

Bay Street North; Truck Route

Recommendation

- 1) Staff review improved cycling accommodation on Bay Street North, between Cannon Street and Strachan for future work plans which could include;
 - a. Addition of precast curbs where there is space
 - b. Moving the bicycle lane behind parked vehicle lanes
 - c. Reduction of the speed limit to 40km/h

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. It connects directly to both Cannon Street cycle track, Hunter Street cycle track and newly completed Strachan Multi-Use Path. It connects to key destinations such as West Harbour Go Station which has recently increased frequency to hourly service with 30 minute service in the future. It connects the entire west end of the city to the Bay Front Park and the Pier 8 park and future commercial district.

This bicycle lane is also well suited to bring residents riding bikes from the future Pier 8 redevelopment in addition to continued development at Jamesville, and around the Go station. The Pier 8 development alone will have

1600 units which could add hundreds or thousands of bicycle trips along Bay Street.

The Bay Street Cycle track south of Cannon sees an average of 161 cyclists per day, with 400 during peak periods while many likely continue north of Cannon Street*. With development of a graduate student residence at 10 Bay Street, another planned south of this building, and a new residential building at 213 King Street West, in addition to significant renovation to First Ontario Centre, potential trips along Bay Street could grow significantly. With cycling accommodation improvements, this growth could be encouraged further, which is a goal of the city and aligns with the declared Climate Emergency and Vision Zero goal.

Bay Street North continues to remain open to large truck traffic as a result of the few industrial facilities that remain along the streets of Barton and Tiffany. These vehicles use the street semi-regularly and regularly cut into the bicycle lanes or drive adjacent to cyclists and families on bikes without any separation by paint.

Separated, protected bicycle lanes have been shown to reduce the risk of injury crashes for all road users: cyclists, pedestrians and automobile drivers. The suggested configuration is as follows: <https://streetmix.net/-/2035576>

References:

*Hamilton Pedestrian and Cycle Counts (eco-counter locations)

<https://data.eco-counter.com/ParcPublic/?id=365>

NEW YORK, NY 10007 MEMORANDUM To: Interested Parties From: Howard

https://www.nyc.gov/html/om/pdf/bike_lanes_memo.pdf