

APPENDIX D: CONSULTATION REPORT

APPENDIX D-1: HAMILTON LRT PIC #1 CONSULTATION APPENDIX

PART 3/4

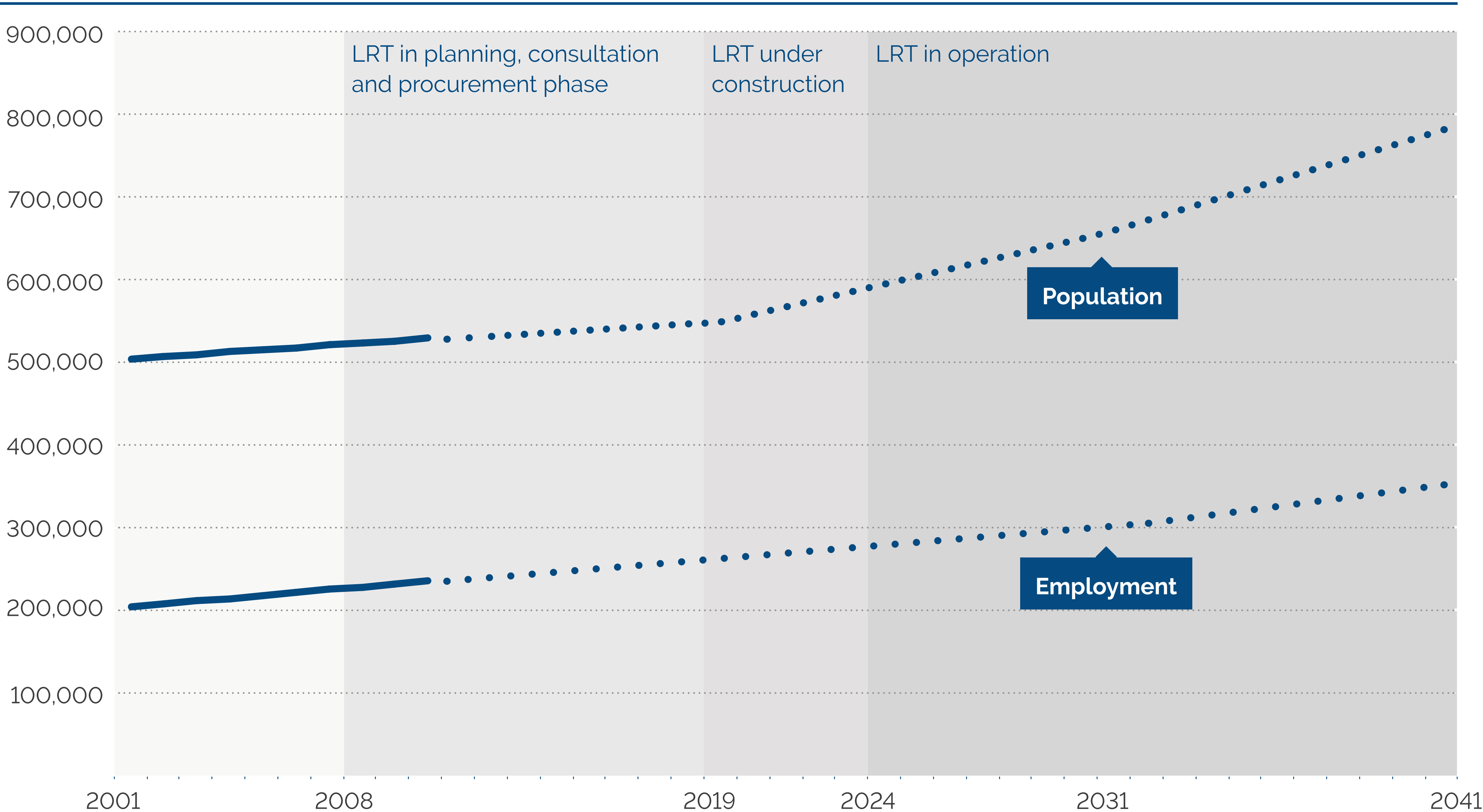


Hamilton is Growing

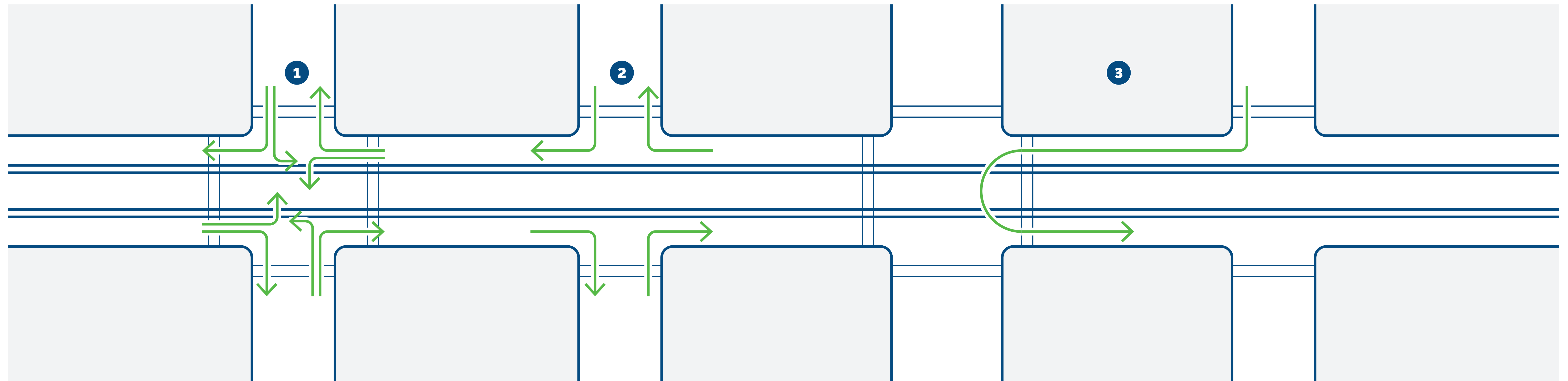
The Growth Plan for the Greater Golden Horseshoe (2013) forecasts that the City of Hamilton will have a population of 660,000 by 2031 and 780,000 by 2041, while the number of jobs will increase up to 300,000 by 2031 and 350,000 by 2041.

This is equivalent to a growth of about 25 percent by 2031 and almost 50 percent by 2041. This increase in people and jobs also means increased activity throughout the city, and thus, more people making more trips.

The LRT project, as part of the City's on-going transportation planning and development, will help the City of Hamilton accommodate the added traffic expected from this growth.



How will traffic work?



With segregated centre-running LRT on the B-line, traffic will only be permitted to cross the tracks at select locations, typically major streets with signalized intersections.

At minor side streets, traffic will not be permitted to cross the tracks, either turning left or going straight through.

To maintain access to all locations, U-turns will be permitted at strategic locations.

On the A-line, the LRVs will operate in mixed traffic, so all current turning movements are maintained.

- 1** Typical signalized intersection entrance and exit: Crossing of tracks permitted.
- 2** Typical side-street entrance and exit: No crossing of tracks permitted.
- 3** Drivers wishing to turn in the opposite directions where crossing the tracks is not permitted, will need to make the allowed right turn and travel to the next U-turn location, and make a permitted U-turn. U-turns at these locations will be combined with left turns, and controlled by their own separate signal phase to ensure safety.

Where will traffic go?

Projections of future traffic movements, with and without LRT, were forecasted using a three-tiered modelling approach that looked at regional, area and corridor projections and impacts.

The modelling process projects various changes in traffic patterns with the LRT in place including:

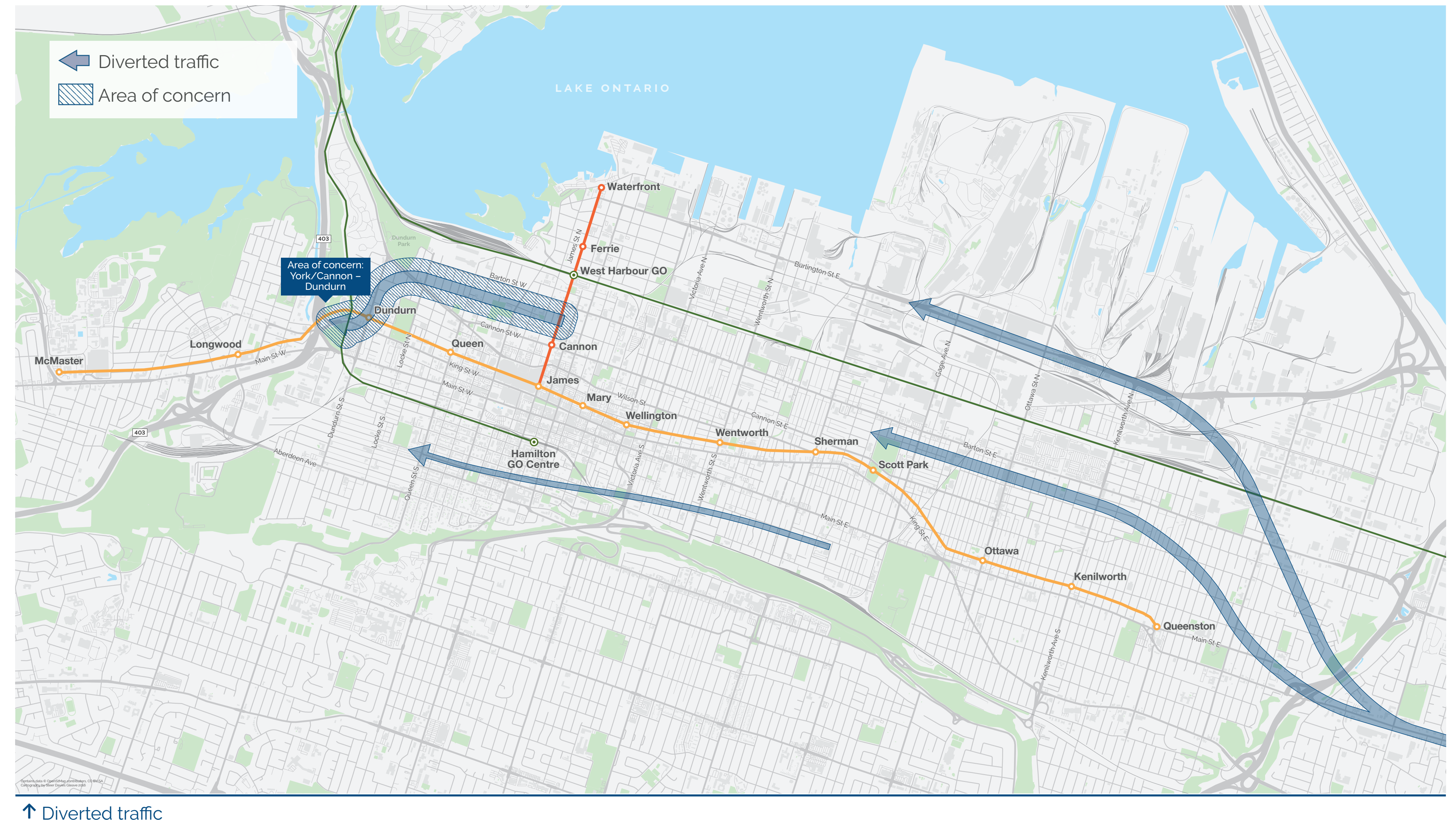
- Significant reduction on King Street westbound.
- New traffic on King Street eastbound where the new lane is introduced.
- Decreases on some perpendicular routes because of restrictions on crossing the LRT alignment.
- Increases on some perpendicular routes as traffic consolidates at crossing points.
- Increases on parallel routes as traffic is diverted.

This process shows:

- Traffic will increase in relationship to the project population and employment growth, with or without LRT.
- LRT will change traffic patterns, the flow of traffic, and the level of service at intersections. The results of those impacts will require mitigation strategies.
- With proper management strategies, traffic will continue to flow when LRT is in service.

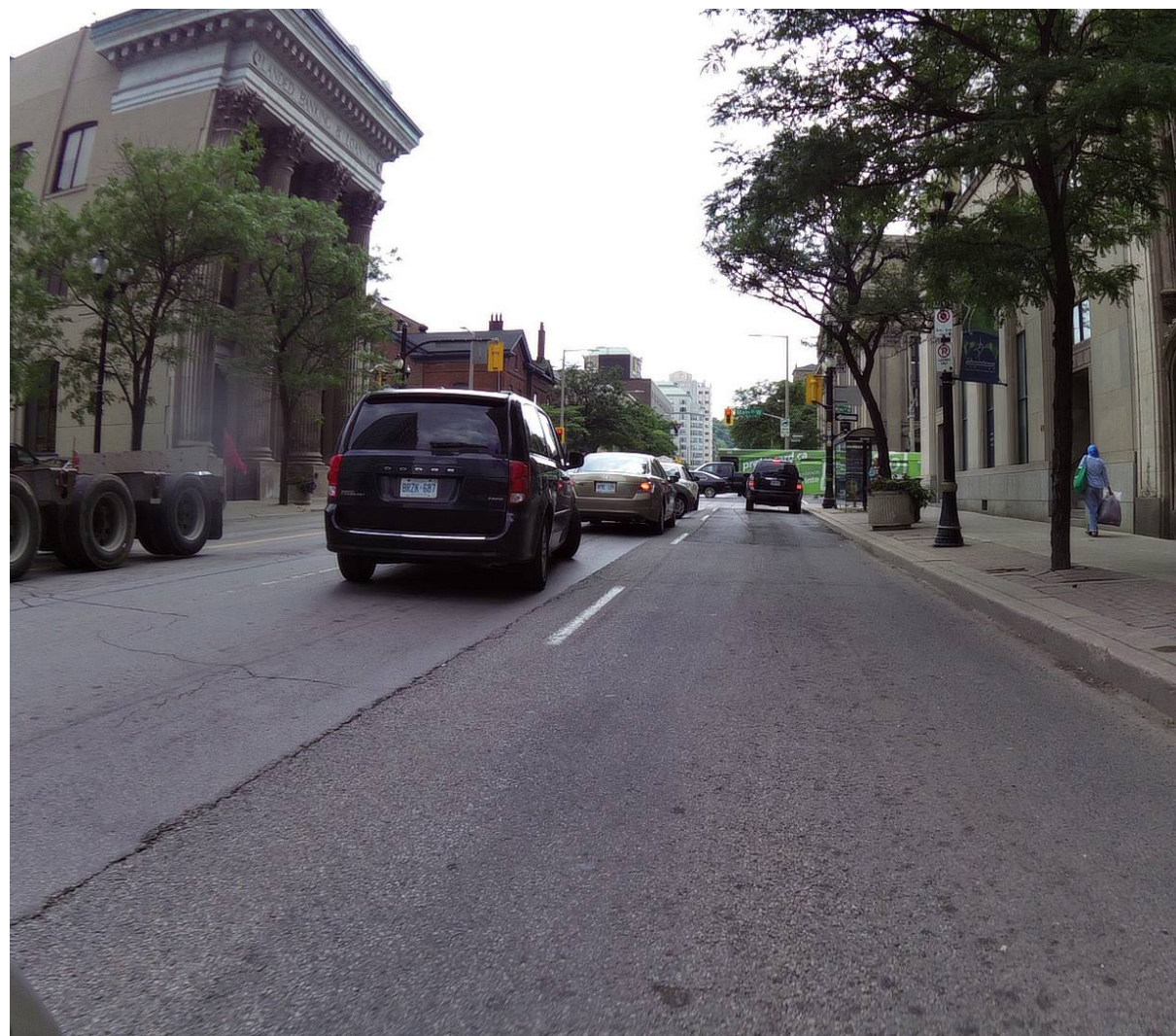
Areas of concern:

- The York / Cannon / Dundurn corridor from Queen to King / Dundurn will require further study.
- Mountain accesses will continue to operate adequately after the introduction of LRT.



How will we manage traffic?

Even without the LRT, traffic growth will lead to increased traffic in the network and interventions will be required to keep the network moving.



With the network changes resulting from the LRT additional modifications are required at some intersections. These include:

- Changes to signal timing operation – timings, order and cycle length.
- Changes to intersection operation.
- Change to lane allocation.
- Banning of specific turns.
- Addition of turning lanes.
- Addition of dedicated slip lanes.



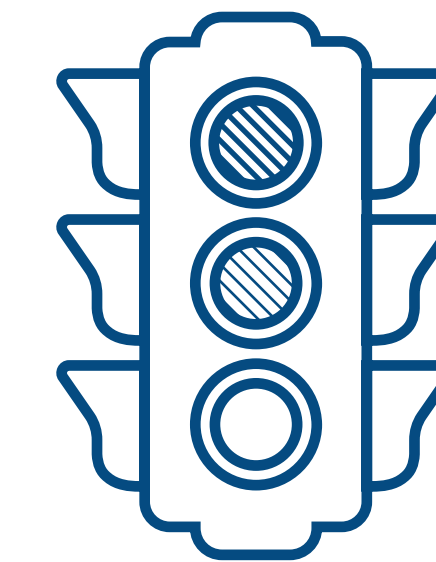
Most intersections are dealt with through minor signal changes, and emerging signal technology will make this even easier.

Some intersections may require turn bans (usually left turns) and some may require additional turning lanes or right turn slip lanes.

These potential modifications are being assessed by the City of Hamilton and Metrolinx to determine where they may be required to keep traffic flowing.

This work will continue over the coming months as the LRT design is further refined.

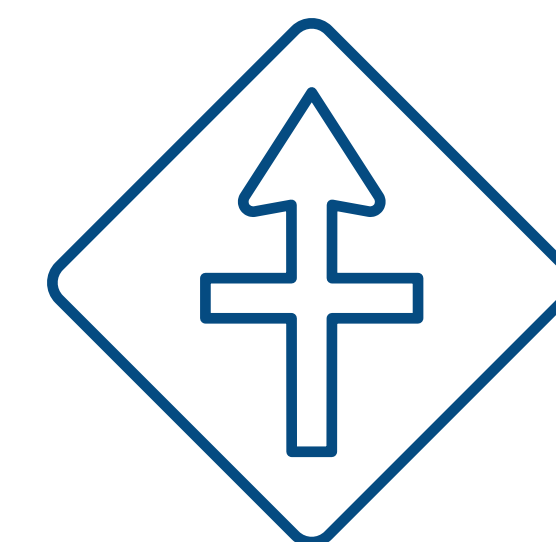
More details will be available at Public Information Centre #2.



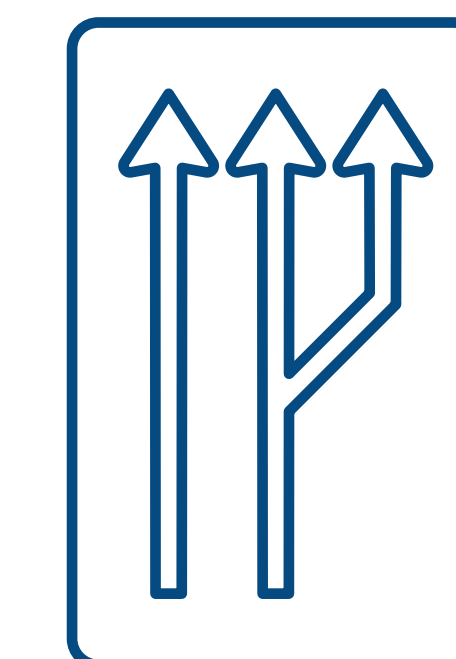
Signal changes



Turn bans



Intersection changes



Added lanes at intersections

Moving More People

King Street and Main Street form one of the most important east-west corridors in Hamilton, serving: the downtown, significant employment and residential areas, and major institutions.

Currently, traffic performance along the corridor is generally good during much of the day. Nevertheless, during peak periods, some queueing and congestion is experienced by both motorists and transit riders.

To support future growth in demand, the corridor will need to expand its people moving potential and protect for reliable transit service.

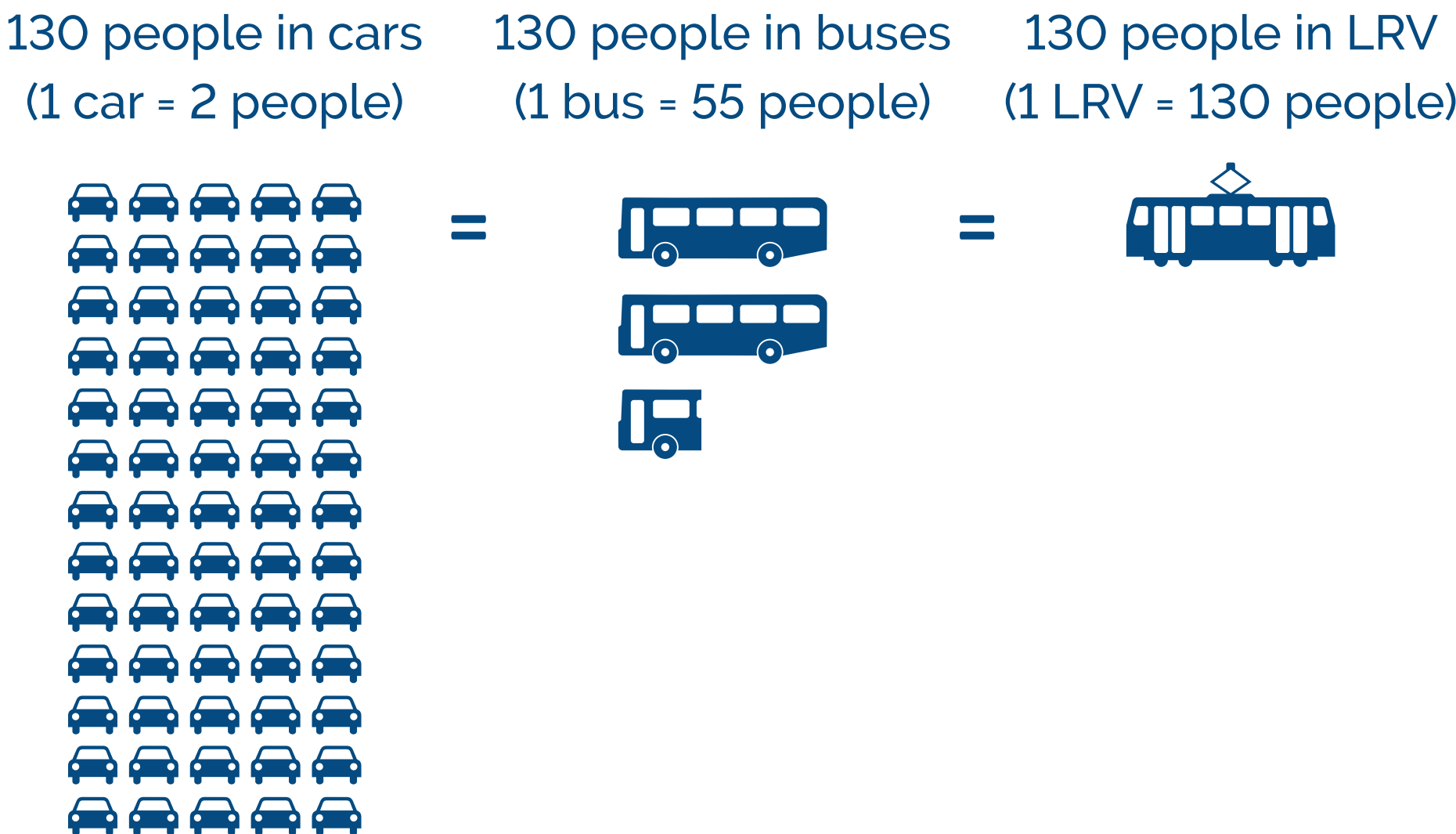
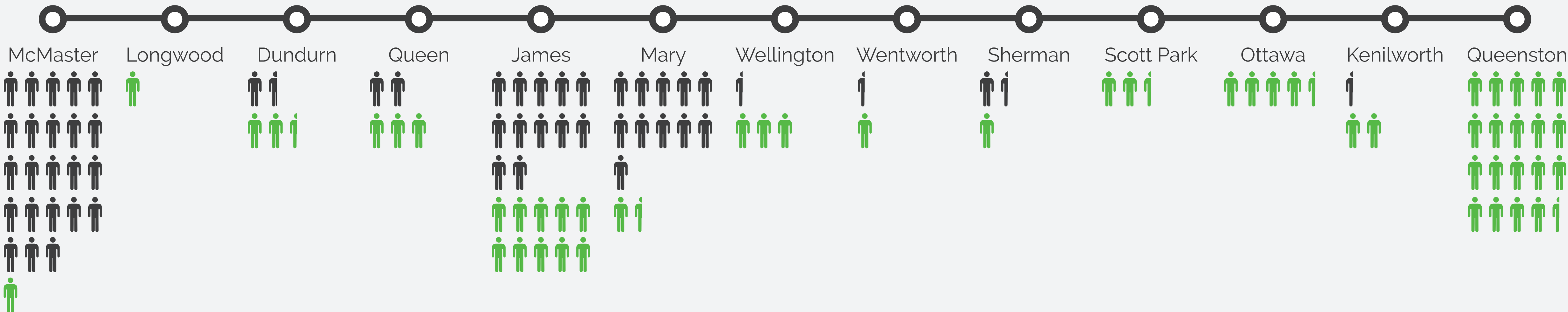
The introduction of the LRT to the corridor will help achieve both the transportation and growth objectives for the City of Hamilton.

B-Line stop activity 2041 – westbound AM peak hour

Each person represents about 75 riders:

 Alightings  Boardings

*Ridership patterns shown here typically reverse in the afternoon peak



A-Line ridership

The A-Line ridership pattern is different from the B-Line. As a short spur, the A-Line is designed to connect to the West Harbour GO Station and the Waterfront, and provide local service along James Street. Ridership patterns will depend on the level of service at West Harbour GO, compared to the Hamilton GO Centre, and the amount of local service that remains on James Street. Since James Street is very walkable and the distance from end-to-end is short (about a 25 minute walk), people will choose

to use the A-Line more as a shuttle rather than a commuter connection, and thus peak usage will vary. Off-peak use on this line could also be important – on evenings and weekends – as riders take advantage of the James Street and Waterfront experience.

Transit Project Assessment Process (TPAP)

On December 22, 2011, the Ontario Minister of the Environment and Climate Change issued a Notice to Proceed with the Hamilton LRT project in accordance with the Environmental Project Report (2011) completed under the Transit Project Assessment Process (TPAP).

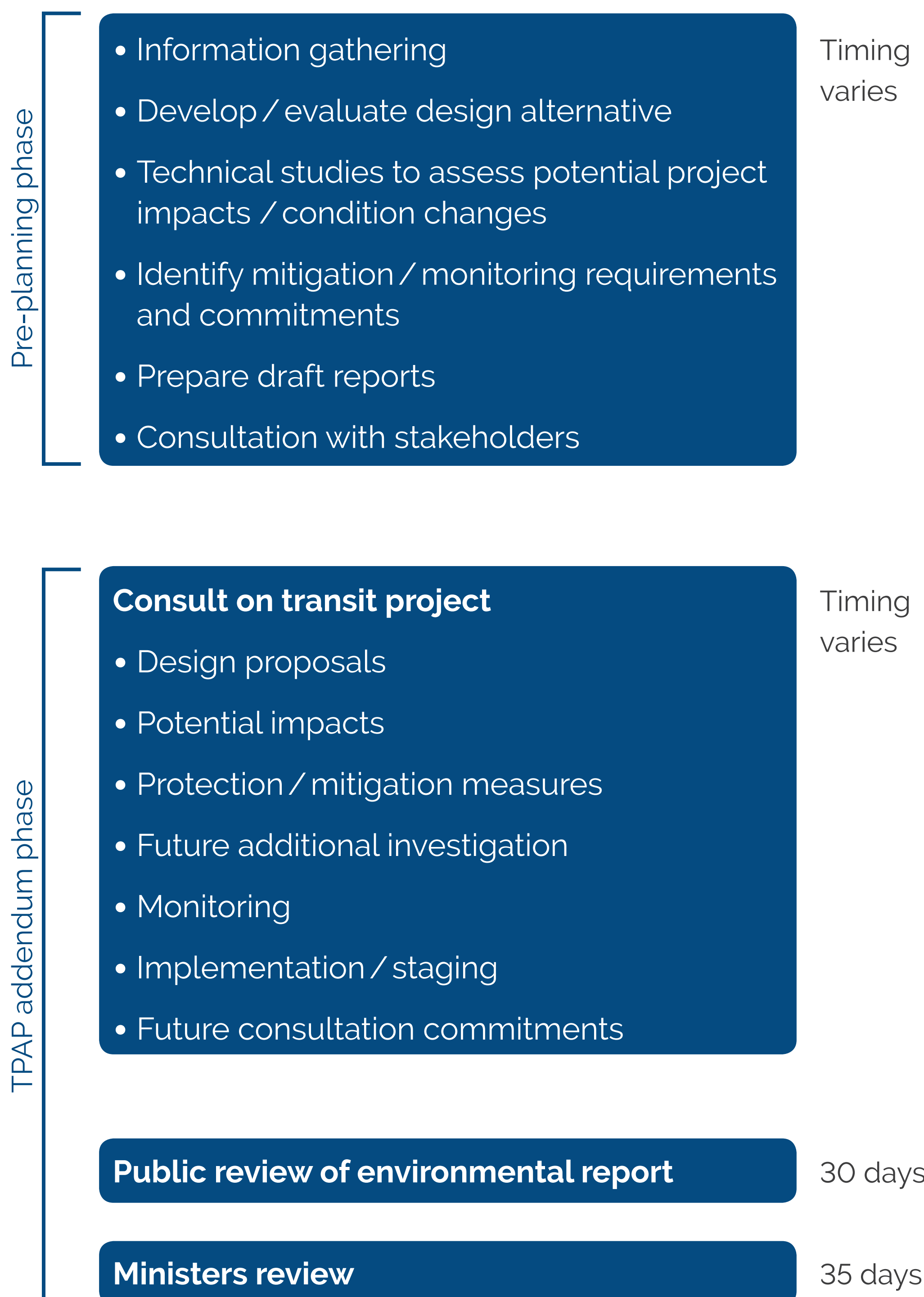
The TPAP process is a focused Environmental Assessment process specific to public transit projects that includes consultation, an assessment of potential positive and negative impacts, and assessment of measures to reduce negative impacts and documentation in an Environmental Project Report (EPR).

The TPAP documents the process that was followed and the conclusions that were reached including:

- An overview of the process used to select the transit project.
- Description of the transit project.
- Assessment of environmental impacts and how negative impacts will be mitigated.

- Record of consultation with the public, agencies, aboriginal communities and stakeholders.
- Commitments to monitoring environmental effects / mitigation, conducting further technical analysis, and consultation in other project phases.

The TPAP process includes an addendum process to make changes in a project after the ER is completed. This allows for the possibility for changes or additions to the project that change the scope of the Environmental Project Report.



Why is a TPAP addendum required?

The approved LRT project in the 2011 Environmental Project Report (EPR) included a side-running, street-level LRT alignment on Main Street West, King Street, and Main Street East, from McMaster University to Eastgate Square.

An addendum to the EPR is required to assess the impact of these changes.

With the Provincial announcement and further project development, changes to the project include:

- A new eastern terminus at Queenston Traffic Circle, with a new bus facility.
- A new spur line connecting from King Street via James Street North to West Harbour GO Station and potentially extended to the Waterfront.
- A High Order Pedestrian connection, connecting King Street at James to the Hamilton GO Centre.
- A shift to centre-running alignment to improve transit speed and reliability.
- The required Operations and Maintenance facility.

Scope of Environmental Assessment

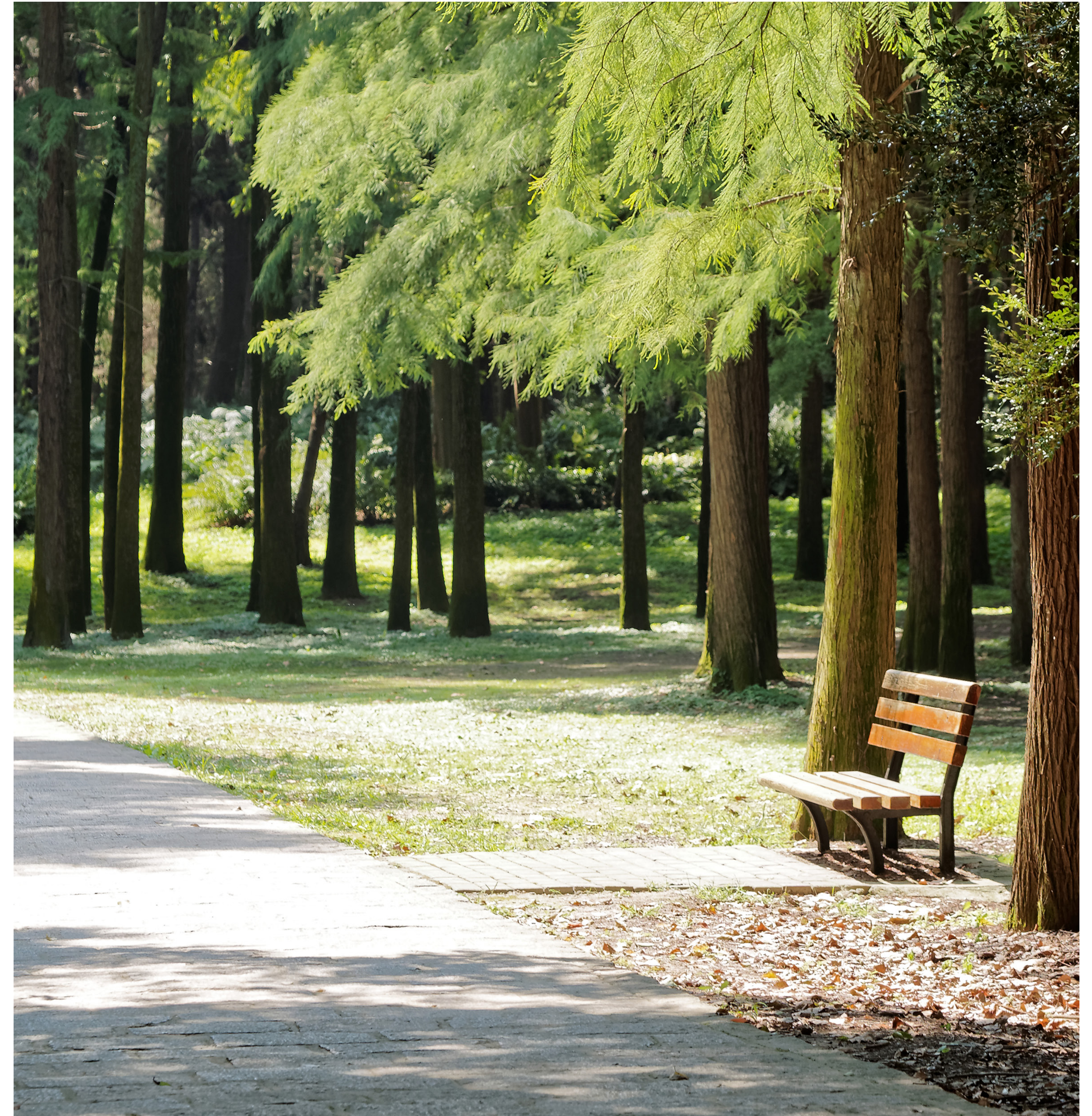
These environmental components include cultural heritage and archaeology, natural heritage (aquatic and terrestrial), contamination, hydrogeology, air quality, noise and vibration.

The new scope includes:

- Updating the 2011 existing conditions, impact assessment and mitigation.
- Inclusion of the A-Line spur line, running to the north from the B-Line along James Street North, that will connect to the new West Harbour GO Station and Waterfront. This spur link was previously part of the A-Line feasibility study.
- Development of an Operations, Maintenance and Servicing Facility (OMSF) on a site located near Frid Street and Chatham Street, which will run from the intersection of Longwood and Main Street, across the Longwood bridge over the 403 bridge and using the Frid Street extension to the site.

Next steps

Potential environmental effects will be summarized, and mitigation measures will be identified to eliminate, reduce, or control any negative environmental impacts associated with the LRT project.



Environmental Studies



Cultural heritage

A Cultural Heritage Resources Assessment and Archaeology Assessment is being prepared by Archaeological Services Inc. Background research and a field survey will be analyzed for the purposes of identifying impacts of the proposed, undertaking on cultural heritage resources.



Natural heritage

A Natural Environment Existing Conditions and Impact Assessment report will be prepared by SNC Lavalin. Background research and field surveys will be analyzed for the purposes of identifying impacts of the proposed, undertaking on aquatic and terrestrial resources.

Contamination

A Contamination Overview Study is being prepared by SNC Lavalin. Background research and a field survey will be analyzed for the purposes of identifying environmental issues within the project area. This includes identification of activities that have potential to result in environmental impact, as well as occurrences such as spills, waste disposal sites, polychlorinated biphenyls (PCBs) storage, and water well inventories within the project area. The field survey includes observing areas by driving over the length of the proposed roadway, and recording all the actual or potential indications of the sources or presence of contamination.



Summary of work in progress

In each study, a background review, and in some cases field work, has been completed in July and August 2016. This work has been done to cross-check the results of previous work, ensure that the data represents remains valid or to update relevant data, and assess the new information resulting from the changes to the project. Findings and reports will be available for Public Information Centre #2.

Environmental Studies



Air quality

The Air Quality Study will be prepared by RWDI Air Inc. The Study will involve an examination of air quality monitoring data and how traffic patterns will be altered, to confirm that potential air quality impacts are adequately addressed.



Hydrogeology

A hydrogeological report is being prepared by SNC Lavalin. Background research (of the physiography, geology, hydrogeology and geotechnical background) and a field survey will be analyzed to provide a description of the conceptual model of groundwater conditions. The report will identify any surface features that may relate to potential groundwater impacts from the development.



Noise and vibration

A Noise and Vibration Study will be prepared by J.E. Coulter Associates Limited. Background research and field surveys will be analyzed for the purposes of identifying noise and vibration impacts of the proposed undertaking. Long term noise monitoring activities will take place along the entire project corridor, with focused monitoring locations at the MacNab, McMaster and Queenston terminals, and the OMSF.



Summary of work in progress

In each study, a background review, and in some cases field work, has been completed in July and August 2016. This work has been done to cross-check the results of previous work, ensure that the data represents remains valid or to update relevant data, and assess the new information resulting from the changes to the project. Findings and reports will be available for Public Information Centre #2.

Community Benefits

A Community Benefits Framework is expected to be included as part of the Hamilton LRT project. The Eglinton Crosstown LRT project in Toronto was the first major infrastructure project in Ontario to include a Community Benefits Framework.

What does a Community Benefits Framework look like?

- Commit to Social Procurement and Local Investment to maximize business opportunities along the project corridor.
- Partner with Local Workforce Agencies to recruit candidates from the project corridor and from historically disadvantaged communities.
- Work with Subcontractors to maximize opportunities for apprentices.



Business Support: Our Commitment

Our commitment

- Metrolinx understands that its construction activities have an impact on local businesses.
- We are committed to mitigate the impacts of construction, where practical.
- Metrolinx makes every effort to ensure that businesses receive up-to-date information on construction activities and timing, and where they are directly impacted, they are supported. This involves significant outreach and public communication.
- Metrolinx works closely with City transportation, local councillors, police services, traffic and parking enforcement, among others; to monitor and understand the impacts of construction, and to consider mitigation measures.

EXPERIENCE EGLINTON MENU **BIA**

TO SUPPORT BIA-LEAD MARKETING INITIATIVES METROLINX HAS ALLOCATED FUNDING THAT CAN BE USED TOWARDS THE FOLLOWING:

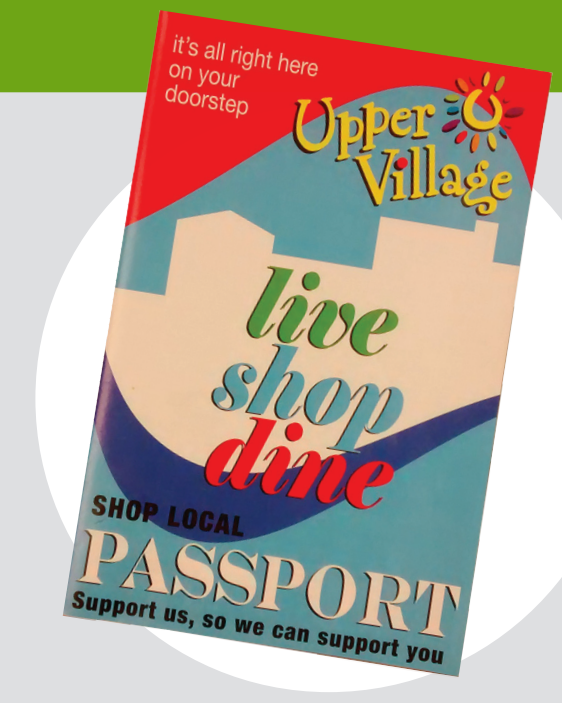
ADVERTISING

- Radio
- Newspaper Ad
- Bus Shelter Ad



PRINTING

- Postcards
- Brochures
- Coupon books



SIGNAGE

- Window hoarding
- Banners
- Billboards
- Lawn signs



PROMOTIONAL ITEMS

- Shopping bags
- Pens
- T-Shirts



SERVICES

- Organize workshops
- Canada Post mail-outs



CONTACT US

West Community Office
1848 Eglinton Ave West
416-782-8118

East Community Office
Unit 110, 660 Eglinton Ave East
416-482-7411

crosstown@metrolinx.com
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twitter.com/crosstownTO



HOW CAN WE HELP YOU?

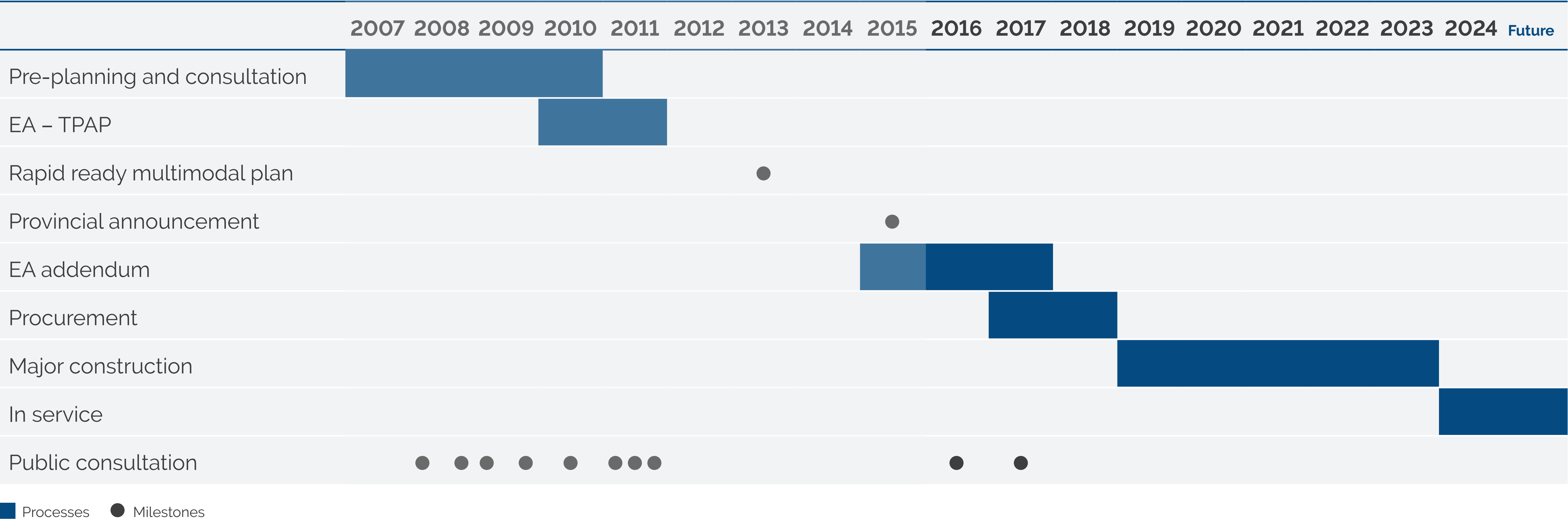
Metrolinx also works with local BIAs, the Hamilton Chamber of Commerce, and local businesses themselves

- Fully-staffed community office(s), working directly with businesses and the local community.
- Development and implementation of a business support program, based on best practices.
- Strengthen local businesses through professional training opportunities, market research and advertising.

↑ Example of Marketing Support from Eglinton Crosstown

Project Timeline

Hamilton and Metrolinx have been working together on planning the LRT since 2007, with numerous consultation events like this one. This timeline shows the general outline of activities we have completed, and what is coming up.



Next steps

Following Public Information Centre #2 in early 2017, the Environmental Project Report Addendum will be prepared and submitted.

Once the Addendum has been submitted and reviewed by members of the public, government agencies, aboriginal communities, and other interested parties, the proponents will respond to and address any matters arising from the review of the project.

To stay on track with us, visit the project website for the latest project developments, or call the project team representatives to discuss any questions you may have.

For more information go to:
hamilton.ca/LRT
metrolinx.com/HamiltonLRT

Thank you for coming!

If you have any project related questions or would like to be added to our project mailing list, please contact:

LRT@hamilton.ca

Andrew Hope

Director, Hamilton LRT, Metrolinx

Paul Johnson

Director, LRT Coordination, CoH

36 Hunter Street East,
Hamilton, ON

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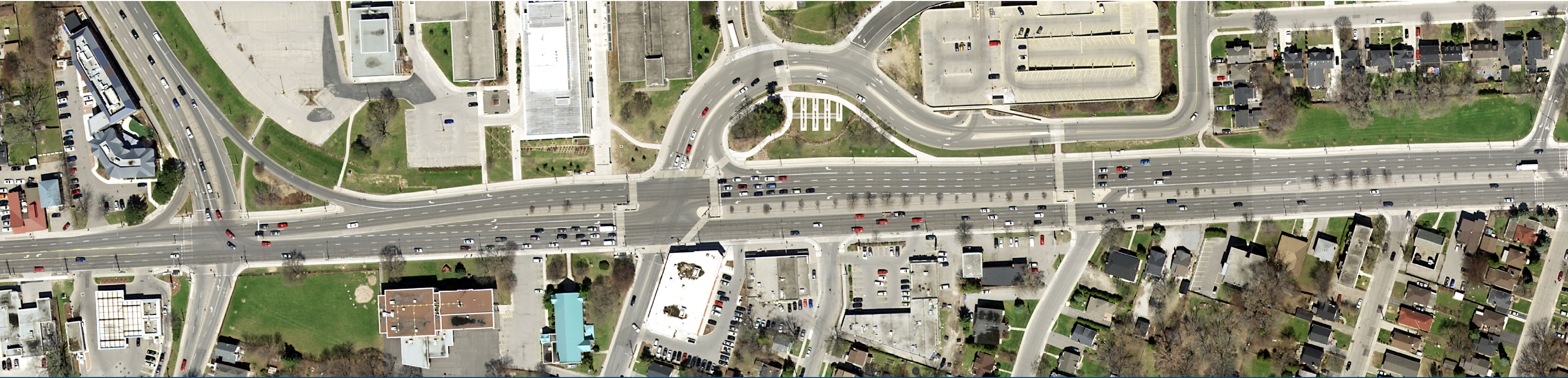
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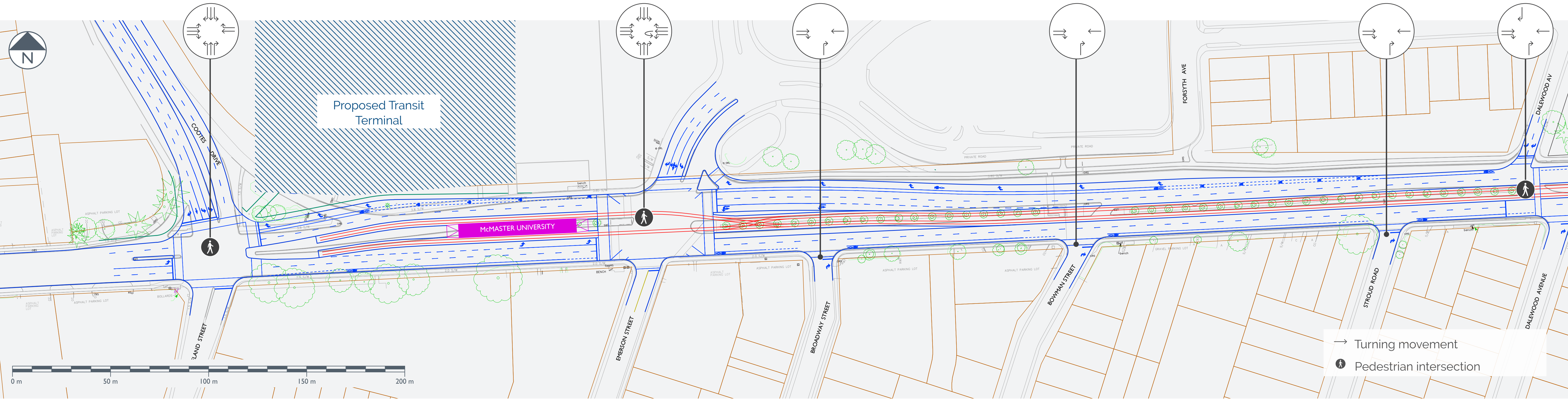
metrolinx.com/HamiltonLRT

McMaster University: Option 1 (Centre LRT Stop Platform)

Alignment Drawing #B-01



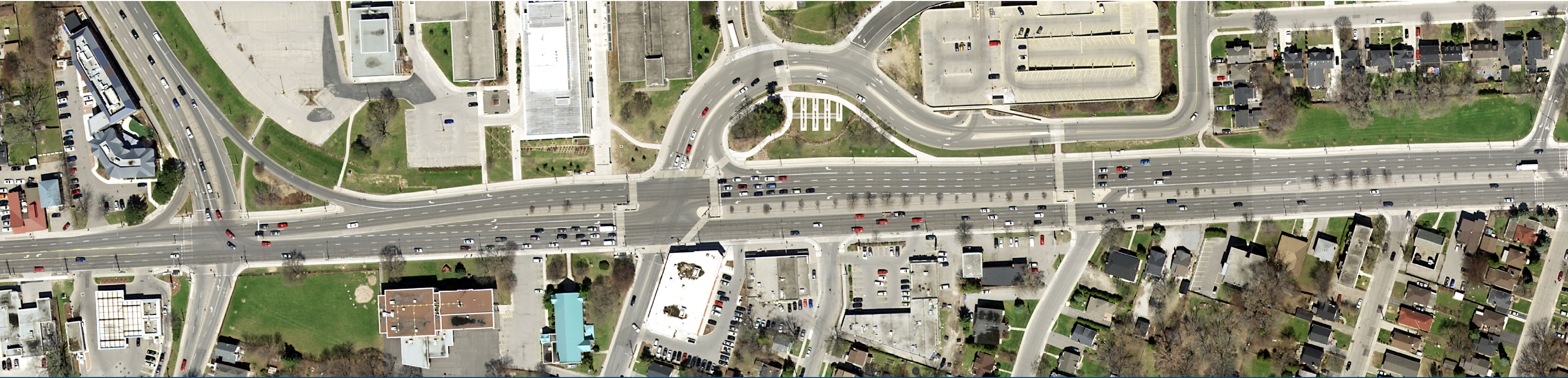
↑ Existing conditions



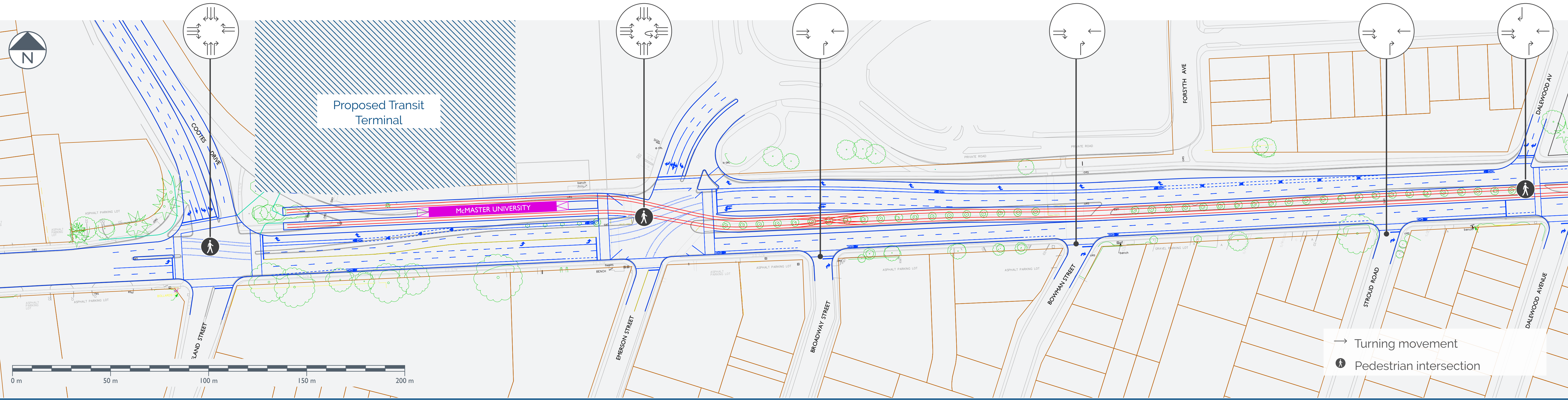
↑ Proposed Layout with LRT

McMaster University: Option 2 (North Side LRT Stop Platform)

Alignment Drawing #B-01A



↑ Existing conditions



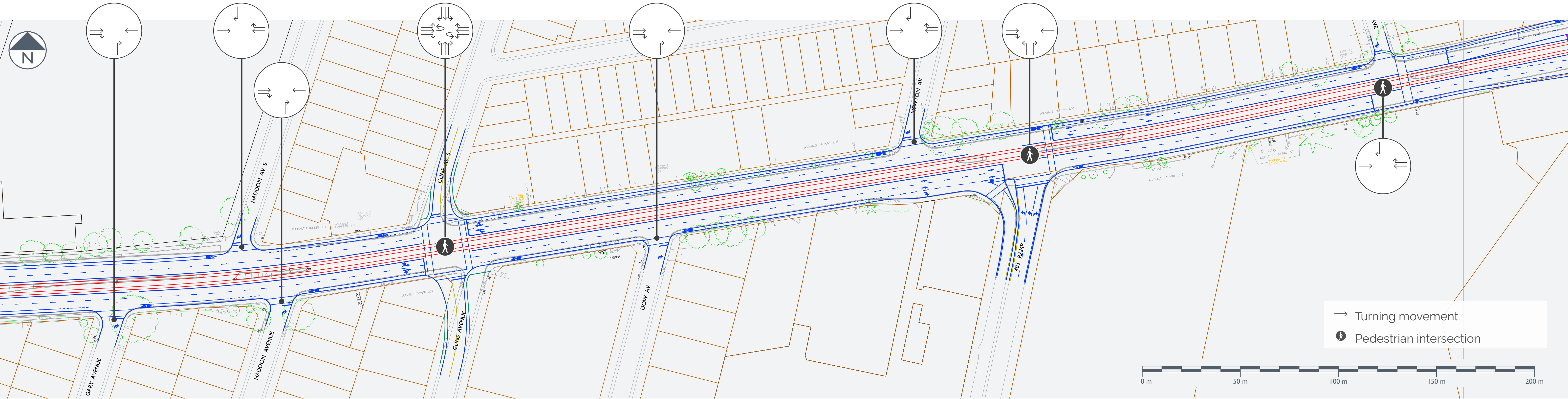
↑ Proposed Layout with LRT

Main Street West (Gary Avenue to Paisley Avenue)

Alignment Drawing #B-02



↑ Existing conditions



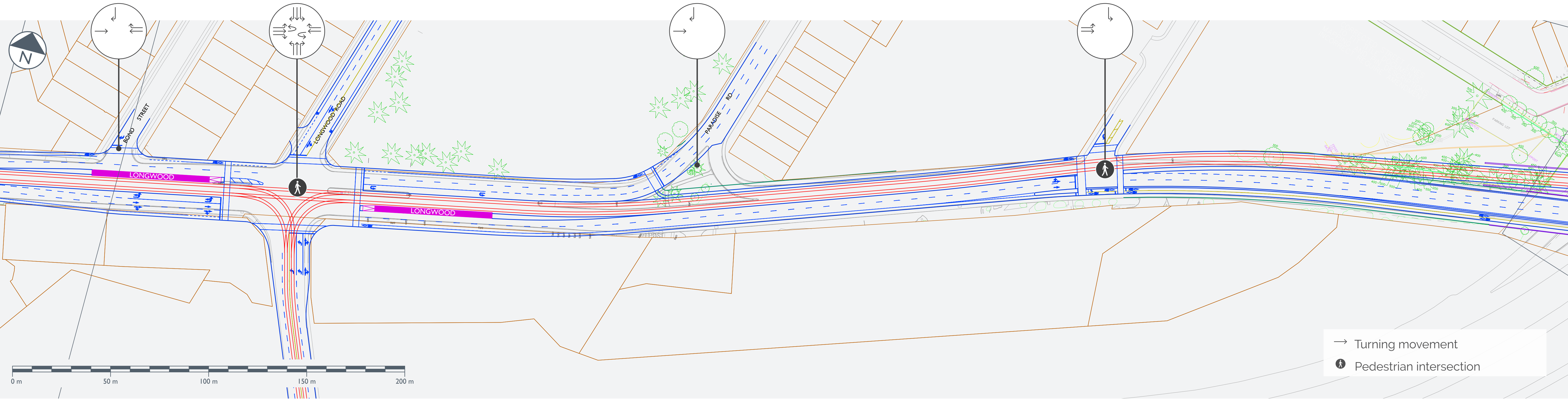
↑ Proposed Layout with LRT

Paradise Road: Option 1 (Longwood U-Turn)

Alignment Drawing #B-03



↑ Existing conditions



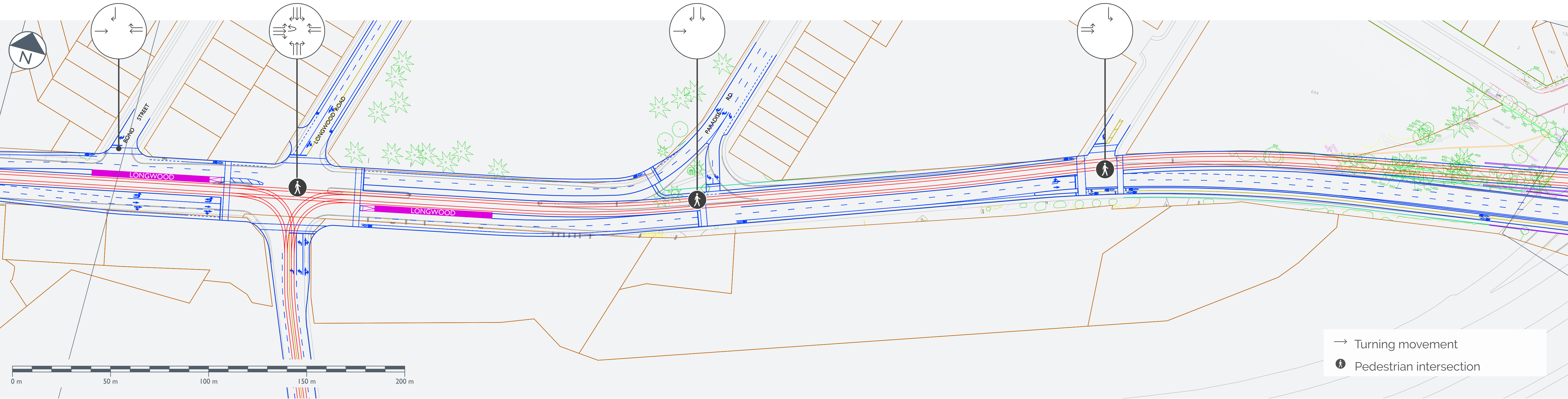
↑ Proposed Layout with LRT

Paradise Road: Option 2 (Left Turn)

Alignment Drawing #B-03B



↑ Existing conditions



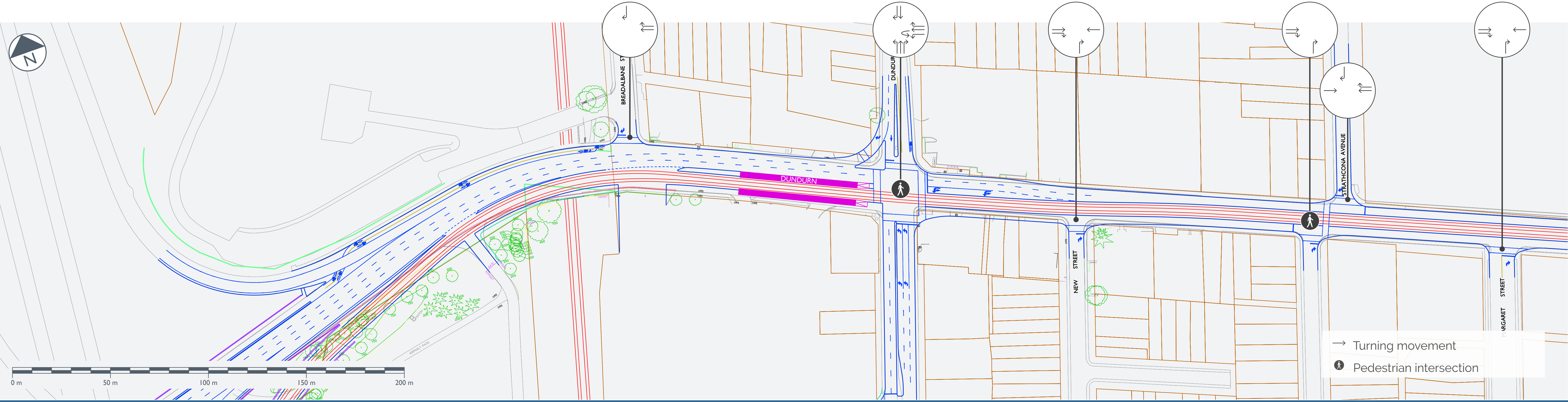
↑ Proposed Layout with LRT

King Street West (403 LRT Bridge to Margaret Street)

Alignment Drawing #B-04



↑ Existing conditions



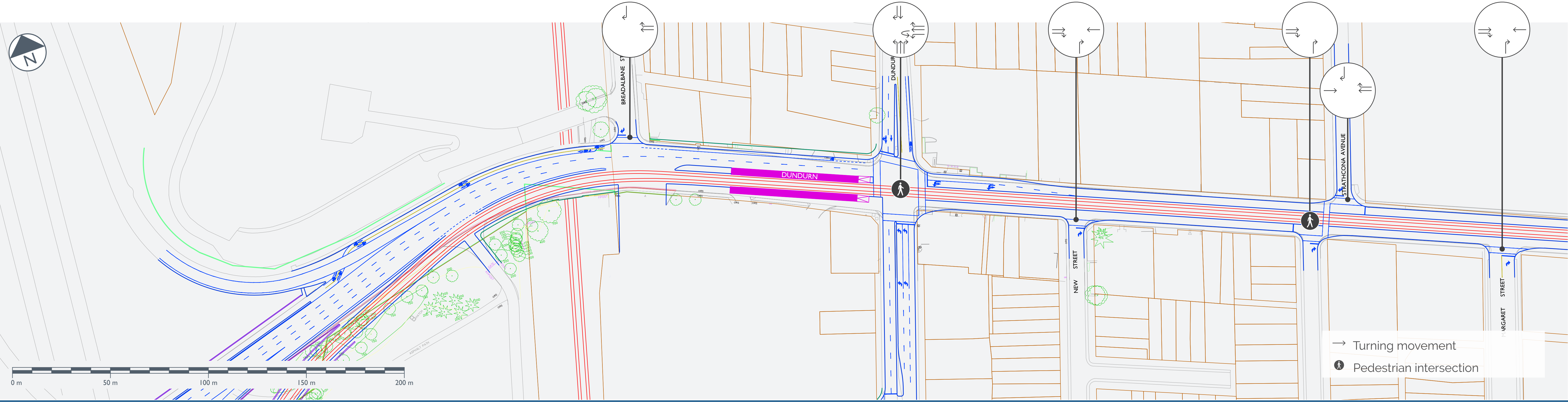
↑ Proposed Layout with LRT

King Street West (403 LRT Bridge to Margaret Street)

Alignment Drawing #B-04



↑ Existing conditions



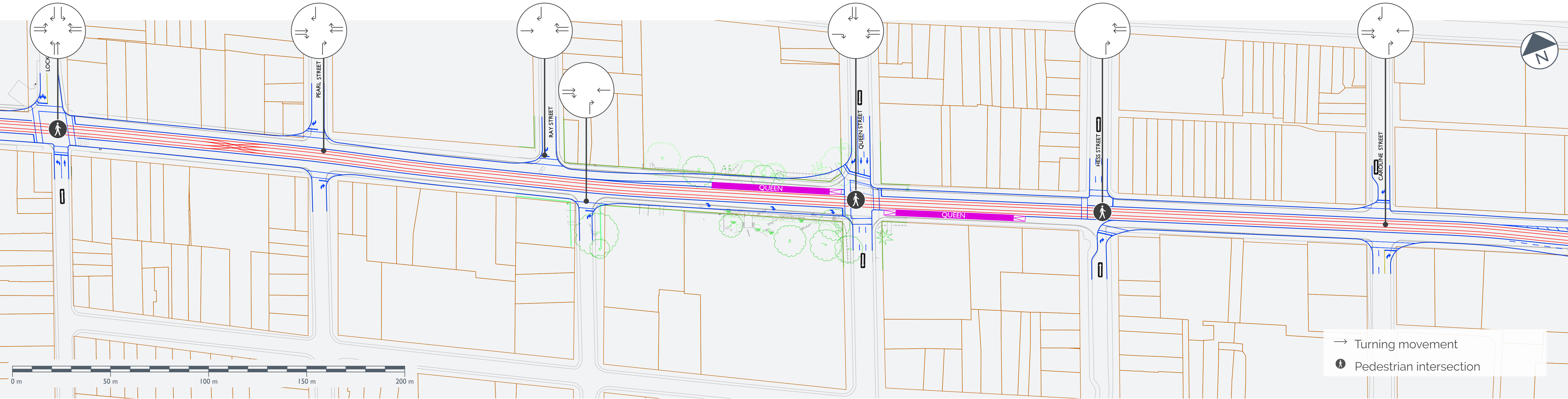
↑ Proposed Layout with LRT

King Street West (Locke Street North to Caroline Street)

Alignment Drawing #B-05



↑ Existing conditions



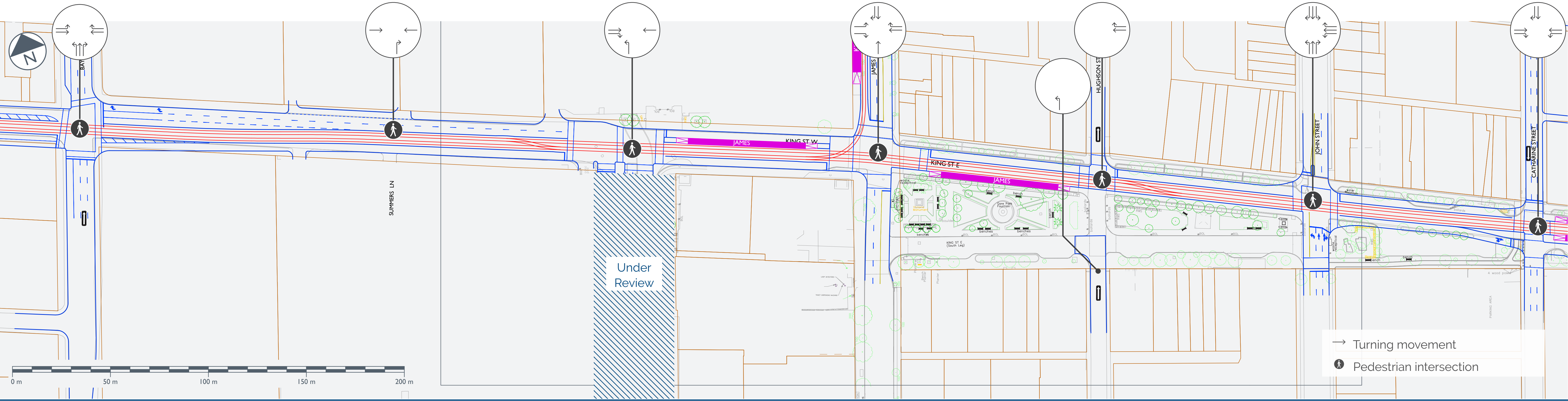
↑ Proposed Layout with LRT

King Street West / East (Bay Street to Catharine Street)

Alignment Drawing #B-06



↑ Existing conditions



↑ Proposed Layout with LRT