



Hamilton



# (re)Design the HSR

Public Works Department  
**TRANSIT DIVISION**

# (RE)ENVISION THE HSR

The HSR (re)Designed started with Council-led inputs, including:

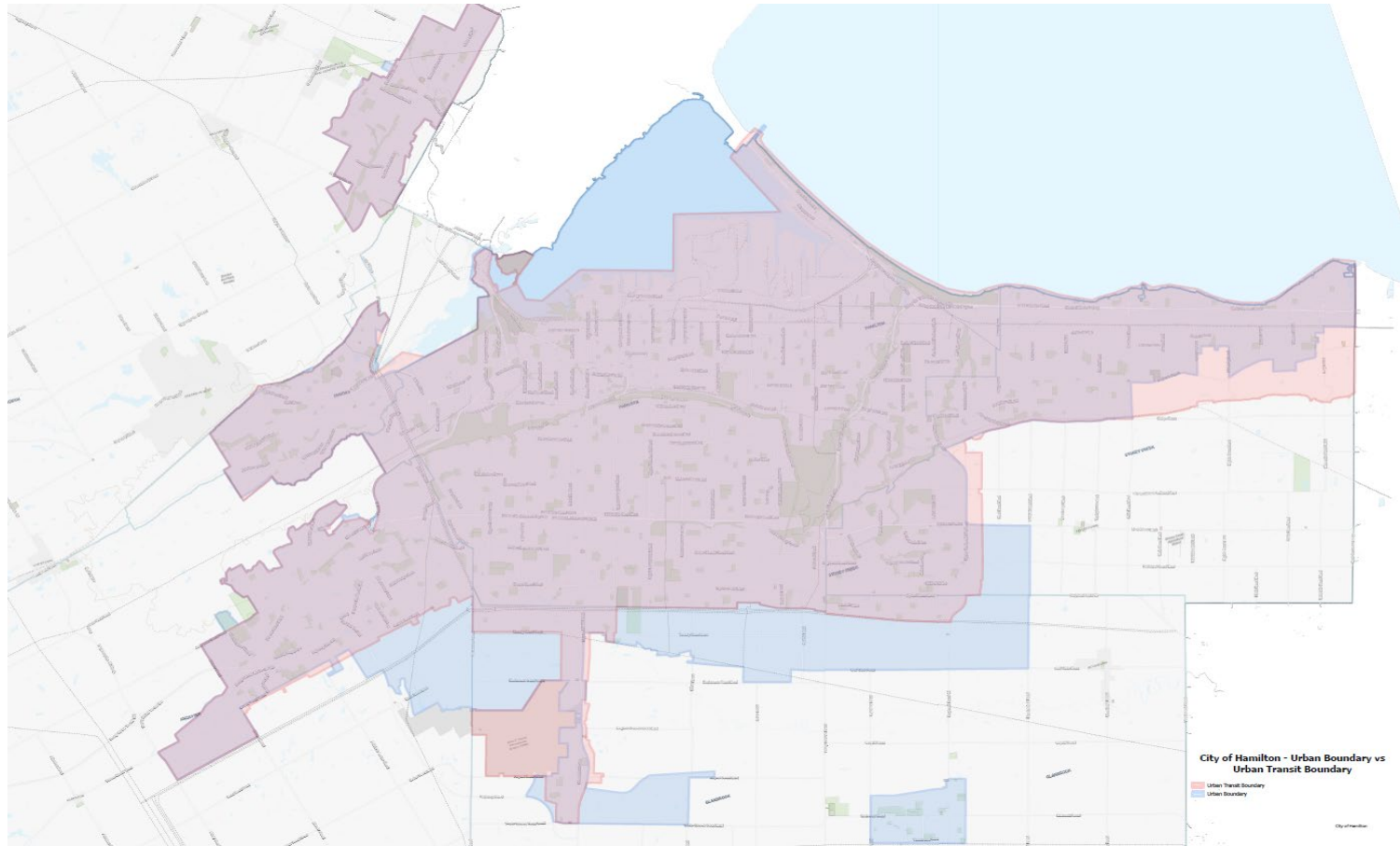
- Council priorities
- The Official Plan
- Transportation Master Plan
- Economic Action Plan Objectives
- Voice of the customers as collected through (Re)Envision the HSR
- Partnership with McMaster University's Department of Civil Engineering

# THE (RE)DESIGNED HSR NETWORK

The current state of the existing network reflects:

- The core structure is ~100 years old with most routes passing through downtown, and a very flat route structure not aligned to neighborhood makeup
- Has operational vulnerabilities, which present risks in service reliability
- Significant variation in route frequencies and spans, resulting in service inequities throughout the City
- A misaligned Urban Boundary and Urban Transit Boundary

# CURRENT STATE - URBAN TRANSIT AREA



# THE (RE)DESIGNED HSR NETWORK

The current state of the existing network reflects:

- Changes have been incremental and piecemeal after service reductions in the 1990's
- No longer reflective of current/future transit needs of Hamiltonians travelling in Hamilton and throughout the GTHA, or keeping up with growth
- Not “rail ready” to feed and sustain LRT success

# THE (RE)DESIGNED HSR NETWORK

## Empirical Data Included:

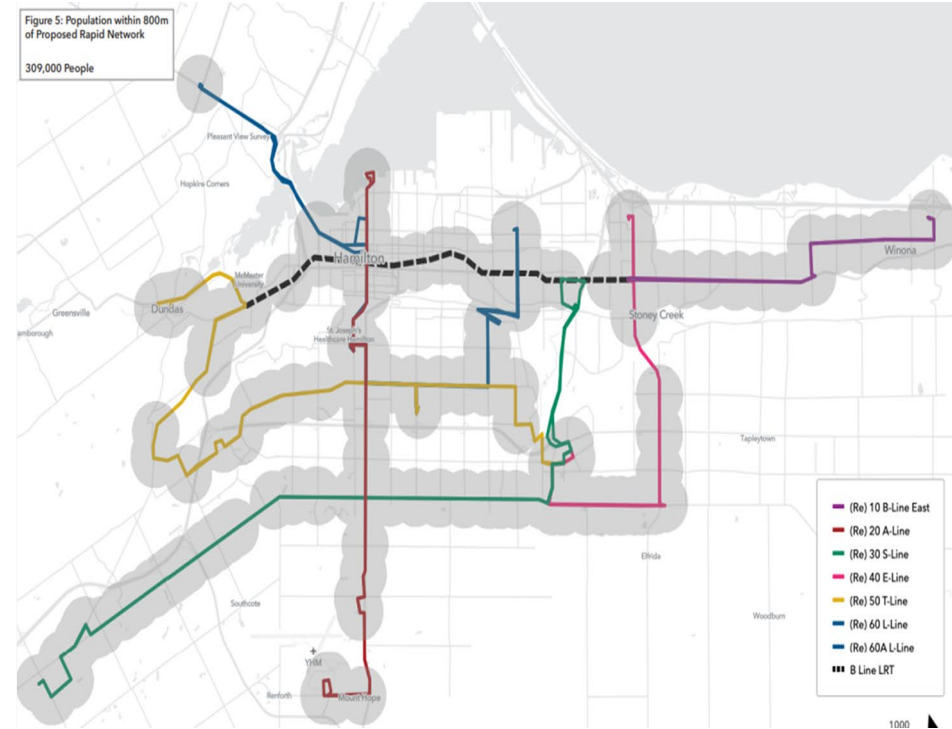
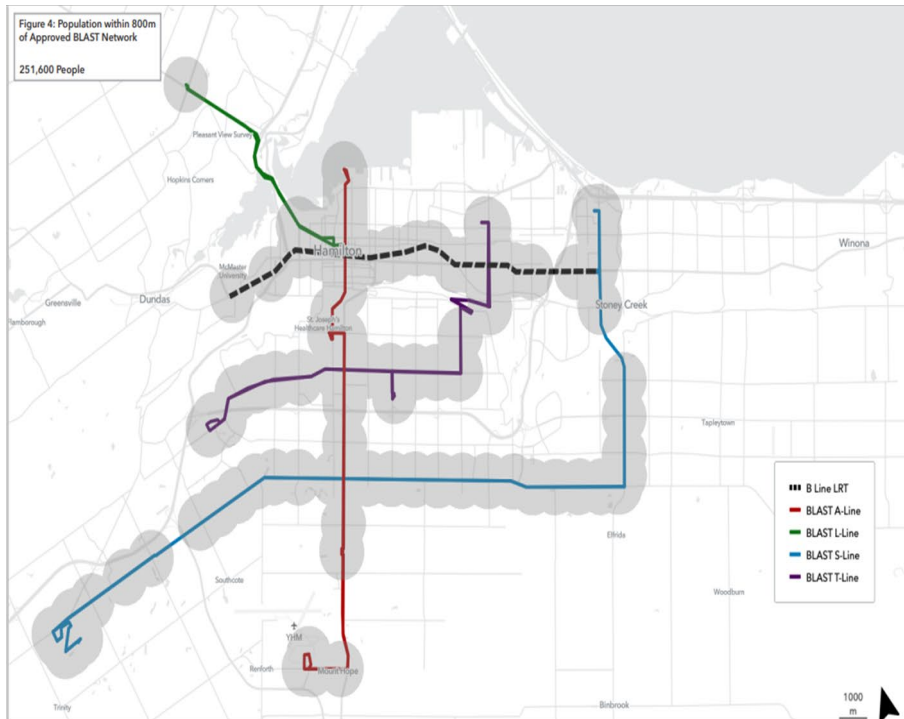
- Network operations assessment, including connectivity and bus stop utilization
- Network robustness and risks assessments
- Accessibility, travel time and coverage
- Desired and perceived quality of service analysis
- Willingness to pay
- Land use assessment, including major employment centres, trip generators and neighborhood density

# (RE)DESIGNED HSR NETWORK

## What's Different in the (re)Designed Transit Network?

- ✓ Migrating to a hub-based network
- ✓ Hierarchical route structure
- ✓ Expanded rapid transit coverage
- ✓ Improved connectivity to interregional transit
- ✓ Improved connectivity to employment areas
- ✓ Improved reliability
- ✓ Reduced transfers and travel times between key trip destinations
- ✓ Improved transit infrastructure on street, at hubs and gateways
- ✓ More connections to the LRT

# THE (RE)DESIGNED HSR NETWORK





# THE (RE)DESIGNED HSR NETWORK



# THE (RE)DESIGNED HSR NETWORK

	Existing HSR Network	(Re)designed Network	Change
<b>Hours of Service</b>			
Revenue	950,425	1,522,780	572,355
Non-revenue	51,948	83,964	32,016
<b>Total Hours</b>	<b>1,002,373</b>	<b>1,606,744</b>	<b>604,371</b>
<b>Kilometers Travelled</b>			
Revenue	16,529,146	28,462,556	11,933,410
Non-revenue	1,946,289	3,361,456	1,415,167
<b>Total Kilometers</b>	<b>18,475,435</b>	<b>31,824,012</b>	<b>13,348,577</b>
<b>Fleet</b>			
Small Buses	11	30	19
Standard Bus (40")	234	236	2
Articulated Bus (60")	49	92	43
<b>Total Buses</b>	<b>294</b>	<b>358</b>	<b>64</b>

# THE (RE)DESIGNED HSR NETWORK

## Consultation Activities:

- Consultation period in place until end of September 2023
- In-person and on-line public sessions, pop-up events, Ward events
- Engage Hamilton, public survey

# THE (RE)DESIGNED HSR NETWORK

## Recommendation Report:

- Multiple recommendations in PW23021, noting specifically:
- *That the General Manager, Public Works or designate, be directed to review the Council-approved Urban Transit Area (UTA) boundary*