



COMPLETE LIVEABLE BETTER STREETS DESIGN MANUAL UPDATE

January 11, 2021

Overview



How we got here



What are Complete Streets?

A philosophy to **broaden** the ability of streets to service local communities.

Historically, streets have been planned almost **exclusively** to optimize the throughput of motor vehicle traffic.

The Complete Streets approach encourages designs that better **balance** considerations for the different transportation modes that share streets, with an underlying focus on **enhancing road safety**.

The approach does not mandate a design of multi-modal roadways for universal contexts but acknowledges that streets should be designed to **address the transportation requirements** and **placemaking functions** of adjacent land-uses.

Project Objectives



Identify

a series of design concepts and a decision support tools to implement a complete streets approach



Incorporate

feedback and the precedence of comparable municipalities and build buy-in through stakeholder engagement

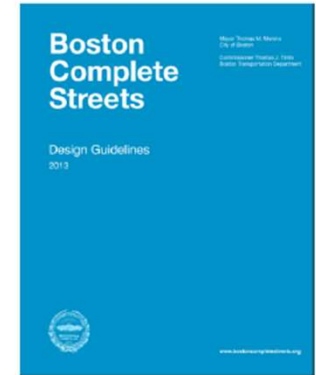


Operationalize

the City's vision of making its streets more accommodating for all transportation modes

Best Practices Review

Identify **common themes**, **best practices** and **design principles** that inform complete streets design guidelines.



Street Typologies



Street Typologies

Typology	Example Streets in Hamilton
<p>1. Urban Avenues</p> <p>Located in the most dense, mixed-use urban centers like downtown Hamilton. High people-movement capacity with priority for transit and active transportation.</p>	<p>John St., Cannon St., Centennial Parkway, Upper James St., Main St. W., Barton St. W. (west of Victoria)</p>
<p>2. Transitioning Avenues</p> <p>Major streets that cross the city east-west or north-south. They are generally located in commercial or residential areas that are transitioning to a more urbanized and mixed-use context.</p>	<p>Victoria Ave, (north of Barton), Rymal Rd (east of Garth), Wilson St. W. (west of McClure)</p>

Street Typologies

Typology	Example Streets in Hamilton
<p>3. Main Streets</p> <p>Streets with historical narrow rights-of-way found in urban areas. Low/medium people movement capacity with street-oriented mixed uses.</p>	<p>BIA areas, Kenilworth Ave N.</p>
<p>4. Connectors</p> <p>Link residential and employment areas together and to other parts of the City. Medium people-movement capacity with moderate access control.</p>	<p>Wilson St., Stone Church Rd, Fennell Ave W.</p>

9

Street Typologies

Typology	Example Streets in Hamilton
<p>5. Neighbourhood Streets</p> <p>Provide direct access to residential areas. Lower speed streets with minimal through traffic. Could be bicycle boulevards.</p>	<p>Bay St. (north of Cannon), Pearl St. S. (south of Main), South Bend Rd E. (east of Upper Wellington)</p>
<p>6. Rural Roads</p> <p>Roads outside of Hamilton's urban area, primarily in agricultural and rural industrial areas.</p>	<p>Most roads outside the urban boundary</p>

10

Street Typologies

Typology	Example Streets in Hamilton
<p>7. Rural Settlement Areas</p> <p>Found within small communities throughout rural area of Hamilton. Portions of rural roads that slow traffic as they pass through villages.</p>	<p>Binbrook Rd (Binbrook), Old Highway 8 (Sheffield)</p>
<p>8. Industrial Roads</p> <p>Important goods movement corridors. Provide access by all modes of travel to industrial, warehouses, and other employment areas.</p>	<p>Nebo Rd, Burlington St., (east of Wellington)</p>

11

Decision Support and Audit Tool

- **The CLB Street Design Decision Support and Audit tool is intended to help designers interpret the design manual and evaluate the street they are designing.**
- **The use of the tool will help determine the best application and treatments to make the street being designed a CLB street, considers the street context and the adjacent land uses in which the project is located.**

Decision Support and Audit Tool

- **Step 1** **Input data**
 - **Classification, ROW, context, traffic volume**
- **Step 2** **Select typology (based on step 1)**
- **Step 3** **Assess current and future street conditions and movements**
- **Step 4** **Review results**
 - **Balance priorities**

Street Typologies

Desired Conditions for CLB Typologies

	Pedestrian Realm	Cycling Facilities	Transit Service	Transit Service (on BLAST network)	Through Movement	On-Street Parking	Green Infrastructure
Urban Avenue	4	4	4	5	3	2	3
Transitioning Avenue	5	5	4	5	4	1	3
Main Street	4	4	3	4	2	4	4
Connector	4	4	3	3	2	2	4
Industrial Street	4	4	3	3	3	1	2
Neighbourhood Street	3	2	1	1	1	3	4
Rural Road	1	4	1	3	4	1	2
Rural Settlement Road	4	3	2	3	3	3	3

Design Concepts

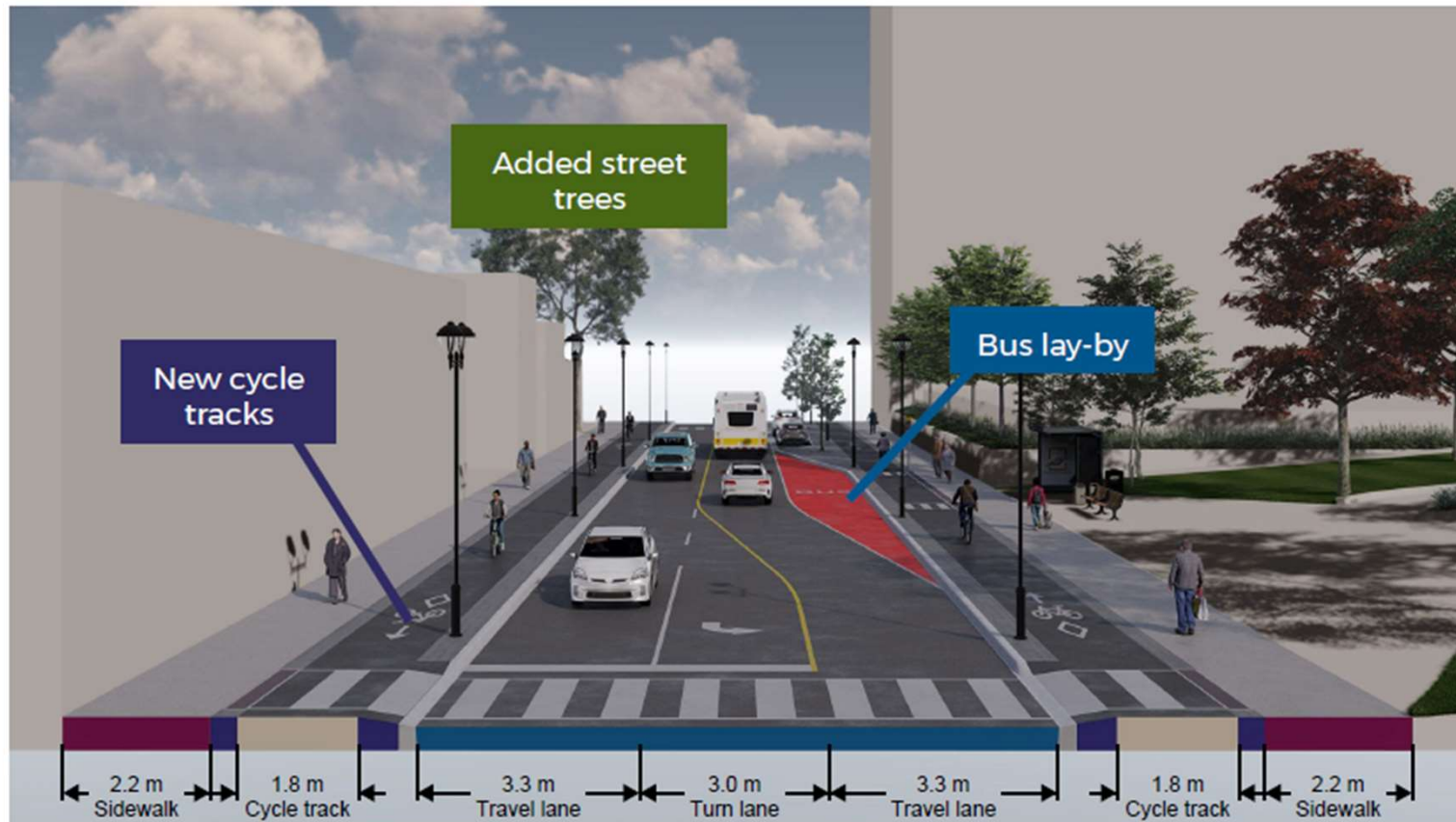
EXISTING CONDITION (20 m ROW)



Pedestrian Realm	4
Cycling Facilities	4
Transit Service	4
Through Movement	3
On-Street Parking	2
Green Infrastructure	3

Design Concepts

DESIGN CONCEPT (20 m ROW)



Design Concepts

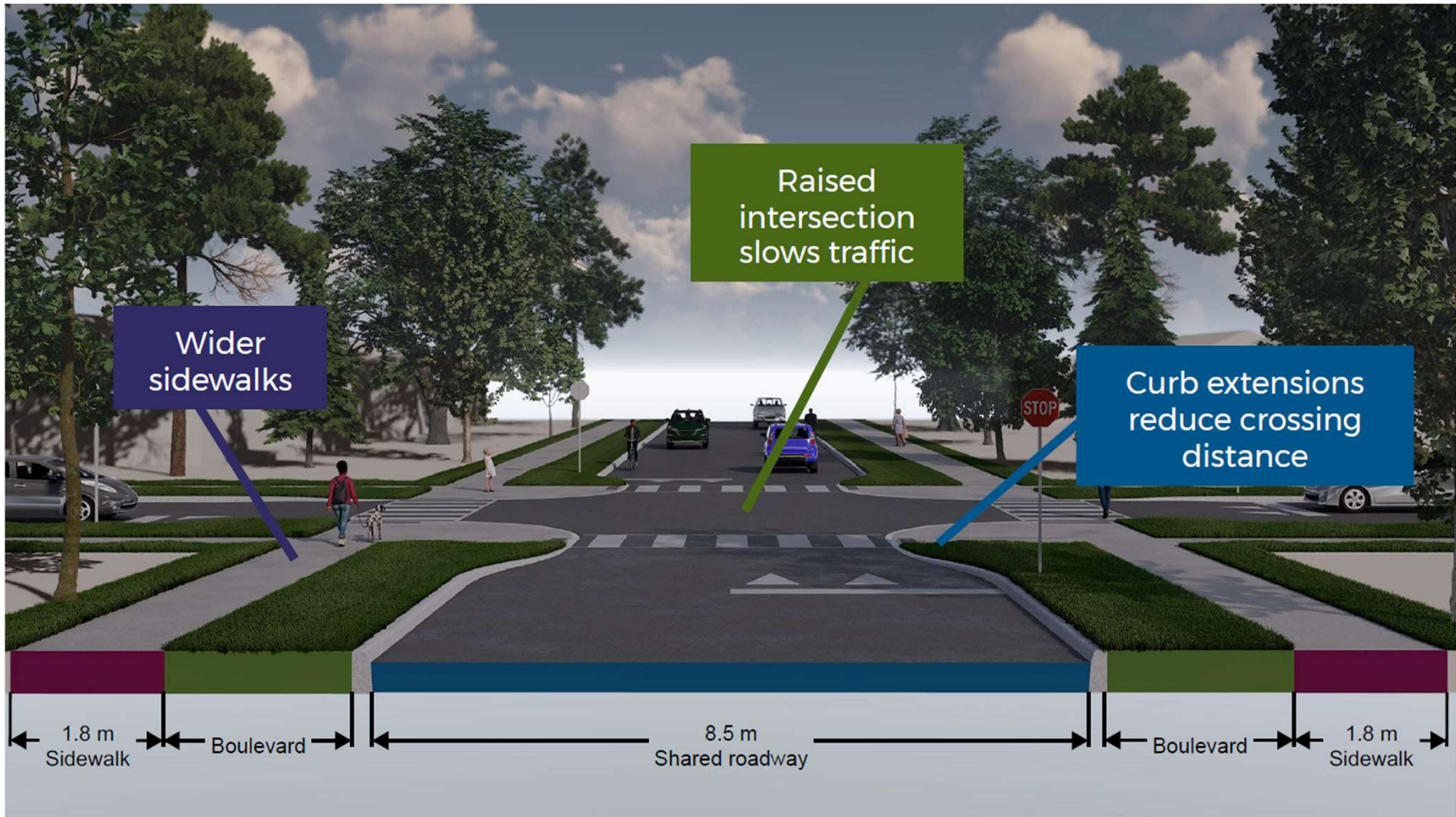
EXISTING CONDITION (20 m ROW)



Pedestrian Realm	3
Cycling Facilities	2
Transit Service	1
Through Movement	1
On-Street Parking	3
Green Infrastructure	4

Design Concepts

DESIGN CONCEPT (20 m ROW)



Design Concepts

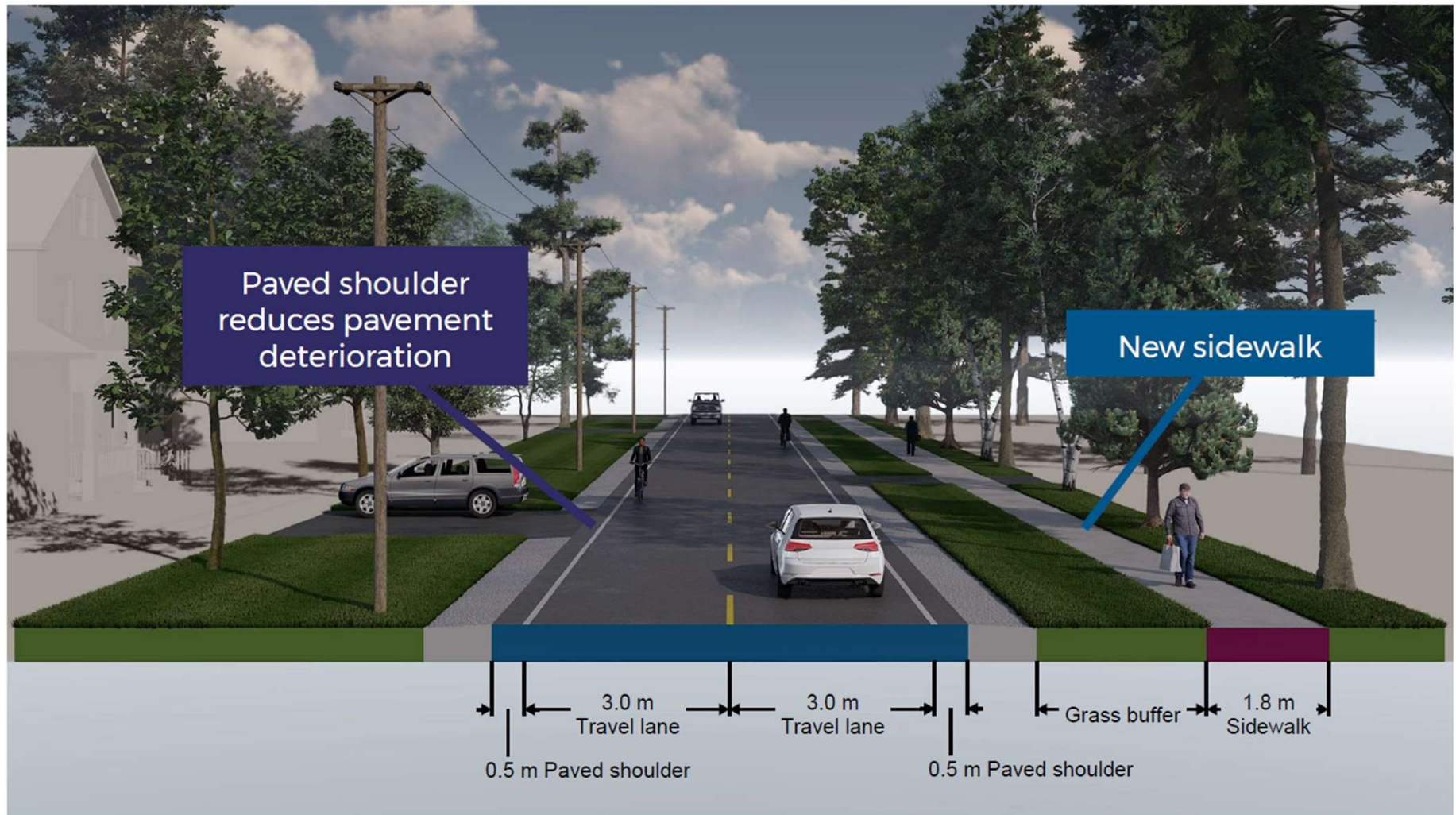
EXISTING CONDITION (18-22 m ROW)



Pedestrian Realm	3
Cycling Facilities	3
Transit Service	2
Through Movement	3
On-Street Parking	3
Green Infrastructure	3

Design Concepts

DESIGN CONCEPT (20 m ROW)



Next Steps

- **Development of the Final CLB Streets Design Manual**
- **Pilot the Complete Streets Audit Tool**
- **Prepare updates to existing guidelines**
- **Develop implementation plan**
- **Continued Consultation**

Updates to Engineering Guidelines

- **Updating references to guidance documents (e.g. new national complete streets guidelines);**
- **Identifying traffic calming features to be included in new development;**
- **Adjustments to design parameters (e.g. design speeds, lane widths, pavement widths, curb radii);**
- **Updates to recommended sidewalk widths;**
- **More clear articulation of where cycling facilities are to be provided;**



Consultation

- **Internal Technical Advisory Committee (TAC)**
- **External Consultation**
 - Various municipalities with existing guidelines/manuals
 - Mobility Lab focus group
- **Public facing website (2021)**



Report Recommendations

- (a) That staff be directed to consult with the public on the following core components that will comprise the Complete Liveable Better (CLB) Streets Design Manual:
 - (i) the eight Complete Streets Typologies described in Appendix “A” attached to Report PED21020/PW21002;
 - (ii) the CLB Street Design Decision Support and Audit Tool attached as Appendix “B” to Report PED21020/PW21002;
 - (iii) the Illustrative Applications of Complete Streets Design Strategies to Existing Streets attached as Appendix “D” to Report PED21020/PW21002;
 - (iv) the Typical Complete Streets Design Features attached as Appendix “E” to Report PED21020/PW21002;

**Consult with
Public on Core
Elements of the
Design Manual:**

- Typologies

- Audit Tool

**- Design
Features**

Report Recommendations

- (b) That Appendix “C” attached to Report PED21020/PW21002 being the Background Review and Jurisdictional Scan be received;
- (c) That staff report back to the Public Works Committee on the results of the public consultation on the core components of the Complete Liveable Better Streets Design Manual and with a manual that will guide planning and design decisions for development applications, roadway reconstruction projects, planning studies, and environmental assessments for road infrastructure;

**Receive
Jurisdictional
Review**

**Report back to
Public Works
with a
Recommended
Design Manual
and begin to
integrate into
existing
processes**

Report Recommendations

- (d) That the final Complete Liveable Better Streets Design Manual include an implementation strategy that addresses project scoping, capital planning tools, and an analysis of any incremental cost to future capital and operating budgets;
- (e) That staff be directed to engage the Development Industry Liaison Group (DILG) and other relevant stakeholders to discuss potential updates to the City of Hamilton Comprehensive Development Guidelines and Financial Policies Manual 2017 to incorporate complete streets design elements into new development and redevelopment.

**Develop
Implementation
Plan and
consider
financial
implications**

**Consult with
Industry**



THANK YOU

Planning and Economic Development Department
Public Works Department