Complete, Livable, Better Streets Design Manual

Advisory Committee for Persons with Disabilities

August 10, 2021

What are complete streets?

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

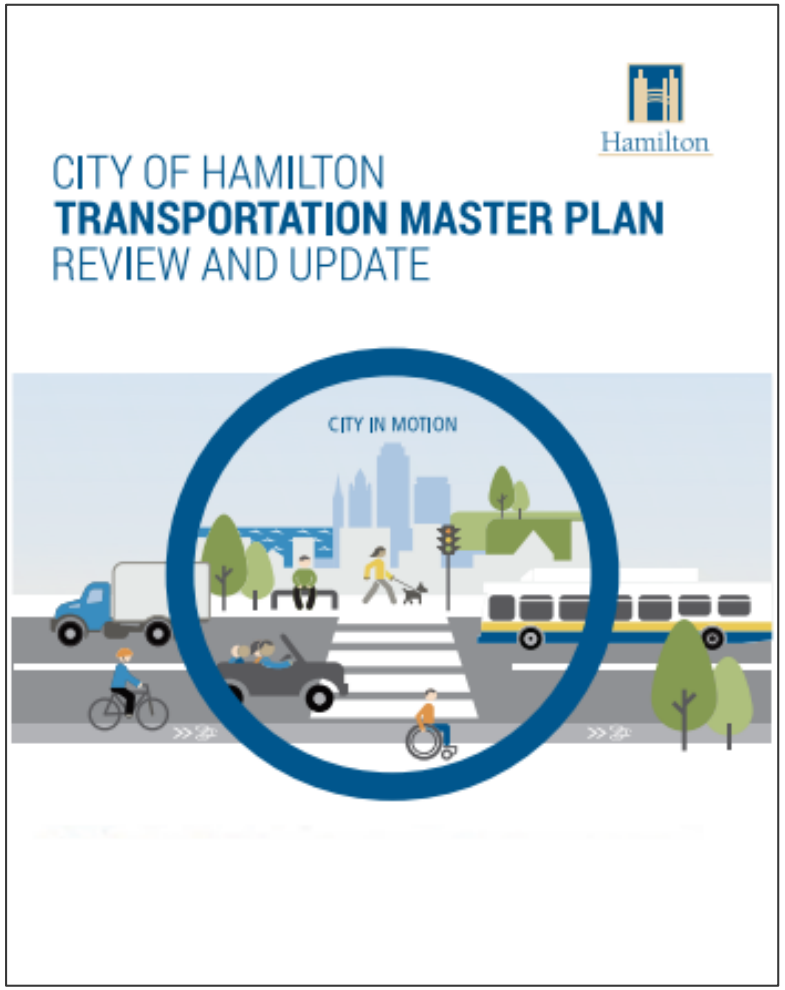
The Complete Streets approach encourages designs that better **balance** considerations for the different transportation modes that share streets, with an underlying focus on **enhancing road safety** for travellers of all ages and abilities.

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.

Transportation Master Plan

Adoption of **complete streets** identified as a priority in TMP through 4 measurable goals:

1. Reduce dependence on SOVs
2. Promote accessibility
3. Improve options for walking, cycling and transit
4. Maintain and improve the efficiency of goods movement



Project Goals

1. **Identify** a series of design concepts and a decision support tools to implement a complete streets approach

2. **Incorporate** feedback and the precedence of similar municipalities and build buy-in through stakeholder engagement

3. **Operationalize** the City's vision of making its streets more accommodating for all transportation modes

Timelines

- Summer 2020: Background Review & Jurisdictional Scan – **Complete**
- Fall 2020: Develop decision support and audit tool - **Complete**
- Winter 2021: Public Consultation Round 1 – **Complete**
- Fall 2021: Develop CLB Streets Design Manual – **Ongoing**
- Summer/Fall 2021: Public Consultation Round 2 – **Ongoing**
- Late-Fall 2021: CLB Streets Design Manual Presented to City Council

What Will the Design Manual Do?

The design manual provides direction of how new and existing streets should be designed.

Examples include:

- Narrower **lane widths** to promote slower driving speeds.
- Tighter **corner radii** to slow turning vehicles and reduce pedestrian crossing distances.
- Wider **sidewalks** and accessible treatments at intersections.
- Greater separation in **cycling facility** design to support a wide range of ages and abilities.

Street Typologies

- Developed eight street typologies based on its operating characteristics (e.g. land use, traffic volume, Official Plan classification, BLAST network corridor, etc.)
- Typologies approved by City Council.

More information can be found at: https://www.hamilton.ca/streets-transportation/streets-sidewalks/complete-livable-better-clb-streets

Approved Typologies

1. Urban Avenues
2. Transitioning Avenues
3. Main Streets
4. Connectors
5. Neighbourhood Streets
6. Industrial Streets
7. Rural Roads
8. Rural Settlement Areas

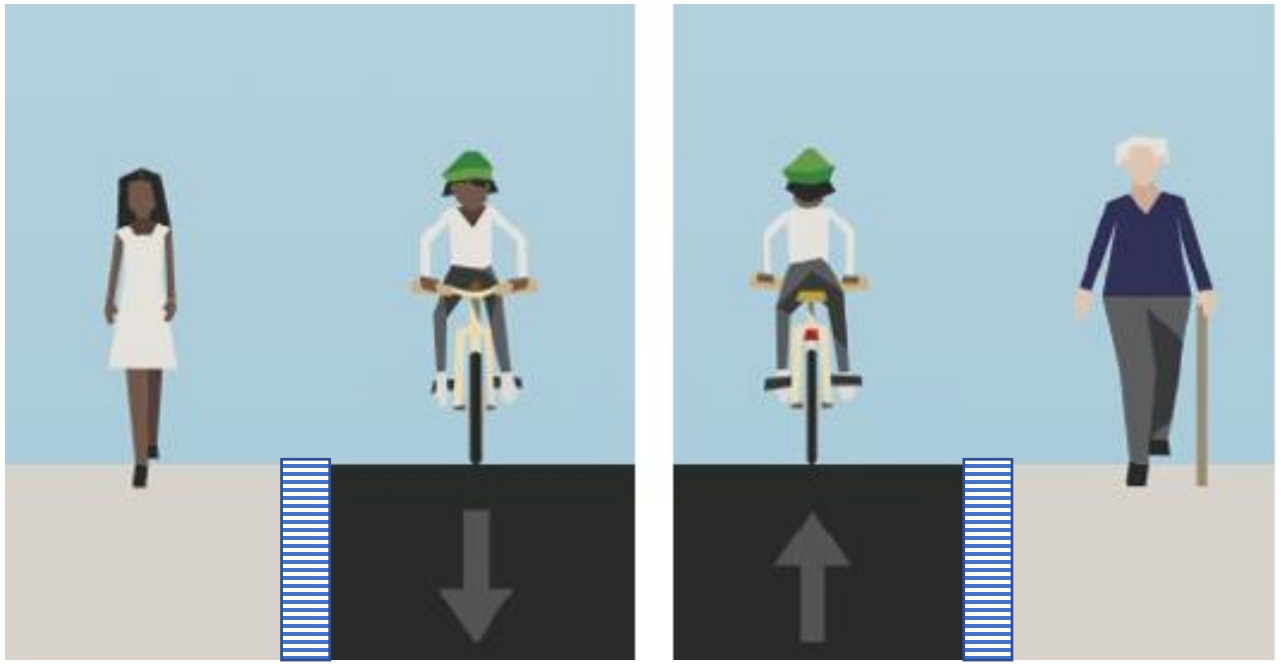
Principles: Pedestrians and Cyclists

- Providing pedestrian space along all roads in the urban area, and providing cycling facilities where they can be accommodated.
- Wider sidewalks to enable two mobility devices to pass one another.
- Separating cyclists and pedestrians along roads or in areas with high pedestrian volumes (e.g. Downtown Hamilton, community downtowns).
- Consider shared facilities along higher speed roads.

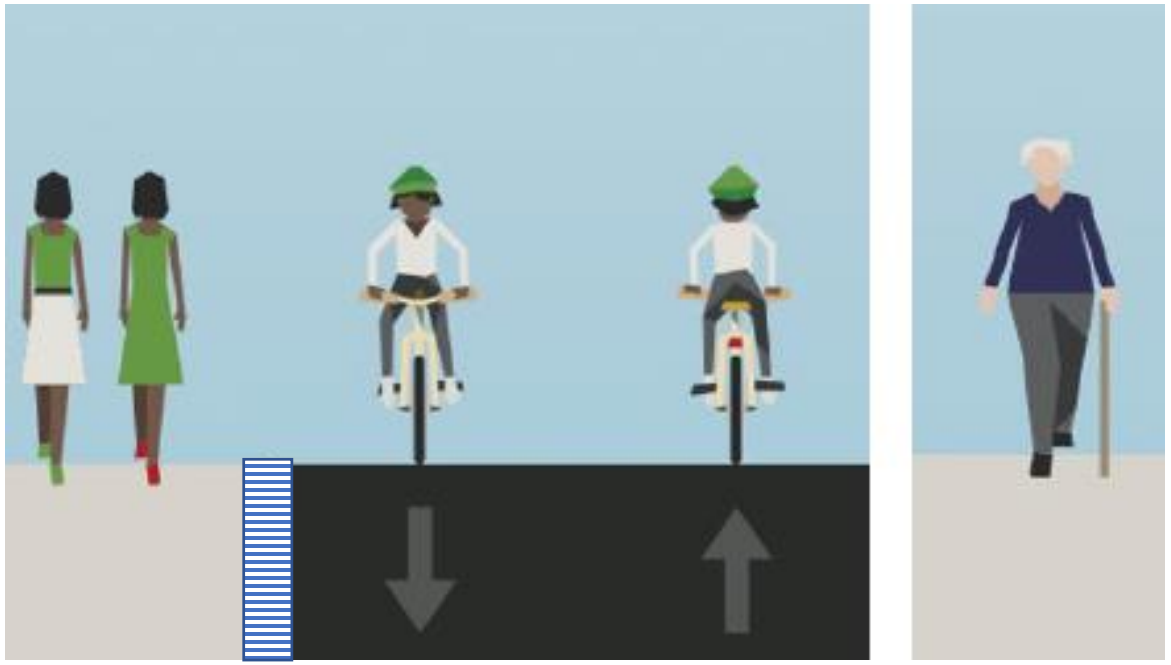
Multi-Use Paths, Sidewalks or Bike Path/Cycle Track

Moderate to High Pedestrian Volume Areas

Treatment 1: Sidewalk on both sides of the street, and one-way bike paths on both side of the street



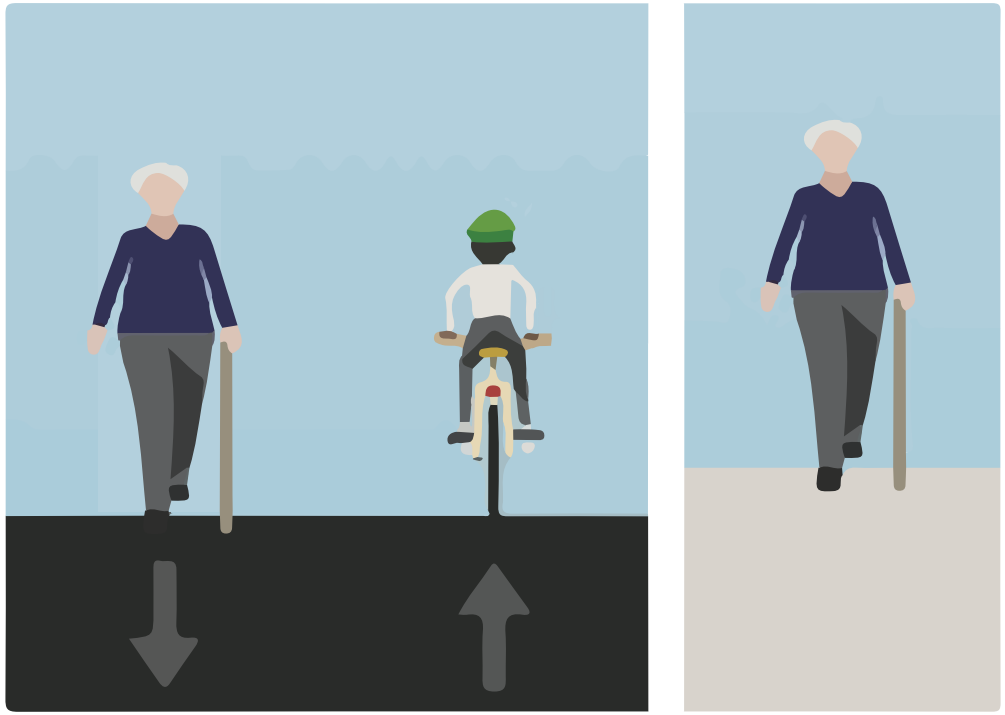
Treatment 2: Sidewalk on both sides of the street, and a two-way bike path on one side



Multi-Use Paths, Sidewalks or Bike Path/Cycle Track

Low Pedestrian Volume Areas

Treatment 3: Sidewalk on one side of the street, and a two-way multi-use path on one side



Treatment 4: Two-way multi-use path on both sides of the street

Ongoing Consultation

- Internal City departments
- Community Focus Group
- Advisory Committee Meetings
- Public Survey

THANK YOU