

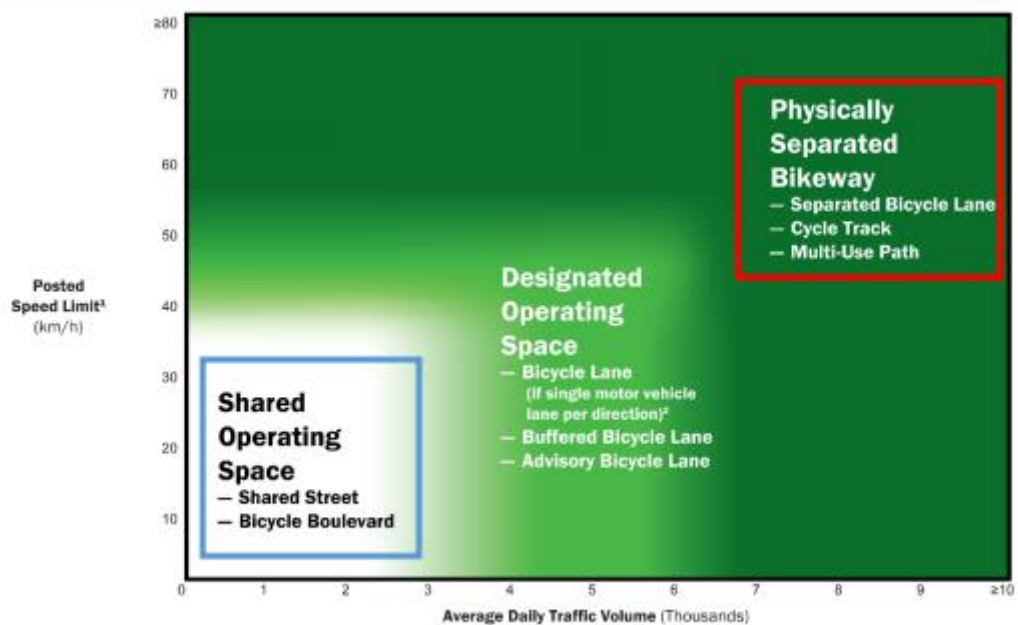
## Bicycle Friendly Streets

### Recommendation

- 1) That the City of Hamilton change the speed limits of “Signed On-Street Routes” to 40km/h or 30km/h where possible.
- 2) Narrow automobile lanes along these streets to the minimum lane width (2.7m – 3.0m) when there are painted lanes.
- 3) Utilize a variety of traffic calming measures including raised sidewalks, raised intersections, bump-outs and modal filters to disallow automobile traffic and allow active transportation.
- 4) Install bicycle lanes where road width allows.

### Background

WHEREAS the OTM Book 18 nomograph indicates in most cases that a “shared operating space” should have a maximum speed of 40km/h (*note: where operating speeds diverge from posted speed limits, 95<sup>th</sup> percentile operating speeds should be used*).



- 1 Where operating speeds diverge from posted speed limits, 95th percentile operating speeds should be used.
- 2 On roadways with two or more lanes per direction (including multi-lane one-way roadways), a buffered bicycle lane should be considered the minimum with a typical facility being a physically separated bikeway.

WHEREAS the Hamilton Complete Streets Design Manual suggests:

On lower-speed streets where shared facilities are appropriate, neighbourhood

bikeways may be implemented. These are a connected network of low-traffic streets that create continuous cycling routes. They often feature wayfinding signage, pavement markings, and speed management measures, and traffic diverters that prevent continuous use by motor vehicle traffic;

WHEREAS the City of Hamilton has an increasing number of injuries and deaths of cyclists and pedestrians;

WHEREAS narrowing of lane widths, intersections, turning radii and road diets have been shown to improve safety without adversely impacting automobile throughput;

WHEREAS the City of Hamilton declared a Climate emergency;

WHEREAS the City of Hamilton declared the goal of Vision Zero;

And;

WHEREAS these recommendations are in line with the following mandates of the Hamilton Cycling Advisory Committee:

- To advise City Council, through the Public Works Committee, on all matters related to cycling.
- To monitor implementation of the Hamilton Cycling Plan.
- To encourage and participate in planning for bicycling facilities.
- To encourage citizens to cycle instead of drive.

### **Analysis/Rationale**

The City of Hamilton has enacted a Complete Streets Design Manual, and is a city that attempts to follow the NACTO guidelines. updated Ontario Traffic Manual provides suggested facility design, however the he City of Hamilton does not currently follow the NACTO guidelines nor does the city follow the manuals for all On-Street Bicycle Routes.

Many On-Street Bicycle Routes do not have the design of a neighbourhood street in the way the facility is supposed to have, and speeds on these streets are faster than is safe or comfortable for a majority of riders.

The City of Hamilton has declared a Climate Emergency, therefore action should be implemented to encourage Hamilton residents to ride bicycles to address that emergency, the speed reduction and budget put toward that goal should be appropriate to an emergency level.

The City of Hamilton declared a Vision Zero goal: these steps would move the city closer to that goal. Dropping the speed limit on many shared streets from 50km/h to 40km/h would reduce the risk of severe injury of pedestrians and cyclists in a collision from ~50% to 25% and risk of death from ~25% to ~10%. If speeds are lowered to 30km/h the risk of severe injury decreases further to 10% and risk of death decreases below 10%.

Individuals “struck by a motor vehicle travelling at 50km/h are 8 times more likely to die, compared... at 30k/h” (WHO: World Report on Road Traffic Injury Prevention).

#### References:

<https://www.peoplepoweredmovement.org/can-reducing-speed-limits-reduce-fatal-bicycle-and-pedestrian-crashes/#:~:text=Speeds%20and%20Collision%20Data%20for%20Bicyclists&text=At%2030%20mph%2C%20the%20risk,to%20decline%20after%2035%20mph.>

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