

7.1

**CITY OF HAMILTON**

**MOTION**

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**Council Date: June 25, 2014**

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**MOVED BY COUNCILLOR R. POWERS.....**

**SECONCED BY COUNCILLOR.....**

**Implementation of the Action Plan contained on Pages 43 and 44 of the Rapid Ready Report**

That notwithstanding Council's position of support for LRT subject to 100 per cent provincial funding, Council reconfirms its support for the action plan outlined on pages 43 and 44 of the Rapid Ready Report, attached hereto as Appendix "A", and directs that the relevant staff report to the appropriate committee with a schedule for implementation be prepared as soon as is realistic.



| Initiative/Action  | 2013 Work Eff.  | Five Year Capital Funding Needs (2013-2017) |                    | Short-Term Operating Budget Needs (to 2017) | Metrolinx Funding Opportunity |
|--|---|---|--------------------|---|-------------------------------|
|  |   | Funded                                      | Unfunded           |   |                               |
| <b>Rapid Transit</b>   |   |   |                    |   |                               |
| 1.c.1  | LRT Vehicle Optimization Modelling  | ●   | \$80,000           |   | ●                             |
| 1.c.2  | Value Engineering of B-Line   | ●   | \$40,000           |   | ●                             |
| 1.c.3  | Additional B-Line Geotechnical Investigations                                     | ●   | \$20,000           |   | ●                             |
| 1.c.4  | Assist with preparing funding evaluation  | ●   | Internal           |   |                               |
| 1.c.5  | A-Line Routing and Technology Development   | ●   | \$100,000          |   | ●                             |
| 1.c.6  | HSR Network Optimization  | ●   | -                  |   |                               |
| 1.c.7  | Delivery Model Assessment Strategy  | ●   | \$200,000          |   | ●                             |
| 1.c.8  | A-Line Nodes and Corridors Study  | ●   | -                  |   |                               |
| 1.c.16   | Neighbourhood Parking Strategy (Phase 1 – Queenston, Parkdale, Nash and Eastgate) | ●   | \$200,000          |   | ●                             |
| 1.c.19   | L, S and T Line BRT Light Investigation and Prioritization                        | ●   | -                  |   |                               |
| <b>Work Plan Items Subject to Project Funding Commitment</b> |   |   |                    |   |                               |
| 1.c.10   | Early enabling works (utility relocates before design build contract)             | ●   | TBD                |   |                               |
| 1.c.11   | Environmental Project Report (MSF)  | ●   | \$400,000          |   | ●                             |
| 1.c.12   | Conduct property by property impact assessment (B-Line)                           | ●   | \$25,000           |   | ●                             |
| 1.c.13   | Power Substation Site Selection   | ●   | \$40,000           |   | ●                             |
| 1.c.14   | Specifications for B-Line LRT Procurement Process-staff support                   | ●   | -                  |   |                               |
| 1.c.15   | Develop Land Acquisition/Expropriation Process                                    | ●   | -                  |   |                               |
| 1.c.17   | B-Line Land Acquisition   | ●   | \$120,000          |   | ●                             |
| 1.c.18   | Survey Work and Establishment of Project Control Line                             | ●   | -                  |   |                               |
| <b>Total - Rapid Transit</b>                                 |   |   | <b>\$1,225,000</b> |   |                               |
| <b>Transportation Master Plan Review</b>                     |   |   |                    |   |                               |
| 5.c.   | Five-Year Review of Transportation Master Plan                                    | ●   | \$250,000          |   |                               |
| 5.c.1.   | Development of Complete Streets policy  | ●   | \$20,000           |   |                               |
| <b>Approval of Transit Corridor</b>                          |   |   |                    |   |                               |
| 6.a.1-4  | King-Main-Queenston Corridor  |   | \$4,712,000        | \$7,750,000                                 | ●                             |
| 6.a.5-6  | James-Upper James Corridor  |   | \$5,807,000        | \$4,040,000                                 | ●                             |
| 6.a.7-12,14  | Other Service Improvements  |   | \$14,612,000       | \$10,360,000                                |                               |
| 6.a.15   | Systemwide Route Restructuring  |   | \$22,385,000       | \$22,620,000                                |                               |
| 6.a.13   | Transit Fleet Expansion (100 buses)   |   | \$50,000,000       |   | ●                             |
| 6.a.13   | Maintenance and Storage Facility (Bus)  |   | \$25,000,000       |   | ●                             |
| <b>Access to Transit for People with Disabilities</b>        |   |   |                    |   |                               |
| 6.b.1-3,6-8  | ATS AODA Compliance   | ●   | \$850,000          | \$4,850,000                                 | ●                             |
| 6.b.4  | Review and Retrofit Stops and Terminals to Meet AODA Standards                    |   | \$900,000          |   | ●                             |
| 6.b.5  | Retrofit buses for automated pre-boarding announcements                           |   | \$500,000          |   | ●                             |
| 6.b.9  | Accessible Audits of Major Transit Stop Areas                                     |   | \$100,000          |   | ●                             |
| 6.b.10   | Develop Accessible/Specialized Transit Drop-Offs at RT Corridor Nodes             |   | \$100,000          |   | ●                             |
| <b>King-Main Corridor Improvements</b>                       |   |   |                    |   |                               |
| 6.c.1  | King Street Bus-Only Lane   | ●   | \$300,000          |   | ●                             |
| <b>James Street-Upper James Corridor Improvements</b>        |   |   |                    |   |                               |
| 6.c.2-3  | Upper James Corridor Transit Priority and Service Improvements                    |   | \$500,000          |   | ●                             |
| 6.c.4  | James Street North Operational Improvements                                       |   | \$100,000          |   | ●                             |
| 6.c.5  | James Street South Operational Improvements                                       |   | \$50,000           |   | ●                             |
| 6.c.7  | James Mountain Road - Transit-only Roadway Feasibility Study                      |   | \$100,000          |   | ●                             |
| <b>City-Wide Improvements</b>                                |   |   |                    |   |                               |
| 6.c.8  | Transit Signal Priority Program   |   | \$5,000,000        |   | ●                             |
| 6.c.9  | Limeridge Mall Terminal Bus-Only Access   |   | \$200,000          |   |                               |
| <b>Customer-Focused Transit Customer Experience</b>          |   |   |                    |   |                               |
| 6.d.1  | Branding Strategy   | ●   | \$1,000,000        |   |                               |
| 6.d.2  | Implementation of Branding Strategy   |   | \$2,500,000        |   |                               |
| 6.d.2  | Marketing Strategy and Initiatives  |   | \$1,000,000        |   |                               |
| 6.d.3  | MacNab Street Terminal Customer Information and Service Improvements              | ●   | \$565,000          |   |                               |
| 6.d.4  | Real-Time Transit Information Displays and Open Data Feed                         |   | \$1,000,000        |   |                               |
| 6.d.5  | A- and B-Line Enhanced Bus Stops and Shelters Phase 1                             | ●   | \$1,400,000        |   | ●                             |
| 6.d.5  | A- and B-Line Enhanced Bus Stops and Shelters Phase 2                             | ●   | \$2,000,000        |   | ●                             |
| 6.d.6  | Completion of PRESTO Implementation   | ●   | Funded             |   | ●                             |
| 6.d.7  | Bus Shelter Rehabilitation Program  | ●   | \$255,000          |   |                               |
| 6.d.8  | Bus Shelter Expansion Program   | ●   | \$1,500,000        |   |                               |
| 6.d.13   | Fare and Customer Loyalty Strategy  |   | \$25,000           |   |                               |

**RapidReady** : Expanding Mobility Choices in Hamilton

| Initiative/Action   | 2013 Work Plan  | Five-Year Capital Funding Needs (2013-2017) |                    | Short-Term Operating Budget Needs (to 2017) | Metrolinx Funding Opportunity |
|---|---|---|--------------------|---|-------------------------------|
|   |   | Funded                                      | Unfunded           | Annual                                      |                               |
| <b>Standards for Convenient Walking and Cycling Environment</b> |   |   |                    |   |                               |
| 6.e.1   | Cycling Master Plan Implementation  | ●   | \$2,200,000        |   |                               |
| 6.e.2   | Pedestrian Mobility Plan  | ●   | \$50,000           | \$375,000                                   |                               |
| 6.e.3   | Enhanced bike parking at B-Line/A-Line Bus Stops  |   |                    | \$100,000                                   | ●                             |
| 6.e.4   | Cycling Wayfinding Signage in RT Corridors  |   |                    | \$50,000                                    | ●                             |
| 6.e.4   | Downtown Pedestrian and Cycling Wayfinding Strategy and Implementation                      | ●   | \$100,000          | \$150,000                                   | ●                             |
| 6.e.5   | Pilot Bike Share Program  | ●   | \$1,600,000        |   | ●                             |
| 6.e.6   | Downtown Bike Network Expansion   |   |                    | \$750,000                                   |                               |
| 6.e.7   | Priority Bikeway Connections to Rapid Transit Corridors                                     |   |                    | \$150,000                                   | ●                             |
| 6.e.8   | Escarpment-Climber Transit Pass   | ●   | No Capital Impact  |   |                               |
| 6.e.9   | Walkability Audits and Sidewalk Improvements in Rapid Transit Corridors                     |   |                    | \$1,000,000                                 | ●                             |
| 6.e.10  | Bicycle Parking and Facilities at Workplaces, Retail, and Destinations                      | ●   |                    | Non-City Cost                               |                               |
| 6.e.11  | Bike Parking at City Facilities   | ●   | \$16,000           |   |                               |
| 6.e.15  | Active Transportation Marketing and Education Program                                       | ●   | Included Above     |   |                               |
| <b>Standards for Community Mobility</b>                         |   |   |                    |   |                               |
| 6.f.1   | Complete Main King Queenston Corridor Strategy Study (PBED Lead)                            |   | No Capital Impact  |   | ●                             |
| 6.f.2   | Upper A-Line Corridor Strategy Study, Including Mohawk-James Mobility Hub Study (PBED Lead) |   | \$200,000          |   | ●                             |
| 6.f.3   | Centennial GO Station Area Planning Study (PBED Lead)                                       |   | No Capital Impact  |   | ●                             |
| 6.f.4   | Adopt Zoning Bylaw Amendments for RT Corridors (PBED Lead)                                  |   | No Capital Impact  |   |                               |
| 6.f.5   | Finalize and Implement Urban Official Plan (PBED Lead)                                      |   | No Capital Impact  |   |                               |
| 6.f.6-7   | Corporate Working Team for Integrated Mobility (MPSP lead)                                  | ●   | No Capital Impact  |   |                               |
| 6.f.8   | Develop TDM Guidelines/Checklist for Development Applications (MPSP lead)                   | ●   | \$80,000           |   |                               |
| 6.f.9   | BIA Engagement for TDM (MPSP lead)  | ●   | \$75,000           |   |                               |
| <b>Standards for Efficient and Convenient Connections</b>       |   |   |                    |   |                               |
| 6.g.1   | Centennial GO Station Park and Ride Lot and Regional Transit Terminal                       |   | \$5,000,000        |   | ●                             |
| 6.g.2   | Introduction of GO Bus Service at Centennial GO Station                                     |   | No Capital Impact  |   | ●                             |
| 6.g.3   | Integration of B-Line and Burlington Transit 101/Route 1 Service                            |   | No Capital Impact  |   | ●                             |
| 6.g.4   | Hamilton West Interregional Transit Terminal Location Study                                 |   | \$75,000           |   | ●                             |
| 6.g.5   | Active transportation links to GO Transit stations and stops                                |   | \$250,000          |   | ●                             |
| 6.g.6   | MTO Carpool Lot Expansion (403 Meadowlands and QEW East Hamilton)                           |   | \$300,000          |   | ●                             |
| 6.g.7   | Fare Integration Policy with Burlington Transit   |   | No Capital Impact  |   |                               |
| 6.g.8   | Regional Traveller Information Portal (Metrolinx-lead)                                      |   | No Capital Impact  |   | ●                             |
| 6.g.9   | Employer-Engagement Process (Smart Commute)   |   | \$1,400,000        |   | ●                             |
| 6.g.10  | Community-Based Social Marketing (TDM) - Pilot 4 neighbourhoods                             |   | \$200,000          |   | ●                             |
| <b>Total</b>  |   |   | <b>\$5,386,000</b> | <b>\$155,916,000</b>                        | <b>\$44,770,000</b>           |