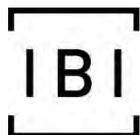




Project File – Volume 2 of 2: Appendices

Centennial Neighbourhoods Transportation Management Plan

Municipal Class EA



Prepared for City of Hamilton
by IBI Group

October 2016, updated September 2017

CLIENT:	City of Hamilton
PROJECT NAME:	Centennial Neighbourhoods Transportation Management Plan Municipal Class EA
REPORT TITLE:	Centennial Neighbourhoods Transportation Management Plan Project File – Volume 2 of 2: Appendices
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ORIGINATOR:	Norma Moores
REVIEWER:	Brian Hollingworth
AUTHORIZATION:	Brian Hollingworth
CIRCULATION LIST:	
HISTORY:	Version 1 – Final Project File appendices submitted October 12, 2016

Appendix A: Focus Group Consultation

Focus Group Meeting #1

Focus Group Meeting #2

Focus Group Meeting #3

Appendix B: Public Consultation

Public Consultation Centre #1

Public Consultation Centre #2

Public Consultation Centre #3

Appendix C: Road Network and Capacity Analysis Report

Appendix D: Detailed Evaluation of Transportation Solutions

Appendix A: Focus Group Consultation

Focus Group Meeting #1

Focus Group Meeting #2

Focus Group Meeting #3

Centennial Neighbourhoods Transportation Management Plan
 Focus Group Meeting #1
 April 8, 2015

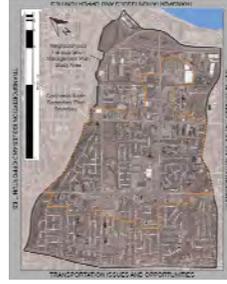
Welcome to Centennial Neighbourhoods Transportation Management Plan Focus Group Meeting #1


 Transportation Management Section
 Capital Assets and Strategic Planning
 Public Works Department



Centennial Neighbourhoods Transportation Management Plan
 Focus Group Meeting #1
 April 8, 2015

Centennial Neighbourhood Transportation Management Plan Study Area




 Transportation Management Section
 Capital Assets and Strategic Planning
 Public Works Department



Centennial Neighbourhoods Transportation Management Plan
 Focus Group Meeting #1
 April 8, 2015

Purpose

Consider and review alternative options for changes to pedestrian, cycling, transit, truck and other transportation networks, and take into account upcoming GO service improvements to the area.

Address existing and future transportation needs and issues in the study area.

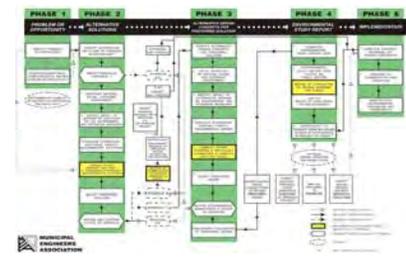
Co-ordinate with the Centennial Neighbourhoods Secondary Plan Study that focuses on land use and growth in the area.


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Centennial Neighbourhoods Transportation Management Plan
 Focus Group Meeting #1
 April 8, 2015

Municipal Class Environmental Assessment (EA) Process




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 Focus Group Meeting #1
 April 8, 2015

Municipal Class EA Process...2

Municipal Class EA process allows for a Master Plan approach, which in this context is a collection of projects, evaluated at the same time.

We are following approach "A" which requires fulfillment of the Class EA requirements for any Schedule A, A+ and B Projects identified within the study; and

Outline additional work that will be required to implement any Schedule C Projects that are identified.

The end of the process will require a Council's approval, budget process, and 30 day review and possibility of appeal for identified projects with the Ministry of the Environment and Climate Change, at the end of the study.


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 Focus Group Meeting #1
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Improving Health by Design

Physical Activity Benefits

Regular physical activity provides health benefits and helps prevent several chronic diseases:

- Cardiovascular disease
- Obesity
- Type 2 diabetes
- Osteoporosis
- Some cancers
- Some mental health issues

High Physical Inactivity Rates in Canada

Objectively measured data shows that **93%** of children and youth 5-17 years old, and **85%** of adults do NOT accumulate the recommended amount of moderate-to-vigorous intensity physical activity.


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 Focus Group Meeting #1
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Improving Health by Design ... 2

Sedentary Behaviour in Canada
 Emerging research indicates that high levels of sedentary behaviour are also associated with health risks.

- Children and youth are spending an average of 8.6 hours per day or 62% of their waking hours being sedentary.
- Canadian adults are spending approximately 9.5 hours per day being sedentary (69% of waking hours).

Community Design
 The way the built environment is planned, developed, maintained, and modified can support or prevent physical activity, and contributes to a sedentary lifestyle.

- Increased physical activity is associated with mixed use, mixed housing, compact design, and transit-oriented development.
- Car dependency is a sedentary behaviour that is inversely related to these community features.

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 Focus Group Meeting #1
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Improving Health by Design ... 3

Community Design Elements:

- Density
- Service proximity—including public transit
- Land use mix
- Street connectivity
- Streetscape characteristics—including facilities for pedestrians, cyclists, and public transit users
- Parking—increased bicycle parking and reduced automobile parking

Provide Comprehensive Support for achieving

Health Related Priorities:

- Active transportation
- Public transit use
- Transportation & housing equity
- Support for all stages of the life cycle
- Safety, comfort, and convenience of travel
- Social interaction & accessibility

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 Focus Group Meeting #1
 April 8, 2015

Next Steps

The Project Team will review the comments collected at today's meeting and begin to identify the issues, opportunities and alternative solutions.

- Focus Group Members and Members of the Public - survey as of April 16th, 2015.
- Public Open House - April 30, 2015.
- Public Open House No. 2 - Fall of 2015
- Public Open House No. 3 - Late 2015/early 2016
- Planning Committee of Council
- 30 Day Review

If you have any comments, concerns or questions about the study, please reach out to our project team.

<p>Margaret Fazio, B.Sc., EP, MCIP, RPP Project Manager, Transportation Planning Public Works Department, City of Hamilton Phone: 905-546-2424 ext. 2218 Fax: 905-546-4435 E-mail: tplanning@hamilton.ca</p>	<p>Norma Moores, P.Eng. Project Manager IBI Group Tel: 905-546-1010 x2106 Fax: 905-546-1011 E-mail: norma.moores@ibigroup.com</p>
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 Public Works Department
 



Hamilton

PUBLIC WORKS DEPARTMENT
Hamilton Water Division
Infrastructure Planning & Systems Design



Centennial Neighbourhoods Transportation Management Plan Study

Study Purpose

The City of Hamilton has initiated the Centennial Neighbourhoods Transportation Management Plan (TMP) Study. The study will consider and review options for pedestrian, cycling, transit, truck and other transportation networks, and will also take into account upcoming GO service improvements to the area. The purpose of the study is to address existing and future transportation needs and issues in the study area.

This study is being co-ordinated with the Centennial Neighbourhoods Secondary Plan Study that focuses on land use and growth in the area. More information on the land use study is available online at www.hamilton.ca/centennialneighbourhoods.

Purpose of the Focus Group Meeting

We have invited people representing various interests in the neighbourhoods to meet with us to discuss transportation issues and opportunities. Your ideas on how well transportation works in these neighbourhoods now, and in the future and with changes to land use from being considered in Centennial Neighbourhoods Secondary Plan Study are important to us.

Focus Group TMP Activities

At the Focus Group Meeting there will be two activities to help us understand your opinions and ideas:

Activity 1: On a large map of the neighbourhood provided at the meeting, work together to identify transportation issues and opportunities in the neighbourhoods. We want to consider all modes: travelling by walking, cycling, car, DARTS, taxi, HSR transit and GO transit. Do you have concerns about transportation safety, comfort and convenience for these modes of travel? Do they work better in some neighbourhoods than others? Where are there issues around trucking and deliveries, parking, traffic short-cutting or speeding through neighbourhoods? Where can improvement be made? Where do you see future issues becoming a problem with changes to transportation and land use?

Activity 2: Identify what is important to you when deciding between options for improving transportation now and in the future. Later in the study we will compare options and how much they impact the community. Some of the things we will consider are listed below. Discuss what are important priorities for you.

- Safety of all users (for example, drivers, bus passengers, pedestrians, cyclists)
- Connected transportation network (for example, how well the streets, sidewalks and trails are connected to places we want to travel to)

- Cost of transportation solutions (for example, cost to build or operate transportation solutions)
- Pedestrians (for example, comfortable and convenient for walking, encourages walking)
- Cyclists (for example, comfortable and convenient for cycling, encourages cycling)
- Drivers (for example, lessens congestion, reduces speeding, operates safely)
- Parking (for example, parking spaces removed or added)
- Transit passengers (for example, easy to get to bus stops, travel time by bus or train)
- Accessibility (for example, who well people with sight problems or those who walkers or scooters get around)
- Urban design (for example, improves how the street looks and feels, adds landscaping such as street trees and planters)
- Natural environment (for example, adds or removes green space, affects air quality)
- Built heritage (for example, impacts historic buildings)
- Archaeology (for example, impacts historical sites)
- Public health (for example, encourages active lifestyles, affects air quality)

Project Contact

We look forward to meeting you at the Focus Group meeting on April 8, 2015! If you have any questions about the study, please contact:

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norma.moores@ibigroup.com



April 22, 2015

MINUTES Centennial Neighbourhoods Secondary Plan and Transportation Management Plan

Subject: Focus Group Event #1 Facilitated by the City, Dillon Consulting and IBI Group

Date: April 8, 2015

Location: Dominic Agostino Riverdale Community Centre, Room 4

Time: **1p.m. - 3:00 p.m.**

Invitees: **Michelle Sergi (City) - Absent**
Christine Newbold (City)
Melanie Pham (City)
Margaret Fazio (City)
Aniqa Shams (City – student)
Paddy Kennedy (Dillon)
Melissa Kosterman (Dillon)
Norma Moores (IBI)(absent)
Matt Colwill (IBI)
Judy Kloosterman (Public)
Gerald Asa (Public)
Gale Wozney (Public)
Philip Chin (Public)
Ghalib A. Qasim (Public)
Marnie O'Brien (Public)
Mike Pawlowski (Public)
Lynne Mans (Public)
Tracy Harley (Public)
Franca Rapino (Public)
Emily Roukhian (Public)
Aamir Shahzad (absent)
Antonietta Greco (absent)

Chair: Melanie Pham

Minutes: Dillon Consulting/Melanie Pham



April 22, 2015

	Agenda	Action
1.	Introductions	Melanie Pham
	<ul style="list-style-type: none"> Melanie introduced the project and welcomed members of the Focus Group to the meeting. 	
2.	Role & Mandate of the Focus Group - City	Melanie Pham
	<ul style="list-style-type: none"> Melanie presented the Role and Mandate of the Focus Group to the participants and reminded all of the code of conduct for their participation. 	
3a.	Presentation – Secondary Plan Study / Arterial Commercial Study (Dillon)	Paddy Kennedy
	<ul style="list-style-type: none"> Paddy presented about the Secondary Plan (what is a Secondary Plan, Components, Nodes, Study Area, Drivers for Change, How we are working with the TMP Team, Neighbourhood Background, and information about the Arterial Commercial Study. <p><i>Question – Are we expected work as if the LRT / GO Stations are in place/decided? There are different outcomes otherwise.</i></p> <ul style="list-style-type: none"> We are assuming Rapid Transit (whether or not it is light rail or bus) and GO is coming at some point. The GO Bus terminal is coming next year, and will be built adjacent to the train tracks, the train will be farther along in the future. Margaret encouraged participants to look up and comment on “The Big Move” 	
3b.	Presentation – Neighbourhood Transportation Management Plan (IBI Group)	Margaret Fazio
	<ul style="list-style-type: none"> Margaret presented the background for the Transportation Management Plan, accommodating uses, connections north of the study area to Confederation Park and accommodation of school active transportation modes south to King, purpose of the study, introduction into the EA process, benefits of Active Transportation, links to health benefits or issues. <p><i>Question – Will there be a plan to incorporate parking at the GO Bus station?</i></p> <ul style="list-style-type: none"> Yes there will be parking at the station. The details 	



April 22, 2015

	<p>(lot/structure) are not finalized.</p> <p><i>Question – Are there drafts of the plans for the GO station?</i></p> <ul style="list-style-type: none"> • Yes and no, there are plans but they are in draft and are not universally available. <p><i>Concern – Issue raised that the focus of this study has to reflect the needs of the community, issues such as transportation and health needs. Feelings of being overlooked in the past.</i></p> <p><i>Concern – The Police and representatives from Eastgate Mall should be invited to attend the workshop.</i></p> <p><i>Concern – Pedestrian / Resident safety is a big issue. There are people who speed on local roads. Tried in the past to get certain roads down to 40 km/h, however unsuccessful. (Violet, Barlake, Delawana, Kenora to name a few).</i></p> <p><i>Concern – Eastgate will not succeed as a node if attractors / businesses don't come back / are introduced back into the area (vacant spaces in the mall / derelict stores along the corridors).</i></p>	
4.	Discussions & Workshop	
	Responses to Question 1: What are some key issues related to development and re-development in the Study Area?	
	<p>Issues Discussed</p> <ul style="list-style-type: none"> • Traffic speed on local roads • Flooding under the CN Rail Bridge. <i>(Note from Margaret F. - This will be remedied during the current construction process.)</i> • Focus on community needs • Need to enhance the community “first impression,” it is not attractive upon entry • Improve pedestrian connections and safety. Crossing roads for pedestrians and cyclists (especially on Centennial Parkway) is dangerous. Impacts ability of people to walk. • Need to make sure travelling is accessible for people with disabilities. • Make sure the facilities reflect the needs of the community (Active transportation enhancement). 	



April 22, 2015

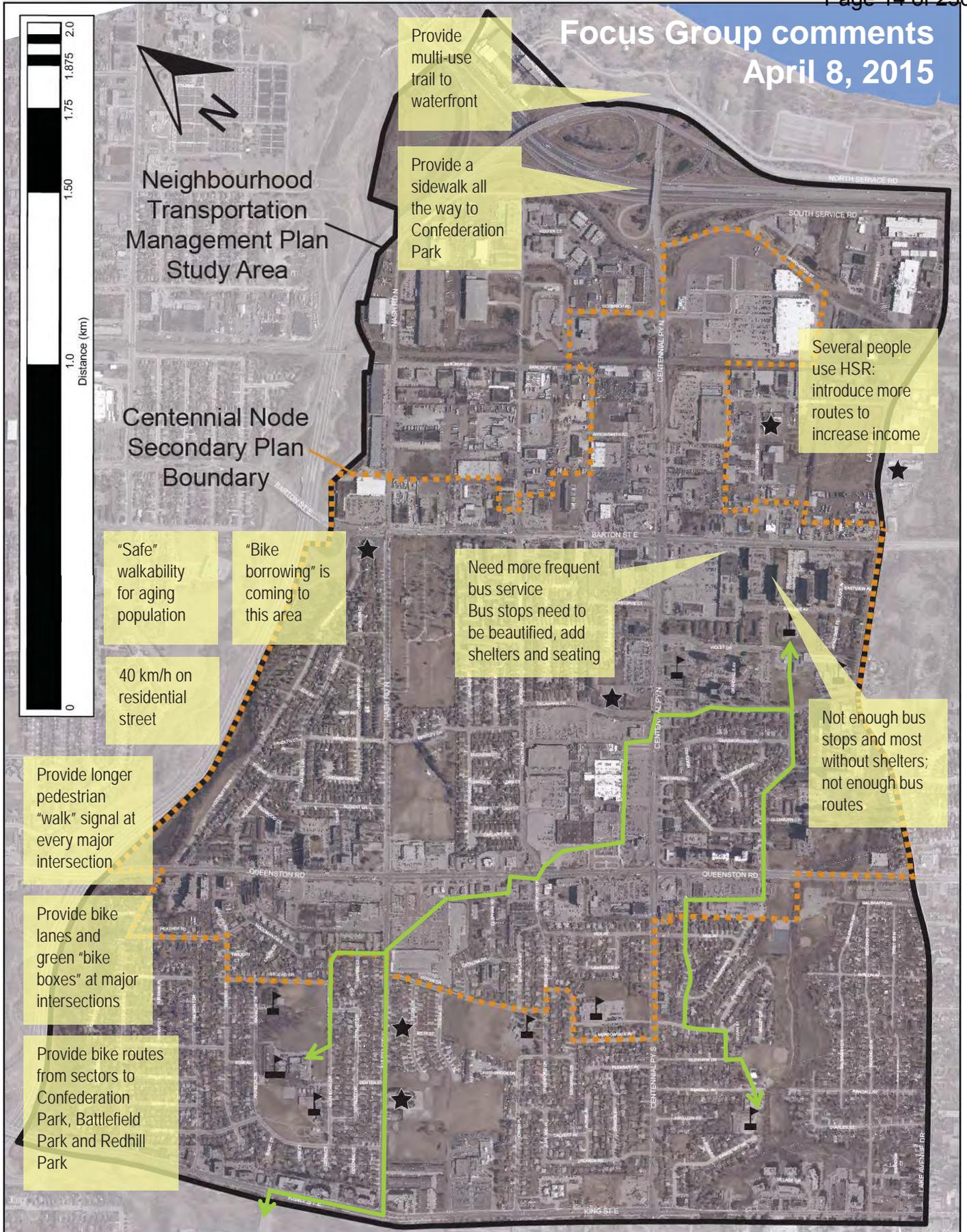
	<ul style="list-style-type: none"> • Lack of safety for bike riders vs. cost effectiveness of bike lanes. • Commercial properties along Centennial / Queenston sometimes don't plow their sidewalks forcing pedestrians to walk on the road, safety issue. • Enforcement issues (speeding/snow clearing) vs. Regulatory issues (planning changes). • Certain landowners/residents are for and others are against a BIA type initiative. • If not a BIA, then more collaboration and "working together as a community" • Accessibility and frequency of buses in the area to Downtown etc. is lacking. Need more buses, increase trip frequency, have better connections to other areas in the City. Connections are lacking to efficiently get to the mountain, McMaster University, Mohawk college, etc. • Condition of transit stops can sometimes determine ridership (weather shelter vs. none) • An full terminal at Eastgate where you can go indoors would improve transit attractiveness. • Comment made about connecting Arrowhead back to Nash for better connectivity. • The study area is made up of stable and transitional neighbourhoods so the housing is very much in demand. People want to move here or move from rental units into home/land ownership but there isn't a lot of space for additional housing or options for home ownership. 	
	<p>Responses to Question 2: What types of physical improvements should the city consider?</p>	
	<p>Issues Discussed:</p> <ul style="list-style-type: none"> • Queenston was noted as being "prettier" than Centennial (trees/landscape buffer) and has sidewalks on both side of the road. • Streetscaping on Centennial is lacking (benches, garbage containers, etc.) even after road reconstruction • Larger building setbacks with landscaping (buffer) is an attractive feature. This exists for several apartment buildings in area. • Need to have trees along the streets, however 	



April 22, 2015

	<p>should take into account retailers who want to have visibility, so need to place them strategically.</p> <ul style="list-style-type: none"> • Feasibility of street trees could be improved by using planters or soil technologies to prolong tree life and health. Average street tree lasts 15 years, often due to root space, and road salt exposure, among other things. • Possibility of having “options for beautification” for owners to choose from including trees, light standards, planters etc. • Concern voiced about building heights, make sure that the proposed heights are not too high which could be out of character for the area, (be contextually sensitive). • Try not to force reduced setbacks, some do not wish to have residential buildings directly adjacent to the street/sidewalk. • Try not to force commercial to become mixed use. 	
5a.	<p>Interactive Map Activity (Margaret)</p> <ul style="list-style-type: none"> • Attendees marked maps noting where there were transportation issues or concerns in the study area. 	
5b.	<p>Evaluation of Networks Criteria (Margaret)</p> <ul style="list-style-type: none"> • Attendees reviewed a list of criteria to be used for Transportation Management Plan development, and marked their priorities for consideration. 	
6.	Conclusion and Adjournment	

Focus Group comments
April 8, 2015



Neighbourhood
 Transportation
 Management Plan
 Study Area

Centennial Node
 Secondary Plan
 Boundary

Provide
 multi-use
 trail to
 waterfront

Provide a
 sidewalk all
 the way to
 Confederation
 Park

Several people
 use HSR:
 introduce more
 routes to
 increase income

"Safe"
 walkability
 for aging
 population

"Bike
 borrowing"
 is coming to
 this area

Need more frequent
 bus service
 Bus stops need to
 be beautified, add
 shelters and seating

40 km/h on
 residential
 street

Not enough bus
 stops and most
 without shelters;
 not enough bus
 routes

Provide longer
 pedestrian
 "walk" signal at
 every major
 intersection

Provide bike
 lanes and
 green "bike
 boxes" at major
 intersections

Provide bike routes
 from sectors to
 Confederation
 Park, Battlefield
 Park and Redhill
 Park

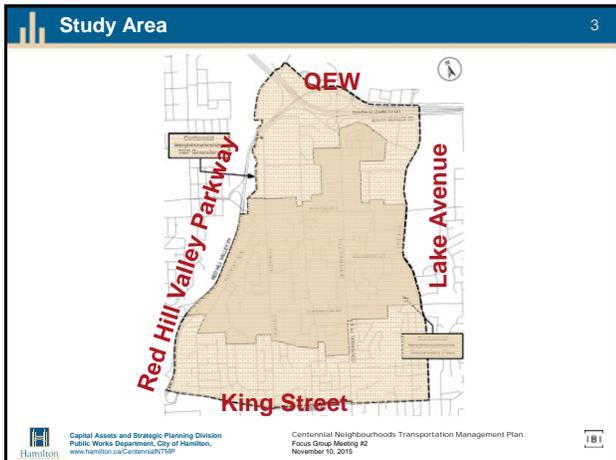
TRANSPORTATION ISSUES AND OPPORTUNITIES



Purpose

The purpose of this study:

- Support the Centennial Neighbourhoods Secondary Plan study
- Review and address existing neighbourhood transportation issues
- Identify and evaluate options to address transportation issues

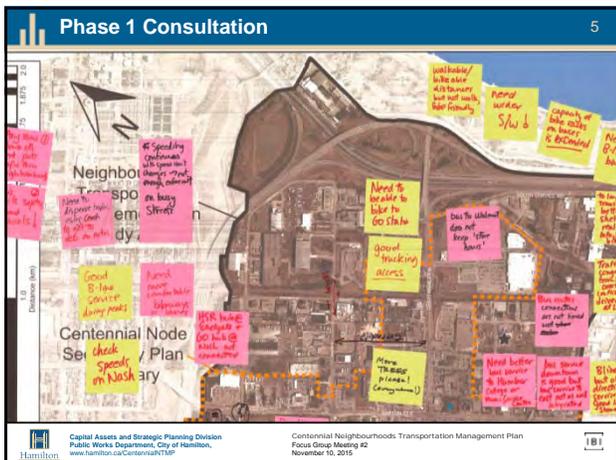


Opportunity Statement

The CNTMP is being undertaken by the City of Hamilton to plan for improve mobility to:

- Accommodate transportation needs of future land use
- Leverage investment from development opportunities
- Support access to major transportation services such as the QEW, Red Hill Valley Parkway, and HSR, Rapid Transit and GO Transit
- Support choices including walking and cycling
- Create livable neighbourhoods and complete communities

The goals of the improvements are to create safe, efficient, and sustainable transportation, that limits impacts to the environment, and supports healthy living.



Issues identified during Phase 1

Walking:

- Important for healthy active living
- Unsafe and/or uncomfortable to walk
- Streetscaping improvements needed
- Major streets crossing times inadequate
- Sidewalks adjacent to traffic on Nash
- Missing sidewalks along portions of Lake, Centennial and Warrington
- Pedestrian access to Eastgate Square / Transit Terminal: easy from west; need better connections east to Riverdale

Issues identified during Phase 1 7

Bicycling:

- Important for healthy active living
- Uncomfortable due to lack of safe facilities, fast traffic and large trucks
- Expand Hamilton Bike Share (SoBi) to the area
- Need safe connection on Centennial Parkway to Confederation Park
- New bikeways suggested for Nash, Delawana, Owen Place, Kenora, Kentley; to new GO Station and Queenston Library; and extend King Street bike lanes



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Issues identified during Phase 1 8

Local Transit:

- Mixed opinions on potential for rapid transit expansion
- Lack of service between major destinations within the neighbourhoods
- Connect existing routes to Eastgate Square (Route 4 & 5)
- Lack of transit service to Riverdale Community Centre



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Issues identified during Phase 1 9

Regional Transit:

- GO Transit Park n Ride well liked
- How will people access the new GO Station
- Increase non-auto access to new GO Station



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Issues identified during Phase 1 10

Roadways:

- Speeding on residential streets
- Congestion on Red Hill Valley Parkway causes traffic to seek alternate routes in neighbourhoods
- Heavy, noisy truck traffic on Centennial and Barton is unsafe



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Traffic Analysis 11

Secondary Plan land-use options will add 900 to 1,400 peak hour trips – equivalent to 2 lanes of traffic

In 2031:

- Network operates reasonably well with some hot spots
- Barton and Queenston west of Centennial are main constraints
- Other roads approach but do not exceed capacity



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Transportation Strategies 12

Four areas of focus:

- Capacity
- Safety
- Mobility Choice
- Urban Design



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Transportation Strategies 13

Discussion:
 ABC We

- Advantages – what makes sense
- Best ideas – what will work best for you and your neighbourhood
- Concerns – what might *not* work
- What else – add your ideas



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 Focus Group Meeting #2
 November 10, 2015



Transportation Strategies 14

Activity:
 Confirm your "investments"

Place 4 poker chips in the jars for the strategies that are most important to you. You can put the chips in 4, 3, 2 or just 1 jar.



Capacity Safety Mobility Choice Urban Design

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 Focus Group Meeting #2
 November 10, 2015



Centennial Neighbourhoods Transportation Management Plan 15



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 Focus Group Meeting #2
 November 10, 2015



Capacity Focus

Advantages – what makes sense

Best ideas – what will work best for you and your neighbourhood

- » Improve traffic signal timings
- » Add transit priority measures at signalized intersections
- » Add turn lanes or roundabouts at "hot spot" intersections
- » Extend B-line LRT from Queenston Circle to Eastgate Square
- » Implement S-line RT on Centennial and extend to GO Station

help control speed!

↑

↑

Make it to GO!

Barton + Nish → RIMP makes the signal → not wide enough.

QEW/Confederation → would a roundabout work with high speeds?

roundabout expansion → not possible to widen

- Transit service east of Lake - more service needed in east end.
- B-Line out to 50 Rd → long, long time

- Sky line \$\$\$?

- truck weight changes?

Concerns – what might not work

What else – add your ideas

Mobility Choice Focus

Advantages – what makes sense

Best ideas – what will work best for you and your neighbourhood

- » Facilitate car sharing
- » Extend and modify HSR routes
- » Bring in SoBi public bikes
- » "Right-size" Park N' Ride at GO Station
- » Create non-auto access to GO Station and Confederation Park
- » Provide bikeways on Nash, Lake, Delawana, Warrington, and South Service Road
- » Promote travel options

Start with a garage convert to surface park

Start with a garage convert to surface park

With in neighborhood focus → not to downtown → connect parks, take up stake in HSR

Avoid red type already being done in Riverview

Land use has to provide exit for people doing jobs so people don't

- assistance fee for car share
- reduced pks ratio in exchange for car share locations @ businesses.

→ underground?

→ Queenston, King

Employee perspective

- Surface lots when low land values convert to other uses as value increase

Concerns – what might not work

What else – add your ideas





Purpose

The purpose of this study:

- Support the Centennial Neighbourhoods Secondary Plan study
- Review and address existing neighbourhood transportation issues
- Identify and evaluate options to address transportation issues

Opportunity Statement

The CNTMP is being undertaken by the City of Hamilton to plan for improve mobility to:

- Accommodate transportation needs of future land use
- Leverage investment from development opportunities
- Support access to major transportation services such as the QEW, Red Hill Valley Parkway, and HSR, Rapid Transit and GO Transit
- Support choices including walking and cycling
- Create livable neighbourhoods and complete communities

The goals of the improvements are to create safe, efficient, and sustainable transportation, that limits impacts to the environment, and supports healthy living.

Phase 2 Consultation

CAPACITY	No. of groups		
	Advantages – what makes sense	Best Ideas – what will work best for you and your neighbourhood	Concerns – what might not work
Transportation Solutions			
Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (within 15 years west of Centennial & beyond 25 years east of Centennial)	2	3	
Improve traffic signal timings	4	1	
Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years)	3	2	1
Adopt transit priority measures at signalized intersections	1		
Protect right-of-way on Barton from Red Hill Valley Parkway to Centennial for additional traffic lanes (beyond 25 years)	1		2
Add turn lanes or roundabouts at 'hot spot' intersections	2		3

Phase 2 Consultation

SAFETY	No. of groups		
	Advantages – what makes sense	Best Ideas – what will work best for you and your neighbourhood	Concerns – what might not work
Transportation Solutions			
Provide multi-use trail access to Confederation Park	2	2	
Create neighbourhood greenways to calm traffic, and improve walking and cycling connections		3	
Implement traffic calming to reduce speeds to 40 km/h or less on local streets where speeding is an issue	2	2	1
Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas	2	1	
Manage access to new, larger developments to reduce driveways for improved safety	3		1
Ensure improvements to streets reflect desirable speeds	1		1

Phase 2 Consultation

URBAN DESIGN	No. of groups		
	Advantages – what makes sense	Best Ideas – what will work best for you and your neighbourhood	Concerns – what might not work
Transportation Solutions			
Manage parking for new developments to reduce surface lots	1	1	
Improve quality and location of bus stops, targeting providing shelters at 30% to 50%		2	1
Implement cycle tracks on Centennial, and Queenston east of Centennial as per Secondary Plan streetscape options	1	1	1
Improve streetscape and gateways as per the Secondary Plan concepts		1	
Improve pedestrian connections through new developments		1	
Protect rights-of-way on all arterials for implementing Complete / Livable / Better Streets		1	1

Phase 2 Consultation 7

MOBILITY CHOICES

Transportation Solutions	No. of groups		
	Advantages – what makes sense	Best ideas – what will work best for you and your neighbourhood	Concerns – what might not work
Create non-auto (walking and cycling) access to GO Station and right-sized Park N' Ride	3	2	
Bring in SoBi bike share to serve these neighbourhoods	2		
Support live / work / play development so people do not have to travel long distances		1	
Add local HSR circulator route	1		
Facilitate car sharing		1	
Provide bikeways on Nash, Lake, Warrington and South Service Road		1	
Extend and modify HSR routes	1		
Promote travel options to employers, new immigrants and schools			

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 Focus Group Meeting #3
 April 7, 2016

Modifications to the Alternatives 8

- Add: Recreational Trails Master Plan:
- Project 5-4: Bow Valley Open Space and Lawrence Avenue Park just west of Lake Avenue
- Project 5-9: Pottruff Road near Eugene Street across the RHVP to the Red Hill Valley Recreational Trail
- Project 5-10: Connection through QEW / Centennial interchange to Confederation Park
- Add: improve safety and comfort of pedestrian and cycling connections through RHVP interchanges



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Evaluation of Alternatives 9

TRANSPORTATION: network, access, comfort and delay:

- ▶ Pedestrians
- ▶ Cyclists
- ▶ Transit passengers
- ▶ Drivers
- ▶ Emergency services
- ▶ Goods movement

PUBLIC HEALTH:

- ▶ Social interaction
- ▶ Transportation equity
- ▶ Active transportation
- ▶ Collision reduction
- ▶ Air quality

COST:

- ▶ Implementation
- ▶ Operation and maintain
- ▶ Economic benefits

PHYSICAL ENVIRONMENT:

- ▶ Natural environment (landscape, parks, open space, watercourses, and shorelines)
- ▶ Public realm (streetscape and public spaces)
- ▶ Cultural, heritage, and archaeological resources

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Recommended Transportation Solutions 10

Recommended Solutions:

- City-wide Policies
- City-wide Activities & Programs
- City-wide Projects
- Secondary Plan Policies
- Centennial Neighbourhoods Specific Initiatives
- By Other Proponents
- Not Supported

Maps:

- Streets
- Transit
- Active Transportation
- Secondary Plan
- Other Proponents

Review handout and displays

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 Focus Group Meeting #3
 April 7, 2016



Next Step 12

Centennial Neighbourhoods Transportation Management Plan

Thank you!

Mohan Philip, City of Hamilton
 Tel: 905-546-2424 ext. 3438
 tplanning@hamilton.ca

Norma Moores, IBI Group
 Tel: 905-546-1010 ext. 2106
 norma.moores@ibigroup.com



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Appendix B: Public Consultation

Public Consultation Centre #1

Public Consultation Centre #2

Public Consultation Centre #3

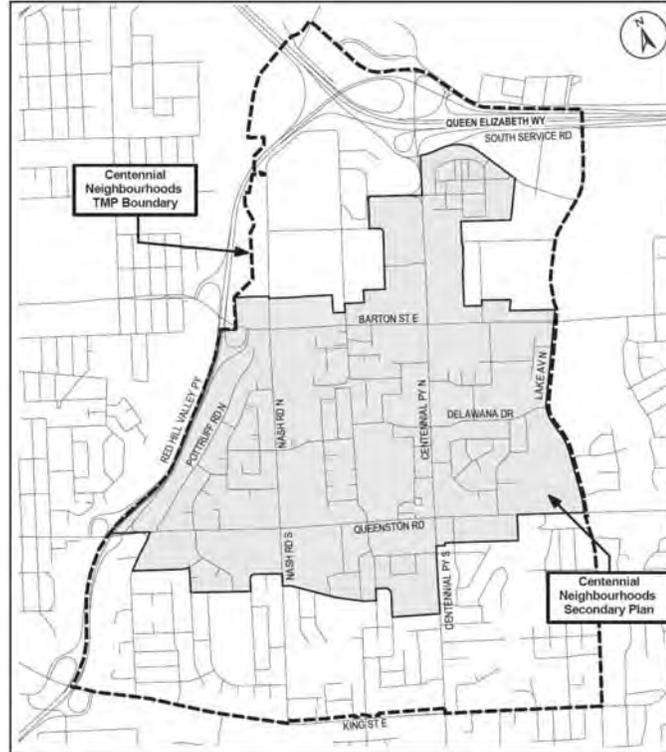
PUBLIC INFORMATION CENTRE OPPORTUNITIES FOR PUBLIC INPUT

What? The City is hosting a meeting to initiate the Centennial Neighbourhoods Secondary Plan Study and Transportation Management Plan Study (Municipal Class Environmental Assessment)

This meeting is an opportunity to learn about the project and provide input to help:

- Create a vision for future land use and transportation changes
- Identify issues and opportunities for change and improvement

Study Area:



When & Where? Thursday, April 30, 2015
 6:00 pm – 9:00 pm
 St. Gregory the Great Church Hall
 125 Centennial Parkway North

Why? Centennial Neighbourhoods Secondary Plan
 The Centennial Neighbourhoods area is an important area in the east end of the City. It is a focal point for commercial uses, other activities and transportation connections. The area has been identified as a potential area for future change and redevelopment. The purpose of the study is to create a plan and policies to guide future change, promoting positive improvements and changes that meet the community's needs.



www.hamilton.ca/centennialneighbourhoods

Centennial Neighbourhoods Transportation Management Plan
 This study is being carried out in collaboration with the Secondary Plan. The study will consider and review alternative options for changes to pedestrian, cycling, transit, truck and other vehicular networks, and will also take into account upcoming GO service improvements to the area. The purpose of the study is to address existing and future transportation needs and issues in the area.



www.hamilton.ca/centennialTMP

How? Attend the meeting or contact the project managers for additional information. Access the websites above for more information and to fill out our survey. Formal written comments relating to the Transportation Management Plan are welcome until **May 21, 2015**.

Please RSVP for the event by emailing planning.team@hamilton.ca or calling 905-546-2424 Ext. 4498. This is not required but it will help staff plan the event.

If you have any accessibility requirements to participate in this event, please call 905-546-2424 Ext. 4498 or email planning.team@hamilton.ca. Advance requests are highly encouraged to enable us to meet your needs adequately.

CONTACT:
Secondary Plan
 Melanie Pham, MCIP, RPP
 Phone: 905-546-2424 Ext. 6685
 E-Mail: Melanie.Pham@hamilton.ca

Transportation Management Plan
 Margaret Fazio, B.Sc., E.P., MCIP, RPP
 Phone: 905-546-2424 Ext. 2218
 E-Mail: tplanning@hamilton.ca

Welcome!

Public Open House #1

PLEASE SIGN IN

6:00 pm Review the display boards for information about the study
Ask questions and discuss your concerns with staff from
the City and consultant team

6:30 pm Presentations

7:00 pm First round of activities

7:45 pm Second round of activities

8:30 pm Summary

8:50 pm Wrap-up

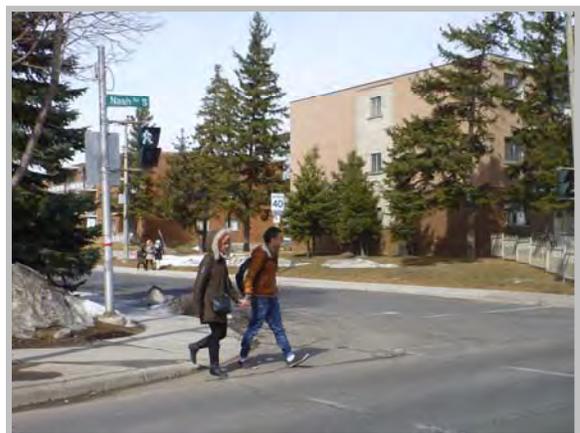
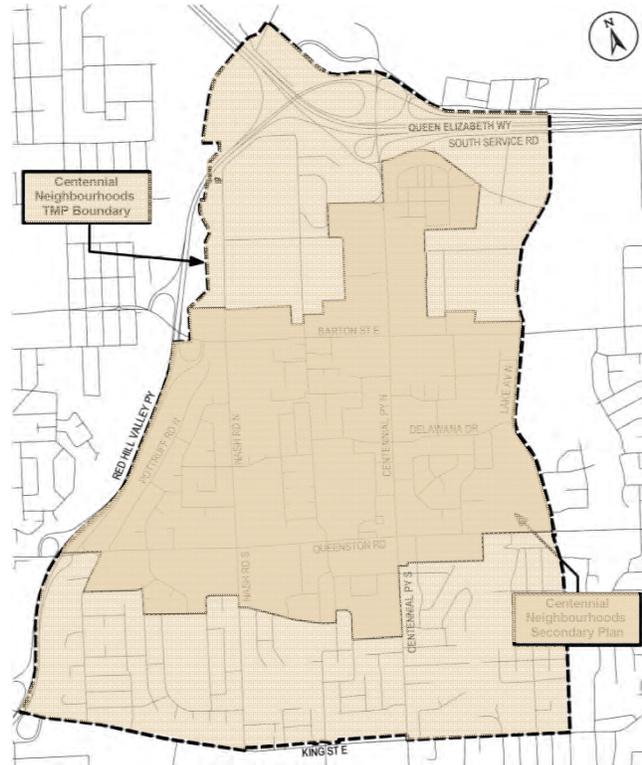
9:00 pm Adjourn



Purpose

The purpose of this study is to develop a comprehensive Transportation Management Plan for the Centennial Neighbourhoods that will:

- a) Follow the Municipal Class Environmental Assessment (MCEA) process
- b) Review neighbourhood transportation issues
- c) Identify traffic management options to address noted transportation issues
- d) Coordinate analysis and initiatives with the Centennial Neighbourhoods Secondary Plan study



Project Processes

3

The **Centennial Neighbourhoods Transportation Master Plan (TMP)** study is conducted in accordance with Phase 1 and 2 of the Municipal Class Environmental Assessment (MCEA) Process, under the Environmental Assessment Act. The Municipal Class EA process is a planning and approval process that ensures that the potential effects of a project are identified and managed prior to implementation.

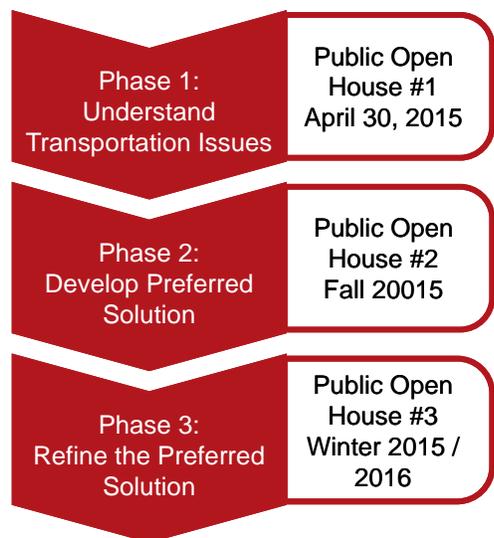
Municipal Class Environmental Assessment Process



WE ARE HERE

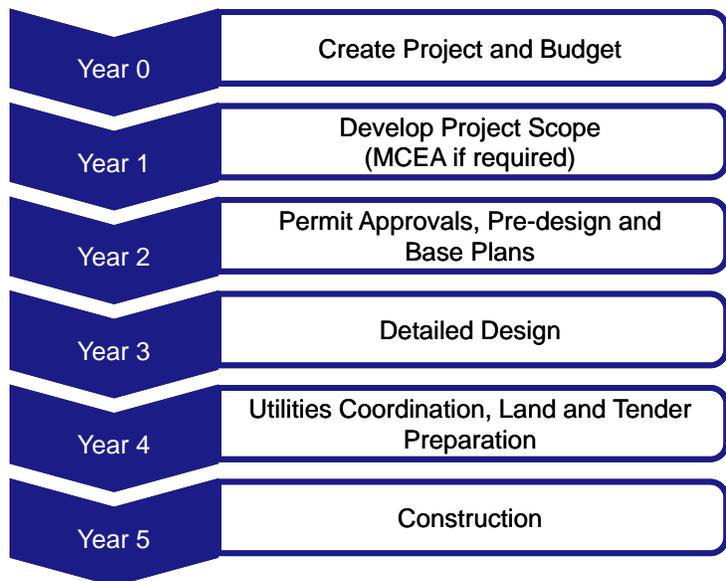
Transportation Management Plan (TMP)

This TMP study comprises the first two Phases of the MCEA process. It will identify projects that will get carried through Phases 3 to 5.



Capital Project Delivery Process

Once a specific transportation project is identified and approved, it will go through the following delivery process, subject to an approved budget by council:



Construction Timeline: The time to deliver project can vary from 2 years for a simple rehabilitation project, to 5 years for a more complicated urban arterial reconstruction project (due to potential for MCEAs, land acquisition, detailed underground analysis, permits and approvals and utility coordination).



Improving Health by Community Design

4

Community Design Elements:

- Population and employment density
- Nearness of services, including public transit
- Mix of land uses
- Many street connections
- Streetscape including facilities for pedestrians, cyclists and transit users
- Increase in bicycle parking and decrease in car parking

These Community Design Elements provide comprehensive support for Health-related Priorities

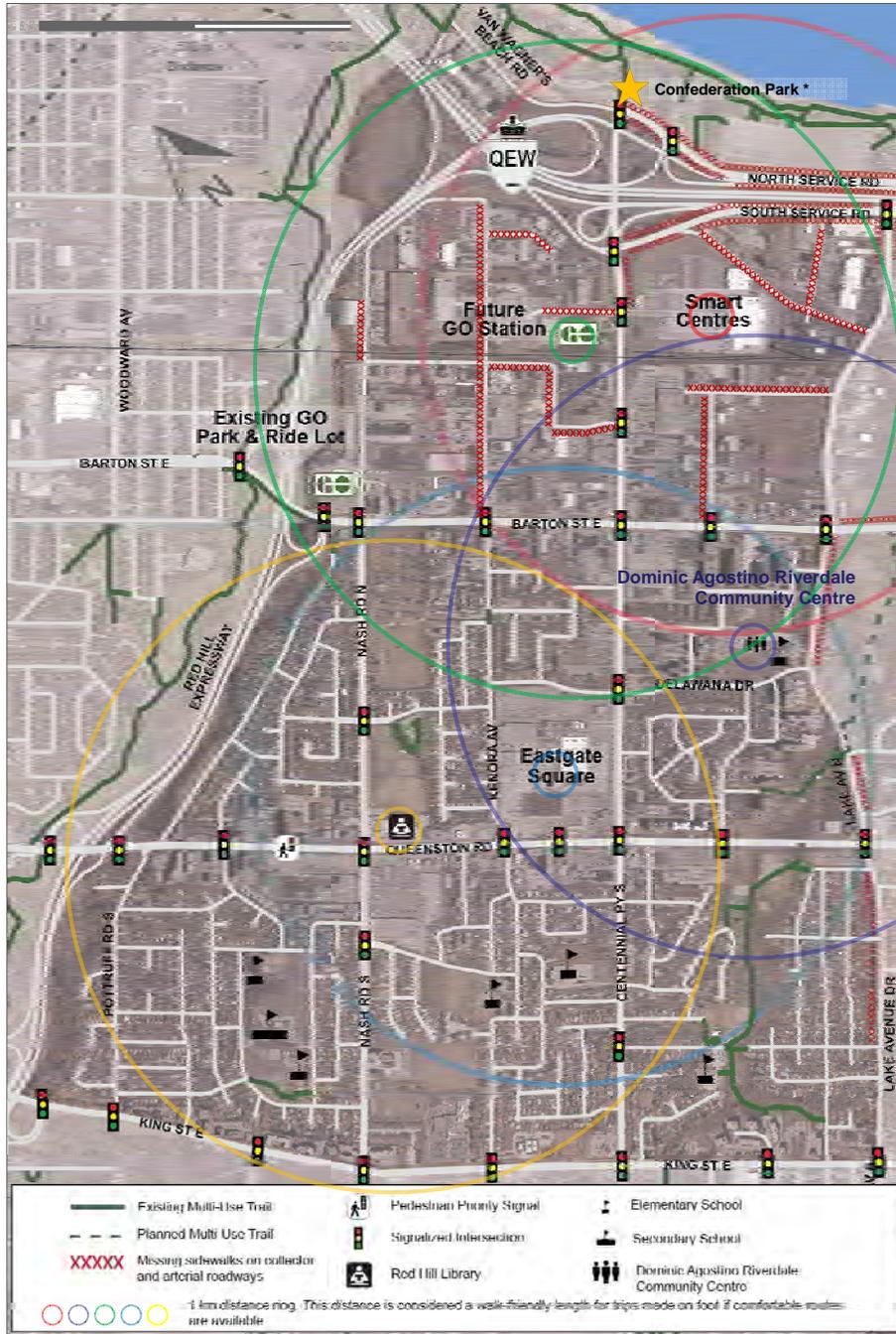
Health-related Priorities:

- Active transportation (walking cycling)
- Public transit
- Equity in transportation and housing options
- Support for all stages of the life cycle
- Safety, comfort and convenience of travel
- Social interaction
- Accessibility



Walking Conditions and Trails

5



* Confederation Park Master Plan in the Process of Finalization - 2015

Source: Hamilton Trails Master Plan (2007) currently under review by 2016



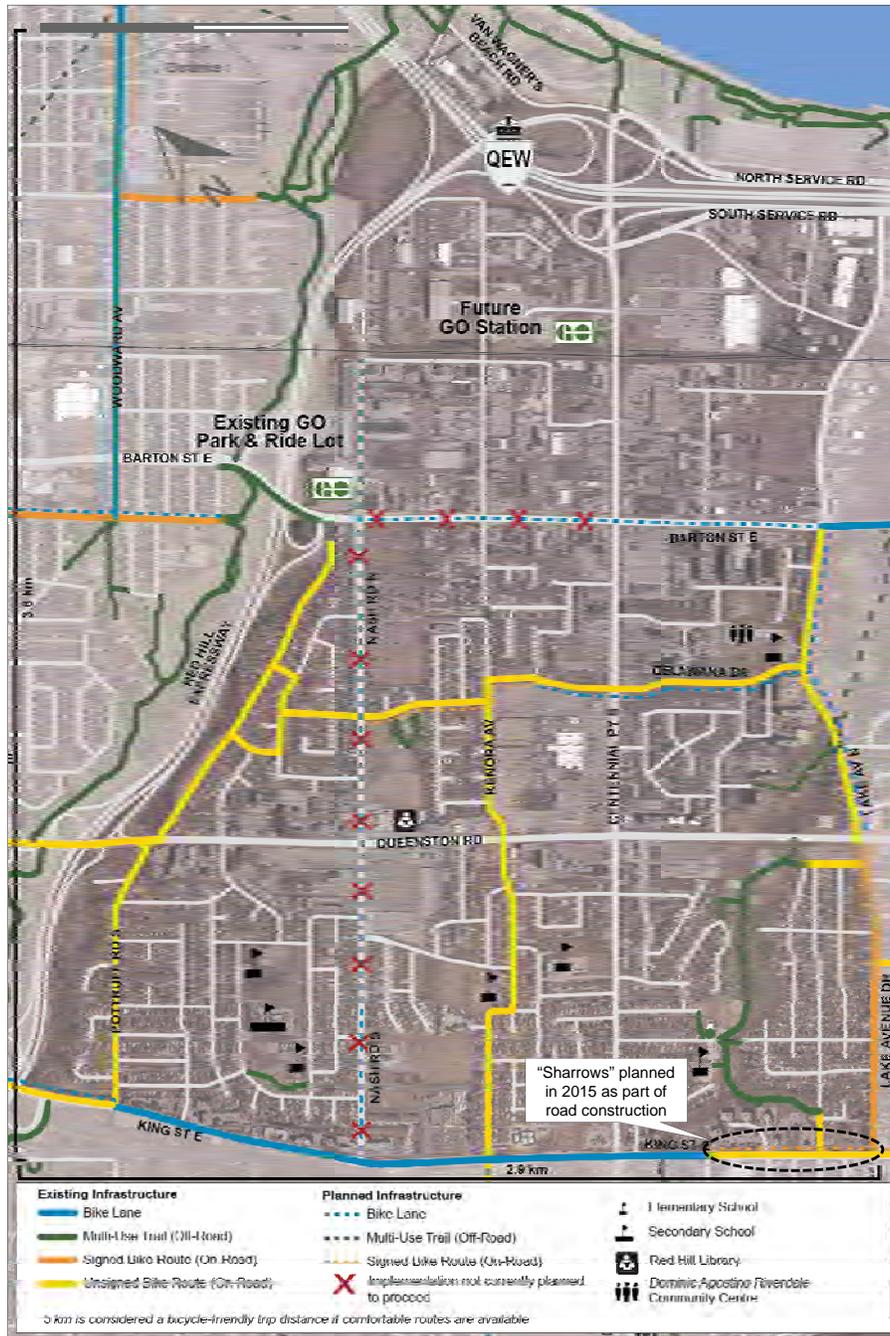
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 Public Information Centre #1
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Bikeways and Trails

6



* Confederation Park Master Plan in the Process of Finalization - 2015

Source: Hamilton Cycling Master Plan (2009) currently under review, Hamilton Trails Master Plan (2007) currently under review by 2016



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Public Transit

7



Source: HSR Route Map (January 2015), Urban Hamilton Official Plan, Niagara Rail Service Expansion Study (2011)

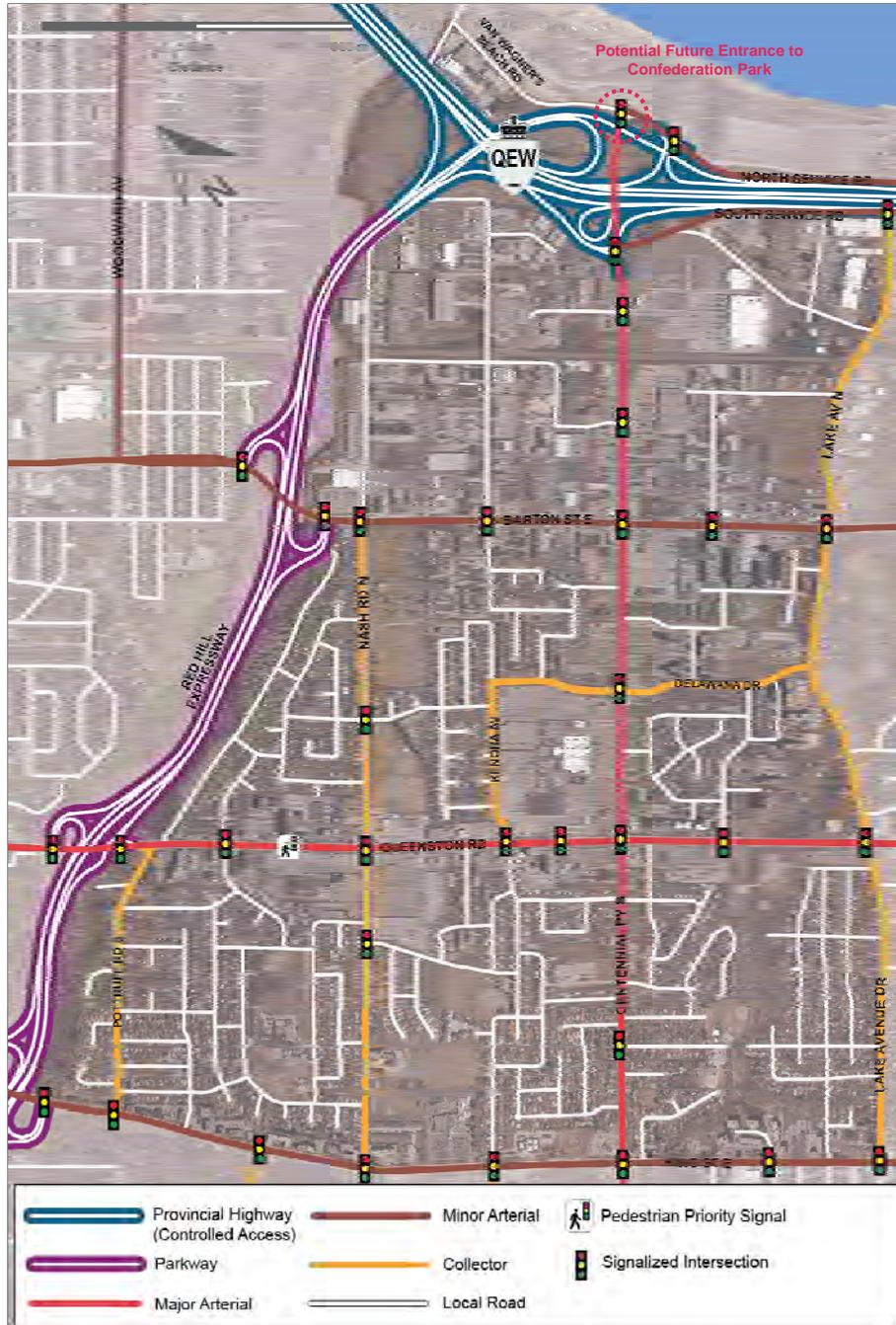


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Roads



Source: Urban Hamilton Official Plan, Confederation Park Master Plan (In the Process of Finalization- 2015)



Truck Routes and 24-Hour Volumes

10



Source: Hamilton Highways Designated for Use by Heavy Trucks map (2014); traffic counts conducted between 2009 and 2014



Potential Transportation Management Options

11

Options to address Transportation Management issues that may be considered could include:

- New sidewalks and pedestrian road crossings improvements
- New bikeways
- Improvements to transit service and stops
- Safety measures for people who walk, bicycle, use transit and drive
- Traffic calming
- Changes to parking regulations
- Changes to trucking regulations
- Education programs to improve safety
- Promotion programs for walking, cycling, taking transit or car-pooling
- Where land use may change in the future, new streetscape, access or routes at those sites



TMP Activity #1 – Evaluation Criteria 12

Stick a ‘dot’ on the 5 criteria that are most important to you! These are potential criteria that may be used to evaluate transportation options later in the study. *Think a criteria is missing? Talk to a team member, add it under “other” or make a note on your comment sheet.*



Criteria	Place Your 5 Dots Here
Safety of all users (drivers, bus passengers, pedestrians, cyclists)	
Connectivity of the transportation network (can one get from place to place without barriers, in your choice of type of travel; to be able to change from one way of travel to another, as wanted)	
Cost (implementation of & removal, life cycle - building and maintenance, how long will it last before it needs replacement, timing of implementation – City budget schedule)	
Pedestrians (comfort, rest space, access and convenience)	
Cyclists (comfort, parking, space, access and convenience)	
Drivers (congestion, speeding, access, parking)	
Transit (bus stop locations, travel time by bus or train, transit shelters, size, location, service frequency)	
Accessibility (pedestrians with disabilities, the elderly and children)	
Urban design (for example, how the street looks and feels, landscaping such as trees and planters)	
Natural environment (green space)	
Built heritage (impacts to historic buildings)	
Archaeology (impacts to historical sites)	
Public Health (encouraging active lifestyles, social equity, improving air quality, cost)	
Emergency Vehicles’ Access (space, time, impact on patients)	
Other	
Other	





TMP Activity #2 – Issues and Opportunities Map

13

Join the discussion group around the table!

Add your ideas to the map using the “post-it” notes:

- Where there are problems with transportation in the study area
- Locations where transportation could be improved and how
- Good places to walk, poor places to walk and important places that you would like to get to by walking
- Good places to ride a bicycle, poor places to ride a bicycle and important places that you would like to get to by bicycle
- Where HSR bus services and stops are good and where they need to be improved
- Parking problems
- Problems with truck routes or issues with deliveries
- Locations where traffic travels too slow (congestion), cuts through neighbourhoods, or travels too fast
- Locations that may not be a problem now but you think could be a problem in the future as population and employment grow





Next Steps

14

We will review comments collected at today's Open House. Your comments will help us identify transportation issues, opportunities and possible solutions. **Please submit comments and fill out the survey** (paper copy or online at www.hamilton.ca/centennialNTMP) **by May 21, 2015.**

Stay involved by signing up to receive notices of future consultation:

- Public Open House No. 2 – Fall of 2015
- Public Open House No. 3 – Winter 2015 / 2016
- Planning Committee of Council
- MCEA 30-Day Public Review

If you have any comments, concerns or questions about the study, please contact:

Margaret Fazio, B.Sc., EP, MCIP, RPP

Project Manager, Transportation Planning
Public Works Department, City of Hamilton

Phone: 905-546-2424 ext. 2218

Fax: 905-546-4435

E-mail: tplanning@hamilton.ca

OR

Norma Moores, P.Eng.

Project Manager, IBI Group

Phone: 905-546-1010 ext. 2106

Fax: 905-546-1011

E-mail: norma.moores@ibigroup.com





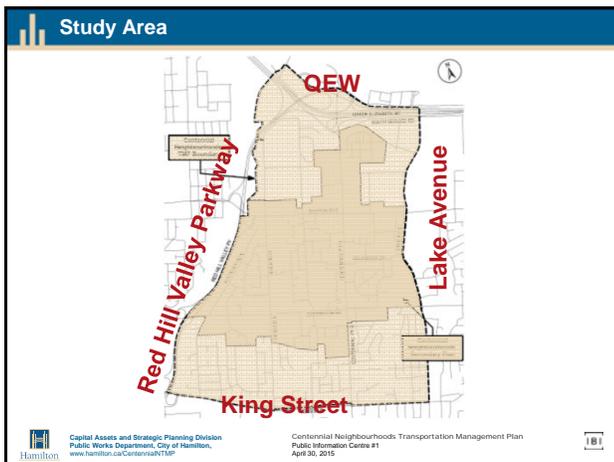
Purpose

The purpose of this study:

- Review neighbourhood transportation issues
- Identify options to address transportation issues
- Coordinate with the Centennial Neighbourhoods Secondary Plan study

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 Public Information Centre #1
 April 30, 2015



Project Process

Municipal Class Environmental Assessment Process

Phase 1: Problem or Opportunity → Phase 2: Alternative Solutions → Phase 3: Alternative Design Concepts → Phase 4: Environmental Study Report → Phase 5: Implementation

Phase 1: Understand Transportation Issues → **Public Open House #1 April 30, 2015** ← **WE ARE HERE**

Phase 2: Develop Preferred Solution → **Public Open House #2 Fall 2015**

Phase 3: Refine the Preferred Solution → **Public Open House #3 Winter 2015 / 2016**

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Implementing Projects in the TMP

Municipal Class Environmental Assessment Process

Phase 1: Problem or Opportunity → Phase 2: Alternative Solutions → Phase 3: Alternative Design Concepts → Phase 4: Environmental Study Report → Phase 5: Implementation

Delivering the Recommendations of the TMP over the next 10 to 20 years

- Year 0: Create Project List and Budget
- Year 1: Develop Project Stages (MCEA if required)
- Year 2: Permit Approvals, Pre-design and Base Plans
- Year 3: Detailed Design
- Year 4: Utilities Coordination, Land and Tender Preparation
- Year 5: Construction

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Phase 1 – Focus of PIC#1

Identify transportation issues:

- Walking
- Bicycling
- Transit
- Driving
- Trucking
- Parking

Good community design and transportation options support healthy, safe, social, active and accessible neighbourhoods!

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Next Steps

Develop and evaluate options for:

- Existing transportation issues
- Future transportation needs based on the Secondary Plan outcomes

Get your feedback at PIC#2



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Centennial Neighbourhoods Transportation Management Plan
Public Information Centre #1
April 30, 2015



Centennial Neighbourhoods Transportation Management Plan



Margaret Fazio, City of Hamilton
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tplanning@hamilton.ca

Norma Moores, IBI Group
Tel: 905-546-1010 ext. 2106
norma.moore@ibigroup.com

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TMP Activity #1 – Evaluation Criteria

Stick a ‘dot’ on the 5 criteria that are most important to you! These are potential criteria that may be used to evaluate transportation options later in the study. *Think a criteria is missing? Talk to a team member, add it under “other” or make a note on your comment sheet.*



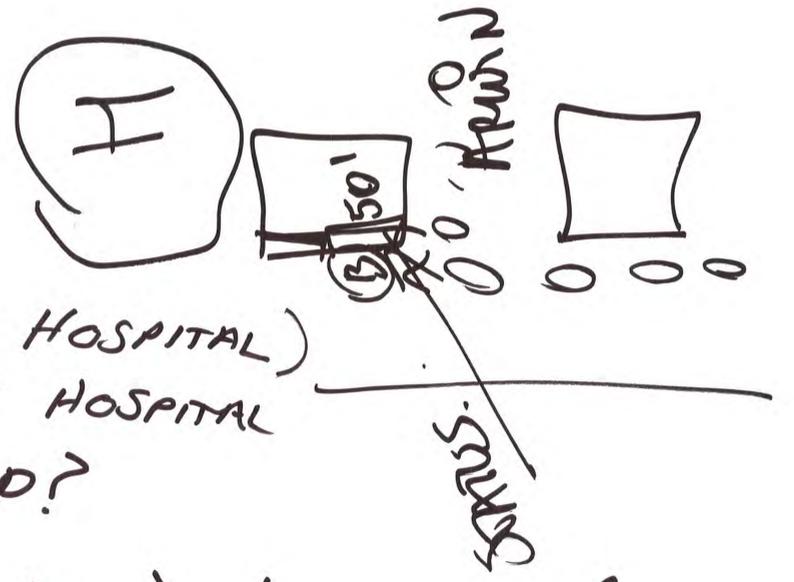
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Transit (bus stop locations, travel time by bus or train, transit shelters, size, location, service frequency)	
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Archaeology (impacts to historical sites)	
Public Health (encouraging active lifestyles, social equity, improving air quality, cost)	
Emergency Vehicles’ Access (space, time, impact on patients)	
Other	
Other	

1. DELAWARE - NO L. R. TURN SIGN
GETS KNOCKED DOWN & PEOPLE MAKE
AN ILLEGAL LEFT TURN
2. COMING OUT OF THE MALL ONTO
KENORA - CANNOT MAKE A RIGHT
HAND TURN & ∴ HAVE TO GO
AROUND THE MALL.
3. CENTENNIAL TRUCK CONSTRUCTION NOISE
+ CUT THROUGH TRAFFIC ON IRENE AVE
↳ (CHECK ON BY-LAW TIMES)
4. RIVERDALE COMMUNITY CENTRE
HSR SERVICE
5. KENORA - LOTS OF CUT-THROUGH
TRAFFIC & NOISE, ESPECIALLY
DURING CONSTRUCTION
6. TRUCKS NEED TO BE ABLE TO
USE FAST, EFFICIENT ROUTES
- COST OF DOING BUSINESS ↑ IF
THEY'RE HELD UP IN TRAFFIC
(THIS YEAR TRUCK LICENCES WENT ↑ 70%
- HWY. 20 (CENTENNIAL) - @ GREEN MOUNTAIN
RD. - HAS A STOP SIGN - DANGEROUS. RECOMMEND
AN UNDERPASS.

7. TRANSIT ACCESSIBILITY - WALK FROM NEIGHBOURHOOD INTERIORS OUT TO THE E-W BUS ROUTES IS CHALLENGING; WOULD SMALLER COMMUNITY BUSES ON HOURLY FREQUENCIES PROVIDE RELIEF?

8. NORTH-SOUTH TRANSIT - IMPROVE #56; WOULD N-S ROUTES ON LAKE AND ON GRAYS BE POSSIBLE?

9. CORNER KING ST & OWEN PLACE
↳ WIDING OF KING ST - TO HAVE EXTRA LANE FOR TURNING INTO HOSPITAL
(LANE WIDING FROM POLICE STATION TO HOSPITAL)
MAJOR TRAFFIC BACK UP FROM TURNING IN HOSPITAL



10. WERE WOULD THE GO STATION BE LOCATED?

11. Do NOT Like No Left turn onto Delawana from Fortinos. I live in this area + cannot drive home directly, I have to drive thru + around mall to exit onto Kenora.

12. ^{FOR PED.} HARD TO CROSS AT LIGHT FROM EAST GATE TO BULK BARN/STANT TIGER. - NOT ENOUGH TIME, EVEN FOR ABLE BODIED PEOPLE.

13. ALL PED. CROSSINGS OVER CENN. & QUEENSTON - LIGHTS ARE TOO SHORT!

14. GARBAGE PAILS @ KENORA RD. STOP / RD ~~WORKS~~
HARDLY EVER GET EMPTIED.

15. ADVANCED L. TURN @ DELAWARE INTO CENTENNIAL (N) DOES NOT WORK ALL THE TIME.

(SUGGESTION - PUT A LOOP IN LIKE @ ^(2nd car back) FROM BARTON ON BOUND ONTO REEF HILL VALLEY N. BOUND)

16.  NASH S. BOUND ONTO QUEENSTON EAST BOUND.

17. 3 WAY TIG SIGNAL @ NASH & KENTLEM IS WELL LOVED! (TO SOME STILL A BIT CONFUSING - SHOULD WE HAVE A SIGN THAT CLARIFIES RULES?)

18. LOVE OFF ^{RAMP OF} VRED HILL EXPY. - Sth BOUND

19. DN-RAMP @ BARTON TO REEF HILL - N - TOO SHORT. TN heavy traffic come to a COMPLETE STOP - NOT SAFE TO MERGE.

20. SIDEWALK BTN. DELAWARE & CONFED PARK ALMOST NON-EXISTANT. (BOTH E & W)

21. Kendra N to transfer Stn, dangerous for cars due to Big Trucks - they think they own the road.

April 17/05

To Whom It May
Concern

My husband & I
are worried & we
would like to see
more buses.

The decline is such
a very good bus
as we take it a lot.
I hope this helps
with your plans.



1504202047



3774 LBE

City Hall
City of Hamilton

71 Main Street 6th Floor
F.O.

Hamilton, Ont
L8P 4Y5

comment1

From: Pham, Melanie
Sent: May-22-15 4:13 PM
To:
Cc: Sergi, Michelle; Newbold, Christine; Robichaud, Steve; Thorne, Jason; Maxwell, Kirstin; Philip, Mohan; Fazio, Margaret; Collins, Chad
Subject: RE: Centennial Neighbourhoods Secondary Plan - Focus Group

Good afternoon,
Thank you Mike for your information provided today and last week. I have forwarded your earlier comments (attached below for reference) to our Housing Division for a response as a number of them relate to housing.

In addition, I would like to provide clarification on the scope of the Secondary Plan. The Secondary Plan can only address land use planning matters. Land use planning matters do not include an ability to address or regulate tenure/ownership of residential units or the people living in them. Secondary planning provides direction on residential uses by establishing land use regulations that provide opportunities for a variety of different forms of housing (e.g., singles, semis or multiple units) and different densities of housing. It is responsive to the current and future housing needs of the community. Our focus is on providing a wide variety of land uses appropriate to the current and anticipated function of the area (including residential, commercial, employment, open space, and institutional), improving the integration and design of all the land uses that make up the neighbourhood, and looking at public realm improvements through the urban design component of the Plan. The Transportation Management Plan's focus on improving the quality and efficiency of travel in the area is also a vital component. Better transit/walking/biking facilities are also directly related to and support housing function and will be further developed through the Transportation Management Plan process.

Please note that there is a Neighbourhood Action Plan that has been completed for the Riverdale Neighbourhood specifically (for lands east of Centennial). This is a mechanism by which this neighbourhood is working with other City departments, agencies and other partners on some of the concerns that are out of the scope of a Secondary Plan (i.e. such as neighbourhood safety, addressing building enforcement issues, etc.). Please see below for a link to the Riverdale Neighbourhood Action Plan:
<http://preview.hamilton.ca/city-initiatives/strategies-actions/riverdale-neighbourhood-action-plan>

In terms of timelines for our next focus group meeting, we are planning to schedule the next meeting for September. At this meeting, various different options for the Secondary Plan and Transportation Management Plan will be presented. Depending on the amount of material to cover, we may hold two meetings to review this information. This timeline is needed to give the project teams enough time to

comment1

review all the inputs received to-date and develop the options. Also, many people are away during the summer and so it is difficult to schedule events during this time.

Best Regards, Melanie Pham

Melanie Pham, MCIP, RPP
Planner I, Community Planning
Planning and Economic Development Department
71 Main Street West, 6th Floor, Hamilton, L8P 4Y5
Melanie.Pham@hamilton.ca
T: (905) 546-2424 ext. 6685
F: (905) 546-4202

From:

Sent: May-22-15 8:39 AM

To: Pham, Melanie; Fazio, Margaret; Newbold, Christine

Cc: Collins, Chad

Subject: Centennial Focus Group

May 22, 2015

Melanie, Margaret, Christine

With this email we provide a copy of yesterday's article in the Stoney Creek News.

Though our committee is intended to address the Centennial area in Hamilton; rest assured that this is very much a Stoney Creek issue. One cannot be separated from the other. The shooting on Delawana Drive is a major issue.

The idea of bike lanes is becoming nonsense. Who will ride a bike to be a victim of a drive-by shooting? Or have his/her bike stolen?

We have to make the community safe, if we want to improve it.

Right now, about 1/4 to 1/2 miles from the proposed Hub, we have significant subsidized-income shelters/housing that deplete the nature and vibrancy of the community.

- * Drugs and burglaries out of Kenora Avenue
- * Drugs, violence and missing persons from Violet Drive
- * Drugs, grow-ops, and guns on Delawana Drive (east of Centennial)

We have to get at least one of these communities out of our area before even considering rejuvenating the community. There were sentiments expressed that these are wonderful people. However, events in the last year have clearly proved otherwise.

When is our next meeting? We were told before the end of May. That's nine days from now.

Thank you.

comment1

From:
Sent: May-14-15 7:58 PM
To: Pham, Melanie; Fazio, Margaret; Newbold, Christine
Subject: Centennial Focus Group - issues in last 24hrs

May 14, 2015

Christine, Margaret, Michelle

So much has happened in these last 24hrs that has to be considered before or during our next meeting.

In our meeting of April 8th we only briefly mentioned the impact of subsidized housing within the Centennial area. The suggestion was presented that having three subsidized-housing-subdivisions in the area will be an impediment to progress, image, and future development. Unfortunately, not all agreed.

Well, yesterday there was a shooting on Delawana Drive (east of Centennial). The armed dispute definitely involved narcotics. In fact a young teenage girl reported on CHCH News confirming that the shooting must have involved drugs and that drugs were easily accessible in the neighbourhood. Is this the foundation for the image of a neighbourhood or the development of business?

To convey how serious the situation is, I spoke with several neighbours this morning. These live on Fairington Drive. Everyone offered or agreed that there is not one house on Fairington that has not suffered a burglary in the last 25yrs. The culprit according to everyone involved is the low-income subsidized-housing complex at Kenora and Barton. This had already been confirmed by the Police. Businesses and religious institutions were not exempt. At our meeting on April 8th the suggestion was made to move the subsidized housing away from its proximity to the new GO Station, and replace those units with apartment condominium towers for workers and business people who would develop the area or utilize the GO Station. I still stand by that decision.

In Toronto yesterday we heard that in one subsidized-housing complex there were at least seven occupants with income over \$100,000. Several families in a low-income complex near us have properties in Florida. How many tenants in our subsidized-housing complexes have incomes and property exceeding \$100,000? Has anyone ever checked? Is their signatures on a form entirely reliable?

On this same issue, it is came to our attention today that the Hamilton James St Train Station will soon open. A block away from the train station on James St there is a center for

comment1

those suffering
narcotic and alcohol over-indulgence with a propensity to violence. Its presence
has detracted the
image and importance of the area. Local businesses require security guards
24hrs/day. Candidly
it is deplorable.

The City has to answer this: does it intend to condone low income accommodation and
narcotics
dealings near our Go Stations that will only diminish any impression of the
respective area?

Besides the information on the prior OMB decisions and our potential budget, please
address this
at the next meeting or before. If nothing changes with respect to the subsidized
housing
subdivisions on Delawana, Violet and Kenora don't expect businesses to jump on
board. An
Eastgate Hub? Why would we bother? A GO Station? What would be the benefit?

Image and development are essential for growth and our goals.

Thank you.

comment2

From:
Sent: May-08-15 8:09 PM
To: Fazio, Margaret
Subject: Appreciate your response

May 8, 2015

Margaret Fazio, Project Manager

Margaret,

Thank you so much for your email. To paraphrase mine of last week, the meeting of April 30th was tending to become a 'bitch-fest' by those who thought what they said

that night will definitely happen. I have met several of these persons since that meeting and truly they are convinced that their opinion will rule. That's our neighbourhood.

May I suggest that at the start of our next team-meeting that the team members be informed concerning the decisions already made by the O.M.B. that right now and most likely in the future determine what can be done or altered.

Also at the start of the meeting, please include some advice as to our budget. There's no benefit to taking two years recommending projects that may cost \$5million when perhaps we only have \$1million to spend.

Most of the expenditures will involve the Eastgate Hub. Bearing that in mind will there be anything left for the other recommendations? If so, how much? It should come down to this: if there are many good suggestions, which ones could the city afford?

Best wishes always and thank you for your continuing concern and leadership.

From: Margaret.Fazio@hamilton.ca
To:
CC: Melanie.Pham@hamilton.ca; Norma.Moores@IBIGroup.com; Yi shan. Liu@hamilton.ca; Lori ss a. Skrypni ak@hamilton.ca
Subject: Response to: Suggestion to alter Eastgate Mall exit
Date: Fri, 8 May 2015 13:58:31 +0000

Thank you for your detailed, helpful comments, below. We will be investigating this scenario during the course of our study. We will post a summary of comments from the April 30, 2015 PIC, on the project website after May 21, 2015, i.e. after the comment period has been closed, for the TMP. We will be proposing alternative solutions to identified problems and opportunities, and their evaluation at PIC#2.

Thank you,

Margaret Fazio, B.Sc., EP, MCIP, RPP
Project Manager, Environmental Planning;
Transportation Management; Capital Assets and Strategic Planning,
Public Works Department City of Hamilton,
400- 77 James St. N, Hamilton, ON, Canada, L8R 2K3;
Tel: 905-546-2424 ext. 2218; Fax: 905-546-2039; e-mail:
Margaret.Fazio@hamilton.ca

comment3

From:
 Sent: May-01-15 8:11 AM
 To: Norma Moores
 Cc: chad.collins@hamilton.ca
 Subject: Suggestion to alter Eastgate Mall exit

May 1, 2015

Norma Moores, IBI Group
 norma.moores@ibigroup.com

Dear Ms. Moores,

It was a pleasure to participate in the informative discussions last night concerning transportation in the Centennial -Eastgate area.

The suggestion, to alter the exit from Eastgate Mall onto Delawana Drive, requires a response.

To give you a preamble:

* From investigations completed in 1988 (to Mayor Morrow) and in 2003 (to the Hamilton Police), most of the vehicles speeding in the neighbourhood or violating stop signs are residents of the neighbourhood. It is not an issue of people outside the neighbourhood abusing the solitude and safety of our residents.

* I reside on Delawana Drive, three doors down from the church hall where we met. Traffic volume and speed are major issues.

* Those most likely to complain about speed on Delawana -Fairington -Kenora are usually those most likely to diminish the importance of stop signs.

* On Tuesday, April 28th while I was cutting our grass, a vehicle mounted the sidewalk and almost struck me. The driver of that vehicle was the one giving the instruction to alter the mall exit onto Delawana Drive. He is known to our community as one who is never happy.

* The exit onto Delawana Drive was the result of discussions with Mayor Morrow in 1988 and with Councillors Fred Eisenberger and Chad Collins in June 1999. The OMB hearing was completed in 1999.

Please also consider these factors:

* The OMB approved the design of the exit

* Mr. Eisenberger and Mr. Collins approved the design of the exit and the finished product.

* Mr. R. Saker, Manager at Eastgate Mall, is pleased with the design.

* Residents on Delawana Drive are opposed to altering the design of the exit.

* Homes will be devalued if the exit is changed as suggested.

* No doubt litigation will follow any change in the exit.

Please do not consider his self-centered suggestion. It's good to have these meetings, but people have to think of the community not just of themselves.

Thank you.

c.c. Chad Collins

comment4

From: Pham, Melani e
Sent: May-04-15 8:40 AM
To:
Cc: Transportati on Pl anni ng
Subject: RE: Centenni al Neighbourhoods

Received. Thank you for your comments.
Regards, Melani e

Melani e Pham, MCIP, RPP
Planner I, Community Planni ng
Planni ng and Economic Development Department
71 Main Street West, 6th Floor, Hamilton, L8P 4Y5 Melani e.Pham@hami lton.ca
T: (905) 546-2424 ext. 6685
F: (905) 546-4202

-----Original Message-----

From:
Sent: April -30-15 7:03 PM
To: Pham, Melani e; tpl annj ng@hami lton.ca
Subject: Centenni al Neighbourhoods

Melani e / Maragret

Just some comments on the Centenni al Neighbourhoods:

I assume that the Secondary Plan for the Centenni al Neighbourhoods will include increasing residential density along Queenston Road especially in the area between the RHVP and Woodman Drive especially due to the proposed transit improvements in this area.

I also assume transit service will increase greatly along Centenni al Parkway from Barton to Lake Ontario when the Go Station and Walmart plaza are completed.

I look forward to seeing the proposals.

Thanks,

comment5

From:
Sent: May-14-15 7:58 PM
To: Pham, Melanie; Fazio, Margaret; Newbold, Christine
Subject: Centennial Focus Group - issues in last 24hrs

May 14, 2015

Christine, Margaret, Michelle

So much has happened in these last 24hrs that has to be considered before or during our next meeting.

In our meeting of April 8th we only briefly mentioned the impact of subsidized housing within the Centennial area. The suggestion was presented that having three subsidized-housing subdivisions in the area will be an impediment to progress, image, and future development. Unfortunately, not all agreed.

Well, yesterday there was a shooting on Delawana Drive (east of Centennial). The armed dispute definitely involved narcotics. In fact a young teenage girl reported on CHCH News confirming that the shooting must have involved drugs and that drugs were easily accessible in the neighbourhood. Is this the foundation for the image of a neighbourhood or the development of business?

To convey how serious the situation is, I spoke with several neighbours this morning. These live on Fairington Drive. Everyone offered or agreed that there is not one house on Fairington that has not suffered a burglary in the last 25yrs. The culprit according to everyone involved is the low-income subsidized-housing complex at Kenora and Barton. This had already been confirmed by the Police. Businesses and religious institutions were not exempt. At our meeting on April 8th the suggestion was made to move the subsidized housing away from its proximity to the new GO Station, and replace those units with apartment condominium towers for workers and business people who would develop the area or utilize the GO Station. I still stand by that decision.

In Toronto yesterday we heard that in one subsidized-housing complex there were at least seven occupants with income over \$100,000. Several families in a low-income complex near us have properties in Florida. How many tenants in our subsidized-housing complexes have incomes and property exceeding \$100,000? Has anyone ever checked? Is their signatures on a form entirely reliable?

On this same issue, it is came to our attention today that the Hamilton James St Train Station will soon open. A block away from the train station on James St there is a center for those suffering

comment5

narcotic and alcohol over-indulgence with a propensity to violence. Its presence has detracted the image and importance of the area. Local businesses require security guards 24hrs/day. Candidly it is deplorable.

The City has to answer this: does it intend to condone low income accommodation and narcotics dealings near our Go Stations that will only diminish any impression of the respective area?

Besides the information on the prior OMB decisions and our potential budget, please address this at the next meeting or before. If nothing changes with respect to the subsidized housing subdivisions on Delawana, Violet and Kenora don't expect businesses to jump on board. An Eastgate Hub? Why would we bother? A GO Station? What would be the benefit?

Image and development are essential for growth and our goals.

Thank you.

comment6

From:
Sent: April-26-15 11:12 AM
To: Pham, Melanie; Fazio, Margaret; Newbold, Christine
Subject: Centennial Focus Group - effect of mailboxes

April 26, 2015

Melanie, Margaret, Christine,

In that the mailboxes will devalue properties, cause significant transportation issues, and contribute to excessive debris, the issue has to be included in future discussions regarding the Centennial Area.

This is a copy of today's correspondence to the Mayor and Councillor.

From:
To: mayor@hamilton.ca; chad.collins@hamilton.ca
Subject: MAILBOXES ON CITY/RESIDENTIAL PROPERTY
Date: Sun, 26 Apr 2015 11:04:37 -0400

April 26, 2015

Mayor Fred Eisenberger.

Chad Collins, Councillor.

Gentlemen,

There are issues concerning the Canada Post mailboxes that is seemingly being ignored by your solicitors, the Press and Canada Post.

SAFETY FACTOR

On Thursday April 23rd at 2:43pm a north bound vehicle stopped on Kenora Avenue across from the Canada Post mailbox so the driver could get out of the vehicle and go to the mailbox. The adverse affect on traffic was incredible. She had to cross the street and could barely do it.

On Friday April 24th at 10:10am a woman crossing Kenora Avenue from the Eastgate Plaza to the west side of the road was almost struck by two vehicles.

DEBRIS

Who is going to clean the debris caused by:

1. Post office boxes are obstructions stopping blowing debris, allowing it to gather around the mail boxes
2. Discarded flyers

Who is responsible for cleaning these areas?

At seven such mailboxes that we checked this last week, this is a major issue.

PROPERTY VALUATION

Does the existence of a mail box on the front of your property devalue the selling price of a family's home? Has this been explored?

LIABILITY

comment6

If these mailboxes are being installed, are you putting Canada Post on notice Now for any future claims?

Who is legally liable for a fall and injury within feet of the mailbox that is adjacent to the sidewalk, ie on city property?

Who is responsible for shovelling the snow and maintaining the quality of the area?

Your input and replies are appreciated.

Thank you.

Yours truly,



Hamilton

CENTENNIAL NEIGHBOURHOODS
SECONDARY PLAN AND TRANSPORTATION MANAGEMENT PLAN
COMMENT SHEET
PUBLIC INFORMATION CENTRE No. 1
Thursday, April 30, 2015

Thank you for attending today's Public Information Centre. Your input is important to help the City develop a Secondary Plan and a Transportation Management Plan for the Centennial Neighbourhoods. It would be appreciated if you would answer the following questions and drop them off in the box provided tonight, OR mail or email them, by **May 21, 2015** to:

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Planning & Economic Development Department
City of Hamilton
71 Main Street West, 6th Floor
Hamilton, ON L8P 4Y5
Phone: 905-546-2424 ext. 6685
Email: Melanie.Pham@hamilton.ca

Margaret Fazio, Project Manager
Public Works Department
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 2218
Email: tplanning@hamilton.ca

YOUR COMMENTS PLEASE!

In your opinion, what makes a community great?

Neighbours
Good communication (btw neighbor business
govt)

Please describe any areas or features in other places you have been, which you like and think would be desirable in the Centennial Neighbourhoods.

- Library + care services in Old Stone Creek (love
original stone creek)
- integrate buses better to tie services in
Stone Creek together better.

What do you feel your community is missing?

- strong d/c Stone Creek (original)
- taxi service and/or bus for Upper Stone Creek
ie. Highland meads, SC Airport, (don't club
etc.)
- bylaws allowing for 1st/ground businesses
upper floor residential buildings!!!

What are the most important issues affecting this area?

Integration of bus lines
~~How'd~~ (*HSR to GO, HSR to HSR*)

Other comments and/or remarks.

Did this event meet your needs?

Please Rank	Poor	Fair	Average	Above Average	Excellent
Day of the Week					
Location/Facility				✓	
Time of Day				✓	
Presentation Boards/Information					
Consultation Activities					
Presenter(s)/Project Team	<i>missed</i>				
Sound System	<i>missed</i>				
Visual System	<i>missed</i>				
Ease of Access				✓	
Washrooms	<i>diff. nature</i>				
Usefulness of Event			✓		

How did you hear about the meeting?

(I.e. Newspaper, E-mail, Social Media, Postcard in Mail, Postcard from another location, Website, Poster, Other)

good! *good idea*

THANK YOU!

Comments submitted will be reviewed and a summary posted online after May 21st.



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YOUR COMMENTS PLEASE!

In your opinion, what makes a community great?

Please describe any areas or features in other places you have been, which you like and think would be desirable in the Centennial Neighbourhoods.

What do you feel your community is missing?

What are the most important issues affecting this area?

Traffic / walking
 Crosswalk from Vineyard to Eastgate across Centennial
 left turn signal from Centennial to Delaware (west)

Other comments and/or remarks.

Did this event meet your needs?

Please Rank	Poor	Fair	Average	Above Average	Excellent
Day of the Week					
Location/Facility					
Time of Day					
Presentation Boards/Information					
Consultation Activities					
Presenter(s)/Project Team					
Sound System					
Visual System					
Ease of Access					
Washrooms					
Usefulness of Event					

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YOUR COMMENTS PLEASE!

In your opinion, what makes a community great?

- user friendly sidewalks rest places
- large communal recreation centres
- green spaces accessible to people and guide animals

Please describe any areas or features in other places you have been, which you like and think would be desirable in the Centennial Neighbourhoods.

- carpool lot at go bus station
- bike shelters

What do you feel your community is missing?

- affordable multi residential housing
- increase HSR frequency during non commute time 9am-5pm 7pm-11pm

What are the most important issues affecting this area?

- traffic congestion on RHPV, QEW Niagara

Other comments and/or remarks.

- white board presentation on the 1yr, 5yr, 10yr time-line for transportation and secondary use plan.

- more indepth data on projected population, demographics, HSR ridership in area, future commercial development impact on income generating for taxbase.

Did this event meet your needs?

Please Rank	Poor	Fair	Average	Above Average	Excellent
Day of the Week			✓		
Location/Facility		✓	(acoustics poor)		
Time of Day			✓		
Presentation Boards/Information			✓		
Consultation Activities		✓			
Presenter(s)/Project Team			✓		
Sound System	✓				
Visual System			✓		
Ease of Access			✓		
Washrooms			✓		
Usefulness of Event			✓		

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online survey prior to meeting was very user friendly.

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YOUR COMMENTS PLEASE!

In your opinion, what makes a community great?

- parks, recreation centres, walking areas
- more trees and greenery
- traffic calming. 3 phase traffic lights
at Nash and Kentley ~~off~~ helps with this.

Please describe any areas or features in other places you have been, which you like and think would be desirable in the Centennial Neighbourhoods.

What do you feel your community is missing?

ash trees were removed along Nash Rd N between Barton and Kentley St. would like to see lots of trees replanted along the area.

What are the most important issues affecting this area?

Other comments and/or remarks.

Did this event meet your needs?

Please Rank	Poor	Fair	Average	Above Average	Excellent
Day of the Week					
Location/Facility					
Time of Day					
Presentation Boards/Information					
Consultation Activities					
Presenter(s)/Project Team					
Sound System					
Visual System					
Ease of Access					
Washrooms					
Usefulness of Event					

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YOUR COMMENTS PLEASE!

In your opinion, what makes a community great?

- ✓ The accessibility to major highways.
- ✓ Schools ~~are great~~ with playgrounds.
- * A community should not be of one ethnicity but of many

Please describe any areas or features in other places you have been, which you like and think would be desirable in the Centennial Neighbourhoods.

- Burlington bridges & streets are nicer & cleaner (although not in the winter).
- Snow clearing is good. (in Hamilton)
- * But our streets are very old.

What do you feel your community is missing?

- City Hall office in Stoney Creek.?

What are the most important issues affecting this area?

✓ It needs to be more accessible for pedestrians.

✓ Not enough housing for Seniors. (active Seniors.)

Other comments and/or remarks.

Hamilton is getting very expensive in regards to housing.

Jobs are not good paying jobs for regular people.

Did this event meet your needs?

Please Rank	Poor	Fair	Average	Above Average	Excellent
Day of the Week					✓
Location/Facility					✓
Time of Day					✓
Presentation Boards/Information					✓
Consultation Activities				?	
Presenter(s)/Project Team				/	
Sound System				✓	
Visual System				✓	
Ease of Access					✓
Washrooms				✓	
Usefulness of Event					✓

How did you hear about the meeting?

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Received Postcard

THANK YOU!

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YOUR COMMENTS PLEASE!

In your opinion, what makes a community great?

Churches, mosques, temples, etc.
Public transit
Job opportunities
Walkability
Parks & recreation
Safety, fewer parking lots, high density

Please describe any areas or features in other places you have been, which you like and think would be desirable in the Centennial Neighbourhoods.

Public art
Public/civic centres connecting to parks, malls.
Libraries, multi-purpose areas
Fountains, trees, greenspace w sports opportunities.

What do you feel your community is missing?

Social bikes / shared bike, car share
Wider sidewalks, speed bumps, bike lanes
LRT / High order transit.

What are the most important issues affecting this area?

Other comments and/or remarks.

Need more youth & new comers representation.

Did this event meet your needs?

Please Rank	Poor	Fair	Average	Above Average	Excellent
Day of the Week			✓		
Location/Facility				✓	
Time of Day			✓		
Presentation Boards/Information				✓	
Consultation Activities				✓	
Presenter(s)/Project Team				✓	
Sound System				✓	
Visual System				✓	
Ease of Access			✓		
Washrooms			✓		
Usefulness of Event				✓	

How did you hear about the meeting?

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Mail

THANK YOU!

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YOUR COMMENTS PLEASE!

In your opinion, what makes a community great?

The people, Community togetherness.
getting out to meet others.
Being part of change.

Please describe any areas or features in other places you have been, which you like and think would be desirable in the Centennial Neighbourhoods.

* HSR service expanded to reach
Community services and Recreation Centres.
Libraries, malls, Schools etc.

What do you feel your community is missing?

* HSR Services
* One side only parking on our side streets.
during winter months.
* Night time policing

What are the most important issues affecting this area?

TRANSPORTATION

Other comments and/or remarks.

Did this event meet your needs?

Please Rank	Poor	Fair	Average	Above Average	Excellent
Day of the Week					✓
Location/Facility					✓
Time of Day					✓
Presentation Boards/Information					
Consultation Activities					✓
Presenter(s)/Project Team					
Sound System		✓			
Visual System					
Ease of Access					✓
Washrooms			✓		
Usefulness of Event				✓	

How did you hear about the meeting? received mail at our address.

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POSTCARD.

THANK YOU!

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PUBLIC INFORMATION CENTRE No. 1
Thursday, April 30, 2015

Thank you for attending today's Public Information Centre. Your input is important to help the City develop a Secondary Plan and a Transportation Management Plan for the Centennial Neighbourhoods. It would be appreciated if you would answer the following questions and drop them off in the box provided tonight, OR mail or email them, by **May 21, 2015** to:

Melanie Pham, Planner OR
Planning & Economic Development Department
City of Hamilton
71 Main Street West, 6th Floor
Hamilton, ON L8P 4Y5
Phone: 905-546-2424 ext. 6685
Email: Melanie.Pham@hamilton.ca

Margaret Fazio, Project Manager
Public Works Department
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 2218
Email: tplanning@hamilton.ca

YOUR COMMENTS PLEASE!

In your opinion, what makes a community great?

The people!

Please describe any areas or features in other places you have been, which you like and think would be desirable in the Centennial Neighbourhoods.

What do you feel your community is missing?

more parks & people space
benches

What are the most important issues affecting this area?

traffic congestion

Other comments and/or remarks.

Did this event meet your needs?

Please Rank	Poor	Fair	Average	Above Average	Excellent
Day of the Week					✓
Location/Facility					✓
Time of Day					✓
Presentation Boards/Information					✓
Consultation Activities					✓
Presenter(s)/Project Team					✓
Sound System			✓		
Visual System					✓
Ease of Access			✓		
Washrooms				✓	
Usefulness of Event					✓

How did you hear about the meeting?

(I.e. Newspaper, E-mail, Social Media, Postcard in Mail, Postcard from another location, Website, Poster, Other)

Newspaper

THANK YOU!

Comments submitted will be reviewed and a summary posted online after May 21st.



**CENTENNIAL NEIGHBOURHOODS
SECONDARY PLAN AND TRANSPORTATION MANAGEMENT PLAN
COMMENT SHEET
PUBLIC INFORMATION CENTRE No. 1
Thursday, April 30, 2015**

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YOUR COMMENTS PLEASE!

the road - make it feel wider

In your opinion, what makes a community great?

WIDEN THE CENTENNIAL PARKWAY FROM QUEENSTON ROAD TO KING ST, WHILE THEY ARE DOING SEWER WORK

Please describe any areas or features in other places you have been, which you like and think would be desirable in the Centennial Neighbourhoods.

What do you feel your community is missing?

What are the most important issues affecting this area?

Other comments and/or remarks.

Did this event meet your needs?

Please Rank	Poor	Fair	Average	Above Average	Excellent
Day of the Week					
Location/Facility					
Time of Day					
Presentation Boards/Information					
Consultation Activities					
Presenter(s)/Project Team					
Sound System					
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Ease of Access					
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Hamilton

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YOUR COMMENTS PLEASE!

In your opinion, what makes a community great? *and working together to*

People... supporting each other, the social events, businesses and plans for the future.

Please describe any areas or features in other places you have been, which you like and think would be desirable in the Centennial Neighbourhoods.

walking / biking community "shortcuts" like at Kenora

What do you feel your community is missing?

Bike routes.

What are the most important issues affecting this area?

*Increasing traffic ~~thru~~ on Centennial through traffic,
 - Housing Costs vs. Updating*

Other comments and/or remarks.

*Much better discussions when a facilitator was
 at the table.*

Did this event meet your needs?

Please Rank	Poor	Fair	Average	Above Average	Excellent
Day of the Week			✓		
Location/Facility				✓	
Time of Day				✓	
Presentation Boards/Information				✓	
Consultation Activities			✓		
Presenter(s)/Project Team		✓	✓		
Sound System			✓		
Visual System			✓		
Ease of Access					N/A
Washrooms					N/A
Usefulness of Event			✓		

How did you hear about the meeting?

(I.e. Newspaper, E-mail, Social Media, Postcard in Mail, Postcard from another location, Website, Poster, Other)

THANK YOU!

Comments submitted will be reviewed and a summary posted online after May 21st.

[Skip to main content](#)

You are here

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Centennial Neighbourhoods Survey

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- [Revisions](#)

Secondary tabs

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- [Table](#)
- [Download](#)
- [Clear](#)
-

This page shows analysis of submitted data, such as the number of submissions per component value, calculations, and averages. Additional components may be added under the "Add analysis components" fieldset.

How old are you?

25 to 34 years old	2
35 to 44 years old	2
45 to 54 years old	2
65 to 74 years old	3
75 years or older	1

Gender:

Left Blank	2
User entered value	9
Average submission length in words (ex blanks)	1.00

How do you use the Centennial Neighbourhoods Area? (check all that apply)

Live in the area	9
Work in the area	1
Visit people in the area	5
Shop, access services, recreation or entertainment in the area	9

If you live in the study area, please provide your postal code:

Left Blank	4
User entered value	7
Average submission length in words (ex blanks)	3.00

If you work in the study area, please tell us where:

Left Blank	10
User entered value	1
Average submission length in words (ex blanks)	3.00

If you go to school in the area, please tell us which school you attend:**If other, please specify:**

Left Blank	11
User entered value	0
Average submission length in words (ex blanks)	0

1. What do you like about the Centennial Neighbourhoods?

Left Blank	4
User entered value	7
Average submission length in words (ex blanks)	46.86

2. What public or private spaces do you like to visit in the Centennial Neighbourhoods? What makes them special?

Left Blank	3
User entered value	8
Average submission length in words (ex blanks)	77.50

3. In your opinion, what are the three most important elements that would help to improve the Centennial Neighbourhoods?

New or improved public spaces (i.e. such as parks, plazas, squares and trails)	6
Walking or cycling routes	3
Access to higher order transit (i.e. train, light rail transit, bus rapid transit)	6
New mixed use developments (commercial and residential together) along Centennial Parkway and Queenston Road	3
Streetscape improvements (i.e. better lighting, sidewalks, trees and greenery, and seating areas, etc.)	9
Improvements to the appearances of buildings	4
Other	3

If other, please specify:

Left Blank	9
User entered value	2
Average submission length in words (ex blanks)	16.50

4. What additional destinations, types of uses or buildings would you like to see in the Centennial Neighbourhoods?

Left Blank	2
User entered value	9
Average submission length in words (ex blanks)	37.33

5. Are there any places within the Centennial Neighbourhoods where you feel unsafe?

No	3
Yes	6

If yes, then where? What makes them unsafe?

Left Blank	5
User entered value	6
Average submission length in words (ex blanks)	28.83

6. Do you have any other comments you wish to provide?

Left Blank	5
User entered value	6
Average submission length in words (ex blanks)	47.00

1. If you go to school, how do you usually travel to school? Select your most frequent way of traveling to school.

Share a ride or get dropped off	1
---------------------------------	---

If you selected combination, please specify

Left Blank	11
User entered value	0
Average submission length in words (ex blanks)	0

If you selected other way, please specify

Left Blank	11
User entered value	0
Average submission length in words (ex blanks)	0

2. What other ways do you sometimes use to travel to school? Select any that you sometimes use.

Drive by myself	1
HSR Bus	1

3. Do you have any problems, such as poor health, poor vision, difficulty walking, that make it hard to travel around?

Yes	3
No	7

4. Do you use a scooter, wheelchair, walker, cane or assistance dog to help you travel around?

Yes	1
No	9

5. How do you typically travel to work? Select your most frequent way of traveling to work.

Walk	1
Drive by myself	4
HSR bus	1
A combination, such as walk to transit	1

If you selected combination, please specify

Left Blank	10
User entered value	1
Average submission length in words (ex blanks)	10.00

If you selected other way, please specify

Left Blank	11
User entered value	0
Average submission length in words (ex blanks)	0

7. How do you travel for other trips you make? Select any that you typically or sometimes use for travelling for other trips.

Walk	2
Drive by myself	3
Taxi	1
HSR Bus	3
DARTS Accessible Transit	1
Other	1

If you selected other way, please specify

Left Blank	10
User entered value	1
Average submission length in words (ex blanks)	17.00

6. What other ways do you sometimes use to travel to work? Select any that you sometimes use.

Drive by myself	2
Share a ride or get dropped off	2
HSR bus	1

8. What is the most important transportation issue or opportunity for improvement to you in the study area?

Left Blank	2
User entered value	9
Average submission length in words (ex blanks)	39.33

9. Rate how easily you travel in the study area by the following methods:

	Excellent	Easy	Neutral	Not very easy	Difficult	I don't know
Driving	2	3	2	1	1	0
Walking	0	2	4	1	1	0
Crossing the street when walking	0	2	3	1	3	0
Cycling	0	0	1	2	2	2
Riding the bus	0	5	1	1	0	2
Walking or cycling to the bus stop	1	2	0	2	0	3
Making deliveries by truck	0	0	1	0	1	5
Finding Parking	2	4	0	1	2	0

10. Which of the following do you feel are problems in your neighbourhood?

	Not a problem	Somewhat of a problem	A big problem	I don't know
Cars speeding in my neighbourhood	2	2	5	1
Cars driving on local streets in my neighbourhood to avoid major streets	2	3	3	1
Congestion or traffic delays on major streets	0	5	4	0
Trucks not being able to make deliveries easily or on time	1	1	1	5
Too many trucks	3	3	2	0
Bus service not frequent enough	2	2	2	2
Bus service that does not go where you travel	3	2	1	2
Bus service that starts too late or ends too early in the day	2	1	1	4
Missing sidewalks or pathways for walking	2	1	3	2
Lack of safe and comfortable cycling paths	0	0	5	2
Lack of safe and comfortable places for pedestrians and cyclists to cross major streets	0	3	4	1
Not enough carpool, or park-and-ride lots	1	2	2	3

If you feel there are other problems, please specify:

Left Blank	9
User entered value	2
Average submission length in words (ex blanks)	69.50

11. What aspects of travelling in the study area are working well?

Cars can easily move through the study area	4
There is no trouble driving through the neighbourhood even during high traffic hours.	1
Bus service frequent enough	1
Bus service provides options and travels where I want to go	1
Bus service that starts early enough and ends late enough	1
Sidewalks are complete, and easily accessible	1
Other	1

If other, please specify:

Left Blank	10
User entered value	1
Average submission length in words (ex blanks)	11.00

12. If you could improve one thing about getting around in the study area today, what would it be?

Left Blank	3
User entered value	8
Average submission length in words (ex blanks)	12.63

13. What do you think would be your biggest concern about travelling in this area 10 - 25 years from now? Consider that new development and growth may occur in the Centennial Neighbourhoods and the areas around it.

Left Blank	2
User entered value	9
Average submission length in words (ex blanks)	19.44

Carpooling (more than one person travelling together)

Left Blank	7
User entered value	2
Average submission length in words (ex blanks)	11.50

Walking

Left Blank	4
User entered value	5
Average submission length in words (ex blanks)	10.80

Cycling

Left Blank	4
User entered value	5
Average submission length in words (ex blanks)	8.40

HSR Bus

Left Blank	5
User entered value	4
Average submission length in words (ex blanks)	9.25

GO Bus

Left Blank	7
User entered value	2
Average submission length in words (ex blanks)	3.00

Future GO Train

Left Blank	3
User entered value	6
Average submission length in words (ex blanks)	7.67

Carshare

Left Blank	5
User entered value	4
Average submission length in words (ex blanks)	7.75

15. Do you have any other comments about transportation in the Centennial Neighbourhoods study area?

Left Blank	6
User entered value	5
Average submission length in words (ex blanks)	34.00

[Show Add analysis components](#)

The selected components will be included on the analysis page.

Include all components

- Instructions
- Your info
- About you

- Tell us a little bit about yourself

- How old are you?

- Gender:
- You and the Centennial Neighbourhoods Area

- How do you use the Centennial Neighbourhoods Area? (check all that apply)

Update analysis display

Phase 1 Consultation Summary

Centennial Neighbourhoods Transportation Management Plan— Summary of Phase 1 Consultation

The Centennial Neighbourhoods Transportation Management Plan (CNTMP) is being undertaken to support the Secondary Plan for the Study Area, as well as to address existing transportation needs and issues. The objective of Phase 1 of the CNTMP is to identify issues or opportunities related to transportation. This summary provides an overview of stakeholder and public consultation events undertaken to date to understand existing conditions and issues. The events include:

- Stakeholder focus group (April 8, 2015)—12 people attended from the public
- Public information centre (April 30, 2015)—86 people signed the sign-in sheet
- Comments from City of Hamilton staff—Public Works, HSR, Planning and Public Health
- Public opinion survey posted on the City of Hamilton website—14 people filled it out on-line; two people submitted hard copies
- Direct submissions from the public—11 comment forms, one written submission and 10 emails

Overview of Issues

An overview of the issues and opportunities identified through the above consultation is provided below. The issues presented are “as heard”. While many are directly related to the scope of the CNTMP, others may be subject to other processes and City Divisions. In particular, many of the transit-related issues are of an operational nature and need to be considered in the context of HSR’s overall transit plans. However, the CNTMP will continue to highlight these issues and articulate broader strategies to address them. The timing of transit improvements also influences the success of TDM programs and other initiatives aimed at increasing transit modal shares.

Local Transit Service

High-level local transit comments:

- **Connectivity to major destinations** within and outside of the community was an issue for many individuals. Within the area, a number of major destinations lacked direct connections to one another, such as the GO Park n’ Ride, St. Joseph’s UCC, Walmart Plaza, Eastgate Square and Riverdale Community Centre. Of particular concern was the lack of a direct connection between Eastgate Square and the current GO Transit Park n’ Ride. Similarly, a connection to the future GO Station from the neighbourhoods was a longer-term concern.
- **Supporting expansion of rapid transit** (both LRT and BRT were suggested) along the B-Line corridor received mixed reviews. Some considered it a top priority while others were opposed to it. Some implied that it would be a good way to solve congestion in the area while others said taking lanes away would increase traffic.
- A resident indicated that **connecting existing routes with Eastgate Square**, specifically Route 4 Bayfront, and the Route 5 Delaware branches that operate south of King, would make it easier to connect to other routes by transit and to get to the mall.
- **Riverdale Community Centre needs direct transit service** for the youth, women and recent immigrants who access its services

Phase 1 Consultation Summary

Issues to be addressed outside the CNTMP:

- **Doubling the size of the Eastgate Square terminal** is part of the HSR's long-term plans for the area and they encourage the study to identify where this could take place. Along the same lines, many residents indicated that an indoor waiting area at Eastgate Square, with washrooms and real-time departure information, would improve the experience and make long-transfers between vehicles more comfortable.
- **Low-frequency, community bus routes** that enter local neighbourhoods were suggested for areas with lower densities.
- **Frequency of routes** needing improvement was the transit issue identified by the most people. The Queenston Corridor (from Downtown to Eastgate Square) and Barton (from Downtown to Bell Manor Loop) were seen as being well served. However, other routes were viewed as needing to operate more frequently to improve their usefulness, particularly for seniors, children/youth, women, new immigrants and low income residents. The HSR did indicate that improvements would be coming to the Route 56 Centennial route within the next three years as part of their 10-year strategy.
- **Daily operating hours** were viewed as needing improvement by many people. Comments identified that service started too late in the morning and ended too early. Some routes were cited as not operating for the full service span of the destinations they serve, particularly the Route 56 Centennial bus that started operating later and ending earlier than the hours of the Walmart it primarily serves.
- Many comments were received that **Route 56 Centennial does not operate frequently or long enough**. Its hours should align with the Walmart Plaza to provide safe access for workers.
- Many indicated that **one bus should operate the full length of Centennial Parkway**. Currently, Route 56 Centennial operates on the section north of Eastgate Square, while Route 44 Rymal, operates on the section south of Eastgate Square and continues to Upper Centennial for mountain access.
- **Providing more transit stop amenities** like shelters, benches and waste containers was cited as an opportunity for improvement.
- **Garbage bins are not being emptied** at some bus stops, primarily along Queenston and Barton.

Regional Transit

- The **existing GO Transit Park n Ride/carpool lot is well liked**.
- There is an opportunity to **increase non-auto access to the new GO bus station** by improving the cycling and pedestrian infrastructure in the vicinity and providing more frequent and direct HSR service to it.
- Concerns were raised with **how the new GO Train station will be accessed**. Individuals supported options such as transit, pedestrian, cycling and driving in order to provide multi-modal access for residents.
- **GO buses connecting to Burlington GO should still operate after the new GO Train Station** opens. The train will take too long to get to Burlington as it has to go through Downtown Hamilton.
- Concerns were raised that the **new GO Train station will make the community a suburb of Toronto**.

Phase 1 Consultation Summary

Pedestrians

High-level pedestrian comments:

- While many of the destinations in the area are a “walkable” distance, most considered it **unsafe and/or uncomfortable to walk** due to an unattractive pedestrian realm, lack of infrastructure and very short crossing times at major intersections. This was cited most frequently for any trip that required crossing an arterial road like Centennial, Barton or Queenston.
- Encouraging and facilitating **walking is important to encourage healthy active living** in the area. Residents should be able to access major destinations in the community by foot to incorporate healthy living by design into their everyday lives.
- **Streetscaping improvements**, such as benches and trees, were requested to be added to improve the area. Generally, Queenston was viewed as “attractive” because of the sidewalk setback from the road and trees along the boulevard, while Centennial, King and Barton were not attractive due to the sidewalk adjacent to the roadway and a lack of amenities and trees along it.
- **Mixed comments were received about installing new sidewalks along low-volume residential roads** that were built without them.

Location-specific pedestrian comments:

- **Pedestrian access to Eastgate Square received mixed reviews:**
 - Individuals west of Centennial between Barton and Queenston generally said access by foot was easy, though speeding traffic was a concern.
 - Individuals east of Centennial cited the need for a pedestrian crossing on the eastern side of the mall in the vicinity of Vineyard Road. This was of particular concern for people from the Riverdale area who walk to the mall and transit terminal.
- **Narrow sidewalks on Nash** make it uncomfortable to walk along.
- **Missing sidewalks along portions of Lake and Centennial** make it difficult for individuals to travel by foot. Access to the Walmart Plaza and Confederation Park was cited as being difficult because of this.

Issues to be address outside the CNTMP:

- Current **crossing times were considered inadequate** across major roads, even for abled-bodied people. Intersections that received a large volume of comments about this were Centennial at Queenston, Centennial at Delawana, and Centennial at Barton.
- **New ladder-style pedestrian crossings** were recommended for Kenora at Kentley, Kentley at Oakland, and Kentley at Nash.

Cycling

High-level cycling comments:

- Many individuals stated they **do not feel comfortable cycling** in most parts of the community due to the **lack of safe facilities, fast traffic and the large volumes of trucks**. While many of the destinations in the area are a “bikeable” distance, it is not safe and/or comfortable to bike.
- **Expanding Hamilton Bike Share to the area** was cited multiple times as an opportunity.
- **Encouraging cycling is important for healthy active living** in the area. Accessing major destinations in the community by bike should be encouraged to incorporate healthy living by design into residents’ everyday lives.

Phase 1 Consultation Summary

Location-specific cycling comments:

- Many cited the need for a **safe active transportation connection on Centennial Parkway in order to reach Confederation Park**. The City and MTO are currently working on a multi-use path connection on the Centennial Parkway structure over the QEW that will accomplish this, however the timing is currently unknown.
- **New bikeways** were suggested for Nash, Delawana, Owen Place, Kenora and Kentley, as was continuing the lanes on King Street. As well, adding new facilities to reach the new GO Station and Queenston Library were suggested.

Roadways

High-level roadway comments:

- **Speeding is perceived as happening on all residential streets**. Some mention the need for better enforcement or a 40 km/hr blanket speed limit in the area.
- **RHVP congestion causes traffic to seek alternate routes** in study area arterial roads, especially Centennial up to the mountain.
- **Heavy truck traffic uses Centennial and Barton and is often noisy**, especially at night. Individuals indicated that the large volume poses a **perceived safety risk**.

Specific level roadways comments:

- The **left-turn only movement onto Kenora and right-turn only movement onto Delawana from Eastgate Square were viewed as an inconvenience** by some residents. Many indicated they drive around the mall in order to get home from shopping. These traffic movement restrictions are from an OMB ruling issued September 22, 2000.

Issues to be address outside the CNTMP:

- There were concerns that the **traffic signals along arterial routes have too short of a green phase**. This needs to be extended in order to allow cars and goods movement vehicles to travel efficiently.
- The **split-phase traffic signal at Nash and Kentley is well liked**. Suggestions were given to improve the signage to help people understand it better.
- Many comments requested an **advanced left turn signal at Centennial and Delawana** for traffic turning onto Delawana (both directions).
- Concerns were raised about **the queue that forms to make a left-turn into St. Joseph's UCC on King Street**.
- Concerns were raised about **construction-related cut-through traffic from recent / on-going projects on Barton and Centennial**. Roads that were mentioned include Irene and Kenora.

Evaluation Criteria

As part of the focus group and PIC, individuals were asked to select the five most important factors to them from a list of criterion for evaluating transportation options. The results are shown in Exhibit 1. Pedestrians and transit were select as important by the most people (17). Urban Design was the most important factor for stakeholders attending the focus group meeting; drivers was the most important to members of the public who participated in this activity at the PIC.

Phase 1 Consultation Summary

Exhibit 1: Evaluation Criteria

CRITERIA	PIC	FOCUS GROUP	TOTAL
Transit	13	4	17
Pedestrians	11	6	17
Drivers	14	2	16
Connectivity of the transportation network	9	5	14
Urban Design	8	6	14
Accessibility	10	3	13
Cost	10	2	12
Safety for all users	7	5	12
Natural Environment	11	1	12
Cyclist	9	1	10
Built Heritage	2	0	2
Archaeology	2	0	2
Public Health	8	1	9
Emergency Vehicles Access	2	0	2



Let's Talk about the Centennial Neighbourhoods!

PUBLIC INFORMATION CENTRE #2 – OPPORTUNITIES FOR PUBLIC INPUT

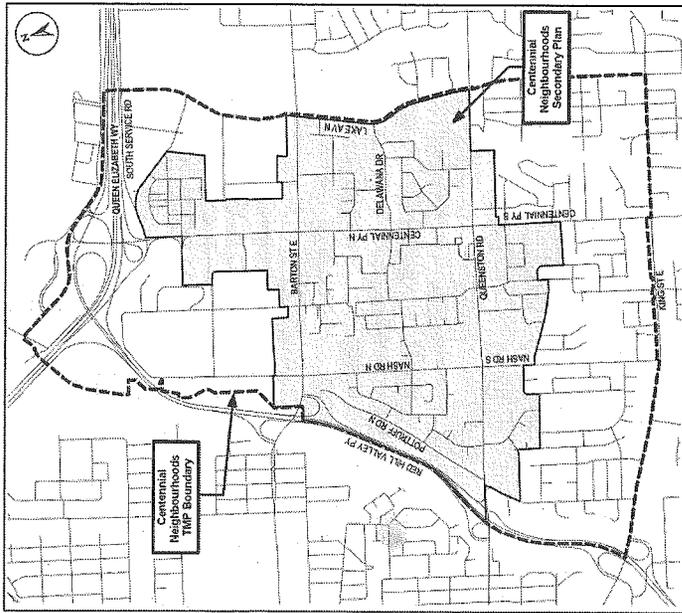
Speetator
Nov. 26, 2015

What?

The City is hosting a meeting to engage with the public about the Centennial Neighbourhoods Secondary Plan Study and Transportation Management Plan (TMP) Study (Municipal Class Environmental Assessment)

- Hear an update on the status of these projects
- Learn about and provide input into the various land use, intensification, and transportation options that we have developed. Your input will help us to determine the preferred changes and plans for the Study Areas.

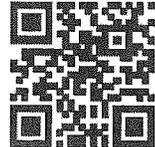
Study Area:



Speetator
Nov. 26, 2015

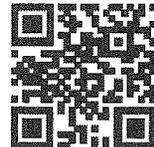
Why?

The Centennial Neighbourhoods area is an important area in the east end of the City. It is a focal point for commercial uses, other activities and transportation connections. The area has been identified as a potential area for future change and redevelopment. The purpose of the study is to create a plan and policies to guide future change, promoting positive improvements that meet the community's needs.



Centennial Neighbourhoods Transportation Management Plan

This study is being carried out in collaboration with the Secondary Plan. The study will consider and review alternative options for changes to pedestrian, cycling, transit, truck and other vehicular networks, and will also take into account upcoming GO Transit service improvements to the area. The purpose of the study is to address existing and future transportation needs and issues in the area.



When & Where?

Tuesday, Dec 1st, 2015
6:30 pm – 9:00 pm (Presentation at 6:45 pm)
Lake Avenue Public School, West Gymnasium
157 Lake Avenue North, Hamilton, ON L8E 1L5

How? Attend the meeting or contact the project managers for additional information. Access the websites above for more information. You can also submit your comments online from Dec 2nd to Dec 18th, 2015.

Optional: RSVP for the event by emailing planning.team@hamilton.ca or calling 905-546-2424 Ext. 4498.

If you have any accessibility requirements to participate in this event, please call 905-546-2424 Ext. 4498 or email planning.team@hamilton.ca. Advance requests are highly encouraged to enable us to meet your needs adequately.

Contact:

Secondary Plan
Melanie Pham, MCIP, RPP, Planner
Phone: 905-546-2424 Ext. 6685 | E-Mail: Melanie.Pham@hamilton.ca

Transportation Management Plan
Mohan Philip, M.Eng., P.Eng., Project Manager
Phone: 905-546-2424 Ext. 3438 | E-Mail: tplanning@hamilton.ca

This Notice issued November 20th, 2015 and November 27th, 2015.

Nov. 19, 2015

Let's Talk about the Centennial Neighbourhoods!

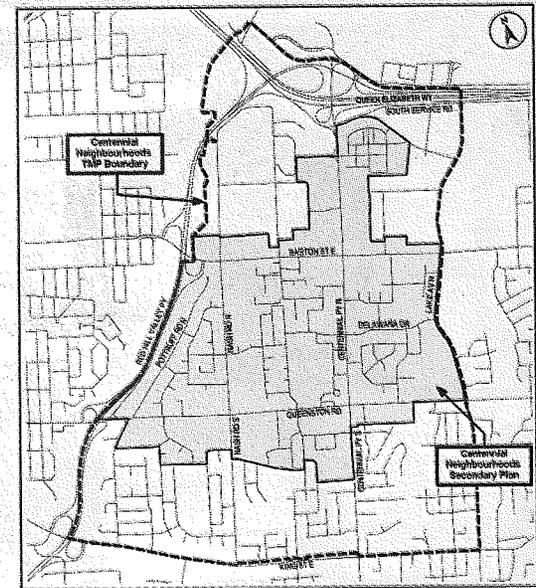
PUBLIC INFORMATION CENTRE #2

OPPORTUNITIES FOR PUBLIC INPUT

What? The City is hosting a meeting to engage with the public about the Centennial Neighbourhoods Secondary Plan Study and Transportation Management Plan (TMP) Study (Municipal Class Environmental Assessment)

- This meeting is an opportunity to:
- Hear an update on the status of these projects
 - Learn about and provide input into the various land use, intensification, and transportation options that we have developed. Your input will help us to determine the preferred changes and plans for the Study Areas.

Study Area:



When & Where? Tuesday, Dec 1st, 2015
6:30 pm – 9:00 pm (Presentation at 6:45 pm)
Lake Avenue Public School, West Gymnasium
157 Lake Avenue North, Hamilton, ON L8E 1L5

Why? **Centennial Neighbourhoods Secondary Plan**
The Centennial Neighbourhoods area is an important area in the east end of the City. It is a focal point for commercial uses, other activities and transportation connections. The area has been identified as a potential area for future change and redevelopment. The purpose of the study is to create a plan and policies to guide future change, promoting positive improvements that meet the community's needs.
www.hamilton.ca/centennialneighbourhoods



Centennial Neighbourhoods Transportation Management Plan
This study is being carried out in collaboration with the Secondary Plan. The study will consider and review alternative options for changes to pedestrian, cycling, transit, truck and other vehicular networks, and will also take into account upcoming GO Transit service improvements to the area. The purpose of the study is to address existing and future transportation needs and issues in the area.
www.hamilton.ca/centennialTMP



How? Attend the meeting or contact the project managers for additional information. Access the websites above for more information. You can also submit your comments online from Dec 2nd to Dec 18th, 2015.

Optional: RSVP for the event by emailing planning.team@hamilton.ca or calling 905-546-2424 Ext. 4498.

If you have any accessibility requirements to participate in this event, please call 905-546-2424 Ext. 4498 or email planning.team@hamilton.ca. Advance requests are highly encouraged to enable us to meet your needs adequately.

Contact **Secondary Plan**
Melanie Pham, MCIP, RPP, Planner
Phone: 905-546-2424 Ext. 6685 | E-Mail: Melanie.Pham@hamilton.ca
Transportation Management Plan
Mohan Philip, M.Eng., P.Eng., Project Manager
Phone: 905-546-2424 Ext. 3438 | E-Mail: tplanning@hamilton.ca

21
TUESDAY, NOVEMBER 19, 2015 • STONEY CREEK NEWS • WWW.HAMILTONNEWS.COM

**PUBLIC INFORMATION CENTRE #2
OPPORTUNITIES FOR PUBLIC INPUT**

What?

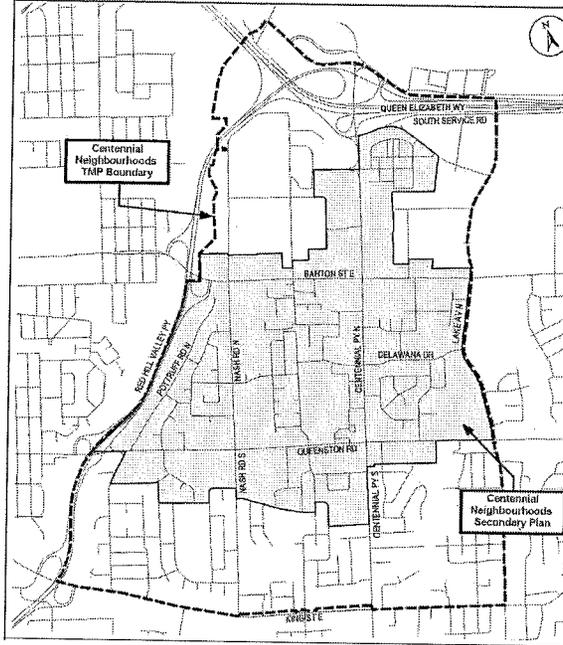
The City is hosting a meeting to engage with the public about the Centennial Neighbourhoods Secondary Plan Study and Transportation Management Plan (TMP) Study (Municipal Class Environmental Assessment)

This meeting is an opportunity to:

- Hear an update on the status of these projects
- Learn about and provide input into the various land use, intensification, and transportation options that we have developed. Your input will help us to determine the preferred changes and plans for the Study Areas.

Study Area:

*Spectator
Nov. 20, 2015*



When & Where?

Tuesday, Dec 1st, 2015
6:30 pm – 9:00 pm (Presentation at 6:45 pm)
Lake Avenue Public School, West Gymnasium
157 Lake Avenue North, Hamilton, ON L8E 1L5

Why?

Centennial Neighbourhoods Secondary Plan

The Centennial Neighbourhoods area is an important area in the east end of the City. It is a focal point for commercial uses, other activities and transportation connections. The area has been identified as a potential area for future change and redevelopment. The purpose of the study is to create a plan and policies to guide future change, promoting positive improvements that meet the community's needs.
www.hamilton.ca/centennialneighbourhoods



Centennial Neighbourhoods Transportation Management Plan

This study is being carried out in collaboration with the Secondary Plan. The study will consider and review alternative options for changes to pedestrian, cycling, transit, truck and other vehicular networks, and will also take into account upcoming GO Transit service improvements to the area. The purpose of the study is to address existing and future transportation needs and issues in the area.
www.hamilton.ca/centennialNTMP



How? Attend the meeting or contact the project managers for additional information. Access the websites above for more information. You can also submit your comments online from Dec 2nd to Dec 18th, 2015.

Optional: RSVP for the event by emailing planning.team@hamilton.ca or calling 905-546-2424 Ext. 4498.

If you have any accessibility requirements to participate in this event, please call 905-546-2424 Ext. 4498 or email planning.team@hamilton.ca. Advance requests are highly encouraged to enable us to meet your needs adequately.

Contact: Secondary Plan

Melanie Pham, MCIP, RPP, Planner
Phone: 905-546-2424 Ext. 6685 | E-Mail: Melanie.Pham@hamilton.ca

Transportation Management Plan

Mohan Philip, M.Eng., P.Eng., Project Manager
Phone: 905-546-2424 Ext. 3438 | E-Mail: tplanning@hamilton.ca

This Notice issued November 20th, 2015 and November 27th, 2015.



CITY OF HAMILTON Notices



@cityofhamilton

905.546.CITY (2489)
CAMPBELLVILLE RESIDENTS CALL 905.634.2971

www.hamilton.ca

NOTICES

LET'S TALK ABOUT THE DRAFT TALL BUILDING GUIDELINES FOR DOWNTOWN HAMILTON

What? Our Downtown is growing and changing and part of that change includes tall buildings. Please join us at a community meeting where we will present and discuss the draft Tall Building Study and Guidelines for Downtown Hamilton.

Why? There is renewed development interest for tall buildings within Hamilton's Downtown and we need to ensure that tall buildings respect and complement the character and unique history of the area. The draft Tall Building Guidelines provide specific guidance on tall building height, fit and relationship to other buildings and appropriate locations.

When & Where Wednesday, April 27th, 2016
6:30 p.m. – 8:30 p.m.
Presentation begins at 7 pm
Hilton Homewood Suites, 40 Bay Street South
Hamilton, ON, L8P 0B3

CONTACT:
Alissa Mahood, MCIP, RPP
Senior Planner, Community Planning Section
City of Hamilton, 71 Main Street West, 6th Floor, Hamilton, ON, L8P 4Y5
Phone: 905-546-2424 Ext. 1250
Email: Alissa.Mahood@hamilton.ca
Study Website: www.hamilton.ca/downtownhamiltonreview

If you have accessibility requirements to participate in this event please contact staff above.

NOTICES

CITY IN MOTION

Hamilton's Transportation Master Plan
Notice of Public Information Centre #4 (PIC)

The City of Hamilton is undertaking a review and update of the citywide Transportation Master Plan (TMP) in accordance with the Municipal Class Environmental Assessment (as amended 2011) process.

When?
On **Tuesday, April 26th 2016** two (2) identical sessions will be held communicating the project materials.

Where?
City Hall Council Chambers (mezzanine level)
70 Main Street West

What will we be talking about?

- Highlights and findings of ongoing work
- Sharing what has been heard from the public
- Continued public engagement
- Getting your feedback on the study direction

Stay up-to-date
www.hamilton.ca/TMP

Session 1

Part 1: 2:00pm-3:30pm
Display Boards Review

Part 2: 3:30-4:00pm
Presentation

Session 2

Part 1: 6:00pm-7:30pm
Display Boards Review

Part 2: 7:30-8:00pm
Presentation

Contact:
Steve Molloy
Project Manager
City of Hamilton
T: (905) 546-2424 x2975
E: tplanning@hamilton.ca



LET'S TALK ABOUT THE CENTENNIAL NEIGHBOURHOODS!

PUBLIC INFORMATION CENTRE #3 OPPORTUNITIES FOR PUBLIC INPUT

What? The City is hosting a meeting to engage with the community about the Centennial Neighbourhoods Secondary Plan Study and Transportation Management Plan Study (Municipal Class Environmental Assessment)

At this meeting, you will have the opportunity to:

- Hear an update on the status of these projects; and
- Learn about and provide feedback on the preferred options for future land use, intensification, public space, and transportation changes to the area.

Study Area:



When & Where? Thursday, April 28, 2016
6:30 pm – 8:30 pm (Presentations at 7 pm)
Lake Avenue Public School, East Gymnasium
157 Lake Avenue North, Hamilton, ON L8E 1L5

Why? **Centennial Neighbourhoods Secondary Plan**
The purpose of the study is to create a plan and policies to guide future change, promoting positive improvements that meet the community's needs. The Centennial Neighbourhoods area is an important area in the east end of Hamilton. It is a focal point for commercial uses, other activities and transportation connections. The area has been identified as a potential area for future change and redevelopment.
www.hamilton.ca/centennialneighbourhoods

Centennial Neighbourhoods Transportation Management Plan
This study is being carried out in collaboration with the Secondary Plan. The purpose of the study is to address existing and future transportation needs and issues in the area. The study will consider and review alternative options for changes to pedestrian, cycling, transit, truck and other vehicular networks, and will also take into account upcoming GO Transit service improvements to the area.
www.hamilton.ca/centennialTMP

How? Attend the meeting, contact the project managers, or visit the websites above to provide us with your input and to obtain additional information. You will be able to access the proposed plans and provide comments online between April 29th and May 13th, 2016.

If you have any accessibility requirements to participate in this event, please call 905-546-2424 Ext. 4498 or email planning.team@hamilton.ca. Advance requests are highly encouraged to enable us to adequately meet your needs.

CONTACT:
Secondary Plan **Transportation Management Plan**
Melanie Pham, MCIP, RPP, Planner Mohan Philip, M.Eng., P.Eng., Project Manager
Phone: 905-546-2424 Ext. 6685 Phone: 905-546-2424 Ext. 3438
E-Mail: Melanie.Pham@hamilton.ca E-Mail: tplanning@hamilton.ca

This Notice is issued April 15th, 2016 and April 22nd, 2016

CITY OF HAMILTON SALE OF LANDS FOR TAX ARREARS

TAKE NOTICE that tenders are invited for the purchase of the land(s) described below and will be received until 3:00 p.m. local time on Wednesday May 11, 2016 at the Citizen Service Centre 1st Floor City Hall, 71 Main Street West, Hamilton, On.
The tenders will then be opened in public on the same day at 3:10 p.m. local time in Room 264 of City Hall, 71 Main Street West, Hamilton, On.

Description of Land

1. 0 South Quay
NOTE: PROPERTY IS NON-DEVELOPABLE DUE TO SIGNIFICANT ENVIRONMENTAL FEATURES (FLOOD PLAIN)
Roll No. 260.250.18000
Lot 11, Plan 1451;
Dundas, City of Hamilton
PIN # 17477-0043 (LT)
IRREG 0.40AC 367.00FR 47.48D more or less
Assessed Value: Residential \$ 17,700
Minimum Tender Amount \$ 4,813.20
2. CANCELLED
3. CANCELLED
4. 16 Cresthaven Drive
Roll No. 003.240.40080
PCL 46-1, SEC 62M413; LT 46, PL 62M413;
S/T LT159764, LT159765 Stoney Creek, City of Hamilton
PIN # 17250-0150 (LT)
0.12 AC 50.00FR 100.71D more or less
Assessed Value: Residential \$ 350,000
Minimum Tender Amount \$ 31,281.62
5. 215 Emerald Street North
Roll No. 030.216.52060
PT LT 60, PL 286, As In CD29689 T/W CD29689; Hamilton
PIN # 17184-0027 (LT)
0.07AC 25.00FR 120.00D more or less
Assessed Value: Residential \$ 141,000
Minimum Tender Amount \$ 39,358.23
6. 350 Wentworth Street North
NOTE: POSSIBLE OUTSTANDING MINISTRY OF ENVIRONMENT AND MUNICIPAL WORK ORDERS
Roll No. 030.223.03100
PT LT 10 CON 1 BARTON; PT LT 1, Survey 32; As in CD 509778 Except PTS 5 & 6 62R8613 and PTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 & 11 on 62R17387;
S/T Easement in Gross over PTS 7, 8, 9, 10, & 11
On 62R14510 As in WE375988; City of Hamilton;
PIN # 17193-0047 (LT)
IRREG 3.07AC more or less
Assessed Value: Commercial \$ 323,000
Industrial \$ 564,000
Minimum Tender Amount \$ 265,191.22
7. 177 Houghton Avenue South
Roll No. 040.304.04580
PT LT 3, CON 3 Barton, As in AB380162; S/T & T/W AB380162; Hamilton
PIN # 17234-0043 (LT)
0.07AC 32.00FR 100.00D more or less
Assessed Value: Residential \$ 186,000
Minimum Tender Amount \$ 27,102.27
8. 250 East 44th Street
Roll No. 060.604.00370
PT L7S 49 & 50, PL972, As in HL47983; Hamilton
PIN # 17005-0173 (LT)
0.12AC 50.00FR 103.94D more or less
Assessed Value: Residential \$ 240,000
Minimum Tender Amount \$ 33,614.54
9. CANCELLED
10. 107 Barton Street East
Roll No. 020.156.57920
PT LT 31 Nathaniel Hughson Survey (Unregistered)
NW Angle Barton St & Mary St;
PT LT 32 Nathaniel Hughson Survey (Unregistered)
W/S Mary St BTN Barton St & Murray St As in CD422180,
T/W VM260221, City of Hamilton
PIN # 17159-0161 (LT)
0.03AC 18.00FR 83.00D more or less
Assessed Value: Residential \$ 102,000
Commercial \$ 65,000
Minimum Tender Amount \$ 26,170.06

Tenders must be submitted in the prescribed form and must be accompanied by a deposit in the form of a money order or of a bank draft or cheque certified by a bank or trust corporation payable to the City of Hamilton and representing at least 20 per cent of the tender amount.

The municipality makes no representation regarding the title to or any other matters including any environmental concerns relating to the land to be sold. Any existing Federal or Provincial liens or executions will remain on title and may become the responsibility of the potential purchaser. Responsibility for ascertaining these matters rests with the potential purchasers. **The municipality does not provide an opportunity for potential purchasers to view properties nor is it in a position to provide successful purchasers with a key or vacant possession.**

This sale is governed by Part XI of the Municipal Act, 2001 and as amended by The Municipal Statute Law Amendment Act, 2002. The successful purchaser is required to pay any relevant federal or provincial taxes that may apply on closing (including land transfer tax and HST). **Failure to complete the transaction by the successful bidder (highest or if failed, second highest bidder) will result in the forfeiture of their deposit.**

For further information regarding this sale, including an updated list of properties still available for sale, and a copy of the prescribed form of tender documents, go to the City of Hamilton Web site at www.hamilton.ca/taxsaleproperties, or contact:

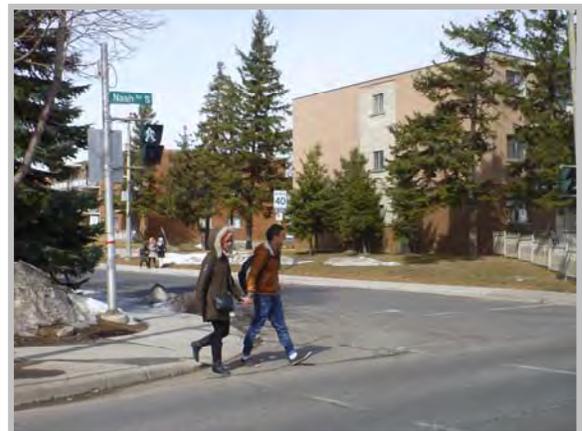
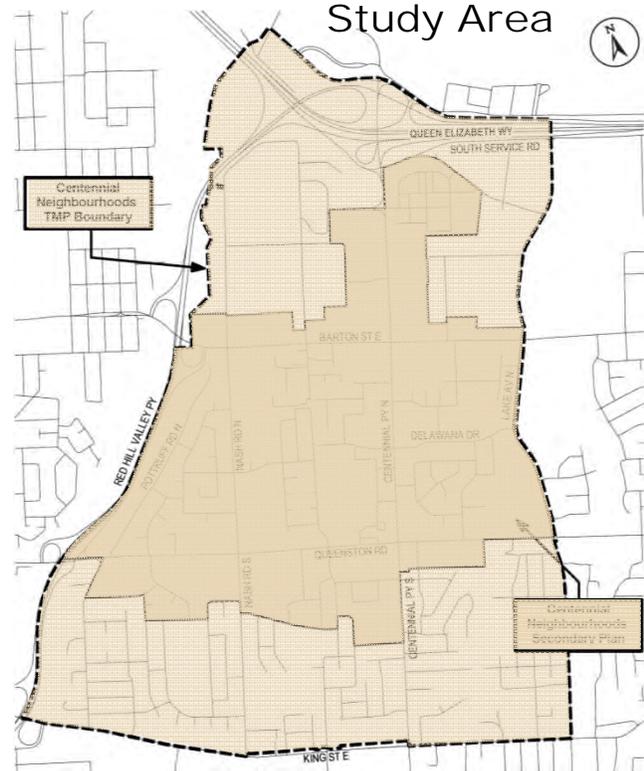
Larry Friday, Director of Taxation
City of Hamilton 71 Main Street West,
Hamilton, Ontario L8P 4Y5
Attn: D. Kevin Beattie, Tax Sales Officer
Tel: (905) 546-2424 ext. 4538
Fax (905) 546-2449

April 15, 2016

Purpose

The purpose of this study is to develop a comprehensive Transportation Management Plan for the Centennial Neighbourhoods that will:

- a) Follow the Municipal Class Environmental Assessment (EA) process
- b) Support the Centennial Neighbourhoods Secondary Plan study
- c) Review and address existing neighbourhood transportation issues
- d) Identify and evaluate options to address transportation issues

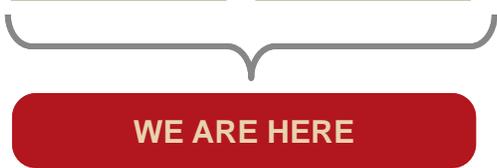


Project Processes

3

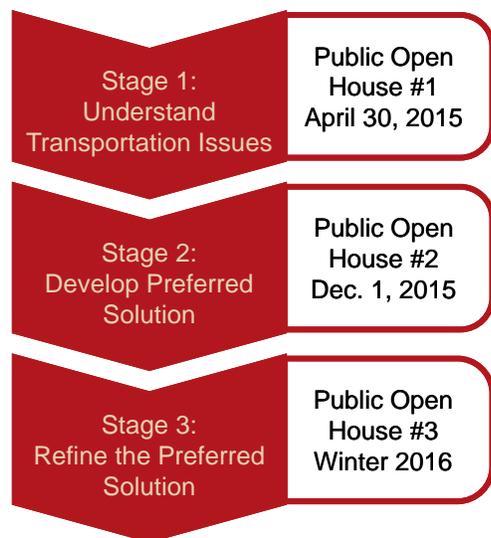
The Centennial Neighbourhoods Transportation Master Plan (CNTMP) study is conducted in accordance with Phase 1 and 2 of the Municipal Class Environmental Assessment (EA) Process, under the Environmental Assessment Act. This is a planning and approval process that ensures that the potential effects of a project are identified and managed prior to implementation.

Municipal Class Environmental Assessment Process



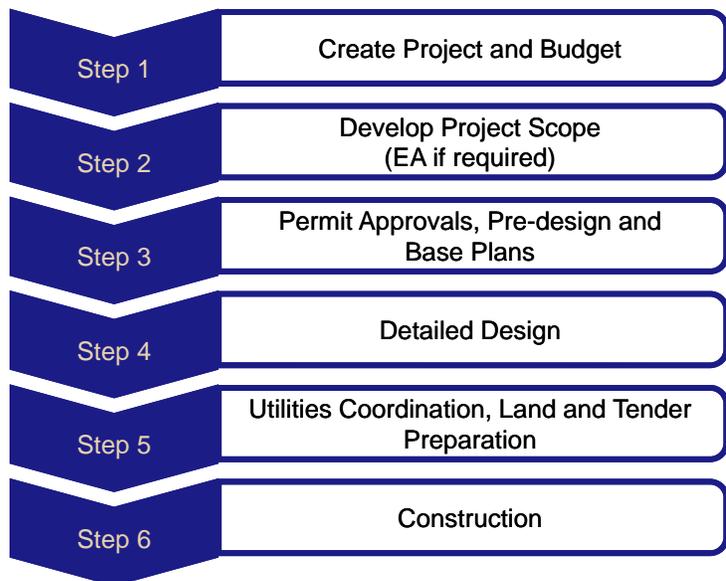
Transportation Management Plan (TMP)

This TMP study includes the first two Phases of the MCEA process. It will identify projects that will get carried through Phases 3 to 5.



Capital Project Delivery Process

Once a specific transportation project is identified and approved, it will go through the following delivery process, subject to an approved budget by council:



Construction Timeline: The time to deliver project can vary from 2 years for a simple rehabilitation project, to 5 years for a more complicated urban arterial reconstruction project (due to potential for EAs, land acquisition, detailed underground analysis, permits and approvals and utility coordination).





Opportunity Statement

4

The CNTMP is being undertaken by the City of Hamilton to plan for improved mobility to:

- Accommodate transportation needs of future land use
- Take advantage of investment from development opportunities
- Support access to major transportation services such as the QEW, Red Hill Valley Parkway, HSR, Rapid Transit and GO Transit
- Support choices including walking and cycling
- Create livable neighbourhoods and complete communities

The goals of the improvements are to create safe, efficient, and sustainable transportation, that limits impacts to the environment, and supports healthy living.





Improving Health by Community Design

5

Community Design Elements:

- Population and employment density
- Nearness of services, including public transit
- Mix of land uses
- Many street connections
- Streetscape including facilities for pedestrians, cyclists and transit users
- Increase in bicycle parking and decrease in car parking

These Community Design Elements provide comprehensive support for Health-related Priorities

Health-related Priorities:

- Active transportation (walking cycling)
- Public transit
- Equity in transportation and housing options
- Support for all stages of the life cycle
- Safety, comfort and convenience of travel
- Social interaction
- Accessibility



Issues Identified in Phase 1 Consultation

6

During Phase 1 of the study, we heard from a number of people: 12 focus group stakeholders, 86 people at PIC#1, and 12 written submissions. This is a summary of what we heard.

Roadways:

- Speeding on residential streets
- Congestion on Red Hill Valley Parkway causes traffic to seek alternate routes in neighbourhoods
- Heavy, noisy truck traffic on Centennial and Barton is unsafe

Regional Transit:

- GO Transit Park n Ride well liked
- How will people access the new GO Station
- Increase non-auto access to new GO Station

Local Transit:

- Mixed opinions on potential for rapid transit expansion
- Lack of service between major destinations within the neighbourhoods
- Connect existing routes to Eastgate Square (Route 4 & 5)
- Lack of transit service to Riverdale Community Centre

Walking:

- Important for healthy active living
- Unsafe and/or uncomfortable to walk
- Streetscaping improvements needed
- Major streets crossing times inadequate
- Sidewalks adjacent to traffic on Nash
- Missing sidewalks along portions of Lake, Centennial and Warrington
- Pedestrian access to Eastgate Square / Transit Terminal: easy from west; need better connections east to Riverdale

Bicycling:

- Important for healthy active living
- Uncomfortable due to lack of safe facilities, fast traffic and large trucks
- Expand Hamilton Bike Share (SoBi) to the area
- Need safe connection on Centennial Parkway to Confederation Park
- New bikeways suggested for Nash, Delawana, Owen Place, Kenora, Kentley; to new GO Station and Red Hill Library; and extend King Street bike lanes



Hamilton

Public Works Department, City of Hamilton
www.hamilton.ca/CentennialNTMP

Centennial Neighbourhoods Transportation Management Plan
 Public Information Centre #2
 December 1, 2015





Transportation Alternative Solutions

7

The CNTMP alternative solutions are grouped into four focus areas of improvements:

- Capacity
- Safety
- Urban Design
- Mobility Choices

The City-wide Transportation Master Plan vision (draft): The key objective of the Transportation Master Plan is to provide a **COMPREHENSIVE AND ATTAINABLE TRANSPORTATION BLUEPRINT** for Hamilton as a **WHOLE** that **BALANCES ALL MODES OF TRANSPORTATION**. The **ULTIMATE GOALS** include reducing dependence on single-occupant vehicles and promoting **ACCESSIBILITY AND** improved options for walking, cycling and transit, while maintaining and improving the efficiency of trips related to the movement of goods and servicing employment areas. **THE SUCCESS OF THE PLAN WILL BE BASED ON SPECIFIC, MEASURABLE, ACHIEVABLE, RELEVANT AND PROGRAMMED RESULTS.**

We have identified alternative transportation solutions that address the opportunity statement: accommodate transportation needs of future land use; take advantage of investment from development opportunities; support access to major transportation services such as the QEW, Red Hill Valley Parkway, and HSR, Rapid Transit and GO Transit; support choices including walking and cycling; and create livable neighbourhoods and complete communities.

The Secondary Plan land-use options will add 900 to 1,400 peak hour trips – equivalent to 2 lanes of traffic. In 2031, it is estimated that:

- The road network will operate reasonably well with some “hot spot” intersections with long delays
- Barton and Queenston west of Centennial will experience higher levels of congestion during peak periods
- Other roads approach but do not exceed their capacity to move traffic

These alternatives will be evaluated and recommendations presented at a third PIC in Winter 2016.



Capacity Focused Alternative Solutions

8

Other transit alternative solutions can be found on [Urban Design : B](#) and [Mobility Choices: E](#) and [F](#)



A Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (within 15 years west of Centennial & beyond 25 years east of Centennial)



B Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years)



C Protect right-of-way on Barton from Red Hill Valley Parkway to Centennial for additional traffic lanes (beyond 25 years)



D Improve traffic signal timings

E Add turn lanes or roundabouts at "hot spot" intersections

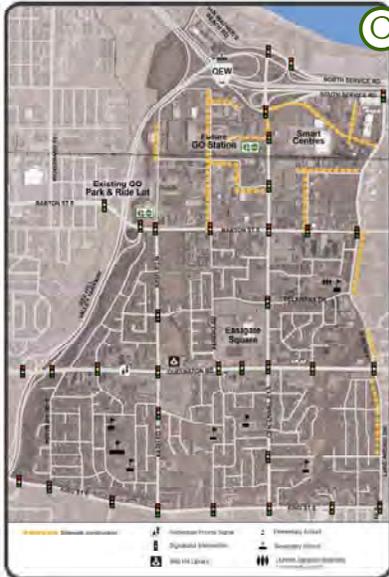
F Adopt transit priority measures at signalized intersections



Safety Focused Alternative Solutions

9

- (A) Ensure improvements to streets reflect desirable speeds
- (B) Implement traffic calming to reduce speeds to 40 km/h or less on local streets where speeding is an issue

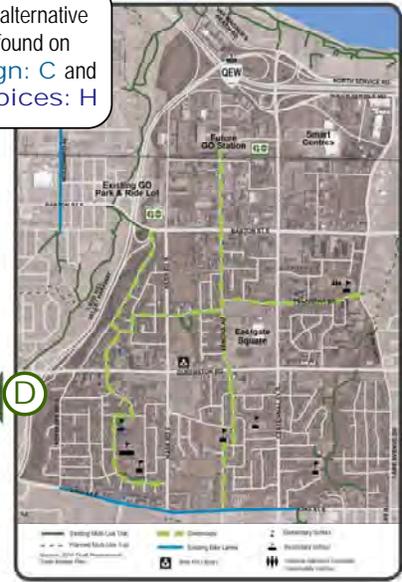


(C) Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas

Other pedestrian alternative solutions can be found on [Urban Design: C](#) and [Mobility Choices: H](#)

Neighbourhood greenways are streets designed with traffic calming and landscape features to reduce speeding, creating pleasant experiences for residents and all users of the street.

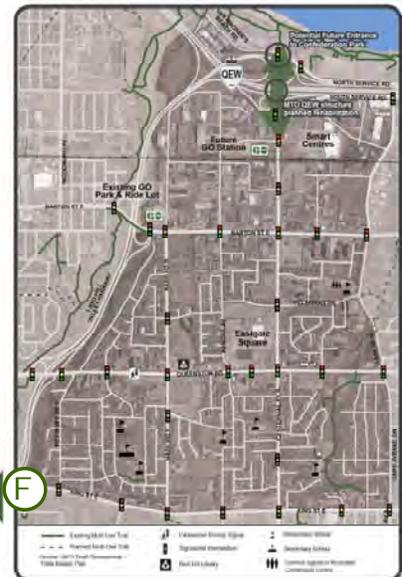
(D) Create neighbourhood greenways to calm traffic, and improve walking and cycling connections



(E) Manage access to new, larger developments to reduce driveways for improved safety

Other cycling alternative solutions can be found on [Urban Design: E](#) and [Mobility Choices: A, G and H](#)

(F) Provide multi-use trail access to Confederation Park



Urban Design Focused Alternative Solutions

10

- (A) Manage parking for new developments to reduce surface lots
- (B) Improve quality and location of bus stops, targeting providing shelters at 30% to 50%



(C) Improve pedestrian connections through new developments

Other pedestrian alternative solutions can be found on **Safety: C, D and F**, and **Mobility Choices: H**



(D) Improve streetscape and gateways as per the Secondary Plan concepts



(E) Implement cycle tracks in the boulevard on Centennial and Queenston east of Centennial as per Secondary Plan streetscape options

Other cycling alternative solutions can be found on **Safety: D and F**, and **Mobility Choices: A, G and H**



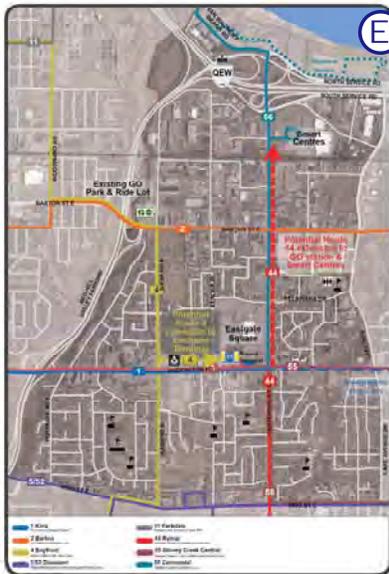
(F) Protect rights-of-way on all arterials for implementing Complete/Livable/Better Streets



Mobility Choices Focused Alternative Solutions

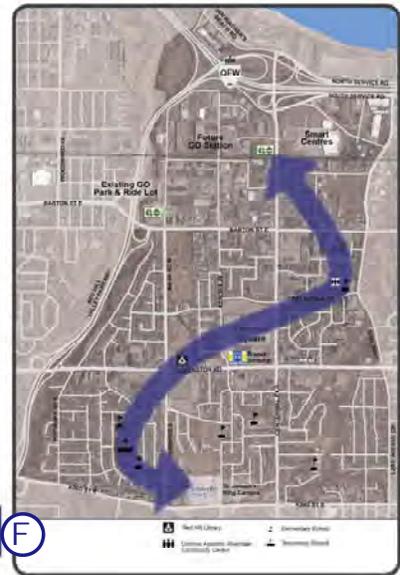
11

- (A) Bring in SoBi bike share to serve these neighbourhoods
- (B) Support live / work / play development so people do not have to travel long distances
- (C) Promote travel options to employers, new immigrants and schools
- (D) Facilitate car sharing



(E) Extend and modify HSR routes

Other transit alternative solutions can be found on Capacity: A, B and F, and Urban Design: B



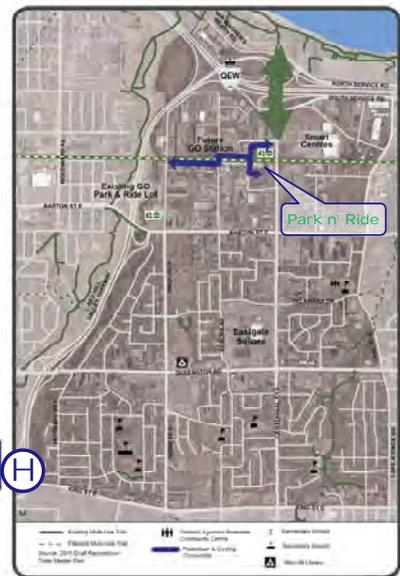
Add local HSR circulator route (F)



(G) Provide bikeways on Nash, Lake, Warrington, and South Service Road

Other pedestrian alternative solutions can be found on Safety: C, D and F, and Urban Design: C

Other cycling alternative solutions can be found on Safety: D and F, and Urban Design: E



Create non-auto (walking & cycling) access to GO Station and right-sized Park n' Ride (H)



CNTMP Activity #1 – Discuss the Alternatives

12

Discuss the transportation alternative solutions using ABC-We (30 mins.):

- Advantages – what makes sense
- Best ideas – what will work best for you and your neighbourhood
- Concerns – what might *not* work
- What else – add your ideas

Review the transportation options using ABC-We.

Write your ideas on the worksheet.

Transportation Alternative Solutions: ABC-We Activity #1

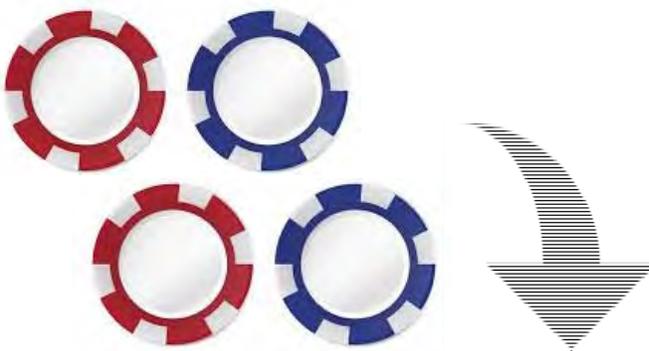
CAPACITY	<ul style="list-style-type: none"> A▶ Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (within 15 years west of Centennial & beyond 25 years east of Centennial) B▶ Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years) C▶ Protect right-of-way on Barton from Red Hill Valley Parkway to Centennial for additional traffic lanes (beyond 25 years) D▶ Improve traffic signal timings E▶ Add turn lanes or roundabouts at "hot spot" intersections F▶ Adopt transit priority measures at signalized intersections 	<p>Advantages – what makes sense</p> <p>Best ideas – what will work best for you and your neighbourhood</p> <p>Concerns – what might <i>not</i> work</p> <p>What else – add your ideas</p>
SAFETY	<ul style="list-style-type: none"> A▶ Ensure improvements to streets reflect desirable speeds B▶ Implement traffic calming to reduce speeds to 40 km/h or less on local streets where speeding is an issue C▶ Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas D▶ Create neighbourhood greenways to calm traffic, and improve walking and cycling connections E▶ Manage access to new, larger developments to reduce driveways for improved safety F▶ Provide multi-use trail access to Confederation Park 	
URBAN DESIGN	<ul style="list-style-type: none"> A▶ Manage parking for new developments to reduce surface lots B▶ Improve quality and location of bus stops, targeting providing shelters at 30% to 50% C▶ Improve pedestrian connections through new developments D▶ Improve streetscape and gateways as per the Secondary Plan concepts E▶ Implement cycle tracks on Centennial, and Queenston east of Centennial as per Secondary Plan streetscape options F▶ Protect rights-of-way on all arterials for implementing Complete / Livable / Better Streets 	
MOBILITY CHOICES	<ul style="list-style-type: none"> A▶ Bring in SoBi bike share to serve these neighbourhoods B▶ Support live / work / play development so people do not have to travel long distances C▶ Promote travel options to employers, new immigrants and schools D▶ Facilitate car sharing E▶ Extend and modify HSR routes F▶ Add local HSR circulator route G▶ Provide bikeways on Nash, Lake, Warrington and South Service Road H▶ Create non-auto (walking and cycling) access to GO Station and right-sized Park 'N' Ride 	





CNTMP Activity #2 – Confirm your “Investments” 13

After discussing the transportation options, let us know where you think the City should be making transportation investments.



Place 4 poker chips in the jars for the strategies that are most important to you.

You can put more than one chip in a jar, or you can spread them out over some or all of the jars.



Next Steps

14

The next step is to evaluate the transportation alternative solutions and present the recommended alternatives at PIC #3.

We will review comments collected at today's Open House. Your comments will help us evaluate the transportation options. Please submit comments by December 18, 2015.

Stay involved by signing up to receive notices of future consultation:

- Public Open House No. 3 – Winter 2016
- Public Works Committee and then Council
- MCEA 30-Day Public Review

If you have any comments, concerns or questions about the study, please contact:

Mr. Mohan Philip, M.Eng., P.Eng.
Project Manager, Transportation Planning
Public Works Department, City of Hamilton
Phone: 905-546-2424 ext. 3438
Fax: 905-546-2039
E-mail: tplanning@hamilton.ca

OR

Ms. Norma Moores, P.Eng.
Project Manager, IBI Group
Phone: 905-546-1010 ext. 2106
Fax: 905-546-1011
E-mail: norma.moores@ibigroup.com



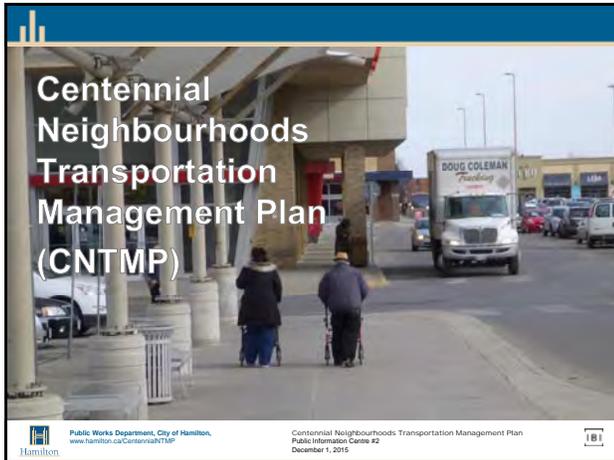
www.hamilton.ca/CentennialNTMP



Public Works Department, City of Hamilton
www.hamilton.ca/CentennialNTMP

Centennial Neighbourhoods Transportation Management Plan
Public Information Centre #2
December 1, 2015





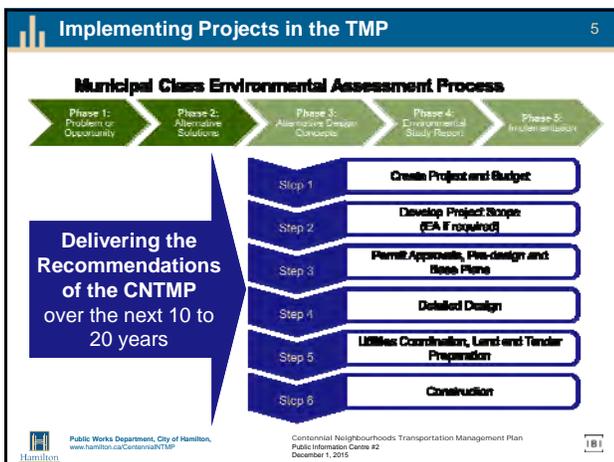
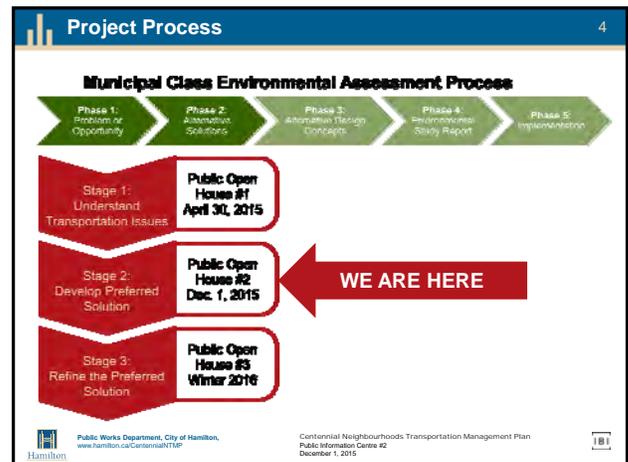
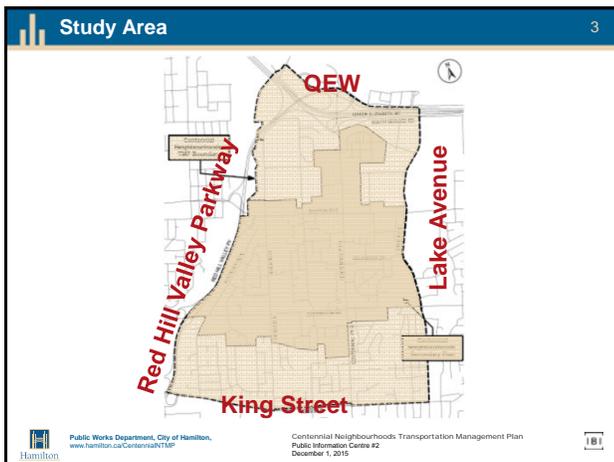
Purpose

The purpose of this study:

- Support the Centennial Neighbourhoods Secondary Plan study
- Review and address existing neighbourhood transportation issues
- Identify and evaluate options to address transportation issues

Public Works Department, City of Hamilton
 www.hamilton.ca/CentennialTMP

Centennial Neighbourhoods Transportation Management Plan
 Public Information Centre #2
 December 1, 2015



Opportunity Statement

The CNTMP is being undertaken by the City of Hamilton to plan for improved mobility to:

- Accommodate transportation needs of future land use
- Take advantage of investment from development opportunities
- Support access to major transportation services such as the QEW, Red Hill Valley Parkway, and HSR, Rapid Transit and GO Transit
- Support choices including walking and cycling
- Create livable neighbourhoods and complete communities

The goals of the improvements are to create safe, efficient, and sustainable transportation, that limits impacts to the environment, and supports healthy living.

Public Works Department, City of Hamilton
 www.hamilton.ca/CentennialTMP

Centennial Neighbourhoods Transportation Management Plan
 Public Information Centre #2
 December 1, 2015

13

Centennial Neighbourhoods Transportation Management Plan



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norma.moore@ibigroup.com

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December 1, 2015 

Capacity Focused Alternative Solutions 8

Other transit alternative solutions can be found on **Urban Design : B** and **Mobility Choices: E** and **F**



A Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (within 15 years west of Centennial & beyond 25 years east of Centennial)



B Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years)



C Protect right-of-way on Barton from Red Hill Valley Parkway to Centennial for additional traffic lanes (beyond 25 years)



D Improve traffic signal timings

E Add turn lanes or roundabouts at "hot spot" intersections

F Adopt transit priority measures at signalized intersections

Handwritten notes:
 - Considered bus lanes
 - Considered transit lanes
 - Considered transit lanes
 - Considered transit lanes

Handwritten notes:
 - Foundations can work with just a matter of change
 - this does not mean we will have
 - need to see what this would look like

Handwritten note:
 car text sensitive

Capacity Focused Alternative Solutions 8

Other transit alternative solutions can be found on **Urban Design : B** and **Mobility Choices: E** and **F**



A Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (within 15 years west of Centennial & beyond 25 years east of Centennial)



B Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years)



C Protect right-of-way on Barton from Red Hill Valley Parkway to Centennial for additional traffic lanes (beyond 25 years)



D Improve traffic signal timings

consider shared bus/bike lane

E Add turn lanes or roundabouts at "hot spot" intersections

F Adopt transit priority measures at signalized intersections

Safety Focused Alternative Solutions 9

- A** ➤ Ensure improvements to streets reflect desirable speeds
- B** ➤ Implement traffic calming to reduce speeds to 40 km/h or less on local streets where speeding is an issue



C ➤ Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas

Neighbourhood greenways are streets designed with traffic calming and landscape features to reduce speeding creating pleasant experiences for residents and all users of the street.

Other pedestrian alternative solutions can be found on **Urban Design: C** and **Mobility Choices: H**



D ➤ Create neighbourhood greenways to calm traffic, and improve walking and cycling connections



E ➤ Manage access to new, larger developments to reduce driveways for improved safety

Other cycling alternative solutions can be found on **Urban Design: E** and **Mobility Choices: A, G** and **H**



F ➤ Provide multi-use trail access to Confederation Park



Safety Focused Alternative Solutions 9

- A** Ensure improvements to streets reflect desirable speeds
- B** Implement traffic calming to reduce speeds to 40 km/h or less on local streets where speeding is an issue

Centennial needs safe workways

+ G → Mobility

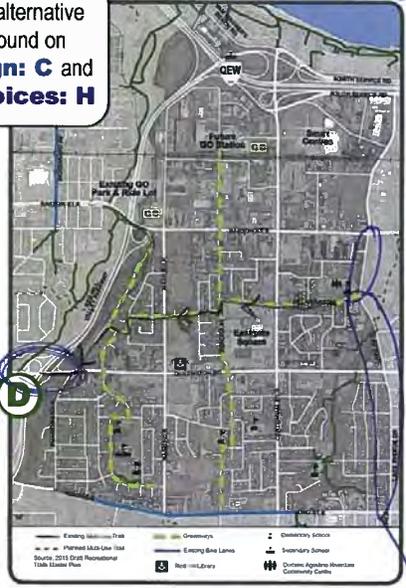


C Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas

Other pedestrian alternative solutions can be found on **Urban Design: C** and **Mobility Choices: H**

Neighbourhood greenways are streets designed with traffic calming and landscape features to reduce speeding, creating pleasant experiences for residents and all users of the street.

Create neighbourhood greenways to calm traffic, and improve walking and cycling connections



x 4th Ave

Waddington industrial area

Public area for cycling

green way diet road



E Manage access to new, larger developments to reduce driveways for improved safety

Other cycling alternative solutions can be found on **Urban Design: E** and **Mobility Choices: A, G** and **H**

QUEENSTON Nash to Eastgate critical - too many driveways!

Provide multi-use trail access to Confederation Park



F



Urban Design Focused Alternative Solutions 10

- A** Manage parking for new developments to reduce surface lots
- B** Improve quality and location of bus stops, targeting providing shelters at 30% to 50%



C Improve pedestrian connections through new developments

Other pedestrian alternative solutions can be found on **Safety: C, D and F**, and **Mobility Choices: H**



D Improve streetscape and gateways as per the Secondary Plan concepts



E Implement cycle tracks in the boulevard on Centennial and Queenston east of Centennial as per Secondary Plan streetscape options

Other cycling alternative solutions can be found on **Safety: D and F**, and **Mobility Choices: A, G and H**



F Protect rights-of-way on all arterials for implementing Complete/Livable /Better Streets

Mobility Choices Focused Alternative Solutions 11

- A** Bring in SoBi bike share to serve these neighbourhoods
- B** Support live / work / play development so people do not have to travel long distances
- C** Promote travel options to employers, new immigrants and schools
- D** Facilitate car sharing



E Extend and modify HSR routes

Other transit alternative solutions can be found on **Capacity: A, B and F**, and **Urban Design: B**



Add local HSR circulator route **F**



G Provide bikeways on Nash, Lake, Warrington, and South Service Road

Other pedestrian alternative solutions can be found on **Safety: C, D and F**, and **Urban Design: C**

Other cycling alternative solutions can be found on **Safety: D and F**, and **Urban Design: E**



Create non-auto (walking & cycling) access to GO Station and right-sized Park n'Ride **H**

Mobility Choices Focused Alternative Solutions 11

- A** Bring in SoBi bike share to serve these neighbourhoods
- B** Support live / work / play development so people do not have to travel long distances
- C** Promote travel options to employers, new immigrants and schools
- D** Facilitate car sharing



E Extend and modify HSR routes

Other transit alternative solutions can be found on **Capacity: A, B and F,** and **Urban Design: B**



Add local HSR circulator route



G Provide bikeways on Nash, Lake, Warrington, and South Service Road

Other pedestrian alternative solutions can be found on **Safety: C, D and F,** and **Urban Design: C**

Other cycling alternative solutions can be found on **Safety: D and F,** and **Urban Design: E**

Create non-auto (walking & cycling) access to GO Station and right-sized Park n'Ride



H

safe connections gateway connection



Transportation Alternative Solutions: ABC-We Activity #1

CAPACITY

- A▶ Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (within 15 years west of Centennial & beyond 25 years east of Centennial)
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- F▶ Adopt transit priority measures at signalized intersections

SAFETY

- A▶ Ensure improvements to streets reflect desirable speeds
- B▶ Implement traffic calming to reduce speeds to 40 km/h or less on local streets where speeding is an issue
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- F▶ Provide multi-use trail access to Confederation Park

URBAN DESIGN

- A▶ Manage parking for new developments to reduce surface lots
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MOBILITY CHOICES

- A▶ Bring in SoBi bike share to serve these neighbourhoods
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Advantages – what makes sense

Best ideas – what will work best for you and your neighbourhood!
LAT!! - as promised originally!

Concerns – what might not work

What else – add your ideas

Handwritten notes:
 Park in Ride important for GO
 Popularity in GO Train
 To allocate resources & investment to solve transit problems
 Reduced bus lane or better
 better
 better
 better

Handwritten notes:
 Other modes to GO
 employee transit passes

Handwritten note:
 important

Handwritten note:
 the priority of jobs

Handwritten note:
 important

Transportation Alternative Solutions: ABC-We Activity #1

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- F▶ Protect rights-of-way on all arterials for implementing Complete / Livable / Better Streets

MOBILITY CHOICES

- A▶ Bring in SoBi bike share to serve these neighbourhoods Adv.
- B▶ Support live / work / play development so people do not have to travel long distances See Plan → see commit Best Idea
- C▶ Promote travel options to employers, new immigrants and schools
- D▶ Facilitate car sharing
- E▶ Extend and modify HSR routes Adv.
- F▶ Add local HSR circulator route Adv.
- G▶ Provide bikeways on Nash, Lake, Warrington and South Service Road
- H▶ Create non-auto (walking and cycling) access to GO Station and right-sized Park N' Ride Adv.

Advantages – what makes sense

hard to do, long process

not important now.

Best ideas – what will work best for you and your neighbourhood

people want dog parks.

Busshelters

good for non-car owners, walkers

Concerns – what might not work

Make connections for Transit

Intersections to Bix

want traffic to move faster on larger rds.

What else – add your ideas

School Bus options vs HSR

at High School

MAKE TIME FOR SIGNALS → BY VALUE VOLUME AND BY TIMES

TRANSIT TOO SMALL FOR STREETS

Cycling Network 'pins you in' → no connection to east of RHPV and difficult to cross Cent.

See Rec Master Plan for rec. connection

need more direct connect. → bridge over RHT with out

more bicycle prog. in downtown

cleanliness of area - park - no bins, too much streage

Check school travel plans for neighbourhood action plans

Appendix "C" to Report PED18007
 Page 124 of 230
 Part 1 of 3

Transportation Alternative Solutions: ABC-We Activity #1

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Advantages – what makes sense

Handwritten notes under Advantages:

- Extend B-Line
- Extend S-Line
- Extend to GO Station
- Protect right-of-way
- Improve traffic signal
- Add turn lanes
- Adopt transit priority

Best ideas – what will work best for you and your neighbourhood

Handwritten notes under Best ideas:

- Extend B-Line
- Implement S-Line ASAP
- Extend to GO Station

Concerns – what might not work

Handwritten notes under Concerns:

- Extend B-Line
- Extend S-Line
- Extend to GO Station

What else – add your ideas

Handwritten notes under What else:

- Extend B-Line
- Extend S-Line
- Extend to GO Station
- Protect right-of-way
- Improve traffic signal
- Add turn lanes
- Adopt transit priority

Transportation Alternative Solutions: ABC-We Activity #1

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- H▶ Create non-auto (walking and cycling) access to GO Station and right-sized Park 'N' Ride

Advantages – what makes sense

- B – No bikers – should extend S-line on Centennial.
- C – Capacity. Signal timing does make sense.
- F – Capacity → priority measures for buses good idea.

Best ideas – what will work best for you and your neighbourhood

- Traffic calming on old section of Gainsborough Road needed.
- Reducing speeds to 40 km/h is essential - Delaware, Kentley, Kenora, all residential streets in that area. Speeding is a big issue.
- Must fill in missing sidewalk pieces → absolutely necessary.
- Sidewalks in industrial areas important.

Concerns – what might not work

- Bus route changes should be studied + discussed separately when LRT/GO changes in.
- Enough bus shelters in place.

What else – add your ideas

- Signal timing already ok.
- Ok with current turn lanes.
- No front on Queenston because of so many lights - access might along just could help.
- Connection through open spaces to Confederation Park - could be made → should put public notices - should be put on Littering Stops - bus stops - at Queenston - should be put on Littering Stops



CENTENNIAL NEIGHBOURHOODS
SECONDARY PLAN AND TRANSPORTATION MANAGEMENT PLAN
COMMENT SHEET
PUBLIC INFORMATION CENTRE No. 2
Tuesday, December 1, 2015

Thank you for attending today's Public Information Centre. Your input is important to us. It would be appreciated if you would answer the following questions and drop them off in the box provided tonight, OR mail or email them, by December 18, 2015 to:

Melanie Pham, RPP, MCIP OR
Planning & Economic Development Dept.
City of Hamilton
71 Main Street West, 6th Floor
Hamilton, ON L8P 4Y5
Phone: 905-546-2424 ext. 6685
Email: Melanie.Pham@hamilton.ca

Mohan Philip, M. Eng., P. Eng.
Project Manager, Public Works Dept.
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 3438
Email: tplanning@hamilton.ca

If you would like to be added to the contact list for these projects for notices of future public information centres, please provide your contact information below:



All comments and information received from the public regarding this project are being collected to assist the City of Hamilton. With the exception of personal information, all comments will become part of the Public Record.

CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN

- 1. Are there any issues or potential changes to the study area that were not addressed by the options presented tonight?

I was not present at the meeting; please see my concerns at bottom of page.

Three horizontal lines for writing a response to question 1.

- 2. Are there any public realm improvements that were not identified that you would like to see?

Four horizontal lines for writing a response to question 2.

3. Do you have any additional suggestions to improve the streetscapes along Queenston Road and Centennial Parkway?
-

4. Other comments and/or remarks:
-

CENTENNIAL NEIGHBOURHOODS TRANSPORTATION MANAGEMENT PLAN

1. Of the four areas of focus for the transportation alternatives solutions, which areas are the most important to you – please check (✓):

Capacity Safety Urban design Mobility choices

Are there any transportation issues that are not addressed by the alternative solutions that were presented? If so, please describe the issue and what you think the alternative solutions would be Issue(s):

Having lived on Oakland Drive for 8 yrs, we have noticed a high influx of traffic. This stems mostly from people coming out of Eastgate Square onto Kenora where there is no right hand turn onto Kenora. They cut down Oakland Dr to miss the lights and traffic at Queenston. In coming down Oakland Dr the straight away which is approx 1/2 km, allows for cars to speed excessively down Oakland Dr to Kently, as there are no stop signs, no on coming streets or speed bumps. This also has 50 km/hr speed limit. I have talked with Sgt. Cavanaugh in the past and once they have come out with speed radar, but there was no outcome. With the amount of children and seniors in the area, this is an extreme safety issue.

Alternative Solution(s):

My alternatives for these issues would be the following. (1) Allow a right hand turn out of Eastgate Square onto Kenora. (Which would reduce the amount of accidents at that intersection; check your records for that amount). (2) Make Oakland Dr a one way east bound at Kenora. (3) Do the same as Lake Ave 40km/hr with speed bumps.

2. Other comments and/or remarks:

THANK YOU!

comment1

From: Philip, Mohan <Mohan.Philip@hamilton.ca>
Sent: October-21-15 12:39 PM
To:
Cc: Parsons, Catherine; Pham, Melanie; Norma Moores; Collins, Chad
Subject: RE: SPEED CONTROL HUMPS AND REDUCED SPEED

Hi ,

Thanks for your suggestions. As you know the Centennial Neighbourhood Transportation Management Study is underway and the project team will consider your suggestions as part of the transportation management for the study area. The various options under consideration will be discussed at the upcoming focus group meeting for which you will be receiving the invitation.

Thanks
Mohan Philip
Project Manager

From:
Sent: October-19-15 3:47 PM
To: Collins, Chad; Pham, Melanie
Subject: SPEED CONTROL HUMPS AND REDUCED SPEED

So many streets in this city can have speed humps. The most recent I noticed today was on St. Clair Avenue.
Why can't we have them on Delawana and/or Kenora?

So many streets in our area have speed limits reduced to 40KPH. Why can't the speed be reduced to 40kph on Delawana and Kenora?

Please advise.

Thank you.

comment2

From:
Sent: November-09-15 2:35 PM
To: Norma Moores <Norma.Moores@IBIGroup.com>
Subject: RE: Centennial Study

Norma:
If you are forwarding on – then I have added more detailed remarks below. They are intended to capitalize on my knowledge of the area and of the master plans for Hamilton (cycling, trails & recreation). You can also request that some of the remarks be forwarded to the Trails & Recreational Master Planning process which is I understand is currently underway (I have not commented). I will see if I can make the PIC. Thanks for your consideration Frank

From: Norma Moores [mailto:Norma.Moores@IBIGroup.com]
Sent: November 9, 2015 12:10 PM
To:
Subject: RE: Centennial Study

I'll copy the City's project manager on your ideas.

The next PIC is planned for December 1, 2015 at Lake Avenue Public School, 157 Lake Ave. North.

Best regards, Norma

Norma Moores P. Eng.

Associate
mob +1 289 260 6060
email Norma.Moores@IBIGroup.com web www.ibigroup.com

IBI GROUP
Suite 200, East Wing
360 James Street North
Hamilton ON L8L 1H5 Canada
tel +1 905 546 1010 ext 2106 fax +1 905 546 1011

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NOTE: Ce courriel peut contenir de l'information privilégiée et confidentielle. Si vous avez reçu ce message par erreur, veuillez le mentionner immédiatement à l'expéditeur et effacer ce courriel.

From:
Sent: November-09-15 11:32 AM
To: Norma Moores <Norma.Moores@IBIGroup.com>
Cc:
Subject: Centennial Study

Hi Norma:

I was going through some Hamilton web-sites and noticed a Centennial transportation study and to my surprise, you were the consulting contact. It is in the next ward

comment2

from me – I live just to the east off Green Road, but use some of these roads, especially to connect to Hamilton and sometimes the Centennial Trail. I have a few comments / questions about this area from a cycling, pedestrian and transit perspective (some that may not be taken too seriously).

#1. On Trails and Bikeways –

Nash Connection to proposed Red Hill Creek crossing and Centennial Parkway - always thought that there should be a connection from the north end of Nash to the Red Hill Creek Trail, and I am quite angry that it was not considered or contemplated. The City built this \$50M+ signature pedestrian / cycling bridge (when they could have built three or four more for the same price – but I know the history) – the pedestrian cycling bridge connections to Ward 10 are unnecessarily horrible. The existing Red Hill Creek Trail from Barton North is stone dust and involves several steep climbs – few people seem to use them.

All Ward 10 would have much improved access to the Red Hill Creek Trail / QEW Pedestrian / Cycling Bridge if a new trail connection were constructed that started at the north end of Nash (where Nash turns North-East) – run under the Red Hill Creek Expressway using the existing expressway overpass of the Red Hill Creek, crossed the Red Hill Creek (new pedestrian / cycling bridge) and connected into the Red Hill Creek Trail (the length is about a ½ km). If paved this would provide direct access to Confederation Park and provide a crossing of the Red Hill Creek that does NOT involve road traffic.

Nash – it looks as if planned cycling facilities on Nash and Barton are being removed rather than implemented. I suggest extending the Bike Lanes to the proposed trail connection noted above – if this were implemented in conjunction with the trail, there would most likely be considerable increase in usage of these trails.

I also suggest keeping Nash as part of the Hamilton Bicycle Master Plan.

#2. Railway Corridor path study – the cycling or trails master plan has a future study identified along the main east-west corridor – but I notice its not on the panels? Alternative solution to this connection is below

#3. Transit / Pedestrian Multi-modal Hub and Gateway –

This is a major proposals that requires planning and coordination that both benefits the City of Hamilton, Stoney Creek, Ward 10, regional travellers, transit travellers, active transportation and recreational users. Some or all of the ideas could be considered but they achieve maximum synergy of all implemented in stages over time in accordance with a Master Plan.

Components centre on the planned Confederation Go Station – the Confederation Go

comment2

Station EA Plan focuses on a Go Station stop with parking and some bus components. It could have the following:

- LRT Extension from Eastgate to the Confederation Go Station
- East - West / North / South bicycle lanes / paths / pedestrian access into GO station via
 - o West - Bancroft / Arrowhead / Goderich with connections to Nash (bike lanes & above proposed Red Hill crossing & Kenora)
 - o East - Warrington / Cascade connection to Lake Street
 - ? Propose a bike lane on Lake Street from Warrington south (I understand that bike lanes are proposed on Lake Street south of Barton - possibly through a road diet) - this also connects to the Barton Bike Lanes easterly
 - o South - I suggest a future study to improve Centennial Parkway in include a Bike Track / Pedestrian access to Confederation Park OR new Pedestrian Bridge (possibly located at approximately Warrington & South Service Road

It expect it would be a challenge is to design and integrate a major east-west cycling route from Lake Street to Nash (and beyond) in light of the various properties in the area (Home Depot, Wal-mart Plaza). The Go Transit design and properties could allow this happen.

Bicycle - Pedestrian Benefits: It would provide an alternative to the Barton corridor (that was NOT built) from Nash to Lake. It would provide North - South bike lane connections on Nash and Lake (Ward 10 +) and possibly into Confederation Park.

Traffic and Transit Benefits: If the LRT was incorporated, it would provide a major multi-modal hub and connect both the QEW and GO Transit line with all of Stoney Creek and Hamilton, and likely remove traffic off major arterials. It would provide east end

Hamiltonians and opportunity to connect with Go Transit and would provide a rapid transit friendly connection to Confederation Park. This proposal provides major synergies for improved accessibility, connections, use of transit and active transportation at all levels (regional to local / commuting, shopping and recreation).

With these improvements over the long-term, there is considerable potential to capture costs through higher density built form along the Centennial corridor.

Cost: the cycling / pedestrian improvements would not be costly as long as they are planned in advance across all agencies and implemented in coordination with planned improvements - given that the Go Station has not yet been built - the benefits would be large. The LRT would require a fundamental change in the plan, as would the ultimate very long range transit plan for Hamilton.

Final Observation - it appears as if the planning is occurring in silos. Seems like such a 'no brainer' to have a major multi-modal hub as this location as a gateway to Hamilton / Stoney Creek and gateway access to Centennial Park and integrate with active transportation.

comment2

#4. Other Suggested Trail Improvements:

Connect various trail components from either Barton Street or Lake Street at Henry & Beatrice Warden Park, Green Acres Park, Stoney Creek Tennis Club, with a new west branch at Hopkins Park that would directly connect the into the proposed Battlefield Park Trail (in the Hamilton Trails Master Plan). Build trail culverts under Queenston to remove steep climbs. It would interesting to know if the trail could extend north of Barton (even under the QEW using the culvert).

Again – thanks for hearing me out.

comment3

From:
 Sent: November-12-15 11:58 AM
 To: Collins, Chad; doug.conley@hamilton.ca; Pham, Melanie;
 Christine.Newbold@hamilton.ca; Norma Moores
 Subject: CENTENNIAL FOCUS GROUP

November 12, 2015
 Chad Collins, Doug Conley, Melanie Pham, Christine Newbold, Norma Moores
 Chad.Collins@hamilton.ca
 Doug.Conley@hamilton.ca
 Melanie.Pham@hamilton.ca
 Christine.Newbold@hamilton.ca
 norma.moores@ibigroup.com

There is a significant voice within our Centennial Neighbourhood Focus Group that constantly proposes an excessive stream of bike lanes throughout the community. To clarify the issue, they do not recommend bike lanes on the streets on which they live.

We all acknowledge the meetings are to be forums for members to "work together to ensure full discussion." The City's letter of February 26, 2015 urges us

to address "options for pedestrian, cycling, transit, truck and other transportation

networks." At the meeting on April 8th we were given five brochures and documents relative to bike routes and cycling.

To this point, only Councillor Conley mentioned trucks on Centennial Parkway.

There seemed to be a consensus that something had to be done to control the truck traffic, but there were no firm ideas. With respect to transit, we acknowledged the eventuality of the GO Station and LRT, but these may be long into the future. So much requires our focus that we cannot be pigeon-holed into mainly addressing only bike lanes. Though this may be the interest of a few, it has

not appeared to be the common view of our focus group.

Personally, I am absolutely opposed to the idea of spending tens of millions to widen streets, or to narrow the venue for cars and trucks to install bike lanes. That is not what this committee is for. We are to make plans to improve the area, not to inhibit progress. We are to plan for everyone not for the one in a thousand. Dealing with these bike lanes, allow me to add:

* In our April 8th meeting we asked for information regarding the amount budgeted for this project, ie for our overall recommendations. We didn't get an answer then and we still don't have that information. A person suggested to me after the last meeting that this is "kind of half-ass backwards." So we have no idea if bike lanes are even possible or even an option based on the budget dollars available.

* Between April and November it was noted, even in summer months, we might see one bicyclist per day on our residential streets

* With the average age of homeowners in our neighbourhood exceeding 65, the propensity to use a bike is nil

* Suggestions were made to have bike lanes on routes to facilitate shopping.

Hazards would be created by the bulkiness of groceries such that the city's liability exposure could be significantly increased for any bike using a city designated-lane if such involved serious injury. The Occupiers Liability Act is firm on this issue.

* Suggestions were made that these bike lanes could be used by the E-Scooters. Aren't there steps to legislate these scooters as motorized vehicles? In that case, they couldn't use the bike lanes.

* Since the meeting ended on November 10th, in these last two days, I have conferred with 17 residents and business-persons in the area in discussions in offices, on the street or in Eastgate Mall. All 17 are strenuously opposed to bike lanes in the area.

* This is exactly the same opinion of 26 residents between April 8th and November 10th. There is no apparent public support for bike lanes in this area.

comment3

The comments from these 43 persons include:

"I am not paying my taxes for bike lanes."

"Tell these politicians to get their heads out of the ground."

Other comments are not repeatable.

Let's move forward addressing all of the factors influencing our community.

The Centennial Neighbourhoods Transportation Management Plan (CNTMP) is being undertaken to support the Secondary Plan for the Study Area, as well as to address existing transportation needs and issues. The objective of Phase 2 of the CNTMP is to develop alternative solutions to the identified transportation issues and opportunities. This summary provides an overview of stakeholder and public consultation events undertaken to date to understand people's opinions about the alternatives. The events include:

- Technical Advisory Committee consisting of City of Hamilton staff (October 29, 2015)—Public Works, Transit, Traffic, Planning and Public Health
- Stakeholder focus group (November 10, 2015)—7 people attended from the public
- Public information centre (December 1, 2015)—24 people signed the sign-in sheet
- Direct submissions from the public—7 submissions provide comments related to the Transportation Management Plan

Discussion of Alternative Transportation Solutions

The transportation solutions were categorized by the main issue or opportunity they address:

Capacity

Safety

Urban Design

Mobility Choices

At the Focus Group and PIC, attendees working in groups were asked to consider and identify the alternatives as follows:

- **Advantages** – what makes sense
- **Best ideas** – what will work best for you and your neighbourhood
- **Concerns** – what might not work
- **What Else** – add your ideas

The results are shown in Exhibit 2, i.e. the number of groups that sorted each alternative according to the above categories.

Based on ideas raised by the groups and comments submitted by individuals, the following modifications to the alternatives are recommended:

- Modify “protect right-of-way on Barton from Red Hill Valley Parkway to Centennial for additional traffic lanes (beyond 25 years)” to include considering HOV / transit-only lanes
- Include reviewing pedestrian walk times as part of “improve traffic signal timing”
- Add the multi-use recreational trails from the **Recreational Master Plan**: Project 5-4 in Bow Valley Open Space and Lawrence Avenue Park just west of Lake Avenue; Project 5-9 connecting Pottruff Road near Eugene Street across the RHVP to the Red Hill Valley Recreational Trail
- Add a new alternative to improve the safety and comfort of pedestrian and cycling connections through the interchanges at the RHVP

Participants at the Focus Group and PIC were asked to select what they thought were their priorities by placing four plastic coins in jars marked Capacity, Safety, Urban Design and Mobility Choices. The results of this prioritization are shown in **Error! Reference source not found.**

Exhibit 1: Results of Prioritization of Groups of Transportation Solutions (PIC and Focus Group)

Capacity	29%
Safety	27%
Urban Design	22%
Mobility Choice	21%

Exhibit 2: Outcomes of "ABC-We" Group Discussions of Alternative Transportation Solutions

Transportation Solutions		No. of groups		
		Advantages – what makes sense	Best ideas – what will work best for you and your neighbourhood	Concerns – what might not work
Capacity	Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (within 15 years west of Centennial & beyond 25 years east of Centennial)	2	3	
	Improve traffic signal timings	4	1	
	Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years)	3	2	1
	Adopt transit priority measures at signalized intersections	1		
	Protect right-of-way on Barton from Red Hill Valley Parkway to Centennial for additional traffic lanes (beyond 25 years)	1		2
	Add turn lanes or roundabouts at "hot spot" intersections	2		3
Safety	Provide multi-use trail access to Confederation Park	2	2	
	Create neighbourhood greenways to calm traffic, and improve walking and cycling connections		3	
	Implement traffic calming to reduce speeds to 40 km/h or less on local streets where speeding is an issue	2	2	1
	Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas	2	1	
	Manage access to new, larger developments to reduce driveways for improved safety	3		1
	Ensure improvements to streets reflect desirable speeds	1		1
Urban Design	Manage parking for new developments to reduce surface lots	1	1	
	Improve quality and location of bus stops, targeting providing shelters at 30% to 50%		2	1
	Implement cycle tracks on Centennial, and Queenston east of Centennial as per Secondary Plan streetscape options	1	1	1
	Improve streetscape and gateways as per the Secondary Plan concepts		1	
	Improve pedestrian connections through new developments		1	1
	Protect rights-of-way on all arterials for implementing Complete / Livable / Better Streets		1	1
Mobility Choices	Create non-auto (walking and cycling) access to GO Station and right-sized Park N' Ride	1	2	1
	Bring in SoBi bike share to serve these neighbourhoods	2		
	Support live / work / play development so people do not have to travel long distances		1	
	Add local HSR circulator route	1		
	Facilitate car sharing		1	1
	Provide bikeways on Nash, Lake, Warrington and South Service Road		1	1
	Extend and modify HSR routes	1		1
Promote travel options to employers, new immigrants and schools			1	

Let's Talk about the Centennial Neighbourhoods Appendix "C"

PUBLIC INFORMATION CENTRE #3

OPPORTUNITIES FOR PUBLIC INPUT

THURSDAY, APRIL 14, 2016 • STONEY CREEK NEWS • WWW.HAMILTONNEWS.COM

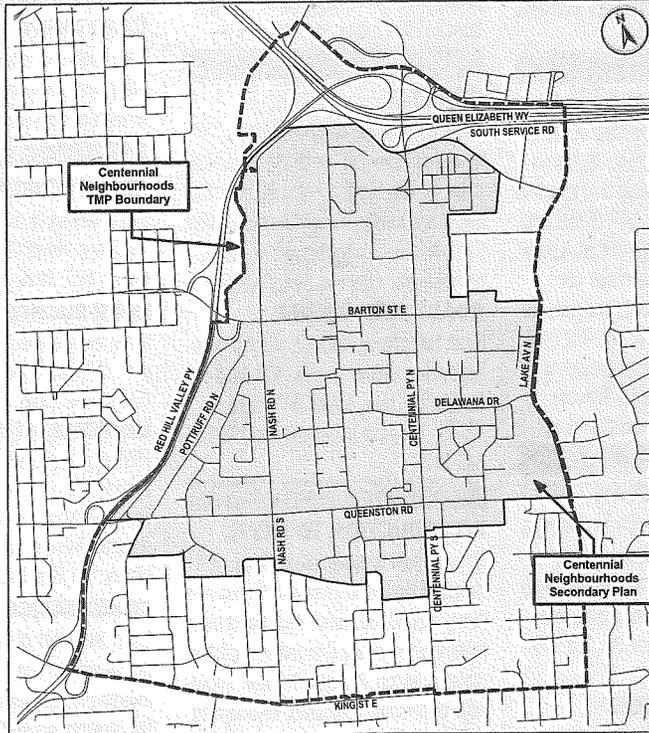
What?

The City is hosting a meeting to engage with the community about the Centennial Neighbourhoods Secondary Plan Study and Transportation Management Plan Study (Municipal Class Environmental Assessment)

At this meeting, you will have the opportunity to:

- Hear an update on the status of these projects; and
- Learn about and provide feedback on the preferred options for future land use, intensification, public space, and transportation changes to the area.

Study Area:



When & Where?

Thursday, April 28th, 2016
6:30 pm – 8:30 pm (Presentations at 7 pm)
 Lake Avenue Public School, East Gymnasium
 157 Lake Avenue North, Hamilton, ON L8E 1L5

Why?



Centennial Neighbourhoods Secondary Plan

The purpose of the study is to create a plan and policies to guide future change, promoting positive improvements that meet the community's needs. The Centennial Neighbourhoods area is an important area in the east end of Hamilton. It is a focal point for commercial uses, other activities and transportation connections. The area has been identified as a potential area for future change and redevelopment.

www.hamilton.ca/centennialneighbourhoods



Centennial Neighbourhoods Transportation Management Plan

This study is being carried out in collaboration with the Secondary Plan. The purpose of the study is to address existing and future transportation needs and issues in the area. The study will consider and review alternative options for changes to pedestrian, cycling, transit, truck and other vehicular networks, and will also take into account upcoming GO Transit service improvements to the area.

www.hamilton.ca/centennialNTMP

How?

Attend the meeting, contact the project managers, or visit the websites above to provide us with your input and to obtain additional information. You will be able to access the proposed plans and provide comments online between April 29th and May 13th, 2016.

If you have any accessibility requirements to participate in this event, please call 905-546-2424 Ext. 4498 or email planning.team@hamilton.ca. Advance requests are highly encouraged to enable us to adequately meet your needs.

Contact

Secondary Plan

Melanie Pham, MCIP, RPP, Planner
 Phone: 905-546-2424 Ext. 6685 | E-Mail: Melanie.Pham@hamilton.ca

Transportation Management Plan

Mohan Philip, M.Eng., P.Eng., Project Manager



Let's Talk about the Centennial Neighbourhoods!

PUBLIC INFORMATION CENTRE #3

OPPORTUNITIES FOR PUBLIC INPUT

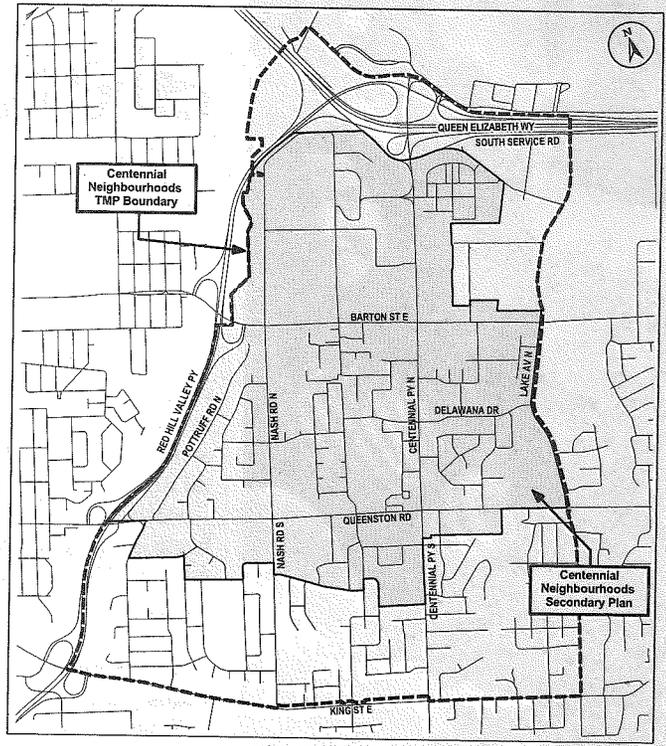
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6:30 pm – 8:30 pm (Presentations at 7 pm)
Lake Avenue Public School, East Gymnasium
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Why?



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Contact

Secondary Plan
Melanie Pham, MCIP, RPP, Planner
Phone: 905-546-2424 Ext. 6685 | E-Mail: Melanie.Pham@hamilton.ca

Transportation Management Plan

LET'S TALK ABOUT THE CENTENNIAL NEIGHBOURHOODS!

PUBLIC INFORMATION CENTRE – OPPORTUNITIES FOR PUBLIC INPUT

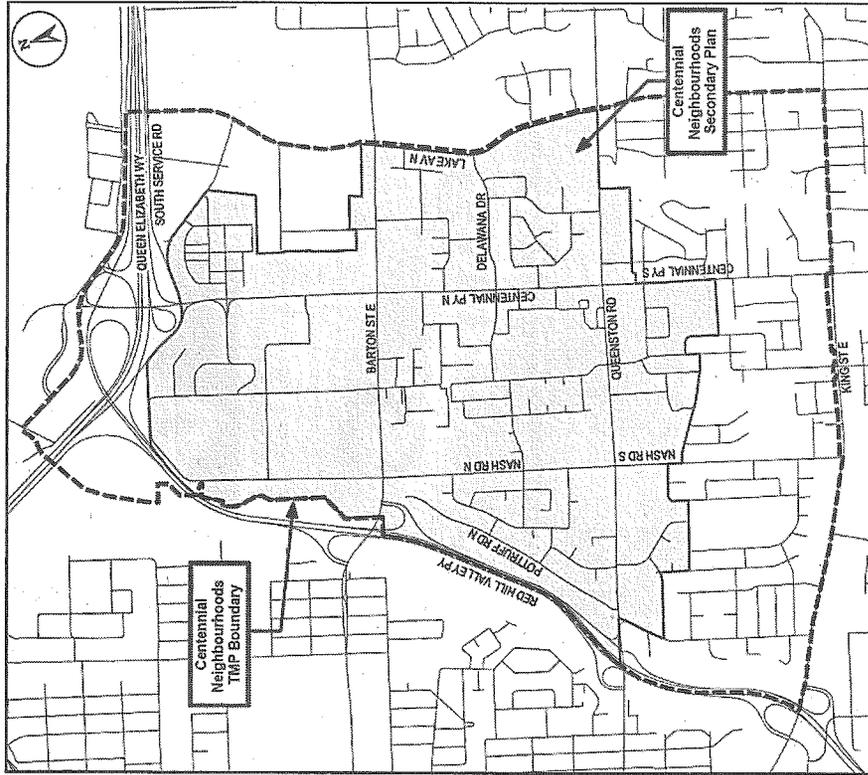
Speetator
April 28, 2016

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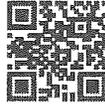
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www.hamilton.ca/centennialneighbourhoods



Centennial Neighbourhoods Transportation Management Plan

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www.hamilton.ca/centennialTMP



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CONTACT:

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Melanie Pham, MCIP, RPP, Planner
Phone: 905-546-2424 Ext. 6685
E-Mail: Melanie.Pham@hamilton.ca

Transportation Management Plan

Mohan Philip, M.Eng., P.Eng., Project Manager
Phone: 905-546-2424 Ext. 3438
E-Mail: tplanning@hamilton.ca

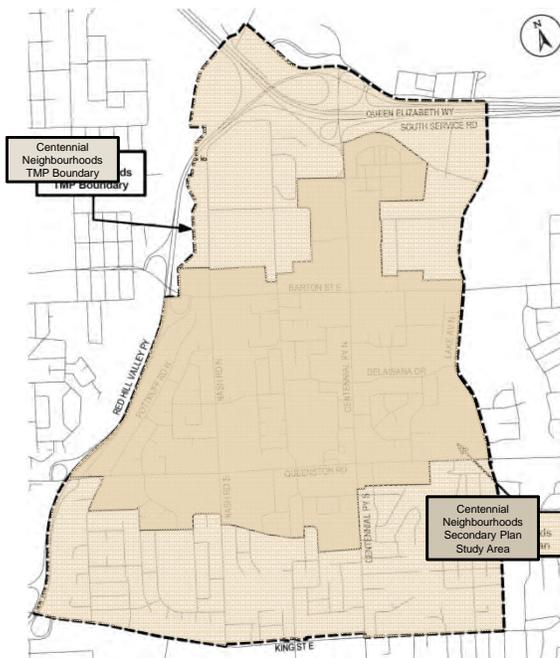
This Notice issued April 15th, 2016 and April 22nd, 2016

Purpose 2

The purpose of this study is to develop a comprehensive Transportation Management Plan for the Centennial Neighbourhoods that will:

- a) Follow the Municipal Class Environmental Assessment (EA) process
- b) Support the Centennial Neighbourhoods Secondary Plan study
- c) Identify future transportation needs and address existing transportation issues
- d) Identify and evaluate transportation options and recommend solutions

Study Area



Project Processes 3

The Centennial Neighbourhoods Transportation Master Plan (CNTMP) study is conducted in accordance with Phase 1 and 2 of the Municipal Class Environmental Assessment (EA) Process, under the Environmental Assessment Act. This is a planning and approval process that ensures that the potential effects of a project are identified and managed prior to implementation.

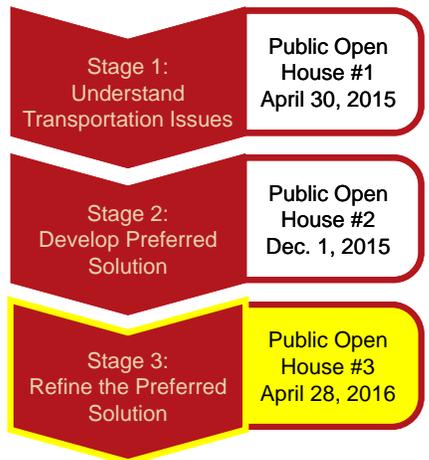
Municipal Class Environmental Assessment Process



WE ARE HERE

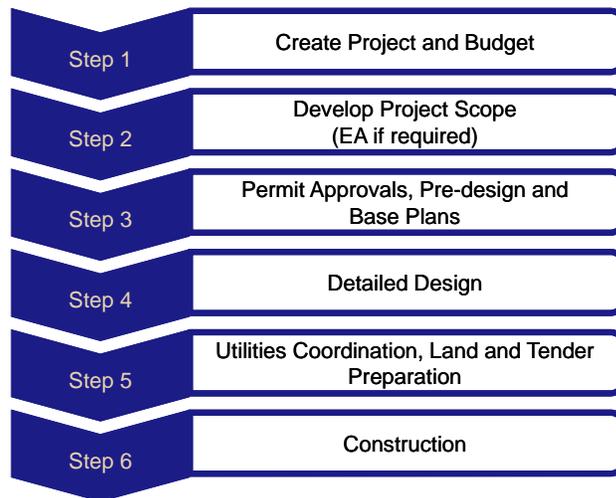
Transportation Management Plan (TMP)

This TMP study includes the first two Phases of the MCEA process. It will identify projects that will get carried through Phases 3 to 5.



Capital Project Delivery Process

Once a specific transportation project is identified and approved, it will go through the following delivery process, subject to an approved budget by council:



Construction Timeline: The time to deliver project can vary from 2 years for a simple rehabilitation project, to 5 years for a more complicated urban arterial reconstruction project (due to potential for EAs, land acquisition, detailed underground analysis, permits and approvals and utility coordination).



Opportunity Statement and Transportation Options

4

The CNTMP is being undertaken by the City of Hamilton to plan for improved mobility to:

- Accommodate transportation needs of future land use
- Take advantage of investment from development opportunities
- Support access to major transportation services such as the QEW, Red Hill Valley Parkway, HSR, Rapid Transit and GO Transit
- Support choices including walking and cycling
- Create livable neighbourhoods and complete communities

The goals of the improvements are to create safe, efficient, and sustainable transportation, that limits impacts to the environment, and supports healthy living.

We identified alternative transportation solutions that address the opportunity statement. They were presented at PIC#2. They were grouped into four focus areas:

- ▶ Capacity
- ▶ Safety
- ▶ Urban Design
- ▶ Mobility Choices



Hamilton

Public Works Department, City of Hamilton
www.hamilton.ca/CentennialNTMP

Centennial Neighbourhoods Transportation Management Plan
Public Information Centre #3
April 28, 2016





Improving Health by Community Design

5

Community Design Elements:

- Population and employment density
- Nearness of services, including public transit
- Mix of land uses
- Many street connections
- Streetscape including facilities for pedestrians, cyclists and transit users
- Increase in bicycle parking and decrease in car parking

These Community Design Elements provide comprehensive support for Health-related Priorities

Health-related Priorities:

- Active transportation (walking cycling)
- Public transit
- Equity in transportation and housing options
- Support for all stages of the life cycle
- Safety, comfort and convenience of travel
- Social interaction
- Accessibility



Hamilton

Public Works Department, City of Hamilton
www.hamilton.ca/CentennialNTMP

Centennial Neighbourhoods Transportation Management Plan
Public Information Centre #3
April 28, 2016



City in Motion Transportation Master Plan 6



The City of Hamilton is undertaking a review and update of the city-wide Transportation Master Plan. The City-wide Transportation Master Plan vision (draft) is:

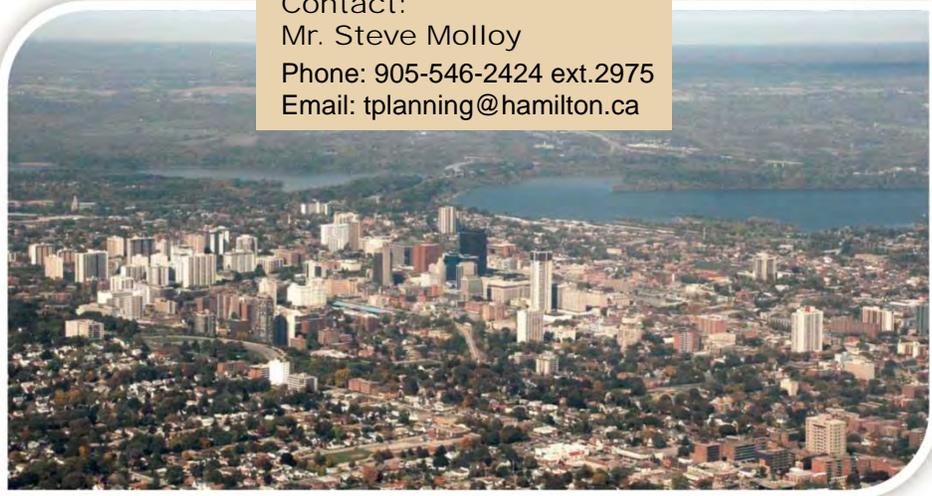
VISION (PROBLEM) STATEMENT

The key objective of the Transportation Master Plan is to provide a **COMPREHENSIVE AND ATTAINABLE TRANSPORTATION BLUEPRINT** for Hamilton as a **WHOLE** that **BALANCES ALL MODES OF TRANSPORTATION**. The success of the Plan will be based on **SPECIFIC, MEASURABLE, ACHIEVABLE, RELEVANT AND PROGRAMMED RESULTS**.

The ultimate goals of the TMP are to:

- ▶ Reduce dependence on single occupant vehicles;
- ▶ Promote accessibility;
- ▶ Improve options for walking, cycling and transit; and
- ▶ Maintain and improve the efficiency of Goods Movement trips.

Contact:
Mr. Steve Molloy
Phone: 905-546-2424 ext.2975
Email: tplanning@hamilton.ca



Issues Identified in Phase 1 Consultation 7

During Phase 1 of the study, we heard from a number of people: 12 focus group stakeholders, 86 people at PIC#1, and 12 written submissions. This is a summary of what we heard.

Roadways:

- Speeding on residential streets
- Congestion on Red Hill Valley Parkway causes traffic to seek alternate routes in neighbourhoods
- Heavy, noisy truck traffic on Centennial and Barton is unsafe

Regional Transit:

- GO Transit Park n Ride well liked
- How will people access the new GO Station
- Increase non-auto access to new GO Station

Local Transit:

- Mixed opinions on potential for rapid transit expansion
- Lack of service between major destinations within the neighbourhoods
- Connect existing routes to Eastgate Square (Route 4 & 5)
- Lack of transit service to Riverdale Community Centre

Walking:

- Important for healthy active living
- Unsafe and/or uncomfortable to walk
- Streetscaping improvements needed
- Major streets crossing times inadequate
- Existing sidewalks adjacent to traffic on Nash
- Missing sidewalks along portions of Lake, Centennial and Warrington
- Pedestrian access to Eastgate Square / Transit Terminal: easy from west; need better connections east to Riverdale

Bicycling:

- Important for healthy active living
- Uncomfortable due to lack of safe facilities, fast traffic and large trucks
- Expand Hamilton Bike Share (SoBi) to the area
- Need safe connection on Centennial Parkway to Confederation Park
- New bikeways suggested for Nash, Delawana, Owen Place, Kenora, Kentley; to new GO Station and Red Hill Library; and extend King Street bike lanes



Feedback on Options in Phase 2 Consultation 8

During Phase 2 of the study, we heard from a number of people: 7 focus group stakeholders, 24 people at PIC#2, and 7 written submissions.

At the Focus Group Meeting and PIC#2, groups discussed the transportation solutions; their opinions are summarized in this chart.		Advantages – what makes sense	Best ideas – what will work best for you and your neighbourhood	Concerns – what might not work
		No. of groups that commented on each alternative		
Capacity	Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (within 15 years west of Centennial & beyond 25 years east of Centennial)	2	3	
	Improve traffic signal timings	4	1	
	Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years)	3	2	1
	Adopt transit priority measures at signalized intersections	1		
	Protect right-of-way on Barton from Red Hill Valley Parkway to Centennial for additional traffic lanes (beyond 25 years)	1		2
	Add turn lanes or roundabouts at "hot spot" intersections	2		3
Safety	Provide multi-use trail access to Confederation Park	2	2	
	Create neighbourhood greenways to calm traffic, and improve walking and cycling connections		3	
	Implement traffic calming to reduce speeds to 40 km/h or less on local streets where speeding is an issue	2	2	1
	Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas	2	1	
	Manage access to new, larger developments to reduce driveways for improved safety	3		1
	Ensure improvements to streets reflect desirable speeds	1		1
Urban Design	Manage parking for new developments to reduce surface lots	1	1	
	Improve quality and location of bus stops, targeting providing shelters at 30% to 50%		2	1
	Implement cycle tracks on Centennial, and Queenston east of Centennial as per Secondary Plan streetscape options	1	1	1
	Improve streetscape and gateways as per the Secondary Plan concepts		1	
	Improve pedestrian connections through new developments		1	1
	Protect rights-of-way on all arterials for implementing Complete / Livable / Better Streets		1	1
Mobility Choices	Create non-auto (walking and cycling) access to GO Station and right-sized Park N' Ride	1	2	1
	Bring in SoBI bike share to serve these neighbourhoods	2		
	Support live / work / play development so people do not have to travel long distances		1	
	Add local HSR circulator route	1		
	Facilitate car sharing		1	1
	Provide bikeways on Nash, Lake, Warrington and South Service Road		1	1
	Extend and modify HSR routes	1		1
	Promote travel options to employers, new immigrants and schools			1

Recommended Solutions for Streets 9

City-wide Policies

- ▶ Support future designs of streets to reflect desirable operating speeds through the Transportation Master Plan **Complete Liveable Better Streets** policy.
- ▶ Protect right-of-way for **Complete Liveable Better Streets** on Barton from Red Hill Valley Parkway to Centennial to increase capacity, on Centennial and Queenston for future LRT, and on all arterials for HOV, transit-only lanes, cycle tracks, pedestrian facilities and amenities, and / or enhanced streetscaping as per Urban Official Plan.

City-wide Activities & Programs

- ▶ Improve traffic signal timings including pedestrian walk times. A signal optimization study is recommended for Centennial Neighbourhoods study area.
- ▶ Implement traffic calming on local streets where speeding, cut-through traffic volumes and safety concerns are ascertained; future studies are required. Implement with community and Councillor support.
- ▶ Continue to promote travel options to employers and schools through the City-wide Smart Commute program and Active and Safe Routes to School program.

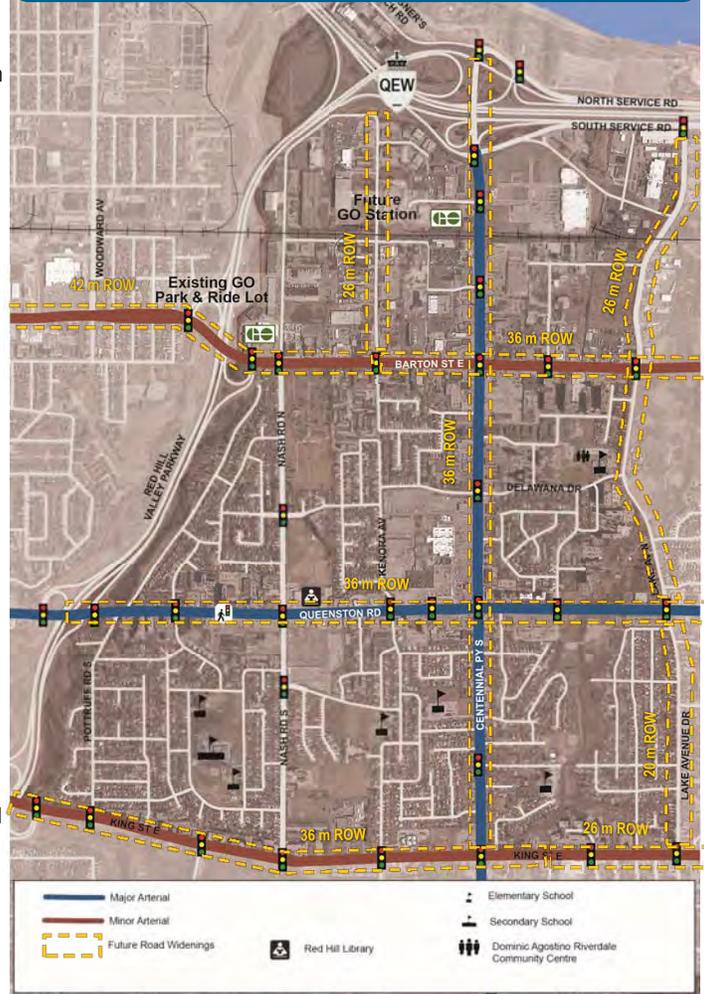
Centennial Neighbourhoods Specific Initiatives

- ▶ Undertake a feasibility study for the Centennial neighbourhoods to communicate travel options for new immigrants aligned with settlement activities.

Alternative Not Supported

- ▶ Turn lanes or roundabouts at "hot spot" intersections are not supported because these intersections were recently reconstructed.

Through the TMP Update, the City is identifying policy and a decision-making process for adopting a **Complete Liveable Better Streets** design approach. It balances the needs of all users yet is sensitive to local context that considers both the transportation and place-making function of the street.



Urban Official Plan Schedule C-2 – Future Road Widenings (October 2015)

Road	From	To	Future Right-of-way Width
Barton Street	Woodward Avenue	Nash Road	42.672 m
Nash Road	Nash Road	Fifty Road	36.576 m
Centennial Parkway	King Street	North Service Road	36.576 m
King Street East	Redhill Creek	Battlefield Drive	36.576 m
Lake Avenue N	North City Limit	Queenston Road	26.213 m
Lake Avenue Drive	Queenston Road	King Street	20.117 m
Nash Road	End	Barton Street	26.213 m
Queenston Road	Redhill Valley Parkway	Donn Avenue	36.576 m



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Recommended Solutions for Transit 10

City-wide Policy

- ▶ Determine appropriate transit priority measures and funding. A transit priority study is recommended for Centennial Neighbourhoods following adoption of a new policy.

City-wide Activities & Programs

- ▶ New guidelines are being developed for bus stop placement and design, including installing passenger amenity features. More transit shelters throughout the HSR bus route system is a key element for improving the customer experience, helping to grow transit ridership. Apply these guidelines to the study area routes.
- ▶ Through the City-wide Annual Transit Service Plans, consider extending or modifying HSR routes in the study area. Review the potential for improving connections between the LRT terminus at Queenston Circle and HSR Terminal at Eastgate Square, and to new GO Transit station.

City-wide Projects

- ▶ Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (beyond year 2024)
- ▶ Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years)

Alternative Not Supported

- ▶ Local HSR circulator route is not supported due to high cost. Focus effort on existing route monitoring and adjustments.



Recommended Solutions for Active Transportation 11

City-wide Projects

- ▶ Create neighbourhood greenways to calm traffic and improve walking and cycling connections. **Neighbourhood greenways** are streets designed with traffic calming and landscape features to reduce speeding, create a pleasant experience for residents and all users of the streets. Co-ordinate with traffic calming initiatives.
- ▶ Implement Projects in the **Recreational Trails Master Plan**:
 - ▶ Project 5-4 in Bow Valley Open Space and Lawrence Avenue Park just west of Lake Avenue
 - ▶ Project 5-9 connecting Pottruff Road near Eugene Street across the RHVP to the Red Hill Valley Trails
 - ▶ Project 5-10 providing multi-use trail access to Confederation Park (see Recommended Solutions by Other Proponents)

Centennial Neighbourhoods Specific Initiatives

- ▶ Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas. Phase in with road resurfacing / reconstruction projects or through development applications (see Secondary Plan Policies)
- ▶ Provide bikeways on Nash, Lake, Warrington and South Service Road in the future. Consider implementing with future development to provide cycling capacity in response to growth in travel.
- ▶ Improve the safety and comfort of pedestrian and cycling connections through the interchanges at the RHVP. A design study is recommended to determine issues and appropriate treatments.



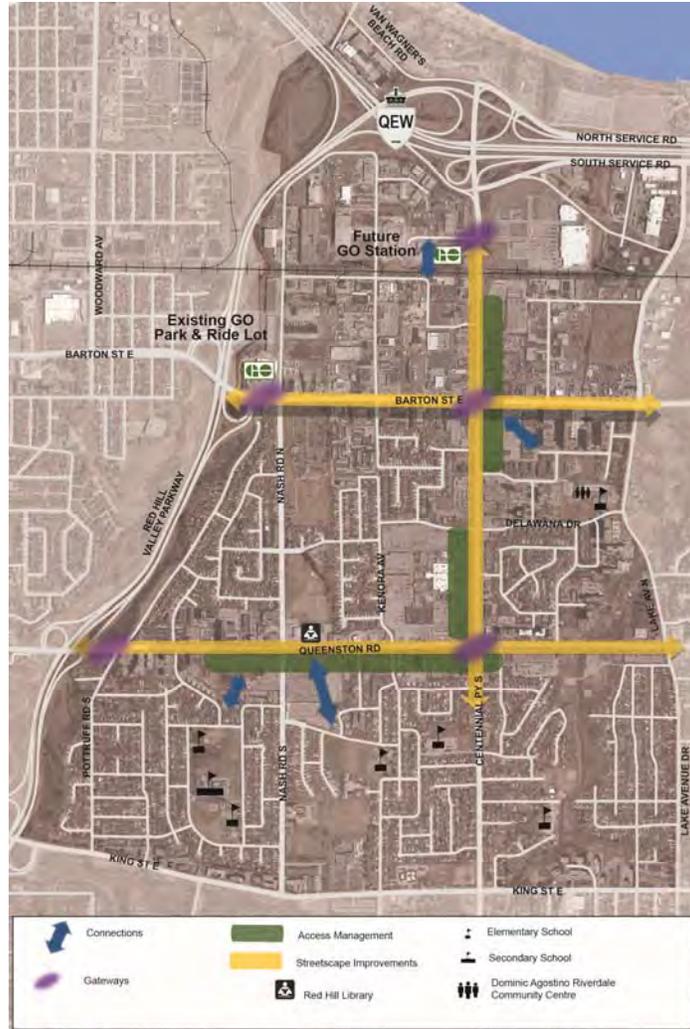
Alternative Not Supported

- ▶ Cycle tracks on Centennial and Queenston, presented at PIC#2 in streetscape options for the Secondary Plan study, are not supported. Centennial was recently reconstructed so this opportunity is very long term, beyond the horizon year of the Secondary Plan. Options to incorporate cycle tracks into Queenston corridor east of Centennial can be explored as part of the B-line LRT extension. Right-of-way widths are being protected in the Urban Official Plan to create **Complete Liveable Better Streets** in the longer term.

Recommended Solutions for Secondary Plan Policy 12

Secondary Plan Policies

- ▶ Manage access to new, larger developments to reduce driveways for improved safety. Identify and implement access management as part of development applications for deeper properties.
- ▶ Manage parking for new developments to reduce surface lots. Identify parking requirements for developments in the Secondary Plan.
- ▶ Improve pedestrian connections through new developments. Identify and implement pedestrian connections as part of development applications.
- ▶ Improve streetscape and gateways as per the Secondary Plan concepts. Address implementation and funding sources in the Secondary Plan. Gateways may include one or a combination of public art, way-finding signage, landscaping or streetscape / built form around the entryways to strengthen a sense of place.
- ▶ Support live / work / play development to encourage trips by active transportation and transit through the Secondary Plan land-use recommendations.
- ▶ Facilitate car sharing through a City-wide initiative to consider policies required to support car-sharing and then apply to Centennial Neighbourhoods area. Identify opportunities for car-sharing when applying the Transportation Demand Management (TDM) Land Use Guidelines to development applications.
- ▶ Identify traffic calming measures to reduce cut-through traffic and speeding as part of development applications. Implement with community and Councillor support.
- ▶ Require missing sidewalks adjacent to new developments to be constructed as part of the development.



The Secondary Plan land-use options will add 900 to 1,400 peak hour trips – equivalent to 2 lanes of traffic. In 2031, it is estimated that:

- The road network will operate reasonably well with some “hot spot” intersections with long delays
- Barton and Queenston west of Centennial will experience higher levels of congestion during peak periods
- Other roads approach but do not exceed their capacity to move traffic

Recommended Solutions by Other Proponents 13

SobiHamilton

- ▶ City to approach SoBiHamilton bike share to undertake a study to determine the feasibility of serving the Centennial neighbourhoods.

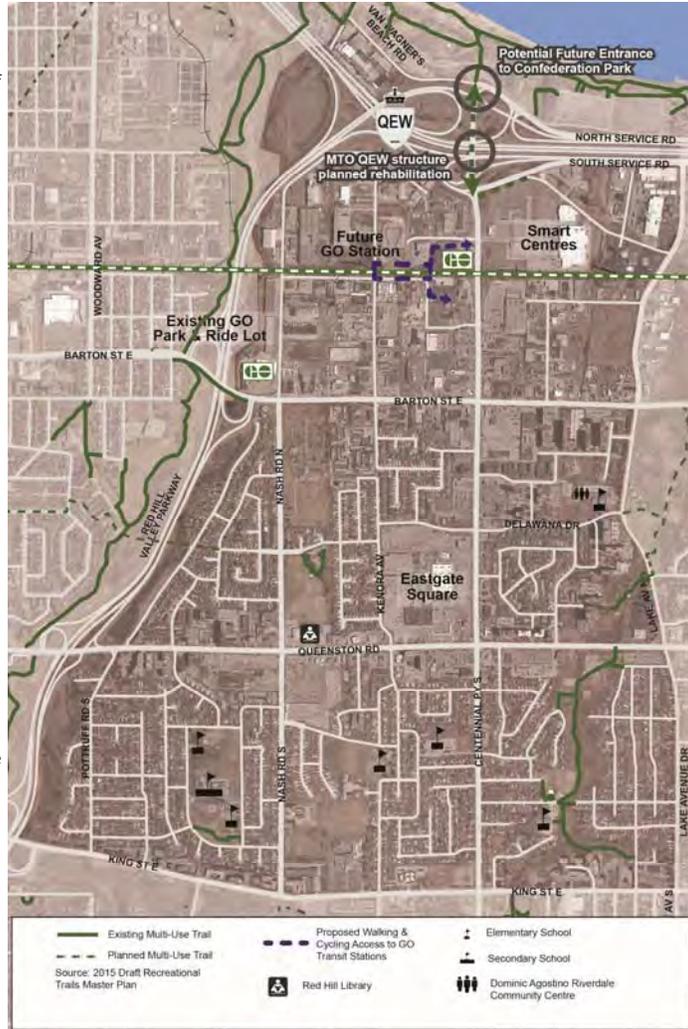
Ministry of Transportation, Ontario (MTO)

- ▶ City to request MTO to include the multi-use trail (Project 5-10 of the Recreational Trails Master Plan) through the QEW / Centennial Parkway interchange as part of MTO's initiative for improvements to the interchange.

Metrolinx

- ▶ City to request that Metrolinx create non-auto (walking and cycling) access to GO Transit Station and right-sized Park N' Ride at the GO Transit bus and train stations. GO Transit bus station is planned to be opened in December 2016; rail station is targeted to be open in 2019. Potential routing to be investigated includes a connection from Kenora Avenue north of the railway through the City's Transfer Station lands to the GO Transit bus station, or south of the railway along Bancroft Street to the GO Transit rail station, with access over the railway to the GO Transit bus station.

The MTO and Metrolinx initiatives together create a cycling and walking network connecting the neighbourhood to the GO Transit stations and Confederation Park / Lake Ontario waterfront. These links provide an alternative to avoid much of Centennial Parkway that does not have any cycling facilities.



MCEA Schedule for Recommended Solutions 14

Some of the recommended transportation solutions will require additional study and consultation under the Municipal Class Environmental Assessment Process (MCEA).

MCEA Schedule for Recommended Solutions

Schedule A	Schedule A+	Schedule B	Schedule C
<ul style="list-style-type: none"> ▶ Traffic signal timing improvements ▶ Transit priority measures ▶ Traffic calming ▶ Sidewalk construction ▶ Neighbourhood greenways ▶ New or improved bus stops ▶ Streetscape and gateways under \$2.7 M ▶ Pedestrian and cycling interchange treatments 	<ul style="list-style-type: none"> ▶ Retrofit bikeways on Nash, Lake, Warrington and South Service Road 	<ul style="list-style-type: none"> ▶ Streetscape and gateways over \$2.7 M ▶ Recreational Trails Master Plan projects between \$3.5 M and \$9.5 M 	<ul style="list-style-type: none"> ▶ Rapid Transit ▶ Recreational Trails Master Plan projects over \$9.5M

Consultation for these projects has been completed through the Centennial Neighbourhoods Transportation Management Plan (CNTMP)



Next Steps

15

The next steps are as follows:

- ▶ Review public comments on the recommended transportation solutions.
- ▶ Prepare a Project File report about the study and preferred transportation solutions
- ▶ Forward staff report and preferred transportation solutions to the City of Hamilton Public Works Committee and Council.
- ▶ Place the Project File report for public review and comment for 30 days.

Please submit comments by May 13, 2016.

Stay involved by signing up to receive notice of the MCEA 30-Day Public Review of the Project File report.

If you have any comments, concerns or questions about the study, please contact:

Mr. Mohan Philip, M.Eng., P.Eng.
Project Manager, Transportation Planning
Public Works Department, City of Hamilton
Phone: 905-546-2424 ext. 3438
Fax: 905-546-2039
E-mail: tplanning@hamilton.ca

OR

Ms. Norma Moores, P.Eng.
Project Manager, IBI Group
Phone: 905-546-1010 ext. 2106
Fax: 905-546-1011
E-mail: norma.moores@ibigroup.com



www.hamilton.ca/CentennialNTMP



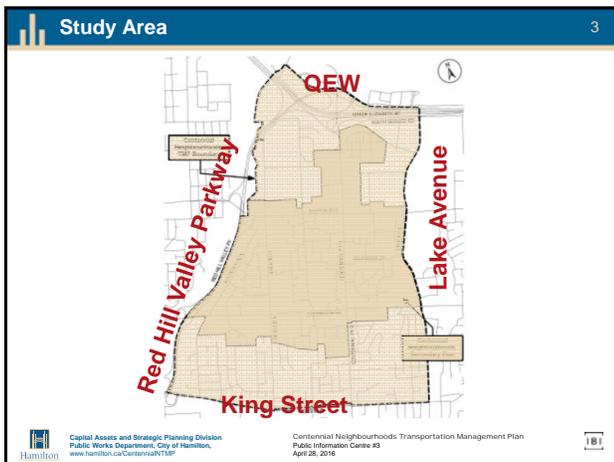
Purpose

The purpose of this study:

- Support the Centennial Neighbourhoods Secondary Plan study
- Identify future transportation needs and address existing transportation issues
- Identify and evaluate options and recommend transportation solutions

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Opportunity Statement

The CNTMP is being undertaken by the City of Hamilton to plan for improve mobility to:

- Accommodate transportation needs of future land use
- Leverage investment from development opportunities
- Support access to major transportation services such as the QEW, Red Hill Valley Parkway, and HSR, Rapid Transit and GO Transit
- Support choices including walking and cycling
- Create livable neighbourhoods and complete communities

The goals of the improvements are to create safe, efficient, and sustainable transportation, that limits impacts to the environment, and supports healthy living.

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City-wide Transportation Master Plan

Vision Statement (draft)

The key objective of the Transportation Master Plan is to provide a **COMPREHENSIVE AND ATTAINABLE TRANSPORTATION BLUEPRINT** for Hamilton as a **WHOLE** that **BALANCES ALL MODES OF TRANSPORTATION**.

The **ULTIMATE GOALS** include reducing dependence on single-occupant vehicles and promoting **ACCESSIBILITY** AND improved options for walking, cycling and transit, while maintaining and improving the efficiency of trips related to the movement of goods and servicing employment areas.

THE **SUCCESS OF THE PLAN** WILL BE BASED ON **SPECIFIC, MEASURABLE, ACHIEVABLE, RELEVANT AND PROGRAMMED RESULTS**.

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Project Process

Municipal Class Environmental Assessment Process

Phase 1: Public Open House #1
 Phase 2: Alternative Solutions
 Phase 3: Alternative Design Concepts
 Phase 4: Environmental Study Report
 Phase 5: Implementation

Stage 1: Understand Transportation Issues
 Public Open House #1
 April 30, 2016

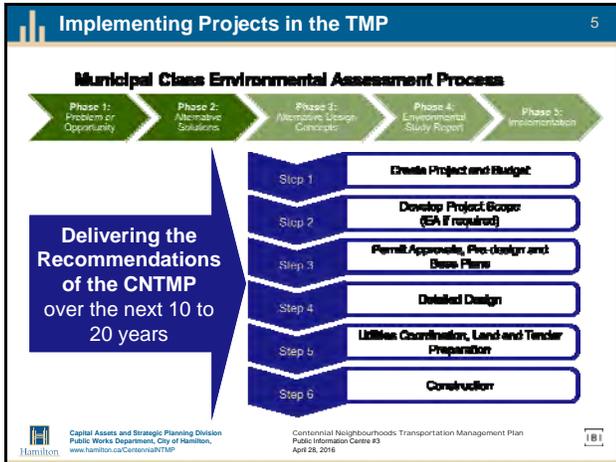
Stage 2: Develop Preferred Solution
 Public Open House #2
 Dec. 1, 2015

Stage 3: Refine the Preferred Solution
 Public Open House #3
 Apr. 28, 2016

WE ARE HERE

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Phase 2 Consultation

8

5 groups reviewed the transportation alternatives:
 Advantages – what makes sense
 Best Ideas – what will work best for you and your neighbourhood
 Concerns – what might not work
 What else – add your ideas

Advantages – what makes sense
 Best Ideas – what will work best for you and your neighbourhood
 Concerns – what might not work
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Phase 2 Consultation

9

Well-liked transportation alternatives:

- B-line Rapid Transit
- Improve signal timings
- S-line Rapid Transit
- Multi-use trail to Confederation Park
- Traffic calming to address speeding
- Neighbourhood greenways
- Missing pieces of sidewalk
- Manage access to larger developments
- Walk and bike to GO Station and Park N' Ride

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Phase 2 Consultation

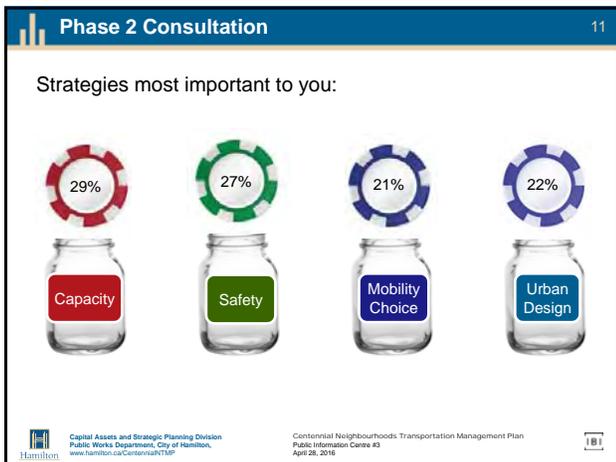
10

Transportation alternatives with concerns:

- Turn lanes / roundabouts at intersections
- Protect ROW on Barton

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Modifications to the Alternatives

12

- Add Recreational Trails Master Plan Projects:
 - Project 5-4 Bow Valley / Lawrence Avenue Park
 - Project 5-9 Redhill Valley Trail connection
 - Project 5-10 Confederation Park connection
- Add improve safety and comfort of pedestrians and cyclists at RHVP interchanges

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Evaluation of Alternatives 13

TRANSPORTATION: network, access, comfort and delay:

- ▶ Pedestrians
- ▶ Cyclists
- ▶ Transit passengers
- ▶ Drivers
- ▶ Emergency services
- ▶ Goods movement

PUBLIC HEALTH:

- ▶ Social interaction
- ▶ Transportation equity
- ▶ Active transportation
- ▶ Collision reduction
- ▶ Air quality

COST:

- ▶ Implementation
- ▶ Operation and maintain
- ▶ Economic benefits

PHYSICAL ENVIRONMENT:

- ▶ Natural environment (landscape, parks, open space, watercourses, and shorelines)
- ▶ Public realm (streetscape and public spaces)
- ▶ Cultural, heritage, and archaeological resources

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Recommended Transportation Solutions 14

For Streets:

- Protect ROW for Complete Liveable Better Streets
- Improve traffic signal timings
- Traffic calming where needed with support
- Smart Commute and Active and Safe Route to School programs
- Travel options with settlement activities



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Recommended Transportation Solutions 15

For Transit:

- Transit priority measures
- More and improved bus stops
- Extend and modify HSR routes
- B-line Rapid Transit to Eastgate Square and beyond
- S-line Rapid Transit to GO Transit Station



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Recommended Transportation Solutions 16

For Active Transportation:

- Neighbourhood greenways
- 3 projects in the Recreational Trails Master Plan
- Construct missing sidewalks
- Bikeways on Nash, Lake, Warrington and South Service
- Pedestrian and cyclist RHVP interchange improvements



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Recommended Transportation Solutions 17

For Secondary Plan Policy:

- For new developments:
 - Manage access
 - Reduce surface parking
 - Create pedestrian connections
 - Support live / work / play
 - Facilitate car-sharing
 - Identify traffic calming
 - Construct missing sidewalks
- Improve streetscape and gateways



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Recommended Transportation Solutions 18

By Other Proponents:

- **SobiHamilton** – Feasibility of bike share
- **Ministry of Transportation, Ontario** – Multi-use trail connection to Confederation Park
- **Metrolinx** – Walking and Cycling access to GO Transit stations and 'right-sized' Park n' Ride



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Next Steps 19

Next Steps

- Review public comments on the recommended transportation solutions
- Prepare a Project File report
- Forward staff report and preferred transportation solutions to the City of Hamilton Public Works Committee and Council.
- Place the Project File report for public review and comment for 30 days

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Thank You! 20

**Centennial Neighbourhoods
Transportation Management Plan**

Please submit comments by
May 13, 2016

Mohan Philip, City of Hamilton
Tel: 905-546-2424 ext. 3438
tplanning@hamilton.ca

Norma Moores, IBI Group
Tel: 905-546-1010 ext. 2106
norma.moores@ibigroup.com

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Centennial Neighbourhoods Transportation Management Plan
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Introduction

The Centennial Neighbourhoods Transportation Management Plan (CNTMP) is being undertaken to

- a) Follow the Municipal Class Environmental Assessment (EA) process
- b) Support the Centennial Neighbourhoods Secondary Plan study
- c) Identify future transportation needs and address existing transportation issues
- d) Identify and evaluate transportation options and recommend solutions

OPPORTUNITY STATEMENT

The CNTMP is being undertaken by the City of Hamilton to plan for improved mobility to:

- ▶ Accommodate transportation needs of future land use
- ▶ Take advantage of investment from development opportunities
- ▶ Support access to major transportation services such as the QEW, Red Hill Valley Parkway, HSR, Rapid Transit and GO Transit
- ▶ Support choices including walking and cycling
- ▶ Create livable neighbourhoods and complete communities

The goals of the improvements are to create safe, efficient, and sustainable transportation that limits impacts to the environment, and supports healthy living.

Alternative transportation solutions that address the opportunity statement were presented at PIC#2, December 1, 2015. Based on the feedback from the public and stakeholders, and an evaluation of the alternatives, recommended transportation solutions were selected. Maps of the recommended transportation solutions are available on the project web site at www.hamilton.ca/CentennialINTMP.

Recommended Transportation Solutions for Streets

City-wide Policies

- ▶ Support future designs of streets to reflect desirable operating speeds through the Transportation Master Plan **Complete Liveable Better Streets** policy.
- ▶ Protect right-of-way for **Complete Liveable Better Streets** on Barton from Red Hill Valley Parkway to Centennial to increase capacity, on Centennial and Queenston for future LRT, and on all arterials for HOV, transit-only lanes, cycle tracks, pedestrian facilities and amenities, and / or enhanced streetscaping as per Urban Official Plan (Schedule C-2).

Through the City-wide Transportation Master Plan Update, the City is identifying policy and a decision-making process for adopting a Complete Liveable Better Streets design approach. It balances the needs of all users yet is sensitive to local context that considers both the transportation and place-making function of the street.

City-wide Activities & Programs

- ▶ Improve traffic signal timings including pedestrian walk times. A signal optimization study is recommended for Centennial Neighbourhoods study area.
- ▶ Implement traffic calming on local streets where speeding, cut-through traffic volumes and safety concerns are ascertained; future studies are required. Implement with community and Councillor support.
- ▶ Continue to promote travel options to employers and schools through the City-wide Smart Commute program and Active and Safe Routes to School program.

Centennial Neighbourhoods Specific Initiatives

- ▶ Undertake a feasibility study for the Centennial neighbourhoods to communicate travel options for new immigrants aligned with settlement activities.

Alternative Not Supported

- ▶ Turn lanes or roundabouts at "hot spot" intersections are not supported because these intersections were recently reconstructed.

Recommended Transportation Solutions for Transit

City-wide Policy

- ▶ Determine appropriate transit priority measures and funding. A transit priority study is recommended for Centennial Neighbourhoods following adoption of a new policy.



City-wide Activities & Programs

- ▶ New guidelines are being developed for bus stop placement and design, including installing passenger amenity features. More transit shelters throughout the HSR bus route system is a key element for improving the customer experience, helping to grow transit ridership. Apply these guidelines to the study area routes.
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City-wide Projects

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- ▶ Create neighbourhood greenways to calm traffic and improve walking and cycling connections. **Neighbourhood greenways** are streets designed with traffic calming and landscape features to reduce speeding, create a pleasant experience for residents and all users of the streets. Co-ordinate with traffic calming initiatives.
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Ministry of Transportation, Ontario (MTO)

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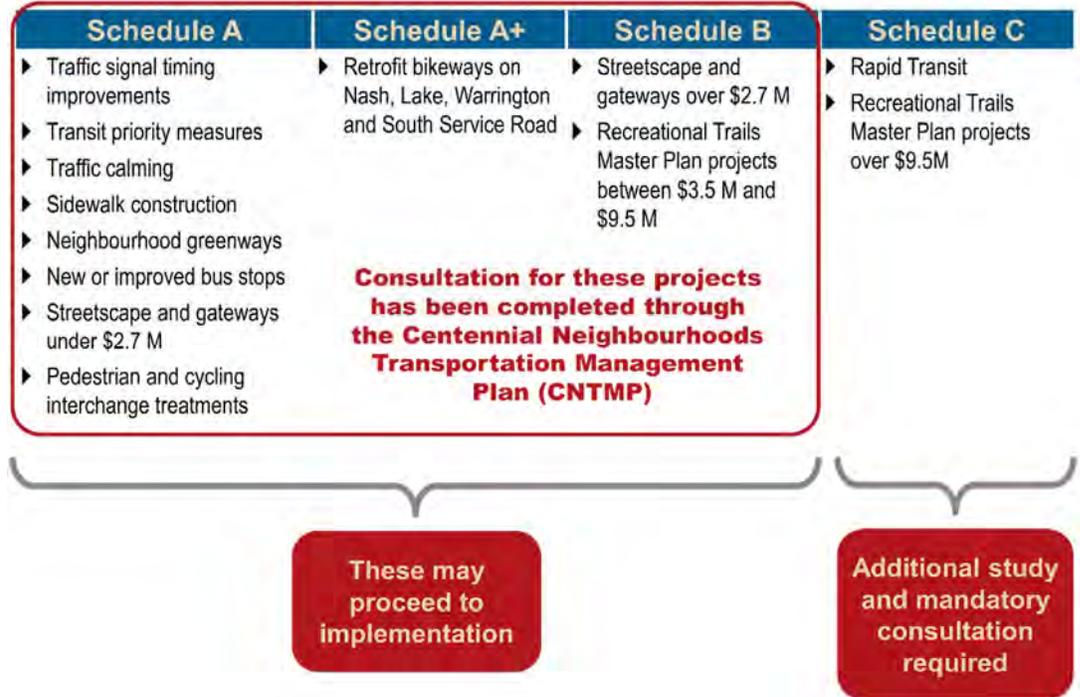
Metrolinx

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MCEA Schedule for Recommended Solutions

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If you have any comments, concerns or questions about the study, please contact:

Mr. Mohan Philip, M.Eng., P.Eng., Project Manager
 Transportation Planning, Public Works Department, City of Hamilton
 Phone: 905-546-2424 ext. 3438
 Fax: 905-546-2039
 E-mail: tplanning@hamilton.ca

www.hamilton.ca/CentenniaINTMP



**CENTENNIAL NEIGHBOURHOODS
SECONDARY PLAN AND TRANSPORTATION MANAGEMENT PLAN
COMMENT SHEET**

**PUBLIC INFORMATION CENTRE No. 3
Thursday, April 28, 2016**

Thank you for attending today's Public Information Centre. Your input is important to us. It would be appreciated if you would answer the following questions and drop them off in the box provided tonight, OR mail or email them, by **May 13, 2016** to:

Kirsten McCauley, RPP, MCIP
Secondary Plan
Planning & Economic Development Dept.
City of Hamilton
71 Main Street West, 6th Floor
Hamilton, ON L8P 4Y5
Phone: 905-546-2424 ext. 1287
Email: kirsten.mccauley@hamilton.ca

OR Mohan Philip, M. Eng., P. Eng.
Transportation Management Plan
Project Manager, Public Works Dept.
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 3438
Email: tplanning@hamilton.ca

If you would like to be added to the contact list for these projects for notices of future public information centres, please provide your contact information below:



All comments and information received from the public regarding this project are being collected to assist the City of Hamilton. With the exception of personal information, all comments will become part of the Public Record.

CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN

1. What do you like about the draft plans?

I approve of the proposal to reutilise the area of Centennial and Queenston. There is potential.

2. What could be improved?

Look at traffic flow: improve it. More efficiency. add more solar panels to power lights. It will add to the city power grid. Add more coniferous trees to improve air quality use vases. Limits growth allows, to stunt growth. Consider commercial plans that have multiple ~~uses~~ ^{uses} not just offices or stores maximize ^(See Reverse) potential use of space add multiple methods to gather power. a self sufficient city

3. Do you have any additional comments or suggestions you wish to provide?

Keep a close eye on developers as they need regulating to be accountable, do not use for union workers don't go over budget I recall your Grand Stadium over budget an essentially a failure.

CENTENNIAL NEIGHBOURHOODS TRANSPORTATION MANAGEMENT PLAN

1. Which transportation solutions do you think will work the best to help you travel in these neighbourhoods?

Bike lanes need to be implemented. And there need to be a law for them to use these lanes offenders need to be held accountable. It will improve efficiency and flow of traffic users need regulation. the behaviour of the users is deplorable.

2. Which transportation solutions do you not like and why?

3. Do you have any other comments about the Centennial Neighbourhoods Transportation Management Plan?

Consider adding a police station in the neighbourhood as it is near. A police presence encourages community and less undesirable acts. Consider repurposing buildings that are useful.

THANK YOU!



**CENTENNIAL NEIGHBOURHOODS
SECONDARY PLAN AND TRANSPORTATION MANAGEMENT PLAN
COMMENT SHEET
PUBLIC INFORMATION CENTRE No. 3
Thursday, April 28, 2016**

Thank you for attending today's Public Information Centre. Your input is important to us. It would be appreciated if you would answer the following questions and drop them off in the box provided tonight, OR mail or email them, by **May 13, 2016** to:

Kirsten McCauley, RPP, MCIP
Secondary Plan
Planning & Economic Development Dept.
City of Hamilton
71 Main Street West, 6th Floor
Hamilton, ON L8P 4Y5
Phone: 905-546-2424 ext. 1287
Email: kirsten.mccauley@hamilton.ca

OR Mohan Philip, M. Eng., P. Eng.
Transportation Management Plan
Project Manager, Public Works Dept.
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 3438
Email: tplanning@hamilton.ca

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CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN

1. What do you like about the draft plans?

The plan shows a great mixture of residential and business areas as well.

2. What could be improved?

The pedestrian predominant streets seem cluttered and need to flow more safely.

3. Do you have any additional comments or suggestions you wish to provide?

make it predominately more people oriented than
Industrial

CENTENNIAL NEIGHBOURHOODS TRANSPORTATION MANAGEMENT PLAN

1. Which transportation solutions do you think will work the best to help you travel in these neighbourhoods?

buses and go stations

-uber

2. Which transportation solutions do you not like and why?

the transportation solution seems to go in
a cluttered unplanned pattern

3. Do you have any other comments about the Centennial Neighbourhoods Transportation Management Plan?

improve upon bus routes, layout better
and change routes to suite people better
who live further in downtown than just stone
creek.

THANK YOU!



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CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN

1. What do you like about the draft plans?

2. What could be improved?

(See Reverse)

3. Do you have any additional comments or suggestions you wish to provide?

CENTENNIAL NEIGHBOURHOODS TRANSPORTATION MANAGEMENT PLAN

1. Which transportation solutions do you think will work the best to help you travel in these neighbourhoods?

2. Which transportation solutions do you not like and why?

3. Do you have any other comments about the Centennial Neighbourhoods Transportation Management Plan?

Crosswalk at Vineyard across Centennial

cars making U turns From Vineyard to Centennial - south - dangerous

For pedestrians

THANK YOU!



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CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN

1. What do you like about the draft plans?

- new Go Station on Centennial Pkwy.
- Upgrades to Buildings & Businesses on Centennial Pkwy.
- Better Access through bike paths & pedestrian paths along Centennial Pkwy. N.

2. What could be improved?

A need for new Apartment buildings in Centennial Neighbourhood

3. Do you have any additional comments or suggestions you wish to provide?

CENTENNIAL NEIGHBOURHOODS TRANSPORTATION MANAGEMENT PLAN

1. Which transportation solutions do you think will work the best to help you travel in these neighbourhoods?

*Safe - good sidewalks
protected bike paths.*

2. Which transportation solutions do you not like and why?

*The ~~one~~ on ramp to OEW, to Niagara Falls, is not marked
clearly & does create confusion. do I take the South Service
ramp or BEW ramp as they are very close to each other.*

3. Do you have any other comments about the Centennial Neighbourhoods Transportation Management Plan?

THANK YOU!



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CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN

1. What do you like about the draft plans?

2. What could be improved?

(See Reverse)

3. Do you have any additional comments or suggestions you wish to provide?

CENTENNIAL NEIGHBOURHOODS TRANSPORTATION MANAGEMENT PLAN

1. Which transportation solutions do you think will work the best to help you travel in these neighbourhoods?

2. Which transportation solutions do you not like and why?

3. Do you have any other comments about the Centennial Neighbourhoods Transportation Management Plan?

Traffic Calming measures on
Cromwell and Owen Place. Cars
are too fast for the 40km School
zone.

And Cross



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CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN

1. What do you like about the draft plans?

*Violet GBZG will be more 90meters trees
from which of the country??
Darker and shynie around the
Hamilton.*

2. What could be improved?

*The men don't like to
lister for the girls and
which of man G can help your
plauft tree?*

(See Reverse)

3. Do you have any additional comments or suggestions you wish to provide?

CENTENNIAL NEIGHBOURHOODS TRANSPORTATION MANAGEMENT PLAN

1. Which transportation solutions do you think will work the best to help you travel in these neighbourhoods?

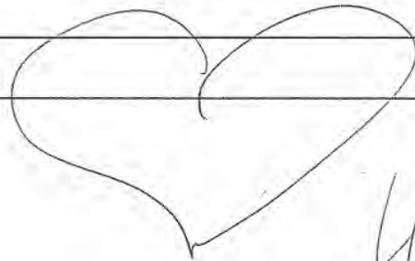
Read Soil with Horwaty train,

2. Which transportation solutions do you not like and why?

Train

3. Do you have any other comments about the Centennial Neighbourhoods Transportation Management Plan?

*more dany may open
the Hamilton Violet Drive S*



*for the Happy Hall
Drive.*
eastgate

THANK YOU!



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CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN

1. What do you like about the draft plans?

2. What could be improved?

— Bus Route Lake Ave N to
village of Stoney Creek

— Most important "advance green" [8]
Street light to turn on to South Service
Road from QEW/Centennial
Parkway.

(See Reverse)

3. Do you have any additional comments or suggestions you wish to provide?

- ped/bike walk way on Lake Ave
over QEW to waterpark

CENTENNIAL NEIGHBOURHOODS TRANSPORTATION MANAGEMENT PLAN

1. Which transportation solutions do you think will work the best to help you travel in these neighbourhoods?

- Love bike/ped paths/ Green spaces

- Love GO TRAIN !!!

2. Which transportation solutions do you not like and why?

3. Do you have any other comments about the Centennial Neighbourhoods Transportation Management Plan?

THANK YOU!



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CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN

1. What do you like about the draft plans?

A great deal of thought has gone into the draft plans

2. What could be improved?

*More information about feeder bus routes to the Queenston
LRT station*

3. Do you have any additional comments or suggestions you wish to provide?

CENTENNIAL NEIGHBOURHOODS TRANSPORTATION MANAGEMENT PLAN

1. Which transportation solutions do you think will work the best to help you travel in these neighbourhoods?

2. Which transportation solutions do you not like and why?

3. Do you have any other comments about the Centennial Neighbourhoods Transportation Management Plan?

THANK YOU!



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CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN

1. What do you like about the draft plans?

2. What could be improved?

OPEN KENORA AVE
BARTON TO QUEENSTON

3. Do you have any additional comments or suggestions you wish to provide?

CENTENNIAL NEIGHBOURHOODS TRANSPORTATION MANAGEMENT PLAN

1. Which transportation solutions do you think will work the best to help you travel in these neighbourhoods?

2. Which transportation solutions do you not like and why?

3. Do you have any other comments about the Centennial Neighbourhoods Transportation Management Plan?



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CENTENNIAL NEIGHBOURHOODS SECONDARY PLAN

1. What do you like about the draft plans?

2. What could be improved?

3. Do you have any additional comments or suggestions you wish to provide?

Why is there so much truck traffic on Centennial - why not using RHP? Is there notable trucks crossing escarpment here?

CENTENNIAL NEIGHBOURHOODS TRANSPORTATION MANAGEMENT PLAN

1. Which transportation solutions do you think will work the best to help you travel in these neighbourhoods?

2. Which transportation solutions do you not like and why?

3. Do you have any other comments about the Centennial Neighbourhoods Transportation Management Plan?

① Need to take 3 buses to go to Hwy + Lake from Lake + Barton - up to 1 1/2 hrs. at a time. When are you going to improve this? a bus on ^{Lake} ~~Barton~~ possible?

② Plan for a ped/bike bridge over QEW @ Lake Ave too (especially if MTO says no to Centennial trail for the Waterpark!)

THANK YOU!

comment1

From:

Sent: April-08-16 12:00 PM

To: Pham, Melanie

Cc: Christian Kieller

Subject: Centennial Parkway Secondary Plan - Additional Thoughts

Good Morning,

I have some additional comments coming out of yesterday's meeting after taking a further look at the materials provided and driving the surrounding neighbourhood around our property at the SE corner of Barton and Centennial. As mentioned yesterday, while the overall draft land use plan and proposed permissions seem to be moving in the right direction, the devil is in the details. Some of my thoughts:

* Providing density & height flexibility within the secondary plan is important to avoid OMB hearings or contentious amendments.

* Consider permitting 20 stories at corner of Barton & Centennial and along Barton frontage to offset the density which will be lost due to the 45 deg angular plane along the southerly edge of the property due to the low rise townhouse development. There are existing high rise buildings along Barton and therefore no transition is required along this area to a low rise residential neighbourhood. Perhaps there could be a split designation of 20 and 15?

* For properties or proposed buildings North or West of low rise neighbourhoods, the 45 Degree Angular plane should start from the 3 storey height of the building, not the property line.

* Understanding building height is a sensitive issue for the residents in this neighbourhood, perhaps additional height could be permitted through a bonus provision or community benefit. This may be a bit more palatable to the community while offering flexibility to developers.

* Understanding the High Density residential designation may be more conducive to larger building setbacks as discussed in the meeting, however, in order for mixed use buildings to be successful they cannot be set back 10 or 20 m from the street. Further, many of the properties along the Centennial and Queenston corridors are shallow and restricting development along the street edge could potentially make re-developing these properties not possible. I would envision an abundance of Minor Variance requests if the setback requirements were excessive for the mixed use designations.

The proposed plan needs to be both practical and feasible from a financial standpoint in order to encourage and support re-development. The shallow nature of many of the properties and the density proposed for the Centennial corridor will necessitate some form of underground parking. This is the type of math that can get lost in a high level secondary plan process, as developments can very quickly become cost prohibitive if the density does not support the exorbitant cost of underground parking at \$40,000-\$50,000/parking stall.

comment1

Please distribute to Dillon and team and appreciate you taking these points into consideration.

This message is intended for the addressee. It may contain privileged or confidential information. Any unauthorized disclosure is strictly prohibited. If you have received this message in error, please notify us immediately so that we may correct our internal records. Please then delete the original message. Thank you.

comment2

From: Pham, Melani e
 Sent: April -29-16 11:53 AM
 To:
 Cc: McCauley, Kirsten; Philip, Mohan
 Subject: RE: Feedback re. Centennial Neighbourhoods

Thank you for your comments Azher. They will be incorporated into our review as we prepare the final plans and recommendations.
 Best Regards, Melani e

Melani e Pham, MCIP, RPP
 Planner I, Community Planning
 Planning and Economic Development Department
 71 Main Street West, 6th Floor, Hamilton, L8P 4Y5
 Melani e.Pham@hamilton.ca
 T: (905) 546-2424 ext. 6685
 F: (905) 546-4202

From:
 Sent: April -28-16 5:10 PM
 To: Pham, Melani e
 Subject: Feedback re. Centennial Neighbourhoods

?Dear Melani e,

My name is . I'm a resident of East Hamilton.

Unfortunately, I'm not able to attend tonight's public info session on the Centennial Neighbourhood plans. However I wanted to provide my input as to what I think would improve the neighbourhood.? My "wish list" is as follows:

1. Future LRT connection to Eastgate Square and then to the new GO station and ?then to Confederation Park. I feel Hamilton council members should request Metrolinx to postpone James St. spur line and stick with original plan for B-line.
2. ?Red Hill Library should have direct connection/ access to Sam Manson Park. The library definitely needs an expansion. Would be nice to have any future expansion incorporate a rec centre to take the pressure off Riverdale community centre. Likewise, Riverdale redevelopment should include a library to take the ?pressure of Red Hill library.
3. Wider sidewalks and protected bike lanes on Nash, Queenston, Centennial, Barton.
4. More trees wherever possible, along streets and in parks.
5. Lighting for Sam Manson? park. More trees in this park, and more pathways for people with strollers or wheelchairs to be able to enjoy.
6. Higher residential and commercial density (20 plus stories) / greater intensification for develop-able areas north of Barton (i.e. Adjacent to GO station) on Centennial and Nash.
7. ?Better use/ repositioning of commercial space along Queenston, Centennial, Barton.

comment2

Businesses should be easily accessible from the sidewalks with parking in the back/under ground/ garage.

8. Wherever possible, developments with commercial on bottom floors and residential units on top.

These changes would make the neighbourhood safer, walkable, and economically prosperous, and therefore a more desirable place to live for all.

Thank you for taking my input into consideration. Please don't hesitate to contact me if you have any questions or concerns.

Best Regards,

comment3

From:
Sent: Tuesday, May 03, 2016 5:24 PM
To: tplanning@hamilton.ca; Norma Moores
Subject: Comment

Hello,

I'm just writing to say the Centennial Neighbourhoods Transportation Management Plan looks very good. I may have missed it but if its not already in the plan I think we should have an easy connection/pathway from the GO station to Confederation Park.

Thank you,

The Centennial Neighbourhoods Transportation Management Plan (CNTMP) is being undertaken to support the Secondary Plan for the Study Area, as well as to address existing transportation needs and issues. The objective of Phase 2 of the CNTMP is to develop and recommend alternative solutions to the identified transportation issues and opportunities. This summary provides an overview of stakeholder and public consultation events undertaken to date to understand people's opinions about the recommendations. The events include:

- Technical Advisory Committee consisting of City of Hamilton staff (February 23, 2016)—Public Works, Transit, Traffic, Planning and Public Health
- Stakeholder focus group (April 7, 2016)—7 people attended from the public
- Public information centre (April 28, 2016)—43 people signed the sign-in sheet
- Drop-in location with displays at Eastgate Square (April 29, 2016)—about 62 people discussed the studies with City staff
- Direct submissions from the public—21 written submissions were received (comment form, email or web site form)

Recommended Transportation Solutions

The recommended transportation solutions were presented through a series of maps:

- Recommended solutions for **streets** including City-wide policies, City-wide activities and programs, and Centennial Neighbourhoods specific initiatives
- Recommended solutions for **transit** including City-wide policies, City-wide activities and programs, and City-wide projects
- Recommended solutions for **active transportation** including City-wide projects and Centennial Neighbourhoods specific initiatives
- Recommended solutions for **Secondary Plan Policies**
- Recommended solutions for **other proponents** including Sobi Hamilton, Ministry of Transportation, Ontario and Metrolinx

Comments Received

Members of the focus group expressed concerns regarding the CNTMP around cycling, walking, and the QEW interchanges. They would like to promote green space along the frontage of buildings on Centennial and Queenston similar to the green space that is present along some properties today, instead of having building fronts adjacent a hardscaped pedestrian area. There was concern regarding who rides bicycles in the area, since there are a large number of senior residents. They also wanted to know if there was a new interchange planned for the QEW at Grey's Road, which is under the Ministry of Transportation, Ontario, jurisdiction.

Transportation recommendations received from the public by way of a comment form or email that members of the public liked are summarized below. Some people generally support improved transportation, while others remarked generally that not enough is being done:

- ▶ The CNTMP “does not address an increase in traffic to an area that already has traffic issues”
- ▶ “There needs to be a careful and considerate review of the traffic issues in all of Stoney Creek, and real and doable options made available to ratepayers to consider. I support cleaner and leaner transportation, as long as there are no negative impacts on existing residential home owners, businesses, and this community.”
- ▶ “This is a great plan. It should help reduce car dependency, increase active lifestyles, and result in greater economic opportunities for the neighbourhood.”

- ▶ “The traffic is TERRIBLE in this area. I believe the issue is due to poor planning, by allowing the Walmart development to proceed before having a proper transportation infrastructure plan designed, approved, and put in place.... This seems to be an ongoing issue in our City, and one that can be easily corrected by putting the interests of the ratepayers and people that reside and work in the community first.”

Specific comments and suggestions are divided into three categories:

- Support for recommended transportation solutions
- Suggested changes regarding the recommendations or new ideas to consider
- Comments that are outside the scope of the CNTMP and should be referred to other City departments or agencies

Support for Recommended Transportation Solutions	
<p>Recommended solutions for streets:</p> <ul style="list-style-type: none"> ▶ Support better traffic flow and signal timing (2 people) ▶ Support traffic calming (2 people). Specific streets mentioned are Cromwell, Owen Place, Kentley, and streets used to access Eastgate Mall from Nash Road 	<p>Recommended solutions for transit:</p> <ul style="list-style-type: none"> ▶ Support connections transit hubs, more bus routes, stops and shelters, and feeder bus routes to the Queenston LRT station (6 people) ▶ Support connections to public transit ▶ Support LRT to Eastgate Square (not BRT) (5 people), including extending the first phase to Eastgate Transit Hub from Queenston Circle
<p>Recommended solutions for active transportation:</p> <ul style="list-style-type: none"> ▶ Support active transportation with new and enhanced infrastructure ▶ Support increase in walkability ▶ Support more bike lanes (2 people), specifically on Lake Avenue connecting Confederation Park entrance (2 people) ▶ Support improving east-west active transportation connections in the study area ▶ Support improving the safety and comfort of pedestrian and cycling connections through the interchanges at the RHVP and make it a top priority 	<p>Recommended solutions for other proponents:</p> <ul style="list-style-type: none"> ▶ Support the GO train station at Centennial Parkway (4 people)
Suggestions for the Recommended Transportation Solutions	
<p>Recommended solutions for streets:</p> <ul style="list-style-type: none"> ▶ For Complete Liveable Better Streets, wider sidewalks (2 people). Specific streets mentioned are Nash, Queenston, Centennial, and Barton ▶ Open Kenora from Barton to Queenston to ease congestion along Nash and Centennial once the Centennial GO Station is in full use 	<p>Recommended solutions for transit:</p> <ul style="list-style-type: none"> ▶ Locate the LRT on Barton closer to the Centennial GO Station ▶ With the bus service review, consider extending bus service to Confederation Park, and looping Routes 4 and 44 around St. Joseph's Hospital and Eastgate Transit Hub
<p>Recommended solutions for active transportation:</p> <ul style="list-style-type: none"> ▶ Project 5-9 connecting Pottruff Road near Eugene Street across the RHVP to the Red Hill Valley Trails requires more study regarding costs. It may be for effective to invest in pedestrian and cyclists improvements on Queenston and Barton. ▶ For the neighbourhood greenways, include bike lanes on Delawana, Kenora, and Kentley along with 40 km/h posted speed limit. ▶ Provide high visibility crosswalks ('ladder' markings) throughout the neighbourhoods ▶ Connect Battlefield Park to Confederation Park for tourists ▶ Provide protected bike lanes or cycle tracks (4 people). Specific streets mentioned are Nash, Queenston, and Centennial. 	

Comments Outside the CNTMP Scope	Referral
▶ Need a direct, faster bus route to Mohawk College on Barton; stopover / transfer at Bell Manor Loop is too long	HSR, City of Hamilton
▶ Cars making U-turns from Vineyard to Centennial south are very dangerous for pedestrians ▶ Reduce speed limit on Queenston Road - 60 km/hr is too fast ▶ There is too much truck traffic on Centennial; it should be using the Red Hill Valley Parkway	Traffic, City of Hamilton
▶ Provide more lighting, trees and pathways for people with strollers or wheelchairs to enjoy in Sam Manson Park	Parks, City of Hamilton
▶ Red Hill Library should have direct connection/ access to Sam Manson Park (3 people)	Hamilton Public Library and Parks, City of Hamilton
▶ Better traffic markings for QEW ▶ Extend the HOV lanes on the QEW through Hamilton / Stoney Creek	Ministry of Transportation, Ontario
▶ Provide more train services throughout the GTA and Niagara region interconnected along the lakeshore/ QEW and with more bus stops ▶ Need more parking space and parking garage and bike cage at Centennial GO Transit Station	Metrolinx

Next Steps

Based on the public consultation on the recommended transportation solutions, the following modifications will be made:

- Support for cycle tracks on Centennial and Queenston and other arterials in the study area will be noted. Right-of-way widths are being protected in the Urban Official Plan to create **Complete Liveable Better Streets** in the longer term. However, as previously noted, opportunities to implement cycle tracks are very long term, beyond the horizon year of the Secondary Plan. Centennial was recently reconstructed. Options to incorporate cycle tracks into Queenston corridor east of Centennial can be explored as part of the B-line LRT extension; west of Centennial the approved LRT EA study did not include them. In the meantime, other cycling facilities recommended in the CNTMP can be pursued.
- Providing a linkage between Battlefield Park and Confederation Park will be noted as a concept to pursue in future Recreational Trails Master Plans.

The CNTMP will be completed by:

- Preparing a Project File report
- Forwarding the staff report and preferred transportation solutions to the City of Hamilton Public Works Committee and Council.
- Placing the Project File report for public review and comment for 30 days

Appendix C: Road Network and Capacity Analysis Report



Report

Road Network and Capacity Analysis

Centennial Neighbourhoods Transportation Management
Plan



Prepared for City of Hamilton
by IBI Group

October 11, 2016

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1 Introduction

The Centennial Neighbourhoods Transportation Management Plan (CNTMP) was undertaken to support the Secondary Plan for the Study Area, as well as to address existing transportation needs and issues. A Transportation Management Plan is required to support the Secondary Plan for the Area, as well as to address existing transportation needs and issues.

This report addresses the potential impacts of the Secondary Plan on traffic on the surrounding road network. The existing conditions year is 2015 with the future horizon year of 2031. Traffic analysis components of this study include an operational analysis of the types of developments from the Secondary Plan and its effect on the adjacent street network to determine any operation deficiencies.

Two approaches were used to analyze the potential impacts of the Secondary Plan: a capacity analysis and an intersection analysis. The capacity analysis involved creating screenlines for the study area to determine overall traffic operations based on the volume to capacity ratio. The analysis was completed on four major screenlines: south of the QEW, east of Lake Avenue, east of the Red Hill Valley Expressway, and north of King Street. The intersection analysis focus on nine specific intersections and analyzed the overall intersection operations and individual movement performances.

1.1 Study Area

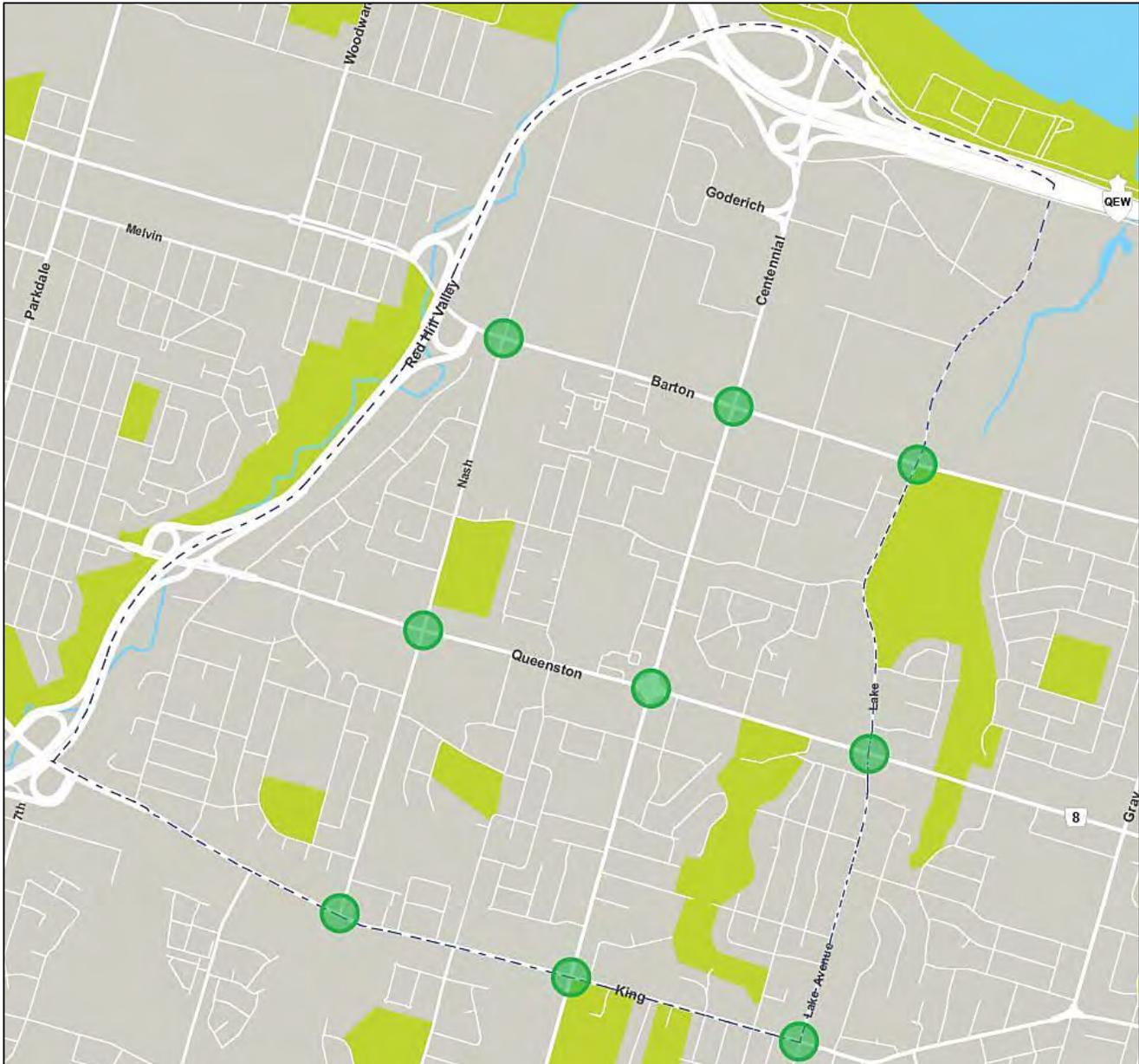
The Centennial Neighbourhoods are located east of downtown Hamilton, south of the QEW and Confederation Park, north of King Street, east of the Red Hill Expressway, and west of Lake Avenue. The area includes a mix of industrial, residential, and commercial land uses.

Nine intersections were identified for analysis and confirmed with City of Hamilton staff:

- Barton Street at Nash Road;
- Barton Street at Centennial Parkway North;
- Barton Street at Lake Avenue North;
- Queenston Road at Nash Road;
- Queenston Road at Centennial Parkway North;
- Queenston Road at Lake Avenue North;
- King Street at Nash Road;
- King Street at Centennial Parkway North; and
- King Street at Lake Avenue.

The study area and above intersections are shown in Exhibit 1-1.

Exhibit 1-1: Study Area and Analysis Intersections



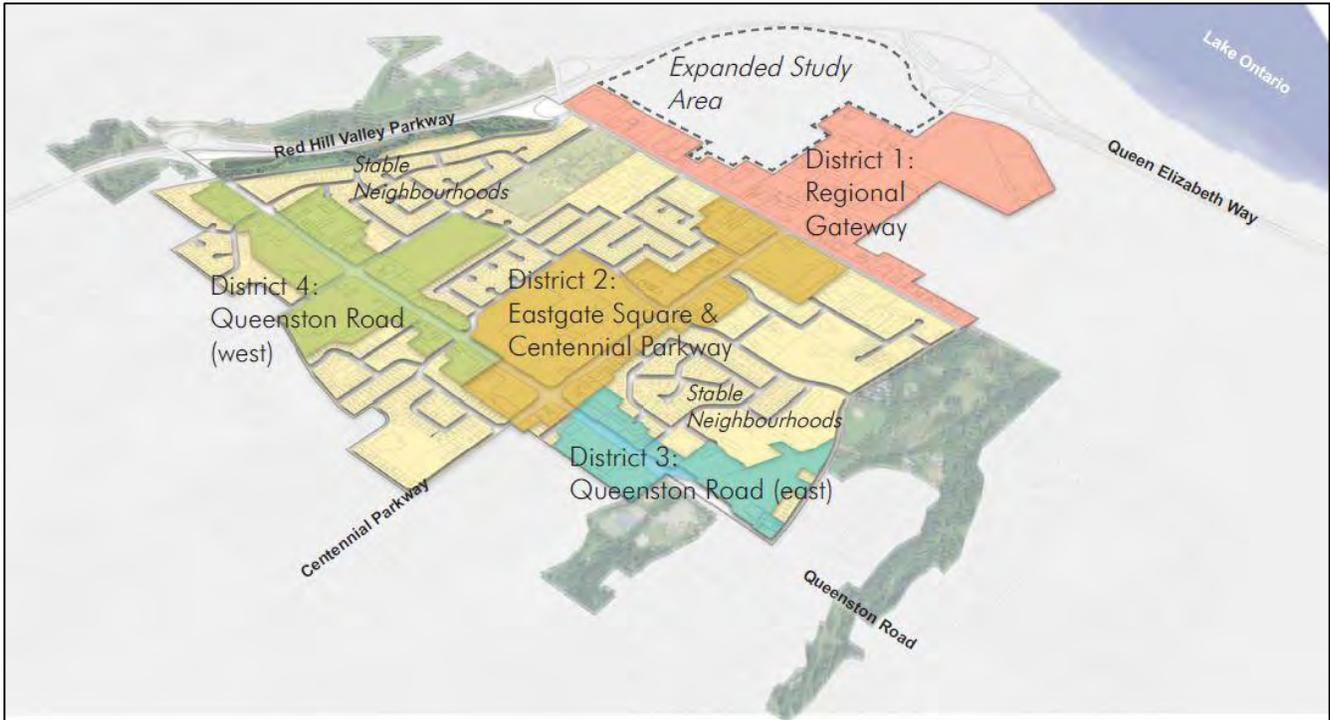
1.2 Secondary Plan

The Centennial Neighbourhoods Secondary Plan (CNSP) divided the study area into four districts: Regional Gateway, Eastgate Square and Centennial Parkway, Queenston Road (east), and Queenston Road (west). Exhibit 1-2 shows the boundaries of the four districts.

Each district is shown to have three draft secondary plan options, consisting of:

- Land Use Option 1 – Current Official Plan;
- Land Use Option 2 – Medium Density Mixed Use Development; and
- Land Use Option 3 – Medium and High Density Mixed Use Development.

Exhibit 1-2: Locations of Districts of Secondary Plan



Source: Dillion Consulting, Centennial Neighbourhoods Secondary Plan Study Draft Secondary Plan Options

The three land use options present alternate population and employment forecasts, in addition to spatial allocation of these forecasts. Exhibit 1-3 shows the growth and spatial allocation of the three options. These forecasts were used to calculate trip generation in Section 3.

Exhibit 1-3: Growth and Spatial Allocation of Options

Option	2011	2021	2031	District 1	District 2	District 3	District 4
Population							
1	23,200	24,000	24,950	0%	75%	5%	20%
2	23,200	24,550	27,150	10%	55%	20%	15%
3	23,200	24,550	28,400	40%	30%	20%	10%
Employment							
1	17,800	18,200	18,700	35%	50%	5%	10%
2	17,800	18,200	18,700	35%	40%	15%	10%
3	17,800	18,300	18,975	30%	40%	15%	15%
Commercial Floorspace (Growth - ft²)							
1	N/A	150,000	295,000	35%	50%	5%	10%
2	N/A	75,000	295,000	35%	40%	15%	10%
3	N/A	100,000	380,000	30%	40%	15%	15%

Source: Dillion Consulting, Centennial Neighbourhoods Secondary Plan Study Draft Secondary Plan Options

1.3 Study Objective

The objective of the transportation management plan for the Secondary Plan is to identify any problems in the road network and to evaluate solutions.

Section 2 provides the existing road network and traffic operations of the analysis intersections in the study area.

Section 3 discusses the traffic volume projections of the proposed development, including the assignment of site-generated trips in the study area.

Section 4 provides the projection of future traffic volumes, the summary of future traffic operations, and mitigation measures for the network.

2 Existing Conditions

2.1 Road Network

Barton Street and Queenston Road are five lane east-west Arterials with urban cross section. The centre lane is used as a two-way turn lane for the many commercial uses located on the corridor. They have signalized intersections with left turn bays at Nash Road, Centennial Parkway North, and Lake Avenue North.

King Street is a five lane east-west Arterial with urban cross section. Approximately 115m east of Centennial Parkway South, King Street becomes a two lane road with on-street parking.

Centennial Parkway North is a five lane north-south Arterial with urban cross section. The centre lane is used as a two-way turn lane for the many commercial and industrial uses located on the corridor. It has signalized intersections with left turn bays at Barton Street, Queenston Road, and King Street.

Nash Road is a four lane north-south Collector with urban cross section. It has signalized intersections with Barton Street, Queenston Road, and King Street.

Lake Avenue North is a north-south Collector with urban cross section. It is a two lane road that turns to a four lane road between Barton Street and Queenston Road.

2.2 Data Collection

Traffic data was obtained from the City of Hamilton. Exhibit 2-1 shows the count date of the Turning Movement Count (TMC) and the programming date of the Signal Timing Plan (STP) for each analysis intersections.

Exhibit 2-1: TMC and STP Dates

#	Intersection	TMC-Date	STP-Date
1	Barton and Nash	3-May-10	10-Jan-07
2	Barton and Centennial	22-Feb-13	28-Jan-10
3	Barton and Lake	4-Jun-08	3-July-14
4	Queenston and Nash	27-May-15	20-Mar-13
5	Queenston and Centennial	24-Jun-15	17-Aug-15
6	Queenston and Lake	6-May-08	25-Mar-13
7	King and Nash	24-Jun-15	23-Jun-14
8	King and Centennial	29-Nov-13	1-May-15
9	King and Lake	24-Jun-15	14-Feb-13

Historical TMCs were used to calculate the background growth rate for the study area. It was found that through 2009 to 2015, background traffic in the study area has steadily decreased. Although the background growth trend is negative, it is not reasonable to assume a negative background growth rate for this study based on the growth projections for the City of Hamilton. Therefore, an annual compounded growth rate of 0.5% was used for all intersections in the study area.

2.3 Traffic Operations

A two level analysis was undertaken for the Centennial Neighbourhoods: strategic/screenline analysis and a corridor/hotspot analysis. The existing conditions year is 2015. Analysis was conducted for weekday a.m. and p.m. peak hours for all study area intersections.

Peak hour factors (PHFs) were calculated based on the counts received for the intersection total volumes. The calculated PHF values range between 0.90 and 0.98, indicating that existing conditions peak hour traffic volumes are relatively consistent within the defined a.m. and p.m. peak hours.

Existing conditions traffic volumes are shown in Exhibit 2-2.

Exhibit 2-2: Existing Conditions (2015) Peak Hour Volumes AM (PM)

2.3.1 Capacity Analysis

A screenline analysis was completed to determine the overall traffic operations in the study area based on the volume to capacity ratio. The capacity for collector roads is 650 vehicles/hour/lane and for arterial roads is 800 vehicles/hour/lane. The analysis was completed on four major screenlines which encompass the study area and include:

- South of the QEW;
- West of Lake Avenue;
- East of the Red Hill Valley Expressway; and
- North of King Street.

Exhibit 2-3 illustrates the locations of the screenlines.

Exhibit 2-3: Screenline Analysis

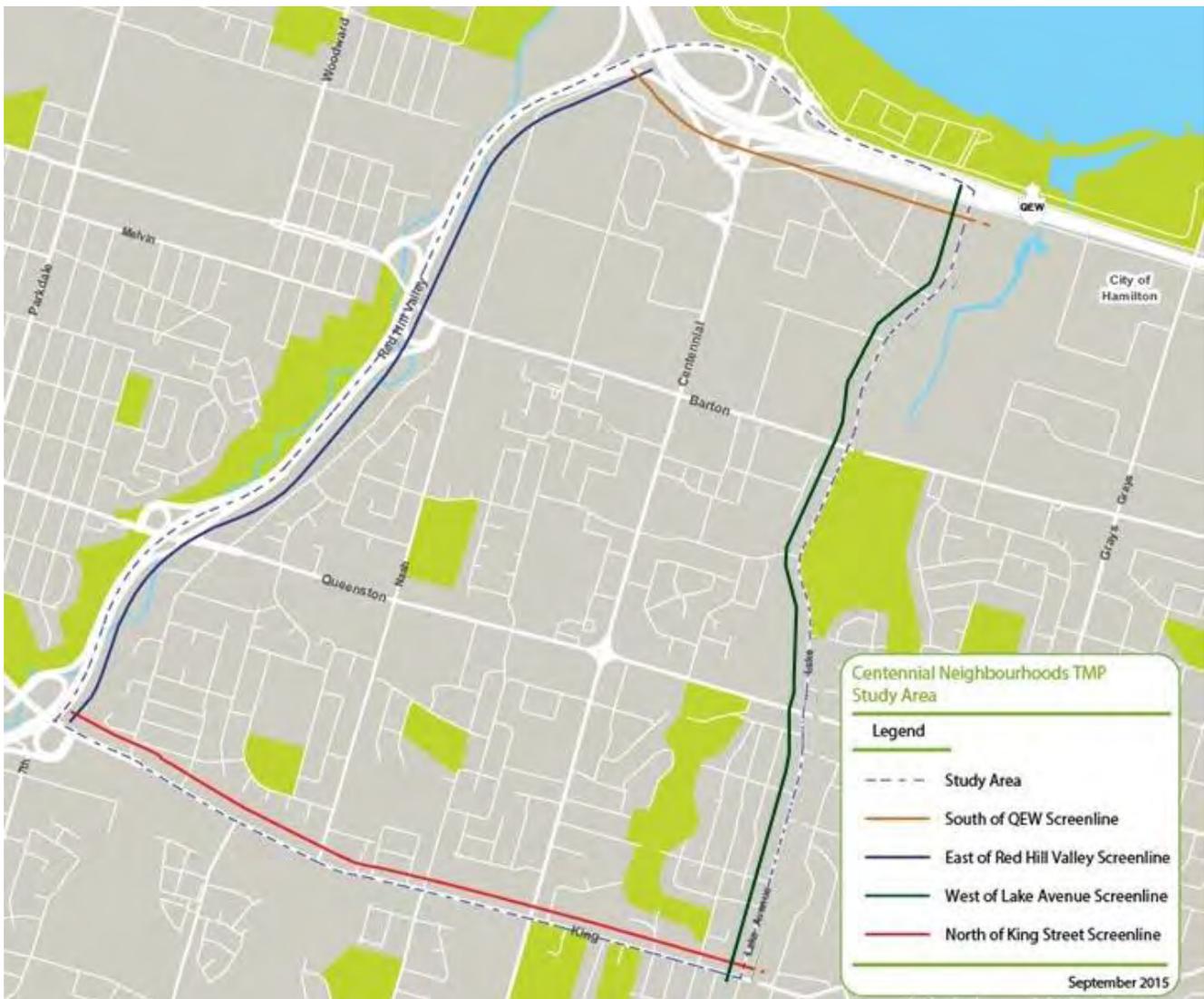


Exhibit 2-4 shows the detailed results of the screenline analysis. According to the City of Hamilton Traffic Impact Study Guidelines, 0.85 is the maximum acceptable V/C ratio, beyond which the City would consider capacity improvements to benefit traffic operations. The following are the major findings:

- With a p.m. peak hour average V/C ratio of 0.91, the Red Hill Valley Expressway screenline is over the acceptable range and is nearing capacity. This is due to the high p.m. peak hour volumes on Barton Street and Queenston Road, operating at a V/C of 1.01 and 0.83 respectively. With a v/c ratio exceeding 1.0, further analysis of Barton Street and potentially Queenston Road is warranted in consideration of potential for future road widening.
- Centennial Parkway operates at v/c ratio of 0.55 in the a.m. peak and 0.78 in the p.m. peak. Both periods are within acceptable range for the City.
- To the south, the screenline at King Street operates well with overall v/c ratio of 0.36 in the a.m. peak and 0.54 in the p.m. peak. This indicates that north-south capacity is sufficient in the southern portions of Centennial.
- To the east, the Lake Avenue screenline operates well overall with v/c ratio of 0.56 in the a.m. peak and 0.67 in the p.m. peak. King Street, which is reduced to two lanes (one per direction) plus turning lanes near Lake Avenue, is operating near capacity especially westbound in the p.m. peak.

Exhibit 2-4: Detailed Screenline Analysis

Screenline	Location	AM V/C Ratio			PM V/C Ratio		
		NB/EB	SB/WB	Average	NB/EB	SB/WB	Average
South of the QEW	Centennial Parkway	0.55	0.58	0.56	0.67	0.80	0.74
	Total	0.55	0.58	0.56	0.67	0.80	0.74
West of Lake Avenue North	Barton Street	0.55	0.86	0.71	0.74	0.78	0.76
	Queenston Road	0.32	0.52	0.42	0.60	0.55	0.57
	King Street	0.62	0.78	0.70	0.78	0.91	0.85
	Total	0.46	0.69	0.57	0.69	0.70	0.69
East of Red Hill Valley Expressway	Barton Street	0.45	0.73	0.59	0.79	1.20	0.99
	Queenston Road	0.49	0.66	0.57	0.83	0.90	0.86
	Total	0.47	0.69	0.58	0.81	1.03	0.92
North of King Street	Nash Road	0.28	0.21	0.24	0.28	0.69	0.49
	Centennial Parkway	0.72	0.31	0.51	0.53	0.78	0.66
	Lake Avenue Drive	0.22	0.27	0.25	0.22	0.48	0.35
	Total	0.47	0.27	0.37	0.38	0.69	0.54

Overall the main operational constraint identified through the screenline analysis is east-west operations at Barton Street and Queenston Road in the p.m. peak hour. Both corridors are busy with volumes approaching capacity, in particular in the westbound direction but eastbound also has constraints.

2.3.2 Intersection Analysis

Intersection operations analysis was conducted using Synchro 9, which utilizes the Highway Capacity Manual (HCM) 2000 methodology to evaluate overall intersection and individual movement performances. The level of service (LOS) is a measure of performance based on the control delay, defined as follows in Exhibit 2-5.

Exhibit 2-5: Intersection LOS Reference

HCM	Control Delay per Vehicle (s)	
	Signalized	Unsignalized
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Critical movements were identified by satisfying any one or more of the following criteria, based on the City of Hamilton TIS Guidelines:

- 95th percentile queue exceeding the provided storage/link length;
- Control delay of LOS D or worse for unsignalized intersections;
- Volume-to-capacity (v/c) ratio of 0.85 or greater for through movements or shared through/turning movements; and
- V/C ratio of 0.90 or greater for exclusive turning movements.

A summary of the Synchro analysis including delay, 95th percentile queue, and level-of-service (LOS) indicators are shown in Exhibit 2-6 and Exhibit 2-7 with detailed output provided in Appendix A-1.

Barton and Nash: Intersection operates at LOS C in both peak hours. The northbound left movement operates at LOS E with the queue exceeding the available storage length.

Barton and Centennial: Intersection operates at LOS D in both peak hours. In the a.m. peak hour, the westbound through/right movement experiences high delay. In the p.m. peak hour, the three movements experience high delays and queues that may exceed the available storage length.

Barton and Lake: Overall, the intersection operates at LOS C in both peak hours. In the a.m. peak hour, the eastbound left movement 95th queue length is critical. In the p.m. peak hour, the eastbound and westbound left turning movements experience high delays and critical queue lengths.

Queenston and Nash: Intersection operates at LOS C in the a.m. peak hour and at LOS E in the p.m. peak hour. In the p.m. peak hour, the northbound left and southbound through/right movements experience high delays and critical queue lengths.

Queenston and Centennial: Intersection operates at LOS C in both peak hours with no critical movements.

Queenston and Lake: Intersection operates at LOS B in the a.m. peak hour and LOS C in the p.m. peak hour. The northbound left turning movement may exceed the available storage length in the p.m. peak hour.

King and Nash: Intersection operates at LOS C in both peak hours with no critical movements.

King and Centennial: Overall, the intersection operates at LOS D in the a.m. peak hour and LOS E in the p.m. peak hour. Several critical movements are located at this intersection and experience high delays and critical queue lengths with several volume-to-capacity ratios over 1.

King and Lake: Intersection operates at LOS B (C) in the a.m. (p.m.) peak hour with no critical movements.

Exhibit 2-6: Existing Conditions (2015) AM Analysis

Intersection	AM		Critical Movement AM			
	Overall LOS	Overall Delay (s)	Mvmt	LOS	V/C Ratio	95th Queue Length (m)
Barton and Nash	C	20				
Barton and Centennial	D	37	WBTR	D	0.85	101
Barton and Lake	C	26	EBL	E	0.77	#32
Queenston and Nash	C	26				
Queenston and Centennial	C	24				
Queenston and Lake	B	18				
King and Nash	C	22				
King and Centennial	D	36	EBL NBT	D C	0.85 0.89	#59 #140
King and Lake	B	19				

Exhibit 2-7: Existing Conditions (2015) PM Analysis

Intersection	PM		Critical Movement PM			
	Overall LOS	Overall Delay (s)	Mvmt	LOS	V/C Ratio	95th Queue Length (m)
Barton and Nash	C	23	NBL	E	0.77	#39
Barton and Centennial	D	41	EBTR WBL SBT	D D D	0.88 0.83 0.77	126 #60 #172
Barton and Lake	C	31	EBL WBL	E F	0.75 1.15	#34 #72
Queenston and Nash	E	57	NBL SBTR	D F	0.81 1.19	#43 #155
Queenston and Centennial	C	25				
Queenston and Lake	C	22	NBL	D	0.78	#31
King and Nash	C	24				
King and Centennial	E	60	EBL EBTR WBL NBL SBT	E E F E E	0.92 1.03 1.11 0.91 1.00	#75 #183 #104 #89 #164
King and Lake	C	24				

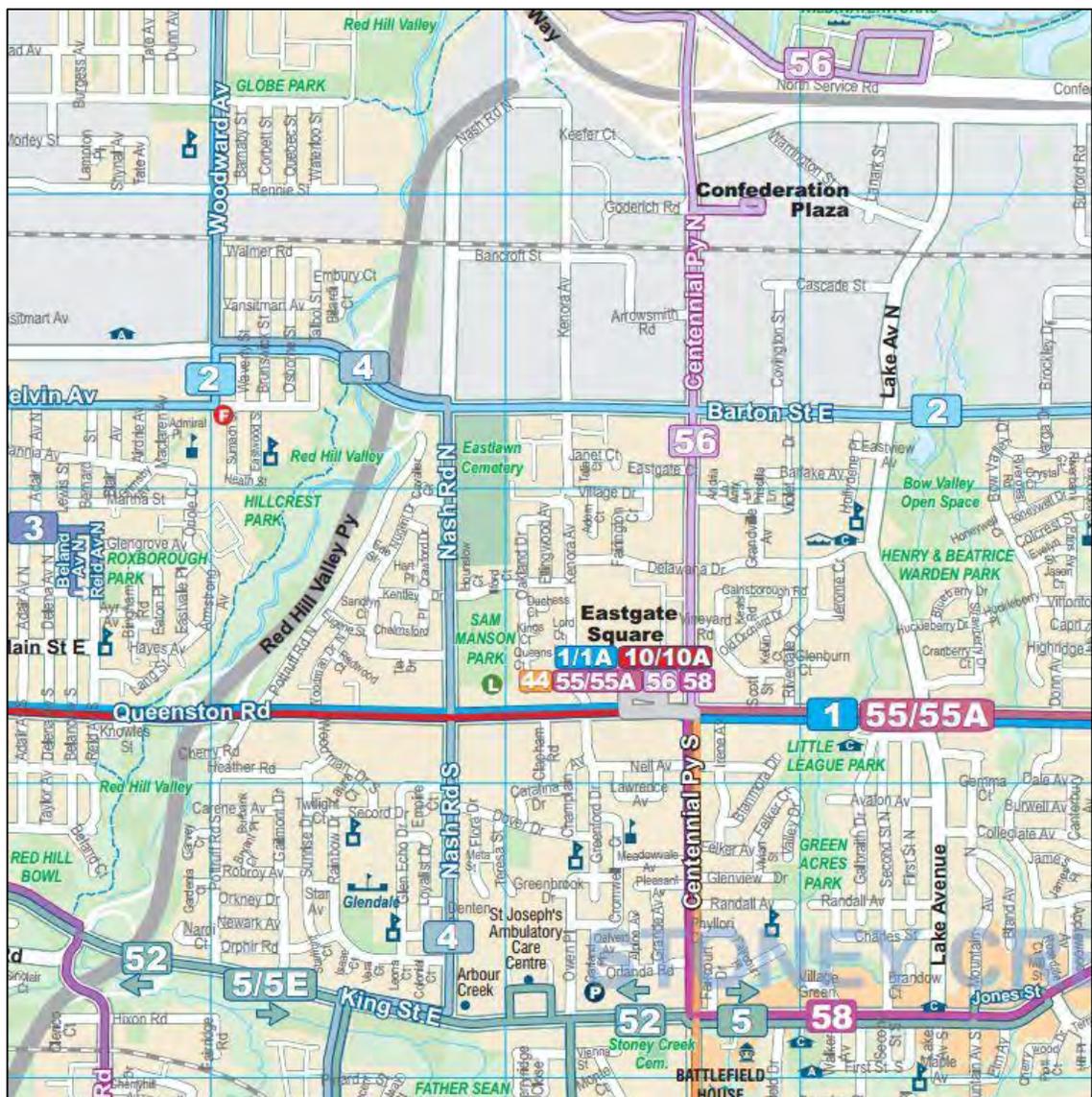
2.4 Transit Access

The City of Hamilton is served by the Hamilton Street Railway (HSR) bus network. Exhibit 2-8 illustrates the bus routes operating in the study area. There are ten existing bus routes that service the study area and includes:

- Route 1/1A King – an east-west that runs from McMaster University, along Queenston Road to the Fiesta Mall;
- Route 2 Barton – an east-west route that runs from the Hamilton General Hospital in the west, along Barton to the Bell Manor Loop;
- Route 4 Bayfront – an east-west route than runs from McNab Terminal, along Burlington Street and Nash Road to the Mount Albion Loop;

- Route 5/5E Delaware – an east-west route that runs from Governor’s Road / Dundas Street along Main Street and King Street to New Mountain Road;
- Route 10/10A B Line Express – an east-west route that runs from University Plaza along Queenston Road to Eastgate Square;
- Route 44 Rymal – a route that runs from the Ancaster Business Park, along Rymal Road and Centennial Parkway to Eastgate Square;
- Route 55/55A Stoney Creek Central – an east-west route that runs from Eastgate Square to Jones Road along Queenston Road and returning by Barton Street;
- Route 56 Centennial – a north-south route that runs along Centennial Parkway from Eastgate Square to the Lakeland Loop; and
- Route 58 Stoney Creek Local – an east-west route that runs from Eastgate Square, along King Street to Green Road.

Exhibit 2-8: Existing Transit Bus Routes



3 Development Alternatives Traffic

The Centennial Neighbourhoods Secondary Plan (CNSP) divided the study area into four districts: Regional Gateway, Eastgate Square and Centennial Parkway, Queenston Road (east), and Queenston Road (west).

Each district is shown to have three draft secondary plan options, consisting of:

- Land Use Option 1 – Current Official Plan;
- Land Use Option 2 – Medium Density Mixed Use Development; and
- Land Use Option 3 – Medium and High Density Mixed Use Development.

Trip generation and distribution are divided according to the three land use options and four districts. Exhibit 3-2 summarizes the statistics of the Draft Secondary Plan Options.

Exhibit 3-1: Growth and Spatial Allocation of Options

Option	2011	2021	2031	District 1	District 2	District 3	District 4
Population							
1	23,200	24,000	24,950	0%	75%	5%	20%
2	23,200	24,550	27,150	10%	55%	20%	15%
3	23,200	24,550	28,400	40%	30%	20%	10%
Employment							
1	17,800	18,200	18,700	35%	50%	5%	10%
2	17,800	18,200	18,700	35%	40%	15%	10%
3	17,800	18,300	18,975	30%	40%	15%	15%
Commercial Floorspace (Growth - ft²)							
1	N/A	150,000	295,000	35%	50%	5%	10%
2	N/A	75,000	295,000	35%	40%	15%	10%
3	N/A	100,000	380,000	30%	40%	15%	15%

Source: Dillion Consulting, Centennial Neighbourhoods Secondary Plan Study Draft Secondary Plan Options

3.1 Trip Generation

3.1.1 Residential

Exhibit 3-2 shows the trips for the Centennial Neighbourhoods study area in regards to 2011 TTS data. The data accounts for residential trips only and does not account for institutional, industrial, or commercial land uses. This data was used to calculate the number of residential trips exiting the study area in the a.m. peak hour and entering the study area in the p.m. peak hour. From the TTS data, it was determined that residential trips exiting and entering in the a.m. and p.m. peak hours, respectively, are at a rate of 0.37 trips per household and 0.16 trips per person.

Exhibit 3-2: Summary of 2011 TTS Data

Description	TTS Data
Average No. of AM Peak Hour Trips per Household	0.37
Average No. of AM Peak Hour Trips per Person	0.16
Auto Mode Split	60%

Exhibit 3-3 shows the estimated population growth for the Centennial Neighbourhoods land use options and the distribution of traffic in each district using the TTS rate of 0.16 trips per person.

Exhibit 3-3: Population Generated Trips

Option	Population Growth (2011 - 2031)	AM Peak Hour				
		Total Trips	District 1	District 2	District 3	District 4
1	1,750	171	0	128	9	34
2	3,950	385	39	212	77	58
3	5,200	507	203	152	101	51

Source: Dillion Consulting, Centennial Neighbourhoods Secondary Plan Study Draft Secondary Plan Options

3.1.2 Employment

As seen in Section 1.2, the employment and commercial growth numbers represent the same growth in different units. The ITE Trip Generation Manual (9th Edition) was used to calculate peak hour trips. As the type of employment is not specified in the Draft Secondary Plan Options, it was assumed that the land use is 60% General Office Building (#710) and 40% Shopping Centre (#820).

Exhibit 3-4 shows the summary of the site generated trips. As the general office code provides units for employees and gross floor area (GFA), it was decided that the larger number would be used to represent a more conservative estimate. The proposed secondary plan generates:

- 389 trips (313 entering, 76 exiting) in the a.m. peak hour and 702 trips (255 entering, 447 exiting) in the p.m. peak hour for Options 1 and 2; and
- 502 trips (403 entering, 98 exiting) in the a.m. peak hour and 904 trips (328 entering, 575 exiting) in the p.m. peak hour for Option 3.

Exhibit 3-4: Site Generated Trips

Land Use	Option	Unit	AM			PM		
			Rate	Entering	Exiting	Rate	Entering	Exiting
		Employees	0.48	0.88	0.12	0.46	0.17	0.83
General Office	Option 1	540	259	228	31	248	42	206
	Option 2	540	259	228	31	248	42	206
	Option 3	705	338	298	41	324	55	269
		1000 GFA ft²	1.56	0.88	0.12	1.49	0.17	0.83
	Option 1	177	276	243	33	264	45	219
	Option 2	177	276	243	33	264	45	219
	Option 3	228	356	313	43	340	58	282
Shopping Centre		1000 GFA ft²	0.96	0.62	0.38	3.71	0.48	0.52
	Option 1	118	113	70	43	438	210	228
	Option 2	118	113	70	43	438	210	228
	Option 3	152	146	90	55	564	271	293
Total Site Generated Traffic	Option 1		389	313	76	702	255	447
	Option 2		389	313	76	702	255	447
	Option 3		502	403	98	904	328	575

3.2 Trip Distribution

3.2.1 Residential

Exhibit 3-5 shows the origin-destination trip distribution based on 2011 TTS data in the a.m. peak hour (7:45 – 8:45 a.m.). It is found that majority of the trips from originating from the Centennial Neighbourhoods end within the City of Hamilton. For these trips, it was calculated that:

- 85% head into West Hamilton;
- 10% head to East Hamilton; and
- 5% head to South Hamilton.

Exhibit 3-5: Origin-Destination Trip Distribution (Residential)

Region of Destination	Centennial Neighbourhoods	Percentage Distribution
Peel	50	1%
Halton	217	6%
Hamilton	3,024	87%
Niagara	136	4%
Brantford	44	1%
External	13	0%
Total	3,484	100%

Exhibit 3-6 shows the spatial distribution of trips leaving from each district. The spatial distribution is summarized via the main arterials and the location of each district in the study area. For the residential trips returning in the p.m. peak hour, the opposite direction is used.

Exhibit 3-6: Spatial Distribution per District

Spatial Direction	District 1	District 2*	District 3	District 4
To Peel, Halton, and Niagara via N on Centennial	12%	12%	12%	12%
To West Hamilton via W on Barton	74%	22%	-	-
To West Hamilton via W on Queenston	-	52%	74%	74%
To East Hamilton via E on Barton	9%	3%	-	-
To East Hamilton via E on Queenston	-	6%	9%	9%
To South Hamilton via S on Centennial	4%	4%	4%	4%
To Brantford via W on Barton	1%	0%	-	-
To Brantford via W on Queenston	-	1%	1%	1%

Note: For District 2, 70% of the development going E/W is using Queenston Road and 30% is using Barton Road

3.2.2 Employment

Exhibit 3-7 shows the trip distribution from the region of origin to the Centennial Neighbourhoods from 2011 TTS data. Again, the majority of trips begin within the City of Hamilton, with the same internal spatial distribution mentioned in Section 3.1.1.

Exhibit 3-7: Origin-Destination Trip Distribution (Employment)

Region of Origin	Percentage Distribution of Trips
Toronto	1%
Peel	1%
Halton	5%
Hamilton	88%
Niagara	4%
External	1%
Total	100%

Exhibit 3-8 shows the spatial distribution of trips for each district and is summarized via the main arterials and the location of each district in the study area.

Exhibit 3-8: Spatial Distribution per District

Spatial Distribution	District 1	District 2*	District 3	District 4
Toronto, Peel, Halton, Niagara via N/S on Centennial	11%	11%	11%	11%
West Hamilton via E/W on Barton	75%	23%	-	-
West Hamilton via E/W on Queenston	-	52%	75%	75%
East Hamilton via E/W on Barton	9%	3%	-	-
East Hamilton via E/W on Queenston	-	6%	9%	9%
South Hamilton via N/S on Centennial	4%	4%	4%	4%
External Area via N/S on Centennial	1%	1%	1%	1%

Note: For District 2, 70% of the development going E/W is using Queenston Road and 30% is using Barton Road

4 Future Conditions

Existing traffic counts were scaled to 2031 volumes using a calculated annual compounded growth rate of 0.5%. This equates to a total growth of 8.3% over the 16-year horizon from 2015 to 2031. Exhibit 4-1 shows the future background traffic volumes for the a.m. and p.m. peak hours.

Exhibit 4-1: Future (2031) Background Volumes

4.1 Screenline Analysis

4.1.1 Future Background

The existing conditions screenline analysis was scaled to 2031 volumes with the calculated background growth rate. Exhibit 4-2 shows the detailed output of the screenline analysis. Background conditions have significantly deteriorated in the Lake Avenue North and Red Hill Valley Screenlines.

For the Lake Avenue North screenline:

- In the a.m. peak hour, westbound traffic on Barton Street has deteriorated from a V/C of 0.86 to 0.94; and
- In the p.m. peak hour, westbound traffic on King Street has deteriorated from a V/C of 0.91 to 0.98.

For the Red Hill Valley screenline, in the p.m. peak hour:

- Westbound traffic on Barton Street has deteriorated from a V/C of 1.20 to 1.30; and
- Westbound traffic on Queenston Road has deteriorated from a V/C of 0.90 to 0.97.

Exhibit 4-2: Future Background Detailed Screenline Analysis

Screenline	Location	AM V/C Ratio			PM V/C Ratio		
		NB/EB	SB/WB	Average	NB/EB	SB/WB	Average
South of the QEW	Centennial Parkway	0.59	0.63	0.61	0.72	0.87	0.80
	Total	0.59	0.63	0.61	0.72	0.87	0.80
East of Lake Avenue North	Barton Street	0.60	0.94	0.77	0.81	0.84	0.82
	Queenston Road	0.34	0.56	0.45	0.65	0.59	0.62
	King Street	0.67	0.84	0.76	0.85	0.98	0.92
	Total	0.50	0.75	0.62	0.74	0.76	0.75
East of Red Hill Valley Expressway	Barton Street	0.48	0.79	0.64	0.86	1.30	1.08
	Queenston Road	0.53	0.72	0.62	0.90	0.97	0.94
	Total	0.51	0.75	0.63	0.88	1.12	1.00
North of King Street	Nash Road	0.31	0.22	0.26	0.31	0.75	0.53
	Centennial Parkway	0.78	0.34	0.56	0.58	0.85	0.71
	Lake Avenue Drive	0.24	0.30	0.27	0.24	0.52	0.38
	Total	0.51	0.29	0.40	0.42	0.75	0.58

Site generated traffic was then added to determine the overall traffic operations of each option in the study area based on the volume to capacity ratio.

4.1.2 Option 1

The population and employment forecasts of Option 1 from Section 3 were added to future background traffic for the screenline analysis. Exhibit 4-3 shows the detailed screenline analysis. While most operations have remained the same, operations have deteriorated across the Red Hill Valley Expressway. A significant increase in the volume to capacity ratio is observed in the p.m. peak hour.

Exhibit 4-3: Future Option 1 Detailed Screenline Analysis

Screenline	Location	AM V/C Ratio			PM V/C Ratio		
		NB/EB	SB/WB	Average	NB/EB	SB/WB	Average
South of the QEW	Centennial Parkway	0.61	0.65	0.63	0.75	0.90	0.83
	Total	0.61	0.65	0.63	0.75	0.90	0.83
East of Lake Avenue North	Barton Street	0.60	0.95	0.77	0.82	0.85	0.84
	Queenston Road	0.35	0.57	0.46	0.66	0.61	0.64
	King Street	0.67	0.84	0.76	0.85	0.98	0.92
	Total	0.50	0.76	0.63	0.75	0.77	0.76
East of Red Hill Valley Expressway	Barton Street	0.57	0.84	0.70	0.95	1.42	1.19
	Queenston Road	0.60	0.80	0.70	1.02	1.07	1.05
	Total	0.59	0.81	0.70	0.99	1.23	1.11
North of King Street	Nash Road	0.31	0.22	0.26	0.31	0.75	0.53
	Centennial Parkway	0.79	0.34	0.56	0.59	0.86	0.72
	Lake Avenue Drive	0.24	0.30	0.27	0.24	0.52	0.38
	Total	0.51	0.29	0.40	0.42	0.76	0.59

4.1.3 Option 2

Exhibit 4-4 summarizes the screenline analysis with Option 2. The largest change from future background traffic is again seen across the Red Hill Valley Expressway. This is due to the majority of development from the Secondary Plan Options occurring in Districts 1 and 2, which cause east/west traffic to use Barton Street and Queenston Road.

Exhibit 4-4: Future Option 2 Detailed Screenline Analysis

Screenline	Location	AM V/C Ratio			PM V/C Ratio		
		NB/EB	SB/WB	Average	NB/EB	SB/WB	Average
South of the QEW	Centennial Parkway	0.63	0.65	0.64	0.75	0.92	0.84
	Total	0.63	0.65	0.64	0.75	0.92	0.84
East of Lake Avenue North	Barton Street	0.61	0.95	0.78	0.82	0.86	0.84
	Queenston Road	0.36	0.57	0.46	0.66	0.62	0.64
	King Street	0.67	0.84	0.76	0.85	0.98	0.92
	Total	0.51	0.76	0.63	0.75	0.77	0.76
East of Red Hill Valley Expressway	Barton Street	0.56	0.87	0.72	0.99	1.42	1.20
	Queenston Road	0.60	0.87	0.73	1.10	1.07	1.08
	Total	0.59	0.87	0.73	1.05	1.23	1.14
North of King Street	Nash Road	0.31	0.22	0.26	0.31	0.75	0.53
	Centennial Parkway	0.79	0.35	0.57	0.59	0.86	0.73
	Lake Avenue Drive	0.24	0.30	0.27	0.24	0.52	0.38
	Total	0.51	0.29	0.40	0.42	0.76	0.59

4.1.4 Option 3

Exhibit 4-5 summarizes the volume to capacity ratios for Option 3, showing the largest change from 2031 background traffic. Operation from the Red Hill Valley Expressway screenline see the largest volume to capacity ratios, with a ratio of 0.99 and 1.23 for the eastbound and westbound volumes, respectively.

Exhibit 4-5: Future Option 3 Detailed Screenline Analysis

Screenline	Location	AM V/C Ratio			PM V/C Ratio		
		NB/EB	SB/WB	Average	NB/EB	SB/WB	Average
South of the QEW	Centennial Parkway	0.64	0.66	0.65	0.76	0.93	0.85
	Total	0.64	0.66	0.65	0.76	0.93	0.85
East of Lake Avenue North	Barton Street	0.62	0.95	0.78	0.83	0.87	0.85
	Queenston Road	0.36	0.57	0.47	0.67	0.62	0.64
	King Street	0.67	0.84	0.76	0.85	0.98	0.92
	Total	0.51	0.76	0.64	0.76	0.78	0.77
East of Red Hill Valley Expressway	Barton Street	0.58	0.96	0.77	1.08	1.46	1.27
	Queenston Road	0.63	0.86	0.75	1.11	1.10	1.11
	Total	0.61	0.91	0.76	1.10	1.26	1.18
North of King Street	Nash Road	0.31	0.22	0.26	0.31	0.75	0.53
	Centennial Parkway	0.79	0.35	0.57	0.60	0.86	0.73
	Lake Avenue Drive	0.24	0.30	0.27	0.24	0.52	0.38
	Total	0.51	0.29	0.40	0.43	0.76	0.59

4.2 Synchro Analysis

A summary of the Synchro analysis including delay, 95th percentile queue, and level-of-service (LOS) indicators are shown in Exhibit 4-6 and Exhibit 4-7 with detailed output provided in Appendix A-1.

Barton and Nash: Operations have remained the same for both peak hours, with an overall LOS C. The northbound left turning movement in the p.m. peak hour sees a slight increase in delay.

Barton and Centennial: Intersection operates at LOS D in both peak hours. In the p.m. peak hour, two additional critical movements appear: the northbound and southbound left turning movements.

Barton and Lake: Intersection operations have deteriorated in the p.m. peak hour from an overall LOS C to D. Overall intersection delay has increased by 10 seconds.

Queenston and Nash: Operations have remained the same for both peak hours. In the p.m. peak hour, delay has significant increased with the southbound through/right operating at LOS F.

Queenston and Centennial: Operations have remained the same for both peak hours, with an overall LOS C.

Queenston and Lake: Intersection operates at LOS B in the a.m. peak hour and LOS C in the p.m. peak hour. In the a.m. peak hour, the southbound left movement becomes critical and in the p.m. peak hour, the southbound through/right becomes critical.

King and Nash: Operations have remained the same for both peak hours, with an overall LOS C.

King and Centennial: Intersection operations have significantly deteriorated in the p.m. peak hour from LOS E to F. Several critical movements operate well over capacity with significant queue lengths.

King and Lake: Operations have slightly deteriorated in the a.m. peak hour from LOS B to C.

Exhibit 4-6: Future (2031) Background Conditions AM Analysis

Intersection	AM		Critical Movement AM			
	Overall LOS	Overall Delay (s)	Mvmt	LOS	V/C Ratio	95th Queue Length (m)
Barton and Nash	C	22				
Barton and Centennial	D	38	WBTR	D	0.87	108
Barton and Lake	C	30	EBL WBTR	F C	1.03 0.89	#39 #140
Queenston and Nash	C	27				
Queenston and Centennial	C	25				
Queenston and Lake	B	19	SBL	D	0.71	#31
King and Nash	C	24				
King and Centennial	D	39	EBL NBT	E D	0.95 0.80	#77 #162
King and Lake	C	20				

Exhibit 4-7: Future (2031) Background Conditions PM Analysis

Intersection	PM		Critical Movement PM			
	Overall LOS	Overall Delay (s)	Mvmt	LOS	V/C Ratio	95th Queue Length (m)
Barton and Nash	C	25	NBL	E	0.84	#43
Barton and Centennial	D	47	EBTR	D	0.91	141
			WBL	E	0.89	#77
			NBL	D	0.83	#61
			SBL	D	0.78	#67
			SBT	D	0.91	#194
Barton and Lake	D	41	EBL	F	1.01	#41
			WBL	F	1.50	#64
Queenston and Nash	E	70	NBL	E	0.88	#50
			SBTR	F	1.29	#172
Queenston and Centennial	C	26				
Queenston and Lake	C	24	NBL	E	0.78	#38
			SBTR	D	0.85	#68
King and Nash	C	26	SBL	D	0.78	#127
King and Centennial	F	80	EBL	F	1.07	#101
			EBTR	F	1.12	#209
			WBL	F	1.20	#116
			NBL	E	0.96	#101
			SBT	F	1.10	#185
King and Lake	C	25				

4.3 Remedial Measures

Several remedial measures are recommended to mitigate congestion problems. Based on the synchro hotspot analysis, it is recommended that:

- The retiming of signalized intersections to optimize performance would eliminate several critical movements;
- Signal coordination of a corridor would help with the flow of traffic and improve operations across the study area;
- The construction of a second southbound left turning lane or the conversion of the right turn lane into a left/right lane at King Street and Nash Road can be considered as it is warranted for volumes of over 400 vehicles per hour (vph). The intersection experiences a volume of 413 vehicles in the p.m. peak hour;
- Adding protected left turn phases to intersections, including Barton Street and Lake Avenue to mitigate critical queue lengths;

Long term remedial measures include overall corridor improvement through widening. However, this measure is not recommended as it is a costly option and the study area is constrained in terms of space in the right of way.

5 Conclusion

This study presents the existing transportation needs and issues of the Centennial Neighbourhood. The Secondary Plan for the study area resulted in the need to address the potential impacts of traffic on the surrounding road network.

Background traffic analysis in the existing conditions year of 2015 shows that the majority of the intersection in the study area operate well in the a.m. peak hour. In the p.m. peak hour, several critical movements experience high delay and may exceed the available storage length. With a growth of 8.3% over a 16 year period, traffic conditions deteriorate in the future year of 2031. This can be addressed through remedial measures to mitigate congestion in the study area.

Site traffic for the proposed options of the Draft Secondary Plan was calculated based on 2011 TTS Data and on the ITE trip generation manual rates. Through the screenline analysis, it is clear that site generated traffic has a great impact on the traffic heading east/west on Barton Street and Queenston Road by the Red Hill Valley Expressway screenline. Overall, the study area deteriorates in terms of the volume to capacity ratio.

Appendix D: Detailed Evaluation of Transportation Solutions

Centennial Neighbourhoods Transportation Management Plan
 Evaluation of Alternative Transportation Solutions

Alternative Solution		Transportation Network, Access, Comfort and Delay					RATING	
		Pedestrians	Cyclists	Transit Passengers	Drivers	EMS	Goods Movement	
Issue / Opportunity: Capacity								
A▶	Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (within 15 years west of Centennial & beyond 25 years east of Centennial)	No impact	No impact	Significantly improves comfort and reduces delay beyond secondary plan horizon. Increases in ridership support additional improvements to transit.	Shift to transit reduces delay beyond secondary plan horizon. Median LRT reduces access mid block.	Shift to transit reduces delay beyond secondary plan horizon. Median LRT reduces access mid block.	Shift to transit reduces delay beyond secondary plan horizon. Median LRT reduces access mid block.	Excellent
B▶	Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years)	No impact	No impact	Significantly improves comfort and reduces delay beyond secondary plan horizon. Increases in ridership support additional improvements to transit.	Shift to transit reduces delay beyond secondary plan horizon. Median LRT reduces access mid block.	Shift to transit reduces delay beyond secondary plan horizon. Median LRT reduces access mid block.	Shift to transit reduces delay beyond secondary plan horizon. Median LRT reduces access mid block.	Good
C▶	Protect right-of-way on Barton from Red Hill Valley Parkway to Centennial for additional traffic, HOV or transit-only lanes (beyond 25 years)	Wider road will increase crossing times and decrease comfort	Wider road will decrease comfort	Reduces delay due to additional road capacity but only in the long term.	Provides additional capacity but only in the long term.	Provides additional capacity but only in the long term.	Provides additional capacity but only in the long term.	Neutral
D▶	Improve traffic signal timings including pedestrian walk times	Improve crossing comfort	Reduce delay somewhat	Reduces delay somewhat	Reduce delay somewhat	Reduce delay somewhat	Reduce delay somewhat	Good
E▶	Add turn lanes or roundabouts at "hot spot" intersections	Wider intersection will increase crossing times and decrease comfort	Wider intersection will decrease comfort	Reduces delay for turning movements at some intersections for some bus routes.	Reduces delay for turning movements	Reduces delay for turning movements	Reduces delay for turning movements	Neutral
F▶	Adopt transit priority measures at signalized intersections	No impact	No impact	Reduces delay	Increases delay offset by shift to transit	Increases delay offset by shift to transit	Increases delay offset by shift to transit	Good
Issue / Opportunity: Safety								
A▶	Ensure improvements to streets reflect desirable speeds	Improves comfort but opportunities to apply are limited since most arterials have been reconstructed recently	Improves comfort but opportunities to apply are limited since most arterials have been reconstructed recently	Improves comfort but opportunities to apply are limited since most arterials have been reconstructed recently	Improves comfort but opportunities to apply are limited since most arterials have been reconstructed recently	Improves comfort but opportunities to apply are limited since most arterials have been reconstructed recently	Improves comfort but opportunities to apply are limited since most arterials have been reconstructed recently	Neutral
B▶	Implement traffic calming to reduce speeds to 40 km/h or less on local streets where speeding is an issue	Improves comfort	Improves comfort	Improves comfort	Improves comfort	Improves comfort	No impact on truck routes	Good
C▶	Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas	Improves comfort and reduces delay with less out-of-the-way travel. Adds an additional 5.9 km to the sidewalk network	No impact	Improves comfort from transit stops	Improves comfort with fewer pedestrians walking in the roadway	Improves comfort with fewer pedestrians walking in the roadway	Improves comfort with fewer pedestrians walking in the roadway	Excellent
D▶	Create neighbourhood greenways to calm traffic, and improve walking and cycling connections	Improves comfort	Improves comfort. Adds an additional 1.2 km of bikeways to the existing network. Provides alternate access to destinations using quiet streets instead of busy, arterial roads	Improves comfort from transit stops	Reduces number of drivers exceeded speed limit, improving their comfort with minor increases in delay	Reduces number of drivers exceeded speed limit, improving their comfort with minor increases in delay	No impact on truck routes	Good
E▶	Manage access to new, larger developments to reduce driveways for improved safety - limited to arterials roads with the potential to combine driveways for deeper properties (see notes in summary)	Improves comfort	Improves comfort	Improves comfort	Reduces driveway options to access buildings. Decreases friction on arterials from traffic turning at driveways	Reduces driveway options to access buildings service	Reduces driveway options to access buildings for deliveries	Good

Centennial Neighbourhoods Transportation Management Plan
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		Transportation Network, Access, Comfort and Delay						
Alternative Solution		Pedestrians	Cyclists	Transit Passengers	Drivers	EMS	Goods Movement	RATING
F ▶ Provide multi-use trail access to Confederation Park		Improves comfort and access to Confederation Park Adds an additional 0.6 km to the multi-use trail network	Improves comfort and access to Confederation Park Adds an additional 0.6 km to the multi-use trail network	No impact	Improves comfort with fewer pedestrians and cyclists using roadway	No impact	Improves comfort with fewer pedestrians and cyclists using roadway	Good
Issue / Opportunity: Urban Design								
A ▶	Manage parking for new developments to reduce surface lots	Improves comfort	Improves comfort	Improves comfort	Reduction in surplus parking may result in additional circulation to find space	No impact	No impact	Good
B ▶	Improve quality and location of bus stops, targeting providing shelters at 30% to 50%	Improves comfort	No impact	Improves comfort	No impact	No impact	No impact	Good
C ▶	Improve pedestrian connections through new developments	Improves comfort with more direct access to developments	If shared use permitted with pedestrians, improves comfort with more direct access to developments	Improves comfort for short-cuts to/from transit stops	No impact	No impact	No impact	Good
D ▶	Improve streetscape and gateways as per the Secondary Plan concepts	Improves comfort	Improves comfort	Improves comfort	Improves comfort	No impact	No impact	Good
E ▶	Implement cycle tracks on Centennial, and Queenston east of Centennial as per Secondary Plan streetscape options	Improves comfort by providing buffer between travel lanes and sidewalk Centennial recently reconstructed so opportunity is very long term	Improves comfort and access Adds 2.8 km to the bikeway network Provides alternate access to destinations using less busy minor arterial and collector streets instead of major arterial roads	No impact	No impact	No impact	No impact	Good
F ▶	Protect rights-of-way on all arterials for implementing Complete / Livable / Better Streets	Improves comfort Centennial and sections of Barton and King recently reconstructed so opportunity is very long term	Improves comfort Centennial and sections of Barton and King recently reconstructed so opportunity is very long term	Improves comfort Centennial and sections of Barton and King recently reconstructed so opportunity is very long term	Improves comfort Centennial and sections of Barton and King recently reconstructed so opportunity is very long term	No impact	No impact	Neutral
Issue / Opportunity: Mobility Choices								
A ▶	Bring in SoBi bike share to serve these neighbourhoods	No impact	Improves comfort	No impact	Shift to other modes reduces delay	No impact	No impact	Good
B ▶	Support live / work / play development so people do not have to travel long distances	Improves comfort and access	Improves comfort and access	Improves comfort and access Increases in ridership support additional improvements to transit	Shift to other modes reduces delay	No impact	No impact	Excellent
C ▶	Promote travel options to employers, new immigrants and schools	Improves comfort	Improves comfort	Improves comfort Increases in ridership support additional improvements to transit	Shift to other modes reduces delay	No impact	No impact	Good
D ▶	Facilitate car sharing	No impact	No impact	May shift transit passengers to driving	Increase accessibility	No impact	No impact	Neutral
E ▶	Extend and modify HSR routes	No impact	No impact	Improve comfort and reduce delay for some passengers About 90% of the study area is within 400 m of transit service Route deviation may not be as convenient as current service	Shift to other modes reduces delay	No impact	No impact	Good

Centennial Neighbourhoods Transportation Management Plan
 Evaluation of Alternative Transportation Solutions

		Transportation Network, Access, Comfort and Delay						
Alternative Solution		Pedestrians	Cyclists	Transit Passengers	Drivers	EMS	Goods Movement	RATING
F▶	Add local HSR circulator route	No impact	No impact	Improves comfort and access for some passengers About 90% of the study area is within 400 m of transit service Circuitous routing may not decrease delay	Shift to other modes reduces delay	No impact	No impact	Good
G▶	Provide bikeways on Nash, Lake, Warrington and South Service Road	Improves comfort by providing buffer between travel lanes and sidewalk	Improves comfort and access Centennial recently reconstructed so opportunity is very long term Adds 5.1 km to the bikeway network	No impact	Reconfigure Nash (14,000 vehicles per day) and Lake (8,500 vehicles per day) from four lanes to three with bike lanes operates well when traffic volumes are less than 20,000 vehicles per day Shift to other modes reduces delay	No impact	No impact	Good
H▶	Create non-auto (walking and cycling) access to GO Station and right-sized Park N' Ride	Improves comfort and access to GO Station	Improves comfort and access to GO Station	No impact	Shift to other modes reduces demand for parking Reduction in surplus parking may result in additional circulation to find space	No impact	No impact	Good
I▶	Implement the multi-use recreational trails from the Recreational Master Plan; Project 5-4 in Bow Valley Open Space and Lawrence Avenue Park just west of Lake Avenue; Project 5-9 connecting Pottluff Road near Eugene Street across the RHVP to the Red Hill Valley Recreational Trail	Improves comfort and access to parks, open space and Red Hill Valley Recreational Trail Adds an additional 1.2 km to the multi-use trail network	Improves comfort and access to parks, open space and Red Hill Valley Recreational Trail Adds an additional 1.2 km to the multi-use trail network	No impact	No impact	No impact	No impact	Good
J▶	Improve the safety and comfort of pedestrian and cycling connections through the interchanges at the RHVP	Improves comfort, and access to Red Hill Valley Recreational Trail and adjacent comments west of RHVP	Improves comfort, and access to Red Hill Valley Recreational Trail and adjacent comments west of RHVP	No impact	No impact	No impact	No impact	Good

Centennial Neighbourhoods Transportation Management Plan
 Evaluation of Alternative Transportation Solutions

Public health							RATING	
Alternative Solution		Social interaction	Transportation equity and access	Active transportation	Collision reduction	Air quality		
Issue / Opportunity: Capacity								
A▶	Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (within 15 years west of Centennial & beyond 25 years east of Centennial)	Improves access to jobs Increases sense of attachment to neighbourhoods	Provides affordable, new mode of transportation Supports growth in HSR local service, further increasing transportation choices	Increases trips by walking or bicycling to / from transit stops	Shift to transit reduces collision potential	Shift to transit improves air quality	Excellent	
B▶	Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years)	Improves access to jobs Increases sense of attachment to neighbourhoods	Provides affordable, new mode of transportation beyond secondary plan horizon Supports growth in HSR local service, further increasing transportation choices	Increases trips by walking or bicycling to / from transit stops beyond secondary plan horizon	Shift to transit reduces collision potential	Shift to transit improves air quality	Good	
C▶	Protect right-of-way on Barton from Red Hill Valley Parkway to Centennial for additional traffic, HOV or transit-only lanes (beyond 25 years)	Wider roadway decreases cohesion between destinations on opposite sides of the street	Supports more driving instead of other mode choices	Supports more driving instead of more active transportation	Increases potential for more drivers to be exposed to risk of collisions	Supports mode driving and decrease in air quality	Poor	
D▶	Improve traffic signal timings including pedestrian walk times	No impact	No impact	Improves pedestrian comfort supporting more trips by walking	Reduces risk of violating traffic signals	Improves efficiency of traffic flow improving air quality	Good	
E▶	Add turn lanes or roundabouts at "hot spot" intersections	Wider intersection decreases cohesion between destinations on opposite sides of the street	No impact	Widens intersections making walking and cycling less comfortable	Widens intersections with the potential of increasing risk of conflicts	Improves efficiency of traffic flow improving air quality	Fair	
F▶	Adopt transit priority measures at signalized intersections	No impact	Improves transportation choices through more efficient transit services	Increases trips by walking or bicycling to / from transit stops as ridership increases with more efficient transit service	Shift to transit reduces collision potential	Shift to transit improves air quality	Good	
Issue / Opportunity: Safety								
A▶	Ensure improvements to streets reflect desirable speeds	Lower operating speeds make streets more comfortable for all users increasing the potential for improved social interaction	Improves transportation choices by improving comfort of non-motorized transportation choices	Improves pedestrian and cyclist comfort supporting more trips by walking and cycling	Reduces the severity of injuries and risk of fatal crashes for all road users	Speed moderation supports improved air quality	Excellent	
B▶	Implement traffic calming to reduce speeds to 40 km/h or less on local streets where speeding is an issue	Lower operating speeds make local streets more comfortable for all users increasing the potential for improved social interaction	Improves transportation choices in neighbourhoods by improving comfort of non-motorized transportation choices	Improves pedestrian and cyclist comfort supporting more trips by walking and cycling on these local streets	Reduces the severity of injuries and risk of fatal crashes for all local road users	Speed moderation on local streets supports improved air quality	Good	
C▶	Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas	Supports more pedestrian activity on these streets	Improves transportation choices by improving comfort of pedestrians on these streets	Improves pedestrian and cyclist comfort supporting more trips by walking and cycling on these streets	Reduces the risk of crashes by providing a sidewalk for pedestrians instead of walking in the roadway	Shift to walking supports improved air quality	Excellent	

Centennial Neighbourhoods Transportation Management Plan
 Evaluation of Alternative Transportation Solutions

		Public health					RATING
Alternative Solution		Social interaction	Transportation equity and access	Active transportation	Collision reduction	Air quality	
D ▶	Create neighbourhood greenways to calm traffic, and improve walking and cycling connections	Supports more pedestrian and cycling activity and reduced speeds on local streets	Improves transportation choices by improving comfort of pedestrians and cyclists on these local streets	Improves pedestrian and cyclist comfort supporting more trips by walking and cycling on these local streets	Reduces the severity of injuries and risk of fatal crashes for all local road users More people walking and cycling decreases their crash rate	Speed moderation on local streets supports improved air quality	Excellent
E ▶	Manage access to new, larger developments to reduce driveways for improved safety	No impact	No impact	No impact	Reduces the number of driveways on arterials where conflicts may occur	No impact	Good
F ▶	Provide multi-use trail access to Confederation Park	Supports pedestrian and cycling activity and access to Confederation Park	Improves transportation choices to access Confederation Park	Improves pedestrian and cyclist comfort supporting more trips by walking and cycling to Confederation Park and participation in recreation at this facility	Reduces the risk of crashes by providing a multi-use trail for pedestrians and cyclists instead of using the roadway	Shift to walking and cycling to access Confederation Park supports improved air quality	Excellent
Issue / Opportunity: Urban Design							
A ▶	Manage parking for new developments to reduce surface lots	Improves social interaction by requiring less land for parking, and more available for other services and activities	Improves transportation choices by improving comfort of pedestrians, cyclists and transit users accessing these developments	Reduced surface lots improves the development's aesthetics and reduces conflicts with motor vehicles May encourage more people to access by walking, cycling and transit	No impact	May encourage more people to access by walking, cycling and transit thus improve air quality	Excellent
B ▶	Improve quality and location of bus stops, targeting providing shelters at 30% to 50%	Improves passenger comfort supporting more transit trips and associated walking and cycling	Improves passenger comfort supporting more transit trips and associated walking and cycling	Improves passenger comfort supporting more transit trips and associated walking and cycling	No impact	Shift to transit supports improved air quality	Excellent
C ▶	Improve pedestrian connections through new developments	More pedestrian activity Improves social interaction	Improves the viability of walking	Shortens trips making them more viable by walking or cycling	No impact	Shift to walking supports improved air quality	Excellent
D ▶	Improve streetscape and gateways as per the Secondary Plan concepts	Improved streetscapes promote more pedestrian activity and improves social interaction Gateways improve community recognition and pride	Improved streetscapes promote more pedestrian activity	Improved streetscapes promote more pedestrian activity	No impact	No impact	Excellent
E ▶	Implement cycle tracks on Centennial, and Queenston east of Centennial as per Secondary Plan streetscape options	Supports cycling activity on these streets	Improves transportation choices by improving comfort of cyclists on these streets	Improves cyclist comfort supporting more trips by cycling on these streets	Reduces the risk of crashes by providing a cycle track instead of riding in the roadway More people walking and cycling decreases their crash rate	Shift to cycling supports improved air quality	Excellent

Centennial Neighbourhoods Transportation Management Plan
 Evaluation of Alternative Transportation Solutions

		Public health					RATING	
Alternative Solution		Social interaction	Transportation equity and access	Active transportation	Collision reduction	Air quality	Excellent	
F ▶	Protect rights-of-way on all arterials for implementing Complete / Livable / Better Streets	Design that accommodates all users comfortably improves social interaction in the community	Design that accommodates all users comfortably improves transportation choices and access	Design that accommodates all users comfortably make walking and cycling more viable	Design that accommodates all users comfortably reduces potential conflicts	Shift from driving to other modes supports improved air quality	Excellent	
Issue / Opportunity: Mobility Choices								
A ▶	Bring in SoBi bike share to serve these neighbourhoods	Supports cycling activity in the study area	Provides low cost, maintenance-free bicycles	Provides low cost, maintenance-free bicycles supporting more trips by cycling	More people cycling decreases their crash rate	Shift to cycling supports improved air quality	Excellent	
B ▶	Support live / work / play development so people do not have to travel long distances	More people walking and cycling for short trips improves social interaction	Shorter trips are more viable by a variety of travel modes	Shorter trips are more viable by walking or cycling	More people walking and cycling for short trips decreases their crash rate	Shorter trips are more variable by walking, cycling and transit supporting improved air quality	Excellent	
C ▶	Promote travel options to employers, new immigrants and schools	More people walking, cycling and taking transit increases social interaction	Increases awareness of travel options	Increases trips by walking and bicycling and to / from transit	More people walking, cycling and taking transit decreases their crash rate	Shift to walking, cycling, transit and car pooling improves air quality	Excellent	
D ▶	Facilitate car sharing	No impact	Provides alternative to individual car ownership	No impact	May result in more trips by car increasing the crash rate	May result in more trips by car decreasing air quality	Good	
E ▶	Extend and modify HSR routes	No impact	Supports growth in HSR local service, increasing transportation choices	Increases trips by walking or bicycling to / from transit stops	Shift to transit may reduce crash rate	Shift to transit improves air quality	Good	
F ▶	Add local HSR circulator route	No impact	Supports growth in HSR local service, increasing transportation choices	Increases trips by walking or bicycling to / from transit stops	Shift to transit may reduce crash rate	Shift to transit improves air quality	Good	
G ▶	Provide bikeways on Nash, Lake, Warrington and South Service Road	Supports cycling activity on these streets	Improves transportation choices by improving comfort of cyclists on these streets	Improves cyclist comfort supporting more trips by cycling on these streets	Reduces the risk of crashes by providing bike lanes instead of riding in the roadway More people cycling decreases their crash rate	Shift to cycling supports improved air quality	Good	
H ▶	Create non-auto (walking and cycling) access to GO Station and right-sized Park 'N' Ride	Supports cycling activity to the GO Station	Improves transportation choices by improving comfort of cyclists to the GO Station and provides multi-modal options	Improves pedestrian and cyclist comfort supporting more trips by walking and cycling to the GO Station	Reduces the risk of crashes by providing non-motorized access More people walking and cycling decreases their crash rate	Shift to walking and cycling supports improved air quality	Excellent	
I ▶	Implement the multi-use recreational trails from the Recreational Master Plan: Project 5-4 in Bow Valley Open Space and Lawrence Avenue Park just west of Lake Avenue; Project 5-9 connecting Poltruff Road near Eugene Street across the RHVP to the Red Hill Valley Recreational Trail	Supports greater use of the recreational trail system and associated parks and open space	Creates off-road linkages making walking and cycling more viable	Improves pedestrian and cyclist comfort supporting more trips by walking and cycling in these parks and participation in recreation at these facility Creates off-road linkages attracting more users as an alternative to on-road routes	Reduces the risk of crashes by providing off-road linkages More people walking and cycling decreases their crash rate	Shift to walking and cycling supports improved air quality	Excellent	

Centennial Neighbourhoods Transportation Management Plan
 Evaluation of Alternative Transportation Solutions

		Poor	Fair	Neutral	Good	Excellent							
Public health													
Alternative Solution	<p>➤ Improve the safety and comfort of pedestrian and cycling connections through the interchanges at the RHVP</p>	Social interaction	Supports better connections to the community, services and destinations west of the RHVP	Transportation equity and access	Supports better walking and cycling connections to the community, services and destinations west of the RHVP	Active transportation	Improves pedestrian and cyclist comfort supporting more trips by walking and cycling connecting to services and destinations west of RHVP	Collision reduction	Reduces the potential for conflicts and reduces the risk of severe injuries and fatal crashes	Air quality	Shift to walking and cycling supports improved air quality	RATING	Good

Centennial Neighbourhoods Transportation Management Plan
Evaluation of Alternative Transportation Solutions

Alternative Solution		Physical Environment			RATING
		Natural environment: landscape, parks, open space, watercourses, and shorelines	Public Realm: streetscape and public spaces	Cultural, heritage and archaeological resources	
Issue / Opportunity: Capacity					
A▶	Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (within 15 years west of Centennial & beyond 25 years east of Centennial)	As per Environmental Project Report	As per Environmental Project Report	As per Environmental Project Report	Neutral
B▶	Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years)	To be determined	To be determined	To be determined	To be determined
C▶	Protect right-of-way on Barton from Red Hill Valley Parkway to Centennial for additional traffic, HOV or transit-only lanes (beyond 25 years)	Some street trees on south side of Barton would be impacted by widening for additional traffic lanes; mitigate with street tree replacement plan in same or nearby location	Reduces the frontage and public realm available for streetscape	To be determined	Fair
D▶	Improve traffic signal timings including pedestrian walk times	No impact	No impact	No impact	Neutral
E▶	Add turn lanes or roundabouts at "hot spot" intersections	A few street trees near intersections could be impacted by adding turn lanes or roundabouts; mitigate with street tree replacement plan in nearby location	Decreases boulevard width and depreciates public realm	No impact	Fair
F▶	Adopt transit priority measures at signalized intersections	No impact	No impact	No impact	Neutral
Issue / Opportunity: Safety					
A▶	Ensure improvements to streets reflect desirable speeds	No impact	No impact	No impact	Neutral
B▶	Implement traffic calming to reduce speeds to 40 km/h or less on local streets where speeding is an issue	Some traffic calming features may provide opportunities to provide additional street trees or landscaping	Enhances streetscape	No impact	Good
C▶	Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas	Some street trees would be impacted by constructing sidewalks in the boulevard; mitigate with street tree replacement plan in same or nearby location	Enhances streetscape	No impact	Neutral
D▶	Create neighbourhood greenways to calm traffic, and improve walking and cycling connections	Some traffic calming features may provide opportunities to provide additional street trees or landscaping	Enhances streetscape	No impact	Good
E▶	Manage access to new, larger developments to reduce driveways for improved safety	No impact	No impact	No impact	Neutral
F▶	Provide multi-use trail access to Confederation Park	No impact	No impact	No impact	Neutral
Issue / Opportunity: Urban Design					
A▶	Manage parking for new developments to reduce surface lots	Smaller surface parking lots may provide opportunities for additional landscaping	Smaller surface parking lots may provide opportunities for enhancing the public realm	Smaller surface parking lots may reduce impacts on these resources	Good
B▶	Improve quality and location of bus stops, targeting providing shelters at 30% to 50%	Some street trees may be impacted by constructing bus shelters in the boulevard; mitigate with street tree replacement plan in same or nearby location	Improved quality will contribute to urban design of public realm	No impact	Good

Centennial Neighbourhoods Transportation Management Plan
 Evaluation of Alternative Transportation Solutions

		Physical Environment			
Alternative Solution		Natural environment: landscape, parks, open space, watercourses, and shorelines	Public Realm: streetscape and public spaces	Cultural, heritage and archaeological resources	RATING
C▶	Improve pedestrian connections through new developments	No impact	Streetscape / landscape associated with pedestrian connections will contribute to urban design of public realm	No impact	Good
D▶	Improve streetscape and gateways as per the Secondary Plan concepts	Streetscape and gateways would enhance the landscape and street trees	Streetscape / landscape will contribute to urban design of public realm	To be determined depending on location of gateways	Good
E▶	Implement cycle tracks on Centennial, and Queenston east of Centennial as per Secondary Plan streetscape options	Some street trees may be impacted by constructing cycle tracks; mitigate with street tree replacement plan in same or nearby location	Improved quality of cycling facilities will contribute to urban design of public realm	No impact	Good
F▶	Protect rights-of-way on all arterials for implementing Complete / Livable / Better Streets	Some street trees may be impacted by implementing Complete / Livable / Better Streets; mitigate with street tree replacement plan in same or nearby location	Improved quality of facilities for all users will contribute to urban design of public realm	To be determined	Good
Issue / Opportunity: Mobility Choices					
A▶	Bring in SoBi bike share to serve these neighbourhoods	Place SoBi bicycle parking racks in areas where they do not impact the natural environment	Integrate SoBi bicycle parking into public realm and urban design / streetscape	No impact	Good
B▶	Support live / work / play development so people do not have to travel long distances	No impact	Increases pedestrian activity, animating public spaces	No impact	Good
C▶	Promote travel options to employers, new immigrants and schools	No impact	Increases walking, cycling and transit activity, animating public spaces	No impact	Good
D▶	Facilitate car sharing	No impact	No impact	No impact	Neutral
E▶	Extend and modify HSR routes	No impact	Increases pedestrian activity to transit stops, animating public spaces	No impact	Neutral
F▶	Add local HSR circulator route	No impact	Increases pedestrian activity to transit stops, animating public spaces	No impact	Neutral
G▶	Provide bikeways on Nash, Lake, Warrington and South Service Road	For Lake and Nash, retrofit bikeways to existing roadway to avoid impacting street trees and landscape in the boulevard For South Service Road and Warrington, widen existing road to provide bike lanes / paved shoulders may impact roadside vegetation	Increases cycling, animating public spaces	No impact	
H▶	Create non-auto (walking and cycling) access to GO Station and right-sized Park N' Ride	May impact vegetation along the roadside and railway	Increases pedestrian activity to GO Station, animating public spaces	No impact	Neutral

Centennial Neighbourhoods Transportation Management Plan
 Evaluation of Alternative Transportation Solutions

		Physical Environment			
		Natural environment: landscape, parks, open space, watercourses, and shorelines	Public Realm: streetscape and public spaces	Cultural, heritage and archaeological resources	RATING
Alternative Solution					
▶	Implement the multi-use recreational trails from the Recreational Master Plan: Project 5-4 in Bow Valley Open Space and Lawrence Avenue Park just west of Lake Avenue; Project 5-9 connecting Pottruff Road near Eugene Street across the RHVP to the Red Hill Valley Recreational Trail	Impacts the natural environment in the Bow Valley Open Space, Lawrence Avenue Park and Red Hill Valley	Increases pedestrian activity and recreational amenities in the Bow Valley Open Space, Lawrence Avenue Park and Red Hill Valley	Unknown	Good
▶	Improve the safety and comfort of pedestrian and cycling connections through the interchanges at the RHVP	No impact	No impact	No impact	Neutral

Centennial Neighbourhoods Transportation Management Plan
 Evaluation of Alternative Transportation Solutions

Alternative Solution		Costs			RATING
		Implement	Operate / maintain	Economic benefits	
Issue / Opportunity: Capacity					
A▶	Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (within 15 years west of Centennial & beyond 25 years east of Centennial)	Portion of \$0.8B (2011 Dollars, as per Cost Estimate Report)	Portion of \$1.4M (2011 Dollars, as per Cost Estimate Report)	Supports transit-oriented development (redevelopment and intensification)	Excellent
B▶	Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years)	To be determined	To be determined	To be determined	To be determined
C▶	Protect right-of-way on Barton from Red Hill Valley Parkway to Centennial for additional traffic, HOV or transit-only lanes (beyond 25 years)	No cost to protect ROW Longer-term cost to implement road widening	No cost to protect ROW	Road ROW widening obtained from some redeveloped properties; decrease developable lands on remaining properties	Fair
D▶	Improve traffic signal timings including pedestrian walk times	Part of on-going signal monitoring and improvement program	Maintain as part of on-going signal monitoring and improvement program	Reduces travel times	Good
E▶	Add turn lanes or roundabouts at "hot spot" intersections	Centennial and sections of Barton and King recently reconstructed; high cost due to property and utility constraints	Some additional lanes to maintain	Reduces travel times for specific turning movements	Poor
F▶	Adopt transit priority measures at signalized intersections	Cost of additional signal hardware	Maintain as part of on-going signal monitoring and improvement program	Reduces travel times for transit passengers	Good
Issue / Opportunity: Safety					
A▶	Ensure improvements to streets reflect desirable speeds	No impact	No impact	Lower operating speeds support more livable community and commercial activity	Good
B▶	Implement traffic calming to reduce speeds to 40 km/h or less on local streets where speeding is an issue	\$2,000 to \$10,000 per traffic calming device	Minor increase in repair and maintenance efforts	Lower operating speeds support more livable community and higher real estate values	Good
C▶	Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas	5.9 km of missing sidewalk at \$300K/km: \$1.8 M Some links on local streets can be paid for by developers if adjacent redevelopment	5.9 km of new sidewalk to repair / rehabilitate Snow removal by adjacent property owners	Completed sidewalk network supports more livable community	Fair

Centennial Neighbourhoods Transportation Management Plan
 Evaluation of Alternative Transportation Solutions

		Costs			RATING	
Alternative Solution		Implement	Operate / maintain	Economic benefits		
D▶	Create neighbourhood greenways to calm traffic, and improve walking and cycling connections	7.2 km of greenways at \$75K/km: \$0.5 M Combine with Safety Alternative B	Minor increase in repair and maintenance efforts	Improved walking and cycling environment supports more livable community and higher real estate values	Fair	
E▶	Manage access to new, larger developments to reduce driveways for improved safety	No impact	No impact	May affect vehicular access to specific developments	Fair	
F▶	Provide multi-use trail access to Confederation Park	\$1.6 to 1.9M	New multi-use trail to repair / rehabilitate, sweep and remove snow / ice	Enhance economic and recreational value of Confederation Park	Poor	
Issue / Opportunity: Urban Design						
A▶	Manage parking for new developments to reduce surface lots	No impact	No impact	Reduction in parking available offset by enhanced commercial areas	Neutral	
B▶	Improve quality and location of bus stops, targeting providing shelters at 30% to 50%	Part of potential, city-wide bus stop improvement program	Some additional costs for shelter repairs / replacements	Improved pedestrian environment supports more livable community and higher real estate values	Good	
C▶	Improve pedestrian connections through new developments	Developer responsibility through site plan review	Issues concerning private public share	Enhanced access to commercial areas	Good	
D▶	Improve streetscape and gateways as per the Secondary Plan concepts	Cost share with BIAs	Cost share with BIAs	Enhanced image of community	Good	
E▶	Implement cycle tracks on Centennial, and Queenston east of Centennial as per Secondary Plan streetscape options	Centennial recently reconstructed so no cost efficiency of implementing with road reconstruction May have some cost efficiency of implementing with road reconstruction when Queenston is reconstructed (year unknown) 2.0 km of cycle tracks on Centennial at \$600K/km: \$1.2 M 0.8 km of cycle track on Queenston with road reconstruction at \$400K/km: \$0.3 M	Increase in repair / rehabilitate and maintenance efforts	Enhanced access to commercial areas	Poor	

Centennial Neighbourhoods Transportation Management Plan

Evaluation of Alternative Transportation Solutions

	Alternative Solution	Costs			RATING
		Implement	Operate / maintain	Economic benefits	
		Implement	Operate / maintain	Economic benefits	
F▶	Protect rights-of-way on all arterials for implementing Complete / Livable / Better Streets	No cost to protect ROW Longer-term cost to implement road reconstruction	No cost to protect ROW	Road ROW widening obtained from some redeveloped properties; decrease developable lands on remaining properties	Fair
Issue / Opportunity: Mobility Choices					
A▶	Bring in SoBi bike share to serve these neighbourhoods	SoB bicycles and racks costs	Program administration, bicycle and bicycle / rack repair and replacement costs subsidized by membership and sponsorship revenues	Improved cycling environment supports more livable community and higher real estate values	Good
B▶	Support live / work / play development so people do not have to travel long distances	No impact	No impact	Shorter trip making can offset investment in transportation infrastructure to meet longer trip needs	Excellent
C▶	Promote travel options to employers, new immigrants and schools	Part of on-going Smart Commute Program	Part of on-going Smart Commute Program	Transportation demand management offsets investment in transportation infrastructure to meet travel needs	Excellent
D▶	Facilitate car sharing	Unknown	Unknown	Car ownership efficiencies	Good
E▶	Extend and modify HSR routes	May require purchase of an additional bus	May require an additional bus with an annual operating cost of \$0.3 M or more Revenue from ridership likely 20% of operating cost	Route deviation may not be as convenient as current service with no economic impact anticipated Modified HSR routes may have greater economic impact in the long term once LRT is implemented	Poor
F▶	Add local HSR circulator route	May require purchase of an additional bus	Approx. \$0.75 M (2 buses with service 12 hours a day, Mon-Sat) annually Revenue from ridership likely 20% of operating cost	Given that 90% of the study area is within a 400 m walk of HSR bus service, no economic impact from a local circulator route is anticipated	Poor

Centennial Neighbourhoods Transportation Management Plan
 Evaluation of Alternative Transportation Solutions

		Costs			
Alternative Solution		Implement	Operate / maintain	Economic benefits	RATING
G▶	Provide bikeways on Nash, Lake, Warrington and South Service Road	4.2 km of bike lanes retrofit to existing road at \$50K/km: \$0.2 M 0.9 km of bike lanes through road widening at \$700K/km: \$0.6 M	No impact for Nash and Lake Additional road width to repair / rehabilitate and maintain for Warrington and South Service Road	Improved walking and cycling environment supports more livable community and higher real estate values	Fair
H▶	Create non-auto (walking and cycling) access to GO Station and right-sized Park N' Ride	Construct as part of GO Transit Bus and Train stations	Some additional routes to repair / rehabilitate and maintain	Improved walking and cycling environment supports more livable community and higher real estate values	Good
I▶	Implement the multi-use recreational trails from the Recreational Master Plan: Project 5-4 in Bow Valley Open Space and Lawrence Avenue Park just west of Lake Avenue; Project 5-9 connecting Poltruff Road near Eugene Street across the RHVP to the Red Hill Valley Recreational Trail	Cost not provided in the RMP but estimated at \$600K/km plus pedestrian bridge over RHVP at \$157/m: \$2.9 M	New multi-use trail to repair / rehabilitate, sweep and remove snow / ice (may not be maintained in winter)	Improved walking and cycling environment supports more livable community and higher real estate values	Good
J▶	Improve the safety and comfort of pedestrian and cycling connections through the interchanges at the RHVP	Estimated at \$25K for signage, pavement markings and improved ramp crossings per interchange: \$75 K	Additional infrastructure to operate and maintain is not significant	Improved walking and cycling environment supports more livable community and higher real estate values	Excellent