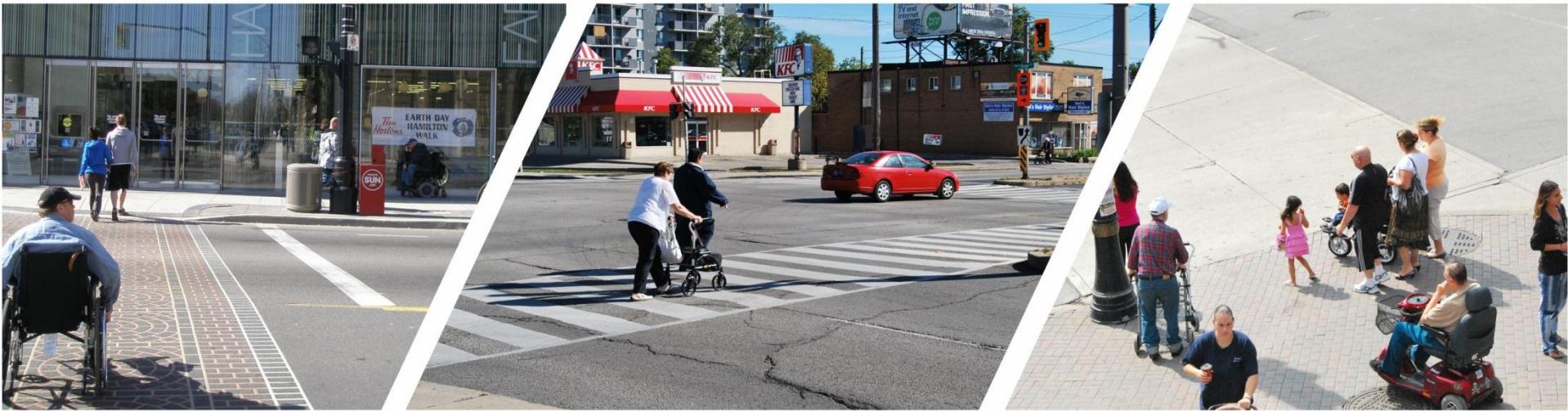




Hamilton



**HAMILTON PEDESTRIAN
MOBILITY PLAN**



Hamilton
Public Works

Pedestrian Mobility Plan:

STEP FORWARD

Presented to: **Healthy Canada by Design (Peer to Peer Session) – Link between Active Transportation and Transit**
January , 2014

Presented By: **Steve Molloy**
Transportation Division

We are ALL Pedestrians

Underlying Principles:

1. Regardless of the primary mode of travel, every trip is a walking trip.
2. Focus on improving the overall quality of the pedestrian environment



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- Community
- People
- Processes
- Finance



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We are ALL Pedestrians



Public Health:

Obesity/Overweight rates are on the rise in Adults 18+.

Equity:

~18% of Hamilton's population lived below the low-income cut off or poverty line in 2006.

Disabilities:

~20% of the population in Hamilton has some type of disability.

Age-Friendly (8-80):

15.7% of the Hamilton are 65 years and older, this is projected to rise to 20% by 2021.

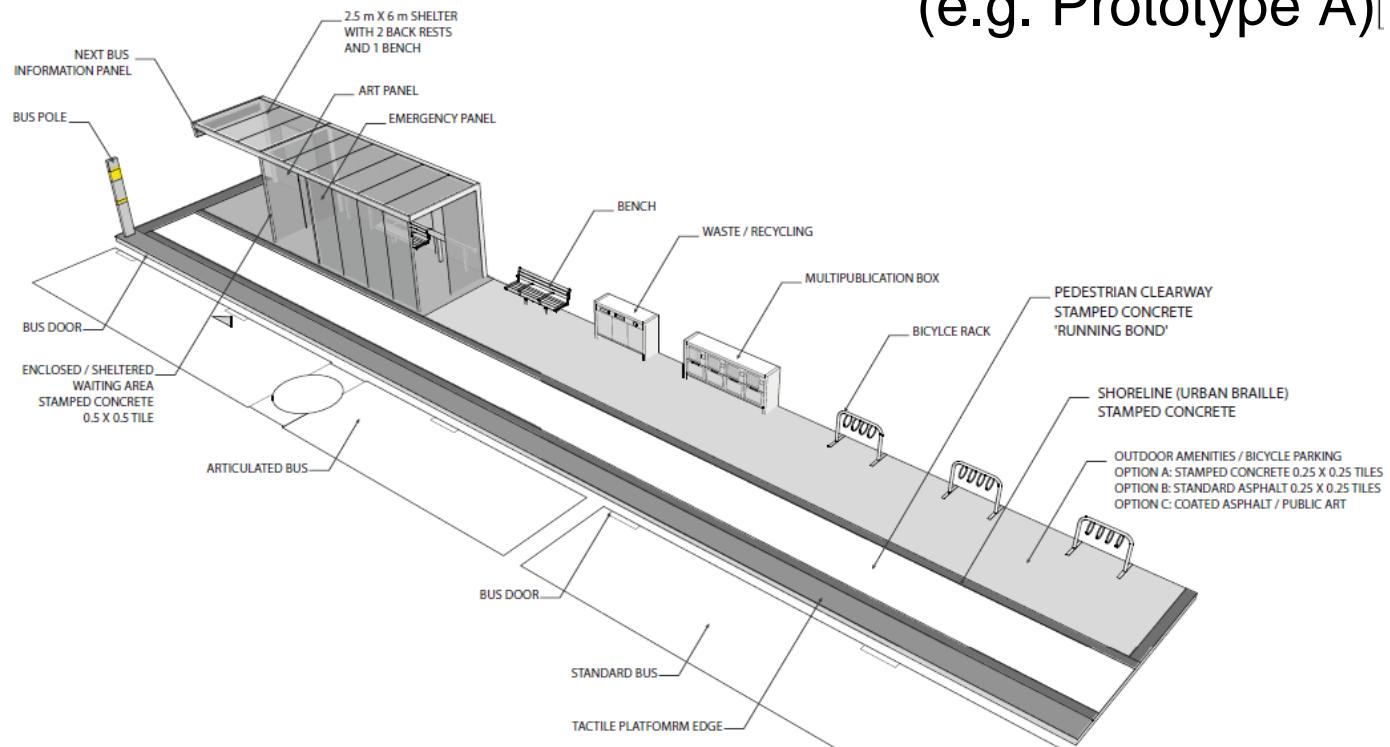
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Current Strategic Initiatives

Quick Wins: Enhanced Transit Stops (e.g. Prototype A)



Current Strategic Initiatives

- Community
- People
- Processes
- Finance



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Sidewalk Extensions Program
(~\$600K annually in capital budget)



Road Urbanization Program (in Urban Area)
(~\$1.7M in 2014 plus DCs, and Federal Grants)

Current Strategic Initiatives

Hamilton Strategic Road Safety Program: Enhanced Crosswalks

- 40+ locations

- Community
- People
- Processes
- Finance



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Current Strategic Initiatives



North End Traffic Management Plan

- Reduced speed limit on local roads with supporting physical measures

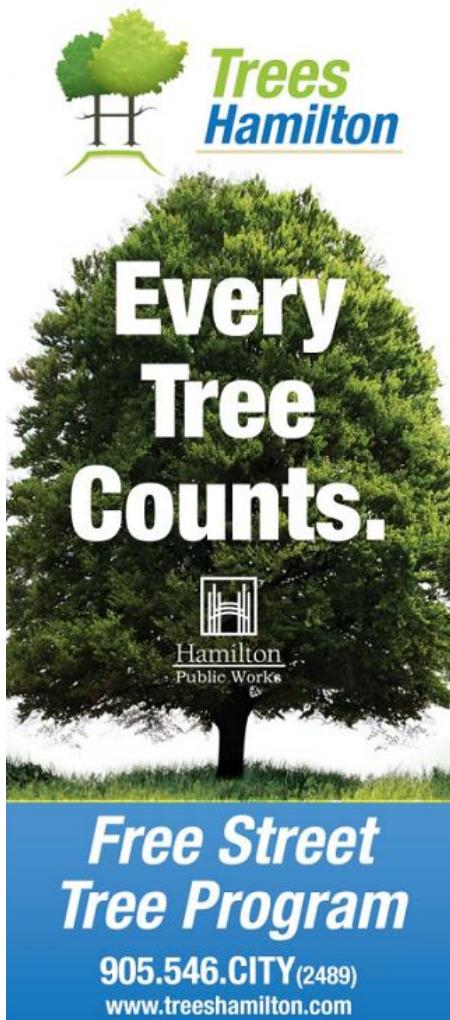


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Current Strategic Initiatives



Street Tree Program

- Free street tree within City right-of-way
- On average 6000 trees are planted each year (~60% are street trees)

Current Strategic Initiatives

Hamilton was part of the pilot and inaugural award submission and received a silver designation.

- Community
- People
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- Finance



A PROJECT OF



A DEPARTMENT OF



We are already doing it....

- Use of temporary measures and pilots



- Community
- People
- Processes
- Finance



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We are already doing it....



No right turn on red
(e.g. Downtown)

- Community
- People
- Processes
- Finance



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We are already doing it....



Pedestrian refuge island
(e.g. Ancaster)



Pedestrian refuge island
(e.g. Westdale)



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- Finance

We are already doing it....



Public Art
(e.g. Downtown)



We are already doing it....

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Road Diet
(e.g. Victoria Street)



Mid-Block Crossings
(e.g. Mohawk Road)

- Community
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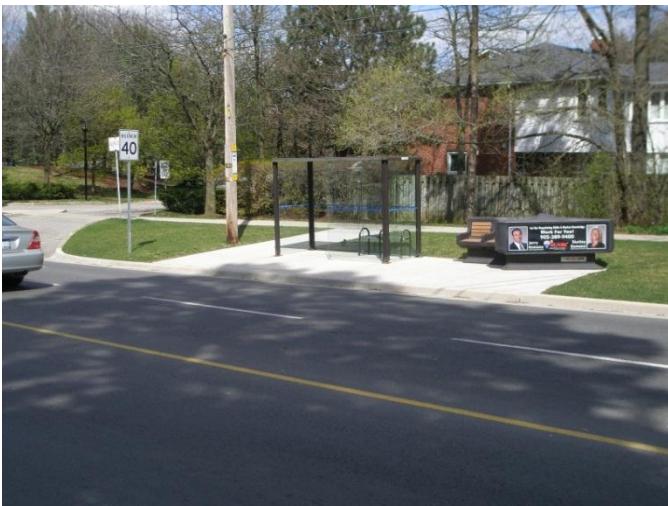


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We are already doing it....



Reduced Curb Radius
(e.g. Downtown)



Accessible Transit Stop
(e.g. Ancaster)

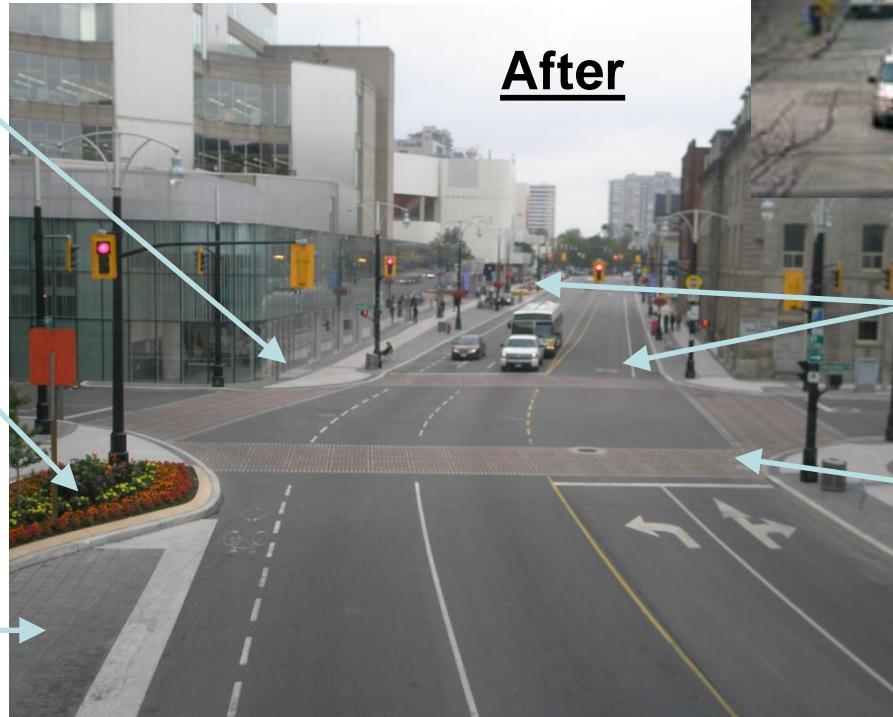
We are already doing it....

Which Street would you
rather walk on?
(e.g. York Boulevard)



Wider
sidewalks and
new store
frontage

After



Green Streets
& landscaping
improvements

Transit bays
provide better
access

Bicycle lanes &
bike parking

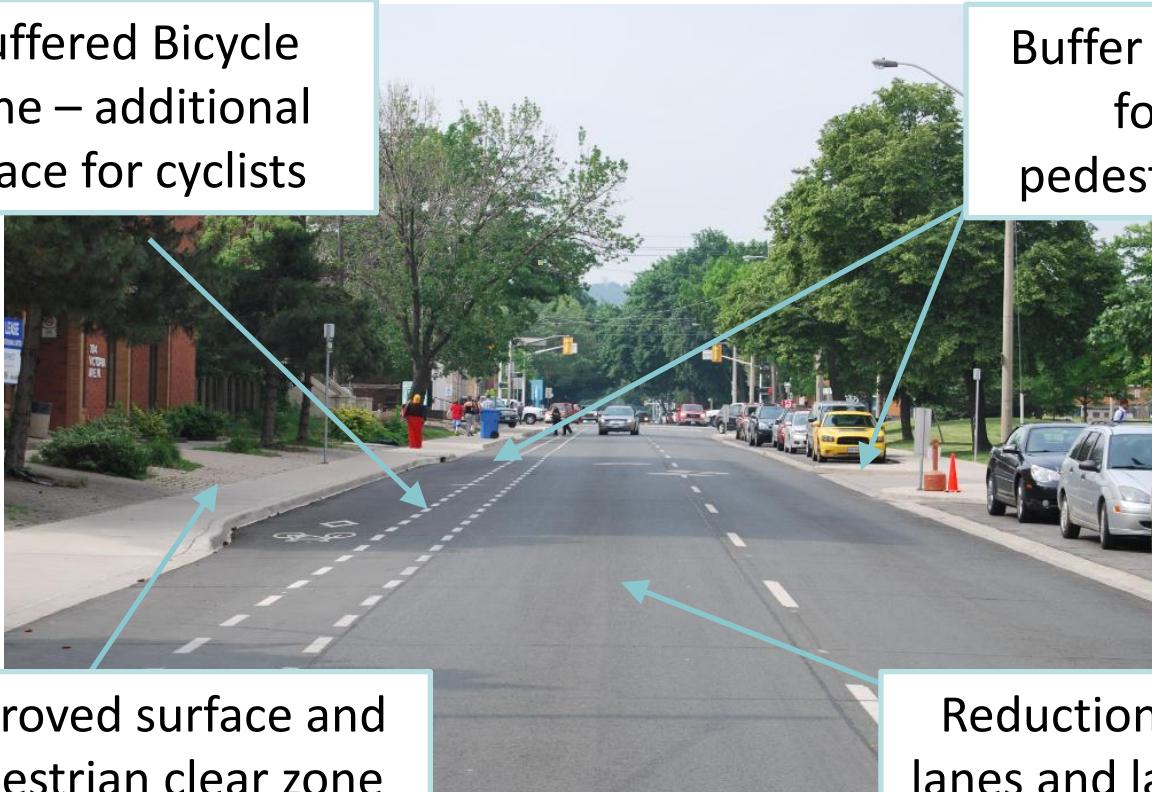
Higher visibility
street crossings

We are already doing it....

- Improved Road Safety

→ Community
→ People
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→ Finance

Buffered Bicycle
Lane – additional
space for cyclists



Buffer space
for
pedestrians

Improved surface and
pedestrian clear zone

Reduction of travel
lanes and lane widths

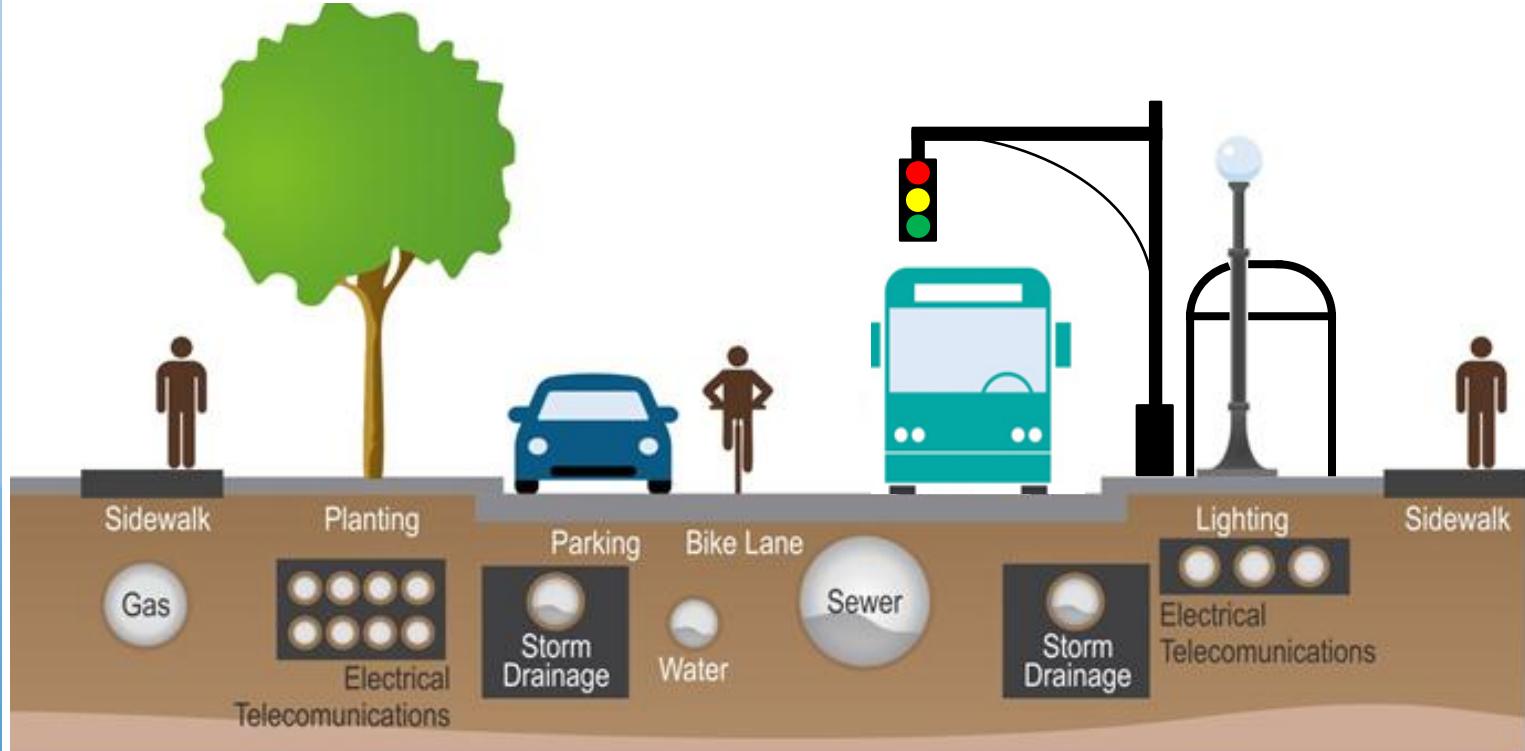
e.g. Complete Street (Victoria Street)

Planning for pedestrians within the right-of-way space.

- Community
- People
- Processes
- Finance



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- Community
- People
- Processes
- Finance



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Sidewalk versus Clear Zone

- What's the difference?
 - A clear zone is the unobstructed pedestrian path
 - It is located within the sidewalk space

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Sidewalk versus Clear Zone

- What's the difference?
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Slide 22

Pedestrian Clear Zone

- Commercial Areas
 - Pedestrian Quality Walking Along the Street

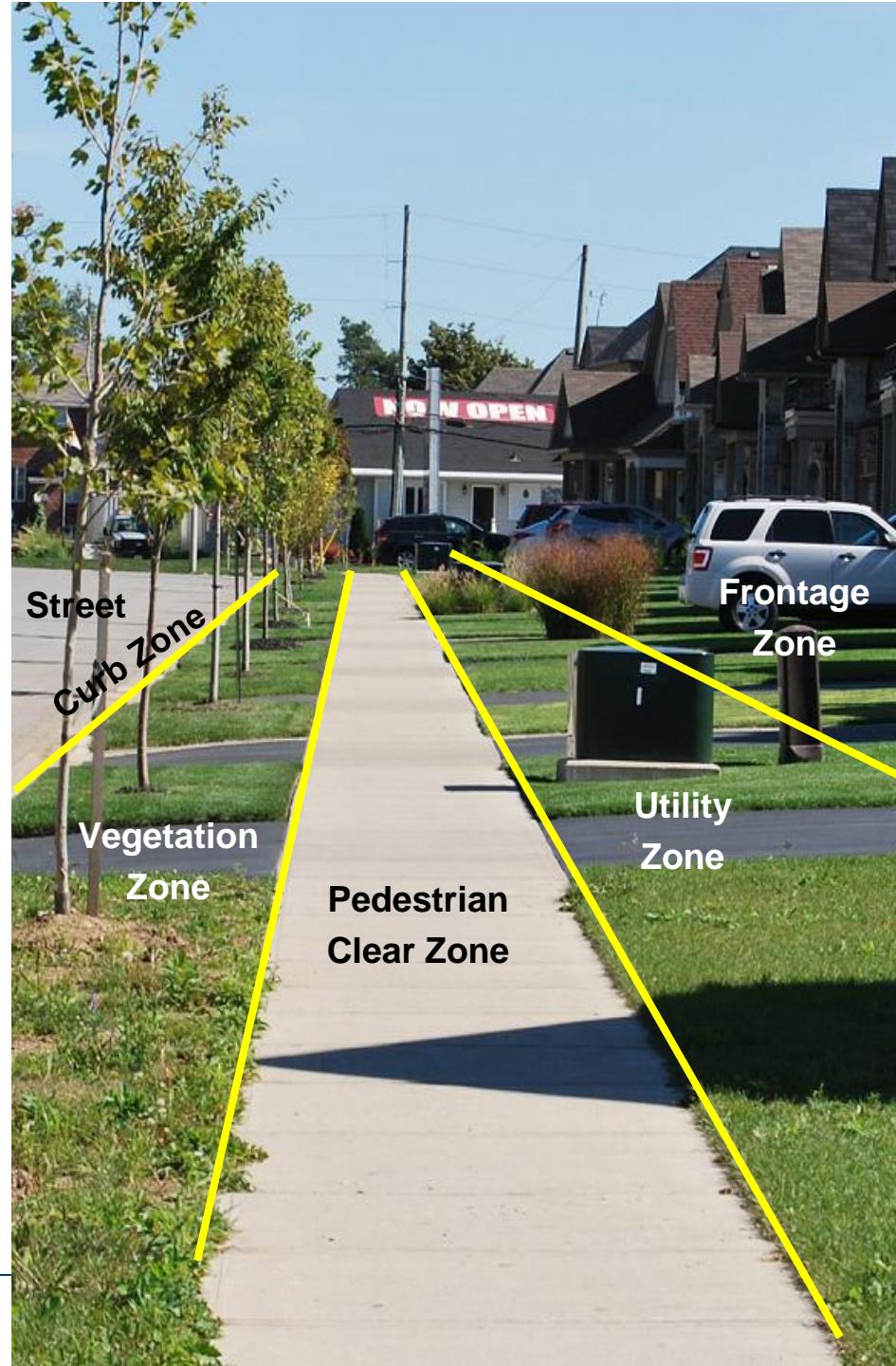
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Pedestrian Clear Zone

- Residential Areas
 - Pedestrian Quality Walking Along the Street



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Future Initiatives: Recommended Minimum Clear Widths

Affected Context Area	Situational Setting	Proposed Clear-Zone Width
Natural, Rural, Village-Hamlet	Multi-use Recreational Trail Paved Shoulder (where applicable) ²	Minimum 2.0 M As per Cycling Master Plan
Urban-Village, Suburban, Urban General	Local, Collector, Arterial Roads Adjacent to high pedestrian generators ³	Minimum 1.5 M Minimum 2.0 M
Urban Core/Downtown	Local, Collector, Arterial Roads Adjacent to high pedestrian generators ³	Minimum 2.0 M Minimum 3.5 M
Industrial	Case-by-Case Basis	Minimum 1.5 M

¹ The recommended widths are consistent with the AODA Build Environment standard for Public Spaces.

² Paved shoulders identified within the Cycling Master Plan may also serve for pedestrian use.

³ High pedestrian generators include but are not limited to schools, hospitals, commercial districts (e.g. BIAs, downtown), major employers etc.

Future Initiatives: New Construction & Redevelopment

- Investment in pedestrian infrastructure represents an overall construction cost impact of road projects (~2% to 7% of total project cost)



- Increased pedestrian network connections and continuity

Return on Investment:

HEALTH Benefits

- Increase in physical activity
- Contributes to health care savings
 - Chronic Disease Prevention
 - Injury Prevention



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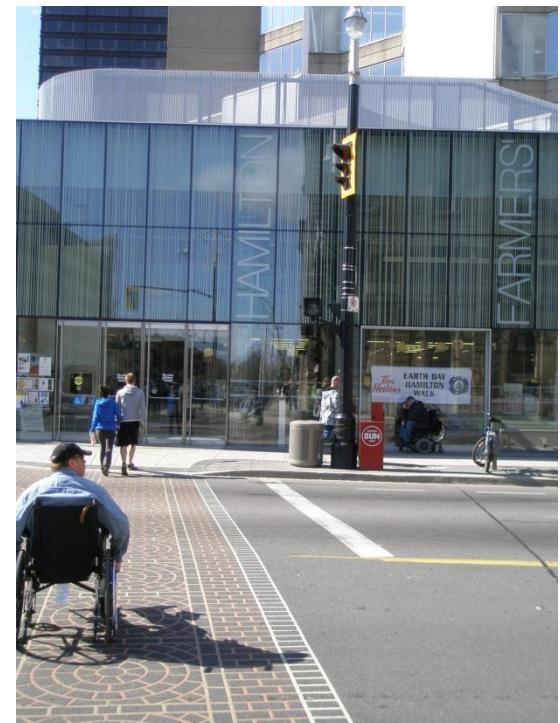
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Return on Investment: **SOCIAL** Benefits

- Provides equitable transportation choices
- Promotes social interaction



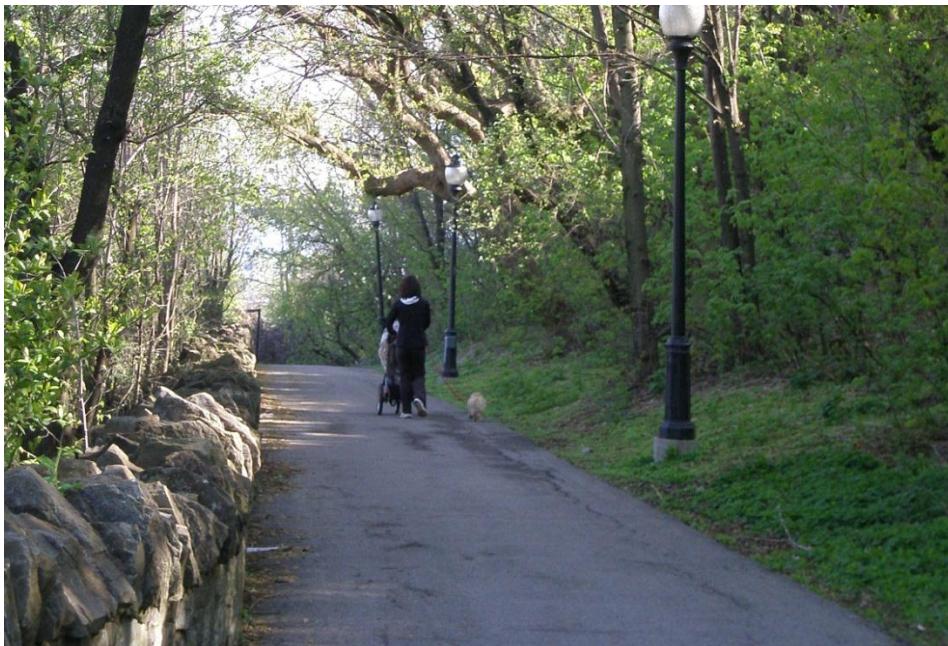
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Return on Investment: **ENVIRONMENTAL** Benefits

- Contributes to improved air quality and GHG reductions
- Contributes to mitigating climate change
- Contributes to reduced noise levels



Return on Investment: **ECONOMIC** Benefits

- Increased marketability of the City to attract and retain new residents and business
- Enhances re-sale housing market
- Reduces need for retrofit traffic calming
- Reducing individual transportation costs



Walkability and Economic Development

How Pedestrian and Transit-Oriented Environments Attract Creative Jobs in Hamilton



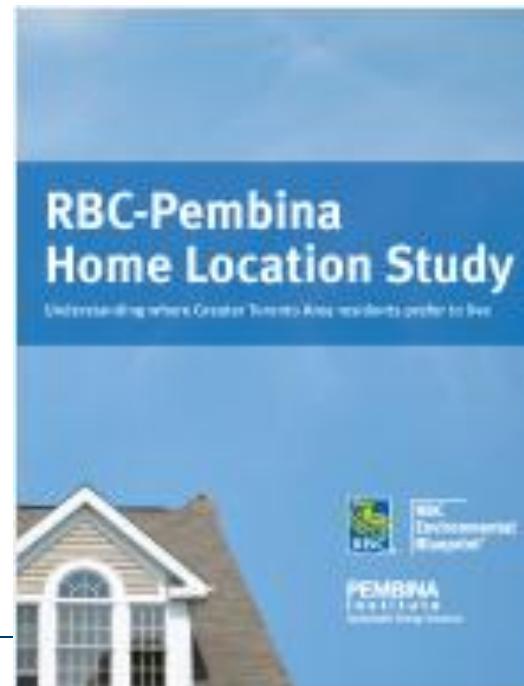
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Slide 29

hamilton
chamber of commerce
your voice in business

CCS
urban research

April 2012



STEP FORWARD
HAMILTON PEDESTRIAN
MOBILITY PLAN

Cost Recovery Mechanism

Development Charges (DCs)

- 5-year Update of DC calculations anticipated to occur in 2014
- Roads and Sidewalks service levels have capacity for additional infrastructure (i.e. no impact on levy)

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Future Initiatives

- Traffic Calming/Management Program Policy Update
- Pedestrian Signal Program
- Way-finding Strategy (Downtown and BIA locations)
- Winter Control Policy (Annual Operating Budget Consideration)
- City-wide Transportation Master Plan Update including:
 - Complete Streets Strategy/Policy
- City's Comprehensive Development Guideline

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→ People
→ Processes
→ Finance



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Thank-you

Steve Molloy
Project Manager
Transportation Master Plan Implementation

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