

CITY OF HAMILTON

MOTION

Council Date: December 9, 2015

MOVED BY COUNCILLOR T. WHITEHEAD.....

SECONDED BY COUNCILLOR.....

MORATORIUM ON ANY NEW PROJECTS, ROADWAY ALTERATIONS OR DESIGNS THAT REDUCE MOTOR VEHICULAR CAPACITY ON ANY ROADWAY WITHIN THE LRT CORRIDOR

WHEREAS the City is currently reviewing the existing road network and road use priorities via a Transportation Master Plan Update;

WHEREAS City Council has already directed staff to convert specific roadways from one-way to two-way operation which effects capacity on roadways as follows:

- (i) Bold St. from James St. S. to Queen St. S.
- (ii) Duke St. from James St. S. to Queen St. S.
- (iii) Hughson St. N. from Wilson St. to Barton St. E.
- (iv) King William St. from John St. N. to Wellington St. N.
- (v) Wentworth St. N. from Delaware Ave. to King St. E.
- (vi) Victoria Ave. N. from Barton St. E. to Burlington St. E.
- (vii) Caroline St. N. from King St. to York Blvd.
- (viii) Hess St. N. from York Blvd. to Barton St. W.

WHEREAS Traffic staff support the additional conversion of Wentworth St. N. between King St. E. and Barton St. E. such that Wentworth St be a continuous two way street between the escarpment and Burlington St.;

WHEREAS bicycle lanes have already been established or approved for implementation on Hunter St., York Blvd., Cannon St., Charlton Ave., Herkimer St., Dundurn St. and Bay St. thereby reducing motor vehicle capacity on these major roadways;

WHEREAS The Province has approved 1.2 Billion Dollars in funding for the development of Light Rail Transit (LRT) in the City of Hamilton;

WHEREAS LRT Traffic Impact studies have not yet been completed and therefore the impact of the vehicle offloading from King St. and Main St. to the adjacent surrounding road network in the lower City is unknown; and

WHEREAS the parking, delivery and loading of goods and services in the LRT corridor has not been determined;

THEREFORE BE IT BE RESOLVED:

- (a) That the City place a moratorium on any new projects, roadway alterations or designs that reduce motor vehicular capacity on any roadway within the LRT corridor, bounded by Cootes Dr., the escarpment, Hamilton Harbour and Parkdale Ave. in order to to safeguard the capacity of the existing road system within the LRT corridor such that when volumes need to be reassigned from Main and or King during the LRT Construction and subsequent operation, that there is available capacity within the remaining roadway system;
- (b) That planned or emergency roadway reconstruction, repaving of roadways and servicing of utilities in the corridor be exempt from the moratorium with the condition that they be scheduled to have minimum concurrent interference with LRT construction; and
- (c) That the LRT Project Team report back to the General Issues Committee once traffic impacts studies are completed, with the expected roadway traffic volume reassignment and traffic impacts of the reassignment on roadways within the LRT corridor.