



INFORMATION REPORT

TO:	Chair and Members Public Works Committee
DATE:	January 13, 2020
SUBJECT:	Hunter Street Bicycle Lanes at Downtown GO Centre (PED20020) (Ward 2)
WARD(S) AFFECTED:	Ward 2
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

COUNCIL DIRECTION

The City of Hamilton has a Cycling Master Plan that is part of the Transportation Master Plan, approved by Council in 2018, which identifies Hunter Street bicycle lanes as a high priority project. Council also approved a list of planned cycling projects in February 2018 that qualify for Provincial funding, and this project is included.

INFORMATION

The missing segment of bicycle lanes on Hunter Street by the Downtown GO Centre between MacNab and Catharine Streets is near the tendering stage for construction. Bicycle lanes exist easterly and westerly of this missing four-block segment. This segment of bicycle lanes was delayed for installation due to the complexity of traffic operations. The project is proceeding as planned and is expected to be completed in early summer 2020. It is financed 80% by Ontario Municipal Commuter Cycling (OMCC) funds awarded to the City in 2018. This Provincial funding arrangement requires that the project be completed by the end of 2020.

1.0 Project Overview

The design includes a continuation of the two-way cycle track along the south side of Hunter Street between MacNab Street and Catharine Street. The design is similar to the existing facilities on Cannon Street, Hunter Street, and Bay Street. It will be separated from adjacent auto traffic by a standard concrete curb, approximately 15 cm

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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.

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(6 inches) high, along the full length of each of the four blocks of the project (with short gaps for drainage). Figure 1 below is a diagram of the planned project.

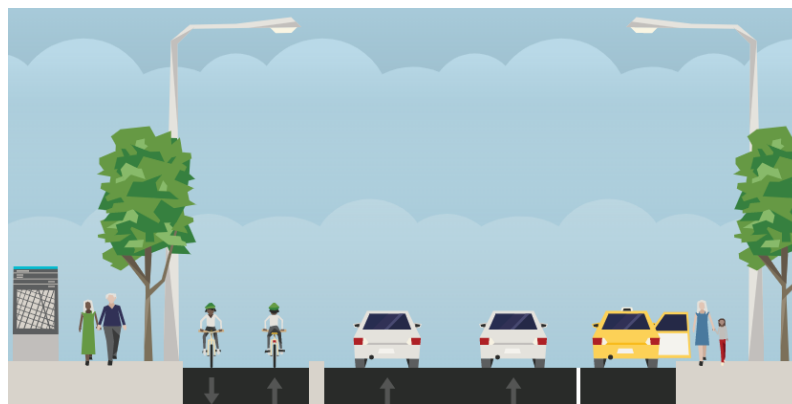
Existing bicycle ridership on Hunter Street is modest (approximately 50 trips per day) as the route is discontinuous. With the completion of the route, ridership is expected to increase.

The project will also include the installation of a new traffic signal at the Hunter Street and Hughson Street intersection to facilitate pedestrian crossings of Hunter Street at the front entrance of the Hamilton GO Centre. The north curbs at this same intersection will be shifted north to maintain two lanes for westbound auto traffic. The design maintains two lanes for through traffic for the full length of the project. The auxiliary left turn lane for auto traffic from Hunter Street onto James Street will be removed. The assessment of traffic impacts is expected to be minor since the only opposing traffic movement will be lower volume bicycles.

Existing on-street parking and loading areas along the south curb of this four-block segment of Hunter Street will be removed to create space for the cycle-track. Existing on-street parking on the north side of the street between James Street and John Street will be modified to prioritize pick-up and drop-off activity at the GO Centre. The net changes to parking supply include:

- the loss of 33 metered stalls along the street;
- the loss of 13 short-term parking stalls along the south curb in front of the GO Centre;
- one wheelchair loading zone will be recreated along the north curb;
- three of the existing four taxi stalls will be shifted to the north curb; and,
- seven of the existing ten loading-only stalls will be shifted to the north curb.

Figure 1: Hunter Street design – with Bicycle Lanes on the south side of the street



2.0 Consultation

The project has included consultation with Metrolinx (January to March 2018) and the standard list of City Sections, all initially contacted in February 2018, including Fire, EMS, Police, Public Works (Waste Collection, Road Operations, etc.), and Planning and Economic Development staff. This consultation has thoroughly reviewed the plan for a raised concrete curb separating the cycle-track from the adjacent auto traffic. The Hamilton Cycling Committee (HCyC) was also given updates on the design of this facility.

Consultation has also included businesses along this segment of Hunter Street, taxi services, and the general public. In total, six engagement events were held with over 500 persons engaged, as well as an on-line survey that had 254 responses with 89 comments. The following table summarizes this consultation.

DATE	OUTREACH	ENGAGEMENTS
June 1, 2018	100 in1 Day pop-up engagement at Hamilton GO Centre (10:00 a.m. – 1:00 p.m.)	50 event attendees
November 11, 2018	Online Survey Opens	N/A
November 13, 2018	Hamilton GO Centre Engagement Event (6:00 – 9:00 a.m. & 4:00 p.m. – 7:00 p.m.)	300+ business cards handed out
January 4, 2019	Canvassed businesses along Hunter Street delivering project letter	20 businesses engaged
March, 2019	Canvassed businesses along Hunter Street notifying businesses of second engagement event and delivering project letter	20 businesses engaged
March 20, 2019	Canvassed businesses along Hunter Street notifying businesses of second engagement event taking place that day and delivering project update letter with parking map	20 businesses engaged

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DATE	OUTREACH	ENGAGEMENTS
March 20, 2019	Hamilton GO Centre Engagement Event (11:30 a.m. – 2:00 p.m.)	20 businesses engaged 75 event attendees
April 1, 2019	Online Survey Closes	254 responses

Prior to construction, staff will engage the HCyC, and Cycle Hamilton to gain input on the construction management plan and accommodation of cyclists during construction given the existing cycling infrastructure at both ends of this project.

APPENDICES AND SCHEDULES ATTACHED

N/A

DB:cr