

Centennial Neighbourhoods Transportation Management Plan— Summary of Phase 1 Consultation

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

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

Overview of Issues

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

Local Transit Service

High-level local transit comments:

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

Issues to address outside the CNTMP:

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

Regional Transit

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

Pedestrians

High-level pedestrian comments:

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

Location-specific pedestrian comments:

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

Issues to address outside the CNTMP:

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

Cycling

High-level cycling comments:

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

Location-specific cycling comments:

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

Roadways

High-level roadway comments:

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

Specific level roadways comments:

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

Issues to address outside the CNTMP:

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

Evaluation Criteria

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

Exhibit 1: Evaluation Criteria

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