



Cannon St: Closure Summer 2019

Cycle Hamilton Recommendations



Agenda

1. Project Background
2. Current Status
3. Policy Context
4. Recommendations
5. Next steps



Yes We Cannon

- Community-led
- Wide Engagement
- Unanimous Support



75,000 Trips

Safe E-W Route

Established & Essential



Why am I here?

To share our concerns and make recommendations on how we can do better.

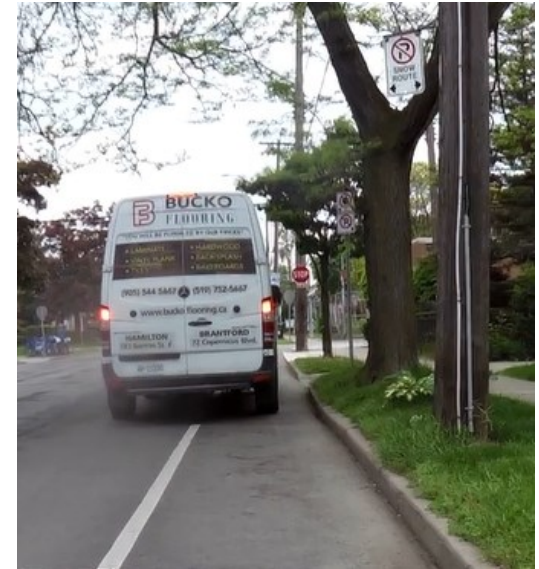




Policy Context

Ontario Traffic Manual Book 7

- Prioritize maintenance of cycling facilities
- Provide early notice, make use of cyclist organizations/groups
- Bicycle specific detours to be used only when conditions cannot be made acceptable or when safer/more convenient
- Provide guidance along detours





Policy Context

City of Hamilton: Temporary Conditions Bike Lanes/Cycle Track

5.10 Temporary Condition

When a roadway with a bicycle facility requires the development of a work zone for construction, maintenance or other temporary activities, **every effort should be made** to minimize disruption to the bicycle facility. This means that closing the bike facility and **requiring cyclists to dismount should be avoided wherever possible**. Cyclists should be encouraged to use general traffic lanes, and motorists should be advised to share the road if a bike facility cannot be **maintained or relocated**.



Impact



The manner in which this project has been pursued will displace hundreds of cycling trips a day, with no clear alternate route. This approach is not in line with the City's stated goal of increasing cycling, with our Vision Zero commitment, or with the recent declaration of a Climate Emergency.



Recommendations

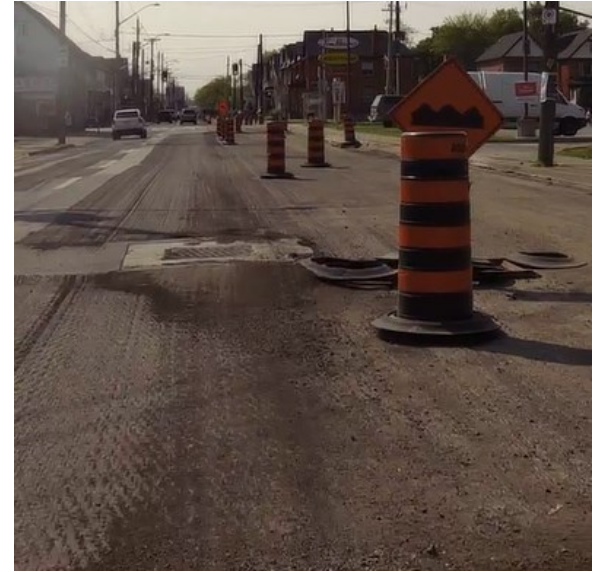




The City of Hamilton bring every construction project that includes or has impact on cycling infrastructure to the Hamilton Cycling Advisory Committee for review with sufficient notice to prepare and share actionable recommendations.



The City of Hamilton conduct public consultations for all projects that impact the safe travel of vulnerable road users, including people who walk and/or bike, with sufficient time to integrate feedback into proposed designs and construction projects.





The City of Hamilton includes on-route accommodations for people who bike in all construction projects whenever safe. On-route accommodations must include a level of protection that is consistent with the original infrastructure, or higher.



When safe on-route accommodations are not possible, develop a safe alternative route, provide any necessary temporary infrastructure, and provide adequate notice to impacted road users through signage and all available channels with due notice.





The City of Hamilton includes funding for accommodations and/or safe alternate routes in every construction project budget, as well as an additional general allocation for temporary cycling projects in the capital budget.



Next Steps

Motion to relevant committee to investigate creating a policy based on Appendix "C" to Report PED19074: Temporary Conditions Bike Lanes/Cycle Track





Appendix

“The City of Hamilton:

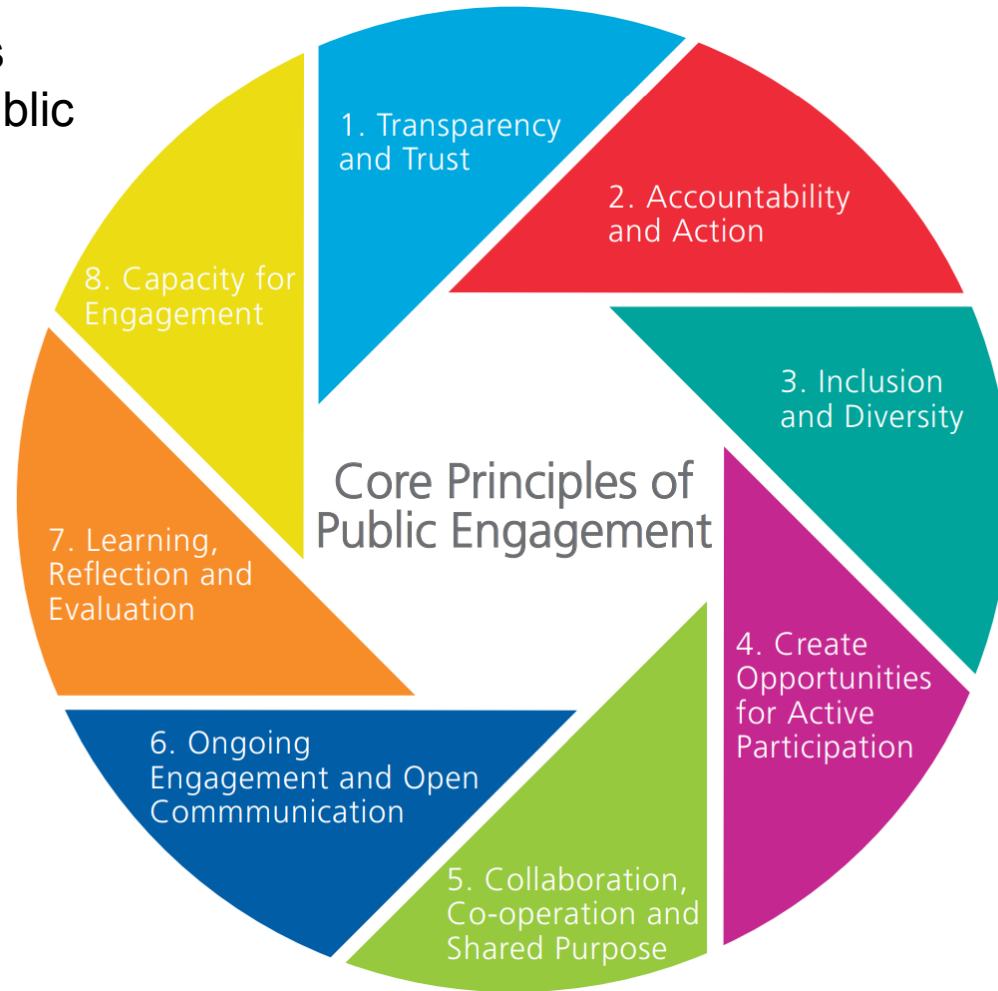
- Recognizes that public engagement is fundamental to living in a democratic society
- Is committed to public engagement processes that will result in having an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community; and
- Is committed to ensuring City staff are supported in utilizing evidence based best practices when engaging with the public, allowing for the effective integration of public engagement into City initiatives/projects, in order to satisfy the expectations of Council and the Community.

This Public Engagement Policy applies to:

- All City of Hamilton Departments and staff; and
- All initiatives/projects that may have an impact on the public, including mandated public engagement requirements.”

	Inform	Consult	Involve	Collaborate	Empower
Public participation goal	To provide the public with balanced and objective information to assist them in understanding the problem, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives, and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision, including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
Promise to the public	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.
Example techniques	<ul style="list-style-type: none"> • Fact Sheets • Awareness Campaigns • Web sites • Open houses • Information Kiosks • Telephone hotlines • Direct Mail/Email • Progress Reports 	<ul style="list-style-type: none"> • Listserves • Social Media • Comment forms • Focus groups • Surveys • Interviews • Public meetings • Symposiums 	<ul style="list-style-type: none"> • Twitter town halls • Online idea forums • Workshops • Deliberative polling 	<ul style="list-style-type: none"> • World Cafes • Open space meetings • Citizen advisory committees • Consensus building • Participatory decision-making 	<ul style="list-style-type: none"> • Focused Conversations • Steering Groups • Citizen juries • Steering groups • Ballots • Delegated decision

The City of Hamilton's Core Principles for Public Engagement





Policy Context: OTM Book 7

2.6.3 Cyclist Safety Considerations

Provide early notice of projects that could cause significant inconvenience to cyclists (e.g., long detours), **making use of cyclist organizations or user groups** where available.

Provide **notification signs for all road users in advance** of temporary conditions, consistent with general practice. Include distance tabs as appropriate.



Policy Context: OTM Book 7

2.6.3.1 Directing Cyclists through the Work Zone:

Where cyclists approach a work zone in a bike lane or designated paved shoulder, it is preferable to maintain those facilities within the work zone, especially if cyclist volumes are high.



Policy Context: OTM Book 7

2.6.3.2 Cyclist Detours around the Work Zone

Detours do not require special signage for cyclists unless it is a bicycle specific detour. Bicycle specific detours should be considered if work zone or motor vehicle detour conditions **cannot be made acceptable** for cycling, or if a potential detour route for cyclists exists that is **safer or more convenient** than the detour route for motor vehicles.

Provide **advance notice** of the detour.

Provide **guidance along the detour route**.