

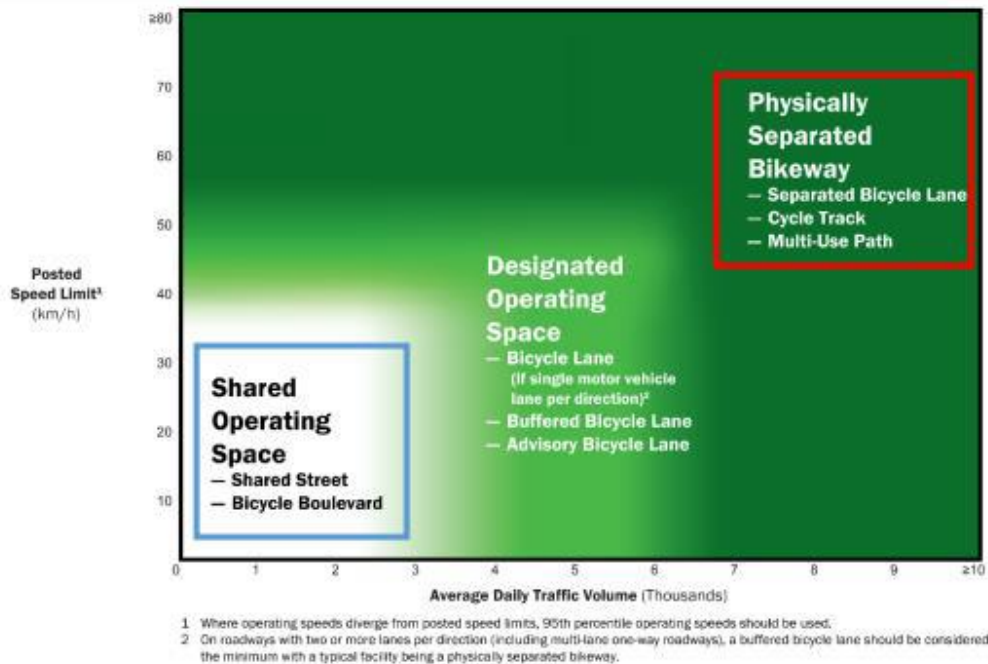
Bicycle Friendly Streets

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 (3.0m) where there are currently painted lanes.
- 3) Utilize a variety of traffic calming measures including raised sidewalks, raised intersections, bump-outs, speed cameras and modal filters to disallow automobile traffic and allow active transportation.
- 4) Install bicycle lanes where road width allows it to be feasible.
- 5) Install paved shoulders on rural roads that are on the Bicycle Master Plan and where they connect to cycle routes in neighbouring municipalities.

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, 95th percentile operating speeds should be used*).



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. The updated Ontario Traffic Manual provides suggested facility design, however the City of Hamilton does not currently follow the NACTO guidelines nor does the city follow the manual for all On-Street Bicycle Routes.

Many neighbourhood On-Street Bicycle Routes are not designed for safe bicycle routes, but for automobile traffic. The speed on these streets is faster than is safe or comfortable for a majority of bicycle riders (1).

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. Reducing the speed limit on many shared streets from 50 km/h to 40 km/h would reduce the risk of severe injury of pedestrians and cyclists in a collision from ~50% to 25% and the risk of death from ~25% to ~10%. If speeds are lowered to 30 km/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” (2).

References:

(1) <https://www.guelphmercury.com/opinion-story/5607801-more-and-more-ontarians-warming-to-cycling/>

“67 per cent of the population say they would cycle more if they had safe infrastructure”

(2) <https://www.who.int/publications/i/item/world-report-on-road-traffic-injury-prevention>

<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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