



## City of Hamilton

# HAMILTON CYCLING COMMITTEE ADDENDUM

**Meeting #:** 22-012

**Date:** December 7, 2022

**Time:** 5:45 p.m.

**Location:** Room 264, 2nd Floor, City Hall (hybrid) (CC)  
71 Main Street West

Danny Pimentel, Project Manager, Active Transportation (905) 546-2424 ext. 4581

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## James Street Complete Street

### Recommendation

- 1) Lower the speed limit on James Street to 40km/h
- 2) Install a speed camera on the street

### Background

WHEREAS other similar commercial corridors meant for active transportation have lower speed limits to encourage shopping, comfort and safe use of the street both on the sidewalk and on a bike (Locke Street, Ottawa Street, Kenilworth Avenue);

WHEREAS the Complete Streets Manual that the City of Hamilton adopted indicates James Street to be most similar to a Main Street, which has a targeted speed of 30-40km/h

WHEREAS the OTM Book 18 indicates a shared on street cycling facility as per the Complete Streets Design Manual indicates for a Main Street should have a maximum speed of 40km/h;

WHEREAS James Street is a popular pedestrian and cycling street with venues, restaurants and stores that encourage the use of bicycles or parking a bicycle and walking around;

WHEREAS the City of Hamilton has declared a Climate Emergency;

And,

WHEREAS the City of Hamilton has declared the goal of Vision Zero.

### Analysis/Rationale

James Street has become synonymous with Hamilton's renewal, brought on by the use of the street by artists as a result of the low cost of entry, which gave rise to "art-crawl" and Supercrawl. The street is well suited to pedestrian and cycling uses and utilizes parking space to create patios during the warmer months. There are multiple pedestrian crossings where people are meant to wait for a gap in vehicles. There are Hamilton Bike Share stations on the road or just off the road beside vehicle traffic.

The default speed limit of 50km/h is not safe, comfortable or conducive to the level of pedestrian and cycling traffic the street receives. Intersecting with multiple busy vehicle thoroughfares leads to dangerous intersections. Add pedestrians moving from behind parked automobiles, people parking their

automobiles via parallel parking, and cyclists yielding to people crossing, traffic, bus traffic and other dangers.

Reducing the speed of James Street will not significantly reduce travel times of the street as most trips are not the entire length of the street and the majority of trips are between Hunter Street and York Boulevard a distance of only 650 metres. A 10km/h speed reduction would in theory only increase travel time between these two streets by an insignificant amount of time, having no appreciable change on traffic. With altered light timing it could improve traffic flow as slower roads can handle more vehicles.