



## CITIZEN COMMITTEE REPORT

<b>To:</b>	Public Works Committee
<b>From:</b>	Hamilton Cycling Advisory Committee _____ Chris Ritsma, Chair
<b>Date:</b>	August 11, 2021
<b>Re:</b>	Protected Bike Lane Curbs

### Recommendation

- (a) The Committee recommends pre-cast curb heights of no less than 25 cm tall be used to separate protected bike lanes from adjacent traffic lanes, where viable; and,
- (b) That the City initiate a pilot program to test painting select larger pre-cast bike lane curbs with artwork from local artists or be marked brightly, so the curbs do not blend into the grey asphalt.

### Background

At its April 7, 2021 meeting, the Hamilton Cycling Advisory Committee passed the following motion:

WHEREAS physical protection is the best practice to maintain cyclist safety;

WHEREAS vehicles regularly access bicycle infrastructure rendering the infrastructure unusable;

WHEREAS existing concrete curbs and flex posts are easily driven over by vehicles and crushed;

WHEREAS the goal for cycle tracks should be to be made for all ages and abilities; and,

WHEREAS grey concrete curbs are easily missed in summer or snow.

THEREFORE, BE IT RESOLVED:

- (a) The Committee recommends pre-cast curb heights of no less than 25 cm tall be used to separate protected bike lanes from adjacent traffic lanes, where viable; and,
- (b) The Committee recommends that the City initiate a pilot program to test painting select larger pre-cast bike lane curbs with artwork from local artists or be marked brightly, so the curbs do not blend into the grey asphalt.

## **Analysis/Rationale**

Protected bike lanes are physically separated lanes for cyclists that run next to motorized vehicle traffic. Protected bike lanes represent the best practice to create safer on-street places to cycle and encourage the development of all-ages-and-abilities (AAA) cycling facilities. The physical protection makes it difficult for vehicles to enter the bike lane.

Committee members have raised concerns with automobiles regularly driving over and/or crushing the existing pre-cast concrete curbs and flex posts as they are low to the ground and the curbs can blend into the surrounding road surface. Debris from crushed concrete curbs can create a danger to motorists, cyclists and pedestrians. Installing taller pre-cast curbs or barriers, where viable, will support the development of Hamilton's AAA cycling network. Local streets where pre-cast concrete curbs and flex posts are installed include Hunter Street, Bay Street, and King Street West near Hwy. 403.

The Cycling Committee recommends that the City require that bicycle curbs be a minimum of 25 cm to increase protection, when viable. The City should also initiate a pilot program to decorate the larger barriers with artwork from local artists. If painting is not possible, other markings should be applied to differentiate the curbs from the roadway. The pilot would allow an opportunity to assess how well the paint or markings withstand roadway conditions, and the necessary resources to implement and maintain the paint or markings.

The Cycling Committee recommends larger, more sturdy concrete curbs so that cycling infrastructure is designed to last and look desirable to use to encourage cyclists on the edge of cycling to try the bicycle lanes.