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Public Works
Corporate Assets and Strategic Planning
Traffic Operations & Engineering

Delineated Bicycle Lane on the Claremont Access

November 25, 2016

Providing services that bring our City to life !

Presentation Outline

- Purpose for the presentation
- Status of cycling infrastructure
- Overview of Claremont Access options
- Selection of the preferred option
- Preferred option details
- Next steps prior to implementation

- Community
- People
- Processes
- Finance



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GIC Direction January 19, 2016

Item 4.1 - Delineated Bicycle Lane on the Claremont Access

That staff be directed to investigate options for a delineated bicycle lane on the Claremont Access that would include, but not be limited to, a review of the following design considerations and report back to the General Issues Committee for consideration during the 2017 Capital Budget process:

- (i) Public input;
- (ii) Connectivity options;
- (iii) Safety considerations (e.g. Potential conflict points between cyclists, pedestrians and vehicles);
- (iv) Collision data;
- (v) Current and future traffic capacity and routing;
- (vi) Operations and maintenance (e.g. Street sweeping and winter control);
- (vii) Design options;
- (viii) A review of potential funding sources;
- (ix) Project co-ordination;
- (x) Project priority in the context of already approved cycling infrastructure projects.

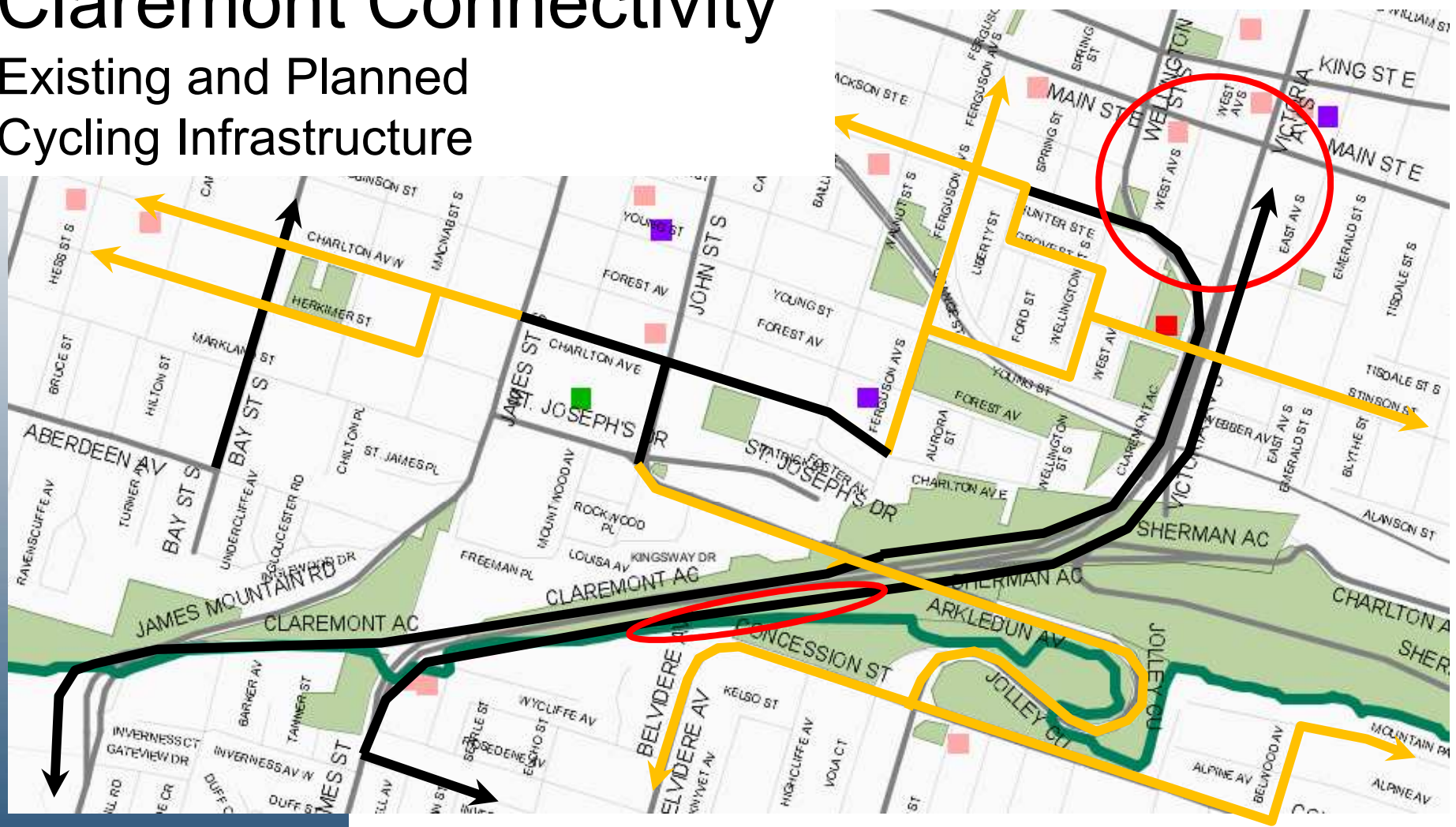
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Claremont Connectivity

Existing and Planned Cycling Infrastructure



- Existing cycling infrastructure
- Planned infrastructure
- Areas requiring resolution



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Claremont Alignment Options

- Option 1 – Two-way on the North Side



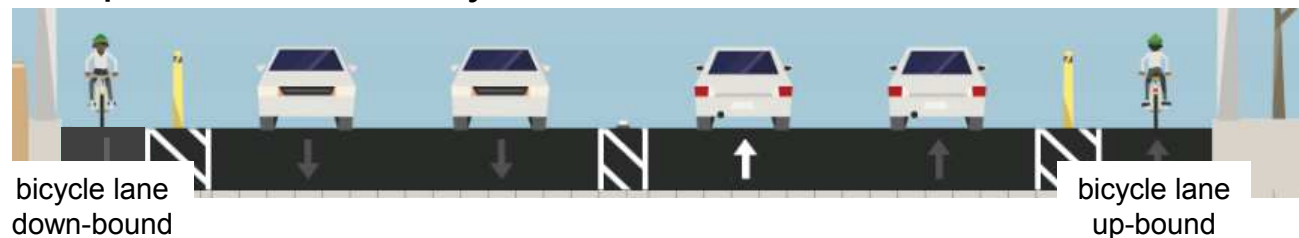
south side - Mountain

- Option 2 – Two-way on the South Side



north side - Downtown

- Option 3 – One-way on Each Side of Access



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Public Consultation Comparison of Options

Option 1 (Two-way on the North Side) was identified as the preferred option at the August 16, 2016 PIC (Public Information Centre).

Level of Support Public/Design Rating - (Poor to Medium to Good)			
Design and Evaluation Consideration	<u>Option 1</u> Two-way facility on the north side	<u>Option 2</u> Two-way facility on the south side	<u>Option 3</u> Separate one-way facilities on each side
Public Consultation	Good	Poor	Medium
Connectivity Options	Good	Poor	Medium
Safety Considerations	Good	Good	Poor
Collision Rating	Good	Good	Poor
Impact to LOS	Good	Good	Good
Operations and Maintenance	Medium	Medium	Poor
Design	Good	Poor	Medium
Funding	Medium	Medium	Poor
Project Co-ordination	Good	Poor	Poor
Project Priority	Medium	Medium	Medium

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Cost Summary

Estimated Project Capital and Operating Costs

Estimated Costs	<u>Option 1</u> Two-way North Side	<u>Option 2</u> Two-way South Side	<u>Option 3</u> One-way Each Side
Design and Construction	\$2.3 Million	\$2.3 Million	\$2.5 Million
Annual Operating and Maintenance	\$40,000	\$40,000	\$80,000

Note: Construction of Options 2 or 3 would require additional and significant investment in escarpment slope stabilization. These additional costs have not been identified.

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Safety Considerations

Shared use – cyclists and pedestrians

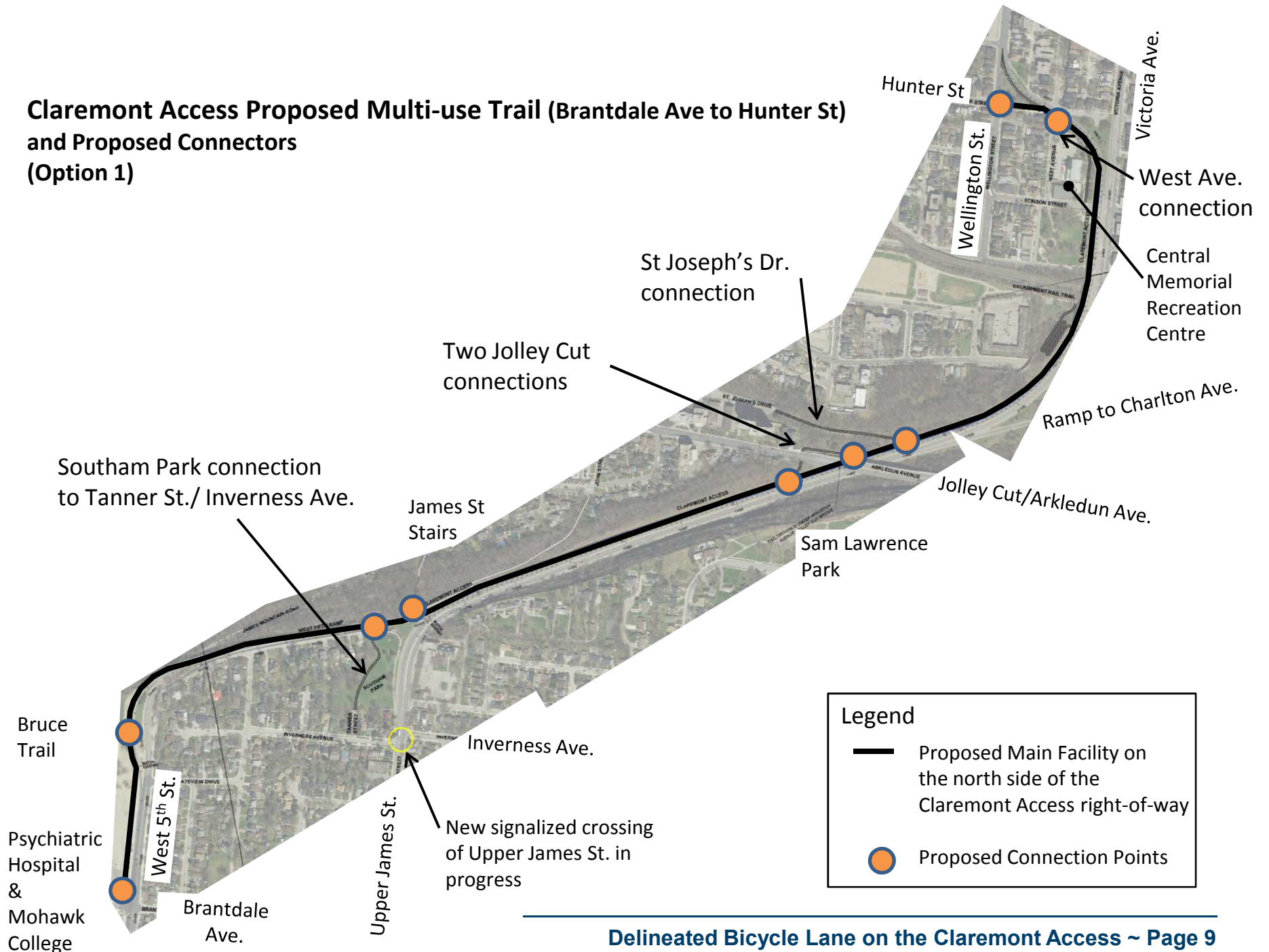
- Maximize trail platform width
- Defining separation between cyclists and pedestrians
- Separation between downbound/upbound users
- How to address speed control for downbound cyclists
- Separation between cyclists and pedestrian vs. vehicles

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Claremont Access Proposed Multi-use Trail (Brantdale Ave to Hunter St) and Proposed Connectors (Option 1)

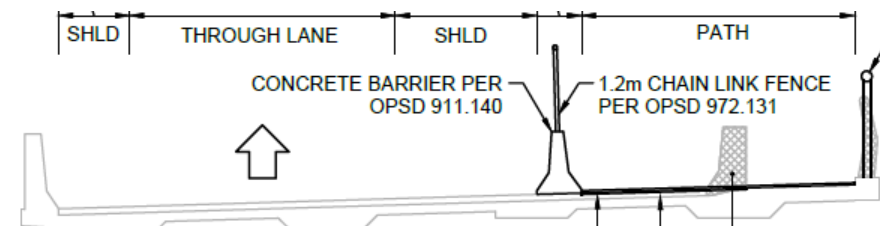


Legend

- Proposed Main Facility on the north side of the Claremont Access right-of-way
- Proposed Connection Points

Design Concept

- Convert the north-side curb lane (upbound) into a multi-use trail (from Hunter Street to West 5th Street). The existing sidewalk on the bridge between Upper James Street and West 5th Street would be modified to operate as a multi-use trail/ path.



- Create a direct connection between the Claremont Access and the Hunter Street bike lanes
- Provide connections along the 2.5 kilometer route to:
 - West Avenue
 - St Joseph's Drive (new trail)
 - Jolley Cut north side (new trail)
 - Jolley Cut south side (new trail)
 - James Street stairs/John Street trail
 - Southam Park (new pedestrian crossing and new trail to Tanner Street)
 - Bruce Trail at West 5th Street
- Connect to Mohawk College through the Psychiatric Hospital grounds at Brantdale Avenue

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Staff Recommendations

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- (a) That staff be directed to prepare a detailed design for a two-way cycling and multi-use trail facility on the north side of the Claremont Access, at a cost of \$200,000 to be funded from the Red Light Camera Reserve Account: 112203, and report back to the General Issues Committee in 2017;
- (b) That staff be directed to include in the report, respecting the design for a two-way cycling and multi-use trail facility on the north side of the Claremont Access, all associated construction costs; and,
- (c) That staff be directed to provide a proposed funding model that would include possible Provincial and/or Federal Grant funding that could offset some or all of the project design and construction costs for the two-way cycling and multi-use trail facility on the north side of the Claremont Access.

Next Steps Prior to Implementation

- If funding is approved, proceed with a detailed design in 2017
- Present the design to GIC in 2017 (Q3) including:
 - a cost estimate for installation
 - a proposed funding model including possible Provincial and/or Federal grants
 - a status update of any approvals required for the project

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