

RE: Item 12.5 - Biking Infrastructure Enhancement along Main Street East from Queenston Traffic Circle to Parkdale Avenue

Dear Public Works Committee,

Cycle Hamilton would like to voice its support for additional cycling infrastructure in an area where it is severely lacking. The street this infrastructure is proposed on is significantly overbuilt for the amount of automobile traffic it receives and so installing cycling infrastructure will bring it more in line with the needs of the community and provide connections to both Sir Winston Churchill School and Recreation Centre, and Pat Quinn Parkdale Arena and Pool. This has the additional benefit of reducing net infrastructure liability as bicycle lanes have lower replacement costs as they do not receive the same wear and tear as automobile lanes. Any increase to cycling infrastructure in this area of the city is welcomed by Cycle Hamilton and the cycling community.

Cycle Hamilton would also like to recommend that instead of cycling infrastructure only on the south side of Main Street East as noted in the motion, that it instead be installed on both the north and south side of the street as this is preferred to provide safer space for people on bikes. The existing asphalt surface is approximately 13m-14m wide which provides plenty of space for many road configurations. An alternative configuration provides the following benefits:

- 1) It provides a safe connection for families and students from their quieter neighbourhood streets to school and recreation.
- 2) It forces drivers to look the same direction as travelling automobiles and avoid missing a cyclist going the wrong way on a bi-directional bicycle track reducing conflicts.
- 3) Provides a protected car parking for cyclists and allows for space for a drop-off in front of the school avoiding conflicts with students and staff using the lanes to get to the school.

The lane and parking widths are based on the Hamilton Complete Streets Guidelines:

<https://www.hamilton.ca/sites/default/files/2023-02/pedpolicies-street-complete-streets-design-guidelines.pdf>

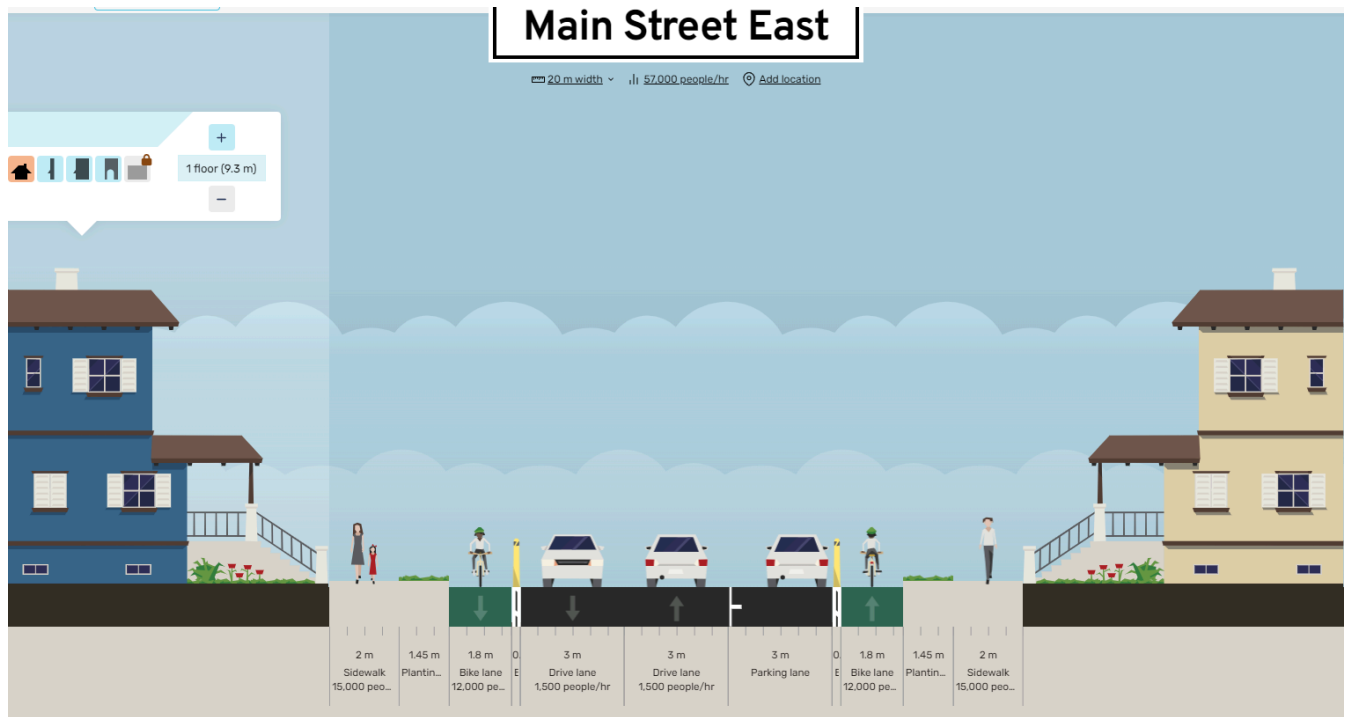
Lane Width Parameters

ELEMENT	TARGET VALUE	MINIMUM VALUE
THROUGH LANES AND TURN LANES	3.0 m ¹	3.0 m
CURB LANES	3.0 to 3.3 m	3.0 m
PARKING LANES	2.2 to 2.5 m	2.0 m ²
<p>Note:</p> <p>1 – Applicable to urban, suburban, and low-volume rural contexts with a target speed less than 60 km/h. Refer to TAC Geometric Design Guide for Canadian Roads for guidance in other contexts.</p> <p>2 – 3.3 m recommended on truck routes and on streets with regular transit service</p> <p>Minimum 6 m clear width is required per the Ontario Building Code for emergency vehicle access</p>		

Cycle Hamilton's recommended road configuration is as follows:

Cycle Lane	Protection	Eastbound Vehicle Lane	Westbound Vehicle Lane	Parking/ Drop-off Lane	Protection	Cycle Lane	Total
1.8m	0.3m	3.0m	3.0m	2.7m	0.4m	1.8m	13m

Looking westbound on Main Street East:



We are excited to see more space for cyclists on our roads, especially in Ward 4. Thank you for bringing this motion forward and improving our neighbourhoods with the goal of vision zero and with a focus on climate resiliency. We welcome staff to reach out to Cycle Hamilton to discuss details and as a stakeholder in design. Please contact the Chair, chair@cyclehamilton.ca.

Thank you,

Cycle Hamilton Board.