



Statement 2.1 - I agree that implementing either rapid transit technology (BRT or LRT) would be beneficial for Hamilton.

Option	# of Respondents	%
Yes	1011	93
No	75	7

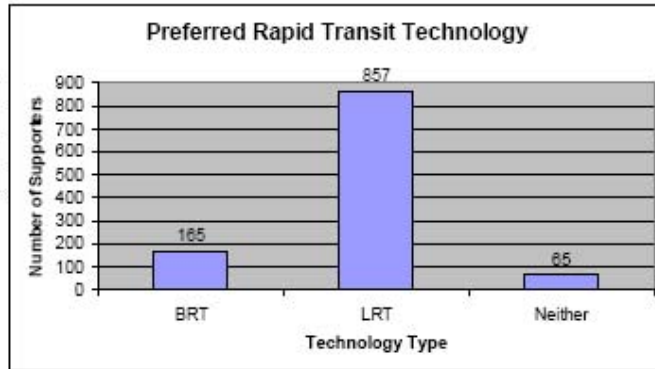


B-Line Corridor Options Survey Summary

Summer 2009 | Rapid Transit | Public Works

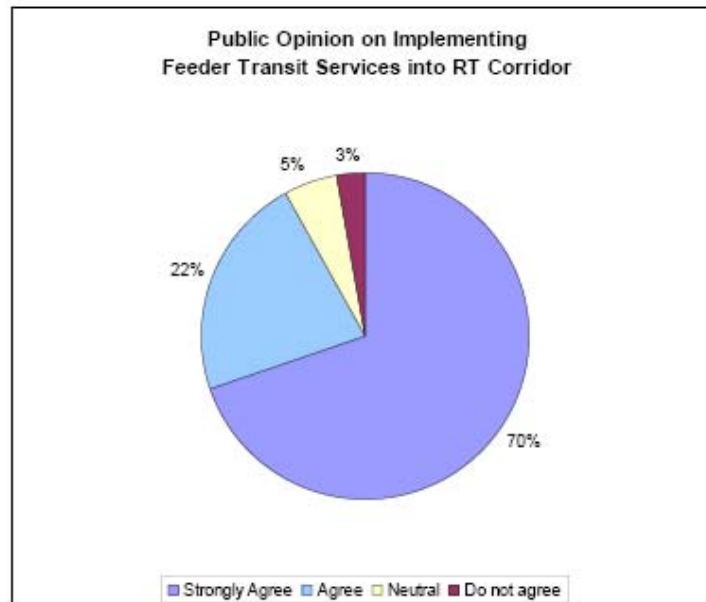
Statement 2.2 - My preferred mode of rapid transit is:

Option	# of Respondents	%
BRT	165	15
LRT	857	79
Neither	65	6



Statement 2.3 - Although the focus is presently on the implementation of rapid transit (either BRT or LRT) along the B-Line, implementing improved transit services, feeding into the B-Line corridor, is also important.

Option	# of Respondents	%
Strongly Agree	746	70
Agree	239	22
Neutral	56	5
Do not agree	31	3



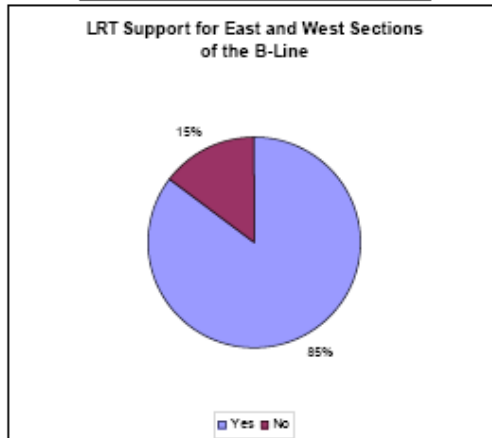
B-Line Corridor Options Survey Summary

Summer 2009 | Rapid Transit | Public Works

Statement 3.1: If the recommended scenario is a median transit way for both the east and west sections I would support this option for...

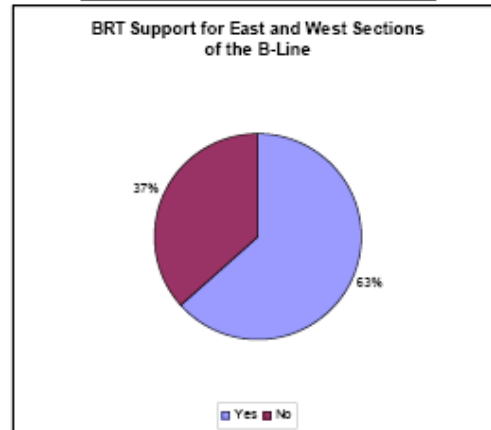
LRT

Option	# of Respondents	%
Yes	915	85
No	158	15



BRT

Option	# of Respondents	%
Yes	617	63
No	356	37



Statement 3.2 – If the recommended scenario is contra-flow (two-way transit/one-way traffic) for the centre section I would support this option for:

LRT

Option	# of Respondents	%
Yes	683	64
No	376	36

See next page for graph.

BRT

Option	# of Respondents	%
Yes	448	45
No	539	55

Statement 3.3 – If the recommended scenario is contra-flow (two-way transit/two-way traffic) for the centre section I would support this option for:

LRT

Option	# of Respondents	%
Yes	807	76
No	252	24

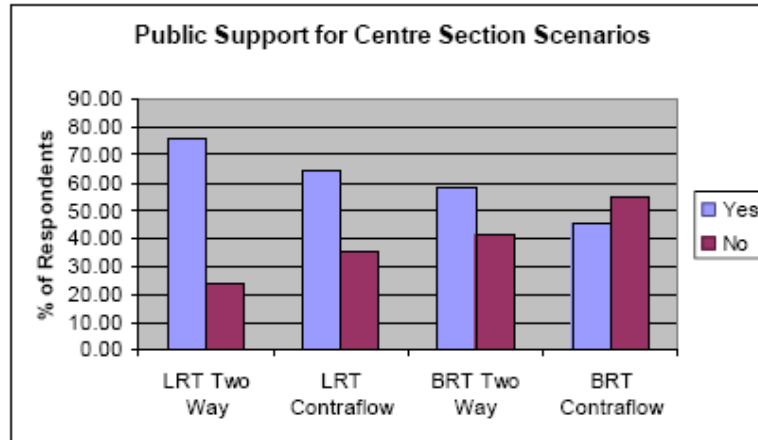
See next page for graph.

BRT

Option	# of Respondents	%
Yes	573	58
No	413	42

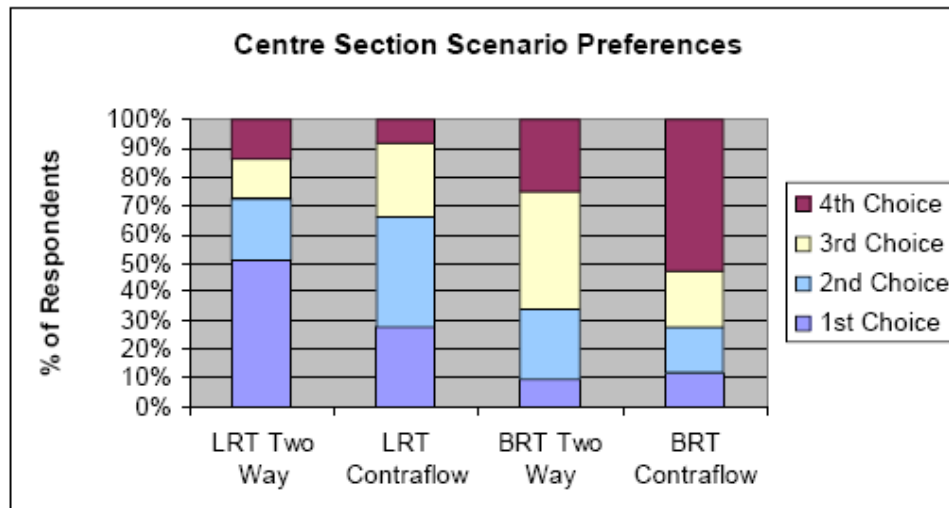
B-Line Corridor Options Survey Summary

Summer 2009 | Rapid Transit | Public Works



Statement 3.4 – My preferred order of preference for the above two centre section alternatives is:

	LRT Two Way	LRT Contra-flow	BRT Two Way	BRT Contra-flow
1st Choice	477 (51%)	258 (28%)	87 (9%)	109 (12%)
2nd Choice	195 (21%)	359 (38%)	229 (25%)	148 (16%)
3rd Choice	131 (14%)	238 (26%)	381 (41%)	181 (19%)
4th Choice	128 (14%)	76 (8%)	234 (25%)	493 (53%)
Total	931 (100%)	931 (100%)	931 (100%)	931 (100%)



B-Line Corridor Options Survey Summary

Summer 2009 | Rapid Transit | Public Works

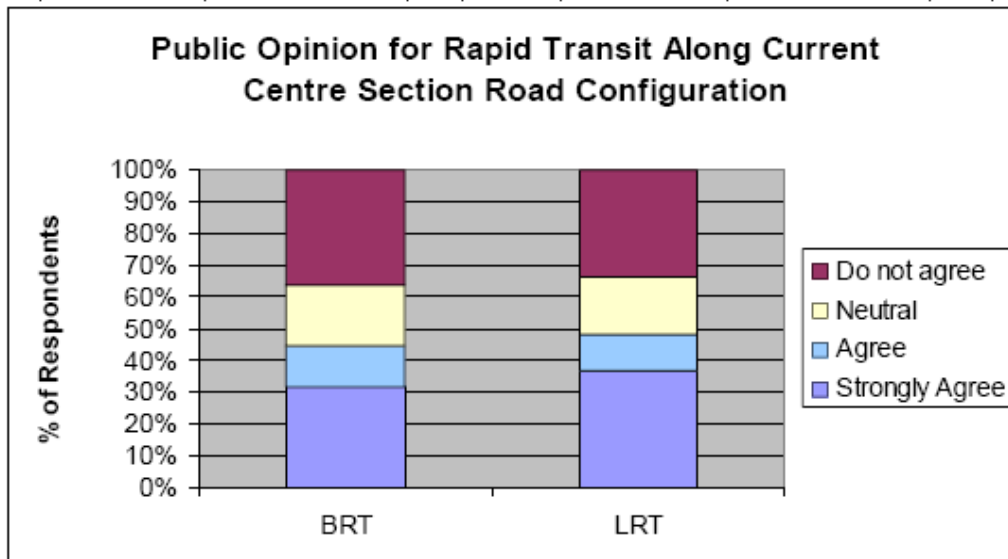
Statement 3.5 – Although not being recommended for implementation, my preferred scenario is to maintain one-way operation for both vehicles and transit through the centre section.

LRT

Option	# of Respondents	%
Strongly Agree	395	37
Agree	119	11
Neutral	186	18
Do not agree	353	34

BRT

Option	# of Respondents	%
Strongly Agree	321	32
Agree	134	13
Neutral	190	19
Do not agree	371	37



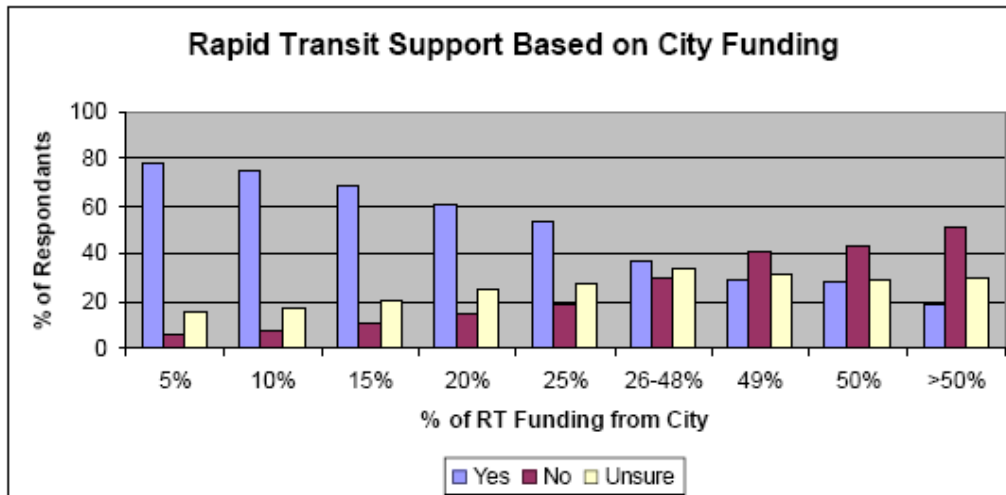
Question 4 – Would you support the implementation of rapid transit in Hamilton if the City was responsible for funding:

Option	5%	10%	15%	20%	25%	26-48%	49%	50%	>50%
Yes	868 (78%)	832 (75%)	764 (69%)	676 (61%)	601 (54%)	411 (37%)	316 (28%)	312 (28%)	208 (19%)
No	67 (6%)	88 (8%)	122 (11%)	160 (14%)	205 (18%)	330 (30%)	450 (41%)	477 (43%)	572 (52%)
Unsure	175 (16%)	190 (17%)	224 (20%)	274 (25%)	304 (27%)	369 (33%)	344 (31%)	321 (29%)	330 (30%)

See graph on next page.

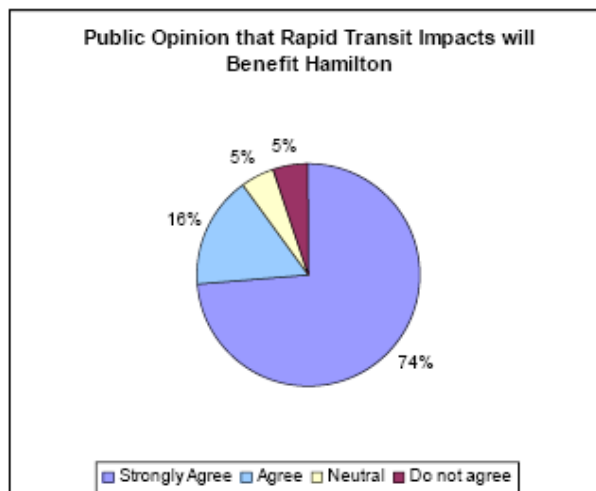
B-Line Corridor Options Survey Summary

Summer 2009 | Rapid Transit | Public Works



Statement 5 – It is anticipated that in order to implement rapid transit, there will be impacts on how the corridor looks and operates today, from a land use, pedestrian, transit and traffic perspective. Given the potential for significant changes, rapid transit will benefit the City of Hamilton and every effort should be made to move this process forward.

Option	# of Respondents	%
Strongly Agree	796	74
Agree	177	16
Neutral	56	5
Do not agree	53	5

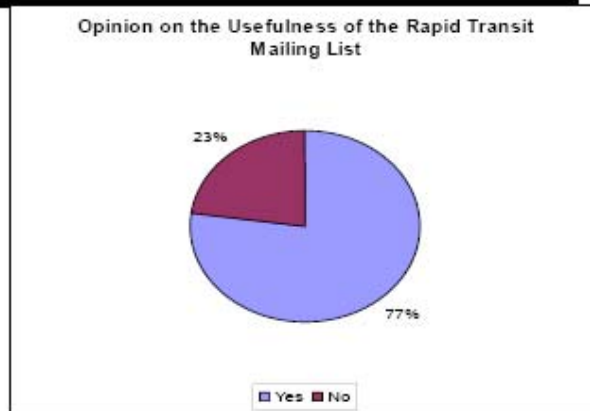


B-Line Corridor Options Survey Summary

Summer 2009 | Rapid Transit | Public Works

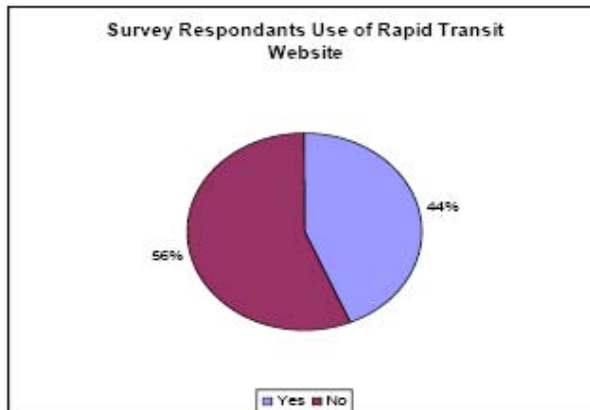
Question 6 – If you are already on our Rapid Transit Mailing List, do you find the project updates and project newsletters informative?

Option	# of Respondents	%
Yes	211	77
No	62	23



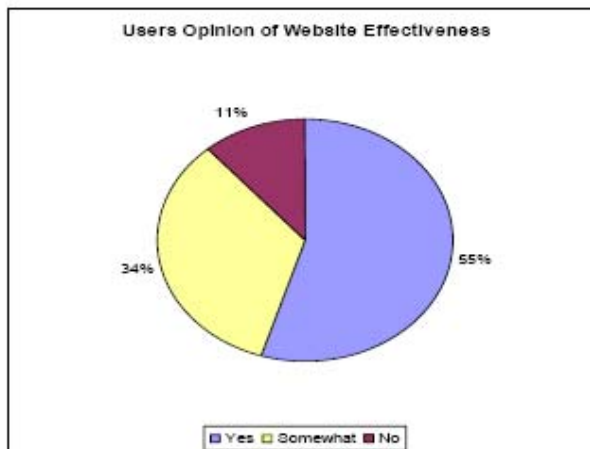
Question 7.1 – Have you visited the Rapid Transit Initiative Web Site?

Option	# of Respondents	%
Yes	468	44
No	605	56



Question 7.2 – If yes, did you find it useful?

Option	# of Respondents	%
Yes	302	55
Somewhat	186	34
No	63	11



SUBJECT: Rapid Transit Feasibility Study, Phase 3 - Public Consultation Update (PW08043f) - (City Wide) - Page 12 of 16

Appendix B - B-Line Corridor Options Survey



Providing Rapid Transit in Hamilton has been about more than just the provision of an improved transit system. It is an opportunity to potentially transform our community. City Council has endorsed a Rapid Transit vision statement, which will guide all rapid transit planning as we begin to implement Hamilton's "BLAST" system.

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

The alternatives presently being reviewed for the City of Hamilton's B-Line corridor include both Bus Rapid Transit (BRT) and Light Rail Transit (LRT), with consideration being given to the following:

- maintaining one-way traffic and one-way transit operation;
- two-way traffic and two-way transit operation; and
- two-way transit operation on one-way streets (contra-flow).

Although it is important to keep in mind that the Province, through Metrolinx, is driving the implementation of rapid transit in Hamilton, the City will have an opportunity to provide input. Your comments continue to be an integral part of this planning process.

Please take a moment to complete this survey. All comments received by July 31, 2009 will be included in a staff report to Council in September 2009.



Rapid Transit Team Contact Info
Lisa Zinkewich – Senior Project Manager
Rapid Transit

e-mail: rapidtransit@hamilton.ca
www.hamilton.ca/rapid-transit

Public Works Department
320-77 James Street North
Hamilton, ON L8R 2K3

Tel: (905) 548-2424 ext 2553
Fax: (905) 548-4435

Comments on Rapid Transit are always welcome either through the project website www.hamilton.ca/rapid-transit, direct project e-mail rapidtransit@hamilton.ca or in person.

Thank you for your input.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record in conjunction with the related activities as part of Hamilton's Rapid Transit Initiative.



www.hamilton.ca/rapid-transit

SUBJECT: Rapid Transit Feasibility Study, Phase 3 - Public Consultation Update (PW08043f) - (City Wide) - Page 13 of 16



**B-Line Corridor Options Survey
Spring/Summer 2009**

Mailing List Information

Last Name: _____
First Name: _____
Address _____ Unit/Apt: _____
City _____
Postal Code _____
Province _____
Ward _____
Phone #: _____ Ext. _____

Email address _____
(If an e-mail address is noted, project updates will automatically be sent via e-mail. If no e-mail address is specified, project updates will be sent via traditional mail)

Affiliation
(chose 1 only)

General Interest	<input type="checkbox"/>
I own a residential property	<input type="checkbox"/>
I am a tenant of residential property	<input type="checkbox"/>
I own a commercial property	<input type="checkbox"/>
I am a tenant in a commercial property	<input type="checkbox"/>
I work/study near a corridor	<input type="checkbox"/>
Other	<input type="checkbox"/>

Is your location within 1km of a RT corridor? yes no don't know

If yes, which corridor (see map on previous page)

B Main/King (Fifty Road to University Plaza)
L Downtown to Waterdown
A James/Upper James (Waterfront to Airport)
S Centennial/Rymal (Eastgate Square to Ancaster Business Park)
T Centre Mall to Meadowlands (Mohawk Road)

Do you represent either a technical agency or a stakeholder group? yes no

Technical Agency - A technical agency is an agency that would be involved from a planning/design perspective i.e. Bell, Horizon, Provincial Ministry etc.
Stakeholder Group - A stakeholder group would be a Neighbourhood Association, Community Group etc.

Organization: _____

Title: _____

Is your mailing information different than above? yes no
Address _____ Unit/Apt: _____

City _____

Postal Code _____

Province _____

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record in conjunction with the related activities as part of Hamilton's Rapid Transit Initiative.



Rapid Transit MOVING HAMILTON FORWARD **B-Line Corridor Options Survey**
Spring/Summer 2009

B-Line Corridor Options Survey

1. Do you support the implementation of rapid transit in Hamilton? yes no
If you do not support rapid transit in Hamilton, why not? _____

2. The B-Line rapid transit options being reviewed by Metrolinx include both Light Rail Transit (LRT) and Bus Rapid Transit (BRT). Both technologies have been proven to bring redevelopment and positive economic impacts to cities that invest in transit. Technologies such as monorail, subway etc are not being considered by Metrolinx as a result of their capital cost and high ridership requirements for efficient operation.

BUS RAPID TRANSIT (BRT)

BRT is a rubber-tired rapid transit service that combines stations, vehicles, running ways and a flexible operating plan into a high quality, customer focused service that is frequent, reliable, comfortable and cost efficient.



LIGHT RAIL TRANSIT (LRT)

LRT is a lightweight metropolitan electric railway system characterized by its ability to operate single cars or short trains along exclusive right-of-way at street level. These vehicles are usually powered by overhead electrical wires, and offer a frequent, reliable, comfortable and high quality service that is environmentally sustainable.



I agree that implementing either rapid transit technology (BRT or LRT) would be beneficial for Hamilton.
yes no

My preferred mode of rapid transit is BRT LRT I do not support either

Although the focus is presently on the implementation of rapid transit (either BRT or LRT) along the B-Line, implementing improved transit services, feeding into the B-Line corridor, is also important.

strongly agree agree neutral do not agree

3. For planning purposes, the City of Hamilton B-Line Corridor has been divided into three sections, east, west & centre.

East/West Sections

East limits extend from Eastgate Square to Delta (Main/King intersection). West limits extend from Paradise Road South (west of Highway 403) to McMaster University*. Presently, both of these sections operate under two-way traffic.

The Rapid Transit Feasibility Studies, Phases 1, 2 & 3 and Metrolinx Benefits Case Analysis have confirmed that a full rapid transit system, in either the east or west sections of the study area, could operate in a median transitway. Number of vehicle lanes depends on existing right-of-way width.



ALTERNATIVE:
MEDIAN TRANSITWAY MIDDLE OF ROAD
TWO-WAY OPERATION

* Although the City of Hamilton supports the extension of the B-Line to University Plaza, funding is only available from the Province for rapid transit from Eastgate Square to McMaster University. This does not preclude future extensions of this corridor.

Rapid Transit MOVING HAMILTON FORWARD **B-Line Corridor Options Survey**
Spring/Summer 2009

If the recommended scenario is a median transit way for both the east and west sections I would support this option for

- Bus Rapid Transit yes no
- Light Rail Transit yes no

Centre Section

Centre limits extend from the Delta (Main/King intersection) to Paradise Road (west of Highway 403), through the Downtown core. Presently, this section operates under one-way traffic.

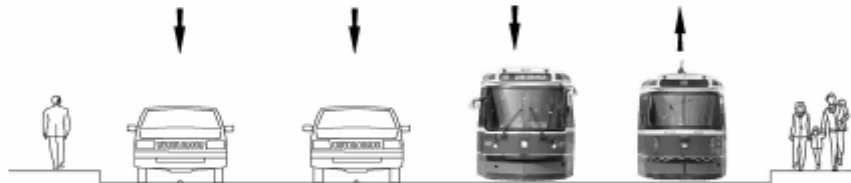
The Rapid Transit Feasibility Studies, Phases 1, 2 & 3 and Benefits Case Analysis have identified two viable options for rapid transit through this section.

Alternative 1 (centre): Rapid Transit Contra-flow (two-way rapid transit/one-way traffic)

In order to maintain the one-way traffic operation of both Main Street and King Street and ensure access to the rapid transit system is as convenient as possible (in one corridor), rapid transit could operate in both directions on King Street, in the south side curb lanes, with the remaining lanes continuing to operate one-way traffic westbound. Main Street would remain one-way traffic eastbound. This scenario would address the day to day operational issues of LRT and would be more convenient for passengers by utilizing one corridor for rapid transit. Number of vehicle lanes depends on existing right-of-way width.

Some considerations related to this scenario include:

- Limited vehicular crossing of rapid transit lane
- Local side street closures on the side of the rapid transit curb lane (cul-de-sac)
- Left vehicular turning movements would take place at signalized intersections only
- As a result of removing two westbound traffic lanes, traffic congestion would be expected on certain sections of King Street.



ALTERNATIVE:
CONTRA-FLOW LRT OPERATION

If the recommended scenario is contra-flow (two-way rapid transit/one-way traffic) for the centre section I would support this option for

- (a) Bus Rapid Transit yes no
- (b) Light Rail Transit yes no

Alternative 2 (centre): Two-way (two-way traffic/two-way transit operation)

In order to maintain as much roadway capacity as possible and provide rapid transit along one corridor through the centre section, rapid transit could operate on King Street in a median transitway. Both Main Street and King Street would be converted to two-way for traffic operation. Number of vehicle lanes depends on existing right-of-way.

Some considerations related to this scenario include:

- Local side streets would operate as right turn in/right turn out only access (no full street closures)
- Left vehicular turning movements & U-turns would take place at signalized intersections only
- Limited vehicular crossing of rapid transit lanes



ALTERNATIVE:
MEDIAN TRANSITWAY (MIDDLE OF ROAD)
TWO-WAY OPERATION

SUBJECT: Rapid Transit Feasibility Study, Phase 3 - Public Consultation Update (PW08043f) - (City Wide) - Page 16 of 16



**B-Line Corridor Options Survey
Spring/Summer 2009**

If the recommended scenario is two-way (two-way traffic/two-way transit operation) for the centre section I would support this option for

- (c) Bus Rapid Transit yes no
- (d) Light Rail Transit yes no

My preferred order of preference for the above two centre section alternatives is:
(please number/rank (a) through (d) by numbers 1 – 4, 1 being most preferred, 4 being least preferred).

- (a) _____ BRT contra-flow (c) _____ Two-way BRT
(b) _____ LRT contra-flow (d) _____ Two-way LRT

Although not being recommended for implementation, my preferred scenario is to maintain one-way operation for both vehicles and transit through the centre section.

- Bus Rapid Transit strongly agree agree neutral do not agree
- Light Rail Transit strongly agree agree neutral do not agree

4. Hamilton City Council has requested that any funding received for rapid transit implementation cover 100% of the associated capital costs. Metrolinx has since indicated that although the Province would cover the "Lion's Share" of capital costs, it is anticipated that municipalities would be required to contribute to some of the capital costs of implementation.

Would you support the implementation of rapid transit in Hamilton if the City was responsible for funding:

Hamilton Cost	Other Funding Sources	Yes	No	Not sure
5%	95%			
10%	90%			
15%	85%			
20%	80%			
25%	75%			
Between 26% - 49%	Between 74 - 51%			
50%	50%			
More than 50%	Less than 50%			

5. It is anticipated that in order to implement rapid transit there will be impacts on how the corridor looks and operates today, from a land use, pedestrian, transit and traffic perspective. Given the potential for significant changes, rapid transit will benefit the City of Hamilton and every effort should be made to move this process forward.

strongly agree agree neutral do not agree don't know

6. If you are already on our Rapid Transit Mailing List, do you find the project updates and project newsletters informative?
yes no not yet on mailing list

7. Have you visited the Rapid Transit Initiative Web Site? yes no
If yes, did you find it useful? yes somewhat no

Other Comments

