STEP FORWARD
HAMILTON PEDESTRIAN MOBILITY PLAN
Outline

1. Background & Purpose
2. Vision
3. Public Input & Analysis
4. Implementation Approach
5. Future/Current Initiatives
We are ALL Pedestrians

Underlying Principles:
1. Regardless of the primary mode of travel, every trip is a walking trip.
2. Focus on improving the overall quality of the pedestrian environment
We are ALL Pedestrians

**Public Health:**
Obesity/Overweight rates are on the rise in Adults 18+

**Equity:**
~18% of Hamilton’s population lived below the low-income cut off or poverty line in 2006.

**Disabilities:**
~20% of the population in Hamilton has some type of disability.

**Age-Friendly (8-80):**
15.7% of the Hamilton are 65 years and older, this is projected to rise to 20% by 2021.
Background

Provincial Acts

Policy Statements & Documents

Official Plan

Transportation Master Plan

Rapid Ready

Pedestrian Mobility Plan

Community-Level Plans

Procedures & By-laws
# Background

## Provincial Acts & Policy
- Provincial Policy Statement
- Greenbelt Plan
- Places to Grow
- Niagara Escarpment Plan
- Highway Traffic Act
- Environmental Bill of Rights
- Health Promotion & Protection Act
- Accessibility for Ontarians with Disabilities Act (AODA)

## Municipal Policy
- Official Plan (in-effect)
- GRIDS
  - Transportation Master Plan
  - Pedestrian Mobility Plan
  - Cycling Master Plan
  - Transit Operational Review and Service Improvement Plan
  - Rapid Ready Report
- Strategic Plan
- Secondary Plans
- Supporting Policies, By-Laws & Design Guidelines
Current Activity “Snapshot” Data

Proportion of workers commuting to work by car, truck or van, by public transit, on foot


- **Note:** Above data provides an indication of commuter trends but underestimates overall activity.
Plan Purpose:

- To provide pedestrian environments that are safe, attractive, and accessible to community institutions, employment and retail services.

- The Pedestrian Mobility Plan is complimentary to Complete Streets
Plan Vision:

International Charter for Walking

Creating healthy, efficient and sustainable communities where people choose to walk

We, the undersigned recognize the benefits of walking as a key indicator of healthy, efficient, socially inclusive and sustainable communities and acknowledge the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime. We are committed to reducing the physical, social and institutional barriers that limit walking activity. We will work with others to help create a culture where people choose to walk through our commitment to this charter and its strategic principles:

1. Increased inclusive mobility
2. Well-designed and managed spaces and places for people
3. Improved integration of networks
4. Supportive land-use and spatial planning
5. Reduced road danger
6. Less crime and fear of crime
7. More supportive authorities
8. A culture of walking

Signed

Name

Position

Date

www.walk21.com

Hamilton Public Works

Step Forward

Hamilton Pedestrian Mobility Plan
Plan Vision:

- Supportive Land Use/Spatial Planning

  e.g. Urban Structure; Nodes & Corridors studies (Ancaster, Strathcona, B-Line)
Plan Vision:

- Improved Road Safety

  - Buffer space for pedestrians
  - Buffered Bicycle Lane – additional space for cyclists
  - Improved surface and pedestrian clear zone
  - Reduction of travel lanes and lane widths

  e.g. Complete Street (Victoria Street)
Plan Targets:

- Mode Targets and Safety Targets

City-wide TMP
Pedestrian/Cycling Mode Share Targets
Short term = 10%
Long term = 15%

Strategic Road Safety Program
Performance Measures (Vulnerable Road Users)
- Number of pedestrian collisions
- Number of improved intersections
- Operating speed reduction
- Number of grade separations accomplished
Plan Public Consultation

Extensive public consultation program was exercised during Plan development (2300+ engaged)

- 479 Surveys Online & Paper
- Community Walks Map 600 Comments 1400+ hits
- Spring Public Open House 82 attendees (4 venues)
- Farmers’ Market (6 locations) 180+ engaged
- Open Streets & Clean Air Commute Week (150+ engaged)
- Fall Public Open House 63 attendees (2 venues)
Plan Public Consultation

Follow us on Twitter!
@smartcommuteham
#stepforward

Follow us on Facebook!
Smart Commute
Hamilton Fan Page

www.hamilton.ca/PedestrianMP

Open Streets Hamilton
What the Public Told Us

General Comments from the Public on Walkability:

(Based on over 1500 comments from Pedestrian Mobility Plan planning process)

- Wider sidewalks
- Sidewalks with buffers
- More street trees/shade
- Improved sidewalk design (e.g. slope)
- Lack of a continuous sidewalks / network connectivity
- Desire for slower traffic speed
- Intersection improvements
- Amenities (e.g. benches, refuse bins)
The Plan is only the beginning…

- **Recommended Plan**
- **Routine Accommodation (day-to-day activities)**
- **Context Zones + Stakeholders + 5 E’s**
- **Evaluate Countermeasures**
- **Select Countermeasures**
- **Program to Implement**
Context-Sensitive Planning

- Identifying and selecting appropriate alternatives for the appropriate setting City-wide
Along the Street Solutions

- Road Diet Example
- Road Diet (Reduced No. of Lanes)
- Restrictions at Intersections
- Crossing at Access
- Buffered Medians/Street Trees
- Clearance from Obstruction
Crossing the Street Solutions

- High Visibility Crosswalks
- Lighting at Crosswalk
- Reduced Crossing Widths
- Intersection Design/Geometry
- Better Pedestrian Wait Areas
We are already doing it…. No right turn on red (e.g. Downtown)
We are already doing it….

Public Art
(e.g. Downtown)
We are already doing it....

Road Diet
(e.g. Victoria Street)

Mid-Block Crossings
(e.g. Mohawk Road)
We are already doing it….

Reduced Curb Radius (e.g. Downtown)

Accessible Transit Stop (e.g. Ancaster)
We are already doing it....

Which Street would you rather walk on?
(e.g. York Boulevard)

Before

After

Wider sidewalks and new store frontage

Green Streets & landscaping improvements

Transit bays provide better access

Bicycle lanes & bike parking

Higher visibility street crossings

Before

Slide 24
Planning for pedestrians within the right-of-way space.
Sidewalk versus Clear Zone

- Sidewalk width: 1.5M
- Clear zone width: 2.3M
- Total width: 3.8M
Pedestrian Clear Zone

- Commercial Areas
- Pedestrian Quality Walking Along the Street
Pedestrian Clear Zone

- Residential Areas
  - Pedestrian Quality Walking Along the Street
Future Initiatives: Recommended Minimum Clear Widths

<table>
<thead>
<tr>
<th>Affected Context Area</th>
<th>Situational Setting</th>
<th>Proposed Clear-Zone Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural, Rural, Village-Hamlet</td>
<td>Multi-use Recreational Trail Paved Shoulder (where applicable)(^2)</td>
<td>Minimum 2.0 M As per Cycling Master Plan</td>
</tr>
<tr>
<td>Urban-Village, Suburban, Urban General</td>
<td>Local, Collector, Arterial Roads Adjacent to high pedestrian generators(^3)</td>
<td>Minimum 1.5 M Minimum 2.0 M</td>
</tr>
<tr>
<td>Urban Core/Downtown</td>
<td>Local, Collector, Arterial Roads Adjacent to high pedestrian generators(^3)</td>
<td>Minimum 2.0 M Minimum 3.5 M</td>
</tr>
<tr>
<td>Industrial</td>
<td>Case-by-Case Basis</td>
<td>Minimum 1.5 M</td>
</tr>
</tbody>
</table>

1. The recommended widths are consistent with the AODA Build Environment standard for Public Spaces.
2. Paved shoulders identified within the Cycling Master Plan may also serve for pedestrian use.
3. High pedestrian generators include but are not limited to schools, hospitals, commercial districts (e.g. BIAs, downtown), major employers etc.
Future Initiatives: New Construction & Redevelopment

- Investment in pedestrian infrastructure represents an overall construction cost impact of road projects (~2% to 7% of total project cost)

- Increased pedestrian network connections and continuity
Return on Investment:

**HEALTH Benefits**

- Increase in physical activity
- Contributes to health care savings
  - Chronic Disease Prevention
  - Injury Prevention
Return on Investment:

**SOCIAL** Benefits

- Provides equitable transportation choices
- Promotes social interaction
Return on Investment:

ENVIRONMENTAL Benefits

- Contributes to improved air quality and GHG reductions
- Contributes to mitigating climate change
- Contributes to reduced noise levels
Return on Investment:

**ECONOMIC** Benefits

- Increased marketability of the City to attract and retain new residents and business
- Enhances re-sale housing market
- Reduces need for retrofit traffic calming
- Reducing individual transportation costs

Walkability and Economic Development

How Pedestrian and Transit-Oriented Environments Attract Creative Jobs in Hamilton
Cost Recovery Mechanism

Development Charges (DCs)

- 5-year Update of DC calculations anticipated to occur in 2014
- Roads and Sidewalks service levels have capacity for additional infrastructure (i.e. no impact on levy)
Current Strategic Initiatives

City-wide Transportation Master Plan Update

- Review and refinement of modal-split targets
- Updated policy papers and development of new policies
  - Complete Streets
  - Transportation and Health
  - Transit Policy
- Updates that consider Pedestrian Mobility Plan
Current Strategic Initiatives

Strategic Road Safety Program
(e.g. New Crossing Devices (OTM Book 15 Update & Bill 173))

Pilot of Pedestrian Crossover “Type D”

General notes:
- Required illumination of pedestrian crosswalk and warning signs to be provided
- Accessible as per AODA
Current Strategic Initiatives

Hamilton Strategic Road Safety Program
Enhanced Crosswalks
- 50+ locations
Current Strategic Initiatives

Pedestrian Signal Program
Proposed

Step 1: Network Screening or Individual Request
Step 1a: Inform Neighbourhood Association/Community Council and affected Ward Councillor(s)
Step 2: Data Collection
Step 3: Scoring System Results & Prioritization
Step 4: Program for Capital Implementation
Step 5: Annual Update on Priorities
Current Strategic Initiatives

Traffic Calming Program

Proposed

- **Step 1**: Traffic Calming/Management Request
- **Step 1a**: Inform Neighbourhood Association/Community Council and affected Ward Councillor(s)
- **Step 2**: If road functions as a local or collector road refer to Table A. If road functions as an arterial road refer to Table B
- **Step 3**: Evaluation of Impacts
- **Step 4**: Public Consultation
  - **Yes**: Program for Implementation
  - **No**: Monitoring/Evaluation
- **Step 5**: Program for Implementation
  - **Yes**: Monitoring/Evaluation
  - **No**: Inform decision, no additional request for a period of 2 years.

**Note:** Requests to remove traffic calming measures would be required to follow the same process as above.
Current Strategic Initiatives

Temporary Traffic Calming Measures
(e.g. ad-hoc solutions)
Current Strategic Initiatives

TDM for Development
(i.e. Developer Guidelines)

2.C Commercial Retail

### Table: TDM Initiatives

<table>
<thead>
<tr>
<th>Category</th>
<th>TDM Initiative</th>
<th>Single Tenant</th>
<th>Multiple Tenant</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Small-Sized</td>
<td>Large-Sized</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Small Plaza</td>
<td>Large Plaza/</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Retail Centre</td>
<td></td>
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<tr>
<td>Cycling</td>
<td>Visible, well-lit, short-term bicycle parking for shoppers, customers and</td>
<td>● ● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td></td>
<td>other visitors (above minimum provisions or recommendations)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Provide end-of-trip amenities for employees (e.g. showers, storage rooms)</td>
<td>● ● ●</td>
<td>● ● ●</td>
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<tr>
<td>Walking</td>
<td>Secure, indoor bicycle parking storage spaces for employees</td>
<td>● ●</td>
<td>● ● ●</td>
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<tr>
<td>Walking</td>
<td>Safe and attractive walkways for pedestrians linking entrances with public</td>
<td>● ● ●</td>
<td>● ● ●</td>
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<tr>
<td></td>
<td>sidewalks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walking</td>
<td>Enhanced pedestrian amenities on-site (benches, landscaping, lighting)</td>
<td>● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td></td>
<td>Provide weather-protected waiting areas</td>
<td>● ● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td></td>
<td>Bicycle parking located at or near transit stops</td>
<td>● ● ●</td>
<td>● ● ●</td>
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<tr>
<td>Transit</td>
<td>Enhance walking routes between main entrance(s) and transit stops/stations</td>
<td>● ● ●</td>
<td>● ● ●</td>
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<tr>
<td></td>
<td>Provision of transit information on-site and adjacent to stops/stations</td>
<td>● ● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td></td>
<td>Allow for transit priority measures (based on location of development)</td>
<td>● ● ●</td>
<td>● ● ●</td>
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<tr>
<td></td>
<td>Provide no more than the minimum number of required spaces for employees and</td>
<td>● ● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td></td>
<td>visitors</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking</td>
<td>Reduced minimum parking requirements based on proximity to transit</td>
<td>● ● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td></td>
<td>Cash-in-lieu of parking to fund public parking or fund sustainable</td>
<td>● ● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td></td>
<td>transportation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking</td>
<td>Shared parking with nearby developments or on-street spaces</td>
<td>● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td></td>
<td>Implementation of paid parking for employees and customers</td>
<td>● ●</td>
<td>● ● ●</td>
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<tr>
<td></td>
<td>Reduced minimum parking requirements for dedicated car share vehicle</td>
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<td>● ● ●</td>
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<tr>
<td></td>
<td>parking spaces</td>
<td></td>
<td></td>
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<tr>
<td>Carpool</td>
<td>Preferential carpool parking spaces for employees or customers</td>
<td>● ●</td>
<td>● ● ●</td>
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<tr>
<td>Carshare/Scooter</td>
<td>On-site carshare vehicles</td>
<td>● ●</td>
<td>● ● ●</td>
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<tr>
<td>Carshare/Scooter</td>
<td>On-site carshare facility</td>
<td>● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td>Value Pricing and Trip Planning</td>
<td>Trip planning resources for employees (information displays, trip planning tools)</td>
<td>● ● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td>Value Pricing and Trip Planning</td>
<td>Wayfinding signage</td>
<td>● ●</td>
<td>● ● ●</td>
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<tr>
<td>Education/ Promotion</td>
<td>Membership in a TMS/Smart Commute</td>
<td>● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td>Education/ Promotion</td>
<td>Develop a strong TDM brand</td>
<td>● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td>Education/ Promotion</td>
<td>Include subsidized transit passes, carshare memberships, and/or</td>
<td>● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td></td>
<td>carshare memberships for tenants/employees</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Legend: ● Low Priority  ● High Priority

Aimed at improving quality of pedestrian space
Current Strategic Initiatives

Travelwise App
(e.g. re-launch with enhanced transit features)

http://travelwisehamilton.ca/
Current Strategic Initiatives

Quick Wins: Enhanced Transit Stops
(e.g. Prototype A)
Current Strategic Initiatives

North End Traffic Management Plan

- Reduced speed limit on local roads with supporting physical measures
Current Strategic Initiatives

Wayfinding Project

- New wayfinding branding
- AODA compliant
- Consideration of distance and time
Current Strategic Initiatives

Street Tree Program

- Free street tree within City right-of-way
- On average 6000 trees are planted each year (~60% are street trees)
Current Strategic Initiatives

School Travel Plans
- Coordinated effort with Public Health, Public Works & NGO

School Travel Planning

Active and Sustainable School Transportation Certification Program
A Toolkit to Support Environmental Initiatives in Hamilton Schools
Current Strategic Initiatives

Community in Motion Awards

Six categories including:
- Pedestrian-friendly
- Business/Organization

www.hamilton.ca/communityinmotion
Current Strategic Initiatives

Active Transportation Benchmarking Program

www.hamilton.ca/ATCounts

- Over 120 different count locations along multi-use trails, sidewalks, bike lanes, stairs etc.
Current Strategic Initiatives

Hamilton Bike Share
(e.g. facilitate “last mile” transit trip)

http://hamilton.socialbicycles.com/

750 bicycles at over 100 locations
Current Strategic Initiatives

Silver Designation….shows we are doing well but there is room for improvement.
Thank-you

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