CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transit Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 3, 2023
SUBJECT/REPORT NO:	(Re)envision the HSR – the (re)Designed HSR Network (PW23021) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Jason Vander Heide (905) 546-2424 Ext. 2390
SUBMITTED BY: **SIGNATURE:**	Maureen Cosyn Heath Director, Transit Public Works Department 

RECOMMENDATIONS

(a) That the General Manager, Public Works or designate, be directed to seek stakeholder feedback on the concept network through formal public consultation completed by September 30, 2023;

(b) That the General Manager, Public Works or designate, be directed to review the Council-approved Service Standards considering equity;

(c) That the General Manager, Public Works or designate, be directed to review the Council-approved Urban Transit Area (UTA) boundary; and

(d) That the General Manager, Public Works or designate, be directed to report back to Council in Q1 2024 with a new Transit growth plan to include;

(i) A phasing and implementation strategy of the concept network.

(ii) A financial strategy (capital and operating) for the phasing and implementation of the concept network.

(iii) A communications strategy for the phasing and implementation of the concept network.

(iv) A ridership and revenue forecast for the concept network at full implementation.

(v) Recommendations on any changes or updates to the Service Standards to align with Council's priority for equity, diversity and inclusion and multi-modal accessible transportation.

(vi) Recommendations on any changes to the UTA to support transit growth within the current and expanding Urban Boundary to align with Council's priority for integrated growth and development.

EXECUTIVE SUMMARY

This report is to provide Council with an overview of The Hamilton Street Railway's (HSR) (re)Designed Network concept, which is designed to make Hamilton "rail ready". Being "rail ready" was identified as a key output of the (Re)envision the HSR research project that was completed by the Public Works Transit Division in association with McMaster University.

The purpose of (Re)envision was to redesign the City of Hamilton's (City) transit network from the ground up to ensure that the network meets the needs of the Hamilton of today and tomorrow, and to have a "rail ready" network structured around the Hamilton LRT, which will run along the Main-King-Queenston corridor through the lower city, spanning from McMaster University to Eastgate Square. (Re)envision was also intended to create a transit network that would help position transit as a preferred mode choice, reducing congestion and car emissions and offering economic benefits to residents through connections to employment.

The objective of investing and improving transit services and reconfiguring the network to prepare for rapid transit services was identified in the Rapid Ready report (2013) as the first of three key contributors to prepare the City of Hamilton for rapid transit implementation, the other two being supportive community planning; planning how the City will grow around rapid transit through transit supportive land uses and densities, and multi-modal integration; integrating more travel options to maximize the impact of rapid transit and make it easier to get around the City.

The concept network detailed in this report is intended to reflect the City's transit network on the opening day of Hamilton LRT operation.

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

In 2013, Council approved "Rapid Ready – Expanding Mobility Choices in Hamilton" (PW13014). The report outlined how the essential action to prepare for high performance rapid transit is to improve overall accessible conventional public transit services. Accordingly, the report recommended that the City do the following:

- Reconfigure the transit network by reorienting existing transit services to feed planned rapid transit corridors and new neighbourhoods to establish travel patterns in advance of rapid transit implementation.
- Advance plans for multi-modal transit hubs and mobility hubs to create seamless connections between local, rapid, and interregional transportation services.

In 2015, Council approved Hamilton's 10-Year Local Transit Strategy (10YLTS). This strategy was designed to address system deficiencies after years of service cuts, and ultimately provide operating and capital funds to grow the transit system. The early years (1-3) of the 10YLTS would provide Transit funds to meet approved service standards, while year's 4–10 was designed to simulate ridership growth. The 10YLTS has been paused twice since its inception, in 2017 and 2020. Fall of 2023 will mark the implementation of Year 7.

In April 2018, the City's Transit Division, in partnership with McMaster University's Department of Civil Engineering, initiated "A Systemic Assessment and Optimization of the Hamilton Street Railway (HSR) Network". This project became known as "(Re)envision the HSR".

Prior to beginning the network re-design process, the Transit Division conducted extensive public and stakeholder engagement on the future of conventional transit service delivery in Hamilton. Through a wide-ranging survey of almost 6,000 customers and residents, the Transit Division received detailed data on strengths and shortcomings of the current network, as well as what respondents would value in a future network. The results of this survey were shared in Information Report PW20005 in January 2020.

The Transit Division also conducted public and stakeholder engagement throughout 2019 and the first quarter of 2020. Using the HSR's (Re)envision consultation bus, the Transit Division attended over 50 community events and neighbourhood meetings and met with dozens of community stakeholders.

On December 16, 2019, when work on the "rail ready" concept network design was approximately 60% complete, the Provincial government announced the cancellation of the Hamilton LRT project. As the network was centred around the Hamilton LRT, a re-think in the fundamental structure of the network was required.

The (Re)envision project team then began a second round of design, this time as a bus-only concept network. Design for this network was completed in early March 2020. With the onset of the COVID-19 pandemic just a week later, further work on this concept network was paused while the Transit Division and the City at-large shifted focus to pandemic-related issues.

On May 13, 2021, the Hamilton LRT project was reinstated, and shortly afterwards the (Re)envision project team began work on a third concept network design, once again centred around the Hamilton LRT. Rather than resuming work on the original concept network design, the project team determined that, by having to think differently about the network in the second bus-only concept design, there were several improvements that could be made to the original concept network. As a result, the best elements of the first two networks were synthesized into a third network design.

On May 11, 2022, Hamilton City Council voted to approve converting Main Street for two-way traffic. Though the (Re)envision project team had already completed work on the third concept network design, a two-way Main Street provided the opportunity for a series of network changes that could improve local transit flow in the westbound direction through the southern portion of the central lower city and provide a solution for local transit service on an adjacent corridor to the LRT within close proximity. As a result, a fourth concept network design was completed in September 2022. This fourth concept network is the version that is included in this report, and that the Transit Division is seeking approval on which to seek stakeholder and public feedback.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION

The Transit Division partnered with McMaster University's Department of Civil Engineering and the McMaster Institute for Transportation and Logistics to survey customers and residents across the city to measure their perception of the quality of

existing transit service and to understand what current and potential customers desired from the service in the future. A comprehensive marketing campaign supported broad awareness of the survey across the City and encouraged participation. In total, nearly 6,000 surveys were completed, and responses were statistically representative across various demographic profiles and locations.

Following the completion of the survey, staff continued public engagement activities to add further context to the survey results and explore the impact of network reconfigurations on customers and stakeholders. This included the My HSR public engagement website, which later migrated to the City's Engage Hamilton website, and the creation and use of the (Re)envision consultation bus which enabled staff to engage with community members in non-traditional spaces and reduce barriers to participation. Staff attended more than 50 community events and neighbourhood meetings and met with dozens of community stakeholders.

The Transit Division conducted extensive public engagement on the future of conventional transit service delivery in Hamilton between 2019 and early 2020, when the project timeline was interrupted by the COVID-19 pandemic. These findings have contributed to two significant project outcomes including HSR's six Guiding Principles and the design of the concept network. The Guiding Principles are the foundation for ongoing (Re)envision work to transform the customer experience. The findings were also one of several inputs which guided the design of the concept network.

With the concept network ready for its community debut, the Transit Division will enter a new consultation phase which builds on previous (Re)envision the HSR efforts. The Transit Division will seek community and stakeholder input on the (re)Designed HSR Network concept design between April and September 30, 2023. This multi-month consultation period has three broad objectives:

- Consult as many community members as possible and use the feedback collected to guide changes to finalize the (re)Designed HSR network concept design.
- Raise awareness and build support for the transit network changes among community members and stakeholders.
- Grow ridership by raising awareness and increasing commitment to transit.

Engagement activities will focus on understanding how the proposed network will impact customers and influence their choice to use transit. It will target a diverse group of stakeholders including customers, residents, academic institutions, health and social service providers, business community members, employees, community groups and media.

Transit staff, supported by Corporate Communications, are currently developing a multifaceted engagement plan for broad citywide participation offering different opportunities for participation. The project will be anchored by a dedicated project webpage and the City's Engage Hamilton platform to gather feedback online. In addition, there will be multiple opportunities for non-digital engagement through community and stakeholder meetings, and outreach at fairs, festivals, and community events.

HSR will raise awareness about these engagement opportunities by leveraging the City's various communication channels and tools including social media, traditional and digital advertising, and media relations. HSR will also engage with key stakeholders in sectors such as education, employment and organizations which will help staff target hard-to-reach audiences and ensure diverse voices are represented. Additionally, Transit Division employees will have opportunities for input at a series of special events.

The Transit Division has also engaged with City staff from other divisions and departments. Through a series of stakeholder workshops in December 2022 and January 2023, representatives from other City departments were able to view the concept network and identify any potential coordination between their group and the Transit Division to assist advancing mutual City building objectives that could be achieved through the implementation of transit network change.

Attendees included representatives from Public Works (Engineering Services, Parks, Transportation Operations and Maintenance, and Waste Management) and Planning & Economic Development (Communications, Economic Development, Growth Management, Licensing and By-law, LRT, Planning, Tourism and Culture, and Transportation Planning).

Consultation with these City departments will continue as the project progresses.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The overall aim of the (Re)envision project is to increase transit ridership, thereby improving accessibility and mobility in the community.

A well-functioning and fully accessible transit network can help in alleviating traffic congestion, increasing citizen mobility choices across multiple modes of transportation, and is directly related to supporting the City's Official Plan and Transportation Master Plan objectives.

The (re)Designed HSR Network was designed to get Hamilton "rail ready" and was developed using a set of proposed objectives directed at increasing transit ridership.

They include:

- Maximizing service reliability
- Minimizing the required number of transfers
- Expanding the transit service coverage area
- Improving transit infrastructure
- Improving connectivity to regional transit services
- Expanding service operations hours
- Enhancing network robustness to provide convenient travel alternatives during anticipated and unexpected service disruptions

Network Design Process

The (re)Designed HSR Network concept was designed using a 'from the ground up' approach. Legacy route alignments were kept where appropriate for the current and future City of Hamilton but were either modified or discarded where they did not. The desired end goal is a network that will serve the needs of Hamilton and Hamiltonians both today and tomorrow and to build a transit network that will entice new customer uptake.

The conceptual (re)Designed HSR Network is included in Figure 8 of Appendix "A" attached to Report PW23021.

Preparation for Network Redesign

At the commencement of the network redesign exercise, Transit Division staff engaged in a variety of background exercises, including benchmarking, historical routing review, Transportation Tomorrow Survey (TTS) data review as released by the province and participating municipalities and transit agencies within southern Ontario, and land use data review.

Benchmarking included exercises to assess current HSR service, including route frequency and stop utilization during various time periods (peak periods, midday, weekend, etc). This is shown in Figure 4-3 of Appendix "B" attached to Report PW23021. Historical route review involved examining the changing structure of existing transit routes over time and determining why changes were made. This is detailed in Section 4.6 of Appendix "B" attached to Report PW23021. TTS data helped map current travel patterns, while land use data was used to determine how supportive certain areas would be of transit service. These are detailed in Sections 4.2 and 4.7 of Appendix "B" attached to Report PW23021.

Hub Connectivity

The current HSR network largely uses a 'hub and spoke' model, where most routes emanate from downtown. By contrast, the concept network was designed around a hub connectivity model. The concept network strategically places transit hubs across the City at major trip generators based on land-use, employment, and interregional connectivity.

Within the concept network, a specific nomenclature with respect to hubs has been developed for both terminals and gateways.

- 'Terminal' refers to a multi-platform transit hub, usually off-street, located near a major commercial centre, institution, or higher-order transit line.

- 'Gateway' is similar in design to a Terminal, but is located on the urban periphery, and includes Park & Ride facilities to allow for rural commuters to access the system.

Primary hubs: CF Lime Ridge Terminal, Eastgate Terminal, Heritage Greene Terminal, King & James LRT, McMaster University Terminal, Meadowlands Terminal, Mohawk College Terminal, and West Harbour GO Terminal.

Secondary hubs: Ancaster Gateway, Centre on Barton, Confederation GO Terminal, Downtown Dundas, Elfrida Gateway, Hamilton GO Centre, Mountain Transit Centre, Parkdale & Queenston LRT, Stoney Creek Gateway, and Waterdown Gateway.

Through our customer engagement process at the outset of this project, one of the most clear, consistent themes was a customer preference to minimize transfers. Transfers create a potential failure point in a trip if a connection is missed, adds a junction where the customer is exposed to the elements and are less desirable from a mobility perspective.

The concept network has been designed with this in mind. Travel between any two primary hubs can be accomplished with zero transfers, while travel between any primary or secondary hub to any primary or secondary hub can be accomplished with a maximum of one transfer. Details are included in the Connectivity Matrix, which can be found in Section 3.4 of Appendix "B" attached to Report PW23021. Detailed information on travel times to, from, and between hubs can be found in Section 3.3 of Appendix "B" attached to Report PW23021.

Route Hierarchy

In terms of varying route types, the current HSR network can be considered very 'flat'. Routes may service a local neighbourhood for part of the route, then run along a major arterial roadway for another part, then perform a regional connection. The result is that customers experience longer trip times, and local streets experience more bus traffic than would normally be warranted.

The concept network has addressed this by clearly dividing routes into the following types:

- Rapid: High frequency (10 minutes or better during peak periods), high-capacity routes that run between hubs along major corridors. Stop spacing more than 500m allows for higher overall travel speeds. These routes form the rapid transit network, which may be outfitted with dedicated transit lanes, and/or transit signal priority

- Core: Medium frequency (15 minutes or better during peak periods), medium-high-capacity routes that run principally along arterial roadways. Stop spacing between 250m and 400m allows for medium-high travel speeds

- Feeder: Medium frequency (15 minutes or better during peak periods), medium capacity routes that are designed primarily to bring customers to connect with the LRT. By travelling on corridors perpendicular to the LRT, they provide quick access to the LRT for people who live or work outside of walking distance to the LRT line

- Local: Medium-low frequency (20 minutes or better during peak periods), low-capacity routes that principally run along collector roadways. Stop spacing between 200m and 300m allows for easy access. In a hub-based system, the local routes primarily service a single area of the city and connect that area to the nearest hub. From there, customers have a multitude of transfer options to reach virtually anywhere in the city

- On-Demand: Request-based transit service in areas where demand currently does not support fixed-route service. Currently operating under the name myRide in Waterdown, this service model would be expanded to other areas of the City, either as a replacement for TransCab service, or as a replacement for fixed-route services that offer limited hours and low frequencies

This stratification of routes into the types noted above allows each route to perform a specific function, resulting in an improved customer experience. By understanding the route types, a customer can anticipate the speed and directness of their trip from point

A to point B. For example, a rapid route and a local route may travel between the same two end points, but the lower travel time and directness between the two points will make the rapid route the more attractive option for that trip.

It also improves transit operations, as vehicle size (standard bus, articulated bus, community bus) can be applied to individual routes on a more consistent basis. By changing the vehicle assignment to a specific route, it allows the HSR to either boost capacity on a route without increasing the number of buses used by changing to an articulated bus, or to use a smaller community bus to minimize impact in residential areas. For customers, it will allow them to identify route type just based on the size of the vehicle.

Route type stratification also provides an opportunity to rethink and redevelop a new set of service standards, where metrics like productivity, load, and frequency can better align to the function and intended purpose of different route types. This in turn will allow for a more nuanced and practical assessment of transit service, which is more likely to generate actionable recommendations for improvements than the current 'one size fits all' approach.

By increasing overall system efficiency through route stratification and proper vehicle size selection, service can more effectively and equitably be delivered across the entire urban transit area. This, coupled with standardized spans (which is detailed in the next section), provides far more equitable access to transit, regardless of what area of the City someone lives or works.

Standardizing Span

One of the items that was consistently raised in the stakeholder consultation survey was the variability in operating hours (span) of the current HSR transit network. Some areas of the City only have peak period service, some areas end at 10:00 PM, while other areas receive service until 2:00 AM.

The current service standards list the weekday span as 5:00 AM to 2:00 AM, the Saturday span as 5:00 AM to 2:00 AM, and the Sunday span as 6:00 AM to 12:00 AM. However, the service standards establish these as maximum spans, not minimum spans. This maximum also limits the ability of routes to run before 5:00 AM or after 2:00 AM, even though there may be demand for it. An example would be Route 20 A-Line, for which we have received repeated requests for early morning trips from employers around Hamilton Airport, which essentially operates 24 hours a day.

As part of the concept network, in order to promote equity of mobility across the entire City, all transit routes would operate with a standard span, but the span would be

represented as a minimum, not a maximum, as is the current practice. The spans would be:

- Weekday: 5:00 AM to 2:00 AM
- Saturday: 5:00 AM to 2:00 AM
- Sunday: 6:00 AM to 1:00 AM

Exceptions to the standard minimum span could be made where warranted or desirable. For example, the Route 20 A-Line and a late-night service to connect to the A-Line to support objectives outlined in the Economic Action Plan to have 24/7 service to the airport, and in consideration of stakeholder feedback related to operational hours of airport area employers.

Network Integration

Modification & Re-Branding of the BLAST Network

Hamilton's proposed rapid transit network, commonly referred to as the BLAST network, was approved by Council as part of the City's Transportation Master Plan in 2007, and was subsequently incorporated into Metrolinx' Regional Transportation Plan (RTP), the Big Move, in 2008. The A-Line and B-Line were included within the 15-Year planning horizon (2023), while the T-Line was included within the 25-Year planning horizon (2033). When the plan was updated in 2018 and renamed the 2041 Regional Transportation Plan, the L-Line and S-Line were included in the plan, to be completed as Priority Bus projects by 2041.

While the original plans formed a solid foundation for the expansion of rapid transit in Hamilton, the BLAST plan had a few gaps. BLAST lacked a connection between Ancaster and McMaster University, lacked maximized connections between all high transit use areas (hubs) to one another, lacked direct connections between all rapid routes, and did not provide access to rapid transit in all communities. (Re)envision offered an opportunity to enhance the BLAST network within the proposed Rail Ready network.

A map of the current BLAST network is included as Figure 1 in Appendix "A" attached to Report PW23021, while a map of the proposed Rapid network is included as Figure 2 in Appendix "A". Routes are detailed below.

- 10 B-Line East: Running from Eastgate Square Terminal & LRT Station in the west to Winona Crossing in the east via Queenston Road/Highway 8 and Barton Street East, this route connects Stoney Creek and Winona with the Hamilton LRT

- 20 A-Line: Running from Pier 8 Waterfront in the north to Hamilton John C. Munro International Airport in the south via James Street and Upper James Street, this route provides the primary north-south spine of the rapid network

- 30 S-Line: Running from Ancaster Gateway in the west to Parkdale Terminal & LRT Station in the east via Garner Road, Rymal Road, and the Red Hill Valley Parkway, this route connects Ancaster and the south end of Hamilton Mountain with the Hamilton LRT

- 40 E-Line: Running from Confederation GO Station in the north Heritage Greene Terminal in the south via Centennial Parkway, Upper Centennial Parkway, and Rymal Road East, this alignment was formerly part of the S-Line. It provides a link between the Stoney Creek Mountain, the Hamilton LRT at Eastgate Square, and GO Transit's Lakeshore West and Niagara services

- 50 T-Line: Running from Downtown Dundas Terminal in the west to Heritage Greene in the east via several corridors including Cootes Drive, Main Street West, and Mohawk Road, this route provides connectivity between areas like Dundas, McMaster University, the Ancaster Meadowlands, CF Lime Ridge, and Heritage Greene

- 60 L-Line: Running from Waterdown Gateway in the west to Centre Mall Terminal in the east via several corridors including Highway 6, York Blvd, James Street, Mohawk Road East, and Kenilworth Avenue, this route provides connectivity between Waterdown, Downtown Hamilton, Mohawk College, CF Lime Ridge, and East Hamilton. Route 60 operates the full route length to Waterdown, while Route 60A has its western terminus at West Harbour GO Station

With the addition of a sixth rapid route, the E-Line, the current BLAST moniker will need to be updated. A new term for the city's rapid transit network is one of the items that will be included in public consultations.

Through Transit Division's data analysis, the number of people within 800m of our current express bus network is approximately 144,900, the number of people within 800m of the BLAST network as originally approved is approximately 251,600, and the number of people within 800m of the rapid network as included in Rail Ready is approximately 309,000. This means that Rail Ready would bring rapid transit to within 800m of an additional 57,400 Hamiltonians as compared to the current approved BLAST network. Making transit more accessible is a key driver in attracting new riders to the system.

Maps showing number of people within 800m of rapid transit services under each scenario can be found in Figures 3,4, and 5 of Appendix "A" attached to Report PW23021.

Transit Priority Measures

For the proposed rapid network to operate as reliably and efficiently as possible, transit priority measures will need to be implemented at strategic locations across the corridors on which they operate. These measures include Transit Signal Priority (TSP), queue jump lanes, and dedicated transit lanes. Each of these measures will be evaluated for application on corridors across the rapid network based on congestion levels, available right-of-way, and installation cost.

Through the Metrolinx A-Line project and the Investing in Canada Infrastructure Program (ICIP), TSP and queue jump lanes are already being designed for the Upper James corridor. TSP is also being considered as part of signal modernization projects on other corridors.

As part of building a "rail ready" network, corridors have been identified as priority transit corridors which could benefit from the inclusion of transit priority measures. Future analysis of these corridors will provide details on how the concept network could maximize efficiency.

Connectivity to LRT

The Hamilton LRT project will be transformational for the City. To ensure that this new transit investment is as successful as it can be, the "rail ready" network has been configured to maximize connectivity between local transit service and the LRT. A comparison between the connectivity of the current transit network and the concept network is shown in Figure 6 of Appendix "A" attached to Report PW23021.

At both end termini, large bus terminals directly adjacent to the LRT platforms will offer a convenient bus-to-rail transfer. Six (6) transit routes will connect into the western terminus at McMaster University and eleven (11) transit routes will connect into the eastern terminus at Eastgate Square. Along the LRT line, each of the 15 intermediate stations will feature a connection to at least one HSR transit route.

The routes that best exemplify the connectivity to LRT concept are the 8 Central and 9 Rosedale. Both routes operate in a 'zig-zag' pattern through the lower city, running from Burlington Street to the escarpment and back again, connecting to multiple LRT stations along their routes. The purpose of these routes is to offer a quick and frequent connection for people in the lower city who live outside of the walking range of an LRT station but would still like to use the LRT as part of their transit trip.

Another example of this connectivity is the proposed hub at the Parkdale LRT station. Buses from the Stoney Creek and Central Mountains, including the re-routed S-Line, would make the express trip down the escarpment from Heritage Greene Terminal via the Red Hill Valley Parkway, and will feature a convenient transfer to the LRT at Parkdale station.

Likewise, trips to and from the West Mountain and Ancaster will use either the T-Line or the 71 Ancaster Wilson to descend the escarpment along Wilson Street to connect into the bus terminal at McMaster University.

Connectivity to Regional Transit

The concept network also significantly increases connectivity between local and regional transit, particularly at West Harbour GO and Confederation GO. Service levels to Aldershot GO and Hamilton GO Centre are also maintained. This is an important aspect of the new network to support economic prosperity, connecting people to employment and tourism alike.

GO Transit service frequencies are expected to significantly increase in the coming years along the Lakeshore West and Niagara GO Train corridors. These increased frequencies will make using transit for certain trip patterns more attractive, including GTA-to-Hamilton reverse commutes, Hamilton-to-Niagara commutes, and Niagara-to-Hamilton commutes, as well as off-peak and weekend trips to and from the GTA and Niagara Region. These trip patterns have the potential to fundamentally transform travel patterns in Hamilton, and the future local transit network needs to take them into account.

A foundational component to maximizing interregional connectivity, the concept network design requires shifting of the downtown transit focal point from Frank A. Cooke Transit Terminal (on MacNab between King Street and Main Street) northward to West Harbour GO Station. This shift offers several advantages:

- Greater GO Connectivity: By having most of the routes that currently terminate at Frank A. Cooke Transit Terminal terminate at West Harbour GO Station instead, it offers significantly more Hamiltonians a one-seat ride to connect to GO Train service. Currently, non-Route 20 A-Line customers coming from the Mountain need to transfer to either Route 4 Bayfront or Route 20 A-Line to reach West Harbour GO. Under the Rail Ready network configuration, 9 of the 12 north-south Mountain routes will make a direct connection to the West Harbour GO station, as well as routes from Ancaster and the Stoney Creek Mountain

- Greater Operational Flexibility: The current location of the HSR's downtown terminal creates operational vulnerabilities. Should the intersections of King & James or Main & James be closed, Frank A. Cooke Transit Terminal effectively becomes inaccessible. Due to the fact that this operates as the end-of-line location for nearly all of the routes that use it, such closures have a significant impact on HSR operations. By contrast, relocating this end-of-line to West Harbour GO turns King & James and Main & James into pass-through intersections, which can be more easily detoured from in the event of issues. Connection to the LRT can instead be made either at King & Queen or King & Wellington/Victoria, providing enhanced operational flexibility

- Redevelopment of Frank A. Cooke Transit Terminal Lands: The shift to West Harbour would replace Frank A. Cooke Transit Terminal as the primary downtown transit hub, allowing those City-owned lands to be redeveloped. Given the central location of these lands, redevelopment could present a significant city-building opportunity for the City.

Infrastructure Requirements

Hubs & End-of-Lines

The majority of the planned hubs within the concept network are located within or immediately adjacent to locations identified as Nodes or Employment Areas in the City of Hamilton's Official Plan (Schedule E – Urban Structure). The clustering of multiple transit routes at hubs in the immediate vicinity of these locations supports the City's vision for these nodes.

Section 5.1.9 of the City of Hamilton Official Plan states that the City supports "the development of Employment Areas which are transit-supportive with reduced surface parking", while Section 5.1.10 of the Official Plan states that these areas "be easily accessible with a high degree of connectivity between all modes of transportation such as transit, active transportation, and automobiles."

New Terminals, Gateways, and Loops include:

- Ancaster Gateway: Located immediately adjacent to an Employment Area as identified in the City's Official Plan Schedule E

- Centre on Barton Terminal: Located within a Community Node as identified in the City's Official Plan Schedule E

- CF Lime Ridge Terminal: Located within a Sub Regional Service Node, and Multi-Modal Hub as identified in the City's Official Plan Schedule E

- Downtown Dundas Terminal: Located within a Community Node as identified in the City's Official Plan Schedule E

- Elfrida Gateway: Located at the intersection of two Secondary Corridors and within a designated Urban Expansion Area

- Gage Park Lay-By: Located immediately adjacent to a City-Wide Park as identified in the City's Official Plan Appendix A

- McMaster University Terminal: Located within a Major Activity Centre, and Multi-Modal Hub as identified in the City's Official Plan Schedule E

- Parkdale Terminal: Located immediately adjacent to a Community Park as identified in the City's Official Plan Appendix A, and a future Major Transit Station Area – LRT Station as identified in Appendix B

- Scott Park Lay-By: Located immediately adjacent to a future Majority Transit Station Area – LRT Station as identified in the City's Official Plan Appendix B

- Upper Sherman Loop: Located immediately north of a designated Urban Expansion Area as identified in the City's Official Plan Schedule H

- Waterdown Gateway: Located immediately adjacent to an Employment Area as identified in the City's Official Plan Schedule E

- West Harbour GO Terminal: Located within a Major Transit Station Area as identified in the City's Official Plan Appendix B

- Winona Crossing: Located on a Secondary Corridor and immediately adjacent to an identified Employment Area as identified in the City's Official Plan Schedule E

Existing Terminals, Gateways, and Loops to be upgraded include:

- Confederation GO Terminal: Located within a Major Transit Station Area as identified in the City's Official Plan Appendix B

- Eastgate Terminal: Located within a Sub Regional Service Node, and Multi-Modal Hub as identified in the City's Official Plan Appendix B

- Meadowlands Terminal: Located within a Community Node

- Hamilton Airport: Located within the Hamilton Airport zone and the Airport Employment Growth District (AEGD)

- Stoney Creek Gateway: Located near a Secondary Corridor as identified in the City's Official Plan Appendix B

On-Street Stops

In addition to larger terminal infrastructure, numerous landing pads will be required for on-street stops. New on-street stop infrastructure may be required for several reasons:

- Service has been added to a corridor that did not previously have it. For example, Queen Street north of King will see the introduction of Route 29 Garth, where there is currently no HSR service

- A stop on an existing route is not in compliance with the Accessibility for Ontarians with Disabilities Act (AODA). Upgrades of this type are typically carried out through City roadway reconstruction projects, or through the HSR's annual Landing Pad Program

- Routing changes require stop relocations at intersections. For example, if a route previously passed straight through an intersection on a multi-lane road, a near-side stop would be sufficient. However, if the new routing now has the bus make a left turn, the stop will need to be relocated to accommodate that turning movement

Enabling Two-Way Conversions

To fully accommodate the proposed bus movements and proposed routings, in addition to the two-way conversions already approved by Council (Main Street, Wilson Street, Sherman Avenue), future two-way conversion of the following road segments will be required to achieve full implementation of the Rail Ready transit network:

- Queen Street North between King Street West and Barton Street West
- Victoria Avenue South between Young Street and Stinson Street

James Street Corridor

James Street is a Provincially designated rapid transit corridor as part of the Metrolinx Regional Transportation Plan, as well as a Primary Corridor in Schedule E of the City of

Hamilton's Official Plan. The Rail Ready transit network significantly increases the frequency of transit vehicles on James Street, particularly in the northbound direction.

The proposed frequency would require transit priority measures such as dedicated transit lanes and/or transit signal priority and would not be feasible with the current lane configuration of James Street. Through consultation with other City departments, the HSR is investigating the potential for such measures as part of a larger-scale reimagining of James Street. These measures are outside the scope of the (Re)envision project and will need to be addressed independently.

A detailed map of the Rail Ready routes along James Street can be found in Figure 7 of Appendix "A" attached to Report PW23021.

Community Highlights

This section details the network configuration and relevant network design features for each area of the City.

Ancaster

With the Meadowlands Terminal on the eastern edge and the Ancaster Gateway on the western edge, transit service in Ancaster has been significantly improved in the Rail Ready transit network. The addition of a myRide on-demand transit zone increases coverage and provides transit service over the entire HSR service span, not just peak periods as with the current Route 16 Ancaster. A new Route 71 Ancaster Wilson along Wilson Street will provide a direct connection between Ancaster, McMaster University, and West Harbour GO Terminal.

- Hubs:
    - Ancaster Gateway
    - Meadowlands Terminal

- Rapid Routes:
    - 30 S-Line: Ancaster Gateway to Parkdale Terminal via the Ancaster Business Park, Garner Road, Rymal Road, Heritage Greene Terminal, and the Red Hill Valley Parkway
    - 50 T-Line: Downtown Dundas Terminal to Heritage Greene Terminal via Cootes Drive, McMaster University Terminal & LRT Station, Main Street West, Wilson Street, Golf Links Road, Meadowlands Terminal, Mohawk Road, CF Lime Ridge Terminal, and Heritage Greene Terminal

- Core Routes:
  - 21 Upper Paradise: Meadowlands Terminal to West Harbour GO Terminal via Meadowlands Boulevard, Raymond Road, Rymal Road West, Upper Paradise Road, Mohawk College Terminal, and Downtown Hamilton
  - 71 Ancaster Wilson: Ancaster Gateway to West Harbour GO via the Ancaster Business Park, Wilson Street, Main Street West, McMaster University Terminal & LRT Station, and Barton Street West

- Local Routes:
  - 36 Rymal: Meadowlands Terminal to Elfrida Gateway, via Meadowlands Boulevard, Stonehenge Drive, Redeemer College University, Rymal Road, Heritage Greene Terminal, and Highland Road West

- myRide On-Demand
  - Services all of the corridors currently serviced by Route 16 Ancaster
  - Adds new corridors like Southcote Road, John Frederick Drive, and Hamilton Drive

Dundas

The centrepiece of the Rail Ready transit network for Dundas is the addition of a new Downtown Dundas Terminal. Envisioned to be in the vicinity of Memorial Square, the new terminal will serve as a transit focal point for the community.

- Hubs:
  - Downtown Dundas Terminal
  - McMaster University Terminal (just outside of Dundas)

- Rapid Routes:
  - 50 T-Line: Downtown Dundas Terminal to Heritage Greene Terminal via Cootes Drive, McMaster University Terminal & LRT Station, Main Street West, Wilson Street, Golf Links Road, Meadowlands Terminal, Mohawk Road, CF Lime Ridge Terminal, and Heritage Greene Terminal

- Core Routes:
  - None

- Local Routes:
  - 51 University: Governors & Pirie to Hamilton GO Centre via Governors Road, Downtown Dundas Terminal, Ogilvie Drive, South Street, Osler Drive, Whitney Avenue, Emerson Street, McMaster University LRT Station, Westdale Village, and Main Street West

- myRide On-Demand
    - Services all of the corridors currently serviced by Route 52A Dundas Local
    - Adds new corridors like Creighton Road and Osler Drive
    - Replaces fixed-route service to Head Street with myRide

Glanbrook

Transit service in Glanbrook focuses primarily on the A-Line corridor. Due to the Urban Transit Area not being aligned with the City's Urban Boundary, urban areas of the City like Binbrook fall within the Urban Boundary, but outside of the Urban Transit Area. As a result, service to those areas cannot be provided. Recommendations c) and d) vi) of this report would permit the exploration of aligning these two boundaries, thereby permitting transit service in areas like Binbrook.

- Hubs:
    - Mountain Transit Centre

- Rapid Routes:
    - 20 A-Line: Hamilton Airport to Pier 8 Waterfront via Airport Road, Upper James Street, Aeropark Drive, Mountain Transit Centre, Mohawk College Terminal, James Street, Downtown Hamilton, and West Harbour GO

- Core Routes:
    - 28 West 5th: Mountain Transit Centre to West Harbour GO via Upper James, Twenty Road, Garth Street, Rymal Road, West 5th Street, Mohawk College, and James Street
    - 29 Garth: Mountain Transit Centre to West Harbour GO via Glancaster Road, Twenty Road, Garth Street, and Queen Street
    - 41 Red Hill: Glover Road to Parkdale Terminal & LRT Station via Twenty Road, Dartnall Road, Nebo Road, Stone Church Road, Heritage Greene Terminal, and the Red Hill Valley Parkway

- Local Routes:
    - None

- myRide On-Demand
    - Replaces TransCab in Mount Hope
    - Will be expanded to encompass the AEGD as it develops

Hamilton Lower City

Transit service in the lower City is centred around the Hamilton LRT. While there is no local transit service along King Street, the local demand on that corridor is served by

two-way service on Main Street and Wilson Street, which parallel the LRT corridor. Routes 8 Central and 9 Rosedale operate in a 'zig-zag' pattern across the lower city, connecting with the LRT at most stations.

Routes 3 Wilson and 4 Main operate north and south of the LRT corridor, respectively, before crossing at Ottawa Street and servicing the opposite side of the corridor. This cross pattern allows customers travelling parallel to the LRT corridor a transfer opportunity onto the LRT at Ottawa station.

The two major north-south axes in the lower city are James Street and Kenilworth Avenue. James Street has been covered in a previous section in this report. Kenilworth Avenue was included as a BLAST corridor in the original 2007 plan and has been retained as such in Rail Ready.

- Hubs:
    - Centre Mall Terminal
    - Hamilton GO Centre
    - Parkdale Terminal
    - West Harbour GO Terminal

- Rapid Routes:
    - Hamilton LRT: McMaster University Station to Eastgate Square Station, via Main Street West, King Street, Main Street East, and Queenston Road
    - 20 A-Line: Hamilton Airport to Pier 8 Waterfront via Airport Road, Upper James Street, Aeropark Drive, Mountain Transit Centre, Mohawk College Terminal, James Street, Downtown Hamilton, and West Harbour GO
    - 60 L-Line: Waterdown Gateway to Centre Mall via Highway 6, Highway 403, York Boulevard, James Street, Downtown Hamilton, Mohawk College, Upper James Street, Mohawk Road East, CF Lime Ridge Terminal, Upper Ottawa Street, and Kenilworth Avenue
    - 60A L-Line: West Harbour GO to Centre Mall via James Street, Downtown Hamilton, Mohawk College, Upper James Street, Mohawk Road East, CF Lime Ridge Terminal, Upper Ottawa Street, and Kenilworth Avenue

- Core Routes:
    - 2 Barton: Hillcrest Loop to Eastgate Square via Dundurn Street, York Blvd, Locke Street, Barton Street West, West Harbour GO, Barton Street East, Centennial Parkway
    - 8 Central: Hamilton GO Centre to Scott Park LRT Station via Bay Street, Charlton Avenue, Stinson Street, Wentworth Street, Wentworth LRT Station, Burlington Street, Birch Avenue, Sherman Avenue, Sherman LRT Station, Cumberland Avenue, and Gage Avenue

- 9 Rosedale: Scott Park LRT Station to Parkdale Terminal & LRT Station via Cannon Street, Gage Avenue, Burlington Street, Industrial Street, Kenilworth Avenue, Centre Mall Terminal, Kenilworth LRT Station, Kimberly Drive, Greenhill Avenue, Cochrane Road, King Street East, and Parkdale Avenue
- 27 Upper James: Mountain Transit Centre to Pier 8 Waterfront via Glanair Drive, Aeropark Drive, Upper James Street, Claremont Access, Victoria Avenue, Wellington Street, and Burlington Street
- 29 Garth: Mountain Transit Centre to West Harbour GO via Glancaster Road, Twenty Road, Garth Street, and Queen Street
- 71 Ancaster Wilson: Ancaster Fairgrounds Gateway to West Harbour GO via the Ancaster Business Park, Wilson Street, Main Street West, McMaster University Terminal & LRT Station, and Barton Street West
- Mountain Routes that use James St to West Harbour GO Terminal:
  - 21 Upper Paradise, 23 Upper Gage, 24 Upper Sherman, 25 Upper Wentworth, 26 Upper Wellington, 28 West 5th

- Local Routes:
  - 1 Bayfront: Hamilton GO Centre to Heritage Greene Terminal via James Street, West Harbour GO, Burlington Street, Parkdale Avenue, King Street, Mount Albion Road, Greenhill Avenue, Red Hill Valley Parkway, and Paramount Drive
  - 3 Wilson: Hamilton GO Centre to Mount Albion Loop via Wilson Street, Sherman Avenue, Cannon Street, Ottawa Street, Ottawa LRT Station, King Street East, Nash Road, Queenston Road, Eastgate Terminal & LRT Station, Centennial Parkway, Greenhill Avenue, and Mount Albion Road
  - 4 Main: Hamilton GO Centre to Parkdale Terminal & LRT Station via Main Street East, Ottawa Street, Ottawa LRT Station, Cannon Street, Britannia Avenue, Strathearne Avenue, Roxborough Avenue, Reid Avenue, Queenston Road
  - 5 Queenston: Gage Park Lay-by to Stoney Creek Gateway via Ottawa Street, Lawrence Road, Gage Avenue, Main Street East, Queenston Road, and Highway 8
  - 6 Longwood: West Hamilton Loop to Princess Point Loop via Main Street West, Whitney Avenue, Emerson Street, McMaster University LRT Station, University Avenue, Sterling Street, King Street West, Longwood Road, and Macklin Road
  - 7 Locke: Princess Point Loop to Strathcona Loop via Macklin Street, Longwood Road, Aberdeen Avenue, Locke Street, Main Street West, James Street, Cannon Street West, York Boulevard, Locke Street, and Strathcona Avenue
  - 11 Nash: Mount Albion Loop to Parkdale & Mead via Mount Albion Road, Greenhill Avenue, Quigley Road, Nash Road, Nash LRT Station, Bancroft

Street, Centennial Parkway, Confederation GO, Barton Street, Woodward Avenue, Glow Avenue, Brighton Avenue, and Mead Avenue
    - 51 University: Governors & Pirie to Hamilton GO Centre via Governors Road, Downtown Dundas Terminal, Ogilvie Drive, South Street, Osler Drive, Whitney Avenue, Emerson Street, McMaster University LRT Station, Westdale Village, and Main Street West

- myRide On-Demand
    - None

Hamilton Mountain

The grid across the Mountain in the current HSR network remains largely intact in the Rail Ready network. Centred around hubs at Meadowlands Terminal, Mohawk College Terminal, CF Lime Ridge Terminal, and Heritage Greene Terminal, several rapid routes provide north-south and east-west connectivity across the Mountain.

- Hubs:
    - CF Lime Ridge Terminal
    - Heritage Greene Terminal
    - Meadowlands Terminal
    - Mohawk College Terminal

- Rapid Routes:
    - 20 A-Line: Hamilton Airport to Pier 8 Waterfront via Airport Road, Upper James Street, Aeropark Drive, Mountain Transit Centre, Mohawk College Terminal, James Street, Downtown Hamilton, and West Harbour GO
    - 30 S-Line: Ancaster Fairgrounds Gateway to Parkdale Terminal via the Ancaster Business Park, Garner Road, Rymal Road, Heritage Greene Terminal, and the Red Hill Valley Parkway
    - 50 T-Line: Downtown Dundas Terminal to Heritage Greene Terminal via Cootes Drive, McMaster University Terminal & LRT Station, Main Street West, Wilson Street, Golf Links Road, Meadowlands Terminal, Mohawk Road, CF Lime Ridge Terminal, and Heritage Greene Terminal
    - 60 L-Line: Waterdown Gateway to Centre Mall via Highway 6, Highway 403, York Boulevard, James Street, Downtown Hamilton, Mohawk College, Upper James Street, Mohawk Road East, CF Lime Ridge Terminal, Upper Ottawa Street, and Kenilworth Avenue
    - 60A L-Line: West Harbour GO to Centre Mall via James Street, Downtown Hamilton, Mohawk College, Upper James Street, Mohawk Road East, CF Lime Ridge Terminal, Upper Ottawa Street, and Kenilworth Avenue

- Core Routes:
    - 21 Upper Paradise: Meadowlands Terminal to West Harbour GO Terminal via Meadowlands Boulevard, Raymond Road, Rymal Road, Upper Paradise Road, Scenic Drive, Fennell Avenue, Mohawk College Terminal, West 5th Street, and James Street
    - 22 Upper Ottawa: Upper Ottawa & Rymal to Industrial & Depew via Upper Ottawa Street, Mountain Brow Boulevard, Kenilworth Avenue, King Street East, Ottawa Street, Ottawa LRT Station, Industrial Drive, Gage Avenue, and Beach Road
    - 23 Upper Gage: Upper Sherman Loop to West Harbour GO via Upper Sherman Avenue, Rymal Road, Upper Gage Avenue, Concession Street, Jolley Cut, James Street, and Downtown Hamilton
    - 24 Upper Sherman: Upper Sherman Loop to West Harbour GO via Upper Sherman Avenue, Limeridge Road, CF Lime Ridge Terminal, Concession Street, Jolley Cut, James Street, and Downtown Hamilton
    - 25 Upper Wentworth: Upper Sherman Loop to West Harbour GO via Upper Sherman Avenue, Rymal Road, Upper Wentworth Street, CF Lime Ridge Terminal, Concession Street, Jolley Cut, James Street, and Downtown Hamilton
    - 26 Upper Wellington: Mountain Transit Centre to West Harbour GO via Upper James Street, Rymal Road, Upper Wellington Street, Jolley Cut, James Street, and Downtown Hamilton
    - 27 Upper James: Mountain Transit Centre to Pier 8 Waterfront via Glanair Drive, Aeropark Drive, Upper James Street, Claremont Access, Victoria Avenue, Wellington Street, and Burlington Street
    - 28 West 5th: Mountain Transit Centre to West Harbour GO via Upper James, Twenty Road, Garth Street, Rymal Road, West 5th Street, Mohawk College, and James Street
    - 29 Garth: Mountain Transit Centre to West Harbour GO via Glancaster Road, Twenty Road, Garth Street, and Queen Street
    - 32 Fennell: McMaster University Terminal & LRT Station to Parkdale Terminal & LRT Station via University Avenue, Sterling Street, King Street West, Longwood Road, Aberdeen Avenue, Charlton Street, Herkimer Street, James Street, West 5th Street, Mohawk College Terminal, Fennell Avenue, Upper Ottawa Street, Kenilworth Access, King Street East, and Parkdale Avenue
    - 35 Stone Church: Meadowlands Terminal to Valley Park Lay-by via Cloverleaf Drive, Stonehenge Drive, Stone Church Road, Upper Wentworth Street, CF Lime Ridge Terminal, Heritage Greene Terminal, and Paramount Drive
    - 41 Red Hill: Glover Rd to Parkdale Terminal & LRT Station via Twenty Road, Dartnall Road, Nebo Road, Stone Church Road, Heritage Greene Terminal, and the Red Hill Valley Parkway

- Local Routes:
    - 31 Concession: Mohawk College Terminal to Limeridge & Lennox via Fennell Avenue, Upper James Street, Inverness Avenue, Upper Wellington Street, Concession Street, Upper Gage Avenue, Fennell Avenue, Upper Kenilworth Avenue, Limeridge Road, Lennox Street, and Lockheed Drive
    - 33 Sanatorium: Meadowlands Terminal to Mohawk College Terminal via Golf Links Road, Mohawk Road, Magnolia Drive, San Remo Drive, Goulding Avenue, Scenic Drive, Redfern Drive, Chedmac Drive, Sanatorium Road, Garth Street, Limeridge Road, and West 5th Street
    - 34 Mohawk: Meadowlands Terminal to Eastgate Terminal via Golf Links, Mohawk Road, West 5th Street, Mohawk College Terminal, Mohawk Road, CF Lime Ridge Terminal, Upper Kenilworth Avenue, Limeridge Road, Pritchard Road, Stone Church Road, Heritage Greene Terminal, Paramount Drive, Gordon Drummond Avenue, Isaac Brock Drive, First Road West, Highland Road, Picardy Drive, Trafalgar Drive, Green Mountain Road, Upper Centennial Parkway, and Centennial Parkway
    - 36 Rymal: Meadowlands Terminal to Elfrida Gateway via Meadowlands Boulevard, Stonehenge Drive, Kitty Murray Lane, Redeemer College University, Garner Road, Rymal Road, Upper Red Hill Valley Parkway, Stone Church Road, Heritage Greene Terminal, Winterberry Drive, Highland Road, Highbury Drive, Whitedeer Road, and Rymal Road

- myRide On-Demand
    - None

Stoney Creek

Service in Stoney Creek has been significantly expanded in the Rail Ready transit network. The 10 B-Line East extends rapid service to Winona, while the 13 Lake provides enhanced service to the Stoney Creek Industrial area. A new myRide service extends HSR service north of the QEW, while the Elfrida Gateway provides a potential new connection point for future Binbrook transit service.

- Hubs:
    - Confederation GO Terminal
    - Eastgate Square Terminal
    - Elfrida Gateway
    - Heritage Greene Terminal
    - Stoney Creek Gateway

- Rapid Routes:
    - 10 B-Line East: Eastgate Square Terminal to Winona Crossing via Queenston Road, Highway 8, Stoney Creek Gateway, Jones Road, Barton Street, and Fifty Road
    - 40 E-Line: Heritage Greene Terminal to Confederation GO Terminal via Upper Red Hill Valley Parkway, Rymal Road, Elfrida Gateway, Upper Centennial Parkway, Centennial Parkway, and Eastgate Square Terminal

- Core Routes:
    - 12 Barton East: Eastgate Square Terminal to Stoney Creek Gateway via Centennial Parkway, Confederation Walmart, Barton Street East, and Jones Road
    - 35 Stone Church: Meadowlands Terminal to Valley Park Lay-by via Cloverleaf Drive, Stonehenge Drive, Stone Church Road, Upper Wentworth Street, CF Lime Ridge Terminal, Heritage Greene Terminal, and Paramount Drive
    - 61 Beach: Eastgate Square Terminal to Burlington GO via Centennial Parkway, Van Wagners Beach Road, Beach Boulevard, Canada Centre for Inland Waters, Lakeshore Road, Downtown Burlington Terminal, Brant Street, and Fairview Street

- Local Routes:
    - 1 Bayfront: Hamilton GO Centre to Heritage Greene Terminal via James Street, West Harbour GO, Burlington Street, Parkdale Avenue, King Street, Mount Albion Road, Greenhill Avenue, Red Hill Valley Parkway, and Paramount Drive
    - 13 Lake: Eastgate Square Terminal to Arvin & McNeilly via Queenston Road, Lake Avenue, Warrington Street, Confederation Walmart, South Service Road, Grays Road, Arvin Avenue, Jones Road, South Service Road, Glover Road, McNeilly Road, and Barton Street
    - 14 Stoney Creek Gray: Eastgate Square to South Service & Green via Queenston Road, Nash Road, King Street, Grays Road, and South Service Road
    - 15 Stoney Creek Green: Eastgate Square to South Service & Green via Queenston Road, Nash Road, King Street, Green Road, and South Service Road
    - 34 Mohawk: Meadowlands Terminal to Eastgate Terminal via Golf Links, Mohawk Road, West 5th Street, Mohawk College Terminal, Mohawk Road, CF Lime Ridge Terminal, Upper Kenilworth Avenue, Limeridge Road, Pritchard Road, Stone Church Road, Heritage Greene Terminal, Paramount Drive, Gordon Drummond Avenue, Isaac Brock Drive, First Road West, Highland Road, Picardy Drive, Trafalgar Drive, Green Mountain Road, Upper Centennial Parkway, and Centennial Parkway

  - 36 Rymal: Meadowlands Terminal to Elfrida Gateway via Meadowlands Boulevard, Stonehenge Drive, Kitty Murray Lane, Redeemer College University, Garner Road, Rymal Road, Upper Red Hill Valley Parkway, Stone Church Road, Heritage Greene Terminal, Winterberry Drive, Highland Road, Highbury Drive, Whitedeer Road, and Rymal Road

- myRide On-Demand
  - New myRide service in Stoney Creek Industrial Area and Stoney Creek north of the QEW

Waterdown

In September 2021, the Transit Division launched a pilot project to introduce myRide On-Demand transit to Waterdown. In November 2022 the pilot was modified from an exclusively on-demand model to a hybrid model, where a fixed route operated through the west part of Waterdown down to Aldershot GO Station, while on-demand remained for Waterdown proper.

Since the concept network was developed prior to the implementation of the hybrid model, it shows an on-demand only configuration for most of Waterdown, with the future Dundas BRT serving the Dundas St corridor.

As the on-demand pilot continues to progress, with more data being collected every day, the future service model for Waterdown may be adjusted accordingly.

- Hubs:
  - Aldershot GO Station
  - Waterdown Gateway

- Rapid Routes:
  - 60 L-Line: Waterdown Gateway to Centre Mall via Highway 6, Highway 403, York Boulevard, James Street, Downtown Hamilton, Mohawk College, Upper James Street, Mohawk Road East, CF Lime Ridge Terminal, Upper Ottawa Street, and Kenilworth Avenue
  - Dundas BRT: A Metrolinx project along the Dundas Street corridor to connect Waterdown to Kipling subway station in Toronto via Burlington, Oakville, and Mississauga

- Core Routes:
  - None

- Local Routes:
    - None

- myRide On-Demand
    - Maintain existing myRide service area
    - Potential of maintaining current Route 18 Waterdown Mountaineer service to Aldershot GO as a fixed-route overlay to the myRide service

Out of Scope

Changes to the Urban Transit Boundary were outside of the original scope of the (Re)envision project and were therefore not included; however, the lack of synchronization between the City's Urban Boundary and the Urban Transit Boundary leaves several areas of the City within the Urban Area but outside of the Urban Transit Area. The most notable examples are Binbrook and the AEGD.

As included in recommendations c) and d) vi) of this report, bringing the Urban Transit Area into synchronicity with the Urban Boundary would allow the Transit Division to introduce transit into these growth areas at the earliest stages of development. Not only will this service increase the attractiveness of these areas as places to live or open a business, but it will help solidify transit as a transportation option while those new trip patterns are still being formed.

Integrated Accessible Transit, for future development, is out of scope of this project, which focuses on the conventional transit network. The Transit Division has submitted an application to the Investing in Canada Infrastructure Program fund to use some of Hamilton's remaining available project funds to acquire small accessible vehicles which can be used for the purpose of on-demand, shared ride connectivity between specialized transit and conventional transit at transit hubs.

Conclusion

The (re)Designed HSR Network concept represents a significant step forward for transit in Hamilton. It is a network that will fully support the Hamilton LRT, and in turn maximize the value of the investment in it. The transition to a hub-based model redistributing routes from a singular point of potential vulnerability, coupled with standardized frequencies and service operating hours, will dramatically improve transit reliability, and increase access and transit mobility for the entire City. These steps combined create opportunities to improve mobility for existing customers and attract new riders to transit by creating a network that influences mode choice.

Following public consultation, the detailed transit growth plan and corresponding implementation strategy will be presented to Council in Q1 2024. This transition will

mark the sunset of the existing 10YLTS, and will identify investment and funding requirements, both capital and operating, to support service improvements, vehicle acquisition and staffing. The plan will also incorporate details, to the extent that may be known at the time, of how the Transit Division will manage significant detours necessary through the early works and construction of the LRT.

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation
Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community

Economic Prosperity and Growth
Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

Culture and Diversity
Hamilton is a thriving, vibrant place for arts, culture, and heritage where diversity and inclusivity are embraced and celebrated.

Our People and Performance
Hamiltonians have a high level of trust and confidence in their City government.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW23021 - Referenced Tables, Graphics, and Maps

Appendix “B” to Report PW23021 - McMaster University Technical Report “Proposed Network Reconfiguration for Hamilton Street Railway (HSR)”