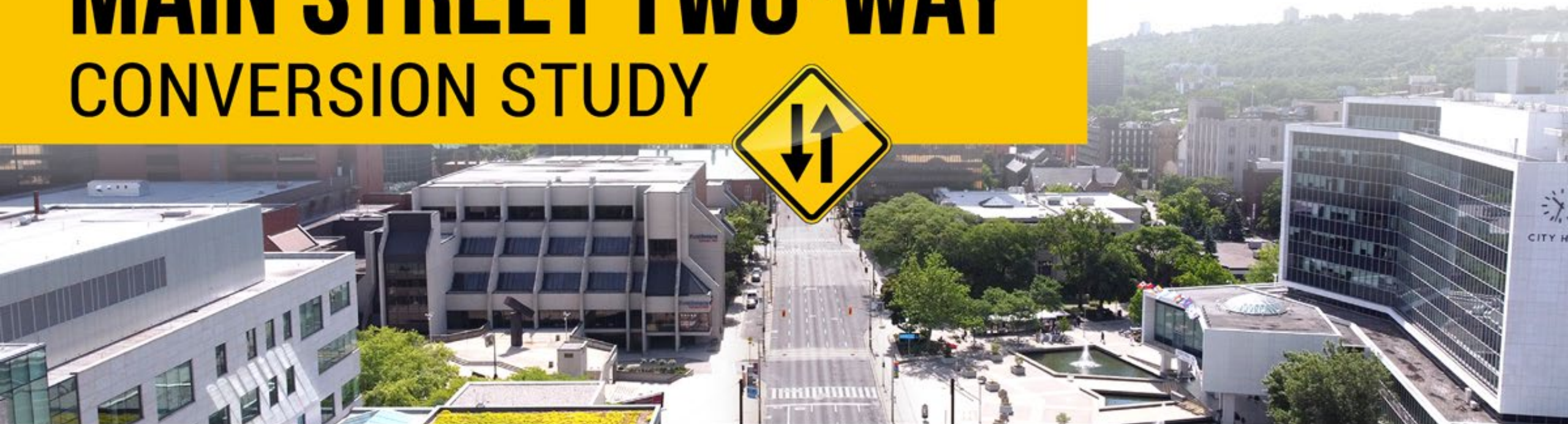


**WE WANT TO HEAR FROM YOU!**



**MAIN STREET TWO-WAY  
CONVERSION STUDY**



[engage.hamilton.ca](https://engage.hamilton.ca)





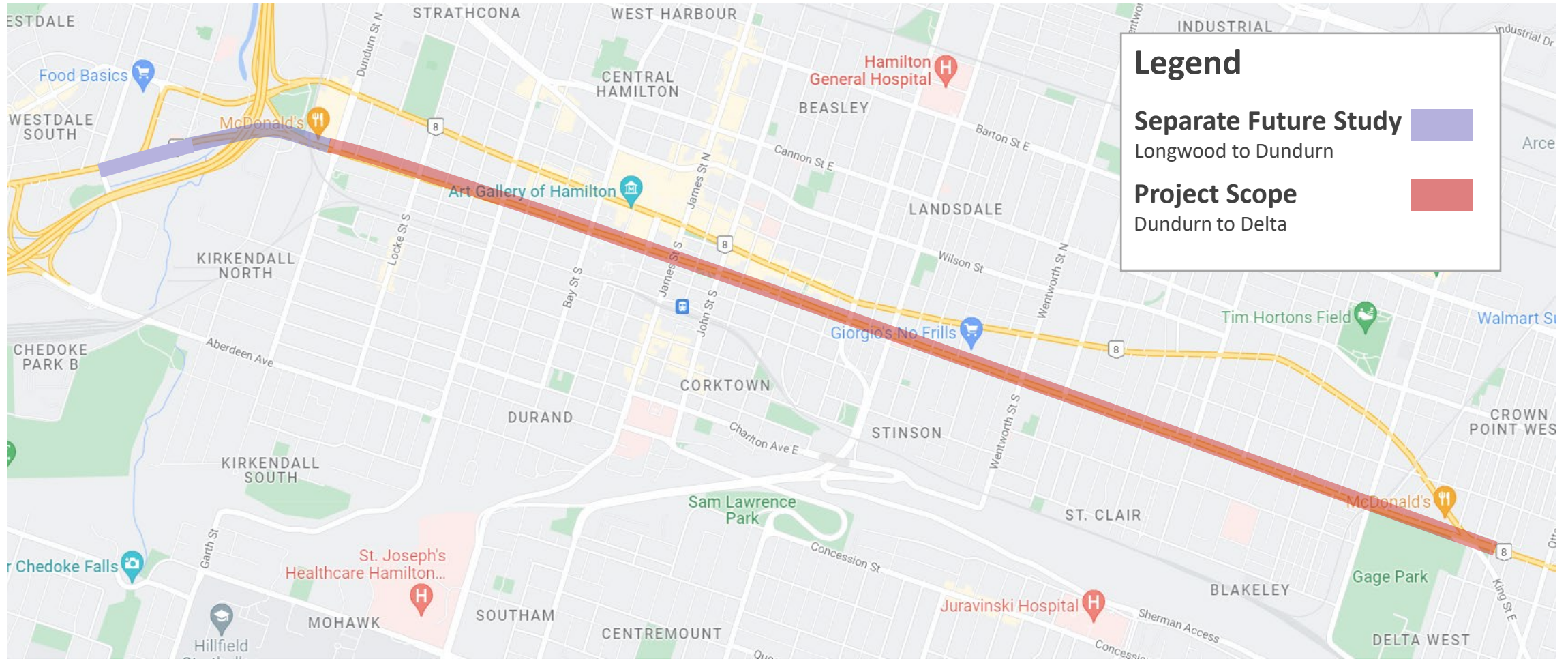
# Council's Direction

## Safety Enhancements to Major Arterial Roads: May 11, 2022

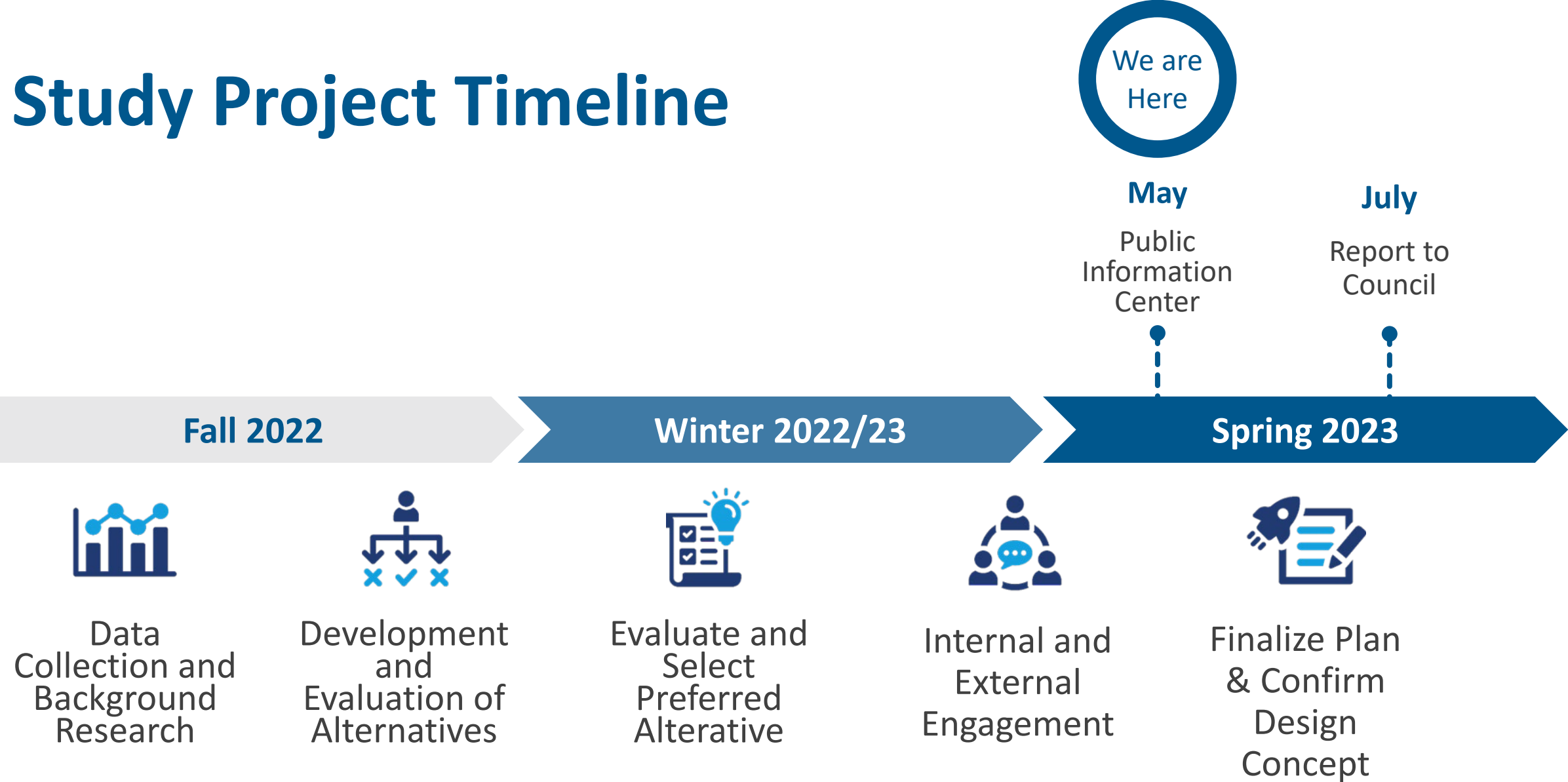
- Identify actions that can be taken immediately to improve safety for all users along Main Street and King Street;
- Convert Main Street to two-way operation integrating complete streets and climate resiliency to enable the safer use of road users including transit riders, pedestrians, motorists and cyclists;
- Undertake public engagement that leverages a Complete Streets, EDI and Climate Change approach; and
- Consult with Metrolinx and MTO regarding two-way conversion considerations for LRT and the 403 interchanges.

# Project Scope

## Focused Area: Main Street from Dundurn St to King Street



# Study Project Timeline



# Opportunities



## Safety

- Improved pedestrian and cycling safety at intersections
- Additional pedestrian crossing locations
- Reduced pedestrian crossing distances and slow turning motor vehicles



## Accessibility

- Plans for accessible transit stops
- Wider pedestrian facilities to increase accessibility, comfort and safety
- Address other accessibility concerns along the corridor
- Additional on street parking



## Connectivity

- Enhanced cycling network connectivity with new cycling facilities
- Improved connectivity to transit terminals for pedestrians and cyclists



## Infrastructure Condition

- Improve the condition of infrastructure, including pavement, sidewalks, etc.
- AODA Compliance



# Corridor Collision Review



**2,065**

collisions from on Main Street  
between 2017-2022

**1,517** Intersection  
Collisions

- Make up 73% of the collisions  
(City-wide average is 57%)



**84** Pedestrian-  
involved Collisions

- 89.7% of pedestrians involved  
in a collision are injured

**548** Midblock  
Collisions

- Make up 27% of the collisions  
(City-wide average is 42%)

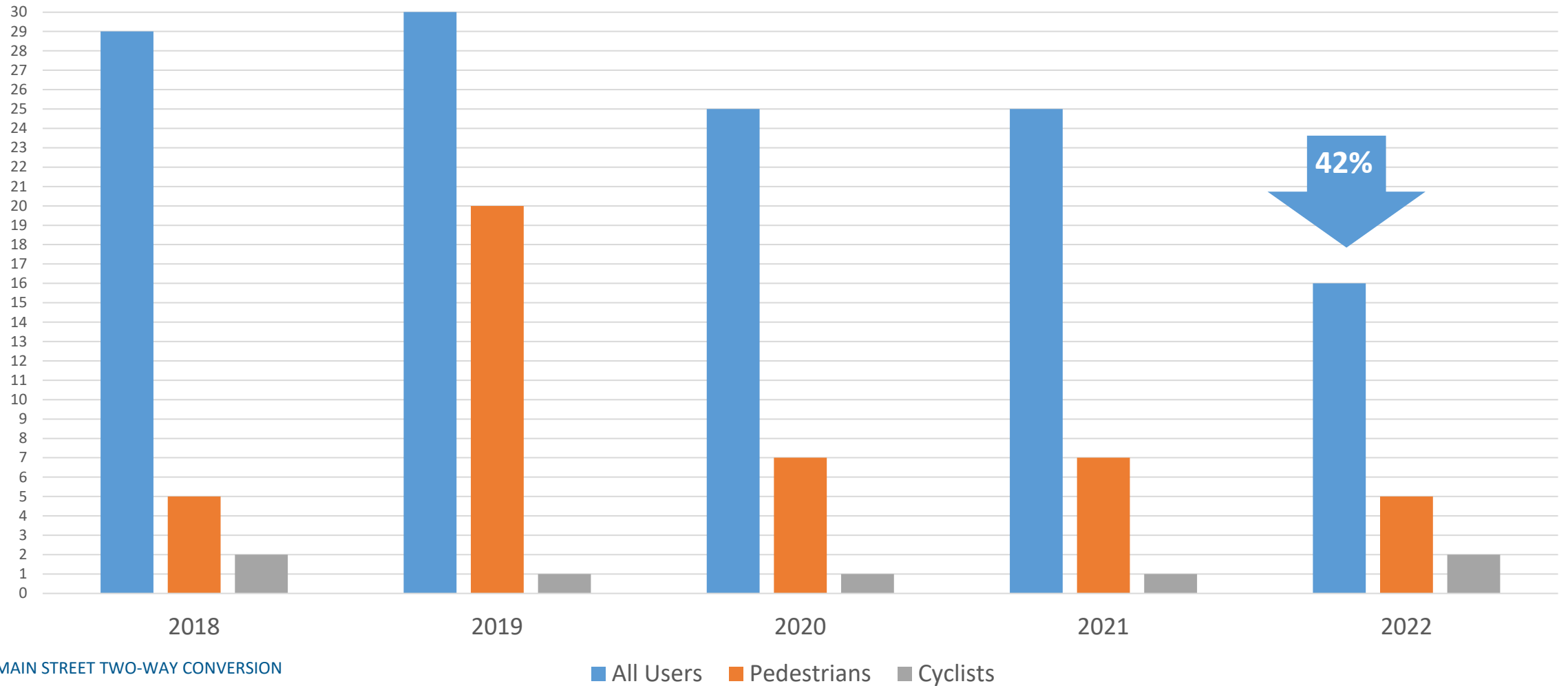


**37** Cyclist-involved  
Collisions

- 77.4% of cyclists involved in a  
collision are injured

# 2022 Immediate Safety Measures

Main Street Injury Collision Summary  
Dundurn Street to King Street  
Time Period: September 1 - January 31



# Two-Way Design Alternatives





# Design Objectives

- Increase safety for all road users
- Pedestrian-friendly corridor
- Improved cycling connectivity
- Prioritize 2-way transit
- Enhance accessibility
- Consider parking and loading needs
- Add greenery and streetscaping elements





# Evaluation Criteria



## Safety/Conflict Mitigation

Mitigate conflicts between motorist and cyclists



## Two-Way Traffic Operations

Impact to two-way roadway capacity and intersection operations



## Pedestrian Friendliness

Have access to safe, walkable and convenient pedestrian routes



## Cyclist Network

Provide cycling facilities and connectivity to destinations



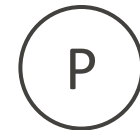
## Social Health & Equity

Provides a fair and accessible environment for users



## Transit Operations

Impact and compatibility with local transit



## On-street Parking

Impact to on-street parking supply



## Cost

Anticipated cost to construct the conceptual design



## Green and Resilient Infrastructure

Provide opportunities for greening, permeable surfaces and beautification



# Design Options

1

**Option 1:** Do Nothing

2

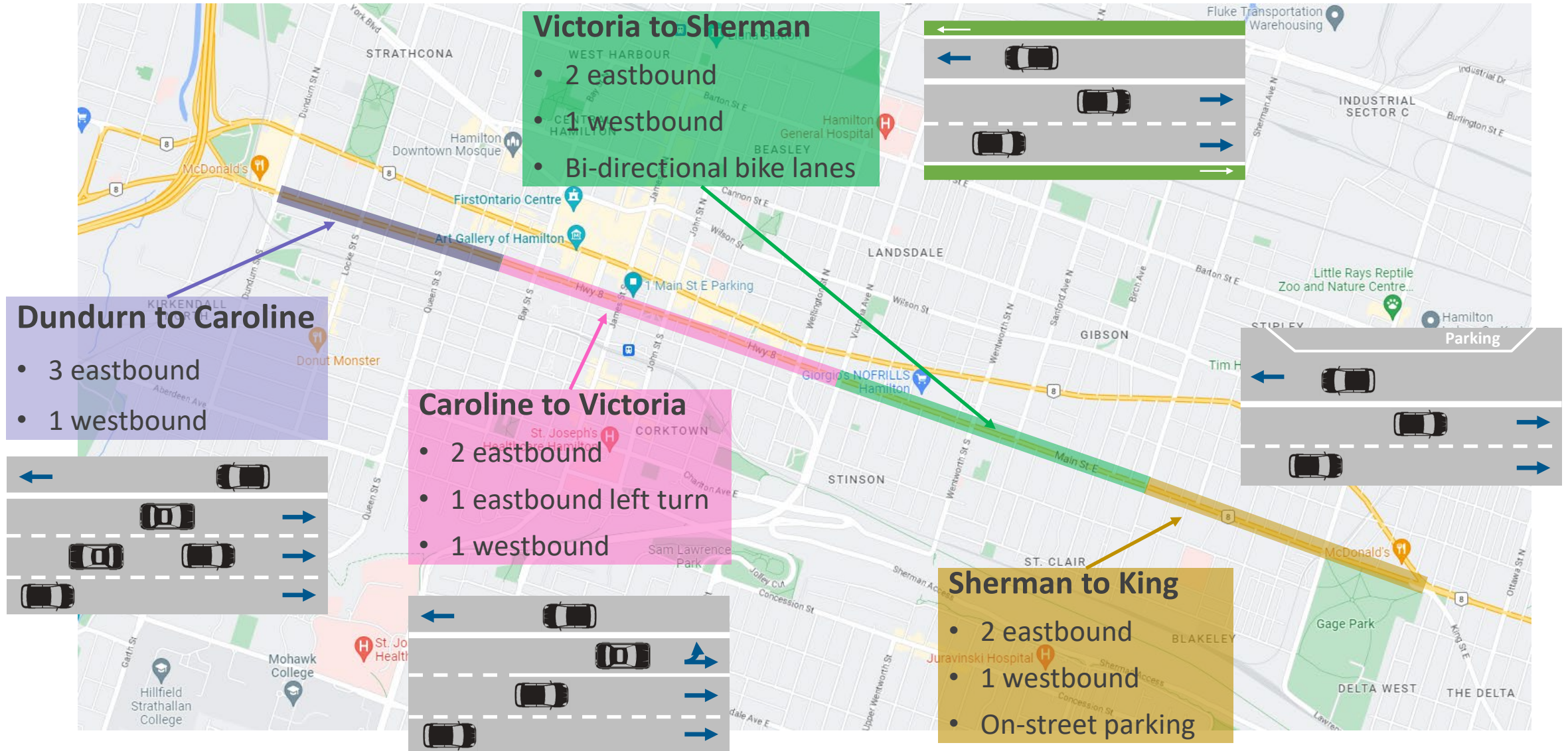
**Option 2:** Symmetric Lane Capacity

3

**Option 3:** Asymmetric Lane Capacity\*

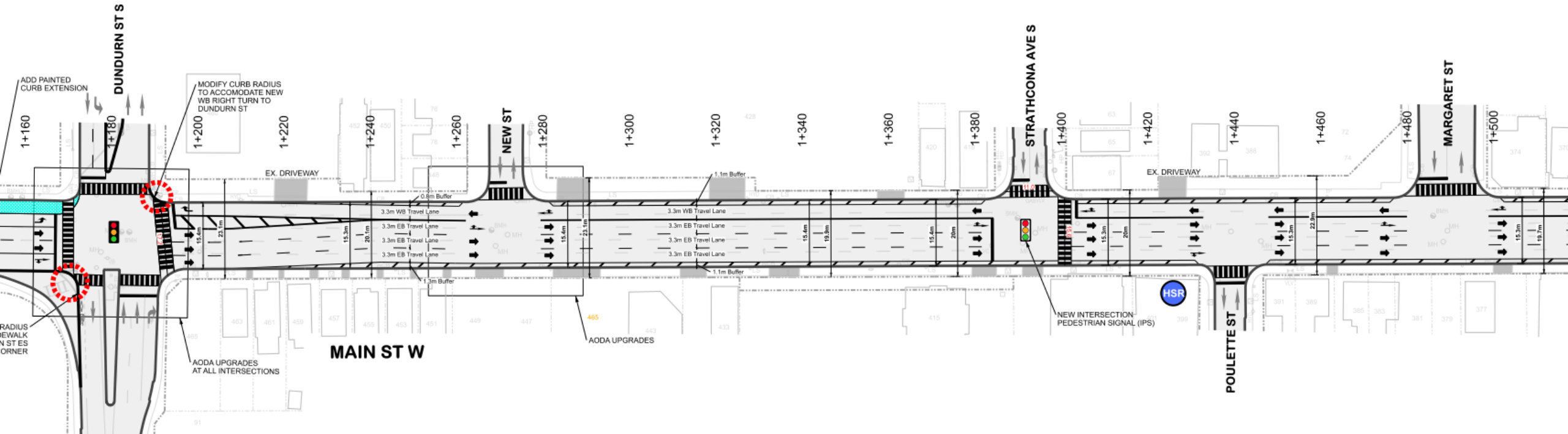
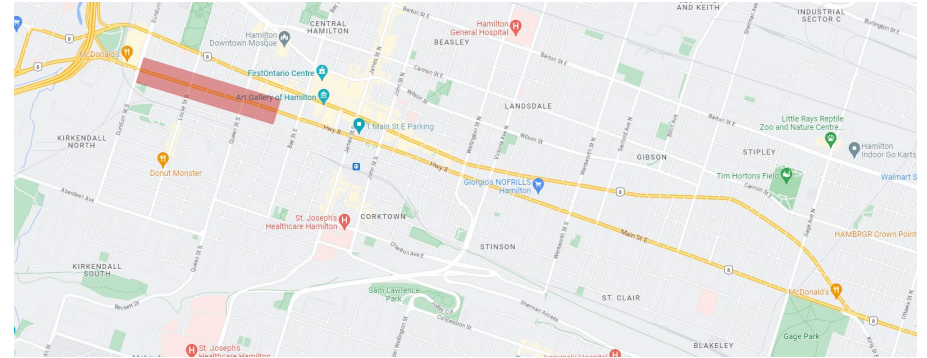
\*Note – design changes along the corridor, but with favour to eastbound direction

# Option 3: Asymmetric Lane Capacity Overview



# A Closer Look: Dundurn to Caroline

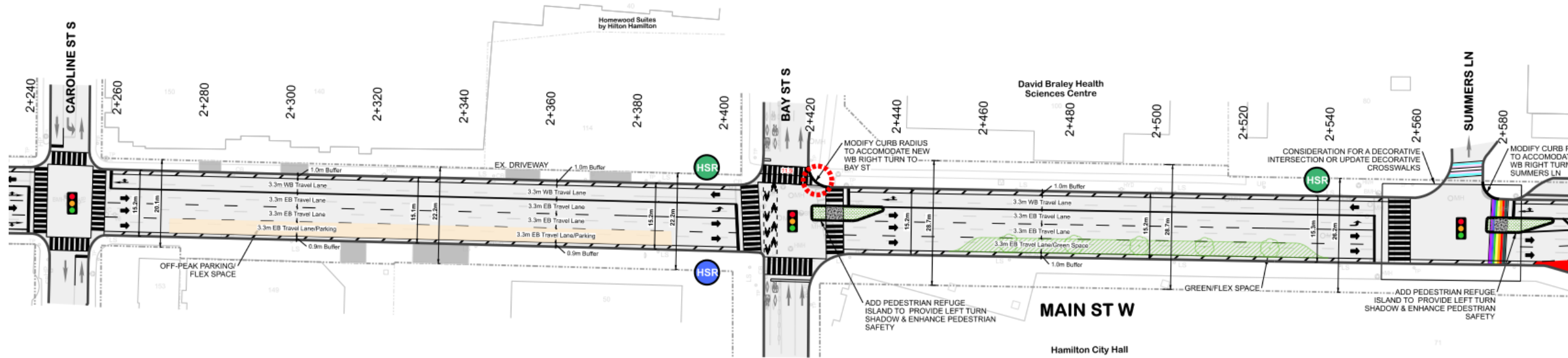
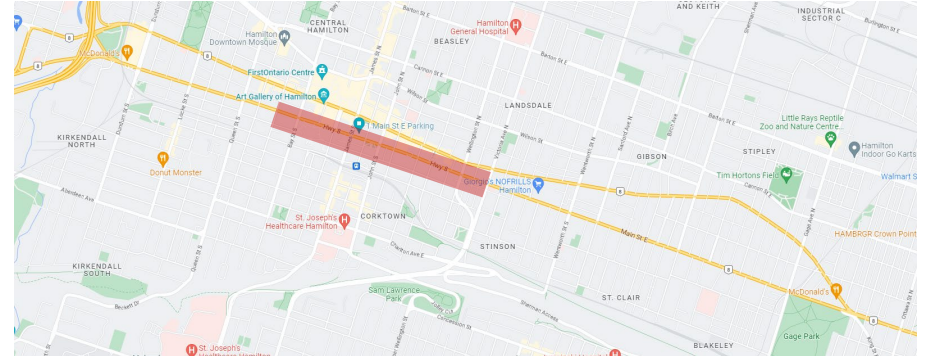
3 eastbound lanes and 1 westbound lane



MAIN STREET TWO-WAY CONVERSION

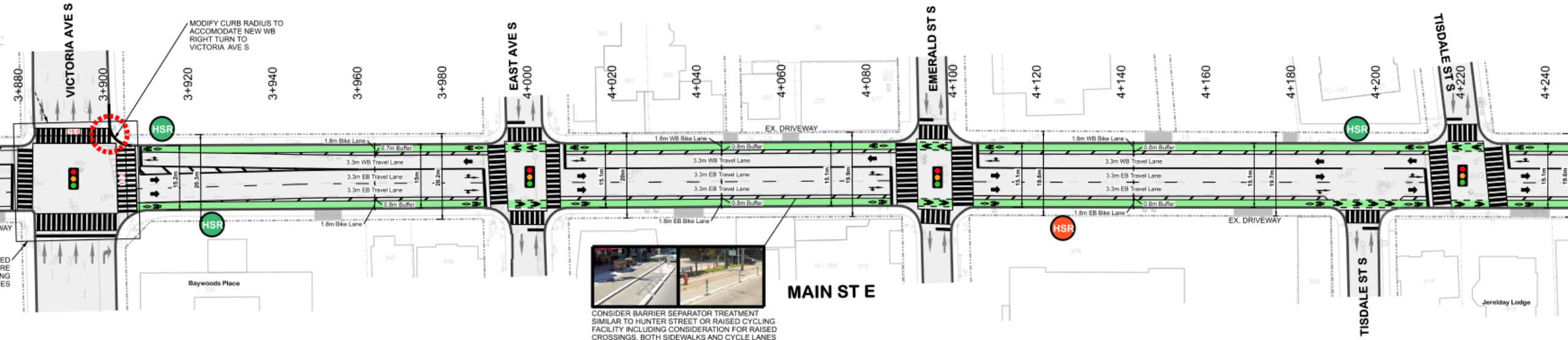
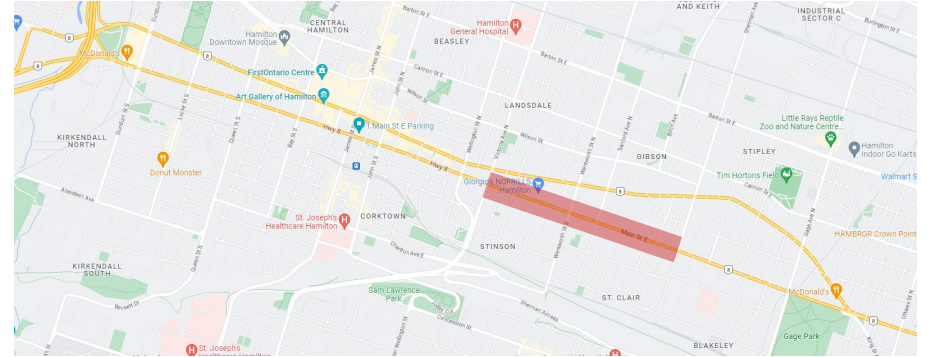
# A Closer Look: Caroline to Victoria

2 eastbound lanes, 1 eastbound left turn lane, and 1 westbound lane



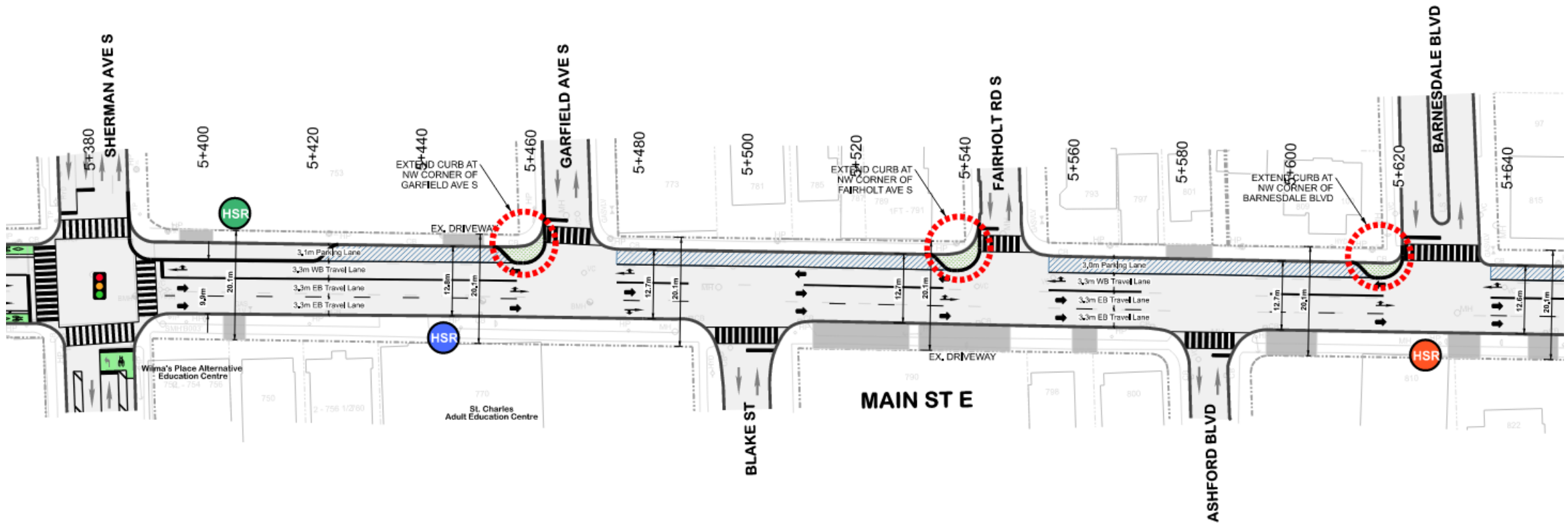
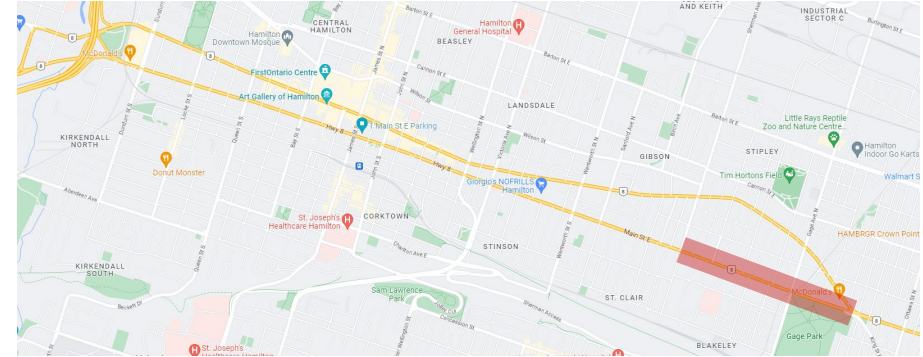
# A Closer Look: Victoria to Sherman

2 eastbound lanes, 1 westbound lane,  
and bi-directional cycling lanes



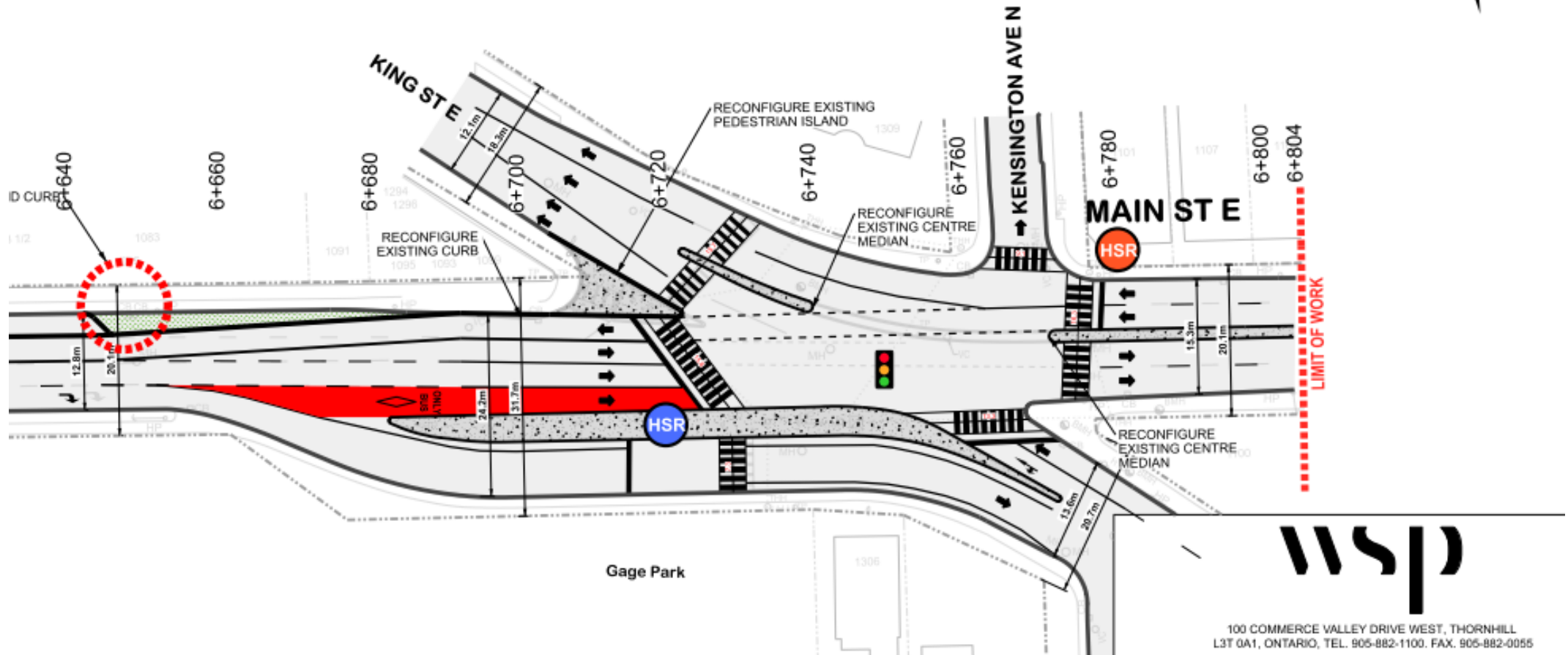
# A Closer Look: Sherman to Delta

2 eastbound lanes, 1 westbound lane,  
and on-street parking



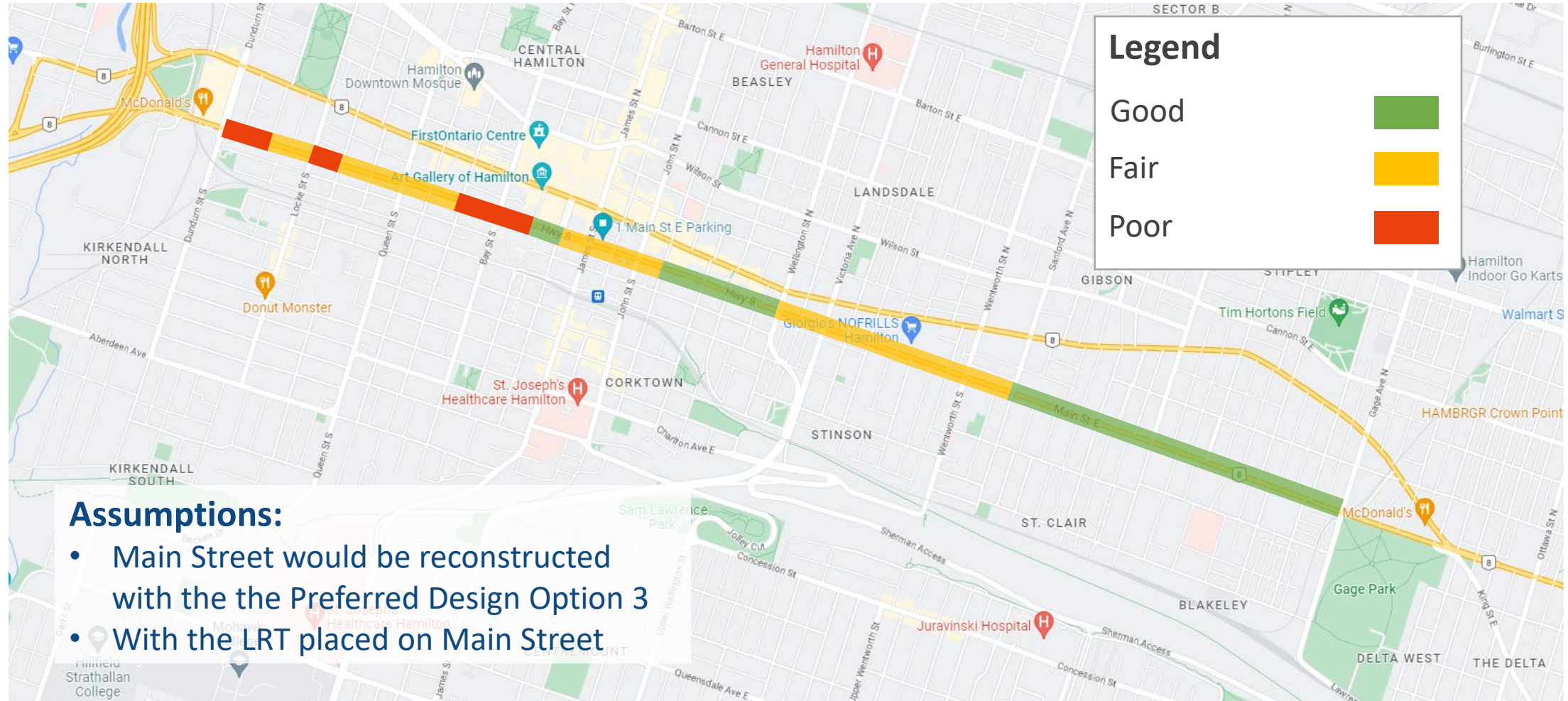


# A Closer Look: Delta Intersection



100 COMMERCE VALLEY DRIVE WEST, THORNHILL  
L3T 0A1, ONTARIO, TEL. 905-882-1100. FAX. 905-882-0055

# Projected Future Traffic Operations (2041)





# Summary



- Provide **Westbound flow** for public transit and vehicles
- Eastbound traffic will be **slowed**



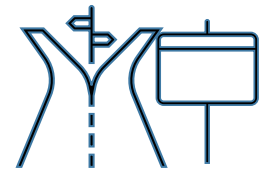
Slower speeds **addresses the Problems and Opportunities** identified at the onset of the Study



**Traffic calming** and **improved safety** in this corridor results in a net gain for the community



Opportunities for **green and resilient infrastructure** (e.g. permeable surfaces, trees) and roadway beautification



Opportunities to **improve infrastructure conditions** along Main Street



# Next Steps

- Provide your input and comments!
  - Interactive map is available to make comments
  - Commenting period open until Monday June 5, 2023
- The ideas and comments gathered during consultation will be summarized, assessed and applied (where possible) to refining the design alternatives.
- Confirmation of Preliminary Preferred Design
- Report to Council in July 2023



# Contact Information

If you have any further questions or comments, please feel free to contact:

## **James Schofield**

Project Manager, WSP

[james.schofield@wsp.com](mailto:james.schofield@wsp.com)

## **Dipankar Sharma**

Project Manager, City of Hamilton

[dipankar.sharma@hamilton.ca](mailto:dipankar.sharma@hamilton.ca)

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