

HAMILTON PEDESTRIAN WORKSHOP

November 20, 2006



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1.0 INTRODUCTION

Hamilton Pedestrian Workshop

This document is a summary of the key pedestrian tools or urban design principles that were developed in a one-day Hamilton Pedestrian Workshop that took place on November 20, 2006, hosted by the City of Hamilton.

The purpose of the Hamilton Pedestrian Workshop was to identify potential community improvement projects and initiatives, and to outline next steps in achieving a more walkable City, including moving towards establishing a pedestrian charter committee. To this end, the City of Hamilton retained Mr. Dan Burden, the Director of Walkable Communities, as the workshop's keynote speaker. Dan's philosophy embraces "walkability as the cornerstone and key to an urban area's efficient ground transportation... leading to conserving resources (both natural and economic) and increased social interaction."

This document is organized into three chapters and an appendix. The first chapter introduces the City of Hamilton and recent planning initiatives in the area. The second chapter outlines the workshop process and participants; it presents a summary of how participants envision the City of Hamilton 20 years in the future; key urban design concepts that participants value; and, potential solutions to pedestrian barriers in the City. The third chapter summarizes the document and looks towards the next steps for ensuring a pedestrian friendly City. The appendix contains the workshop agenda, listing of participants, and ranked pedestrian priorities for the City of Hamilton.

This report is a record of the proceedings as observed by Urban Strategies Inc.



1.0 INTRODUCTION

Policy



Westdale Neighbourhood

The City of Hamilton initiated the pedestrian workshop to assist in the implementation of a new Transportation Master Plan for the City. Designed to guide Hamilton's transportation network over the next 30 years, the Master Plan focuses on a balanced transportation network with transportation service for all users – pedestrians, cyclists, transit, vehicles and goods movement. The pedestrian workshop was designed to continue the discussion on urban change with an aim to preserve Hamilton's unique physical and cultural attributes and strengthen the vitality and accessibility of the entire community.



King Street

Recent Efforts

The Public Works Department has been developing analysis and designing methods to help create more “livable” streets and roadway environments. In recent years there have been many initiatives in the City of Hamilton to create a more livable community where walking and bicycling are encouraged and accepted as legitimate forms of transportation.



Mary Street Bridge

Characteristic of these efforts is the reintroduction of bicycle lanes (e.g. Markland Street) and wider sidewalks (e.g. Hess Street) to the streetscapes complete with street furniture, landscaping and pedestrian-scaled lighting (e.g. King Street), and other features making the public right-of-way more inviting for people to travel by bicycle or on foot. Several years ago Hess Street was transformed to include wider sidewalks and other traffic calming measures; it is now a hub of pedestrian activity. The City of Hamilton continues to make progress in improving walking and cycling facilities and the Mary Street Bridge is a prime example of the City's commitment to making the City more pedestrian friendly.

2.0 THE WORKSHOP

Workshop

The workshop was organized into two separate, but connected segments (see Appendix A). The afternoon component defined participants' shared vision and values for the City of Hamilton as it related to their pedestrian experience. The net effect of encouraging roughly one hundred people to share their future ideal for Hamilton, and existing elements that are highly valued in the City, drew together seemingly divergent perspectives by highlighting commonalities among workshop participants.

The evening component drew upon this collaboration among the workshop participants, as it required people to first self-select a small group, and secondly, for the small group to self-organize themselves around identifying issues and potential solutions to barriers to pedestrian movement in the City. Additional assistance was provided to the small groups by Urban Strategies Inc.



Participants

Upon arriving at the Workshop, participants were provided with a workshop kit and everyone was invited to record where they live by placing a red dot on a large aerial map in the general vicinity of their home. All City Wards were represented by workshop participants, with the majority of participants residing in Ward 1 and Ward 2 – a handful of participants reside outside the City boundary. Roughly 100 people participated in the Hamilton Pedestrian Workshop: 85 took part in the afternoon session and while people came and left, it is estimated that 76 people were involved in the evening session. The participants represented a broad spectrum of experience level with: 33 City staff; 35 invited stakeholders; and, 33 members of the general public (see Appendix B).



2.0 THE WORKSHOP

Keynote Speaker



David Cohen, Alice Sabourin, Dan Burden, Mary Lou Tanner, Cyndi Rottenberg-Walker, Councilor McHattie



Dan Burden is a nationally recognized authority on bicycle and pedestrian facilities and programs. He brings together many disciplines and issues — such as street design, traffic calming, public safety, bicycling, and greenways — into a holistic vision for creating healthy, pedestrian and bicycle-friendly communities.

Burden has spent the last thirty years developing, promoting, and evaluating alternative transportation and traffic calming practices at national, regional, state, and local levels. Dan is the founder of Walkable Communities, Inc. a non-profit consulting firm in Florida; he is the author of three books on street making and traffic calming; and, in 2001 Time Magazine distinguished Burden as one of the six most important civic innovators in the world in recognition of his efforts to create better places to live, work, and play.

Through a vibrant, infectious presentation Dan showcased ways to create community for people, not just cars. Burden's highly visual workshop offered Hamiltonians unexpected tools such as road diets (lane narrowing), shrinking intersections, constructing roundabouts, building boulevards with divided medians, and designing places where people can walk, bike, and ride public transit.

2.1 VISIONING

Hamilton 2026

Dan Burden began the workshop by daring participants to dream; he encouraged everyone to imagine an ideal Hamilton in 20 years — what would it look like, what elements would be present, what would the landscape look like. Everyone wrote down on index cards their dream for Hamilton 2026, and surprisingly many of these dreams were quite similar.

Most often the Hamilton of the future had elements of *sustainability*, in terms of the environment, infrastructure, design, and energy; *diversity* as related to culture, transportation options, and landscape; and *attractiveness*, both fiscally and environmentally. Scattered through out the remainder of this document will be 2026 visions for Hamilton, similar to the three examples below.



"To be able to walk across the City east to west, north to south, starting the journey at any point; and feel comfortable and secure in knowing the route will be easy to navigate and free of risk to personal safety."

"My Hamilton in 20 years:

I am able to easily bike, bus, walk to work, shops, parks and open spaces. The air and water are clean. The City has invested in the pedestrian realm vs. more roads."



"Dream:

I would like to see a vibrant downtown with intensified housing and mixed use where people can live and work within walking distance. Hamilton would have a light rail transit system that would serve the entire community. Also every suburban community should have adequate services within walking distance."



2.2 VALUING HAMILTON

Common Values



Participants were asked to write down, on five separate post-it notes, the top five qualities that they valued most about living in the City of Hamilton. Once completed, participants brought their post-it notes up to the front of the room to locate a cluster of similar values, and include their Post-it notes accordingly. A small group of facilitators further refined the grouping of related values, resulting in the chart below, which reflects those qualities present in the City of Hamilton most valued.



Hamilton Treasures		
Friendly & Compassionate	Urban & Vital	Escarpment & Greenspace
Community	Infrastructure & Connectedness	Environment
Family	Great Schools & University	Trees & Nature
Diversity & Choice	Heritage & Good Architecture	Health
Safety	Affordable	Waterfront & Parks
Clean	Convenient	Walkable & Accessible

*"20 years:
As a resident of Hamilton, I will be able to choose to access all my services and recreation by foot or on roller-blades or on bike using safe, beautiful, connected pathways."*

The people of Hamilton, its beautiful endowment of nature, and the City's diverse infrastructure seem to be the treasures that are highly valued by workshop participants. Preserving these cherished qualities, at the same time as developing and enhancing access to them, in a pedestrian friendly way, is in part the aim of this workshop.

2.3 PEDESTRIAN PRIORITIES

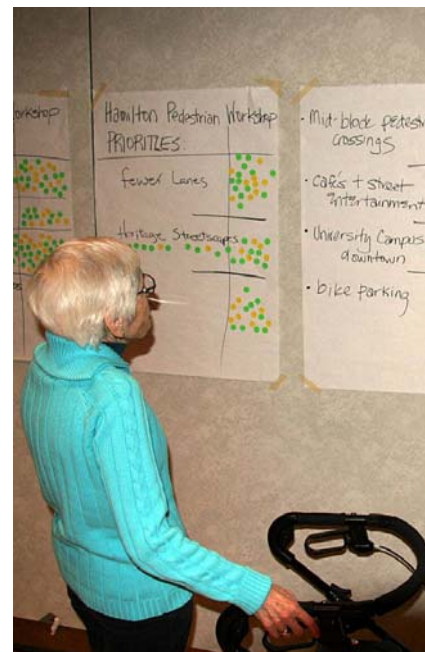
Brainstorming

Recognizing that the room was full of knowledgeable, committed community members, Dan challenged the room to brainstorm around Hamilton's local pedestrian barriers, issues, and needs. While participants called out topic areas, scribes captured what was said on large flip charts; in total 45 topic areas were articulated (Appendix C).

The flip chart paper was then attached to the front wall and each participant was invited to vote, using a maximum of eight dots, for those topic areas that are of particular importance to them. The chart below illustrates the top ten pedestrian problems, issues, and/or needs identified during the brainstorming session.

Top 10 Pedestrian Priorities		
Rank	Frequency	Identified Pedestrian Topic
1	41	Wider Sidewalks
2	32	More 2-Way Traffic Conversion
2	32	Street Trees
3	28	Roundabouts
3	28	Dedicated Lanes (Buses & Bikes)
4	27	Outdoor Markets
5	25	Heritage Streetscapes
5	25	Playgrounds & Parks (Green spaces)
6	24	Cafes & Street Entertainment
7	23	Fewer Lanes (Road Diets)
8	22	Connected Green Spaces thru Downtown
9	21	Safe Cycling Lanes
10	19	Bike Parking

With the conclusion of the brainstorming/priorities exercise, the afternoon session was brought to a close.



"Hamilton looks like.....:

Green, vital, humming, eclectic, non-generic, celebrating its heritage, including industrialin 20 years!"

2.4 MAPPING EXERCISE

Roundtable Discussions



The focus of the evening's mapping exercise was to look broadly at the public realm for the entire City of Hamilton and identify important issues and themes that impact upon pedestrian movement within the City. The workshop participants formed small groups of six to eight people around tables equipped with large City maps, tracing paper, flip charts and other materials to consider the nature/character of streets, public and open space and the broad implications for multi-modal movement.



The roundtable discussions were structured into two parts. In the first part of the discussions, participants were asked to list and describe all of the issues that concerned them. In the second part of the discussions, the goal of the breakout groups was to propose a plan that identifies potential solutions to the issues previously identified. Urban Strategies Inc. provided roving facilitators to assist the groups and keep them on time and on track.

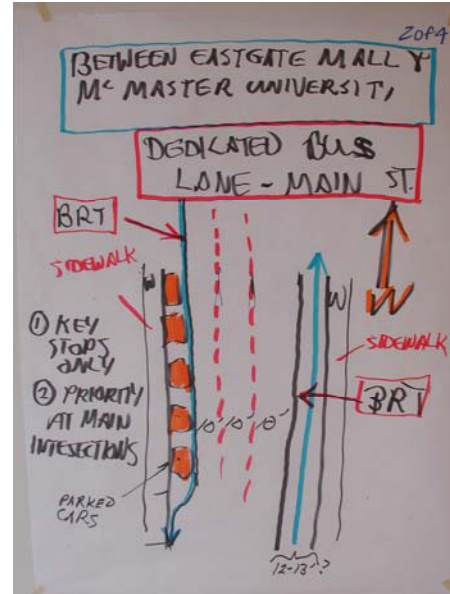


The groups reported briefly on the ideas that emerged from the evening's discussions. These ideas were presented at the end of the day in the form of flip-charts and sketches illustrating the ideas. The following is a condensed summary of the roundtable discussions, which is intended to capture the major streets, issues, and pedestrian tools discussed. Omission of items is not intentional. The issues and suggestions are as reported by participants and are not to be taken as recommended policies.

2.4 MAPPING EXERCISE

Main Street

Workshop participants consistently proposed a two-way traffic conversion with turning lanes for Hamilton's Main Street. They also placed an emphasis on multi-model forms of transportation by recommending the inclusion of dedicated bus and bicycle lanes, and increased sidewalk width for ease of pedestrian travel. Traffic calming devices were suggested along the corridor through the use of lane narrowing (e.g. reducing five lanes to three or four lanes; or setting a maximum lane width of 10'), by employing bump outs, and by introducing a roundabout at Longwood Road and Main Street West. Workshop participants commented on the need for an improved pedestrian environment via streetscaping, particularly from Dundurn Street to Victoria Avenue, in order to attract pedestrians onto Main Street.



King Street

The comments from workshop participants regarding King Street were generally quite similar to those proposed for Main Street (e.g. two-way street conversion with turning lanes, dedicated bus and bicycle lanes, wider sidewalks, and streetscape improvements). Other recommendations call for better/safer street level pedestrian linkages by breaking up the long block at Jackson Square, the Art Gallery of Hamilton, and the Convention Centre, and by the use of streetscaping (e.g. architecture, planters). Participants also suggested the creation of a pedestrian bridge on King Street over the 403 on ramp, roundabouts at James Street, King Street and John Street (utilizing Gore Park as a centre island), and the connecting King Street North and South at John Street.



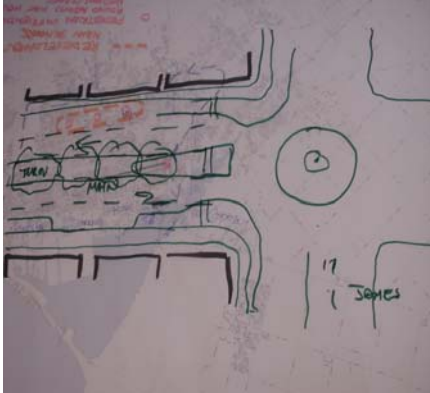
(Westdale Neighbourhood) King Street

"20 year dream:

*To have a clean and safe City centre
where one would want to go on off hours...
a desire to be downtown not just because of work.."*

2.4 MAPPING EXERCISE

James Street



Wider sidewalks were consistently proposed for James Street; one group specifically identified the area from Barton Street to the Waterfront for this treatment, once again bridging urban spaces with the waterfront. A rapid transit bus lane and lane narrowing were also envisioned by participants, along with roundabouts at St. Joseph Drive and James Street, and at James Street, King Street and John Street.

John Street

As previously mentioned, workshop participants felt that by connecting King Street North and South at John Street would boost connectivity in the City. In addition, one group suggested by inserting a roundabout at James Street, King Street and John Street and utilizing Gore Park as a centre island; this feature would ultimately act as a traffic calming device. Wider sidewalks were also suggested for John Street.

*"Hamilton in 20 years:
A vibrant & sustainable City with inter-connected neighbourhoods, defined by a thriving downtown supported with high density residential, retail and entertainment, that is walkable, transit supportive and safe."*

Bay Street

Frequently wider sidewalks were envisioned and recommended by participants and small groups alike. Such a streetscaping treatment was proposed for Bay Street; one group specifically identified the area from York Boulevard to Pier 4, bringing an enhanced pedestrian streetscape down to the waterfront and enhancing connectivity. Also heavily emphasized by the groups was converting Bay Street into a two-way street with turning lanes. Other suggestions were: the insertion of bicycle lanes, a maximum lane width of 10' for cars, and a roundabout at the intersection of York Boulevard and Bay Street.



Bay Street (at Main Street)

2.4 MAPPING EXERCISE

Cannon Street

Wider sidewalks, along with the conversion of Cannon Street to a two-way street with turning lanes, in addition to lane narrowing (maximum 10' width) were most consistently suggested here. One group felt that bicycle lanes should be inserted, while another thought that Cannon Street could act as a gateway opportunity to the downtown core with enhanced streetscaping.



York Boulevard

York Boulevard served as a focus for traffic calming roundabouts at Dundurn Street and York Boulevard; Locke Street and York Boulevard; and, Bay Street and York Boulevard. Workshop participants also suggested that bicycle lanes, wider sidewalks, and a two-way street conversion with turning lanes should be considered for this Street.



Dundurn Street

Workshop participants suggested that bicycle lanes, wider sidewalks, and a two-way street conversion with turning lanes should be considered for Dundurn Street. In addition, roundabouts were proposed by one group for York Boulevard and Dundurn Street, as well as Aberdeen Avenue and Dundurn Street.



2.4 MAPPING EXERCISE

Aberdeen Avenue



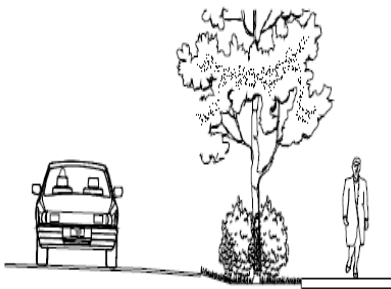
Aberdeen Avenue was also identified as a prime candidate for two-way street conversion with turning lanes, in addition to the introduction of bicycle lanes. Extending the pedestrian streetscape, including wider sidewalks, along Aberdeen Avenue to Westdale was envisioned by one group, while another group suggested a roundabout at Aberdeen Avenue and Dundurn Street.

Queen Street, Highway 20, Caroline Street & Barton Street



Workshop participants suggested that bicycle lanes, wider sidewalks and two-way street conversions with turning lanes should be considered for Queen Street, Highway 20, Caroline Street, and Barton Street.

Upper James Street & Mohawk Road



Higher order transit (e.g. dedicated bus lanes, streetcars, and/or subways) was suggested for the Upper James Street and Mohawk Road. In addition, wider sidewalks and increased green space should be considered along these streets.

2.4 MAPPING EXERCISE

Longwood Road

Dedicated bus and bicycle lanes are envisioned for Longwood Road along with a roundabout at Longwood Road and Main Street. One group specifically identified wider sidewalks on Longwood Road that drop to one lane by Westdale High School with a “drop off/pick up” short term parking (on Longwood Road, Main Street West and Paradise Road).



Burlington Street

One group suggests that the City of Hamilton should invest in streetscaping along Burlington Street and encourage commercial businesses to make use of Hamilton artists to paint murals.



Destinations

Workshop participants felt that through the use of more pedestrian friendly mechanisms the City could cultivate good spaces into destination places. Prime candidates for destination places were: the Waterfront (ideal space for an outdoor market and/or to foster café/street entertainment), the University, Downtown, RBG, Waterfalls, Trail Systems, and Christie's Corner.



Waterfront Improvements

2.4 MAPPING EXERCISE

Outdoor Markets & Street Vendors



Santa Claus Parade 2006

The concept of outdoor markets and street vendors deeply resonated among several small groups. The following is a list of identified potential market venues:

- Main Street East & King Street East (near Gage Park)
- York Boulevard, partial closure (Bay & James) on market days
- Beach Road & Holly Avenue (near St. Christopher's Park)
- Cannon Street East & Ferguson Street (near Beasley Park)
- Hess Village
- James Street & King William Street (near Jackson Square)
- Dundurn Street North & York Blvd. (near Dundurn Park)
- Locke Street South (Charlton Avenue West & Hunter Street)
- Ferguson Station
- Queenston Road & Lake Avenue Drive (near Henry & Beatrice Warden Park and/or Watson Park)
- Market Street South & King Street West (Centre for the Arts)
- Upper Wentworth Street & Franklin Road (Burkholder Park)
- Upper Ottawa Street & Stone Church Road
- King Street East & Dundas Street (near Centennial Park)
- Binbrook Fairgrounds (Highway 56)



Ferguson Station

Gateways to Communities



Ferguson Avenue

Visual linkages and signifiers of change can indicate entrances to communities and destination points. By utilizing streetscape elements, paving patterns, lighting, or banners it encourages a variety of traffic, including pedestrian, into important spaces such as cultural areas or introducing a vibrant downtown. Workshop groups recommended gateway treatments for the communities of: Westdale, Kirkendall, Strathcona, North End, and Binbrook. Major entrance points to the downtown that were also a focus of gateway treatments were at: James & Hunter Street; Bay & Hunter Street; Queen & Hunter Street; King & Hess; Queen, York & Cannon Street; Bay & Mulberry Street; and, Ferguson & Wilson Street.

2.4 MAPPING EXERCISE

General Pedestrian Wish List

Parking

Overall, participants wanted to see more on-street parking utilizing, parking bump-outs with landscaping, and consideration of landscaping parking lots to screen out parked cars. One group suggested redeveloping parking lots (e.g. Hughson) and not allowing corner parking lots.

Bike Lanes

Most every group called for more bike lanes; those that are linked, emphasizing connectivity, and more painted lanes, thus stressing safety.

Bike Routes

One group suggested a new a bike route along the CN rail tracks from Bay Street North across the Desjardins Canal to: Borer's Falls Conservation Area; alongside the Waterfront following Plains Road West; and, alongside the 403.

Street Trees

"Street trees are not decoration, they are infrastructure!" and as such, one group seriously urged pruning and upkeep of street trees for safety reasons, in addition to aesthetics.

Sidewalks

Wider sidewalks for a healthy pedestrian environment, particularly in the downtown area, were heavily emphasized by the small groups, in addition to level walks at driveways and street corners. One group also mentioned the need for more sidewalks in the suburbs (e.g. Rymal Road).



Parking bump outs (Bay Street)



Cootes Drive



Waiting for a bus on Rymal Road

2.4 MAPPING EXERCISE

Other General Comments

Below are comments that may not specify a particular street, they do however convey relevant pedestrian issues & innovative ideas:



- Portable parks on vacant lots
- Carpool lots, gathering places
- Slower speeds
- Defined crosswalks / reduced street width at crosswalk
- Transitional medians at crosswalks & centre of wide streets
- Accessibility of intersections in the winter months / maintenance - Design for scooters
- Crosswalks- shorten pedestrian crossing
- Pedestrian scale lighting on all streets
- All remaining local one-way streets be converted to two way traffic as pedestrians are trained to look both ways
- More pedestrian oriented streets
- More walking tours
- New communities need to incorporate schools, parks, recreational facilities
- Consideration for rural roads (e.g. school bus stops)
- Schools!! – reduce auto trips
- Creative ways to use storm water
- More rest areas / washrooms
- Smaller buses covering wider area
- Make walking fun, add more amenities
- Rail Destinations (Via or GO) to London, Brantford, Lake Erie, Niagara Falls, Guelph, Cambridge, Toronto
- Accommodate dedicated bus lanes

The Mapping Exercise proved to be a success with a total of nine groups presenting interesting data, rich in insight and experience. The conclusion of the Mapping Exercise, merged into a short summation of the days events by Dan Burden, followed by the adjournment of the Hamilton Pedestrian Workshop.

3.0 SUMMARY & NEXT STEPS

Workshop Summary

The Pedestrian Workshop provided an opportunity for a variety of stakeholders to express their views on the pedestrian landscape within City of Hamilton. Participants were encouraged to envision an ideal Hamilton in 20 years; identify existing qualities that they hold most dear in the City; articulate pedestrian issues that are particularly troublesome; and, offer creative ideas to assist in making Hamilton a pedestrian friendly City.

There was near consensus among small groups regarding the conversion of one-way streets to two-way streets, particularly in downtown Hamilton; this issue was ranked second overall in terms of the top ten pedestrian priorities (as identified by individual workshop participants). Other traffic calming devices such as roundabouts and lane narrowing (road diet) were also quite popular pedestrian tools recommended by small groups for addressing pedestrian safety. Correspondingly, these traffic calming mechanisms ranked third and seventh according to the top ten pedestrian priorities. Wider sidewalks, more streetscaping, and dedicated bus and bike lanes were heavily suggested on virtually all major streets in the downtown area. Not surprisingly these pedestrian tools ranked number one, number three and number five; thus demonstrating a consistency in vision and solution. Ranked fourth overall by participants, a smaller number of groups articulated the importance of outdoor markets—they went so far as to specifically detail a number of potential locations.

The intent of this pedestrian workshop was to develop ideas and not to finalize designs. This workshop is one step in the process of engaging groups in a discussion about important pedestrian issues within the City. The ideas developed in this workshop will continue to be elaborated on throughout the process both on a policy basis (Transportation Master Plan) and through the formation of a Pedestrian Charter for the City of Hamilton.



Shamrock Park



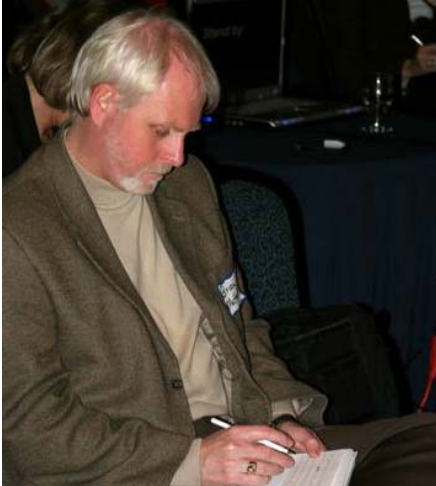
Ferguson Avenue



Westdale Neighbourhood

3.0 SUMMARY & NEXT STEPS

Hamilton Pedestrian Charter



Councilor McHattie



Westdale Neighbourhood



Initiated by Councilor McHattie, Hamilton's City Council passed a resolution on April 26, 2006 to establish a Pedestrian Committee. The initial mandate for this Committee is to set the groundwork for establishing a Pedestrian Charter for the City. Drawing from the City of Toronto's Pedestrian Charter (2002), this document is intended to guide future policy by promoting walking as a safe, comfortable and convenient mode of urban travel. Toronto's Charter respects six guiding principles:

Accessibility: Walking is a free and direct means of accessing local goods, services, community amenities and public transit.

Equity: Walking is the only mode of travel that is universally affordable, and allows children and youth, and people with specific medical conditions to travel independently.

Health and Well-Being: Walking is a proven method of promoting personal health and well-being.

Environmental Sustainability: Walking relies on human power and has negligible environmental impact.

Personal and Community Safety: An environment in which people feel safe and comfortable walking increases community safety for all.

Community Cohesion and Vitality: A pedestrian-friendly environment encourages and facilitates social interaction and local economic vitality.

Toronto's Pedestrian Charter has established a firm precedent, and could very well mark the next step for Hamilton in achieving its own Pedestrian Charter. With a new Transportation Master Plan that is focusing on a balanced transportation network, in concert with a local Pedestrian Charter, the City of Hamilton continues to make progress in ensuring more livable streets for everyone.

4.0 APPENDIX A: WORKSHOP AGENDA

Afternoon Session

- 3:00 Formal Welcome and Agenda Review
 - The Hamilton Context and its Precedents
- 3:30 Visioning 2026
 - Index-card exercise
- 3:45 Pedestrian Design Values
 - Post-it Note exercise
- 4:00 Pedestrian Tools and Precedents Presentation
 - Hamilton Priorities - Brainstorming
 - Flip-chart/voting exercise
- 5:00 Adjourn Afternoon Session

Dinner

Evening Session

- 7:00 Opening Remarks
 - Detailed Discussion on Prioritized Hamilton Pedestrian Tool
- 7:30 Specific Priority Initiatives
 - Mapping exercise
- 8:30 Report Back Session
- 9:00 Analysis
- 9:30 Adjourn

4.0 APPENDIX B: PARTICIPANTS

Ames, John	City of Hamilton	MacKinnon, Sharon	City of Hamilton
Axford, Linda	McMaster University	Madill, Norm	Public
Baker, Dennis	South End Walking Club	Mallett, Aznive	Public
Barnhart, Steve	City of Hamilton	Manson, Bill	Public
Baxter, Marilyn	Hamilton Port Authority	Massey, Allison	City of Hamilton
Bell, Joan	Hamilton Conservation Authority	McConnell, Charlie	Town of Oakville
Bender, Daryl	ACT Office	McHattie, Brian	City of Hamilton
Bratina, Bob	City of Hamilton	Meloche, Ozzie	Public
Broderick, Darlene	City of Hamilton	Mokrycke, Maryann	Public
Brown, Suzanne	City of Hamilton	Morley, Frank	Public
Burden, Dan	Speaker	Norman, Rob	City of Hamilton
Bush, Jeff	Public	Oliver, Steve	
Campbell, Ian	Mohawk College	Oommen, Thom	Green Venture
Cohen, David	Transportation for Liveable Communities	Partridge, Judi	Public
Coit, Ken	City of Hamilton	Pearson, Chris	Public
Corcoran, Barbara	Mohawk College	Penalosa, Gill	Walk & Bike for Life
Dayler, David	Westdale Vullage BIA	Pipe, Kathy	Public
Deiaco, Simon	City of Hamilton	Philip, Mohan	City of Hamilton
Detlor, Jill	Public	Pocius, Mary	Int'l Village BIA
Dewyk, Monique	Public	Price, Bernice	Sr's Advisory Board
Dewolfsmith, Naomi	North End Community Health Ctr.	Readman, Justin	City of Hamilton
Drewitt, Kathy	Downtown BIA	Robinson, Shirley	Sr's Advisory Board
Elliott, Dorothy	City of Hamilton	Roussy, Joe	Cable 14
Falletta, Tammy	PareMed Health Care	Sabourine, Alice	City of Hamilton
Fernandes, Carolann	Public	Salemi, Alfonso	City of Hamilton
Giacoboni, Ugo	City of Hamilton	Saunders, Pat	Public
Gallo, Ron	City of Hamilton	Senson, Christine	City of Hamilton
Godin, Linda	City of Hamilton	Sinclair, Mary	Public
Hadala, Nancye	Public	Skrypniak, Lorissa	City of Hamilton
Hall, Cameron	Public	Smithson, Ron	Public
Hall, Susan	City of Hamilton	Snider, Judy	Public
Hilton, Angus	Public	Solomon, Hart	City of Hamilton
Hilton, Kelly	Public	Spoleti, Antonino	City of Hamilton
Hollingworth, Brian	IBI	Stahlbrand, Colleen	City of Hamilton
Horzelenberg, Trevor	City of Hamilton	Stanc, Flaviano	
Hutton, Peter	Public	Stasiuk, Lawrence	City of Hamilton
Jackson, Gord	Public	Stewart-Greene, Sue	James St. South District
Jameson, Nick	Mohawk College	Swarbrick, Rhona	Pedestrian Planning Network
Janssen, Bill	City of Hamilton	Switenky, Ed	City of Hamilton
Karow, Ann	Sr's Advisory Board	Tanner, Mary Lou	City of Hamilton
Kawamura, Jane	City of Hamilton	Thompson, Matt	Public
Kelly, Peg	Public	Topp, Janis	Public
Ketcheson, Megan	Mohawk College	Van Berkel, Chris	City of Hamilton
Letourneau, Roger	Downtown BIA	Van der Mark, John	Public
Lee-Morrison, Christine	City of Hamilton	Weisz, Emmy	Public
Leung, Joanne	City of Hamilton	Wilson, Paul	Public

4.0 APPENDIX C: PEDESTRIAN PRIORITIES

Rank	Frequency	Pedestrian Priorities
1	41	Wider Sidewalks
2	32	More 2-Way Traffic Conversion
2	32	Street Trees
3	28	Roundabouts
3	28	Dedicated Lanes (Buses & Bikes)
4	27	Outdoor Markets
5	25	Heritage Streetscapes
5	25	Playgrounds & Parks (Green Space)
6	24	Cafes & Street Entertainment
7	23	Fewer Lanes (Road Diet)
8	22	Connected Green Spaces through Downtown
9	21	Safe Cycling Lanes
10	19	Bike Parking
11	18	Jackson Square Conversion To Mixed-Use
12	17	Walkable Kid-Scale (Schools)
12	17	Public Washrooms
12	17	Clean
13	15	Marked Intersections (Pedestrian)
13	15	Car Free Areas
13	15	Connect Downtown To Waterfront
14	13	Balanced Transportation Systems
14	13	Enforcement Of Traffic Rules
15	12	No More Drive Thru (Downtown)
15	12	University Campus Downtown
16	11	Local Recreation Centres
16	11	Variety Of Textures In Sidewalks
17	10	Benches Placed In Strategic Locations
17	10	Affordable Housing
17	10	Slower Speeds
17	10	Solar Panels/Energy Efficiency
17	10	Safe Walking
18	7	Multi-Use Lanes
18	7	Shuttles From Downtown To Waterfront
19	6	Mid-Block Pedestrian Crossings
20	5	Health Gardens/Green Spaces
20	5	Turning Lanes
21	4	Bus Jump Lanes
21	4	Pedestrian Education
22	3	Pedestrian Lights -Timing
22	3	Bookstores
22	3	White Lighting
23	2	Maximum Parking Standards & On Street Parking
24	1	Proper Signal Cycles
25	0	Unbundled Parking
25	0	Music

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