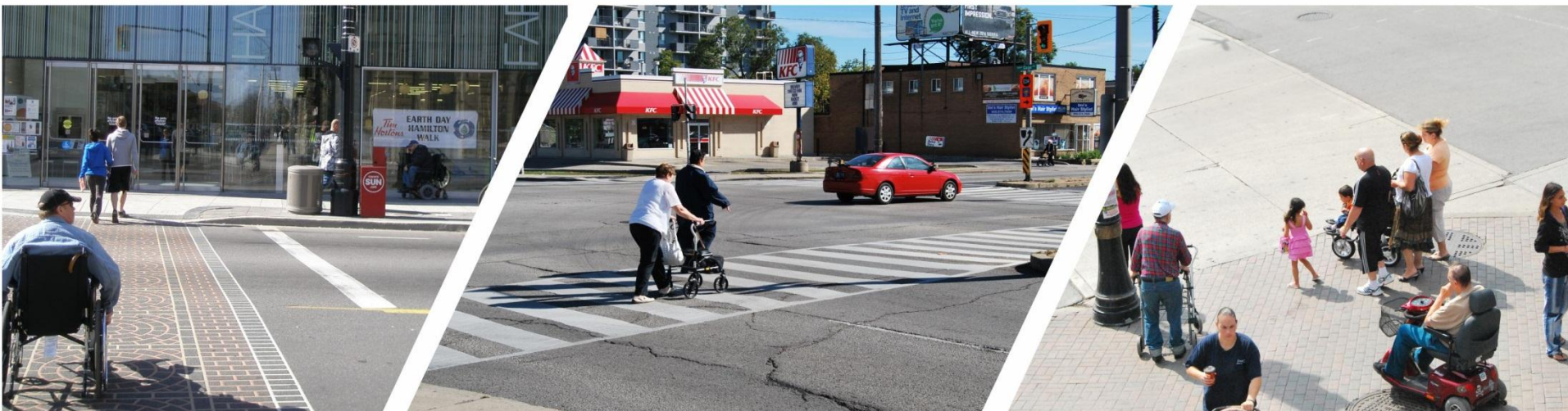




Hamilton



**HAMILTON PEDESTRIAN
MOBILITY PLAN**



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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

- Community
- People
- Processes
- Finance



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We are **ALL** Pedestrians

- Community
- People
- Processes
- Finance



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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.

- Community
- People
- Processes
- Finance



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Slide 5

(e.g. Prototype A)

Current Strategic Initiatives

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



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

- Community
- People
- Processes
- Finance



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Current Strategic Initiatives

Hamilton Strategic Road Safety Program: Enhanced Crosswalks

- 40+ locations

- Community
- People
- Processes
- Finance



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Current Strategic Initiatives

- Community
- People
- Processes
- Finance



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North End Traffic Management Plan

- Reduced speed limit on local roads with supporting physical measures



Current Strategic Initiatives

- Community
- People
- Processes
- Finance



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**Free Street
Tree Program**

905.546.CITY (2489)
www.treeshamilton.com

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
- Processes
- Finance



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We are already doing it....

- Use of temporary measures and pilots

- Community
- People
- Processes
- Finance



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We are already doing it....

- Community
- People
- Processes
- Finance



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

We are already doing it....

- Community
- People
- Processes
- Finance



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Pedestrian refuge island
(e.g. Ancaster)



Pedestrian refuge island
(e.g. Westdale)

We are already doing it....

- Community
- People
- Processes
- Finance



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Public Art
(e.g. Downtown)



We are already doing it....

- Community
- People
- Processes
- Finance



Road Diet
(e.g. Victoria Street)



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



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We are already doing it....

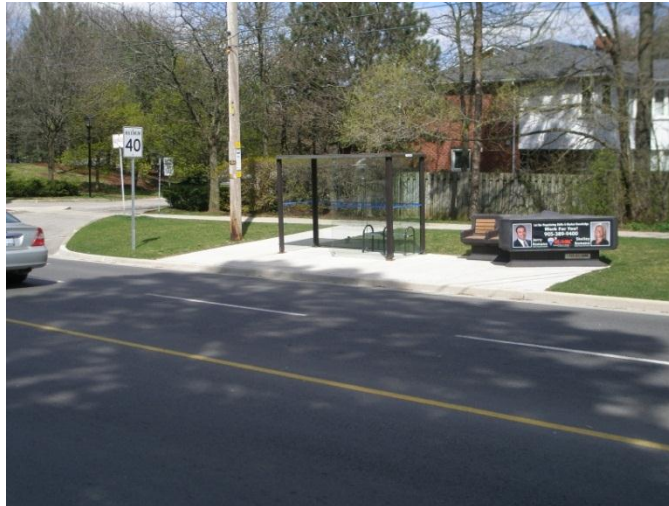
- Community
- People
- Processes
- Finance



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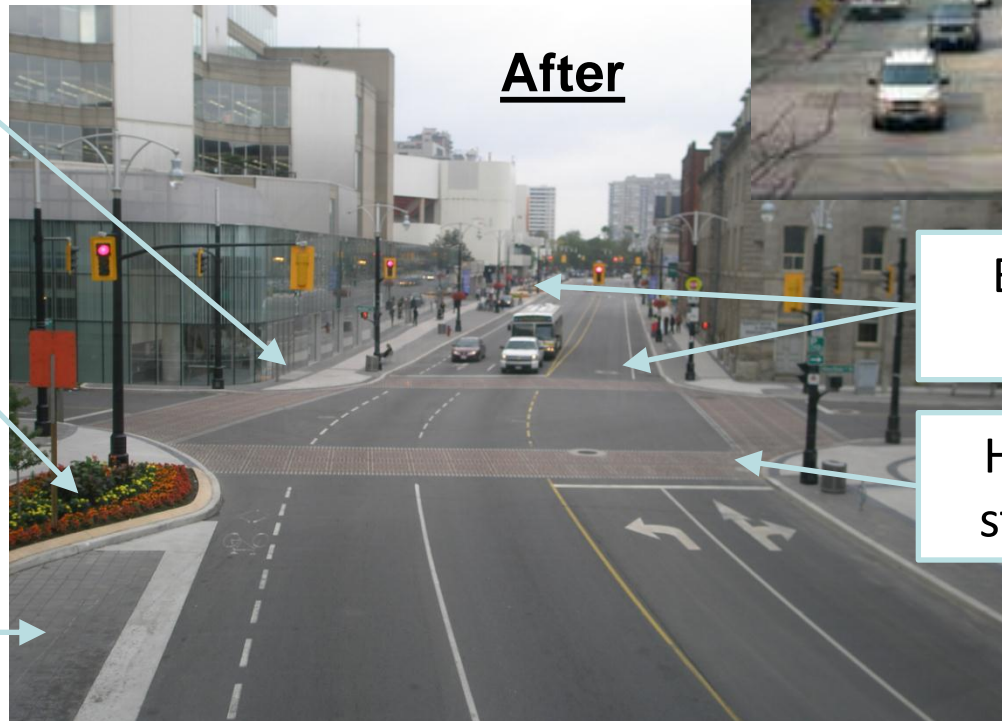
Reduced Curb Radius
(e.g. Downtown)



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

Green Streets
& landscaping
improvements

Transit bays
provide better
access

Bicycle lanes &
bike parking

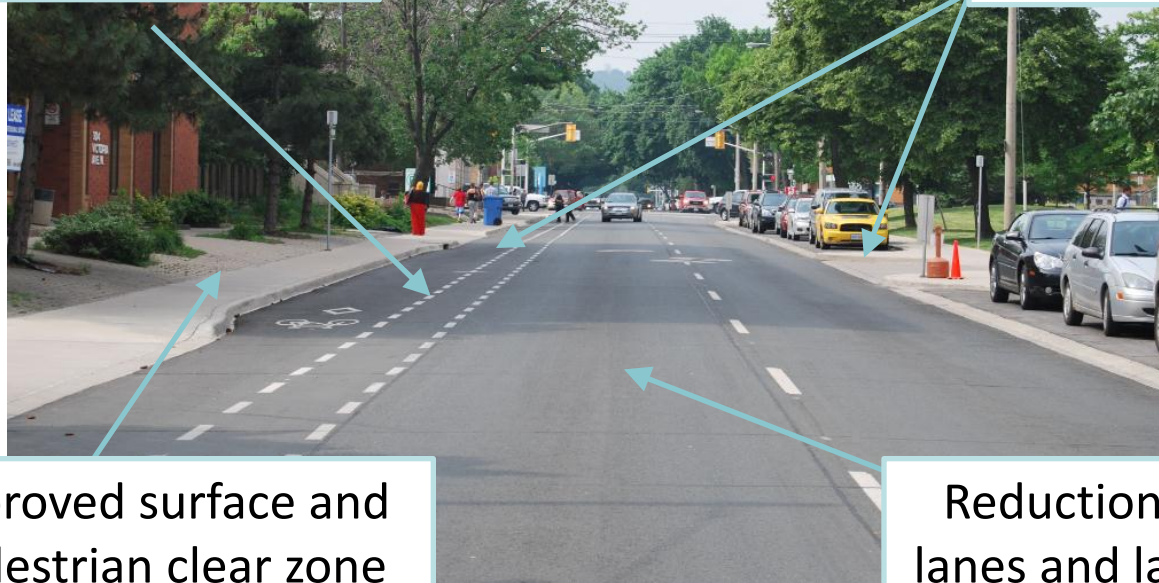
Higher visibility
street crossings

We are already doing it....

- Improved Road Safety

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)

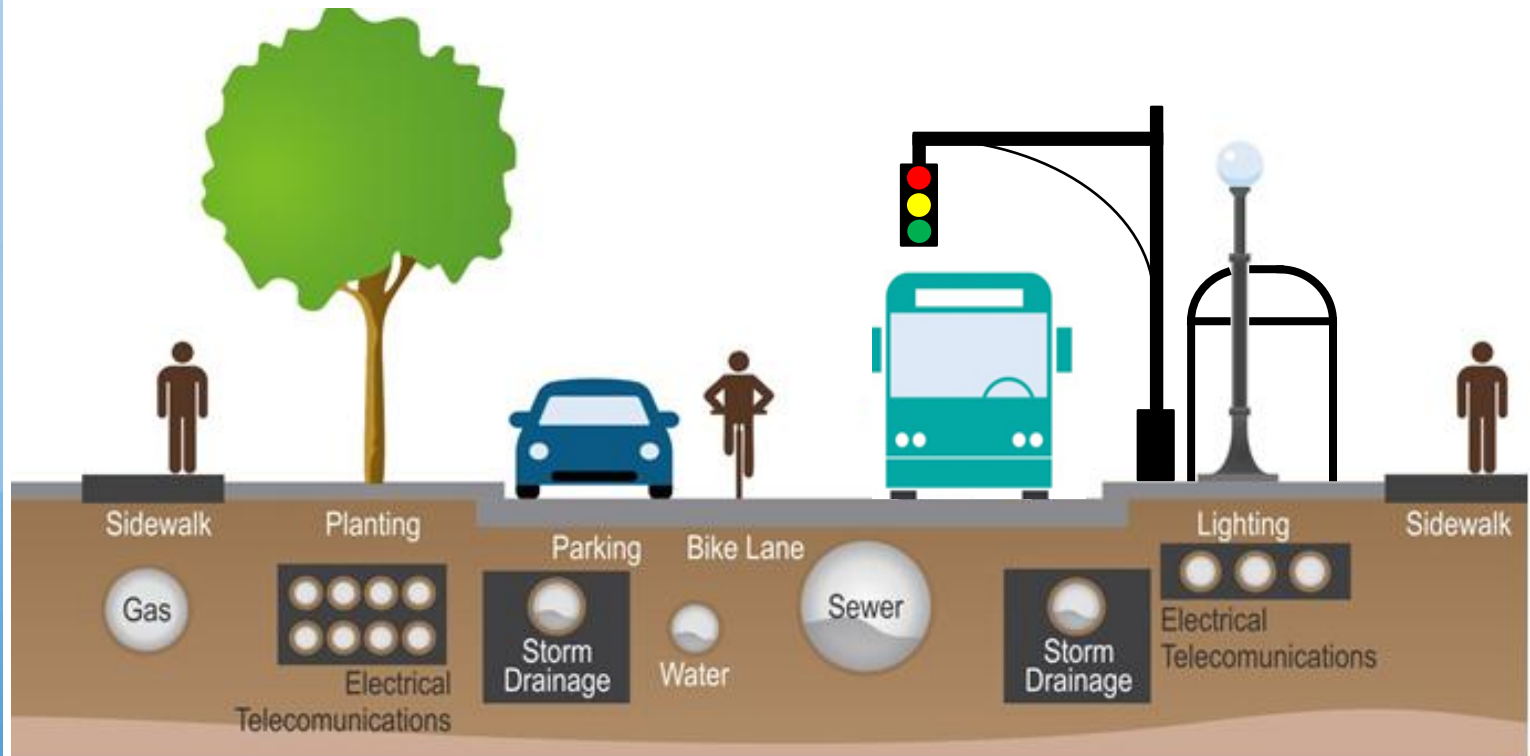
- Community
- People
- Processes
- Finance



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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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Slide 20



Sidewalk versus Clear Zone

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

- Community
- People
- Processes
- Finance



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Slide 21



Sidewalk versus Clear Zone

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

Pedestrian Clear Zone

- Commercial Areas
 - Pedestrian Quality Walking Along the Street



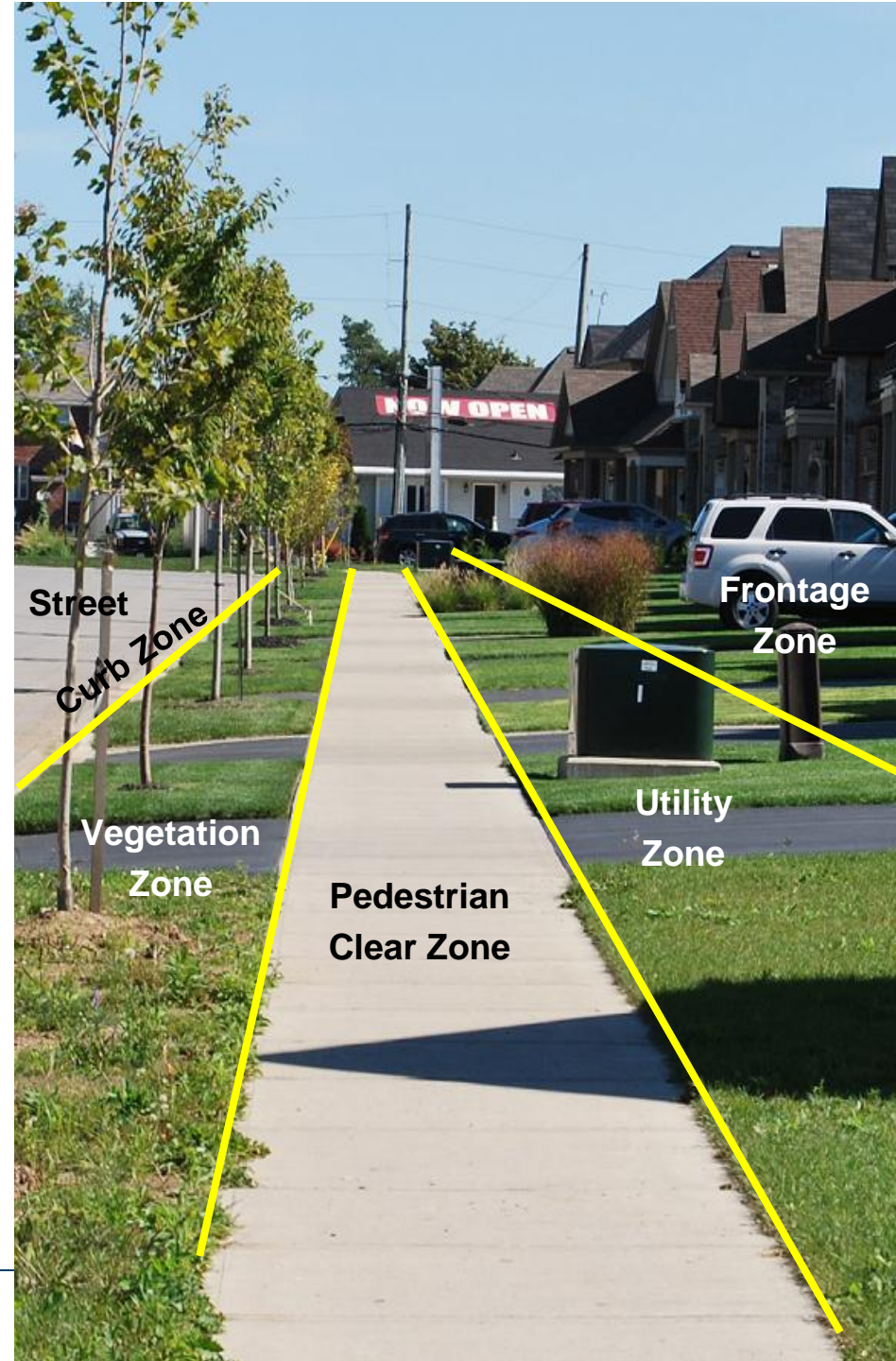
Pedestrian Clear Zone

- Residential Areas
 - Pedestrian Quality Walking Along the Street

→ Community
→ People
→ Processes
→ Finance



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Future Initiatives: Recommended Minimum Clear Widths

- Community
- People
- Processes
- Finance



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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)

→ Community
→ People
→ Processes
→ Finance



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- 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



- Community
- People
- Processes
- Finance



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Return on Investment:

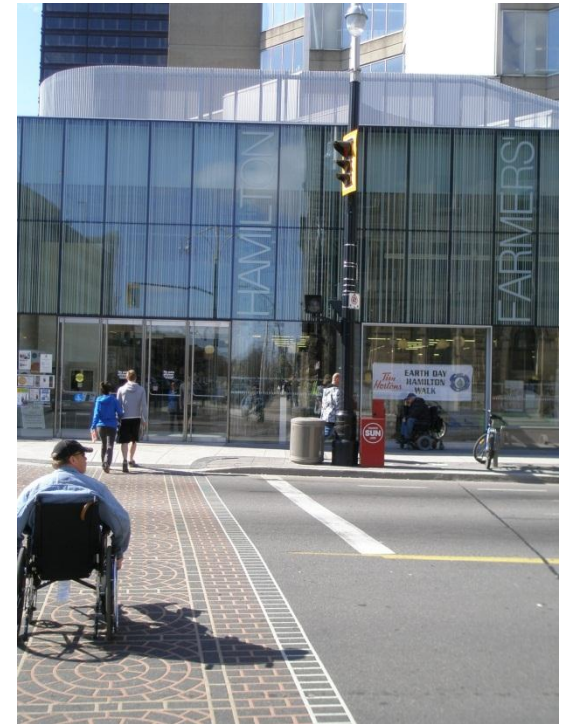
SOCIAL Benefits

- Provides equitable transportation choices
- Promotes social interaction

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→ People
→ Processes
→ Finance



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Return on Investment:

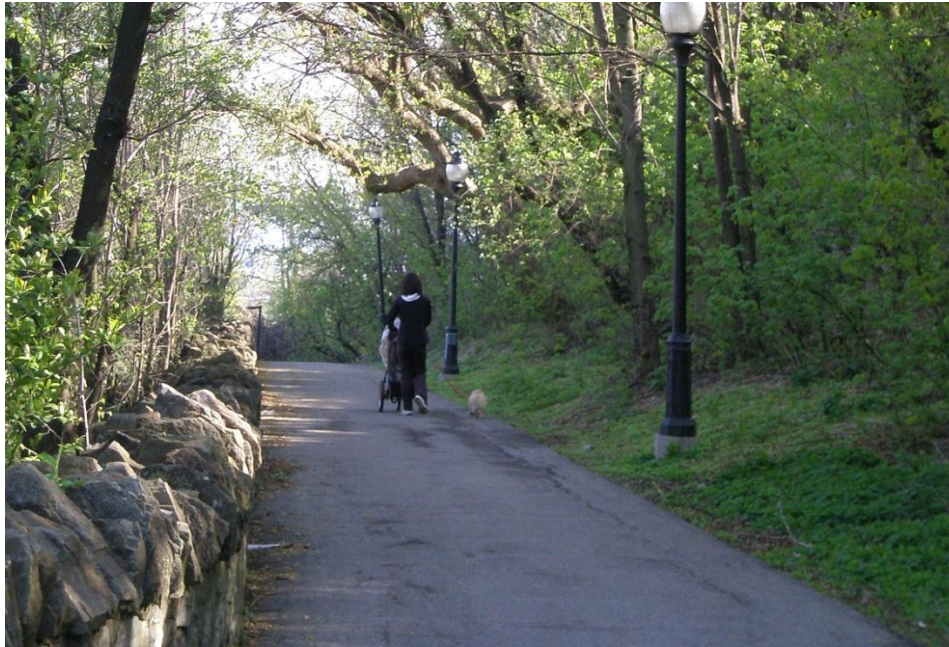
ENVIRONMENTAL Benefits

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

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- People
- Processes
- Finance



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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

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→ People
→ Processes
→ Finance



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Slide 29



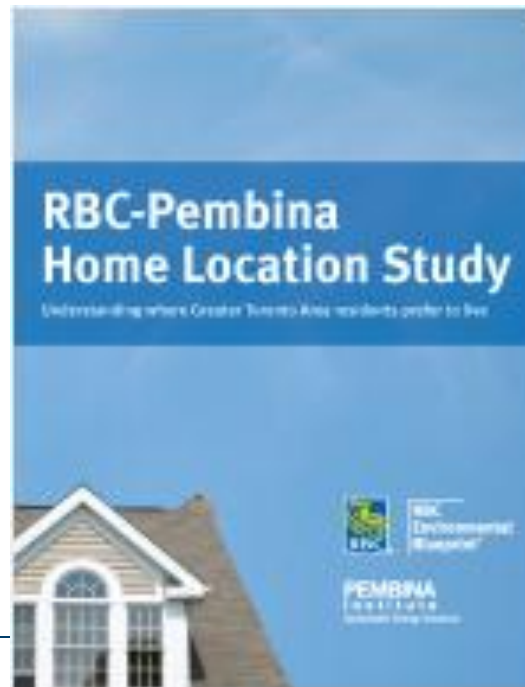
Walkability and Economic Development

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

hamilton
chamber of commerce
your voice in business

CCS
urban research

April 2012



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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→ People
→ Processes
→ Finance



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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

→ Community
→ People
→ Processes
→ Finance



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Thank-you

Steve Molloy

Project Manager

Transportation Master Plan Implementation

- Community
- People
- Processes
- Finance

Transportation Planning

Transportation Division

City of Hamilton Public Works

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