



Getting Hamilton's LRT **On the Right** **Track**

Reenvisioning the B-Line LRT from a Climate Justice lens to deliver recommendations for future rapid transit planning and implementation in Hamilton



Presentation **AGENDA**

1

Introductions

2

**Context,
Problem &
Project Goals**

3

**eTOD & Climate
Justice**

4

Our Process

5

**Our Research &
Findings:
Presenting the
Data**

6

**Recommendations
for Council &
Metrolinx**



Our Team

CityLAB is an innovation hub that brings together student, academic, and civic leaders to co-create a better Hamilton for all.



Diana Samanou
McMaster University

4th Year, Combined
Honours BA, Sociology &
Environment and Society



Griffin Kinzie
McMaster University

4th Year, Honours B.
Arts & Sc.



Isabela Sipos
McMaster University

4th Year, Combined
Honours BA,
Environment & Society
and Political Science



Hannah Horlings
Redeemer University

4th Year, Honours BA,
Social Work



Kiana Craig
McMaster University

3rd Year Combined
Honours BA, Economics
and Environment &
Society



Simon Batusic
McMaster University

3rd Year, Honours BA,
Political Science, and
Mohawk Business
Certificate

Project Purpose

01 Project Context

Hamilton will and has been subject to the strong consequences of **transit-oriented development** accompanying the B-Line LRT. We are evaluating more **socially and environmentally minded solutions** to incorporate into this city project and future rapid transit lines.



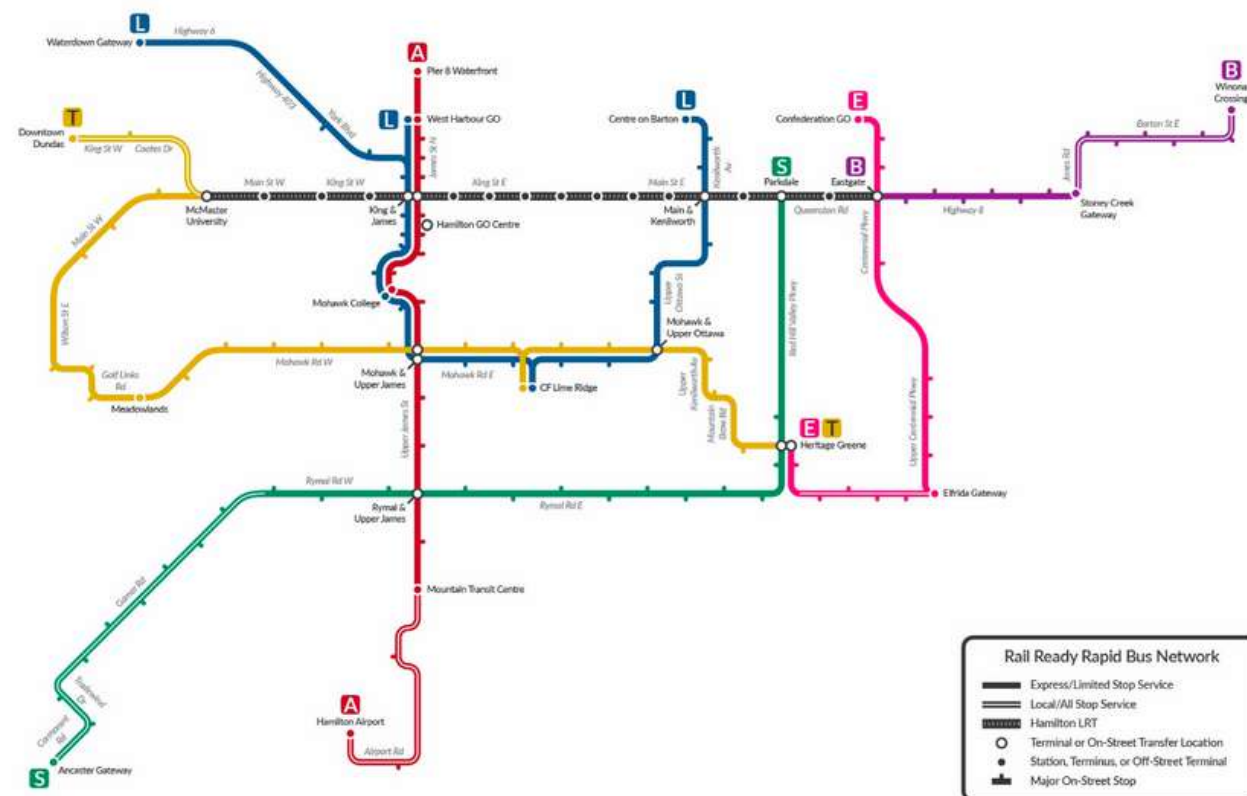
03 Project Goals

To take an interdisciplinary approach to re-envision what an LRT corridor could look like in Hamilton, accentuating **climate change and socio-economic considerations**.
Posit a stronger **equity-seeking lens** to Hamilton LRT, emphasizing community benefits and establishing strong **recommendations for rapid transit moving forward**.

02 The Problem

While the B-Line LRT project is innovative and future-driven, it has not adequately addressed various **social and environmental concerns**, such as future climate adaptation, affordable housing displacement and gentrification.

Figure 2: Proposed Rapid Network





Climate Justice: What is it & Why is it Important?

Climate Justice recognizes that different individuals experience the effects of climate change differently.

Many marginalized groups, such as recent immigrants and low-income individuals, are forced into hotter, less climatically minded environments.

Implementing climate adaptation and mitigation strategies and prioritizing equity along transit corridors can reduce future exposure to negative effects.

Equitable Transit Oriented Development (eTOD)

eTOD emphasizes **equitably** minded infrastructure and policy around new transit.

Considers the **social and environmental** implications that transit-oriented development does not.

Allows for **people of all** incomes, races, ages, genders, ethnicity, immigration status or disability to benefit from new transit development.

Promotes **affordable, accessible, and highly dense, mixed-use** urban settings

Our Process



Collaborated with
the Hamilton
Community Benefits
Network (HCBN)



Hosted Community
Engagement Event
with McMaster,
Mohawk and
Redeemer
Students



Conducted
Research to Create
Transit
Recommendations
and a Community
Summary Report



HAMILTON COMMUNITY
BENEFITS NETWORK

building capacity through building communities

Research and Findings

Our Pillars of eTOD, Learnings from Other Cities, & Opportunities for Hamilton



Housing



**Climate
Adaptation &
Resilience**

With a look into:
Toronto's TTC
Access Hubs



**Transit
Connectivity
& Usage**



Accessibility

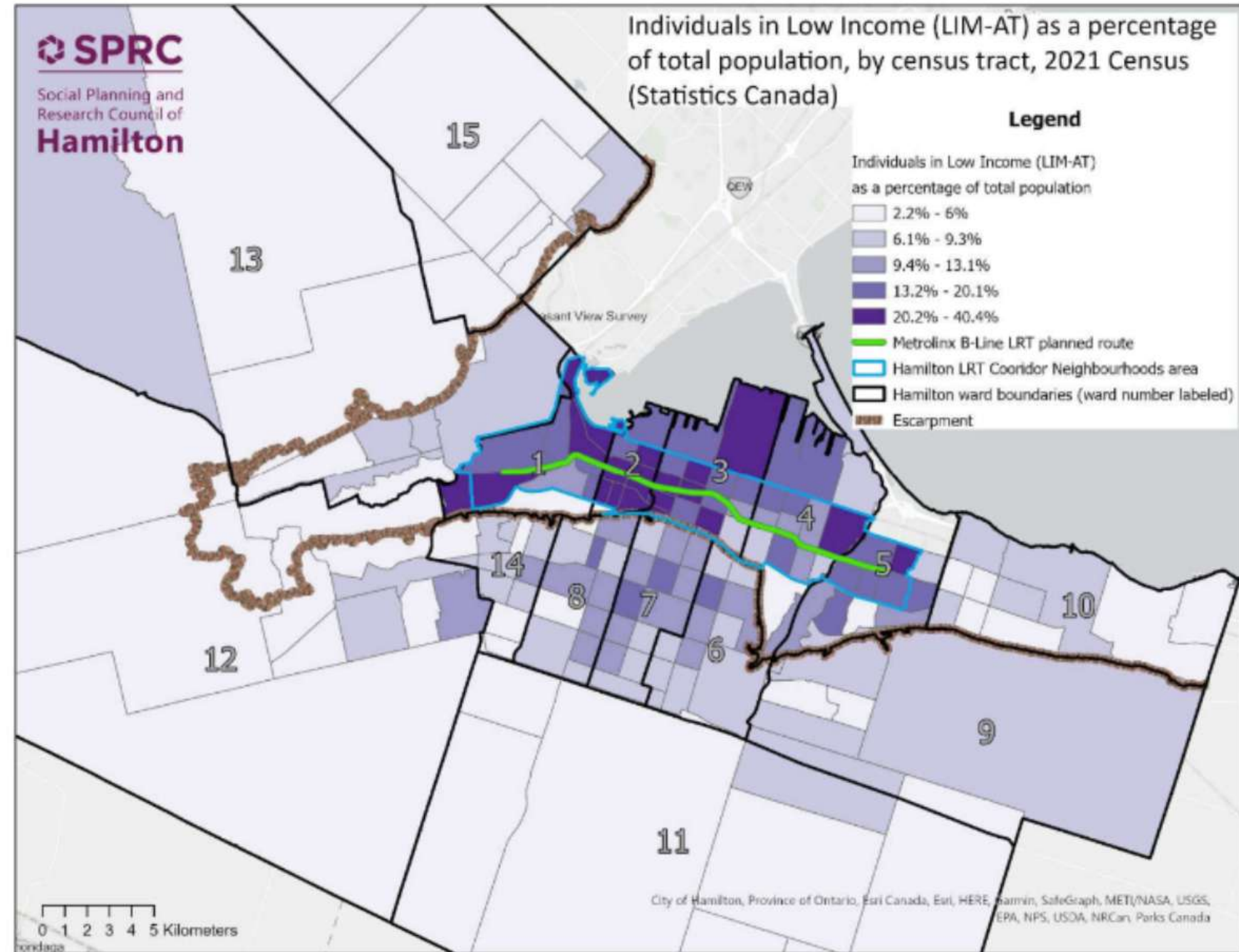
With a look into:
Edmonton's Transit
Network Equity
Analysis

HOUSING

Hamilton's affordable housing is at risk!

- Housing is an important necessity in successfully implementing eTOD and considering climate justice
- The B-Line LRT corridor runs through some of the most densely populated low-income neighbourhoods in Hamilton
- Investments in affordable housing are needed to prevent displacement, marginalization and to mitigate the effects of gentrification

Map 2. Low-income across City of Hamilton census tracts, with LRT and ward boundaries overlaid





Indwell McQueston Lofts

Housing RECOMMENDATIONS

01 Inclusionary Zoning

02 Passive Housing Design

03 Land Value Capture & Donating Land

04 Affordable Housing & Tenant Support Policies with Non-Profit Partnerships

CLIMATE ADAPTATION & RESILIENCE

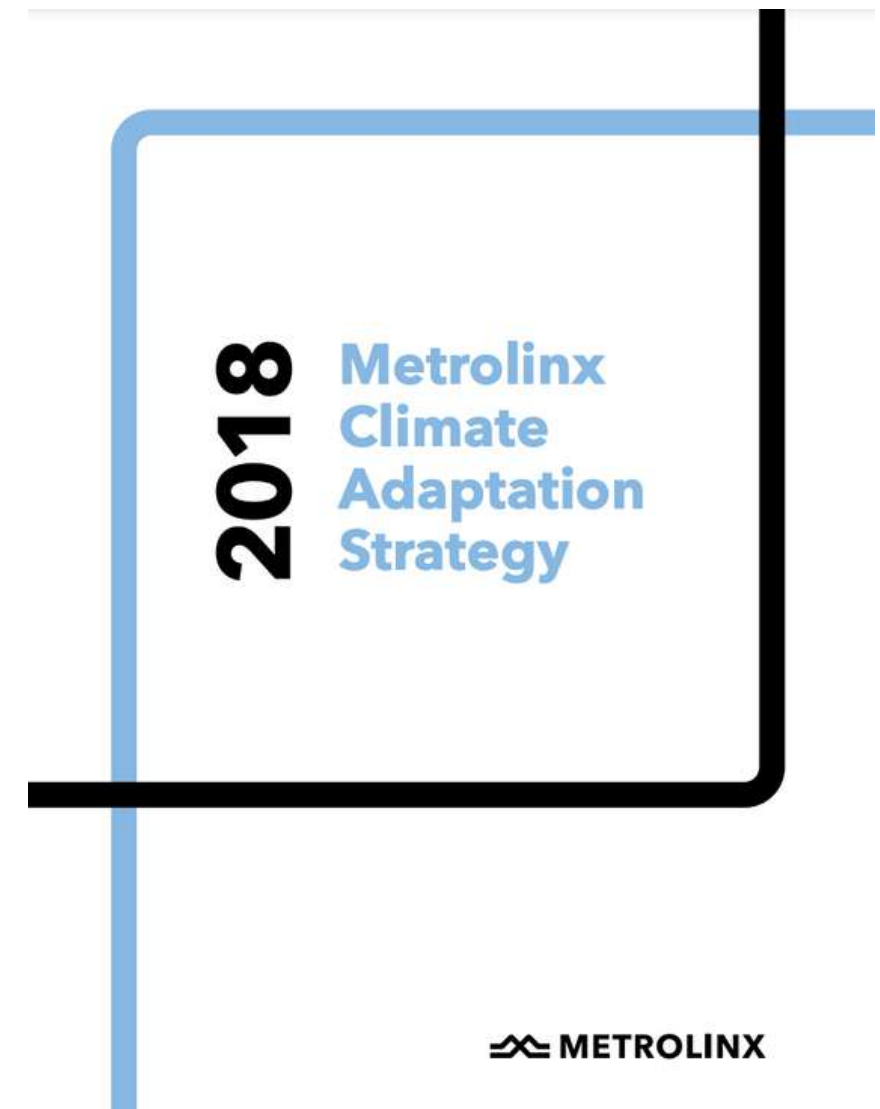
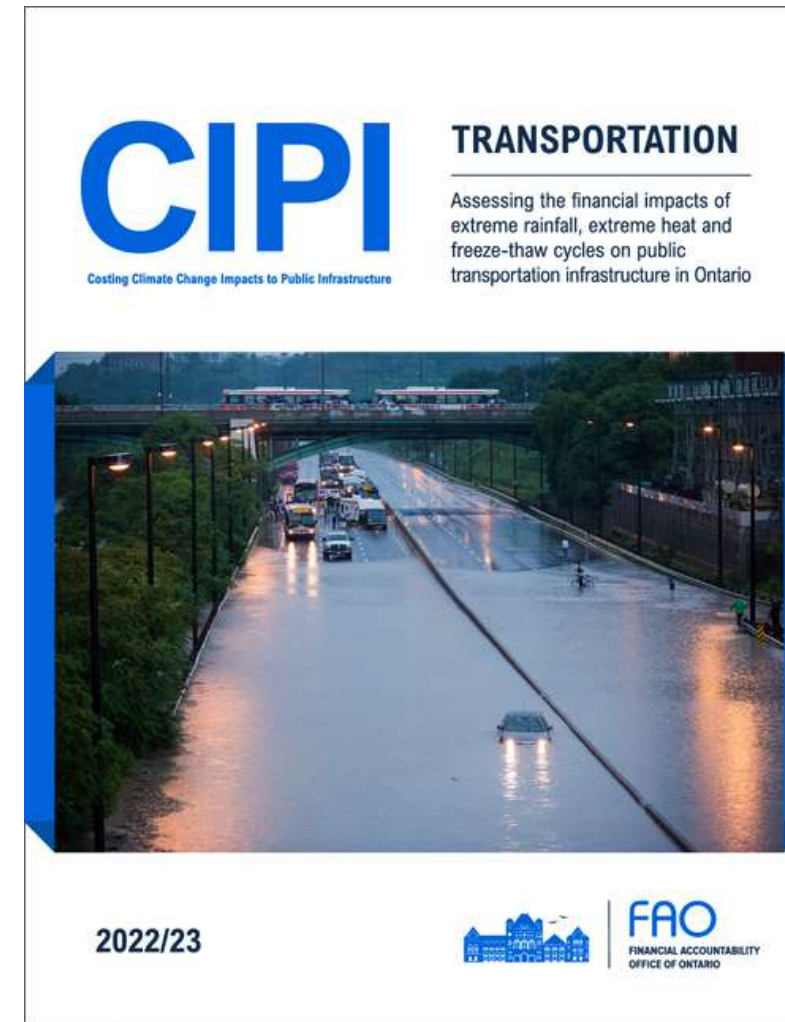
Putting *people* at the centre of transit developments!

An analysis of the *Metrolinx Climate Adaptation Strategy* (2018) & Metrolinx *DS-05 Sustainable Design Standard* (2021) from a climate justice lens

- Great considerations for infrastructure-focused climate resilience
- Inadequately addresses adapting to the needs, health & safety of transit users & communities during extreme weather events

Ideas to consider - *Case Study from Toronto*

- TTC Access Hubs





TTC Access Hubs

Climate Adaptation & Resilience **RECOMMENDATIONS**

01

Rework transit design standards to emphasize considerations for community health, safety & resilience to climate change

02

Prioritize climate adaptable and accessible infrastructure

CONNECTIVITY & USAGE

Connective transit networks...

- Contain: **multiple modes of transportation, infrastructure to support active transport, strategic public land use planning around transport**
- Are integral to **promoting frequent transit usage**
- Are important for **reducing emissions produced via transportation--reduce car dependency**
- Create **lifestyle improvements for residents**

“Cities which tackle future mobility challenges are the most sustainable and attractive for businesses and people”

Oliver Wyman Urban Mobility Readiness Index



Crosswalk along the Valley Line West LRT, Edmonton

Connectivity & Usage RECOMMENDATIONS



01

Utilize User Journey Mapping to identify pinch points in transit connectivity

02

Emphasize pedestrian & cycling connectivity to LRT corridor

03

Offer Cycle Hamilton a seat on the LRT Subcommittee





ACCESSIBILITY

Accessibility for:

- All physical needs
- All income levels
- All identities

Consider...

- Connectivity of all accessible transit infrastructure
- Prioritizing affordable fare prices
- How you can meet the identity-based needs of equity-deserving groups



Ideas to consider - Case Study from Edmonton

- The use of Gender-Based Analysis Plus (GBA+) in the Edmonton Transit Service

Accessibility RECOMMENDATIONS



Edmonton Transit Service

01

Incorporate connective routes, nodes and stops along the LRT & BRT corridors for accessible transportation services like DARTS & Taxis as part of the Taxi Scrip Program

02

Subsidize LRT fare prices for low-income individuals (inspired by the HSR Fare Assist program)

03

Put equity analysis like GBA+ at the forefront of accessibility planning

To wrap up....

KEY CONSIDERATIONS

For Council & Metrolinx to Integrate in
Hamilton's Future Transit Developments



Increase Affordable Housing Units Along Rapid Transit Corridors (e.g., through Effective Land Value Capture)



Implement Climate Adaptable Public Transit Infrastructure to Promote Transit Use and Resiliency



Ensure Connectivity Between Other Modes of Transportation and Public Transit systems in Hamilton



Create Affordable and Inclusive Neighbourhoods through Equitable Transit-Oriented Development

HAMILTON

Thank You

CityLAB SIR 2023

