

Transportation: Implementation and Action Stream Agenda



Time	Topic	People
1:00 PM	Introduction How we got here...	Peter Topalovic, Smart Commute Hamilton
1:05 PM	What we're doing...	Steve Molloy, City of Hamilton
1:20 PM	Getting involved...	Justin Jones, YesWeCannon
1:40 PM	Building a framework...	Sara Mayo, Social Planning and Research Council of Hamilton
2:00 PM	Break	
2:30 PM	Transportation Action Workshop Introduction	Norma Moores, IBI Group
	What does "Complete Streets" mean to you?	Everyone
	Design Stream	Strategic Stream
	Building Complete Streets: create your best mix of street elements	Enhancing Policy: what's working for you now and what measures will move us forward
2:45 PM	Round 1	
3:15 PM	Round 2	
3:40 PM	Report back: 2 hardest challenges 2 biggest enhancements	Report back: 3 commonalities 3 surprises 3 priorities
4:00 PM	Closing	

UPWIND



DOWNWIND
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Key Questions and Top Responses:

BENEFITS:

Could Complete Streets be good for Hamilton?

- Revitalize downtown
- Safe zones around schools
- Urban forests
- Create friendly streets
- Healthy community is a prosperous community
- Connectivity
- Crime / security
- Quality of life
- Equity
- Economic benefits

PROJECTS:

Where would we need Complete Streets in Hamilton?

- Barton
- Kenilworth
- B-line / King
- York
- Mohawk and McMaster
- Pilot projects
- Connections
- Schools
- 1-way / 2-way
- Establish criteria
- Look for opportunities

STRUCTURE:

How would we move forward with a Complete Streets strategy?

- Build an economic case
- Public engagement to get their interest
- Get attention of decision makers
- Find a forum for staff to talk together
- Find low hanging fruit
- "Guerilla Street" temporary design
- Remove Councilor veto for bike lanes
- Progressive City documents need stronger implementation teeth
- Need a business plan

COMMUNICATION:

How would Complete Streets be implemented in Hamilton?

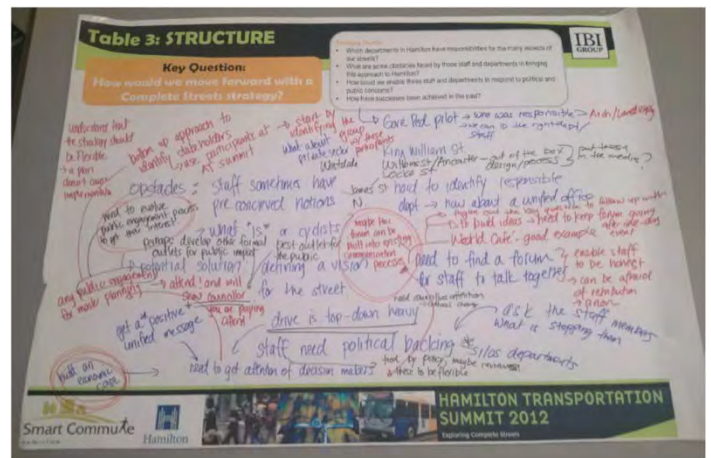
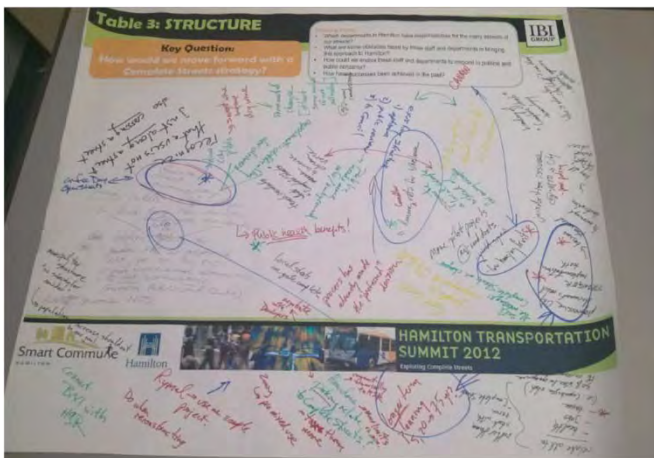
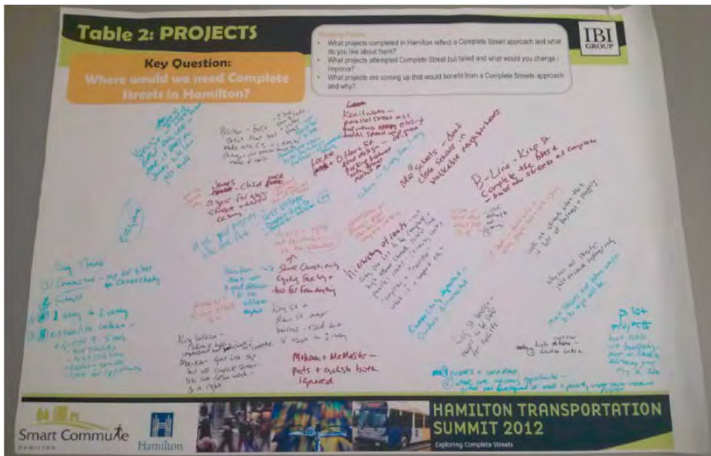
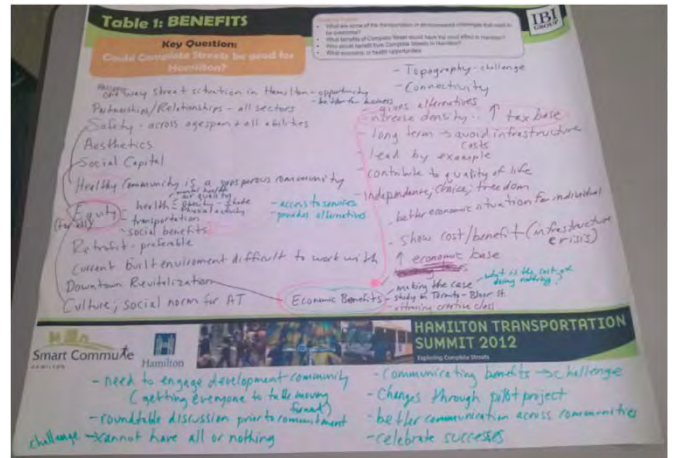
- Embed in Official Plan
- Message type of City we want
- Ward-based advocacy groups
- Focus on economics and public health
- Create a local group for expertise



HAMILTON TRANSPORTATION SUMMIT 2012

Exploring Complete Streets

Final Report



10 elements of an effective Complete Streets policy



1. **VISION:** Includes a vision for how and why the community wants to complete its streets.
2. **USERS AND MODES:** Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, emergency vehicles, and automobiles.
3. **APPLIES TO ALL PROJECTS:** Applies to both new and retrofit projects, including planning, design, maintenance and operations for the entire right of way.
4. **EXCEPTIONS:** Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
5. **ENCOURAGES CONNECTIVITY:** Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
6. **JURISDICTIONS:** Is understood by all agencies to cover all roads.
7. **DESIGN CRITERIA:** Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
8. **COMMUNITY CONTEXT:** Directs that Complete Streets solutions will complement the context of the community.
9. **PERFORMANCE MEASURES:** Establishes performance standards with measurable outcomes.
10. **IMPLEMENTATION PLAN:** Includes specific next steps for implementation of the policy.



1. 10 years from now....

It's 2024! We've made significant progress on Complete Streets. Things aren't perfect yet, but...

...what key indicators would you rely on to know that we've made significant progress? What does the City look like?

Ask yourself...

- We are now...
- Companies are able to...
- People are able to...
- How has this helped the citizens, economy and City in general?
- What were the big steps that got us here?

2. 5 years from now....

It's 2019! We've made great progress on Complete Streets towards our 2024 vision.

What key things did we focus on to get here?

3. Next year...

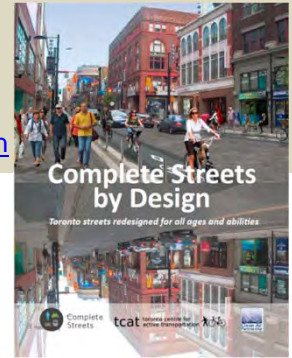
What do we need to do right away to get started on the things we will need to do over the next 5 years?

4. Review everyone's 10-year, 5-year and next year's plans; decide on the 3 key commonalities, 3 surprises and 3 priorities (circle them) for each future year.



Complete Streets by Design

Available at: <http://www.completestreetsforcanada.ca/complete-streets-design>



01 DANFORTH AVE + LOGAN AVE

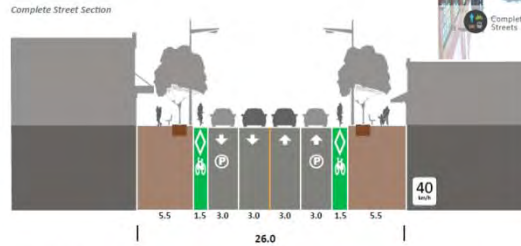
26M ROADWAY A major urban east-west arterial street along a subway line with vibrant sidewalk activity, including many shops and restaurants, and nearby connections to the existing bikeway network

Since pedestrian and cyclist collisions occur more often on arterial roads,^{24, 25} it was essential to tackle a typical Toronto major arterial with public transit lanes and shared lanes for cars, bicycles, and on-street parking. This section of the Danforth was selected because it is heavily traveled by pedestrians, cyclists, transit users, and motor vehicles. The parking/rush hour traffic lane creates conflicts for cyclists that use this street to access retail services or the nearby bikeway network.

The proposed Complete Streets redesign reallocates the narrow turn lane that runs the length of the street to bike lanes. This shift allows cyclists to move along safely on this frequently congested arterial while providing minimal impact on motor vehicle traffic flow.



COMPLETE STREET

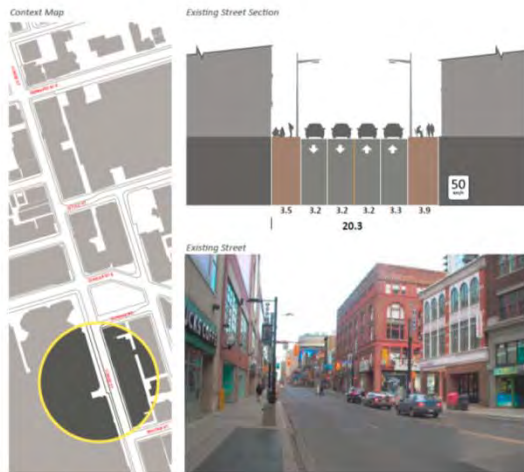


02 YONGE ST + SHUTER ST

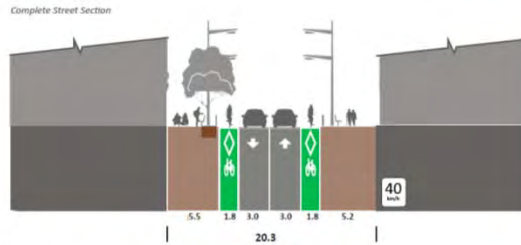
26M ROADWAY A major urban north-south arterial street above a subway line with abundant pedestrian activity, including many shops and restaurants, and nearby connections to the existing bikeway network

This downtown arterial street in Toronto's shopping core is congested for every travel mode. Narrow sidewalks overflow with pedestrians and cars and cyclists vie for limited road space.

The priorities for the Complete Street approach in this location are an expanded sidewalk for pedestrians, dedicated space for cyclists, and a flexible design that doubles as event space. The cobbled surface, rolled curbs, and removable bollards create the sense of a continuous urban plaza. Trees in sidewalk grates and continuous trenches are proposed to add green space, shade, and pedestrian comfort.



COMPLETE STREET



UPWIND



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03 EGLINTON AVE EAST + COMMONWEALTH AVE

36M ROADWAY A fast-moving suburban major arterial street with connections to an apartment tower neighbourhood, suburban strip malls, and to the existing bikeway network. Eglinton Avenue East has four of Toronto's most dangerous intersections for pedestrians.²¹

A large transit infrastructure project has been approved (estimated to be completed by 2020) for this suburban arterial to be either an underground subway or an at-grade Light Rapid Transit line. This area is at high risk for heat vulnerability due to the combination of surface temperature, distance from green space, lack of tree shading, presence of high-rise buildings, and population density.²² Therefore, mitigating temperature with street trees is an essential component of this redesign.

The priority for the proposed Complete Streets redesign is to increase comfort for non-vehicular travel modes in the form of dedicated bike lanes and street trees. Narrower lane widths keep traffic at the speed limit while wider outside lines accommodate transit. Planted medians provide refuge for pedestrians during street crossings at intervals between turn lanes.



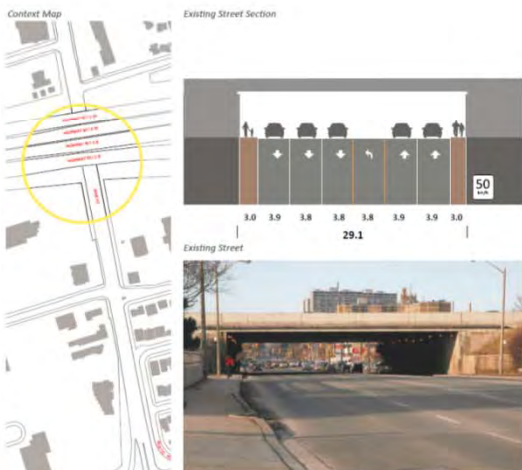
COMPLETE STREET



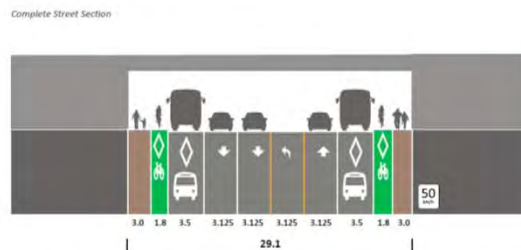
04 JANE ST + HIGHWAY 401

36M ROADWAY A major arterial street crossing below a highway overpass in a suburban context

Highway 401 is a barrier between the residential neighbourhoods it runs through. The purpose of the proposed Complete Streets redesign is to create a comfortable environment for all street users at a highway crossing. To protect cyclists, raised bike lanes were added under the bridge, ramping down back to street level on either side. The connecting street design provides bike lanes while maintaining the existing curbs, roadway width, and bridge infrastructure. The green paint provides added definition to the bike lane, alerting motorists to its presence.



COMPLETE STREET



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05 LOGAN AVE + WITHROW AVE

18M ROADWAY A local street in an urban residential context with traffic calming adjacent to a park

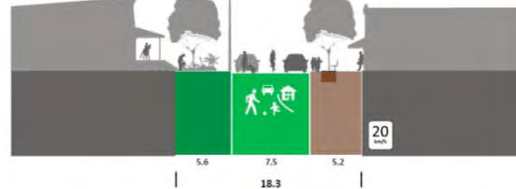
This local street in a residential neighborhood near downtown that leads to a park represents a nearly Complete Street. It is slow moving, traffic calmed, and an informal bike route. To take the concept further, the woonerf, or living street, design is proposed. There is no physical separation of the road space, relying on human interaction to negotiate usage. Walking, biking, and play coexist with parked and driving cars.

This approach to this residential Complete Street is a living street, with space for front yards to extend into the sidewalk with plantings and benches. The street continues to provide a comfortable walking environment, safe cycling route, and on-street parking. With the additional space for recreation, the street becomes an extension of and gateway to the nearby park.



COMPLETE STREET

Complete Street Section



Complete Street



06 SENECA HILL DRIVE

20M ROADWAY A suburban residential street adjacent to an elementary school that serves as a collector

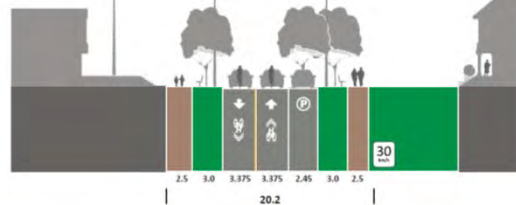
Located in a suburban context adjacent to an elementary school, this street functions as a collector and provides on-street parking. The broad sight lines of this wide street encourage drivers to speed, although the presence of parked cars narrow the road and slow traffic. The goal of the proposed redesign is to create a street environment that supports active transportation and ensures the safety of students and neighborhood residents.

The Complete Streets approach calms traffic with curb extensions that shorten the distance pedestrians need to travel to cross the street and visually narrow the road. On-street parking is retained between bulbouts. Sharrow are located in the middle of the lane to encourage confident cyclists to take the lane and remind motorists that the road is shared with cyclists. While children with bicycle tires under 61cm may legally ride on the sidewalk,¹⁶ this redesign facilitates youth cycling.



COMPLETE STREET

Complete Street Section



Complete Street



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Building Complete Streets: Play the Game



1. Review each street “bird’s eye” view and cross-section
2. Discuss and write down the characteristics of the street (land use, user volumes and speeds, transit routes, etc.)
3. Measure and mark-off on the cross-section what is needed as a minimum for each user (start at the building face NOT the centre of the street)
4. Cut out and glue on the cross-section the various Complete Street elements
5. Consider conflicts and make trade-offs
6. Consider left-over space and add enhancements
7. Draw on the plan other elements needed that are not shown in the cross-section, such as pedestrian crossings, bus stop enhancements, etc.
8. Add other comments
9. Decide on the 2 hardest challenges and the 2 biggest enhancements for the report back session (circle them)

