

## Bay Street North; Truck Route

### **Recommendation**

- 1) That the bicycle lanes on Bay Street, north of Cannon Street to Strachan be protected by precast curbs.**
- 2) Move the bicycle lane behind parked vehicles as opposed to the current configuration which requires vehicles to cross the bicycle lane to park.**
- 3) Bicycle lanes that are well used or show growth potential in the immediate term have concrete curbs added, such as Creighton**

### **Background**

WHEREAS Bay Street North remains a truck route on the new Truck Route Masterplan;

WHEREAS the Hamilton Cycling Committee passed a motion previously that curbs and other protection be used where truck routes must remain beside bicycle infrastructure;

WHEREAS curbs improve safety, comfort and reduce bicycle lane blockage;

WHEREAS the City of Hamilton declared a Climate Emergency;

WHEREAS the City of Hamilton declared a goal of Vision Zero,

And,

WHEREAS these recommendations are in line with the following mandates of the Hamilton Cycling Advisory Committee:

- To advise City Council, through the Public Works Committee, on all matters related to cycling.
- To monitor implementation of the Hamilton Cycling Plan.
- To encourage and participate in planning for bicycling facilities.
- To encourage citizens to cycle instead of drive.

### **Analysis/Rationale**

Bay Street is a well-connected bicycle lane utilized by commuters to the West Harbour Go Station which recently increased service and lacks bus connections. It is also utilized by leisure and recreational cyclists in the summer and winter alike to get to the Bayfront.

It connects directly to the Cannon Street Cycle Track and the protected Section of Bay Street cycle track which also connects to the Hunter Street Cycle track, while also connected with the newly built Strachan MUP.

This bicycle lane is also well suited to bring cyclists from the future Pier 8 redevelopment in addition to continued development at Jamesville, and around the Go station.

The street remains open to large truck traffic as a result of the few industrial facilities that remain among the streets of Barton and Tiffany, which use the street semi-regularly and often cut into the bicycle lanes or drive adjacent to cyclists and families on bikes without any separation by paint.

Other streets like Creighton allow students to bicycle to school, and other such streets are key locations for students, families and commuters alike to get to and from their destinations.

Separated, protected bicycle lanes have been shown to reduce the risk of injury crashes for all road users; cyclists, pedestrians and automobile drivers.

References:

[NEW YORK, NY 10007 MEMORANDUM To: Interested Parties From: Howard Wolfson Subject: Bike Lanes Date](#)