

Appendix A - Response Table to the *Options for Travel Recommendations*

ID	Bay Area Climate Change Centre Recommendation	Existing City of Hamilton Action, Practice or Policy	Potential Action for the City of Hamilton
Transit Recommendations			
1	Improve the frequency of public transit routes, with more consistently timed service.	<p>Enhancing the frequency of public transit routes has been a core focus in recent years of the Ten-Year Local Transit Strategy with investment improvements being made annually in years four through six to support ridership growth, both in the near- and long-terms.</p> <p>Route frequencies are governed by Council-approved service standards and in most cases, operate at, or better than a minimum of 30 minutes during most time periods, except during evenings where the minimum frequency is at, or better than, 60 minutes.</p>	<p>Frequencies enhancements along routes with the highest ridership potential are planned as part of Ten-Year Local Transit Strategy, subject to the budget process. This includes the BLAST network.</p> <p>Without substantial additional investment, it is unlikely that all route frequencies would be set at a minimum of every 15 minutes during weekday base periods and during the day on weekends, as proposed in the text of this recommendation, due to not meeting service standards for productivity. However, route frequencies are under review within the (Re)envision the Hamilton Street Railway (HSR) project, which is based on broad customer, stakeholder and staff engagement, guided by a series of guiding principles developed through customer surveys.</p>
2	Review arrival schedules for public transit buses for better alignment with GO train services.	Improving inter-regional connectivity continues to be a focus of the City's transit planning, both in the near- and long-terms. At present, HSR service connecting to GO stations typically operates at higher frequencies than GO service. For example, at West Harbour GO station, HSR currently has 14 buses per hour in peaks servicing the station compared to one GO train. In fall 2022, this will increase to 18 buses per hour in peaks compared to one GO train. Similar HSR-to-GO frequency comparisons can be made at all GO stations to which HSR connects.	Year six enhancements being introduced in September 2022 will support improved connectivity to West Harbour GO and Hamilton GO Centre, via route 20 A Line service span expansion. HSR will review further enhancements and route restructuring to support inter-regional connectivity within the (Re)envision the HSR project.
3	Complete a feasibility analysis for express routes or improved public transit service to business parks.	Connecting to business parks has been a core focus in recent years of the Ten-Year Local Transit Strategy with investment improvements being made in connecting to the Ancaster Business Park, AEGD, RHBP, WHID, East Hamilton, and Flamborough Business Park in years four through six.	Further investments and enhancements are expected during the remaining years of the Ten-Year Local Transit Strategy, both at the local service and express service levels. The pilot on-demand transit pilot in Waterdown is ongoing, and lessons learned could be applicable to business parks. Ongoing consultation with employer stakeholders in business parks will be undertaken as part of the (Re)envision the HSR project.

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4	Complete audits of all City bus stops to determine safety improvements for transit riders, particularly women. Track the number of improvements flagged and completed over time.	The City recently invested in the replacement of all shelters in the transit network to ensure quality, safety, accessibility and state of good repair. HSR staff continuously track the quality, safety and state of repair for stops and associated amenities, in collaboration with other internal City divisions. In addition, the City received ICIP funding to fill in gaps in the sidewalk network leading to major transit stops across the City.	<p>HSR recently completed an audit of all stops to determine where pedestrian connectivity gaps exist for future safety improvements. HSR is undertaking upgrades to many non-compliant stop locations to become ADOA-compliant by 2025.</p> <p>HSR is currently undertaking an update on their stop inventory data and will be reviewing several potential improvements and pilots to support safety for customers. The data can be tracked and improvements made reported over time.</p>
5	Ensure all public transit staff complete diversity and anti-bias training.	<p>One of the six Guiding Principles in (Re)envision the HSR is "We honour equity, diversity and inclusion."</p> <p>The 2022/2023 (Re)envision Action Plans include several activities supporting advancing equity-focused desired outcomes. One such area is with respect to the diversity of HSR's workforce. HSR continues to review staff complement through an equity lens, and has focused recent recruitment efforts on increasing representation from women and diverse communities, particularly for Operators.</p>	<p>HSR is exploring training opportunities for mandatory corporate training initiatives (e.g. gender protocol).</p> <p>In addition to mandatory training, HSR is exploring pilot projects to provide equity-focused training to administrative staff including: Dementia-friendly communities; Anti-racism/anti-oppression; Truth and Reconciliation and history of residential schools; LGBTQ+ service delivery; and applying a gender-equity lens to transit planning and operations. The goal of these pilots would be to explore opportunities to deliver timely and relevant training and information to all staff in transit, while balancing operational requirements.</p>
6	Collect data on snow removal for bus stops and release it in real time on an open data platform.	(Re)envision the HSR revealed that snow clearance of stops is an important driver of customer satisfaction. Customer service complaints related to snow-clearing within areas of the transit network are actioned based on the City's service standards.	The new City of Hamilton program for snow-clearing on sidewalks along transit routes (commencing in November of 2022) is expected to improve HSR's customer experience in the winter months.
7	Collect data on the number of bus stops with seating and strive to increase the percentage of stops with seating for users to rest, particularly pregnant women and the elderly.	<p>HSR is currently undertaking an update on their stop inventory data to determine total coverage of seating at bus stops in the current state.</p> <p>HSR is currently piloting alternative solutions for seating at dozens of bus stops where space within the public right-of-way is limited, constraining the ability to implement traditional benches. When determining the appropriate location for seating amenities, several factors are considered, including surrounding land uses and social/community considerations (e.g. senior's housing, community centres, hospitals/clinics etc.).</p>	Based on the results of the pilot initiative, there is an opportunity to increase the number of stops with this alternative seating solution, where feasible. Staff will investigate opportunities where alternative seating may be an option.

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8	Provide clarity to post-secondary institutions on whether student bus passes will be accepted on the new light rail transit (LRT) line.	N/A	Decisions regarding fare structure will be communicated when finalized.
9	Meaningfully and respectfully consult Six Nations on their views and preferences regarding a public transit connection between Six Nations and Hamilton.	Through (Re)envision the HSR, HSR engaged with the City's volunteer Indigenous Advisory Committee and this opportunity was expressed as a potential area of improvement.	<p>It may be appropriate to refer this item to Metrolinx/GO Transit given this is a route that is regional in nature. Six Nations, Brant County and Haldimand County are within Metrolinx's expanded mandate area.</p> <p>A public transit connection between Six Nations and/or New Credit and Hamilton would be outside of HSR's current Council-directed mandate for urban boundary service. Staff can be directed to begin conversations with Six Nations, Haldimand County, and Brant County/Brant Transit to begin discussions about their interest about a possible service.</p> <p>Ongoing consultation in the context of the City's Urban Indigenous Strategy may be relevant, and respectful engagement with the urban Indigenous community and the First Nation communities of Six Nations and Mississaugas could be undertaken.</p>
10	Review the feasibility of offering free public transit during the Holiday Season, to complement the existing program for free parking downtown to encourage local shopping.	Hamilton Municipal Parking System staff are currently undertaking a review of the holiday free-parking program. Based on a review of other municipalities, it appears that most municipalities either do not offer free holiday parking, or have much shorter durations for implementation.	Further analysis is required to determine the business case to support this recommendation. If directed by Council, staff could conduct a benchmark scan with other Ontario and Canadian municipalities to determine if similar programs currently exist that demonstrate a positive outcome. Alternatively, Council could direct that the free holiday parking program be eliminated or reduced to restore parity with transit.
Cycling Recommendations			
11	Improve cycling infrastructure to improve connectivity and safety for residents.	The City is building new cycling facilities and enhancing/renewing existing facilities on an annual basis, guided by the Council-approved Cycling Master Plan. From 2018 to 2021, the City has delivered 79 km of new and enhanced cycling facilities, at a cost of \$13.1 million (\$7.7 million in City funds, \$5.4 million in grants). Staff report annually to Council on projects completed in the previous year and projects planned to initiate in the next year, and provides monthly updates to the Hamilton Cycling Advisory Committee.	Council can provide additional funding and staff resources to accelerate the implementation of the Cycling Master Plan.

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12	Determine intersections that have poor safety records for protection upgrades. Implement enhanced safety features at the identified locations, complimented by an education campaign for travelers.	The City approved the Hamilton Strategic Road Safety Program and Vision Zero Action Plan for 2019-2025 in February 2019. A component of that program is the development of an Annual Collision Report. The Annual Collision Report provides the City of Hamilton with information that is used to identify priority roadway safety issues, develop initiatives to improve roadway safety, provide evidence about the effectiveness of safety improvements and undertake targeted education campaigns. In-Service Roadway Safety Reviews are undertaken at specific intersections and road segments to identify enhanced safety features to improve roadway safety within the City for implementation. The City has applied for funds through the National Active Transportation Fund to undertake functional design of some protected intersections.	On-going.
13	Collect data on snow removal for bike lanes and release them in real time on an open data platform, like the City of Ottawa.	The City tracks snow clearing on roadways, but the data isn't currently separated for on street bike lanes since work is completed simultaneously with the road clearing.	Separated snow clearing data for bike lanes is currently not available in real time, and a new process would need to be developed prior to implementation. Staff could be directed to develop a process, but additional resources may be required.
14	Create a priority cycling network to be plowed, de-iced, and cleared in winter months.	The cycling network is currently cleared to the requirements set out in the Provincial Minimum Maintenance Standards (O. Reg 239/02). The City's entire cycling network is currently cleared, not just a priority section, assuming the bicycle facility falls within the MMS regulations.	On-going.
15	Develop a marketing campaign to encourage and normalize winter cycling.	Currently, there is an annual Winter Commute Month in February (previously Winter Commute Week), with each week themed around using a different mode of transportation. The cycling week corresponds with international Bike to Work Day (typically the second Friday of February). Through Winter Commute Month, tips on winter cycling through social media channels, newsletters, and outreach events at Smart Commute workplaces. The City has financially supported the Winter Bike Day event at Gore Park.	On-going.
16	Complete a comprehensive update to the Cycling Master Plan, utilizing a gap analysis and the recommendations listed herein.	The current Cycling Master Plan was approved in 2018. The next update is scheduled to begin in 2023, following the release of results of the 2021 Canada Census and Transportation Tomorrow Survey. The recommendations contained in the BACCC report can be considered as part of the update.	A budget sheet for the Integrated Active Transportation Master Plan will be submitted as part of the 2023 budget. The study will bring together the Cycling Master Plan, Recreational Trails Plan and Pedestrian Mobility Plan. Council can support the budget request.

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17	Fund promotional campaigns to encourage cycling generally.	Sustainable Mobility hosts a number of cycling-related campaigns, with Bike Month (June) being the premiere event of the year. The event typically attracts close to 1,000 registrants, with 15 to 20% being new to cycling. The City organizes the Bike Day kick-off on the last Friday of May at City Hall and some pop-up events, and community organizations host a number of events throughout June including workshops, group rides, and a bike-in movie night. Funding is provided by the City and the Cycling Committee to support community and Smart Commute workplace events. Other campaigns that support cycling in general include Winter Commute Month (February) and Smart Commute Month (September). The Cycling Advisory Committee also funds community events and campaigns through its budget.	Ongoing.
18	Expand secure bike parking infrastructure by developing detailed secure bike parking guidelines for developers and employers, similar to other cities.	The City's Transportation Demand Management and Land Use Guidelines requires secured bike parking in most employment developments and higher density residential developments, and provides direction on rates.	Staff could be directed to review the Zoning- By-Law requirements and directed to report back with revisions, such as parking sizes and requirements for e-bike charging stations.
19	Consider expanding bikeshare infrastructure across Hamilton, to better serve residents.	The Hamilton Shared Micro-Mobility Report (Appendix "A" to PED20109(c)) was undertaken to identify the areas that would best support bikeshare expansion. The City and Hamilton Bike Share Inc. (HBSI) continue to work together to identify potential funding opportunities that could support future expansion and renewal of the bike share infrastructure.	The Micro-Mobility Report estimated that an expansion on the north Mountain is estimated at \$2.3 million for equipment and approximately \$680,000 a year in operating costs (2020\$). These costs would need to be reconfirmed.
20	Improve access to free publicly accessible bike repair stations.	The City of Hamilton owns and maintains five bike repair stations that are available and free to the community, complemented by other stations that are owned and managed by other organizations (e.g. McMaster, Mohawk). In recent years, the City has installed one to two new stations each year, based on feedback from the community, land availability, and proximity to major cycling facilities.	The sites recommended by BACCC will be reviewed and considered by the City as part of future installations.
21	Prevent bike theft by bolstering existing bike registry programs.	Hamilton Police Services operates the online bike theft registry program, which allows individuals to proactively register their bike in case it is stolen. The online system was launched in spring 2021. The City provides promotional information on the program at Hamilton.ca/cycling , and promotes it through events.	Hamilton Police Services is responsible for the existing bike theft registry program. This item could be referred to the Police Services Board for consideration.

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22	Seek the Bike Friendly Community Gold designation, operated by the Share the Road Cycling Coalition.	The City of Hamilton renewed at the 'Silver' level in 2021, and the feedback we received to work towards achieving Gold. Share the Road, who administers the program in Ontario, is working with the League of American Bicyclists to review and update the application and process so no new applications are being accepted at this time.	Staff will review the new application process and evaluate appropriate actions at that time.
23	Enlist TransLAB, under the supervision of Dr. Darren Scott at McMaster University to analyze cycling data to prioritize network improvements and expansion.	The City has been directed to enter into an agreement with TransLAB (PED20109(d)) to analyze bikeshare and e-scooter data.	Findings will be used in the development of the Integrated Active Transportation Master Plan.
Walking and Mobility Device Recommendations			
24	Complete walk audits surrounding all schools to determine safety improvements for pedestrians, particularly children. Track the number of improvements flagged and completed over time.	Walkabout audits of local schools are completed as part of the School Travel Planning program, operated by Planning and Economic Development, and Public Health. The walkabouts inventory existing multi-modal infrastructure and identify any safety concerns, and then develop an action list that becomes part of the School Travel Plan and are reviewed as part of the plan. There are 112 schools involved at different phases of the process.	Staff can consolidate comments into a central dashboard to track progress on items, and report annually on the number of completed items as part of the Sustainable Mobility Annual report that Council receives.
25	Assess and improve the 'sidewalk to road ratio' across the City, aiming for 1:1, where feasible.	<p>The 1:1 sidewalk to road ratio refers to providing a sidewalk on at least one side of a street. The City's existing policies aim to meet or exceed the 1:1 ratio. In new developments, the Comprehensive Development Guidelines and Financial Policies Manual (2019) requires sidewalks on both sides of new roads within the urban boundary. Along existing roads, the City's Pedestrian Mobility Master Plan established a 'Routine Accommodation Policy' that requires pedestrian infrastructure be implemented as part of ongoing streetscaping and road improvement projects.</p> <p>The City also has an ongoing sidewalk in-fill program that aims to address gaps in areas where no capital projects are planned in the near future. A request for a new FTE dedicated to the sidewalk program is being submitted as part of the 2023 budget process.</p>	On-going.

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26	Improve safety by completing City-wide lighting studies for pedestrians.	An outdoor lighting study was completed in 2010, which was inclusive of pedestrian lighting levels. That study led to the adoption of the City's Policy for Sidewalk and Roadway Lighting.	Staff can be directed to undertake a review of the policy and determine if additional studies are warranted.
Overall Network Recommendations			
27	Commit to open data, wherever possible. Update these data sets regularly.	The Hamilton Open Data portal has a number of transportation-related datasets available on the Open Data portal, with more being shared as they become available. They are updated annually at a minimum, depending on the content of the datasets and if changes are made.	Staff should continue to identify datasets that could potentially be made available on the Open Data portal.
28	Develop data sharing agreements with local school boards to optimize public transit routes for schools.	HSR staff work directly with school boards each year to understand relevant bell times, in order to determine when peaks in ridership surrounding schools may occur. HSR provides additional service during peak times to minimize crowding.	HSR will discuss opportunities to use aggregate data for additional transit planning activities in future.
29	Invite CityLab and MacChangers to work on the low carbon mobility initiatives listed herein, to find innovative solutions and reduce the burden on City staff.	<p>Since Fall 2017, the City has collaborated with CityLab students on 37 projects related to improving mobility options. These projects provide value and align with the City's strategic priorities, while providing students with an experiential learning environment for students. Projects that CityLab students and City staff have collaborated on since 2020 include:</p> <ul style="list-style-type: none"> • A Consultation Framework for Cycling Projects; • Don't Miss the Bus: HSR Reliability and Improving Real-Time Information; • Parking for a Modern City; • Complete Streets Ward 1 Intersection Makeover Project; • Transit's Role in Enhancing Community Sustainability and Improving Quality of Life; • Creating A Vision for A Minimum Grid Cycling Network; • Wellness Through Active Mobility; • Rural Transportation Options For 55+; • Walking School Bus Feasibility Study; and, • Cycling Tourism Routes. 	Staff can continue to identify projects that support low carbon mobility and, collaborate with CityLab students to find solutions.

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30	Invite the MacData Institute to host a hackathon competition with collected transportation data, to find innovative solutions and reduce the burden on City staff.	The City does not currently host any transportation related hackathons.	Staff can be directed to work with the MacData Institute on potential collaborations, including funding for a potential hackathon event.
31	Commit to including a standing item on all Greater Bay Area Sub-Committee meetings to review each city's respective transportation data trends and allow for discussions of collaboration and shared learnings.	N/A	<p>This recommendation could be referred to the Greater Bay Area Sub-Committee for consideration.</p> <p>Staff can be directed to make this a standing item at future Bay Area Transportation Summit, an event organized jointly by staff from the cities of Burlington and Hamilton.</p>