This drop-in public open house is intended to provide information about the Bay Street bike lanes project. This project proposes a dedicated cycling facility along Bay Street between Aberdeen Avenue in the south and Stuart Street in the north.

If you have any questions or comments on the project, please contact:

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Concept

Please take some time to review the plan on the table showing the proposed layout. Cycling facilities are proposed in the following configurations:

Between Aberdeen Avenue and Hunter Street, the bike lanes are planned to be similar to the facilities on Hunter Street, with two-way bike lanes along the west side of the street.

Between Hunter Street and York Boulevard, the bike lanes are planned to be similar to the facilities on Cannon Street, with protected two-way bike lanes along the west side of the street.

At York Boulevard, the bike lanes will transition from two-way bicycle traffic on the west side of the street to conventional bike lanes with northbound cyclists along the east curb and southbound cyclists along the west curb - like existing bike lanes on Dundurn Street. The southbound lane will be contra-flow of auto traffic between Cannon Street and York Boulevard.
History

The City’s Cycling Master Plan (2009) identifies the need for an on-street cycling facility in this corridor to provide an efficient and safe network to encourage cycling. Bike lanes on Bay Street will create a convenient cycling connection between the Durand neighbourhood, the downtown core, the Central neighbourhood, the new West Harbour GO Station, Bayfront Park, and the North End neighbourhood.

In April 2016, MTO announced $295,000 in capital funding for this project through the Ontario Municipal Cycling Infrastructure Program. Based on the application to MTO, this project is intended to incorporate three key elements:

1. The project is intended to be a demonstration project, incorporating various types of facilities, appropriate for the street context.

2. The project will incorporate extensive data collection, including SoBi ridership, to explore the impacts and benefits of the cycling facility.

3. The project will incorporate intersection treatments to facilitate connections to existing cycling infrastructure.
Outcome

The level of service (LOS) for cyclists will improve substantially as a result of the new cycling facilities. For example, the section of Bay between King and York currently provides a LOS ‘F’ for cyclists. With the protected bike lane installed, and the provision of intersection treatments, the cycling level of service will increase to ‘B’.

The overall impacts to motor traffic are relatively minor. At certain intersections, some movements approach capacity during the peak hour but overall intersection level of service stays within a reasonable range. More detailed traffic analysis results are summarized on the following board.

The overall environment for pedestrians would be enhanced with cycling facilities, as the bike lanes will buffer the auto traffic along Bay Street.

The lane widths along Bay Street are intended to comfortably accommodate transit buses between Hunter and York, where transit currently operates. No bus stops would conflict with any segments of contra-flow bike lanes.
Traffic Analysis

A preliminary analysis of the major intersections along Bay Street was carried out to assess the impacts of the lane reconfiguration. The design aims to have only slight increases to delays for auto traffic. Delay is typically described as Level of Service (LOS). The City regards LOS A, B, or C to be good, and LOS D to be acceptable. The diagram on the right shows the existing traffic conditions.
Parking Impacts

Existing on-street parking is planned to be maintained between Barton Street and Herkimer Street. South of Herkimer Street, on-street parking is proposed to be consolidated to the east side of the street only. Between Barton Street and Stuart Street, on-street parking is proposed to be removed to create space for the bike lanes. The City would assist residents in these blocks with parking alternatives.

On-street parking utilization data was collected to understand the level of demand in the blocks where parking would be consolidated or removed:

- Between Aberdeen and Herkimer, existing demand can be accommodated on the east side of the street.
- Between Barton and Stuart, parking demand can be accommodated in the adjacent blocks during evenings, but office-hour demand is higher.
Hamilton’s Strategic Plan

Our Vision
To be the best place to raise a child and age successfully.

Our Mission
To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

How the Bay Street Bike Lanes support the Strategic Plan:
The bike lanes provide environmentally sustainable transport and aim to create a healthy balance of natural and urban spaces.
The project implementation fosters community engagement & participation.
The bike lanes will expand transport options for the community.
The bike lanes will create a safer cycling environment.

Please submit completed forms in the box provided or e-mail comments to Daryl.Bender@Hamilton.ca