



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 30, 2018
SUBJECT/REPORT NO:	Delineated Bicycle Lane on the Claremont Access (Wards 2, 7 and 8) (PED18097) (Outstanding Business List Item)
WARD(S) AFFECTED:	Wards 2, 7 and 8
PREPARED BY:	Daryl Bender (905) 546-2424 Ext.2066
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

Council Direction:

Following the November 25, 2016 General Issues Committee meeting, when the status of the Claremont Access Cycling Functional Design project was described, Council approved the following recommendations (PW16003(a)):

- “(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; with \$100,000 to be funded from the Red Light Camera Reserve Account: 112203, and \$100,000 be funded through Wards 2, 3, 7 and 8, as negotiated between those wards, 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.”

Information:

The Claremont Access project was initiated because of a cycling fatality on the Claremont Access in December 2015. Following this collision, Council directed staff to complete a

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

functional design for a Claremont Access cycling facility, which was completed in November 2016. The Claremont Access is identified for a cycling facility between Hunter Street and Fennell Avenue in the Council-approved Cycling Master Plan (2009).

Based on the Claremont Access Functional Design Study, the City of Hamilton has initiated the detailed design of the Claremont Access cycling infrastructure with a roster assignment of approximately \$149,000. The consultant was hired through Roster #3, the Transportation & Traffic Engineering roster. The design includes the main facility along the Claremont Access from Hunter Street to Brantdale Avenue, terminating at the St. Joseph's Hospital Mountain Brow campus; plus five connections, totalling approximately 3.2 km of multi-use trails.

The five Claremont Access connections include:

1. West Avenue to existing Stinson Street bicycle lanes;
2. a new multi-use trail to St Joseph's Drive;
3. a Jolley Cut north-side link to the existing sidewalk;
4. a Jolley Cut south-side link to an existing bicycle lane and the Bruce Trail; and,
5. a pedestrian/ cyclist crossing at the top of the James Street stairs to Southam Park.

The crossing at Southam Park is planned to be a controlled crossing with improved sightlines for both trail users and drivers. Driving speeds in the vicinity of this crossing are also expected to be reduced due to the design of the new facility. This connection also includes a multi-use trail through Southam Park to Tanner Street, to a signalized crossing of Upper James Street at Inverness Avenue. Inverness Avenue is proposed to have bicycle lanes. The detail design process will refine the elements of the facility to enhance road safety for all road users.

The City of Hamilton's approved Ontario Municipal Commuter Cycling (OMCC) funding includes the Claremont Access project and a project for a bike path along West 5th Street to extend the Claremont Access cycling facility southerly to Mohawk College (Fennell Avenue). Additional design work has been initiated. Both projects are intended to proceed in 2019 as one construction project.

The estimated construction cost of these two combined projects is \$2.1 million, funded 80% through the Provincial OMCC program (or \$1,680,000). The City is required to match 20% funding of this construction project, which is estimated to be \$420,000. This amount is available through previously approved Cycling Capital Budget and funds pre-committed in principle by Council through the Cycling Capital Budget 2019 through Project

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

ID 4661817124. This construction project would create a seamless cycling connection from Hunter Street in the lower city through to Mohawk College on the mountain.

The detailed design work has included consultation with City staff in:

- Landscape Architecture Services, Public Works;
- Traffic Engineering, Public Works;
- Geomatics and Corridor Management, Public Works;
- Road Operations, Public Works;
- Parks & Cemeteries Maintenance, Public Works; and,
- Forestry, Public Works.

In addition, the Hamilton Cycling Committee and the Bruce Trail Conservancy have been consulted. The project will also include additional consultation with a longer list of City staff, including Emergency Services, and the Niagara Escarpment Commission (NEC). The review of the project will continue with this longer list of groups as more details of the design are resolved.

Public consultation was conducted in 2016 during the functional design stage of the project, including a Public Information Centre; and the feedback indicated strong support for this initiative.

That the item respecting Two-way Cycling and Multi-Use Trail Facility on the Claremont Access be identified as complete and removed from the Public Works Committee Outstanding Business List.