



## CITIZEN COMMITTEE REPORT

<b>To:</b>	Public Works Committee
<b>From:</b>	Hamilton Cycling Advisory Committee  <div style="text-align: right; margin-right: 100px;"> <hr style="width: 20%; margin: 0 auto;"/>           Chris Ritsma, Chair         </div>
<b>Date:</b>	June 14, 2021
<b>Re:</b>	Concrete Curbs on Cannon Street

### Recommendation

- (a) That the rubber barriers and knock down bollards, located along the Cannon Street Cycle Track, be replaced with concrete curbs in locations where permanent curbs have not already been installed; and,
- (b) That Cannon Street Cycle Track barriers between James Street North and Hess Street North be replaced.

### Background

At its March 3, 2021 meeting, the Hamilton Cycling Advisory Committee passed the following motion:

WHEREAS, Cannon Street is the most utilized cycling route in the city;

WHEREAS, Cannon Street is on a truck route;

WHEREAS, Cannon Street is a 50 km/hr road; and,

WHEREAS, Cannon Street has an eastbound lane for bicycles against a single direction of vehicular traffic.

### THEREFORE, BE IT RESOLVED:

- (a) That the rubber barriers and knock down bollards, located along the Cannon Street Cycle Track, be replaced with concrete curbs in locations that permanent curbs have not already been installed; and,
- (b) That Cannon Street Cycle Track barriers between James Street North and Hess Street North be replaced.

## **Analysis/Rationale**

### ***Concrete Curbs on Cannon Street***

Hunter Street, Bay Street and Cannon Street West have all had concrete curbs implemented to improve safety and comfort. This was implemented partly resulting from a spike in cycling caused by the COVID-19 pandemic, and the known benefits of physical protection being a part of safe cycling infrastructure. Cannon Street East was repaired, and there were some concrete curbs implemented but there are large sections which only utilize less than desirable rubber curbs that are easily crushed, driven over and offer little incentive to not enter the bicycle lane.

City of Hamilton is a member of National Association of City Transportation Officials (NACTO) which provides best practices for urban infrastructure. NACTO suggests “In the absence of a raised median or curb, the desired width of the painted buffer is 3 ft. The buffer space should be used to locate bollards, planters, signs, or other forms of physical protection.” As Cannon Street does not have space for 3-foot painted buffers, planters, signs, or other forms of physical protection, the curb or raised median should be utilized. In this way larger size, weight, visibility of concrete curbs improves safety over smaller rubber curbs.

Ontario Traffic Book 18 provides a graph comparing posted speed limit and average daily traffic volume. Cannon Street falls well within the “Physically Separated Bikeway” need. To this end, Hamilton should strive to provide better than minimum standards for bicycle tracks. Cannon Street should be designed with all ages and abilities in mind.

Cannon Street has the highest utilization of any on-street bicycle track in the city, and it makes sense to improve safety and comfort to encourage more cyclists to use the built infrastructure and move some trips away from personal automobiles to reduce congestion and wear on our roads. This aligns with the declaration of the city to treat climate change as an existential crisis.

Cannon Street is also currently a truck route which reduces safety, as the bicycle barriers are currently very small compared to the size and weight of most trucks. Trucks on Cannon Street increase discomfort among cyclists, pushing less comfortable cyclists away from cycling or onto sidewalks where dangerous collisions with pedestrians can occur. Larger concrete curbs with additional mass will allow vulnerable cyclists to feel more comfortable. This can include less than comfortable cyclists, seniors, children, and teens. This will allow Hamilton to be the best place to raise a child and age successfully.

This is all in addition to the fact that Hamilton may soon have an e-scooter share utilizing this infrastructure, and to ensure rules are being followed, these users are even more vulnerable to less than desirable infrastructure.

### ***Cannon Street from James Street North to Hess Street North***

Since the motion was passed in March 2021, the previously planned work on the section of Cannon Street between James Street North and Hess Street North has begun. This includes repainting lines, and the installation of pre-cast concrete curbs, knock-down bollards, and planters.