



Hamilton

**MAIN STREET TWO-WAY
REPORT PW23074(a)/PED23248(a)**

FEBRUARY 20, 2024

Main Street Two-Way Initiative Timeline

Main Street Two-Way Conversion Motion
May 11, 2022

Main Street Two-Way Conversion Study
2022/2023

PWC Main St Report Back
February 20, 2023
(We are here today)

Main & King
Immediate Safety Measures
Summer/Fall 2022

PWC Main St
Report &
Deferral/Direction
December 4, 2023

Council Direction: 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;
- Consult with Metrolinx and MTO regarding two-way conversion considerations for LRT and the 403 interchanges;
- Report back with an implementation plan for two-way conversion that includes an assessment of costs, construction timing and resource requirements; and
- Update and reassess all remaining one-way streets in the city utilizing the street conversion framework identified in the Transportation Master Plan and report back.

December 4, 2023 PWC Report

- (a) That funding for the detailed engineering design of the two-way conversion of Main Street between Dundurn Street South and Main Street East/King Street East (Delta) in alignment with the principles established by the Main Street Two-Way conversion study, be submitted as Capital Project ID #4032411048 at a value of \$1,000,000 through the 2024 annual capital budget process for consideration of Council;
- (b) Funding for the implementation of Main Street between Dundurn Street South and Main Street East/King Street East (Delta), following the completion of detailed engineering design, be earmarked in the 2026 capital budget at a value of \$26,492,000 and considered for future approval by Council to enable construction targeted to begin in 2026 and completion in 2028;
- (c) That the remaining unbudgeted candidate one-way to two-way street conversions and alternative complete street interventions as identified in Appendix “E” to Report PW23074/PED23248 be programmed, and that funding associated with the conversions be identified and brought forward as part of future annual capital budget submissions for consideration of Council.

PWC Direction: December 4, 2023

- (a) Quantify the core capital investment required to convert Main Street to two-way traffic, exclusive of necessary and already programmed capital works, AODA compliance upgrades, any other necessary or contemplated upgrades, reconstruction and rehabilitation capital works and residual lifecycle infrastructure renewal costs.
- (b) Provide further quantification of the assessment of the Main Street two-way evaluation criteria versus prioritizing eastbound vehicular traffic capacity in the recommended Option three.
- (c) Provide options to implement Council's direction of Main Street two-way traffic conversion within two years and/or prior to the initiation of LRT corridor construction by prioritizing core two-way conversion lane re-alignments, intersection and signal upgrades, and corridor upgrades necessary for implementation with further corridor upgrades, resurfacing and other capital rehabilitation work phased over the following four to six years.
- (d) Meet with impacted and interested Ward Councillors with Public Works staff and consulting engineering team.

Direction A: Core Capital Investment

Main Street Two-Way Conversion Overall Project Budget Estimate: \$26,492,000

Activities NOT Related to Two-Way Conversion:	
<u>Item:</u>	<u>Budget Estimate:</u>
Traffic Signal Construction (Hilda Ave & Albert St)	\$ 450,000
Roadway Rehabilitation	\$10,000,000
Pavement Markings	\$ 535,000
Contingency & Miscellaneous	\$ 90,000
Total:	\$11,075,000

Main Street Two-Way Conversion Conceptual
Budget Estimate:
\$15,417,000

Direction B: Configuration 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



Transit Operations

Impact and compatibility with local transit



Social Health & Equity

Provides a fair and accessible environment for users



On-street Parking

Impact to on-street parking supply



Cost

Anticipated cost to construct the conceptual design

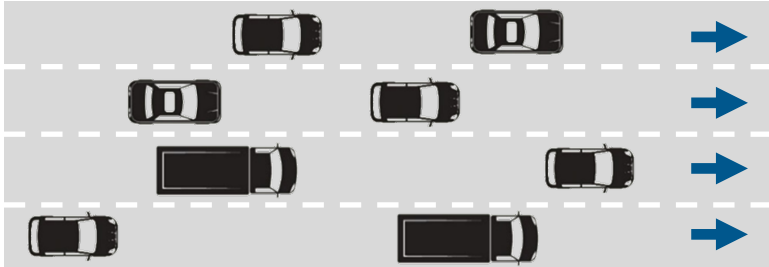


Green and Resilient Infrastructure

Provide opportunities for greening, permeable surfaces and beautification

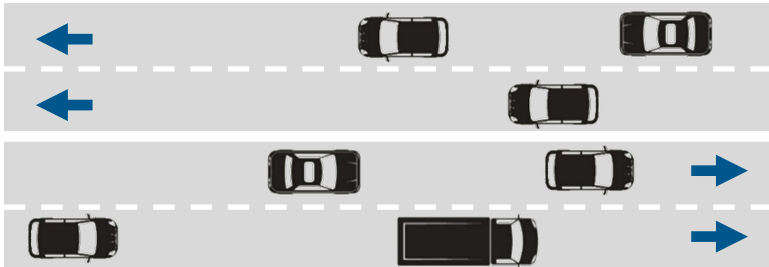
Direction B: Configuration Alternatives

Option 1: Do Nothing – 4 Eastbound Lanes



- Does not provide two-way traffic flow as directed by Council
- Not pedestrian- and cyclist-friendly
- Poor safety outcomes
- Does not improve social health and equity

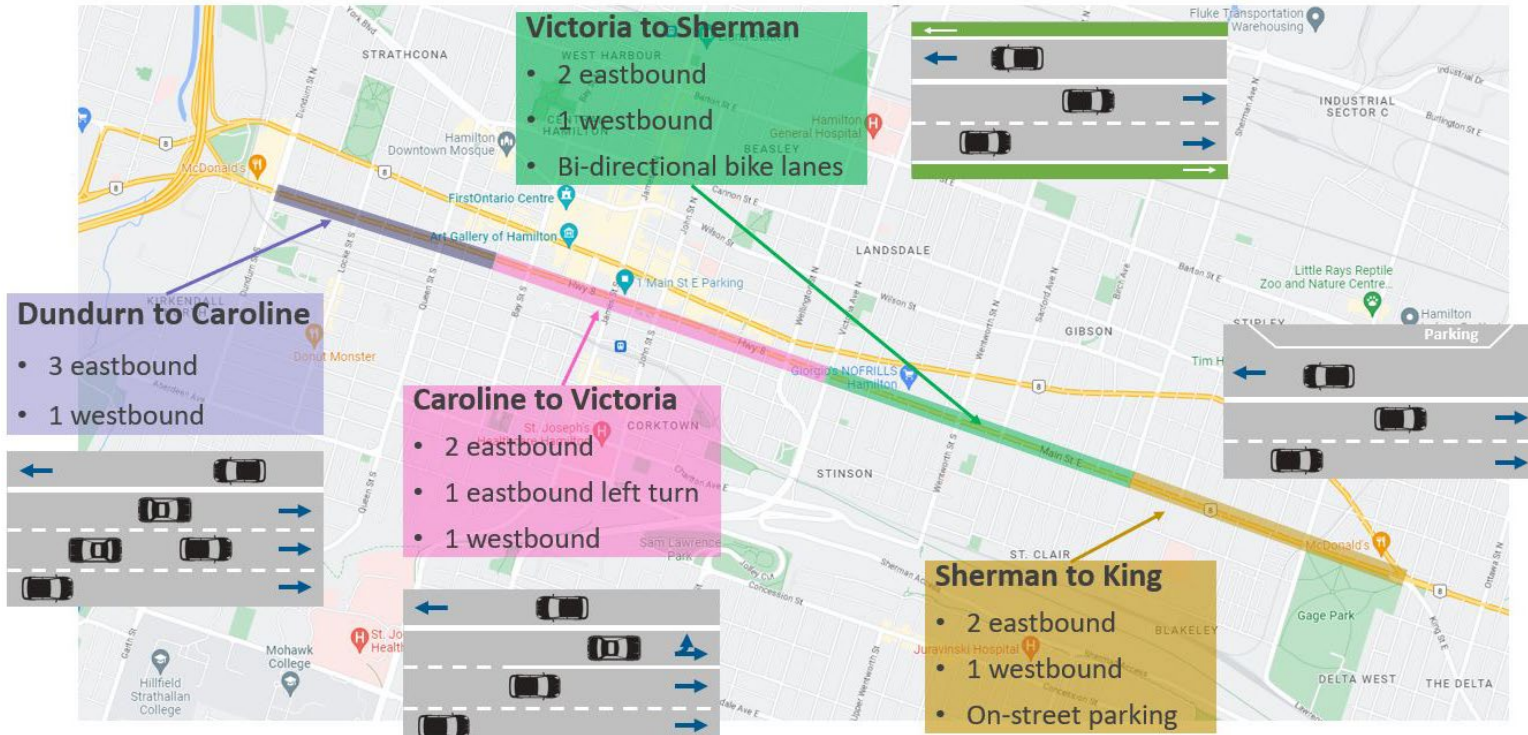
Option 2: Symmetrical Lane Capacity



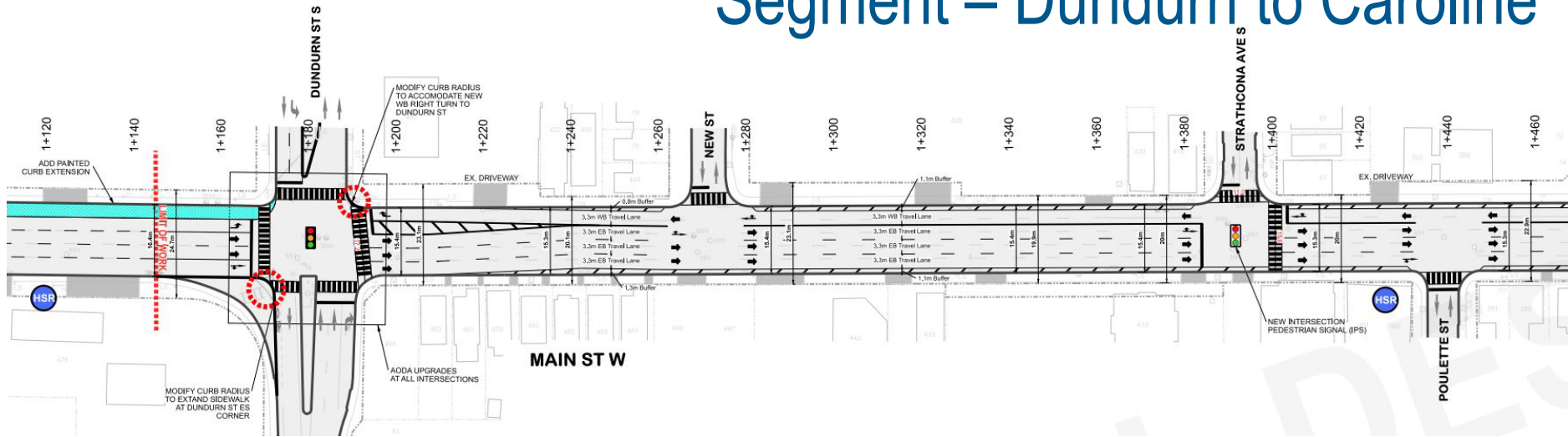
- Current four lanes reconfigured to two lanes eastbound and two lanes westbound
- Provides equal amounts of westbound and eastbound capacity on Main Street
- Most traffic congestion of three options

Direction B: Configuration Alternatives

Option 3: Asymmetric Lane Capacity (Preferred Configuration)



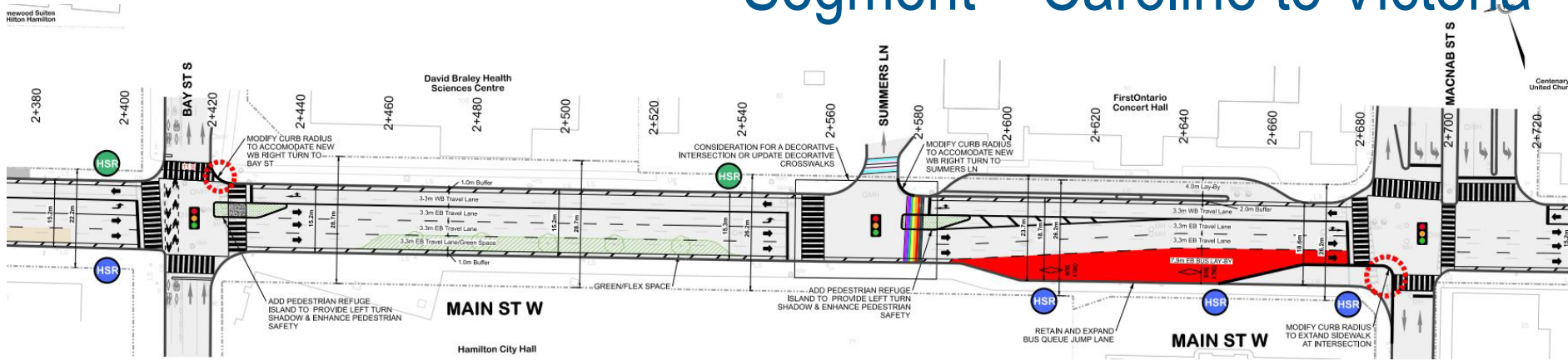
Preferred Configuration Segment – Dundurn to Caroline



Key Segment Features:

- High volume of east bound traffic from Westdale and Hwy 403
- Flexibility for south curb lane to be utilized as transit priority lane
- Future integration with LRT

Preferred Configuration Segment – Caroline to Victoria



Key Segment Features:

- Flexibility for south curb lane to be used for off-peak parking and greening opportunities
- Provides for dedicated left turn lanes at Bay Street and Summer's Lane
- Transit movement prioritization trough MacNab intersection

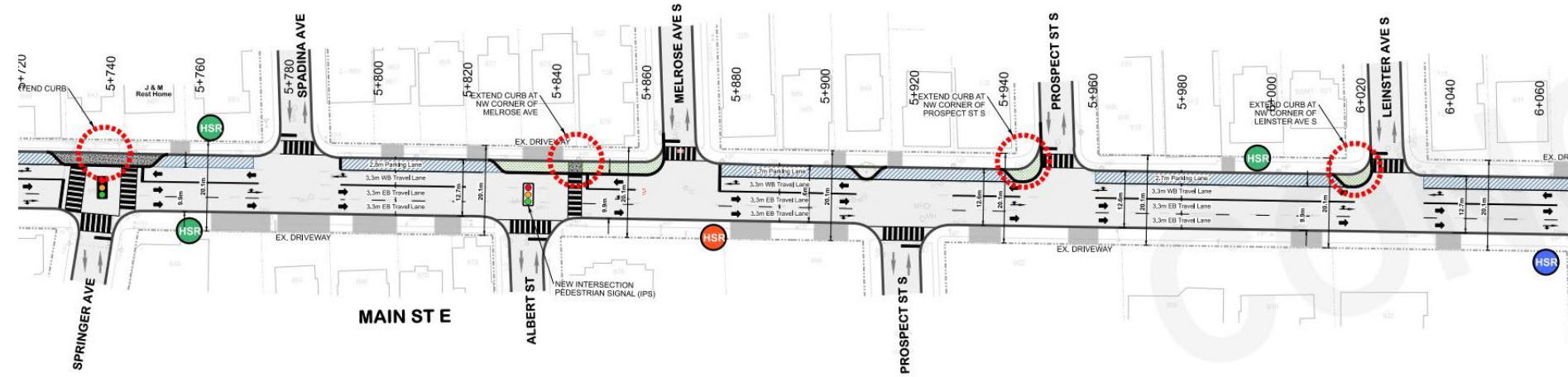
Preferred Configuration Segment – Victoria to Sherman



Key Segment Features:

- Incorporates protected cycling facility between Victoria and Sherman
- Sidewalk is buffered from vehicle travel lanes

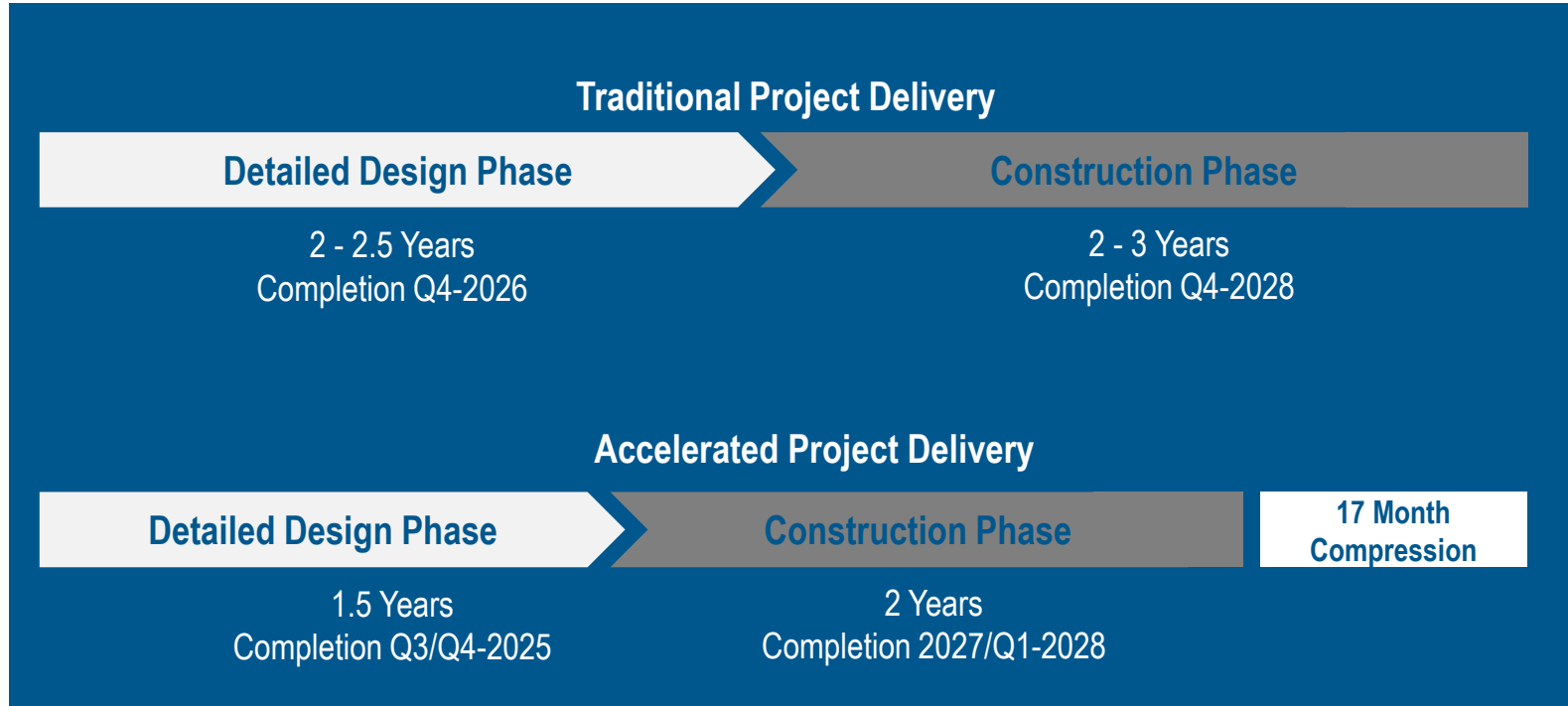
Preferred Configuration Segment – Sherman to King (Delta)



Key Segment Features:

- Traffic calming bump-outs incorporating green infrastructure
- On-street parking that buffers pedestrian realm from vehicles
- Future integration with LRT

Direction C: Implementation Schedule



Direction D: Councillor Discussion

Councillor Consultation:

- Transportation, Engineering Services, and Transportation Planning and Parking Divisions met with Wards 1, 2, 3, 4 and 8 Councillors to discuss the Main Street two-way conversion project
- Feedback has been considered in the development of Report PW23074(a)/PED23248(a)

Communications:

- Streamlined public engagement during the detailed design stage using communication updates
- Implementation of a robust communications plan prior to and throughout the construction period

February 20 Amended PWC Report Recommendation

- a) That the General Manager of Public Works be authorized and directed to negotiate and execute a non-competitive single source contract with WSP Canada Inc., to complete the detailed design and contract administration for the Main Street Two-Way Conversion Project, in a form satisfactory to the City Solicitor and in adherence to the City of Hamilton Procurement Policy By-Law No.22-255;
- a) That staff be directed to undertake an accelerated project delivery approach as outlined in Report PW23074(a)/PED23248(a), funding for the implementation be referred for inclusion in the 2025 capital budget at a value of \$26,492,000 with a target timeline to complete detailed design by Q3 2025/Q4 2025, commence construction Q4 2025, and target a project completion date of Q4 2027/Q1 2028; and
- b) That the remaining unbudgeted candidate one-way to two-way street conversions and alternative complete street interventions as identified in Appendix “E” to Report PW23074/PED23248 be programmed, and that funding associated with the conversions be identified and brought forward as part of future annual capital budget submissions for consideration of Council.

Thank You