The **purpose of this study** is to develop a comprehensive Transportation Management Plan for the Centennial Neighbourhoods that will:

a) Follow the Municipal Class Environmental Assessment (EA) process

b) Support the Centennial Neighbourhoods Secondary Plan study

c) Identify future transportation needs and address existing transportation issues

d) Identify and evaluate transportation options and recommend solutions

**Study Area**
The **Centennial Neighbourhoods Transportation Master Plan (CNTMP)** study is conducted in accordance with Phase 1 and 2 of the Municipal Class Environmental Assessment (EA) Process, under the Environmental Assessment Act. This is a planning and approval process that ensures that the potential effects of a project are identified and managed prior to implementation.

### Municipal Class Environmental Assessment Process

1. **Phase 1:** Problem or Opportunity
2. **Phase 2:** Alternative Solutions
3. **Phase 3:** Alternative Design Concepts
4. **Phase 4:** Environmental Study Report
5. **Phase 5:** Implementation

---

### Capital Project Delivery Process

Once a specific transportation project is identified and approved, it will go through the following delivery process, subject to an approved budget by council:

1. **Step 1:** Create Project and Budget
2. **Step 2:** Develop Project Scope (EA if required)
3. **Step 3:** Permit Approvals, Pre-design and Base Plans
4. **Step 4:** Detailed Design
5. **Step 5:** Utilities Coordination, Land and Tender Preparation
6. **Step 6:** Construction

### Construction Timeline:
The time to deliver project can vary from 2 years for a simple rehabilitation project, to 5 years for a more complicated urban arterial reconstruction project (due to potential for EAs, land acquisition, detailed underground analysis, permits and approvals and utility coordination).
Opportunity Statement and Transportation Options

The CNTMP is being undertaken by the City of Hamilton to plan for **improved mobility** to:

- Accommodate transportation needs of **future land use**
- Take advantage of investment from **development opportunities**
- Support access to **major transportation services** such as the QEW, Red Hill Valley Parkway, HSR, Rapid Transit and GO Transit
- Support **choices** including walking and cycling
- Create **livable neighbourhoods** and **complete communities**

The goals of the improvements are to create **safe, efficient, and sustainable transportation**, that limits impacts to the **environment**, and supports **healthy living**.

We identified **alternative transportation solutions** that address the opportunity statement. They were presented at PIC#2. They were grouped into four focus areas:

- **Capacity**
- **Safety**
- **Urban Design**
- **Mobility Choices**
Improving Health by Community Design

**Community Design Elements:**
- Population and employment density
- Nearness of services, including public transit
- Mix of land uses
- Many street connections
- Streetscape including facilities for pedestrians, cyclists and transit users
- Increase in bicycle parking and decrease in car parking

**Health-related Priorities:**
- Active transportation (walking, cycling)
- Public transit
- Equity in transportation and housing options
- Support for all stages of the life cycle
- Safety, comfort and convenience of travel
- Social interaction
- Accessibility

These Community Design Elements provide comprehensive support for Health-related Priorities.
The City of Hamilton is undertaking a review and update of the city-wide Transportation Master Plan. The **City-wide Transportation Master Plan vision** (draft) is:

**VISION (PROBLEM) STATEMENT**

The key objective of the Transportation Master Plan is to provide a **COMPREHENSIVE AND ATTAINABLE TRANSPORTATION BLUEPRINT** for Hamilton as a **WHOLE** that **BALANCES ALL MODES OF TRANSPORTATION**. The success of the Plan will be based on **SPECIFIC, MEASURABLE, ACHIEVABLE, RELEVANT AND PROGRAMMED RESULTS**.

The ultimate goals of the TMP are to:
- Reduce dependence on single occupant vehicles;
- Promote accessibility;
- Improve options for walking, cycling and transit; and
- Maintain and improve the efficiency of Goods Movement trips.

**Contact:**
Mr. Steve Molloy
Phone: 905-546-2424 ext.2975
Email:tplanning@hamilton.ca
During **Phase 1** of the study, we heard from a number of people: 12 focus group stakeholders, 86 people at PIC#1, and 12 written submissions. This is a summary of what we heard.

### Roadways:
- Speeding on residential streets
- Congestion on Red Hill Valley Parkway causes traffic to seek alternate routes in neighbourhoods
- Heavy, noisy truck traffic on Centennial and Barton is unsafe

### Regional Transit:
- GO Transit Park n Ride well liked
- How will people access the new GO Station
- Increase non-auto access to new GO Station

### Local Transit:
- Mixed opinions on potential for rapid transit expansion
- Lack of service between major destinations within the neighbourhoods
- Connect existing routes to Eastgate Square (Route 4 & 5)
- Lack of transit service to Riverdale Community Centre

### Walking:
- Important for healthy active living
- Unsafe and/or uncomfortable to walk
- Streetscaping improvements needed
- Major streets crossing times inadequate
- Existing sidewalks adjacent to traffic on Nash
- Missing sidewalks along portions of Lake, Centennial and Warrington
- Pedestrian access to Eastgate Square / Transit Terminal: easy from west; need better connections east to Riverdale

### Bicycling:
- Important for healthy active living
- Uncomfortable due to lack of safe facilities, fast traffic and large trucks
- Expand Hamilton Bike Share (SoBi) to the area
- Need safe connection on Centennial Parkway to Confederation Park
- New bikeways suggested for Nash, Delawana, Owen Place, Kenora, Kentley; to new GO Station and Red Hill Library; and extend King Street bike lanes
During **Phase 2** of the study, we heard from a number of people: 7 focus group stakeholders, 24 people at PIC#2, and 7 written submissions.

At the Focus Group Meeting and PIC#2, groups discussed the transportation solutions; their opinions are summarized in this chart.

<table>
<thead>
<tr>
<th>Modifications</th>
<th>Advantages</th>
<th>Best ideas - what will work best for you and your neighbourhood</th>
<th>Concerns - what might not work</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (within 15 years west of Centennial &amp; beyond 25 years east of Centennial)</td>
<td>2</td>
<td>3</td>
<td>1</td>
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<tr>
<td>Improve traffic signal timings</td>
<td>4</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years)</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Protect right-of-way on Barton from Red Hill Valley Parkway to Centennial for additional traffic lanes (beyond 25 years)</td>
<td>1</td>
<td></td>
<td>2</td>
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<tr>
<td>Add turn lanes or roundabouts at &quot;hot spot&quot; intersections</td>
<td>2</td>
<td>2</td>
<td>3</td>
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<tr>
<td>Provide multi-use trail access to Confederation Park</td>
<td>2</td>
<td>2</td>
<td>1</td>
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<tr>
<td>Create neighbourhood greenways to calm traffic, and improve walking and cycling connections</td>
<td>2</td>
<td>2</td>
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<tr>
<td>Implement traffic calming to reduce speeds to 40 km/h or less on local streets where speeding is an issue</td>
<td>2</td>
<td>2</td>
<td>1</td>
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<tr>
<td>Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas</td>
<td>2</td>
<td>1</td>
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<tr>
<td>Manage access to new, larger developments to reduce driveways for improved safety</td>
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<tr>
<td>Improve pedestrian connections through new developments</td>
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<tr>
<td>Manage parking for new developments to reduce surface lots</td>
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<td>Improve quality and location of bus stops, targeting providing shelters at 30% to 50%</td>
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<tr>
<td>Implement cycle tracks on Centennial, and Queenston east of Centennial as per Secondary Plan streetscape options</td>
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<tr>
<td>Improve streetscape and gateways as per the Secondary Plan concepts</td>
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<tr>
<td>Improve pedestrian connections through new developments</td>
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<tr>
<td>Protect rights-of-way on all arterials for implementing Complete / Livable / Better Streets</td>
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<tr>
<td>Create non-auto (walking and cycling) access to GO Station and right-sized Park N' Ride</td>
<td>1</td>
<td>2</td>
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<tr>
<td>Bring in SoBi bike share to serve these neighbourhoods</td>
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<tr>
<td>Support live / work / play development so people do not have to travel long distances</td>
<td>2</td>
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<tr>
<td>Add local HSR circulator route</td>
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<tr>
<td>Facilitate car sharing</td>
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<tr>
<td>Provide bikeways on Nash, Lake, Warrington and South Service Road</td>
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<tr>
<td>Extend and modify HSR routes</td>
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<tr>
<td>Promote travel options to employers, new immigrants and schools</td>
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</tbody>
</table>

During **Phase 2**, we heard from a number of people: 7 focus group stakeholders, 24 people at PIC#2, and 7 written submissions.

At the Focus Group Meeting and PIC#2, groups discussed the transportation solutions; their opinions are summarized in this chart.
City-wide Policies
- Support future designs of streets to reflect desirable operating speeds through the Transportation Master Plan Complete Liveable Better Streets policy.
- Protect right-of-way for Complete Liveable Better Streets on Barton from Red Hill Valley Parkway to Centennial to increase capacity, on Centennial and Queenston for future LRT, and on all arterials for HOV, transit-only lanes, cycle tracks, pedestrian facilities and amenities, and or enhanced streetscaping as per Urban Official Plan.

City-wide Activities & Programs
- Improve traffic signal timings including pedestrian walk times. A signal optimization study is recommended for Centennial Neighbourhoods study area.
- Implement traffic calming on local streets where speeding, cut-through traffic volumes and safety concerns are ascertained; future studies are required. Implement with community and Councillor support.
- Continue to promote travel options to employers and schools through the City-wide Smart Commute program and Active and Safe Routes to School program.

Centennial Neighbourhoods Specific Initiatives
- Undertake a feasibility study for the Centennial neighbourhoods to communicate travel options for new immigrants aligned with settlement activities.

Alternative Not Supported
- Turn lanes or roundabouts at “hot spot” intersections are not supported because these intersections were recently reconstructed.

Through the TMP Update, the City is identifying policy and a decision-making process for adopting a Complete Livable Better Streets design approach. It balances the needs of all users yet is sensitive to local context that considers both the transportation and place-making function of the street.
City-wide Policy
- Determine appropriate transit priority measures and funding. A transit priority study is recommended for Centennial Neighbourhoods following adoption of a new policy.

City-wide Activities & Programs
- New guidelines are being developed for bus stop placement and design, including installing passenger amenity features. More transit shelters throughout the HSR bus route system is a key element for improving the customer experience, helping to grow transit ridership. Apply these guidelines to the study area routes.
- Through the City-wide Annual Transit Service Plans, consider extending or modifying HSR routes in the study area. Review the potential for improving connections between the LRT terminus at Queenston Circle and HSR Terminal at Eastgate Square, and to new GO Transit station.

City-wide Projects
- Extend the B-line Rapid Transit from Queenston Circle to Eastgate Square (beyond year 2024)
- Implement S-line Rapid Transit on Centennial and extend to GO Station (beyond 25 years)

Alternative Not Supported
- Local HSR circulator route is not supported due to high cost. Focus effort on existing route monitoring and adjustments.
City-wide Projects

- Create neighbourhood greenways to calm traffic and improve walking and cycling connections. **Neighbourhood greenways** are streets designed with traffic calming and landscape features to reduce speeding, create a pleasant experience for residents and all users of the streets. Co-ordinate with traffic calming initiatives.

- Implement Projects in the **Recreational Trails Master Plan**:
  - Project 5-4 in Bow Valley Open Space and Lawrence Avenue Park just west of Lake Avenue
  - Project 5-9 connecting Pottruff Road near Eugene Street across the RHVP to the Red Hill Valley Trails
  - Project 5-10 providing multi-use trail access to Confederation Park (see Recommended Solutions by Other Proponents)

**Centennial Neighbourhoods Specific Initiatives**

- Construct missing pieces of sidewalk along Lake, Centennial and local streets that serve commercial and employment areas. Phase in with road resurfacing / reconstruction projects or through development applications (see Secondary Plan Policies)

- Provide bikeways on Nash, Lake, Warrington and South Service Road in the future. Consider implementing with future development to provide cycling capacity in response to growth in travel.

- Improve the safety and comfort of pedestrian and cycling connections through the interchanges at the RHVP. A design study is recommended to determine issues and appropriate treatments.

**Alternative Not Supported**

- Cycle tracks on Centennial and Queenston, presented at PIC#2 in streetscape options for the Secondary Plan study, are not supported. Centennial was recently reconstructed so this opportunity is very long term, beyond the horizon year of the Secondary Plan. Options to incorporate cycle tracks into Queenston corridor east of Centennial can be explored as part of the B-line LRT extension. Right-of-way widths are being protected in the Urban Official Plan to create **Complete Liveable Better Streets** in the longer term.
Secondary Plan Policies

- Manage access to new, larger developments to reduce driveways for improved safety. Identify and implement access management as part of development applications for deeper properties.

- Manage parking for new developments to reduce surface lots. Identify parking requirements for developments in the Secondary Plan.

- Improve pedestrian connections through new developments. Identify and implement pedestrian connections as part of development applications.

- Improve streetscape and gateways as per the Secondary Plan concepts. Address implementation and funding sources in the Secondary Plan. Gateways may include one or a combination of public art, way-finding signage, landscaping or streetscape / built form around the entryways to strengthen a sense of place.

- Support live / work / play development to encourage trips by active transportation and transit through the Secondary Plan land-use recommendations.

- Facilitate car sharing through a City-wide initiative to consider policies required to support car-sharing and then apply to Centennial Neighbourhoods area. Identify opportunities for car-sharing when applying the Transportation Demand Management (TDM) Land Use Guidelines to development applications.

- Identify traffic calming measures to reduce cut-through traffic and speeding as part of development applications. Implement with community and Councillor support.

- Require missing sidewalks adjacent to new developments to be constructed as part of the development.

The **Secondary Plan land-use options** will add 900 to 1,400 peak hour trips – equivalent to 2 lanes of traffic. In 2031, it is estimated that:

- The road network will operate reasonably well with some "hot spot" intersections with long delays
- Barton and Queenston west of Centennial will experience higher levels of congestion during peak periods
- Other roads approach but do not exceed their capacity to move traffic
SobiHamilton

City to approach SobiHamilton bike share to undertake a study to determine the feasibility of serving the Centennial neighbourhoods.

Ministry of Transportation, Ontario (MTO)

City to request MTO to include the multi-use trail (Project 5-10 of the Recreational Trails Master Plan) through the QEW / Centennial Parkway interchange as part of MTO’s initiative for improvements to the interchange.

Metrolinx

City to request that Metrolinx create non-auto (walking and cycling) access to GO Transit Station and right-sized Park N’ Ride at the GO Transit bus and train stations. GO Transit bus station is planned to be opened in December 2016; rail station is targeted to be open in 2019. Potential routing to be investigated includes a connection from Kenora Avenue north of the railway through the City’s Transfer Station lands to the GO Transit bus station, or south of the railway along Bancroft Street to the GO Transit rail station, with access over the railway to the GO Transit bus station.

The MTO and Metrolinx initiatives together create a cycling and walking network connecting the neighbourhood to the GO Transit stations and Confederation Park / Lake Ontario waterfront. These links provide an alternative to avoid much of Centennial Parkway that does not have any cycling facilities.
Some of the recommended transportation solutions will require **additional study and consultation** under the Municipal Class Environmental Assessment Process (MCEA).

### MCEA Schedule for Recommended Solutions

<table>
<thead>
<tr>
<th>Schedule A</th>
<th>Schedule A+</th>
<th>Schedule B</th>
<th>Schedule C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic signal timing</td>
<td>Retrofit bikeways on Nash, Lake, Warrington and South Service Road</td>
<td>Streetscape and gateways over $2.7 M</td>
<td>Rapid Transit</td>
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<tr>
<td>improvements</td>
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<td>Recreational Trails Master Plan projects between $3.5 M and $9.6 M</td>
<td>Recreational Trails</td>
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<tr>
<td>Transit priority measures</td>
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<td>Master Plan projects over $9.5M</td>
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<td>Traffic calming</td>
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<td>Sidewalk construction</td>
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<td>Neighbourhood greenways</td>
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<td>New or improved bus stops</td>
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<td>Streetscape and gateways</td>
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<td>under $2.7 M</td>
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<td>Pedestrian and cycling</td>
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<td>interchange treatments</td>
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</table>

**Consultation for these projects has been completed through the Centennial Neighbourhoods Transportation Management Plan (CNTMP)**

These may proceed to implementation

Additional study and mandatory consultation required
The **next steps** are as follows:

- Review public comments on the recommended transportation solutions.
- Prepare a Project File report about the study and preferred transportation solutions
- Forward staff report and preferred transportation solutions to the City of Hamilton Public Works Committee and Council.
- Place the Project File report for public review and comment for 30 days.

**Please submit comments by May 13, 2016.**

**Stay involved** by signing up to receive notice of the MCEA 30-Day Public Review of the Project File report.

If you have any comments, concerns or questions about the study, please contact:

**Mr. Mohan Philip, M.Eng., P.Eng.**
Project Manager, Transportation Planning
Public Works Department, City of Hamilton
Phone: 905-546-2424 ext. 3438
Fax: 905-546-2039
E-mail: tplanning@hamilton.ca

OR

**Ms. Norma Moores, P.Eng.**
Project Manager, IBI Group
Phone: 905-546-1010 ext. 2106
Fax: 905-546-1011
E-mail: norma.moores@ibigroup.com

www.hamilton.ca/CentennialNTMP