




COMMUNICATION UPDATE

TO:	Mayor and Members City Council
DATE:	September 20, 2022
SUBJECT:	Update: Safety Enhancements to Main Street and King Street (CRO22022b) (City Wide)
WARD(S) AFFECTED:	City Wide
SUBMITTED BY:	Edward Soldo, P.Eng. Chief Road Official Public Works Department
SIGNATURE:	

On May 11th 2022, Council approved a [motion](#) focused on the development of safety enhancements on major arterial roads, including the conversion of Main Street from a one-way to a two-way roadway. The purpose of this Communications Update is to provide a progress update to the Communications Updates [\(CRO22022\)](#) of July 5, 2022 and [\(CRO22022a\)](#) of July 27, 2022.

The City has adopted a [Vision Zero](#) safe systems approach to roadway safety, recognizing that the transportation system must be designed in a way that prevents collisions as much as possible and lessens the impacts of collisions when they do happen. Vision Zero focuses on the design of our communities and roads, how speeds are set and managed, how vehicles are permitted to operate and what transportation mobility options exist where and for whom.

Short-term Roadway Safety Enhancements

The Council direction included immediate actions to improve safety for road all users along Main Street and King Street. The goal of these enhancements is to improve overall safety, with particular attention to vulnerable users through the introduction of measures to separate pedestrians by either time or space from vehicles. The City has been assessing alternative measures and the following provides a progress update, tentative implementation overview and timeline.

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Progress Update on Main Street and King Street

In July 2022, staff began implementing short-term roadway safety enhancements on Main Street and King Street.

In August 2022, crews completed modifications to reduce the number of travel lanes on Main Street from five to four between Dundurn Street and Sherman Avenue. As part of the lane reconfiguration, a pedestrian buffer was added to the south lane and bump outs were implemented at strategic locations. The restriping of lanes and associated works took place at night and were completed in August 2022.

A 85 m long designated bus-only queue jump lane was implemented in the south lane at Main Street and MacNab Street, marked with red paint and stencils, and a signal was added at the intersection to give transit vehicles priority.

Parking Modifications

- Changes were approved by Council to By-law No. 01-218 (On-Street Parking) along Main Street to encourage parking on [August 12](#), 2022 and implemented as part of the overall modifications in August.

Signalized Intersection Modifications

- Leading pedestrian intervals (LPI) have been added along Main Street at all signalized intersections with the exception of Main Street and Gage Avenue as this location is being coordinated with Canadian Pacific Railway.
- Pedestrian “countdown” signals (PCS) installations have been completed at all signalized intersections on Main Street from Dundurn Street to the Delta.
- No right turn on red (NRTOR) restrictions were approved by Council on [July 8](#), 2022, and [August 12](#), 2022. Implementation has been completed on Main Street and is underway on King Street.
- No left turn on red (NLTOR) restrictions at Main Street/Catharine Street and Main Street / Wellington Street were approved by Council on [August 12](#), 2022 and implemented last month.
- An additional no left turn on red (NLTOR) restriction amendment for Main Street will be presented to Council at the September 28, 2022 meeting through an amendment to By-law No. 01-215 (Traffic Bylaw) for consideration for traffic on Main Street turning north on MacNab Street.

Pedestrian Crossing Enhancements

- All ladder crossings have been implemented at all intersections on Main Street and King Street.
- A preliminary design for the pedestrian scramble at Main and Summer’s Lane has been completed. The implementation will be coordinated with Phase 2 of the Main Street conversion.

Speed Management

- At the August 10th Public Works Committee Meeting, five (5) Community Safety Zones (CSZ) and four (4) Automated Speed Enforcement (ASE) Program operating locations were approved through [Report PW22066](#) along Main Street and King Street for implementation in 2023.

King Street Tentative Implementation Overview and Timeline

Similar to the roadway safety enhancements applied along Main Street earlier this summer, staff will be implementing additional short-term roadway safety enhancements along King Street using a Vision Zero safe systems approach.

Modifications to reduce the number of travel lanes on King Street from five to four will take place between Locke Street and Dundurn Street. A pedestrian buffer will be added to the south lane and a new 800 m long bus only lane will be implemented from west of Queen Street to Dundurn Street on the north side of King Street. The lanes will be marked with red paint at intersections and transit stops along with complimentary signage and stencils throughout. With these changes the effective number of lanes for regular vehicles will be three with one lane exclusively for buses.

An amendment to By-law No. 01-215 (Traffic Bylaw) will be presented to Council at the September 28, 2022 meeting for consideration to implement the changes.

Consideration for a transit priority signal and transit queue jump lane will be reviewed for the intersection of King Street and Bay Street to gauge if this would provide any operational enhancements to transit movements through the intersection. If justified, this would be scheduled for implementation in early 2024.

The conversion of Queen Street to accommodate two-way travel from Main Street to King Street is currently underway and will incorporate intersection improvements at King Street. Once completed, northbound traffic will be able to turn left onto King Street from Queen Street.

Parking Modifications

Following the recent parking changes made on Main Street to encourage parking and provide a safety buffer for pedestrians and moving traffic, the traffic calming effect of on-street parking and encouragement of its use will be implemented on King Street. Much of the on-street parking on King Street is under-utilized outside of the core due to rush hour and other historical parking restrictions, as well as current development along the corridor. Adjustments to permitted parking locations and changes to parking restrictions along the King Street corridor will include (in summary):

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SUBJECT: Update: Safety Enhancements to Main Street and King Street (City Wide) - Page 4 of 5

- Removal of morning and afternoon rush hour restrictions in selected locations to encourage parking.
- Removal of the through-street designation to allow for extended evening parking near residential blocks and installing “No Parking” 2 am to 7 am to allow for Public Works services overnight.
- Outside of the downtown core, where there is existing under-utilized paid parking, remove paid parking meters while retaining two-hour max time limit during operational hours which typically begin at 8 am end at 9 pm, and allow for extended parking between 9 pm and 2 am.
- Additional two-hour paid parking options near businesses and destinations with higher demands for on street parking such as Tim Horton’s Field.
- Modified parking regulations on the north and south side, west of Locke Street, including the addition of “No Stopping Anytime” restrictions to assist with dedicated transit lane, traffic flow and Public Works needs, while turning existing loading and commercial loading zones to “No Parking Anytime” to allow for short duration loading and curb-side pick-up/drop-offs.

By-laws enacting the above changes will be submitted for the September 28th, 2022 Council Meeting.

Signalized Intersection Modifications

- The traffic signal timings are currently being modified to incorporate Leading Pedestrian Intervals (LPI) at all the signalized intersections along the King Street corridor. Implementation is expected to be completed by end of the year.
- Pedestrian “countdown” signals (PCS) installations are underway for all signalized intersections to assist pedestrians in crossing the street. Implementation is expected to be completed by end of the year.

A targeted Education Campaign has commenced along with regular communications updates to inform residents of the different roadway safety measures including: no right turns on red, leading pedestrian intervals, community safety zones and transit signal priority.

Main Street Implementation Plan

The approved conversion of Main Street from one-way to two-way operations requires the development of an implementation plan that will integrate a Complete Streets redesign that will enable safe use for all road users including public transit passengers, pedestrians, motorists and cyclists and will also incorporate a climate change lens by considering additions such as urban trees and permeable surfaces in the planning process.

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SUBJECT: Update: Safety Enhancements to Main Street and King Street (City Wide) - Page 5 of 5

The City has engaged WSP to develop alternative concepts for evaluation and undertake an assessment of capital improvement costs, construction timing and required approvals. Latest project update can be found on the project [webpage](#). The public consultation will include use of the Engage Hamilton online engagement tool and a Public Information Centre in the fall of 2022.

If you have any questions, please contact Edward Soldo, Chief Road Official, by phone at Ext. 4622 or email at edward.soldo@hamilton.ca.

APPENDICES AND SCHEDULES ATTACHED

N/A