

CITY OF HAMILTON | TRANSPORTATION PLANNING

Sustainable Mobility Annual Report



March 2023





City staff, community partners, volunteers and residents contributed to our past and current successes. We want to acknowledge the effort put forth by the City of Hamilton staff and community partners who make our programs a success, including:

- Hamilton Bike Share Inc.
- Local School Boards
- Cycle Hamilton
- Cycling Without Age
- CityLAB
- Smart Commute members
- Hamilton Street Railway
- New Hope Community Bikes
- 100in1Day Hamilton
- Cycling Advisory Committee
- Ontario By Bike
- Local BIAs
- Hamilton Public Health
- Hamilton Public Works

Purpose of This Reprt

Hamilton: A City in Motion

The Sustainable Mobility Annual Report provides a snapshot of the program’s activities in 2022. The document highlights our advancements as an organization and reports on key metrics. It also outlines our plans for 2023 to let Council and the community know about what’s to come.

The Sustainable Mobility program supports the vision and objectives of the Transportation Master Plan. The report is structured into three program areas that focus on expanding mobility travel options for different traveller groups, as shown in the image below.



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In Motion: Looking Back on 2022

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As Hamilton began to re-open, the Sustainable Mobility team was able to reconnect with our partners in person. It has been exciting to meet with everyone at special events, bike and walk new active travel facilities with community members, and get back into workplaces to promote the sustainable travel options available to them.

A highlight of the year was hosting the annual Bike Day celebration in person again. The event attracted over 400 people, which exceeded our expectations. Hamiltonians were more than ready to meet again to enjoy complimentary snacks, grab a t-shirt and talk about sustainable mobility. Based on the energy and feedback, we're excited to return to City Hall in 2023 with an even bigger and better event.

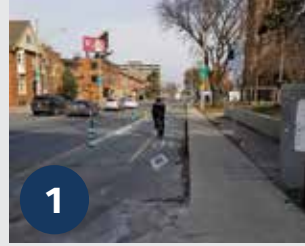
The year marked an important milestone in expanding local mobility options. The first free-floating carshare permit was issued in June to Communauto, who operate 25 on-demand vehicles in addition to their station-based fleet. The early months of the 18-month pilot period have been positive, and staff will be reporting back. Council also approved a new funding program with Hamilton Bike Share Inc., which will provide financial stability to the system over the long term. The contract for the commercial e-scooter pilot program was also awarded to Bird Canada in fall of 2022, with that system planned to launch in the spring of 2023.

Hamilton's cycling network also grew with the second phase of the Victoria Ave. separated bike lanes installed, extending the facility south from Cannon St. to Hunter St. The Wilson St. bike lanes saw new protective curbs installed, helping to expand Hamilton's separated bike lane network into Ancaster. The Shamrock Park bike path was also installed, providing a safer connection for cyclists underneath the rail corridor. Planning and design for other projects were advanced, including separated bike lanes on York and Victoria and multi-use paths on West 5th St., Stone Church St. and Cootes Dr.

On the policy front, two studies were delivered this year. In July, the Complete Streets Design Manual received unanimous approval from Council. The document will be key to rethinking how we design our streets. Council also received the Bicycle Boulevard Strategy, which establishes a vision for creating local street bikeways that are safer and more comfortable to ride on.

The past year has been a triumph and positioned us well going into 2023!

Sustainable Mobility Reaches Across Hamilton



1
Victoria Separated Lanes Phase 2: Cannon to Hunter.



2
School Streets pilot at Strachona Public School.



3
Two new Bike Fix-It stations at Carlisle Library and on Locke Street.



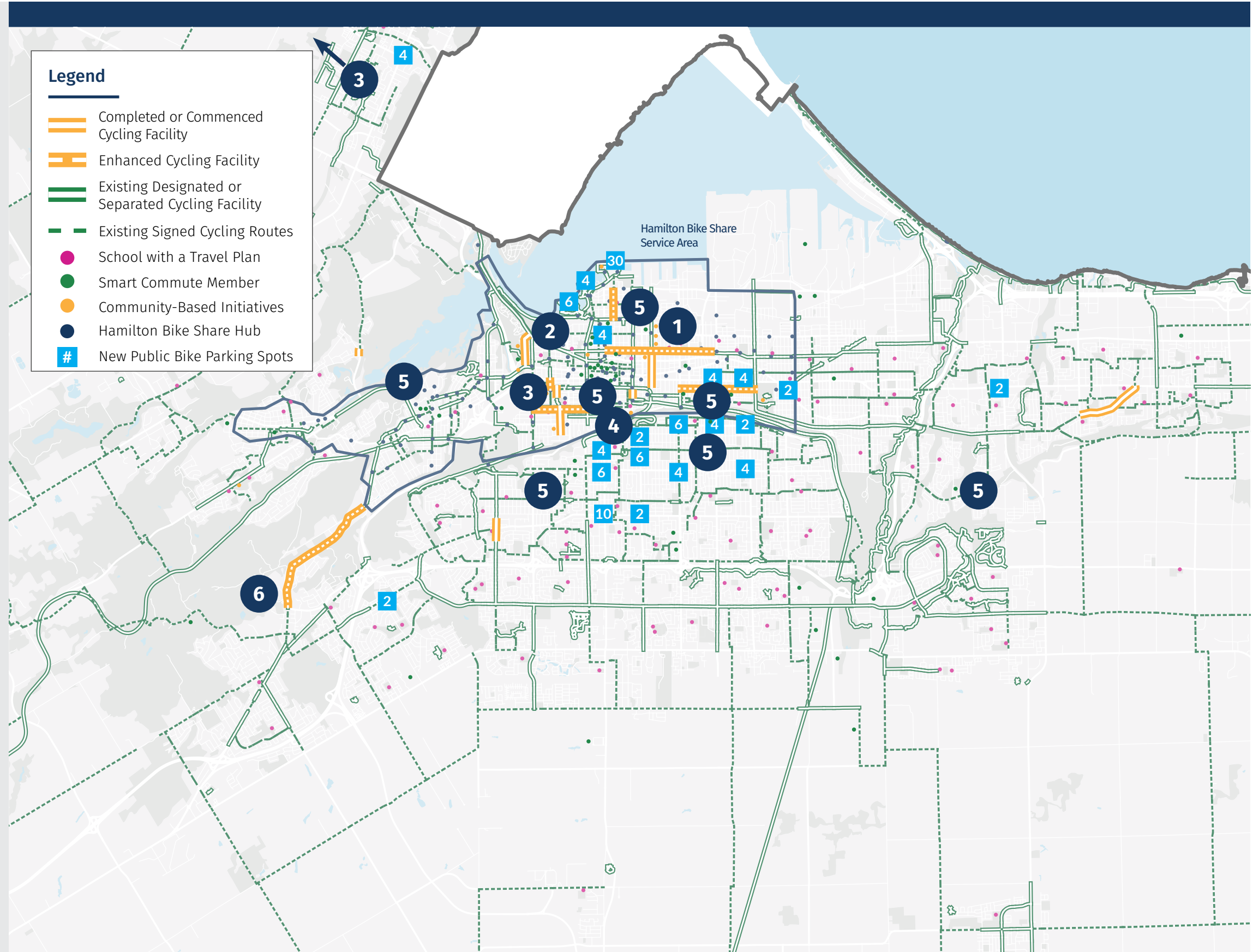
4
Public Art murals created along the Keddy Access Trail.



5
Bike Day and Month celebrations at City Hall and Smart Commute workplace member sites.



6
Wilson Separated Lanes: Filman to Rousseaux.



Delivering On Our 2022 Strategic Plan Actions

We made great strides at achieving our strategic objectives last year. We're proud to announce that eleven actions have been completed, with three others significantly completed.



Achieved In Progress Not Met

Group	Action	Status
 Community	Launch procurement of the Commercial E-Scooter Program.	The RFP was launched in the spring, and Bird Canada was the successful vendor. The pilot will launch in spring 2023.
	Report to Council on a possible e-cargo bike pilot program framework.	A public survey and meetings with advisory committees found support for an e-cargo bike pilot program. A report will go to Council in early 2023.
	Launch a free-floating carshare program.	The program launched in June, with Communauto introducing 25 free-floating vehicles in the operating area, in addition to the station-based vehicles.
	Receive, inspect and incorporate the Portland bike donation.	The first shipment arrived in March, with spare parts used to keep Hamilton Bike Share running smoothly.
	Complete Phase 2 of the Victoria Avenue cycle track, from Cannon to the Keddy Trail.	The Cannon to Hunter section opened in Fall 2022.
	Get Council endorsement of the Complete Streets Design Manual.	Council endorsed the Design Manual in July.
	Prepare for a return of in-person community engagement and special events.	Numerous in-person events began to return, including Bike Day, Cycling Committee Meetings, community focus groups and others.
 Schools	Develop School Travel Plans for Public schools.	The Schools Team are engaging with schools to update and create new plans.
	Develop School Travel Plans with Secondary Schools for the first time.	Staff are working with our school partners to identify secondary schools interested in developing a plan.
	Launch the School Streets pilot program.	The pilot School Streets program took place over multiple days in June at Strathcona School.
	Support the efforts and programs of the Daily School Route.	Staff continue to meet and work regularly with Daily School Route staff.
 Workplaces	Support workplaces as they return to the office with hybrid, remote and flexible work policies.	Staff have continued to engage with our workplace members throughout the year, providing information, resources, and support.
	Launch the RideShark Smart Commute Tool as public health restrictions begin to be relaxed.	The Smart Commute Tool was launched as part of Smart Commute Month in September.
	Implement a new Smart Commute 3.0 program to support the return to workplaces.	Staff introduced the draft SC 3.0 program at the Smart Commute Advisory Group and continued refining the plan with our workplace members.

01.

Community Programs and Initiatives



Community-based programs increase the livability and travel options for people who live, work or visit Hamilton. They support multi-modal objectives and help create complete communities.

14.4 km

of new and enhanced cycling facilities that commenced work last year.

18 Events

organized by the City and community partners on Bike Day and throughout Bike Month.

986 responses

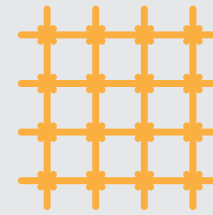
to the Open Streets survey. Nearly 90% of responses supported the pilot event connecting Gore & Gage parks!

112 new spots

for bikes to park installed at 26 sites across Hamilton as part of the bike parking request and pro-active installation programs.

What We Do in the Community

Community programs help support a transport network that is environmentally friendly, socially inclusive, and economically viable. In Hamilton, our team is positively impacting Hamilton's health, well-being and livability.



Cycling Network Expansion



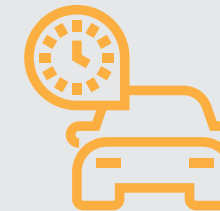
Special Events, like Bike Month



Multi-Modal Policies, Guidelines and Strategies



Hamilton Bike Share System



One- and Two-Way Car Share Program Management



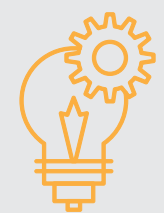
Short- and Long-term Bike Parking



Stakeholder and Public Engagement Initiatives



Supporting Placemaking Opportunities



Mircomobility Program Pilot Initiatives



Gathering In-Person for **Bike Month**

1 Bike Day at City Hall

Bike Month kicked off with Bike Day in the City Hall forecourt. The annual event provides an opportunity for residents to grab a free shirt, enjoy a snack and talk about all things cycling! To limit crowds, the event was modified to remove the formal remarks that previous years had and make it a "ride-thru" experience. Over the morning, over 400 people dropped by at some point, with nearly 350 shirts given away to Bike Day registrants. The event returned in person after being held virtually for the past two years.

2 Pop-Up in Dundas

During Bike Month and Bike to School Week, staff held a pop-up on Governor's Road multi-use path in Dundas. The pop-up was located near Sir William Osler and St. Bernadette schools, two schools involved with the City's Active and Sustainable School Travel program. Staff had a chance to connect with commuters, parents and students who were going about their day and was able to offer free equipment to make cycling and walking safer, like bells and lights.

3 Keddy Trail Pop-Up

In conjunction with the Hamilton Cycling Advisory Committee, staff hosted a pop-up event on the Keddy Trail to connect with people walking and cycling between the upper and lower cities. People who dropped by could grab a quick snack and refreshment and get information on cycling facilities and routes across the city.

4 Community Events

Several community groups and institutions celebrated Bike Month by organizing over fifteen other events. The events included group rides, pop-up shows, information sharing, data collection events, a bike-in movie, and free tune-ups. A big shout out to Everyone Rides Initiative, Hamilton Bike Share Inc., Mohawk College Sustainability Office, Freewheel Cycle, Cycle Hamilton, New Hope Community Bike, The Arkells, and Green Venture.

The City also hosted the annual "Ride and Seek" social media challenge, which encouraged residents to get out and explore their community.

Rethinking Our Streets: The Complete Streets Design Manual

In July 2022, Council unanimously adopted a transformative document: the Complete Streets Design Manual. The Design Manual is a tool that will change how streets are designed across Hamilton by integrating a new set of complete street standards into the design of our streets. The approach focuses on considering the needs of road users of all ages and abilities and building streets that meet their needs, whether walking, cycling, taking transit, driving a private automobile, or delivering goods. The approach prioritizes road safety for everyone and aims to enhance the public realm and complement the adjacent land uses.

The Complete Streets Design Manual is a compendium of design guidance for residents and practitioners to understand complete streets' principles. The Manual establishes street cross-section design parameters based on the Official Plan right-of-way (ROW) requirements and provides design guidance for specific street elements that are appropriate for a particular context. The guide touches on several elements, including street design, intersection design and implementation.

City Council provided direction to update municipal street design guidelines, manuals, and standards based on the Design Manual. Updates to design documents are underway, and the Manual is being applied to upcoming street projects, like the forthcoming York Boulevard Complete Street Reconstruction.

The Design Manual operationalizes the



The complete streets approach is about considering the needs of road users of all ages and abilities and building streets that meet their needs, whether walking, cycling, taking transit, driving a private automobile, or delivering goods. The approach prioritizes road safety for everyone and aims to enhance the public realm and complement the adjacent land uses.

What are some of the key changes in the Complete Streets Design Manual?



Process

Rethinking our streets requires a multi-stage process. The Design Manual establishes a five-stage process to incorporate Complete Streets elements into capital projects.



Cross-Sections

The manual established eight street typologies and prepared representative cross-sections for the desired state of streets, recognizing that the local context still needs to be considered.



Intersections

How typologies intersect is essential to creating a safer transportation network. The manual updates design standards and provides sample designs.

Complete, Liveable, Better Street Policy and Framework adopted as part of the Transportation Master Plan Update in 2018. The policy established principles for a "made-in-Hamilton" approach to complete streets and defined a typology toolkit. The policy recognizes that no one-size-fits-all solution is appropriate for street design, as different streets will have different priorities. However, all streets need a context-sensitive approach to balance the requirements of multiple users, whether they relate to mobility, placemaking, utilities, green infrastructure, or curbside uses.

Staff are actively implementing the Manual through several upcoming projects throughout Hamilton.

ITE Toronto awarded the Hamilton Complete Streets Design Manual with the section's 2022 Project of the Year Award. The Project of the Year award is a competition "to highlight and showcase a groundbreaking transportation project."



Setting Course on Neighbourhood Greenways

Neighbourhood greenways, also known as bicycle boulevards, are low-volume, low-speed streets optimized to manage automobile speeds and volumes. They provide continuous, comfortable cycling routes through the local street network. Many of the treatments used to create neighbourhood greenways not only benefit people on bicycles but also help create and maintain “quiet” streets that benefit residents and improve safety for all road users, including pedestrians.

Staff completed the Bicycle Boulevard Feasibility Study and presented it to Committee in June. The study provides a localized context for planning and designing bicycle boulevards in Hamilton, drawing on experience in other jurisdictions and cycling facility design guides. Specifically, the study develops and identifies:

- A standard definition to inform local implementation considering performance criteria and considerations related to potential candidate routes and operating bicycle boulevards.
- Network criteria to review and identify candidate routes for bicycle boulevards and undertake a network screening to identify proposed and high-priority routes in Ward 1.
- A toolbox of bicycle boulevards elements to be considered in local applications.

Staff will utilize the criteria and toolbox in upcoming projects to ensure that shared facilities are being used appropriately and meeting the objectives established through this work. The upcoming Integrated Active Transportation Master Plan will apply the criteria as part of the facility type selection.



Neighbourhood greenways incorporate features such as:

- Signage, pavement markings & wayfinding (all images)
- Volume management elements (top and middle image)
- Speed management elements (all images)
- Low-impact development/ corridor greening treatments (top image).

Expanding Mobility Options

City Council approved the Commercial E-Scooter Pilot Program in August 2021. The pilot will allow one operator to deploy e-scooters for an initial one-year term, with up to three one-year extensions. The pilot will allow staff time to determine the effectiveness of shared e-scooters and their long-term suitability. The pilot will expand the shared and micromobility options available in Hamilton, including Hamilton Bike Share, two-way carsharing and one-way carsharing.

A Request for Proposals for a single commercial e-scooter operator was published, and four proposals were received. Bird Canada Inc. was the highest-scoring proponent and was awarded the contract in November 2022. Staff are working with the vendor to develop a launch plan for Spring 2023. More details will be shared as plans are finalized.



Piloting Neighbourhood Greenways in Ward 1

The Bicycle Boulevard Feasibility Study, an extension of the Ward 1 Multi-Modal Study, identified two pilot locations for two neighbourhood greenways.

The pilots will allow us to test the concept as a new facility type within our cycling network. They include neighbourhood button intersections, partial road closures, bump-outs, customized signage and pavement markings.

The roadways were resurfaced in late 2022, and the greenway elements will be installed in spring 2023.



The Breadalbane and Pearl-Kent neighbourhood greenway installations will include measures such as wayfinding and directional signage (top) to help navigation and curb extensions at intersections (bottom) to help manage automobile speeds along the corridors.

Hamilton Bike Share at Two Million Trips



The Hamilton Bike Share system hit a significant milestone in January 2022 when an unsuspecting rider recorded the system's two millionth trip! After a pandemic that impacted usage, the system has begun to rebound. It has reached 66% of pre-pandemic ridership, despite the beginning of 2022, including restrictions that kept many stores closed and people working and studying at home.

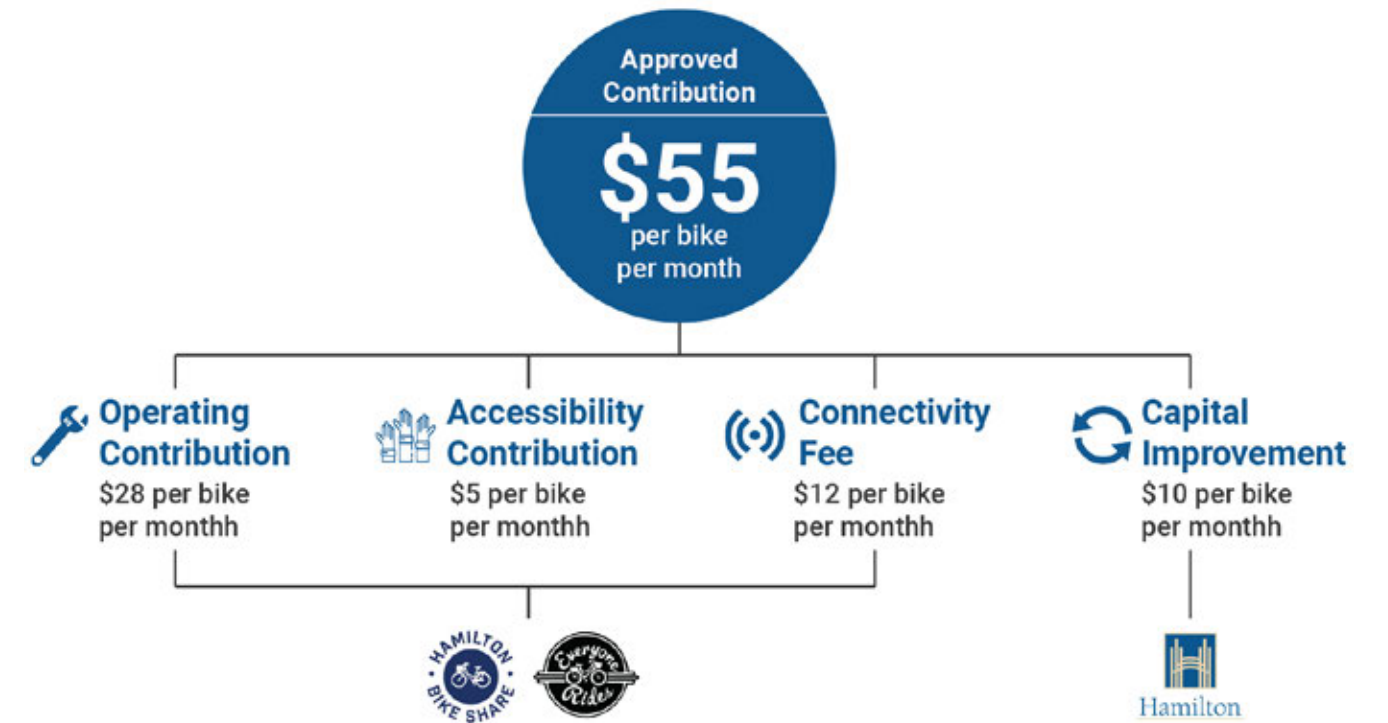
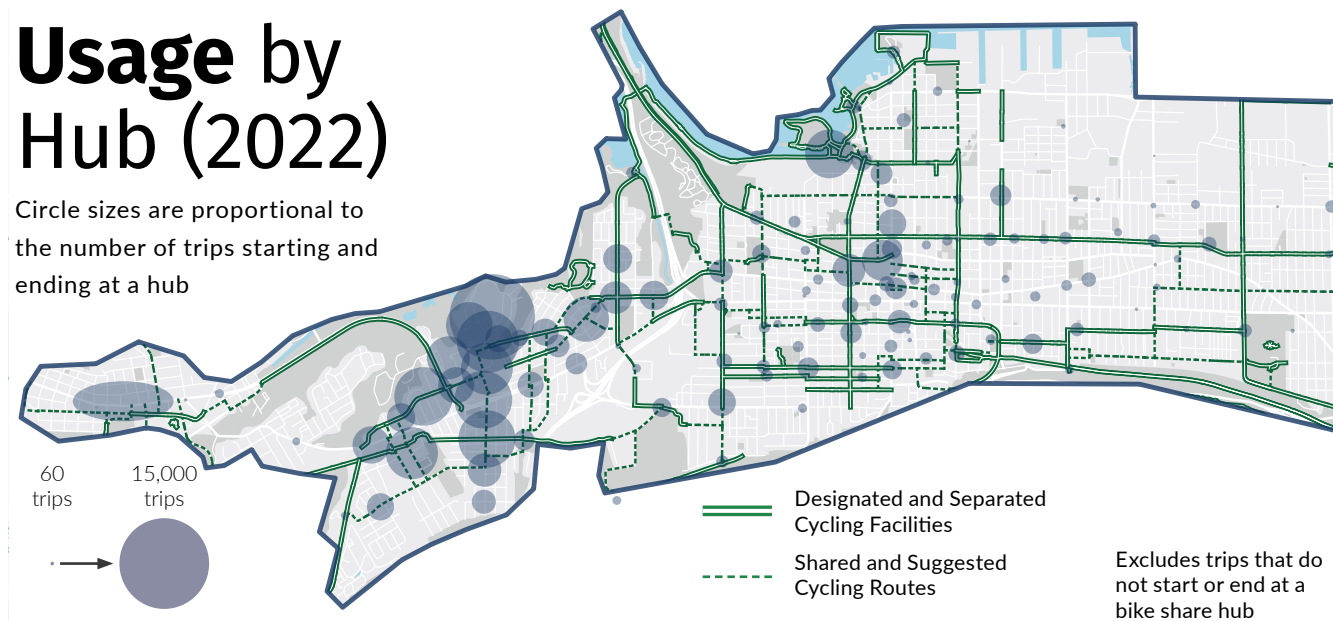
Hamilton Bike Share Inc. (HBS), the local not-for-profit operator, secured a grant through the Canada Healthy Communities Initiative to allow for the purchase of 75 new e-bikes that will join the bike share fleet. These

bikes will be owned by HBSI and operated alongside the City's bikes. The new e-bikes will help the City and HBSI to assess the suitability of e-bikes in Hamilton and understand the resources needed to support them.

The City also initiated a new partnership with McMaster University to analyze bike share data on an ongoing basis to support planning activities at the City. This data offers an excellent opportunity to better assess before and after studies of new facilities, understand what shifts (if any) take place, and help inform planning and prioritization of new projects, including as an input to the upcoming Integrated Active Transportation Master Plan.

Usage by Hub (2022)

Circle sizes are proportional to the number of trips starting and ending at a hub



Securing the Future of Hamilton Bike Share

As part of the 2022 Budget Process, Council approved establishing a municipal operating contribution to the Hamilton Bike Share system. The system was launched in 2015 when the City bought bicycles, stations, and other equipment, which was then given to a private operating partner.

Hamilton Bike Share plays an important role in meeting the on-demand travel needs in its service area in an affordable manner. The new funding will support the operations and connectivity of the bicycles, a capital contribution for large expenses and a contribution to the Everyone Ride's Equity Initiative.

The system has been operated since 2020 by Hamilton Bike Share Inc., a local not-for-profit. This sets the system up for an exciting 2023!

Sharing Our Expertise with the World



Sustainable Mobility had the opportunity to share our local experience with counterparts from across North America and learn lessons from others to bring back for our work.

Ontario Bike Summit

Staff from Sustainable Mobility and members of the Cycling Advisory Committee were able to attend this event, organized by Share the Road. Staff shared Hamilton's journey to developing a complete streets policy and (the then) under-development design manual, including lessons learned for other mid-sized cities.

Transportation Association of Canada Annual Meeting

At the annual gathering of Canadian transportation professionals, Sustainable Mobility staff had the opportunity to present on two local initiatives. The first was a co-presentation on the local Neighbourhood Greenway Strategy, including the Breadalbane pilot installation. The second was a panel on Hamilton's micromobility program.

National Bike and Scooter Share Association AGM

Staff had an opportunity to present Hamilton's micro- and shared-mobility program with practitioners worldwide. The annual conference, the only shared micromobility-focused conference globally, fosters innovation and actively shapes the future of shared micromobility.

Learning from our Colleagues



Exploring New Cycling Facilities in Toronto

The Sustainable Mobility team spent an afternoon visiting our counterparts in Toronto.

Staff had an opportunity to experience the shared, designated, and separated cycling facilities in central Toronto, including the Shaw Street neighbourhood bikeway, Gerrard bike lane planted islands, Sherbourne Street cycle track and the Yonge Street Complete Street pilot.

The visit was a positive learning experience, and staff have brought back lessons learned and precedents that can be applied locally.

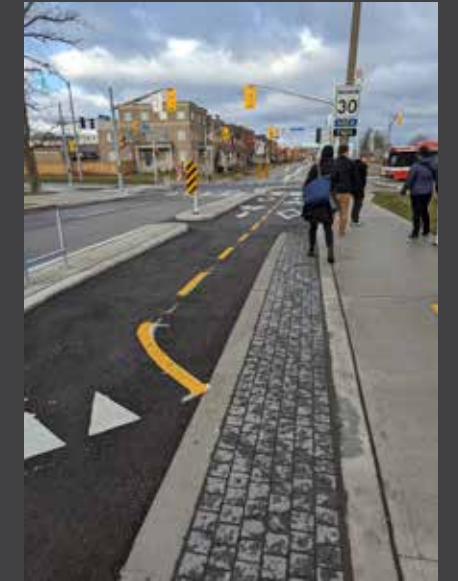


A Team Hamilton Trip to Kitchener-Waterloo

A contingent of staff from across the City spent a day visiting staff from Waterloo Region and the cities of Kitchener and Waterloo. Before the pandemic, the City of Kitchener staff visited Hamilton to explore our local separated cycling facilities and bike share system.

Staff visited several sites, including:

- A Dutch-inspired roundabout at Huron and Strasburg, in southwest Kitchener.
- Kitchener's downtown cycling network, which was installed during the pandemic.
- An intersection mural and Every Child Matters honorary crosswalk.
- Placemaking projects, particularly those integrated with the ION LRT and development.
- The King Street Complete Street project on Uptown Waterloo.



Toronto's First Protected Intersection in North York

Staff had an opportunity to visit Toronto's first protected intersection. The design team, including Toronto staff, organized the tour. The tour leaders provided an overview of the project, discussed the innovations, the design and construction experience, and answered questions.

The intersection connects two two-way cycle tracks that provide a critical junction in the community. The intersection and surrounding area applied the City of Toronto's new Green Streets Guidelines, which incorporated bio-retention planters, green gutters, tall grasses and open planters.

The protected intersection is in North York, just south of York University at Evelyn Wiggins Drive and Murray Ross Parkway.

Growing Our Cycling Network

The Sustainable Mobility team oversees the implementation of the Cycling Master Plan.

In 2022, 14.4 km of new and enhanced cycling facilities commenced construction to help make it easier and safer for cyclists to navigate our city.

The highlights of select projects are shown to the right and on the next page.

➤ Cannon Street Enhancements

- Addition of pre-cast concrete curbs and flexposts over 2.5 km of the existing facility.
- Improves separation between the cycling facility and other road users to create a more comfortable experience.



◀ Maplewood - Delaware Enhancements

- Added flexposts at strategic intersections along the corridor to tighten the turning radius of vehicles entering or leaving the 1.7 km corridor. This helps to reduce the number of vehicles that drift into the bike lane.
- Provides an opportunity to test this new measure locally to see if it produces value and should be expanded along similar narrow corridors where other facilities cannot be accommodated due to geometric constraints.

➤ Ferguson Connection At Shamrock Park

- Installation of a 200 m cycle track next to Shamrock Park, connecting Ferguson to the underpass.
- Provides a legal cycling connection, removing cyclists' need to dismount and walk on the sidewalk.





Wilson Street Bike Lane Separation

- Added mini-jersey barriers, pre-cast concrete curbs, and flexposts over 3.2 km of the existing facility that connects Ainslie Woods and Ancaster, the first deployment of the mini-jersey barrier outside of downtown.
- Improves separation between the cycling facility and other road users to create a more comfortable experience along one of the limited number of escarpment crossing routes.
- Is helping to expand Hamilton's separated bike network further west, expanding the travel options to local residents and workers in the surrounding communities.

Victoria Avenue Separated Bike Lanes: Phase 2

- New two-way, separated cycling facility between Cannon Street and Hunter Street, expanding the existing Victoria cycle track 0.8 km further south.
- Provides a new north-south connection south of Cannon, improving the overall network connectivity and will soon form part of the future Fennell to Burlington corridor.
- The project's final phase will see the cycle track extended south to Stinson, then eastward to improve connections to the Keddy Trail and Young Street bike lanes.



Filling in the Upper Paradise Gap

- New bicycle lanes, using pre-cast curbs and flexposts, fill a 0.6 km gap in the existing Upper Paradise cycling corridor and provide a more comfortable cycling experience across Mohawk Road.
- Improves separation between automobiles and people walking and cycling along this section of very busy roadway.
- Feedback from the local community has been positive and helped demonstrate support for improved cycling facilities on the Mountain and beyond.



Dan Bergeron & Gabriel Spector (Fauxreel), Toronto



Nereo Zorro, Winnipeg



Kayla Whitney, Hamilton

Blending Art & Mobility on the Keddy Trail

The Keddy Trail Art Project saw six new murals installed along the signature active travel corridor. Artists were invited to respond to one or more of the project goals determined by the Keddy Trail Street Art Advisory Committee.

The Committee notes that “the Keddy Trail serves as a thread linking elements of shared civic space, a literal line cutting through the tension of a growing city accessed by a broad range of citizens. The Keddy Trail Street Art Project commissions address the sense of balance between the natural environment, cycling, pedestrian and vehicular infrastructure, the upper and lower city, diverse communities and people on our journey to becoming a Livable City.”



Clear Eyes Collective, Hamilton



Janet MacPherson, Hamilton



SOWL, Toronto

Making Shared Cycling Bus Stops a Reality on Victoria

In late 2022, new shared cycling bus stops were installed along the Victoria Avenue separated bike lanes. The shared stops are a retrofit option for accommodating cycling facilities through bus stops where other options aren't feasible.

In shared cycle track bus stops, a cycling facility rises and runs along the transit boarding area, extending the curb into the street instead of routing cyclists around the stop. People on bikes can ride through the boarding area when there are no buses but must yield to pedestrians who are boarding or alighting from the transit vehicle.

The shared bus stops benefit people cycling, walking and taking transit:

- From a cycling perspective, the shared stops do not require transit vehicles to merge into the

cycling facility to pick up and drop off passengers, eliminating a conflict point.

- For people taking transit, the stops do not require buses to merge in and out of traffic, helping to keep buses moving. The shared stops also provide additional space for buses to deploy their ramp for folks using mobility devices and give more room to maneuver.
- For pedestrians, the stops offer a buffer between the sidewalk and automobile traffic, helping to create a more comfortable experience.

Staff will monitor the sites to understand any lessons that can be learned for future initiatives. There are several upcoming projects where these shared stops are planned.

Below: A new shared cycling and transit stop was installed on Victoria Avenue at Copeland. The new stops provide a safer, direct option to board transit buses across the new two-way separated cycling facility.

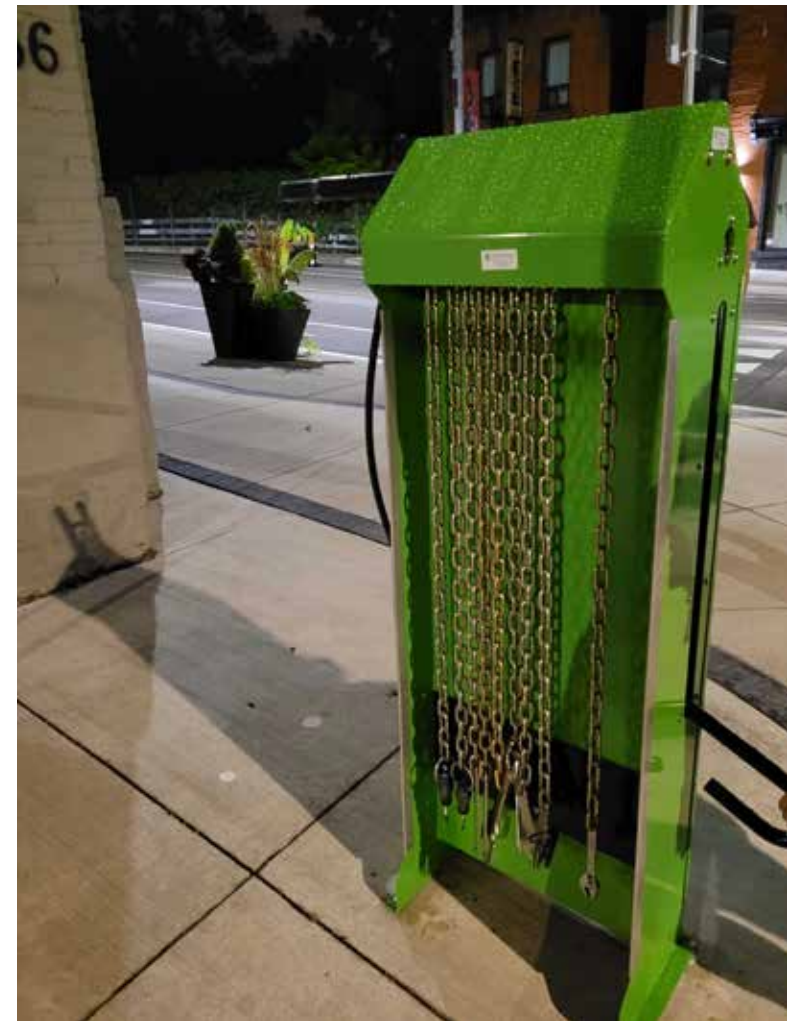


Expanding the Bike Fix-It Station Network

Sustainable Mobility maintains a network of eight public bike fix-it stations. The stations are located along busy cycling corridors and at community destinations and provide a valuable resource to the community.

This past year saw the addition of two new bike repair stations at the corner of Locke and Hunter and the new Carlisle library. The Locke site is adjacent to the junction of the Locke Street bike lanes and the first phase of the Pearl-Kent neighbourhood greenway, and the Carlisle library site is a community destination.

Fix-It Stations include the tools necessary to perform basic bike repairs and maintenance, from changing a flat to adjusting brakes. Hanging the bike from the hanger arms allows the pedals and wheels to spin while making adjustments.



Left: Designed to withstand all weather conditions and heavy use, bicycle repair stations have the most commonly required tools. The tools are securely tethered on a chain, while a bike hanger and pump are integrated to make it easier to make adjustments. The Locke Street site is shown to the left.



Cycling Towards Better Engagement with CityLab

The Sustainable Mobility team worked with McMaster University students enrolled in the Semester-in-Residence (CitySIR) through CityLab. Students were posed with the question: How can the Sustainable Mobility team deliver engagement that corresponds to infrastructure projects' varying characteristics while increasing stakeholders' clarity and transparency?

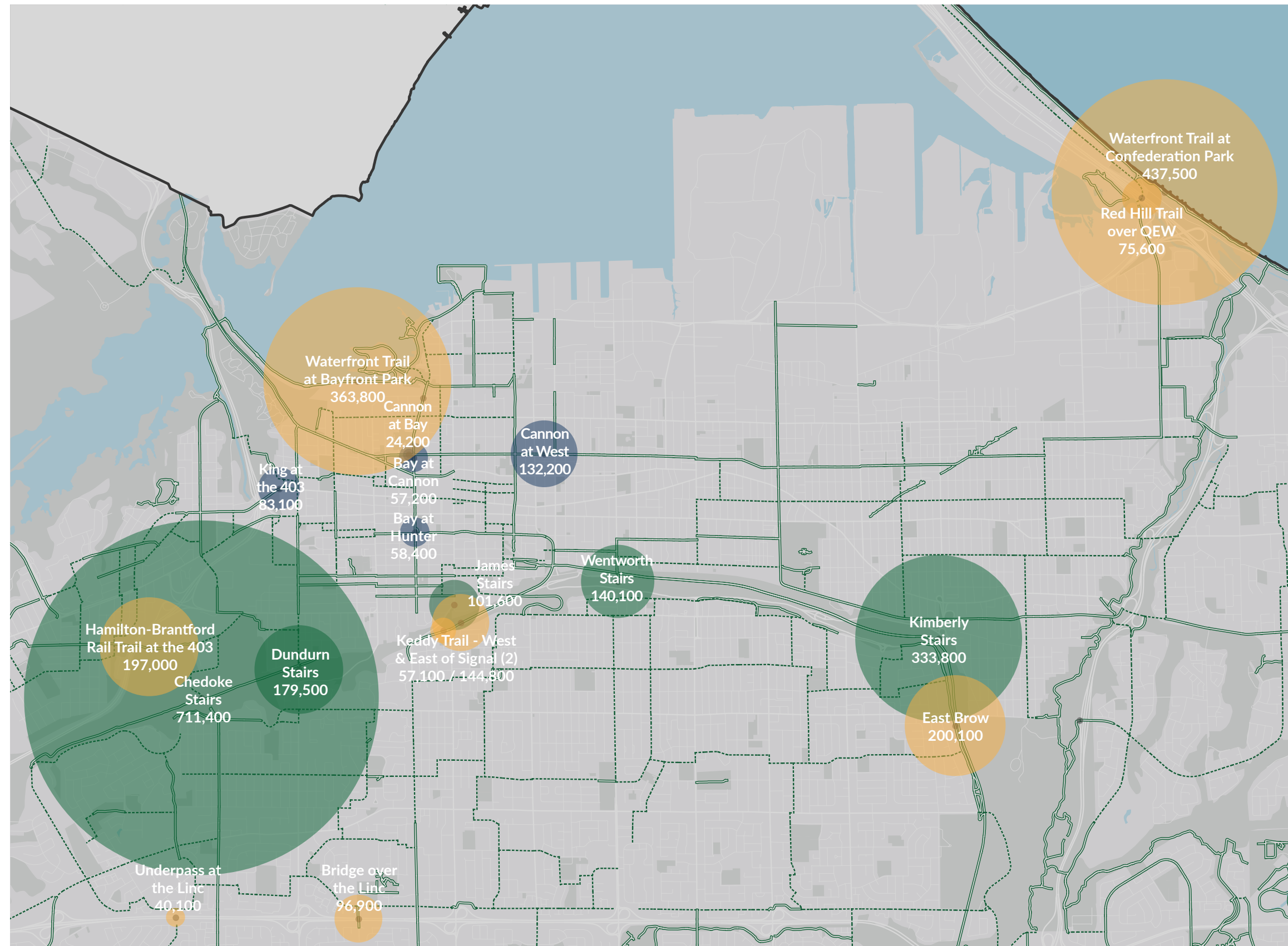
The students worked with Sustainable Mobility staff to review the engagement undertaken on recent projects and developed an initial classification framework. The framework classified projects based on their characteristics and then suggested potential engagement strategies that could be beneficial.

They then held a virtual engagement system to present the framework and get feedback. Representatives from the City, cycling advocacy groups, the Cycling Advisory Committee, McMaster University and community groups provided input to see if it aligns with community expectations. The students then refined the concept and presented a draft framework at the CityLab Symposium at the end of the term.

The students tested one of their proposed strategies: a ride-along of a recently completed project. The students invited cycling advocates and City staff to ride the Hatt Street separated bike lanes in Dundas and discuss the design at specific sites. The ride provided another opportunity to experience the facility together on-site.

The framework is being piloted by staff in 2022 and 2023 and will be incorporated into the upcoming Integrated Active Transportation Master Plan.

Thank you to Falisha Razack, Wajeeha Cheema, Nico Belanger and Sophie Gordon for their excellent work.



Making Every Trip Count!

The Active Transportation Counting program collects walking and cycling activity along sidewalks, trails, and on-road bicycle facilities.

Automatic counters monitor active transportation 24 hours a day at various locations, with new sites being added each year.

Data on usage and demand is vital to building long-term support for walking and cycling, improving conditions for pedestrians and cyclists, and contributing to City processes, including designing lighting levels, maintenance programs, planning and design studies.

The counter data is available online through the Hamilton Active Transportation Benchmarking webpage.

-  Walking Counter
-  Cycling Counter
-  Walking + Cycling Counter

Pedal Poll 2022: Becoming a Focus Community

On June 6th and 12th, Hamilton participated as a Focus Community in the 2nd Annual Pedal Poll, organized by Velo Canada. Twenty-five volunteers stood at count locations across Hamilton to help evaluate cycling in the community by understanding who is cycling and where.

By collecting data in the same way at the same time, year over year, we will help build a “snapshot” of what cycling looks like in communities across Canada. Once compiled, we can compare cycling in Hamilton with 30 other communities across Canada.

Below: A sample count from one shift of pedal poll counts on the Keddy Trail. Full data will be available from Velo Canada Bikes later in 2023.

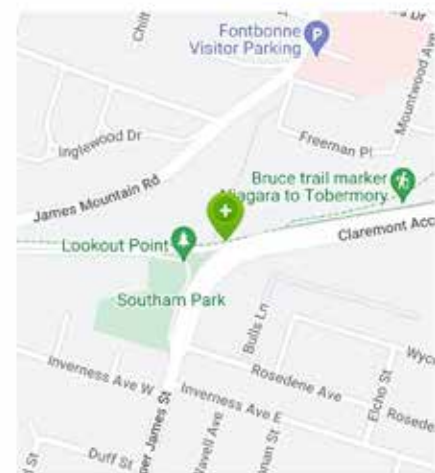
Right: A volunteer collecting data at the Keddy Trail.



Keddy Trail

Between Lookout Point and Claremont Access

Hamilton, Canada



Wednesday, June 8th 2022

14:56 - 16:00

Perceived Gender



Perceived Age



Perceived Ethnicity



I counted 18 people on bikes in 64 mins with: CounterPointApp.org

Installing Over 110 New Bike Parking Spots

Hamilton’s publicly accessible bike parking supply increased by 112 spots with the installation of bike racks at 26 sites. Reliable access to bike parking gives the community a safe and convenient place to park their bike and sends a strong message to society about the value placed on cycling.

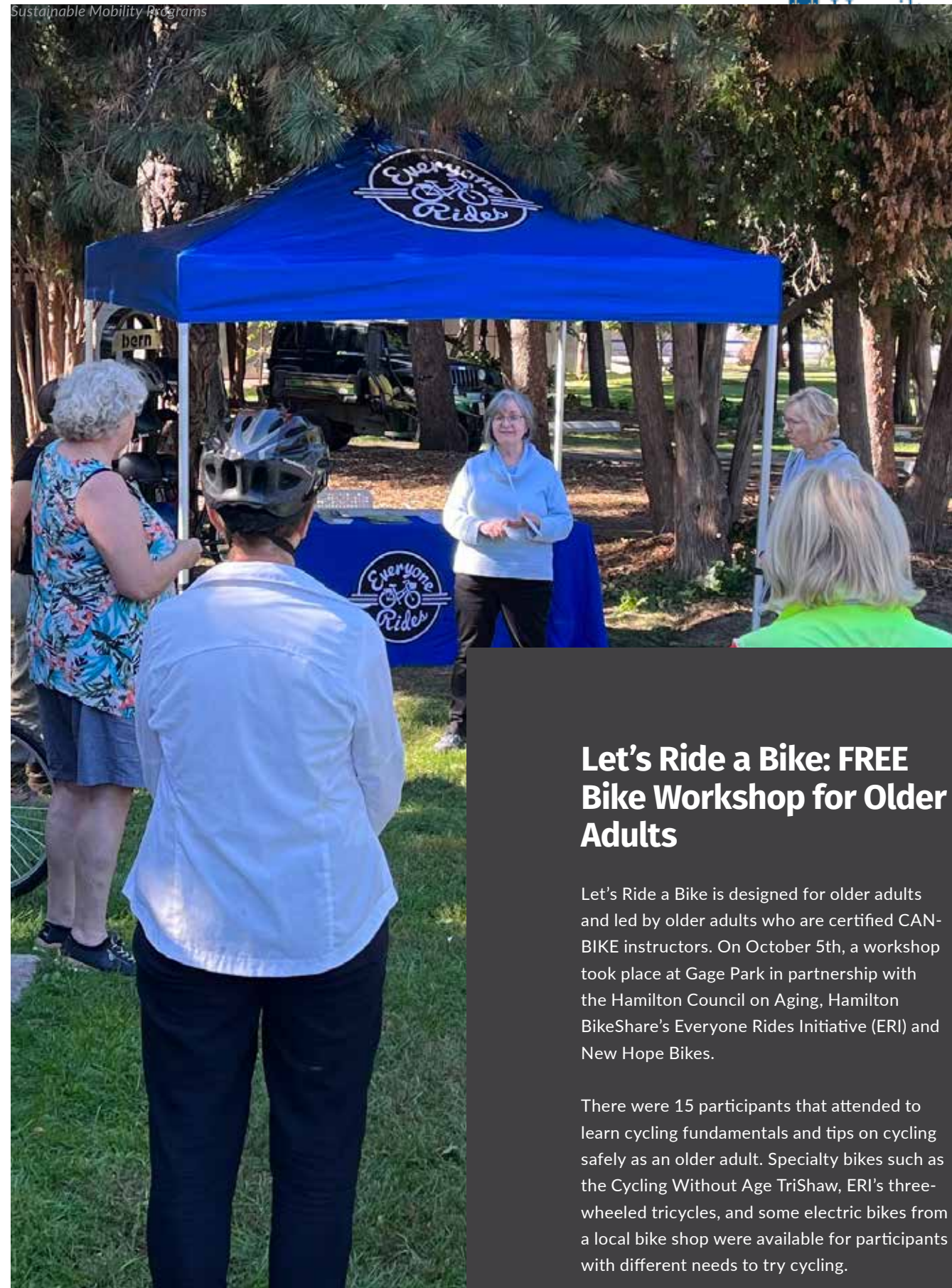
Bike Parking in the public right-of-way is installed through two programs:

- **Public Right-of-Way Request Program:** businesses and residents can request that a Hammer Hoop be installed at a specific location. Staff will work with the requestor to determine if there is a safe and appropriate location in the requested area.
- **Proactive Installation:** staff review the existing bike parking availability in different wards each year to identify where there may be a deficit. Staff then identify potential locations and works with local stakeholders to confirm the sites.

Above: New bike parking and a Hamilton Bike Share hub were installed at the eastern gateway to the Pier 8 development, near the HMCS Haida.

Below: Hammer Hoops were installed at 830 Upper James in Ward 8, near the intersection of Upper James and Mohawk. These racks help address a deficit of public bike parking in the immediate area.





Let's Ride a Bike: FREE Bike Workshop for Older Adults

Let's Ride a Bike is designed for older adults and led by older adults who are certified CAN-BIKE instructors. On October 5th, a workshop took place at Gage Park in partnership with the Hamilton Council on Aging, Hamilton BikeShare's Everyone Rides Initiative (ERI) and New Hope Bikes.

There were 15 participants that attended to learn cycling fundamentals and tips on cycling safely as an older adult. Specialty bikes such as the Cycling Without Age TriShaw, ERI's three-wheeled tricycles, and some electric bikes from a local bike shop were available for participants with different needs to try cycling.



Launching the Free-Floating CarShare Pilot Program

On June 13, the City of Hamilton and Communauto launched the 18-month pilot for the free-floating carshare project. The new Communauto FLEX system allows car share users to make one-way trips, allowing residents to pick up and leave the cars in permitted on-street parking spaces rather than returning them to fixed station locations. The pilot launched with 25 vehicles and deployed over a 12 square kilometre service area in Wards 1, 2 and 3. Staff will come to Council in 2023 with recommendations on the program's future.

Council approved the pilot program in 2022. The one-way FLEX service is an addition to Communauto's existing 35 station-based vehicles, which have been operating in the city for over 13 years.

Left: Communauto was the first carshare operator to receive a free-floating permit under the pilot program. Other operators can choose to participate.

Below: Peter Topalovic of Sustainable Mobility provides an overview of the pilot at the launch event.





Taking the WALKtober Challenge

WALKtober was a two-week contest held in October and encourages residents to get outside and get active. Participants who logged trips using the Smart Commute Tool were entered to win prizes!

Throughout the month:

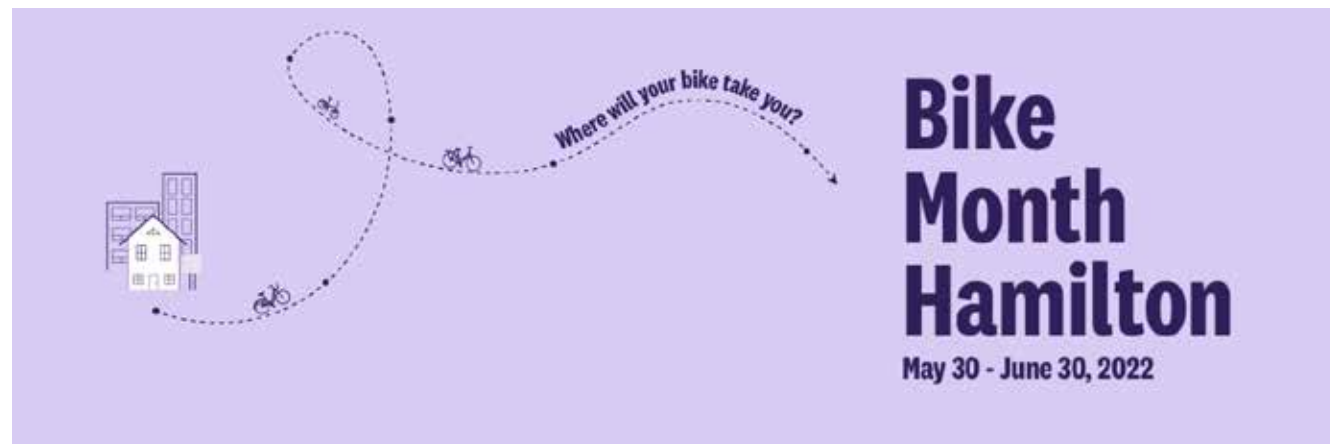
- 96% were commute trips (vs personal ones);
- 202 trips were logged on the Tool; and,
- Tuesdays were the most popular days that participants logged trips on.



Winter Commute Month

This campaign is to encourage active and safe travel for recreational & leisure purposes from February 28 to March 31. It was held virtually with a series of social media posts that shared information, tips and events.

Over the month, 12 social media posts were shared, and we saw success; for example, our Twitter account generated over 7,000 impressions and gained 47 new followers.



Sustainable Mobility worked with partners, such as Cycling Without Age and the Everyone Rides Initiative, to advance permitting the use of large bicycles within Hamilton. A full report will be coming to Council in early 2023.

02.

School-Based Program & Initiatives



Active and Safe School Travel programs work to increase the rate of students choosing active transportation to and from school, thereby addressing environmental, health, and safety issues.

3 school streets

events held at Strathcona Elementary as part of the pilot program.

8,000 students

positively impacted by the City's Active and Sustainable School Travel (ASST) program.

199 travel plans

developed with local schools to help make it more comfortable for students to walk and roll to school.

20 schools

engaged through the school travel planning process in the public and catholic school boards.

What We Do with our Schools

Transportation Planning and Public Health have worked together for over 15 years to deliver the Active and Sustainable School Travel (ASST) programs to schools across Hamilton.



School Travel Planning



Active & Sustainable School Travel Charter



Active and Sustainable School Travel Certification



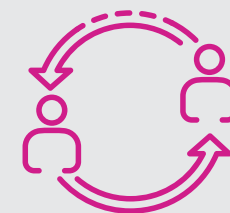
School Bike Rack Grant Program



Site Assessment and Data Collection



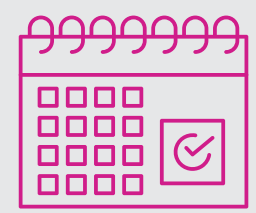
School Streets Pilot Program



Parent Engagement Strategy

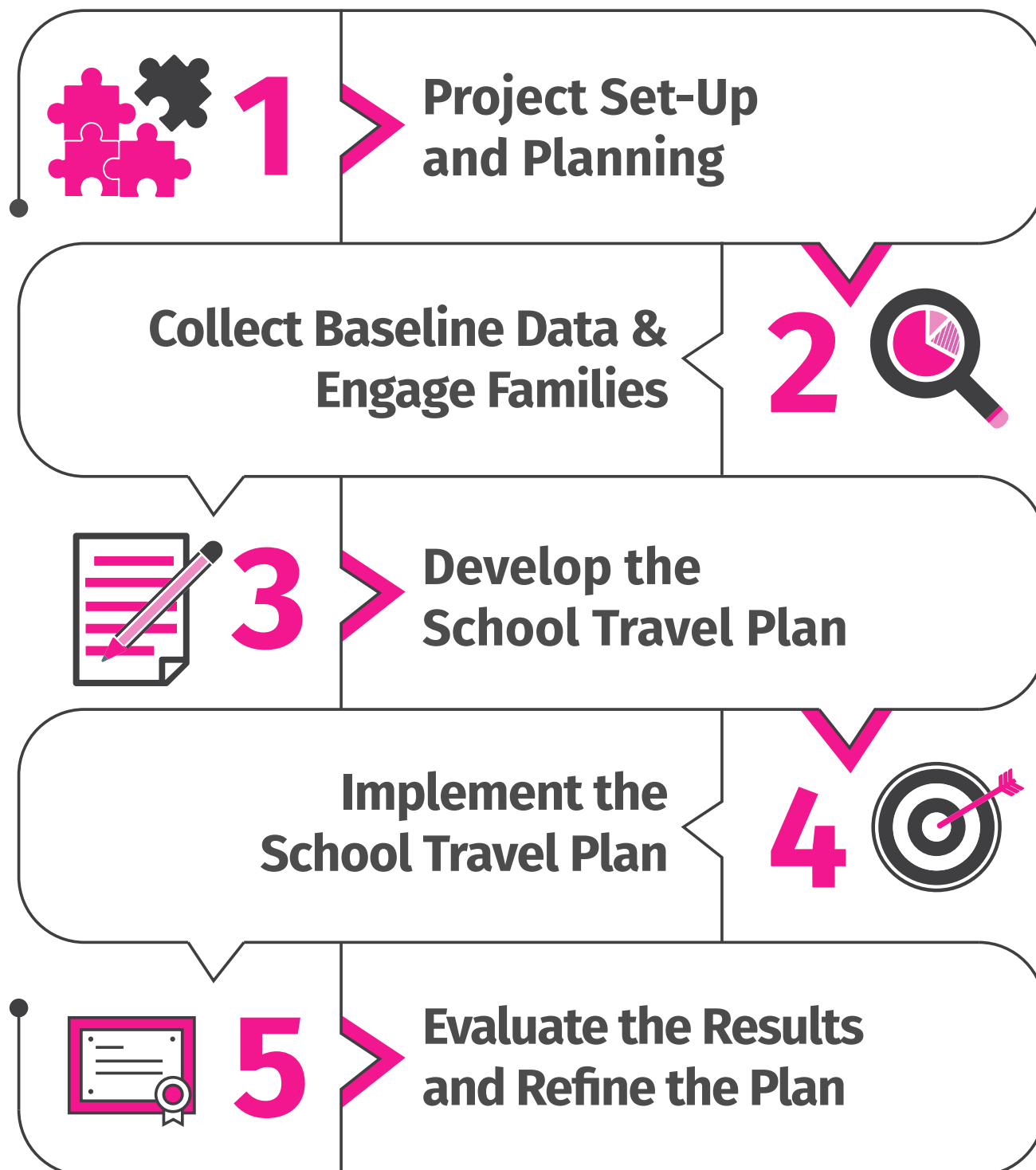


Safe Travel Information and Resources



Special Events like Wear Yellow Day

The **Active and Sustainable School Travel** (ASST) Program Process



School Travel Planning with Our Partners



The dedication of parents, educators, students, and administrators meant that the school travel planning program continued to make progress. Our team has engaged with almost every elementary school at some level and is looking forward to reconnecting with many new and returning schools in 2023.

School travel planning (STP) is a community-based approach that aims to increase the number of children and adults choosing active transportation to and from school, thereby addressing environmental, health and safety issues. The Active and Sustainable School Travel (ASST) certification initiative, developed by Planning & Economic Development and Public Health staff, uses the STP model from Green Communities Canada to help schools earn recognition for ASST efforts.

The Spring term of the school year saw several schools directly engaged with STP and a few event days that reached a broader spectrum of schools. In the Fall, our team made great strides in formalizing interdepartmental partnerships, which allowed for an enhanced level of school travel planning to be brought to many elementary schools.

The School Travel Planning process, shown on the opposite page, involves several key steps. These include collecting travel data through inventories, travel surveys, audits, and walkabouts with parents and administrators; and developing and implementing action plans. Schools that complete the first three steps of the STP process are eligible for Level 1 ASST certificates. At the same time, those that focus on implementing the plan and evaluating their successes are eligible for Level 2 ASST certificates.



Planning for A Sustainable Future: The School Site Design Guidelines

The School Site Design Guidelines aim to help stakeholders understand how to create a community environment that encourages active travel to school. The guide will inform the planning of new communities, the design of new schools, and improving access to existing schools.

This guide supports the City's efforts to grow the use of active and sustainable travel modes to schools for students and staff. This document complements and supplements the existing studies and guidelines around active transportation and Transportation Demand Management.

The concepts and recommendations presented in the guidelines are intended to encourage active and sustainable modes of travel to school, recognizing the need for partnerships to deliver these elements. The school boards and the City should consider partnering to advance recommendations that would otherwise be unachievable because of funding or resource limitations.

The guidelines have been developed in consultation with Public Health, the school boards, and our Planning and Public Works partners. They will come before Council for endorsement in 2023.

They will become essential in planning new schools across Hamilton to support active and sustainable travel.



The kids were really excited to be on the road. We brought just a few tennis balls and skipping ropes as activities – simple things, it doesn't need to be complicated!

It's usually crazy nuts outside the school with cars lining the street, even though it's supposed to be no parking. Normally it's difficult for families with strollers to get along the sidewalk from all the car doors opening and closing. We'd definitely like to see this repeated as much as we could in the future.

— Strathcona Elementary Parent on the School Streets Pilot



Bringing School Streets to Strathcona Elementary

Throughout June, Strathcona Elementary students were able to enjoy the first, of hopefully many, School Streets event. Over three days, Lamoreaux Street was closed to motorized vehicles and re-opened to students before school started. The street became a space for students to run and play, jump rope, ride bikes and skateboards, and play games. The school community embraced the concept of a car-free environment.

The Sustainable Mobility team led the Hamilton School Street pilot in collaboration with other divisions and through engagement with the school community. Surveys indicated that on School Streets days, the number of students arriving by car decreased by nine percentage points, a considerable achievement for a simple event. An Ontario Active School Travel grant funded the pilot initiative through Green Communities Canada.



03.

Smart Commute Workplace Program



Smart Commute Hamilton educates employers and commuters about their travel choices, encouraging them to try more efficient options that reduce congestion and help improve their quality of life.



29 member

workplace and post-secondary members with 50 worksites across Hamilton.

125,000 commuters

physically and virtually travelling to work and school each week that we connect with through our members.

25+ Events

held at workplace locations across Hamilton as part of our multi-modal campaigns.

11 visits

to our worksites throughout Smart Commute Month, leading to 1,000+ connections during the campaign.

What We Do at Local Workplaces

Smart Commute Hamilton is a transportation management association led by the City of Hamilton which works with workplaces to provide programs and initiatives that encourage active and sustainable transportation.



Exclusive Workplace Carpool Matching Tool



Access to the Emergency Ride Home Program



Shuttle Planning & Program Support



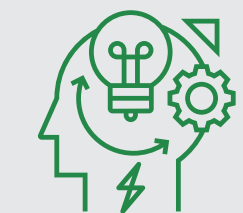
Alternative Work Arrangement Support



Site Assessment and Data Collection



Multi-Modal Travel Option Promotion



Workshops, Lunch and Learns and Seminars



Parking Demand Management Planning



Special Events and Workplace Outreach

What is Smart Commute Hamilton?

Smart Commute Hamilton is a transportation management association which works with workplaces to provide programs and initiatives that encourage active and sustainable transportation.

The initiative takes immediate action on climate change and health in the Greater Toronto and Hamilton area through transportation efficiency, policy development and infrastructure renewal. The organization also supports the City's strategic initiatives.

Smart Commute Hamilton is part of the GTHA network of local transportation management associations led by local and regional municipalities.

More than 300 employers and 730,000 commuters have signed on to the Program and are designated as Smart Commute workplaces. The goal is to ease congestion, improve air quality and reduce greenhouse gas emissions while making commuting less expensive and more enjoyable helping support the objectives of the Transportation Master Plan.

Services include:

- Carpooling – exclusive ride-matching programs for employers
- Emergency Ride Home programs
- Employee work arrangement solutions: telework, flex hours, and compressed work
- Site assessments and surveys to understand employee commuter behaviour
- Workshops, lunch and learns, and seminars
- Walking and cycling promotion
- Incentives and promotions



Looking Back at Our 2022 Successes

In 2022, Smart Commute returned to in-person events and engagement, reconnecting with our 29 employers to promote a sustainable return to the physical office.

With the easing of public health restrictions, Smart Commute could begin connecting in person with our 29 workplaces again. The team hosted an in-person Bike Day at City Hall to kick off a hybrid Bike Month in June.

During Smart Commute Month in September, the team visited ten worksites to speak with staff and share information on how to save time and money on their commute. The team also did a public launch of the new Smart Commute Tool and app. The tool is used across the GTHA and helps with trip planning and ride-matching and tracks your commuting choice's financial and environmental impacts. We launched the new WALKtober contest on the Smart Commute Tool in October. In December, Workplace Champions were invited to Stelco Tower to discuss challenges in their workplaces and how Smart Commute can help with a sustainable return to work.

Emergency Ride Home was relaunched in 2022, allowing our Smart Commute workplace members to claim up to \$75 to cover expenses for emergency travel when they commute sustainably. This program will be expanded in 2023, making it easy to submit a claim in the Smart Commute Tool.

As we progress through 2023, we look toward the new opportunities and partnerships that will move the sustainable mobility agenda forward as they present themselves. We have some exciting initiatives for 2023, including the return of the Smart Commute Advisory Committee to keep communication open as we continue to experience new challenges with remote work and hybrid environments. We will continue to help make Hamilton's transportation network efficient, integrated and convenient.



Giving Peace of Mind to Commuters: Re-launching Emergency Ride Home

In 2022, Emergency Ride Home was launched and promoted throughout Smart Commute Month. Smart Commute workplace employees can get reimbursed (up to \$75) for emergency transportation costs.

Employees of Smart Commute workplace members who commute to work using a sustainable mode of transportation are covered if they find themselves in an emergency and need to get home. For example, suppose someone in a carpool has unexpected over time. In that case, the stranded carpool member can arrange and pay for transportation, either taxi, transit or rental car and be reimbursed with proof of transportation receipts.

In 2023, changes to the Smart Commute Tool will make it easier to submit a claim.

Smart Commute 3.0

The City of Hamilton continues to work on the roll-out of Smart Commute 3.0. The strategy helps chart a new path forward for Smart Commute in Hamilton following the full takeover of the program by the Sustainable Mobility team while considering the impacts of the COVID-19 pandemic on the commute.

The goals of Smart Commute 3.0 are to:

- Establish a new workplace membership program;
- Create a new Discounted Transit Pass Program; and,
- Launch the new Smart Commute ride-matching tool.

In 2022, the team was able to move forward on these goals with the official launch of the new Smart Commute Tool for trip planning and ride matching. The team is also working on the latest workplace membership program.

We will use 2023 to ensure we are designing a program to achieve our goals in the current environment. The team will also continue to work on options for a new Discounted Transit Pass program.

Smart Commute Month Highlights

Set up information booths at 5 of our workplaces (11 sites in total) to promote our free Smart Commute tool

Completed our Annual Travel Survey with over 90% of participants indicating they were willing to try a sustainable mode to work i.e., walking, cycling, carpooling, or taking public transit.

Comments from the question: What first step will you take to try a new mode?

“Looking up additional bus routes to see more options.”

“I’ve bought a bicycle, just waiting for it to be delivered!”

“Get my running shoes out to start winter walking to work.”

“Go out and talk to my friends about carpooling.”



Bike Month With Our Workplace Members

A number of our workplaces participated in Bike Day / Bike Month activities, including:

- McMaster University organized a group ride from McMaster University to City Hall with 40+ cyclists in attendance.
- Mohawk College organized its own Bike Day at its Fennell Campus, offering cyclists refreshments and free Bike Month t-shirts, and hosted a free bike tune-up during Bike Month.
- Several workplaces, such as Green Venture, Hamilton Health Sciences and Indwell, participated in Bike Month, hosting events and promotions, and supporting cycling during the month.



The Official Launch of the Smart Commute Tool

The Smart Commute Tool is a transportation demand management tool that allows commuters to explore their travel options, connect with others, find cycling and transit mentors, and arrange carpools.

After a successful pilot, the team began to promote the Tool to the general public in September 2022.

The team will continue to work on growing the number

of registrants in 2023. The Tool is available for iOS and Android and can also be accessed through a web browser at SmartCommute.ca.

With the Smart Commute Tool, you can:

- Find a carpool partner;
- Track greenhouse gas and cash savings for your walking, cycling, transit and carpool journeys; and,
- Enter contests and win prizes.



+201
new users



+238 trips
logged



+6,576 km
of trips logged



+1,707kg
of GHG avoided

04.

The Sustainable Mobility Strategic Plan for 2023



Our vision for 2023 draws on the strengths of innovation, social impact, and leadership of the Sustainable Mobility team to advance meaningful change.

The following year marks an exciting time for expanding mobility options in Hamilton, with the launch of the commercial e-scooter pilot program and the start of the Integrated Active Transportation Master Plan.

Our ambitious plans for the next year must be accomplished with help. We are fortunate in Hamilton to have many partners who help advance our work and are working towards our goal of helping to create a more sustainable and active Hamilton.

What's in the Works for 2023



Community Programs

1. Instigate work on the **Integrated Active Transportation Master Plan**.
2. Launch the **Commercial E-Scooter Pilot** Program.
3. Bring forward the **Cargo E-Bike Pilot** program framework.
4. Report back on the **Free-Floating CarShare pilot** program, including the next steps.
5. Initiate the **A-Line Rapid Transit Visioning and Functional Design** study.
6. Support two events hosted in Hamilton: the **Ontario Bike Summit** and the **NABSA AGM**.
7. Continue to **expand and enhance** the cycling network.
8. Launch an **e-bike pilot** with Hamilton Bike Share Inc.



School Programs

1. Develop School Travel Plans for **the remaining Public schools**.
2. Develop **School Travel Plans with Secondary Schools** for the first time.
3. Investigate ways to **expand the School Streets pilot**
4. Work with Ontario School Travel partners to **survey practitioners of emerging issues**.



Workplace Programs

1. Continue to **grow the user base for the online Smart Commute Tool**, increasing carpool options in Hamilton.
2. Re-launch the **Smart Commute Advisory Committee** to help guide the program's growth in the 'new normal.'
3. Develop a **business case for Smart Commute** workplaces' discounted transit pass program.
4. Re-launch the **Discounted BikeShare pass program** for City staff.

**“To be the best place
to raise a child and
age successfully”**

 Hamilton