




INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	September 11, 2020
SUBJECT/REPORT NO:	Integration of an All Ages and Abilities Assessment into Existing and Future Cycling Infrastructure in Hamilton (PED20025) (City Wide) (Outstanding Business List Item)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Rachel Johnson (905) 546-2424 Ext. 1473
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

COUNCIL DIRECTION

At the September 16, 2019 Public Works Committee meeting the following was approved, "That staff be directed to review and report back to the Public Works Committee on the integration of an All Ages & Abilities (AAA) assessment into existing and future cycling infrastructure in the City of Hamilton".

INFORMATION

The National Association of City Transportation Officials (NACTO) describes All Ages & Abilities (AAA) bicycle facilities as Safe, Comfortable and Equitable. AAA bicycle planning and design is a concept that recognizes that to achieve growth in bicycling and the benefits that ensue, bikeway design needs to meet the needs of a broader set of potential bicyclists, including those who may face barriers to cycling, as opposed to just confident cyclists. Such users include children, seniors, women, people riding bike-share, people of colour, low income riders, people with disabilities, and people riding with cargo. It considers contextual factors such as vehicular speeds and volumes, operational issues and, observed sources of bicycling stress.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

This Information Report will highlight several ways the City of Hamilton applies an AAA lens in policy, design, and implementation of cycling infrastructure.

1. City Vision, Transportation Master Plan and Cycling Master Plan

At the strategic level, the City of Hamilton's vision, "To be the best place to raise a child and age successfully" strongly bridges building cycling infrastructure that makes cycling safe, convenient, comfortable and fun for AAA, including families with children, seniors, and new riders.

The Transportation Master Plan (TMP) and Cycling Master Plan (CMP) are policy documents used when designing and implementing new cycling and pedestrian infrastructure in Hamilton. One of the key strategic policies with the TMP is to foster and support the development of Complete-Liveable-Better Streets for road users of all ages, abilities, and incomes. The TMP also highlights the importance of equity and the connection between Public Health and transportation infrastructure. All ages and abilities infrastructure is also embedded within the *Accessibility for Ontarians with Disabilities Act*, which is included within all road designs within the City. The CMP also highlights the importance of using AAA guidelines to allow for equitable access to all infrastructure.

2. Ontario Traffic Manual (Book 18) and NACTO Guidelines

Hamilton is a contributor to the development of the Ontario Traffic Manual (OTM) Book 18 Guidelines for Bicycle Facilities bicycle facility selection tool, which is used by all Ontario municipalities. OTM Book 18 is currently being reviewed for updates and will consider the AAA approach as part of the process. Hamilton is also a member of the National Association of City Transportation Officials (NACTO). NACTO develops many guidelines for Transportation Officials to use. One key guideline is called "Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities" (https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf). This guide is publicly available and utilized by City staff when determining the appropriate bicycle facility. The NACTO guideline recognizes that there will be cases where a bicycle facility may fall short of the AAA criteria and should not use this to preclude the implementation of a bicycle facility.

3. Complete, Liveable, Better Streets Design

Currently, City staff is leading the development of a Complete, Liveable, Better Streets Design Manual (CLB) to provide principles and best practices for implementing Complete Streets in Hamilton. The manual will include a focus on active and sustainable modes of transportation and will be a significant enhancement for cycling

infrastructure and street design in Hamilton. The manual is being developed with an AAA lens to facilitate the implementation of the City's CLB and Vision Zero policies.

4. Vision Zero

City Council's commitment to Vision Zero in February 2019 provided staff with the direction to further establish a comprehensive program that expanded across the corporation. Vision Zero takes a Safe Systems approach to prevention. The goal of safe systems is to ensure that these mistakes do not lead to a crash, or, if a crash does occur, it is sufficiently controlled to not cause a death or a life-changing injury.

Vision Zero describes the end-product of a safe road transport system. The system must rely on a balance between travel speeds and the inherent safety of infrastructure and vehicles. The Safe Systems approach places the highest priority on Safe Roads, the design of the roadway. Safe roads are designed to reduce the risk of crashes occurring, and the severity of injuries, if a crash does occur. Safety features are incorporated into the road design from the outset and includes key elements such as segregating road users by enhancing safer routes for vulnerable users.

The 2020 Vision Zero Work Plan outlined an extensive and engaging implementation plan that covers various partnerships across the Corporation as the organization continues to build on the momentum of reducing collisions involving injuries and fatalities. To accomplish this, there are several key action items identified in the Evaluation, Engineering, Enforcement, Engagement and Education focus areas.

There is a need to focus on areas of the most vulnerable road users and raise awareness to these collision patterns, along with addressing and implementing measures at identified high collision locations. When investigating locations for cycling infrastructure enhancements, staff take into account, collision patterns to determine the required enhancement of the infrastructure. New cycling infrastructure is also recognized as achieving Vision Zero objectives and should be approached with an AAA lens.

5. Bicycle Boulevards

Bicycle Boulevards are a shared roadway that prioritizes cyclists over motor vehicles through design. Bicycle boulevards are located on streets with low motor traffic volumes and low motor vehicle speeds. Signage, pavement markings, traffic calming, intersection treatments, and speed reduction all help to prioritize bicycles and pedestrians.

Bicycle boulevards provide cycling infrastructure that may encourage inexperienced or cautious groups of people to try cycling on streets that have fewer vehicles that operate at lower speed. This creates safer streets for all, with fewer opportunities for collisions and fewer severe collisions. The reduction in conflicts and calming of traffic makes bicycle boulevards an attractive component of cycling infrastructure. Bicycle boulevards are a part of AAA cycling infrastructure and complements higher order cycling infrastructure such as protected bike lanes on arterial roads. Bicycle boulevards can be a cost-effective means to increase the local cycling network as the bike ability of roads can be improved with various interventions and treatments.

Implementation of bicycle boulevard projects funded through the Ward 1 Area Rating Reserve Fund is currently in progress. These will enhance local and collector streets that have the potential to improve connections for cyclists and improve safety for all road users.

6. Infrastructure Enhancements

In recent years, with a push for more AAA cycling infrastructure, a capital project has been assigned to enhance existing cycling infrastructure with improved protection measures for cycle tracks and at intersections at strategic locations, which has been incorporated into the City's Ten-year Capital Budget. In some locations, this will mean removing existing rubber curbing and replacing it with drainage friendly parking curbing and other similar measures. Proposed streets to receive enhancements include: Bay Street, Hunter Street, John Street, and Cannon Street. The AAA philosophy was also applied to the recently approved COVID-19 Recovery Phase Mobility Plan (PED20100/PW20034) to assist with promoting active modes of transportation. This includes the introduction of intersection upgrades and protection measures at strategic locations that include along Herkimer Avenue, Charlton Street, Maplewood Avenue, York Boulevard, King Street West, Lawrence Road, and Stone Church Road.

7. Level of Traffic Stress

Transportation Planning staff has been working to develop an objective and data-driven approach for evaluating Hamilton's transportation network by assessing the road design, traffic volumes, speed and cycling infrastructure types to individual cyclist's perception of comfort while completing their trip. Level of Traffic Stress (LTS) is a range of qualitative numerical scores measuring the level of stress imposed by vehicular traffic over cyclists across the transportation network. LTS ranges from one to four are assigned to corridors and intersections representing a spectrum from lowest stress facilities (comfortable for AAA) to highest stress facilities (uncomfortable for most cyclists). Subsequently, LTS scores are visualized through an interactive map to illustrate the low-stress network connections throughout a given community and the

entire transportation network. This will be useful in Hamilton when planning for new and enhancing existing cycling infrastructure.

Overall, Hamilton has and continues to invest in active transportation infrastructure, and has been improving the safety for all road users, including automobile and goods movement vehicle drivers, through actions associated with Vision Zero and Complete Street policies. The policies and initiatives above demonstrate the City of Hamilton's commitment to understanding and applying an AAA lens into existing and future cycling infrastructure. This includes enhanced cycling infrastructure with increased separation and protection from cars and trucks. Collectively, these investments and policies are contributing to the advancement of streets that are safer and inviting for cyclists of all ages and abilities.

As this Report addresses the integration of an All Ages & Abilities (AAA) assessment into future cycling infrastructure in the City of Hamilton, it is appropriate to be identified as complete and removed from the Public Works Committee Outstanding Business List.

APPENDICES AND SCHEDULES ATTACHED

N/A

RJ:cr