



Hamilton



STEP FORWARD

HAMILTON PEDESTRIAN
MOBILITY PLAN



Hamilton
Public Works

Pedestrian Mobility Plan: *STEP FORWARD*

Presented to: General Issues Committee
November 6, 2013

Presented By: Steve Molloy
Transportation Division





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Staff Report Contributors:

Don Hull	Al Kirkpatrick	Lorissa Skrypniak	Jim Dahms
John Mater	Dr. Ninh Tran	Sharon MacKinnon	Michelle Sergi
Bryan Shynal	Christine Lee-Morrison	Geoff Lupton	Anita Febac
Guy Paparella	Martin White	Dave Ferguson	Diana Morreale

Representatives from the following:

Public Works
Public Health
Planning & Economic Department
Emergency Services
Police Services
General Public including a project-specific Pedestrian Advisory Group (members included advocacy groups and neighbourhood associations)

- Community
- People
- Processes
- Finance



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Slide 4

Outline

Purpose:

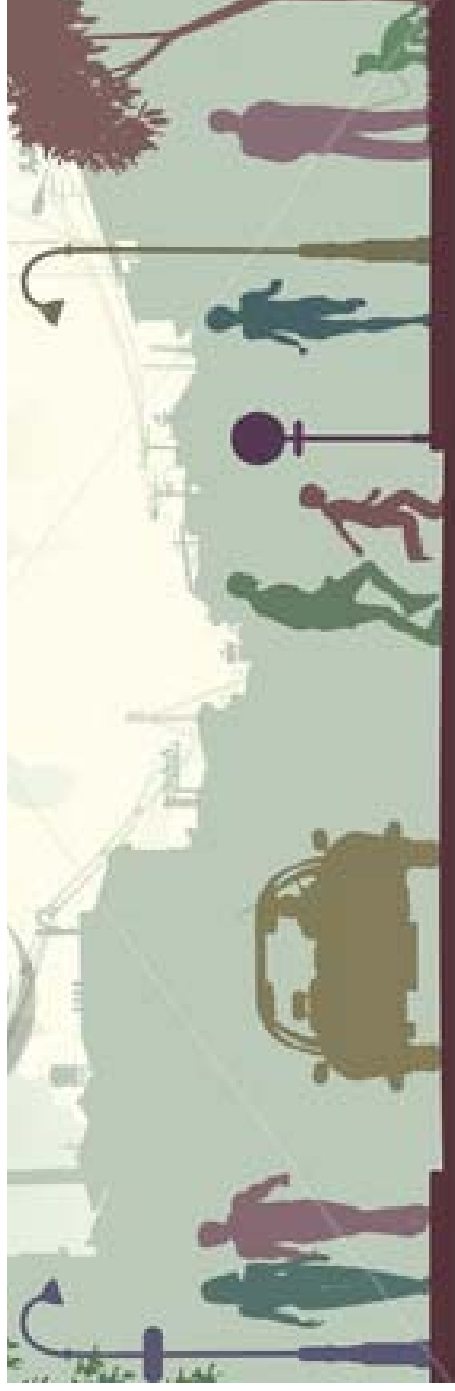
To present findings of the City-wide Pedestrian Mobility Plan and related operational policy updates.

1. Background & Purpose
2. Vision
3. Public Input & Analysis
4. Implementation Approach
5. Future 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



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We are ALL Pedestrians



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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.

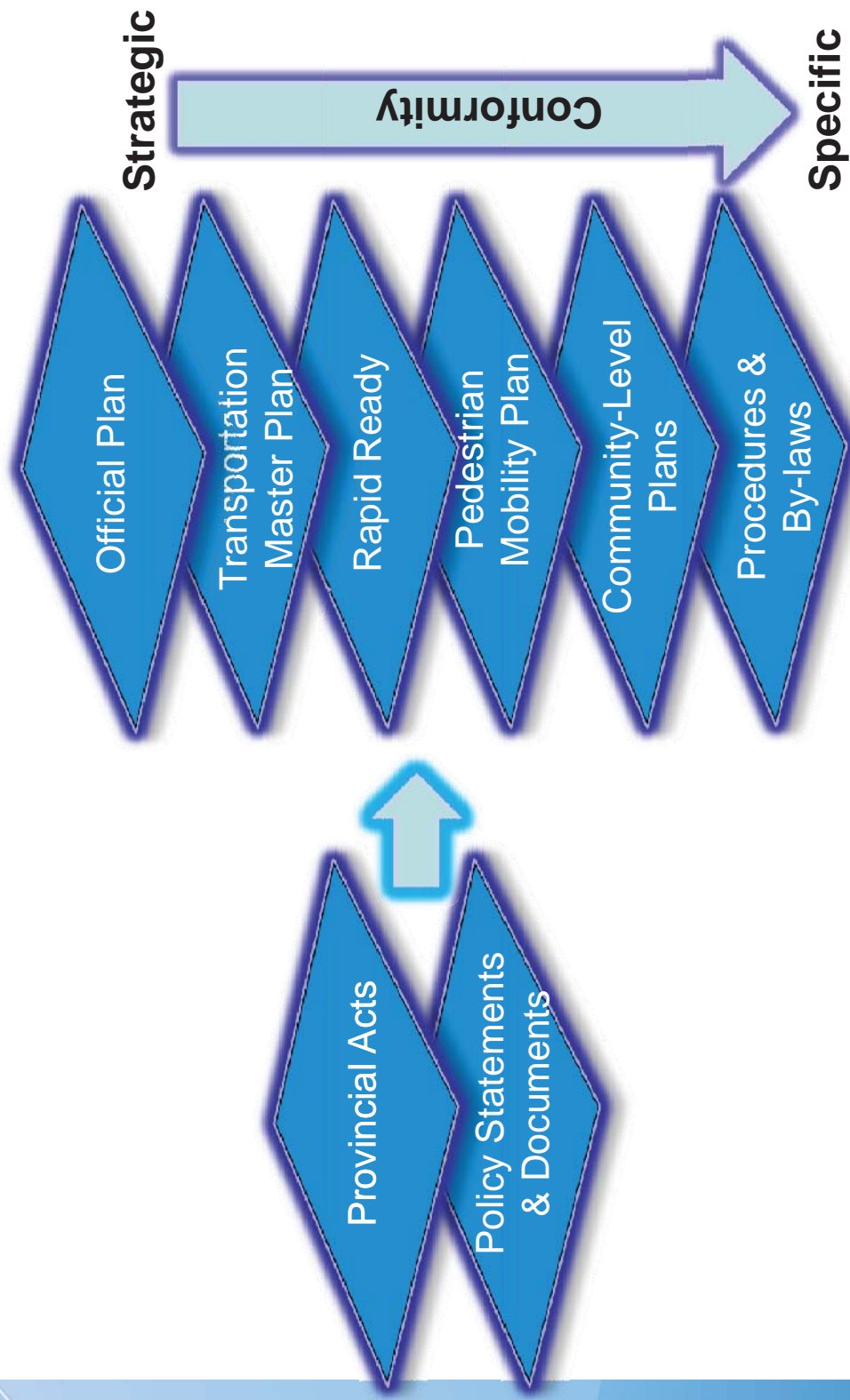
Disabilities:

~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



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- Processes
- Finance



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Background

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- Finance



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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 Ontarions 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

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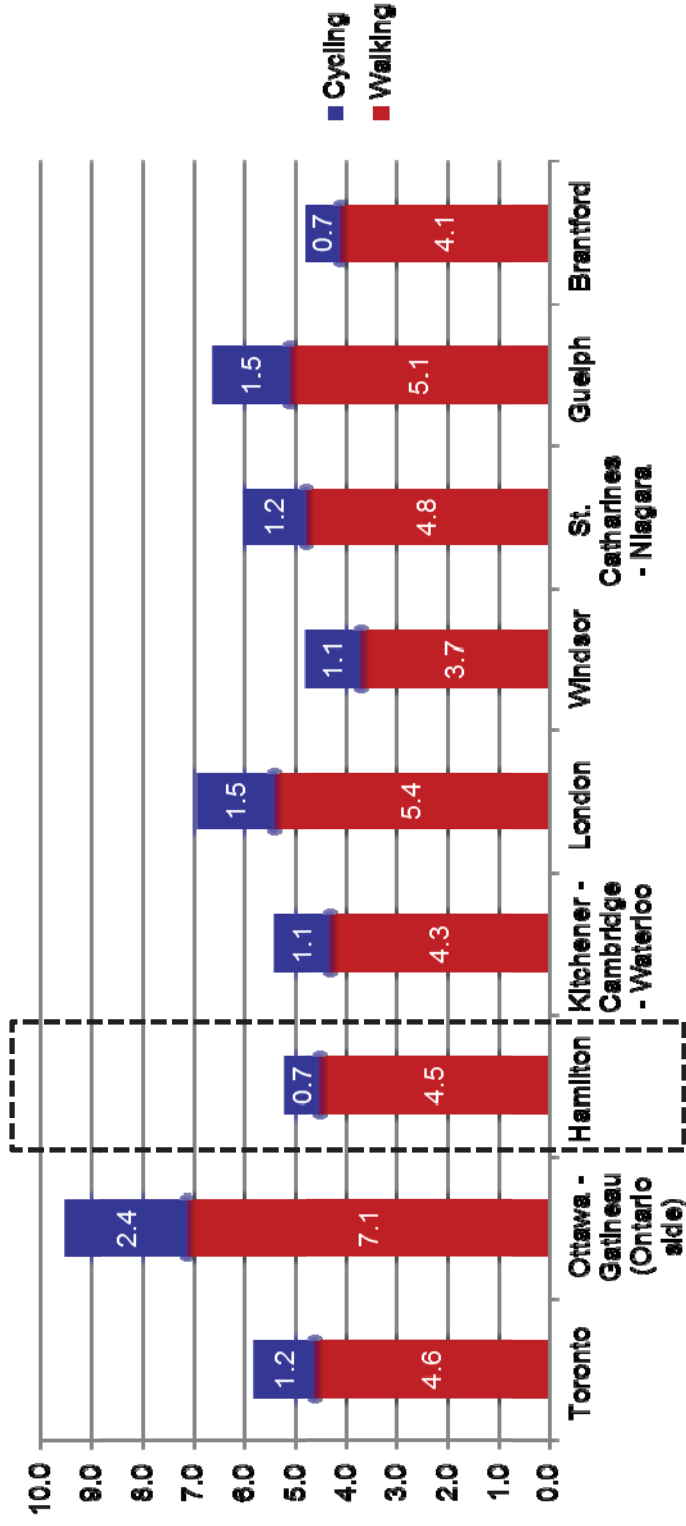


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Current Activity “Snapshot” Data

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

Source: Statistics Canada, National Household Survey, 2011

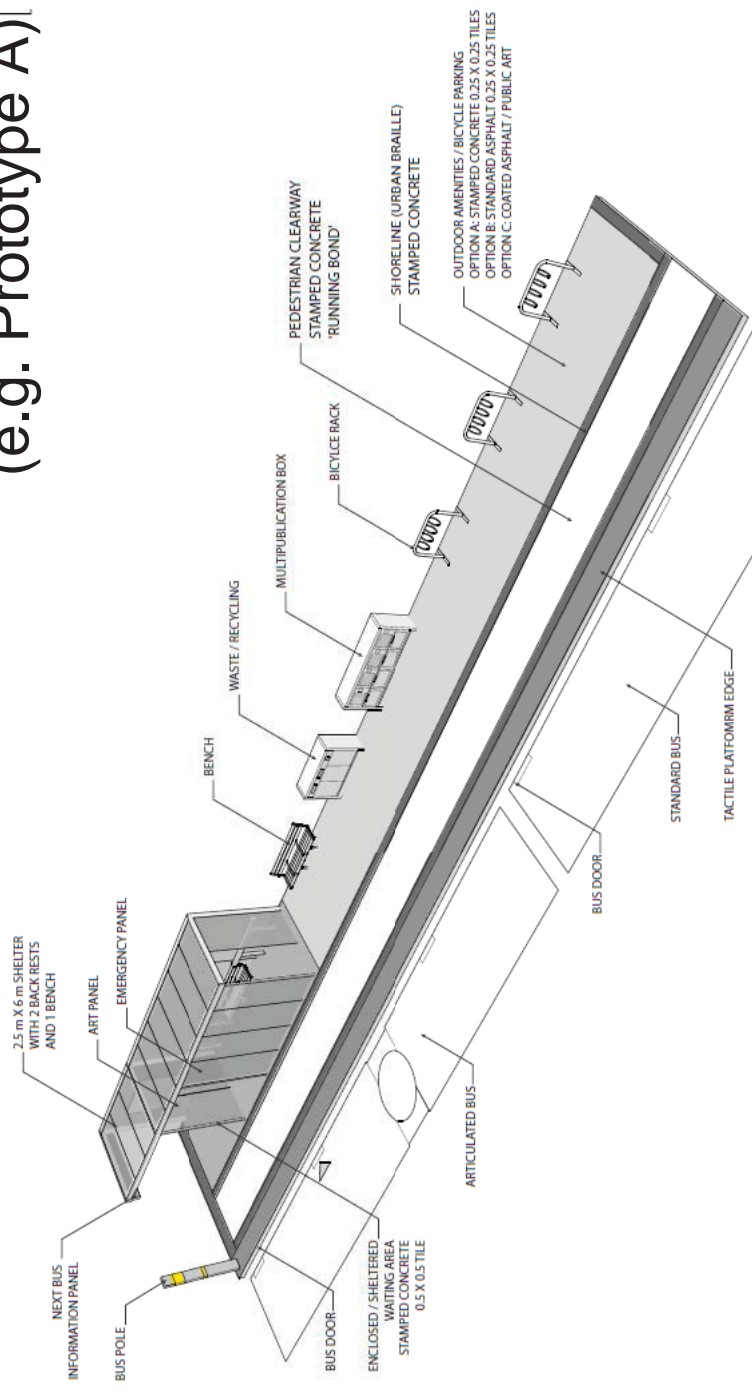


- Note: Above data provides an indication of commuter trends but underestimates overall activity.



Current Strategic Initiatives

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



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Current Strategic Initiatives

Hamilton Strategic Road Safety Program: Enhanced Crosswalks

- 40+ locations

- Community
- People
- Processes
- Finance



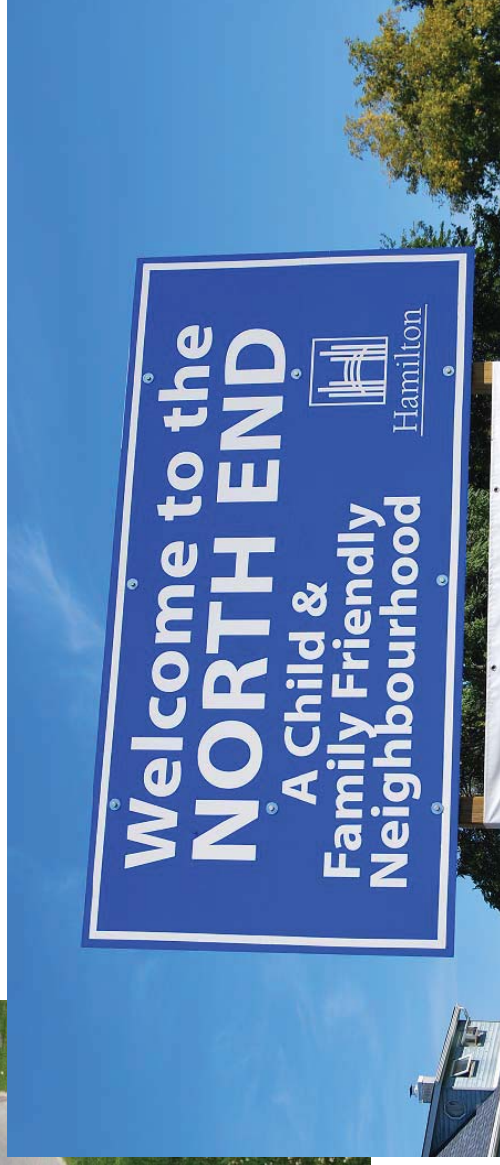
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Current Strategic Initiatives

North End Traffic Management Plan

- Reduced speed limit on local roads with supporting physical measures



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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)

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Current Strategic Initiatives

Hamilton was part of the pilot and inaugural award submission. The designation announcement will be made on November 13th.

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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

INWE, the undersigned recognise 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

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Plan Vision:

- Supportive Land Use/Spatial Planning



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



Plan Vision:

- Improved Road Safety

Buffered Bicycle Lane – additional space for cyclists

Buffer space for pedestrians

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Improved surface and pedestrian clear zone

Reduction of travel lanes and lane widths

e.g. Complete Street (Victoria Street)



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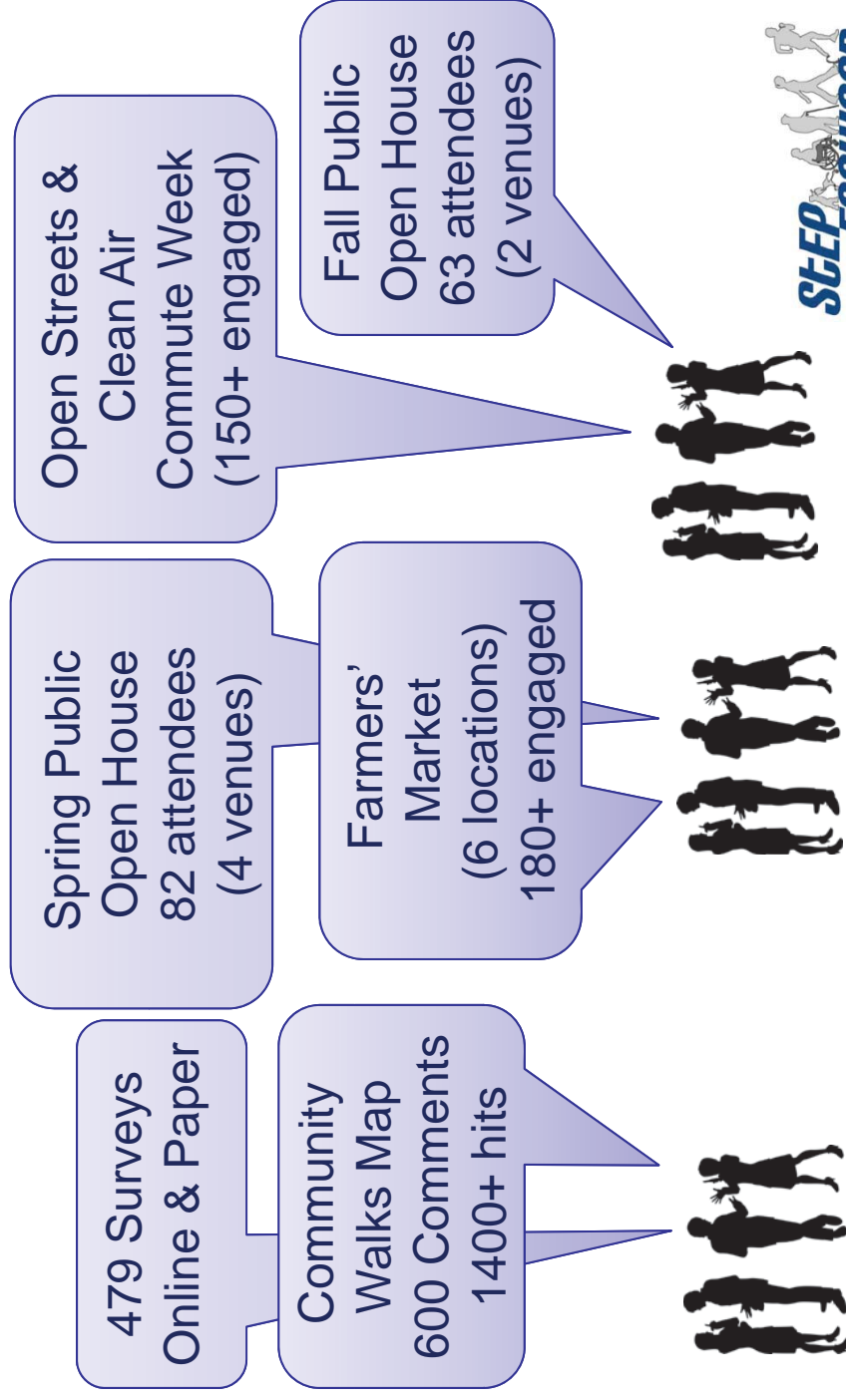
Plan Vision:

- More Supportive Authorities
 - e.g. City's response to Tactical Urbanism



Plan Public Consultation

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



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Plan Public Consultation



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#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)

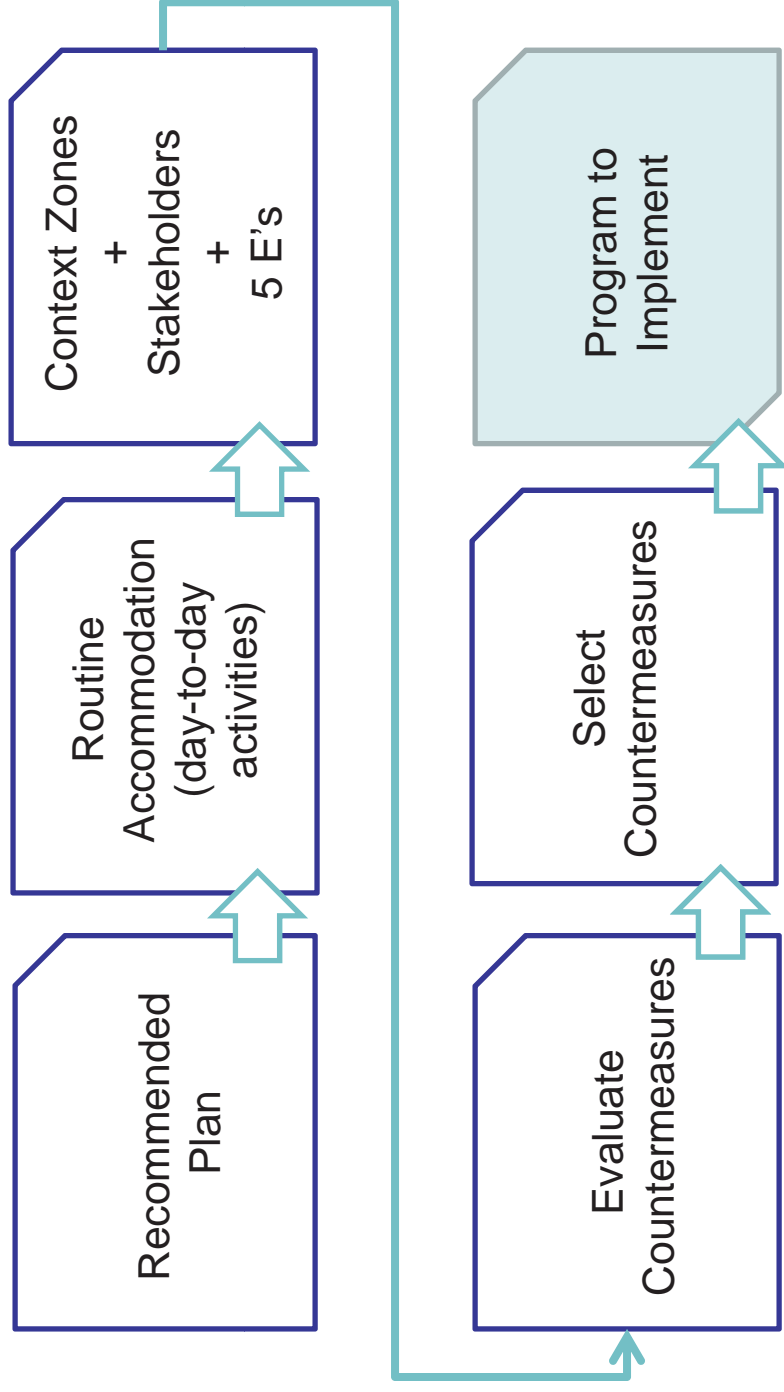
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The Plan is only the beginning...



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- Processes
- Finance



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Context-Sensitive Planning

- Identifying and selecting appropriate alternatives for the appropriate setting City-wide

CONTEXT ZONE:
RURAL




PEDESTRIAN MOBILITY INFRASTRUCTURE SUCH AS:

- MULTI-USE RECREATIONAL TRAILS
- PAVED SHOULDERS

CONTEXT ZONE:
DOWNTOWN




PEDESTRIAN MOBILITY INFRASTRUCTURE SUCH AS:

- SIDEWALKS
- PEDESTRIAN MALLS
- STREET TREES
- PEDESTRIAN PLAZAS
- ILLUMINATION
- STREET FURNITURE
- CROSSWALKS

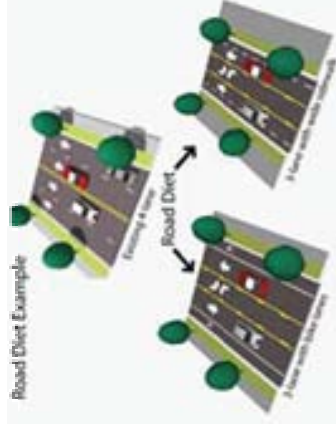


Along the Street Solutions

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- Processes
- Finance



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Road Diet (Reduced No. of Lanes) Restrictions at Intersections



Crossing at Access



Buffered Medians/Street Trees



Clearance from Obstruction



Crossing the Street Solutions

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- People
- Processes
- Finance

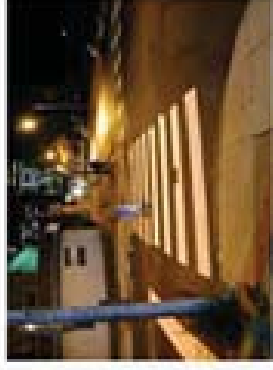


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High Visibility Crosswalks



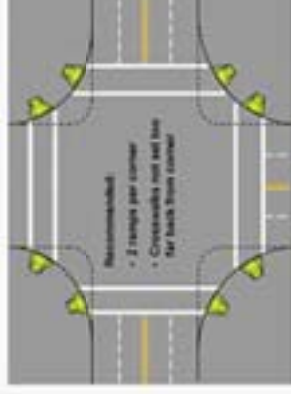
Lighting at Crosswalk



Reduced Crossing Widths



Better Pedestrian Wait Areas

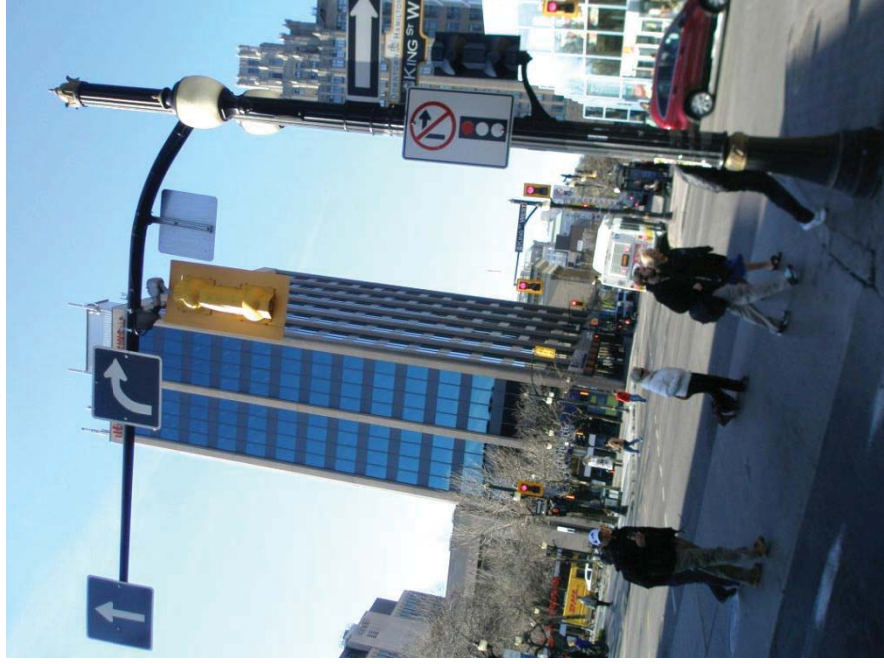


Intersection Design/Geometry



We are already doing it....

No right turn on red
(e.g. Downtown)



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- Processes
- Finance



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We are already doing it....



Pedestrian refuge island
(e.g. Ancaster)



Pedestrian refuge island
(e.g. Westdale)

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- People
- Processes
- Finance



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We are already doing it....



Public Art
(e.g. Downtown)



- Community
- People
- Processes
- Finance



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We are already doing it.....



Road Diet
(e.g. Victoria Street)



Mid-Block Crossings
(e.g. Mohawk Road)

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- Processes
- Finance



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We are already doing it....



Reduced Curb Radius
(e.g. Downtown)



Accessible Transit Stop
(e.g. Ancaster)

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- Processes
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We are already doing it....

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



Wider sidewalks and new store frontage

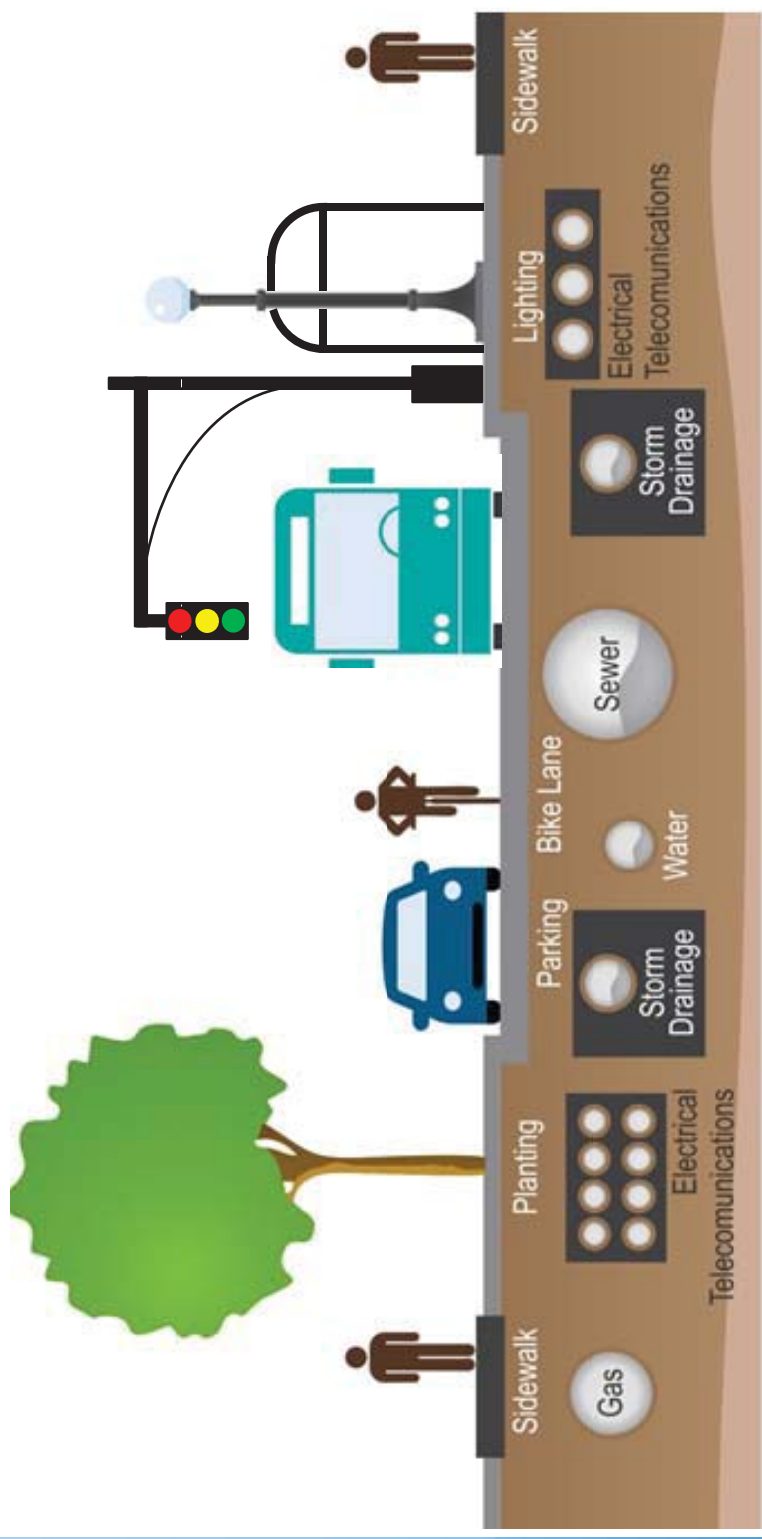
Green Streets & landscaping improvements

Transit bays provide better access

Bicycle lanes & bike parking

Higher visibility street crossings

Planning for pedestrians within the right-of-way space.



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- Processes
- Finance



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Sidewalk versus Clear Zone

- What's the difference?
 - A clear zone is the unobstructed pedestrian path
 - It is sometimes located within the sidewalk space



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- People
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Sidewalk versus Clear Zone

- What's the difference?
 - A clear zone is the unobstructed pedestrian path
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Pedestrian Clear Zone

- Commercial Areas
 - Pedestrian Quality Walking Along the Street



Slide 36

Pedestrian Clear Zone

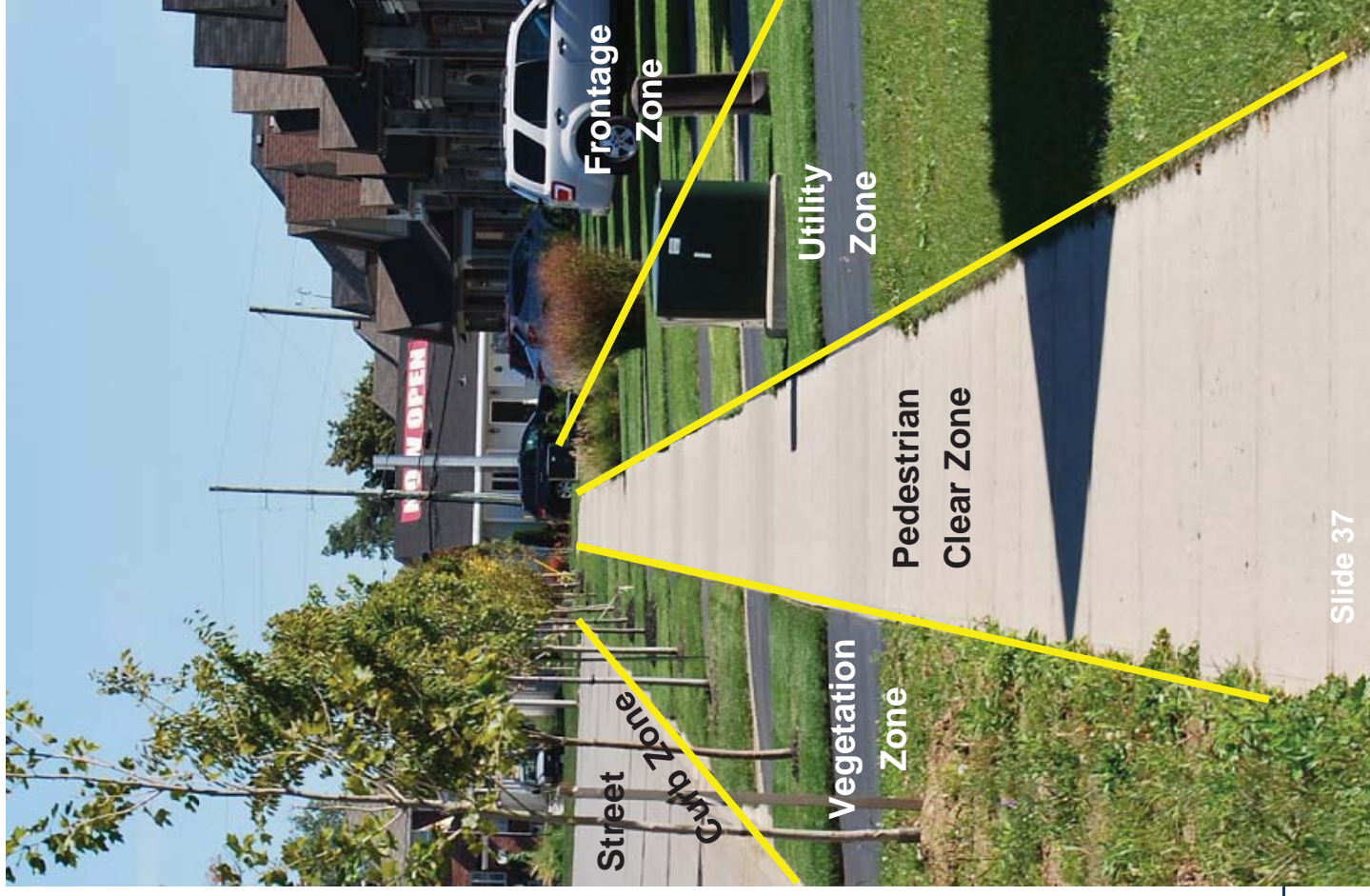
- Residential Areas
 - Pedestrian Quality Walking Along the Street

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Slide 37



Slide 37

Future Initiatives: Recommended Minimum Clear Widths

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

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.

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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

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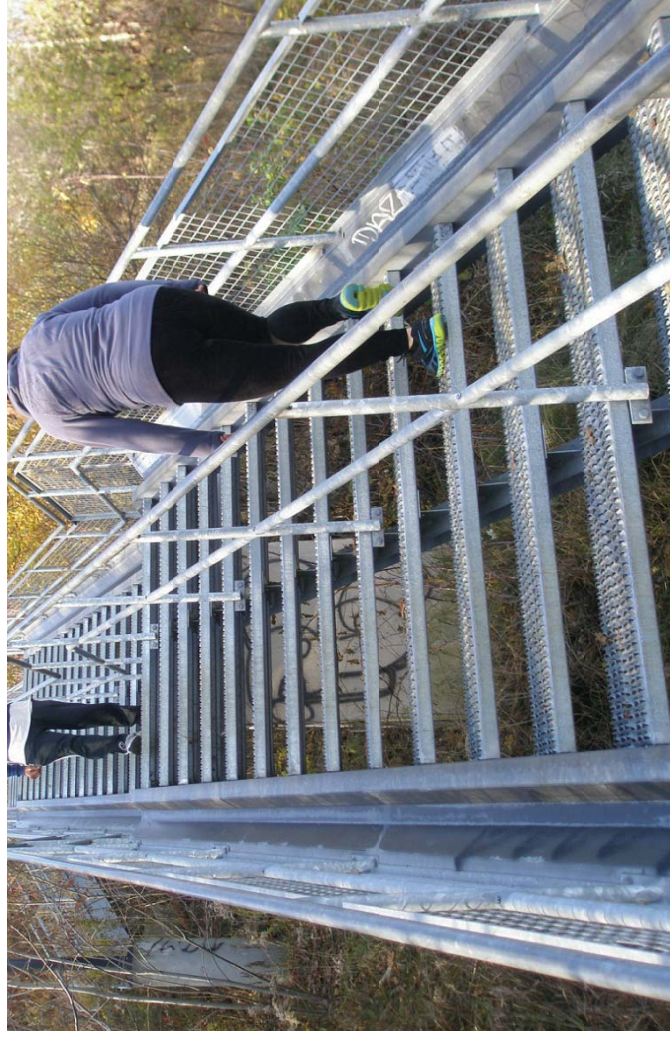
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Return on Investment:

HEALTH Benefits

- Increase in physical activity
- Contributes to health care savings
 - Chronic Disease Prevention
 - Injury Prevention



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Return on Investment: SOCIAL Benefits

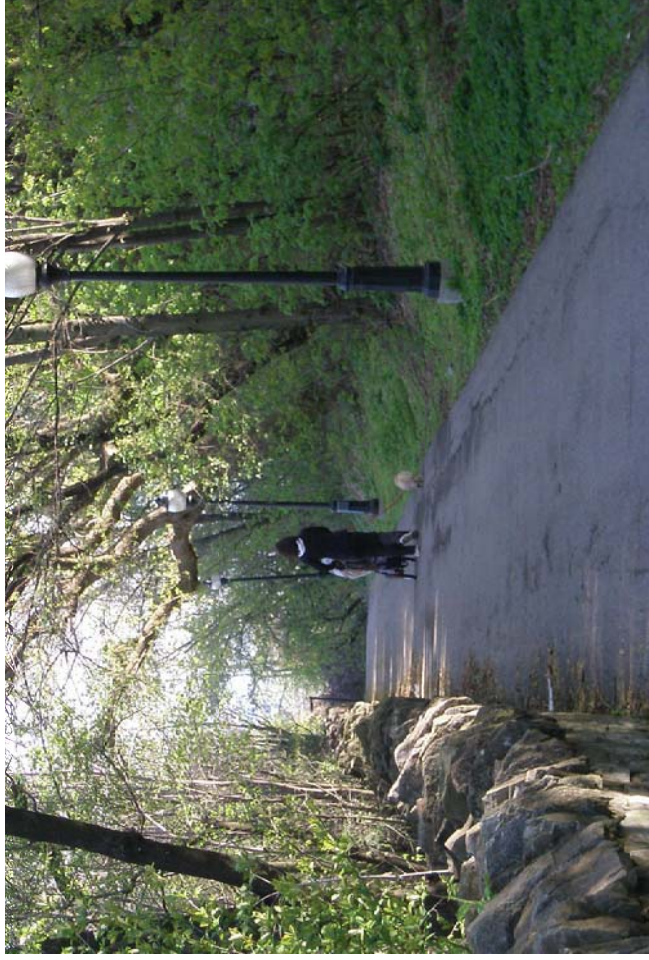
- Provides equitable transportation choices
- Promotes social interaction



Return on Investment:

ENVIRONMENTAL Benefits

- Contributes to improved air quality and GHG reductions
- Contributes to mitigating climate change
- Contributes to reduced noise levels



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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

hamilton
chamber of commerce
FOR YOUR BUSINESS

CCS
URBAN RESEARCH

April 2012

RBC-Pembina Home Location Study

Understanding what factors Toronto-based residents prefer to live

City of Hamilton
Pembina Real Estate

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)

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Future Initiatives

- Traffic Calming/Management Program Policy Update
- Pedestrian Signal Program
- Way-finding Strategy (Downtown and BIA locations)
- Winter Control Policy (Annual Operating Budget Consideration)
- City-wide Transportation Master Plan Update including:
 - Complete Streets Strategy/Policy
- City's Comprehensive Development Guideline

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Recommendations

- (a) That the City of Hamilton Pedestrian Mobility Plan (PMP), attached as Appendix A to Report PW13078, be approved;
- (b) That the General Manager of Public Works be authorized and directed to file the Pedestrian Mobility Plan with the Municipal Clerk for a minimum thirty (30) day public review period;
- (c) That the General Manager of Planning and Economic Development be authorized to incorporate the Pedestrian Mobility Plan's principles and guidelines into the City's Comprehensive Development Standard regarding the planning and implementation of pedestrian facilities in future developments and subdivisions;
- (d) That staff be directed to incorporate the Pedestrian Mobility Plan into the 2014 Development Charges By-Law Study Update;

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Slide 47

Recommendations

- (e) That the Pedestrian Mobility Plan and the pedestrian “toolbox” be implemented using a process termed “Routine Accommodation”, whereby when streets are reconstructed for infrastructure repair, replacement, upgrades and/or civic streetscape improvements, pedestrian improvements will be incorporated as part of the overall project, understanding that the implementation of a PMP for the City will potentially add approximately 2% to 7% to the costs of each road rehabilitation or expansion project;
- (f) That staff be directed to report back to General Issues Committee on opportunities to consolidate existing committees that have similar mandates and terms of reference to create a Mobility Committee for 2015; and
- (g) That the Pedestrian Mobility Plan be identified as completed and removed from the General Issues Committee Outstanding Business List.



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Traffic Calming/Management Program:

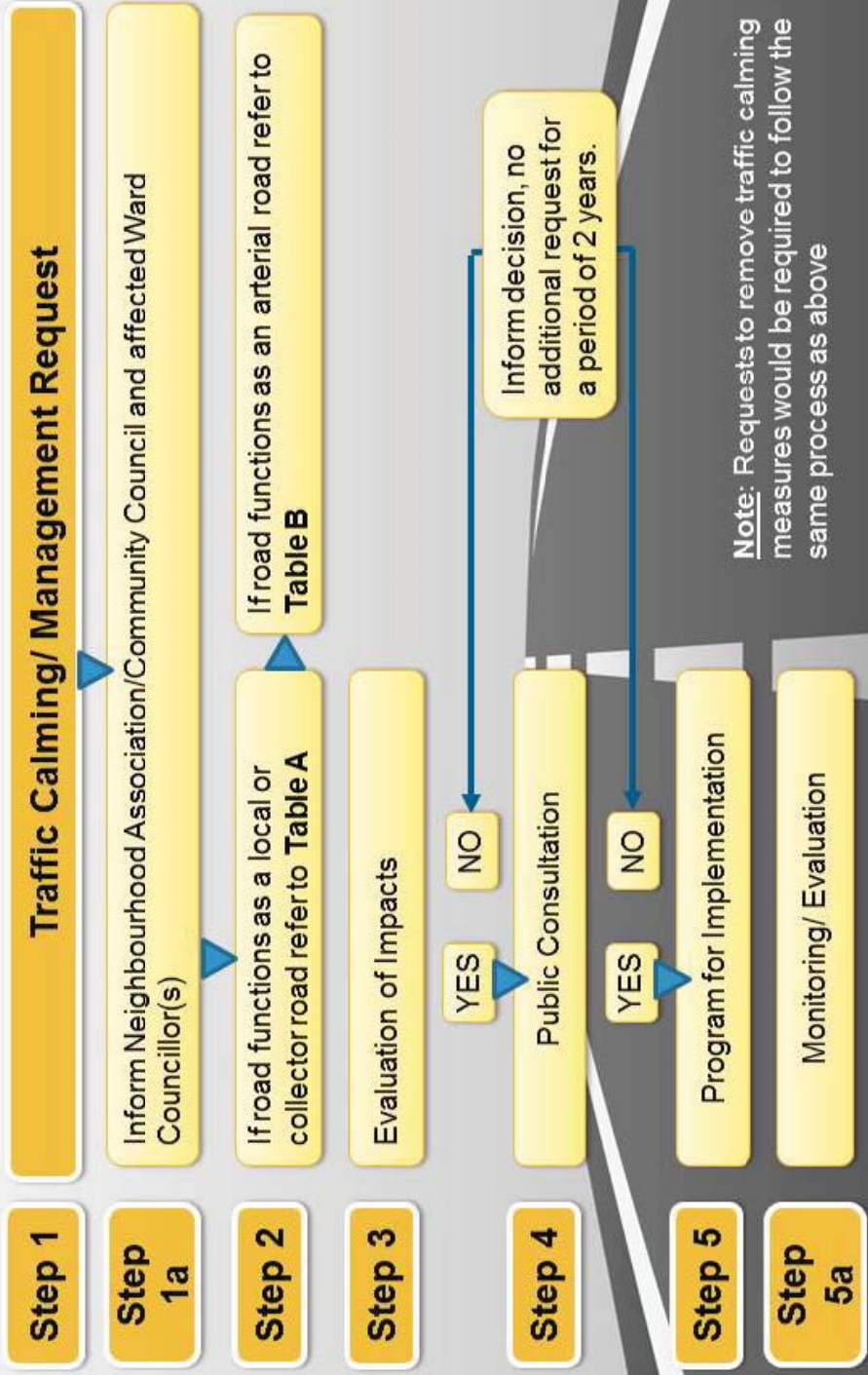
Presented to: General Issues Committee
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Presented By: Steve Molloy
Transportation Division



Traffic Calming Program

Proposed



Note: Requests to remove traffic calming measures would be required to follow the same process as above

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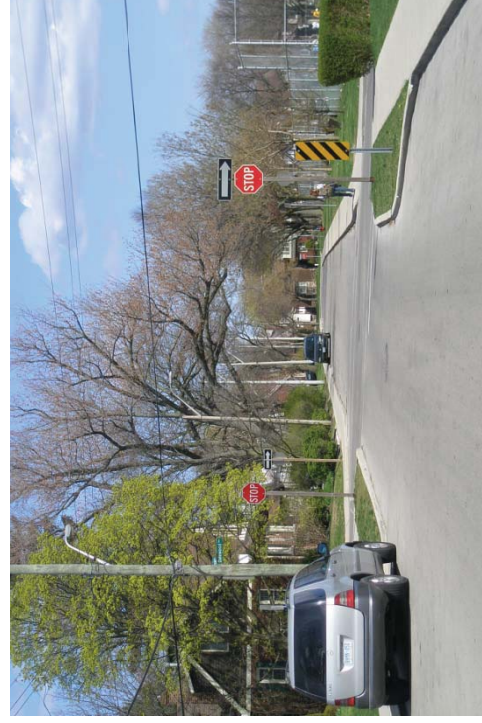
Traffic Calming/Management Program Recommendation

- (a) That the Traffic Calming Management Policy (November 2013) attached as “Appendix A” replace the Traffic Calming/Traffic Management Policy (2007).

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Traffic Calming/Management Program Highlights

- The Traffic Calming/Management Program is intended to be utilized as an evaluation tool that outlines the procedures and the selection process for the implementation of traffic calming/traffic management projects in Hamilton.
- The Traffic Calming/Management Program is emphasizes community plans rather than individual requests.
- The Traffic Calming/Management Program will evaluate requests and program implementation based on prioritization system.

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Pedestrian Signal Program:

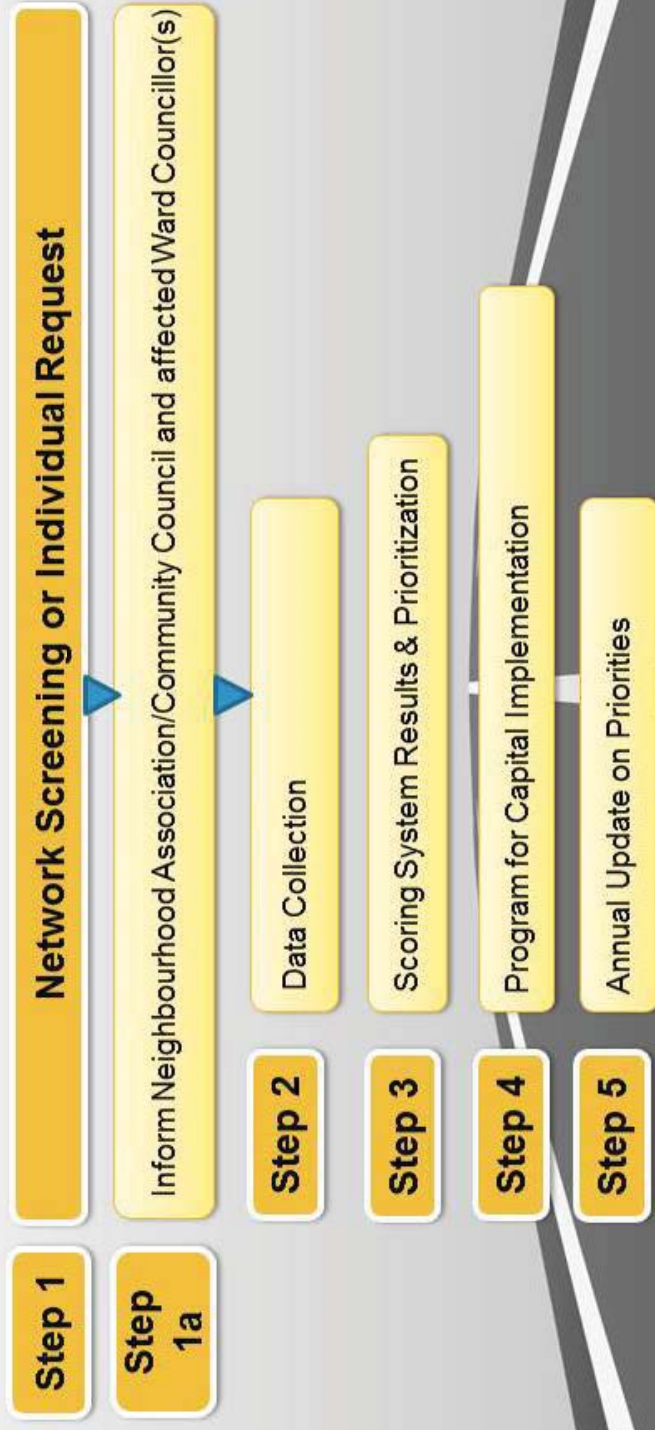
Presented to: General Issues Committee
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Transportation Division



Pedestrian Signal Program

Proposed



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Pedestrian Signal Program Recommendations

- (a) That the City of Hamilton Intersection Pedestrian and Mid-block Traffic Signals Policy (Report TOE1010), attached as Appendix A, be replaced with the Pedestrian Signal Program Policy attached as Appendix B to Report TOE1010a;
- (b) That Council authorize the General Manager of Public Works to approach the Ministry of Transportation (MTO) to participate in a pilot study for “Courtesy Crossings” applications in Hamilton;
 - (i) That subject to Council’s approval, participation in a minimum two (2) year “Courtesy Crossing” pilot be implemented with funds from the Hamilton Strategic Road Safety Program (HSRSP) not to exceed \$200,000;
 - (ii) That staff report back annually to General Issues Committee (GIC) on the proposed strategy and progress of the “Courtesy Crossings” Pilot for the City of Hamilton;
- (c) That the item "Installation Policy for Intersection and Mid-Block Pedestrian Signals" be identified as completed and removed from the General Issues Committee Outstanding Business List.

Pedestrian Signal Program Highlights

- The Pedestrian Signal Program is an evaluation tool that outlines the procedures and the selection process for the implementation of Pedestrian Signals on a pro-active basis through the HSRSP and through individual requests.
- The Program has broadened its parameters to provide more flexibility.
- The Program will evaluate requests and program implementation based on prioritization system.

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Thank-you

Steve Molloy

Project Manager

Transportation Master Plan Implementation

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City of Hamilton Public Works

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