

# INFORMATION REPORT

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	April 1, 2019
<b>SUBJECT/REPORT NO:</b>	On-Street Parking and Bicycle Lanes (PED19074) (Ward 2) (Outstanding Business List Item)
<b>WARD(S) AFFECTED:</b>	Ward 2
<b>PREPARED BY:</b>	Daryl Bender (905) 546-2424 Ext. 2066
<b>SUBMITTED BY:</b>	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
<b>SIGNATURE:</b>	

## COUNCIL DIRECTION

On September 26, 2018, Council adopted the Public Works Committee minutes (PWC 18-012) which included the carried motion, “Staff directed to meet with Giovanni Puzzo to obtain additional information about his on-street parking concerns and report back to the Public Works Committee.”

## INFORMATION

The concerns raised by Mr. Puzzo, the landlord of 249 Bay Street North, when he made a public delegation to Public Works Committee on September 17, 2018 include:

- i. A lack of notification related to the changes to on-street parking as a result of the Bay Street bicycle lanes installation;
- ii. Inconsistent fee structures related to the permits required to approve boulevard parking; and,
- iii. Consideration of reinstating some on-street parking on Bay Street North between Stuart Street and Barton Street.

City staff hand delivered a letter, attached as Appendix “A” to this report, on October 26, 2016, to all addresses along Bay Street between Stuart Street and Aberdeen Avenue, announcing a Public Information Centre for the Bay Street bicycle lanes project. The letter included a description of the various components of the project including parking

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impacts. The parking description stated on-street parking is proposed to be “removed in the segment between Barton Street and Stuart Street”.

Distributing hand delivered letters is a common practice associated with the delivery of a range of construction projects, including bicycle infrastructure. In addition, a public notice was published in the Hamilton Spectator, October 29, 2016, as shown in Appendix “B” attached to this report.

City staff has confirmed that no special financial arrangements were made to make it easier for residents without driveways in this block of Bay Street to qualify for a Boulevard Parking Permit. The loss of on-street parking generated one new driveway installation along this segment of Bay Street (Stuart Street to Barton Street) and this new driveway did not require a Committee of Adjustment application and approval.

The decision to install bicycle lanes and remove on-street parking in the segment of Bay Street between Stuart Street and Barton Street was based on cycling connectivity and route continuity, observed parking demand, street geometrics, and traffic characteristics of the street. The intent of the planned City cycling network is to provide safer, convenient, and non-circuitous connections across the city. Diverting the bicycle lanes off of Bay Street for this segment is not desirable.

The design for the Bay Street bicycle lanes included a study of observed parking usage on a Tuesday in February 2017. There were approximately 13 available on-street parking stalls along this segment of the street, and the observed parking usage was not more than 50% (six cars maximum). Since on-street parking is available on adjacent streets, and houses could go through the process to install a driveway if they did not have one, the trade-off to remove on-street parking along this block to accommodate bicycle lanes was deemed acceptable. There is insufficient width to accommodate two travel lanes, bicycle lanes, and on-street parking along this segment between Stuart Street and Barton Street. The width of the asphalt platform varies along various segments of Bay Street. Immediately, south of Barton Street, the on-street parking was preserved because the street has sufficient width.

Bicycle lanes are justified in this segment between Stuart Street and Barton Street because the Ontario Traffic Manual Book 18, which provides guidance on the design of bicycle lanes, indicates the consideration of bicycle lanes based on automobile volumes, speed, and projected development in the area. The continuity of the Bay Street bicycle lanes also provides a reasonable comfort level for cyclists and dedicated space as they climb this short hill, slower than automobile traffic.

The Public Works Committee discussion included comments about temporary conditions. The City has formalized a City-wide standard operating procedure to accommodate temporary conditions (e.g. development-related construction activities),

when bicycle lanes may be required to be temporarily closed. This documentation is included as Appendix "C" attached to this Report. Sometimes it may be safer to close a bicycle lane for a few days instead of having construction crews moving materials across the active cycling traffic in a bicycle lane.

Staff spoke with Mr. Puzzo via telephone to discuss his concerns. This discussion confirmed the three issues identified and addressed above. No additional issues were raised.

As this Report addresses the issue respecting staff to meet with Giovanni Puzzo to obtain additional information about his on-street parking concerns on the Public Works Outstanding Business List, it is appropriate to be identified as complete and removed from the list.

#### **APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" – Letter to Bay Street Residents

Appendix "B" – Hamilton Spectator Advertisement

Appendix "C" – Temporary Conditions - City of Hamilton Right-of-Way Utilities  
Accommodations - Bicycle Lanes

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