Council Direction:

On February 22, 2010, the Board of Health approved, “That staff be directed to examine appropriate staffing and resources for implementation of the recommendations from the Canada Walks Master Class Case Study Hamilton 2009 report and report back in late 2010 on progress to date, as part of council deliberations on the 2011 and 2012 budgets”.

Vision: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.

Values: Honesty, Accountability, Innovation, Leadership, Respect, Excellence, Teamwork
Information:

The City of Hamilton has shown a commitment to walkability through several initiatives such as signing the International Charter for Walking in 2008 and participation in the Canadian Walking Master Class (CWMC) project in 2009. On February 22, 2010, a joint presentation and report to Board of Health was made by Public Health Services, Public Works, and Planning and Economic Development on **Collaborative Pedestrian and Walkability Initiatives (BOH09029a)**. The purpose of this report is to inform the Board of Health that a number of corporate initiatives are underway to meet these recommendations, such as the Pedestrian/walkability Master Plan, the Pan Am Strategic Committee and the Corporate Priority Plan. These initiatives are being implemented within existing budgets; therefore, no budget enhancements are required for 2011.

**Pedestrian/Walkability Master Plan**

The Pedestrian/Walkability Master Plan, an initiative of the Public Works Department is a critical driver of progress. With an anticipated completion date of 2011, current deliverables and timelines for the plan include:

- Project Charter and Scope document for the Pedestrian/Walkability Master Plan (April 2010) based on information from the CWMC project and completed walkability audits
- Request for Proposal (RFP) for the Master Plan (July 2010)
- Consultant to be hired (September 2010)
- Projected start date (September/October 2010)
- Anticipated completion of the Pedestrian/Walkability Master Plan (September 2011)

The Pedestrian/Walkability Master Plan will be an opportunity to address CWMC recommendations; including, identifying comprehensive/major pedestrian networks, integration with transit hubs, the consolidation of pedestrian strategies, establishing responsibilities of specific City staff and identifying promotional opportunities. In addition to improved cooperation between City Departments, the master plan will be able to identify opportunities to work with other agencies such as Business Improvement Associations (BIAs) and volunteer groups.

**Dissemination of Canada Walks Master Class Report**

The dissemination of the **Canada Walks Master Class Case Study Hamilton 2009** report to all City Departments also ensures progress by encouraging City departments to consider the CWMC recommendations in the context of strategic planning. One example is the integration of the CWMC project recommendations into the Transportation Summit roundtable discussion. The **Canada Walks Master Class Case Study Hamilton** findings were also disseminated through presentations at a national...
webinar and a provincial conference, a poster presentation at a national conference, and a media interview.

Pan Am Strategic Committee and Corporate Priority Plan

Further progress can be noted by the commitment of the Pan Am Strategic Committee representatives to identify walkability opportunities related to the 2015 Pan Am Games, and the inclusion of several walkability initiatives supported by the Corporate Priority Plan.

- Pedestrian/Walkability Master Plan
- Transit Oriented Development
- Smart Commute Hamilton initiatives
- Open Streets
- Art Walks
- Hamilton Recreational Trails Master Plan
- Open Space design
- Recognition of the Accessibility for Ontarians with Disabilities Act (AODA) and the need to provide improved mobility infrastructure to meet the legislation
- Streetscape Master Plans
- Secondary Plans

One example of progress is the Transit Oriented Development (TOD) Guidelines. TOD Guidelines, that promote and facilitate increased access and use of transit through mixed-use development, clustering of higher densities, and providing a high level of amenities in a pleasant, walkable environment, were adopted by Council on August 12, 2010 and build on other City policies and guidelines to encourage pedestrian activity including the Transportation Master Plan (2007), the council approved Official Plan (both urban and rural components) and "Putting People First" (2001, downtown secondary plan).

Other recommendations regarding traffic control have been considered and addressed in the Downtown Transportation Master Plan and the recent Truck Route Study or will be incorporated into updated Pedestrian Signal Timing Procedures.

A review of the CWMC 2009 report recommendations determined that many of the 34 recommendations (see Appendix A) are in progress, on-going or well established. Projects such as the three multi-use trails spanning freeways in various sections of the city are providing pedestrian connectivity. Further, projects such as York Blvd reconstruction and Public Art implementation are integrating pedestrian amenities and creating "people places" along with continuing the use of “urban braille” in the downtown.
Next Steps

Cross departmental collaboration continues with the Pedestrian/Walkability Master Plan project to further address the CWMC recommendations. The Pedestrian/Walkability Master Plan project will also involve ongoing public, community and stake holder consultation. The Pedestrian/Walkability Master Plan is anticipated to be completed by September 2011.

Appendices:

Appendix A: Canada Walks Master Class Case Study Hamilton 2009 Recommendations
Canada Walks Master Class Case Study Hamilton 2009 Recommendations

Increased Inclusive Mobility

1.1 Identify priority areas to develop walking opportunities or improve existing facilities, such as where more seniors or people with disabilities live, around schools, youth facilities and local centres and along key routes into and around downtown or to public buildings. For example, extend crossing times at lights outside a seniors' residential home. Map demographic patterns against road collision statistics to highlight priority areas.

1.2 Continue implementing current systems for supporting people with disabilities, ensure all road crossings provide wheeled access (curb cuts) and identify new opportunities for enhancing access for people with disabilities, especially within any implementation of Rapid Transit systems.

Well Designed and Managed Spaces and Places for People

2.1 Identify local neighbourhood centres and prioritize pedestrian access and amenities in these areas, including downtown, Ottawa Street, Locke Street and Dundas Downtown, Westdale and build on the achievements along the Waterfront and James Street North.

2.2 Re-designate York Blvd. as a pedestrian street and stop trucks traveling this route, to provide a safer, cleaner, quieter, essentially nicer environment for the Farmers Market and surrounding areas.

2.3 Retrofit big box developments and make them more inviting and accessible for pedestrians so at least the residents living closest can choose to walk. The facilities need to include good crossing points at the road, clear walking routes through the parking lots direct to the door and connections between box stores. Longer term plans need to include strategic infilling of parking lots with residential and commercial opportunities.

Improved Integration of Networks

3.1 Link the excellent facilities along the waterfront into downtown with a clearly marked and physically improved walking route between the two places.

3.2 Identify a comprehensive network of walking routes which are safe, comfortable and attractive that provide access to both local services, city attractions and public transit, as well as longer distance links. Prioritize this network for providing signage, infrastructure improvements, traffic reduction, road space reallocation and other amenities to support walking such as benches, trees, garbage cans and high quality lighting.
3.3 Start connecting disjointed good places/streets into a continuous network of positive pedestrian environments in the downtown for a continuous, connected experience.

3.4 Identify best routes to schools through travel planning with schools and prioritize these for comprehensive improvements. Hamilton is participating in the Metrolinx Stepping It Up project, which incorporates school travel planning with a Smart Commute component for school staff. Five schools will participate in the first year of this pilot with an additional five schools in the second year.

3.5 Link trails to the urban fabric by highlighting where they cross streets with clear signage and crossing points, promoting links to local services and recreational opportunities from their front door.

3.6 Prioritize walking over all other modes when designing access to Transit hubs and stops. For example, walking to the door of the station or to the transit stop is given a clear, direct and safe route (maintaining the footway pavement at level even if crossing the road) with disability drop-off zones and cycle parking near the door, kiss and ride drop-off zones and car parking at the greatest distance (if at all!).

3.7 Identify and develop ‘best routes’ to transit stops and hubs within the commuter catchment area to encourage people to walk.

Supportive Land Use and Spatial Planning

4.1 Review planning policies and guidelines to ensure walking is given (at least) equal priority with other modes. In residential neighbourhoods, local shopping streets and around schools walking should be given higher priority, especially for all new developments.

4.2 Identify opportunities to reduce sprawl by building mixed use developments in existing street networks. Also consolidate housing around town centres and ensure that street layouts are continuous and connected to enable people to choose the shortest, most comfortable route to local centres.

4.3 Mitigate the impacts of existing sprawl by ensuring that sidewalks exist along all residential streets, safe crossing points and priority for children walking to school. Create mid-block crossing opportunities with at least access points and refuge islands between traffic light controlled intersections to provide direct access to centres.

4.4 Insist on proper pedestrian access to big box developments such as wide (space), continuous (no changes in level) and safe (clear crossing points) pedestrian walkways into and between (along) separate businesses. Ensure the pedestrian phasing on traffic controlled intersections leading into these
developments provide sufficient safe crossing time and that a full pedestrian phase is provided on each change of the light.

4.5 Provide space for people to create and enjoy their community within the existing streetscape by providing pockets of public space, bump outs, temporary podiums in parking spaces and the opportunity to close streets to motor vehicles and open them to pedestrians on specific days of the year.

Reduced Road Danger

5.1 Reduce traffic volumes and speed throughout Hamilton, and especially through Downtown, along key shopping streets, around schools and in residential areas.

5.2 Remove the high number of trucks traveling through downtown by selecting and signing alternative routes, enforcing their use and reallocating road space on current routes to physically inhibit truck traffic. For trucks with a downtown destination limit travel to the minimum number of streets (with low pedestrian priority) and ensure slow safe travel through these streets with engineering measures.

5.3 Consider returning all one way streets to two way. Where this is demonstrably not possible, consider creating a boulevard on major roads by removing the central traffic lane and installing an island with planting and paved areas where people can choose to cross mid-block, most particularly, on Main and King Streets.

5.4 Reward slower speeds by programming the flow of green lights down these long corridors to change for vehicles traveling at 50 km/h.

Less Crime and Fear of Crime

6.1 Create opportunities and space for people to spend time in the public realm, which displaces anti-social activities and intentions. Hold events and activities in the downtown, more than once, celebrate new walking routes, for example to the Waterfront, with ‘Hamilton Walking Day!’ and enable local community events to prosper by facilitating street closures and other municipal support mechanisms.

6.2 More people in public spaces and walking along our streets puts more eyes on the street, which deters crime. People attract people, so attracting people to walk to local neighbourhood centres, schools and services and around downtown will create a greater sense of ease.

6.3 Undertake walking audits during the day and after dark to ensure lighting, sightlines, cleanliness etc are providing an environment that is not only safe to walk in, but feels safe to walk in.
6.4 Utilize Crime Prevention Through Environmental Design principles (CPTED) to ensure new developments support safe streets and public spaces (e.g. no blank facades or hiding places and good lighting)

**More Supportive Authorities**

7.1 Consolidate the different projects underway that support more walking and new initiatives into a Pedestrian or Walkability Strategy or Master plan. This would provide a clear platform for promoting walking and walkability both within the city and to the community as a whole.

7.2 Support internal relationships between different disciplines through a network of staff working on walking via e-newsletters, lunchtime training sessions and meeting opportunities.

7.3 Establish a more direct relationship with the community through a consultation forum with a community walking/walkability action group (set up from community meeting) and potentially provide direct support to this group with meeting space and city staff attendance.

7.4 Provide ongoing staff training and development opportunities to learn and deliver best practice walking facilities, audit environments to identify and prioritize improvements.

7.5 Ensure data about walking is collected on a consistent citywide basis to inform strategic transport planning as well as on a local project specific basis to influence decisions and designs for improvements. Data should be both quantitative and qualitative.

**A Culture of Walking**

8.1 Develop local walking maps and campaigns supported by the businesses and other services in local neighbourhoods and shopping streets. Reward people who walk to the local shops and businesses with incentives, discounts and a nice place to sit.

8.2 Design and install a distinctive and effective signage and wayfinding system throughout the Downtown, especially linking the walking oases such as James Street North and the Waterfront.

8.3 Hold events to invite people into public space and learn how to enjoy it, neighbourhood centres, local schools, churches and parks. Provide space for cafes and stalls to spill onto the street.

8.4 Commission and install public artworks and historical plaques along key walking routes and streets to both promote the route and enhance the experience for
people using it. Hold a community treasure hunt to walk the city and identify hidden treasures (that already exist) which either celebrate the city or iconic points in the city.