



Main Street Two-Way Conversion

Public Information Centre

May 18, 2023



Hamilton



Land Acknowledgment

The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. We further acknowledge that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation.

Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.



Webex Instructions

Rules and How-To:

- Participants will remain muted during presentation
- Questions can be asked by using the Chat Function
- Please keep questions as brief as possible
- Magnifying glass can be used to zoom in on an item



Mute/Unmute



Chat





Introductions

Mike Field

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Public Works Department
City of Hamilton**

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Justin Jones

**Active Transportation Planner
WSP Canada**

Olivia Falcone

**Transportation Planner
Planning, Transportation & Infrastructure
WSP Canada**

Regrets:

Brian Hollingworth

Director of Transportation Planning & Parking

Jackie Kennedy

Director of Engineering Services

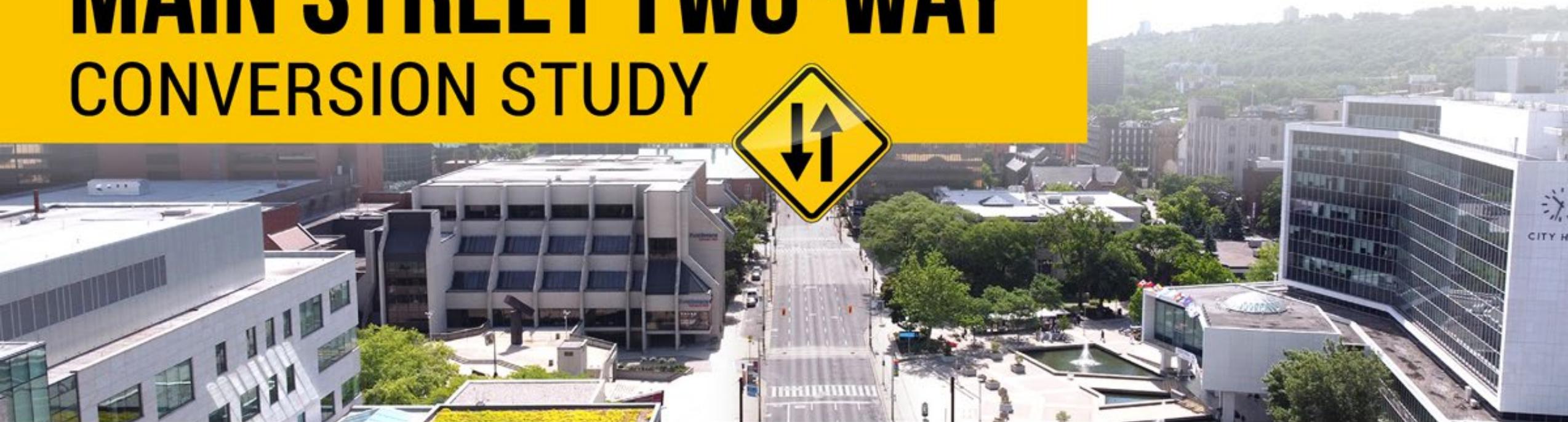
James Schofield

Project Manager, WSP Canada

WE WANT TO HEAR FROM YOU!



**MAIN STREET TWO-WAY
CONVERSION STUDY**



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Agenda

1 Project Background

2 Existing Conditions

3 Design Alternatives

4 Next Steps

5 Q&A

1

**Project
Background**



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.



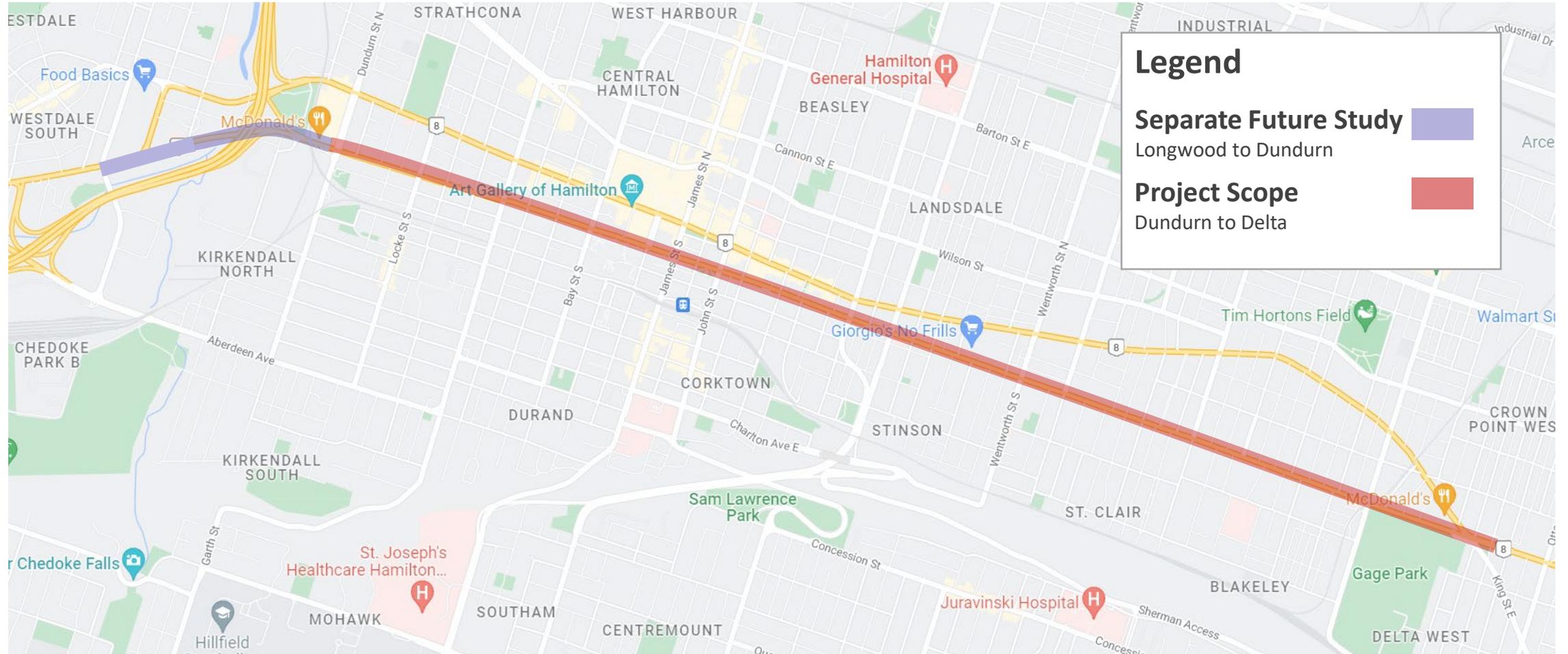
Problem and Opportunity Statement

Main Street has historically been a corridor that is unsafe for vehicles, pedestrians and cyclists. In recent years, three major intersections on Main Street were among the top ten intersections with the highest collision rates in the City. In 2022, Council approved a motion focused on the development of further safety enhancements on major arterial roads, including the conversion of Main Street from a one-way to a two-way road. In the coming years, the lower city will also be transformed through the LRT project.

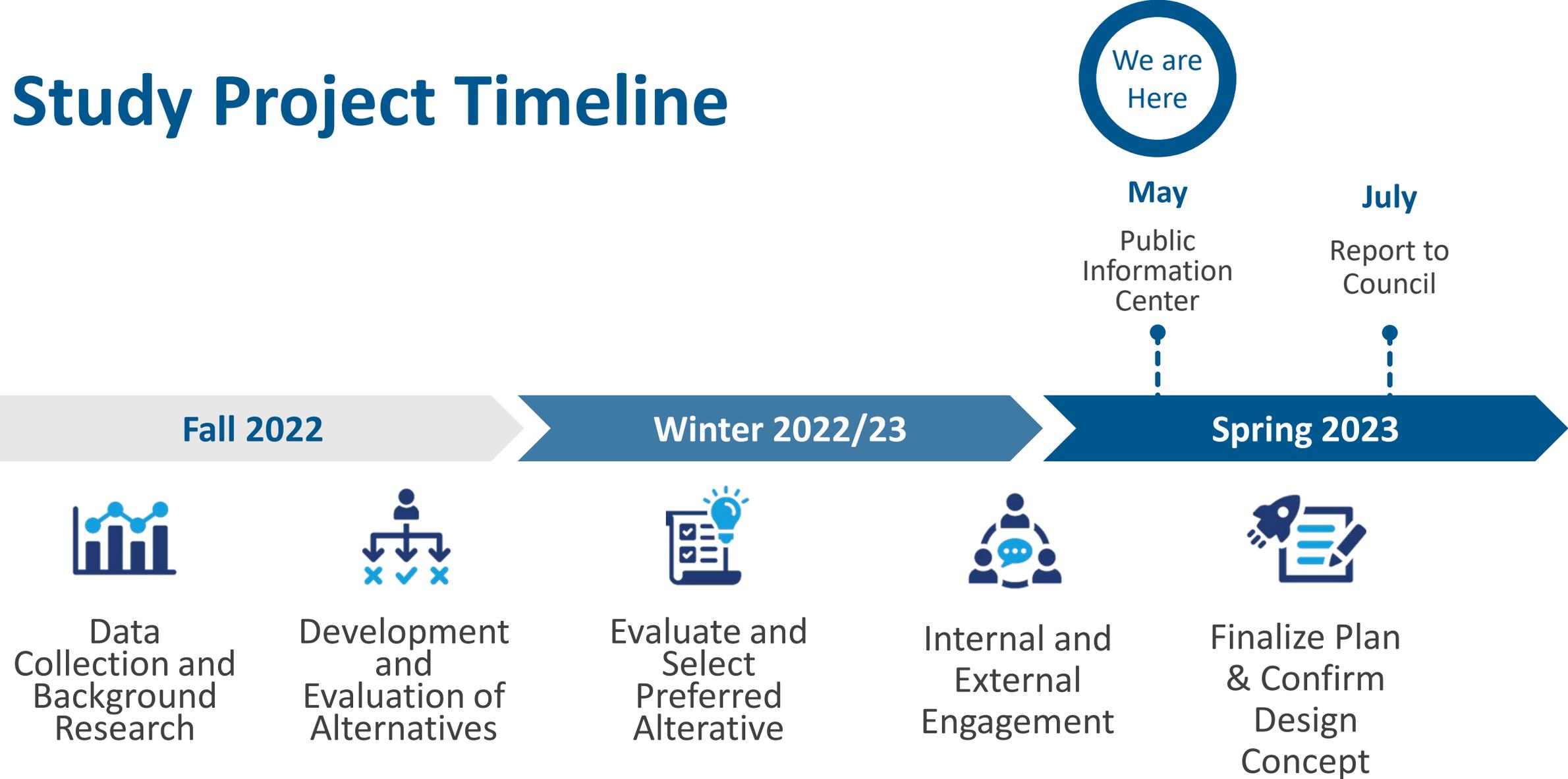
The City has identified an opportunity to plan and implement a roadway redesign for Main Street that is safe, comfortable and vibrant for residents and visitors. In a first phase, an interim solution is needed to convert to a two-way street, to improve safety for all users, to create a more pedestrian-friendly corridor, and to provide two-way transit services along Main Street, targeted prior to the start of LRT construction.

Project Scope

Focused Area: Main Street from Dundurn St to King Street

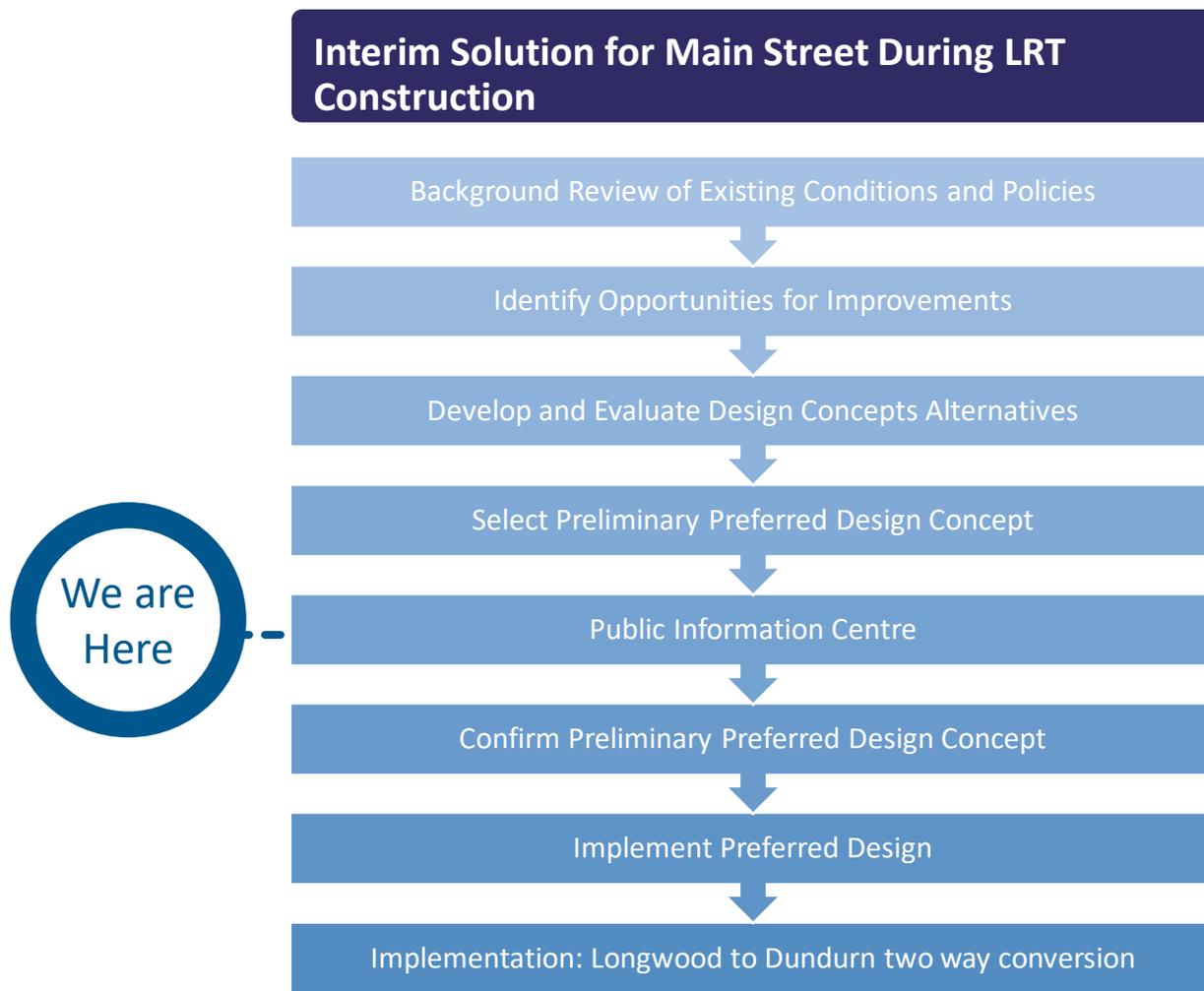


Study Project Timeline





Study Project Phases





Municipal Class Environmental Assessment

The current project (interim solution) is Exempt from the MCEA:

- Exempt from Phases 1-4 of the MCEA; it can go straight to Phase 5: Implementation

Recognizing the high public profile of this project, and the value of community engagement, we are going **above and beyond** the MCEA requirements by engaging the community and following an MCEA style process.

2

Existing Conditions



Vision Zero Hamilton

Vision Zero uses a data-based approach to road safety with the goal of reducing traffic related serious injuries and fatalities towards the only acceptable goal: zero.



TRADITIONAL APPROACH	VISION ZERO
Traffic deaths are INEVITABLE	Traffic deaths are PREVENTABLE
PERFECT human behaviour	Integrate HUMAN FAILING in approach
Prevent COLLISIONS	Prevent FATAL AND SEVERE CRASHES
INDIVIDUAL responsibility	SYSTEMS approach
Saving lives is EXPENSIVE	Saving lives is NOT EXPENSIVE



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%)

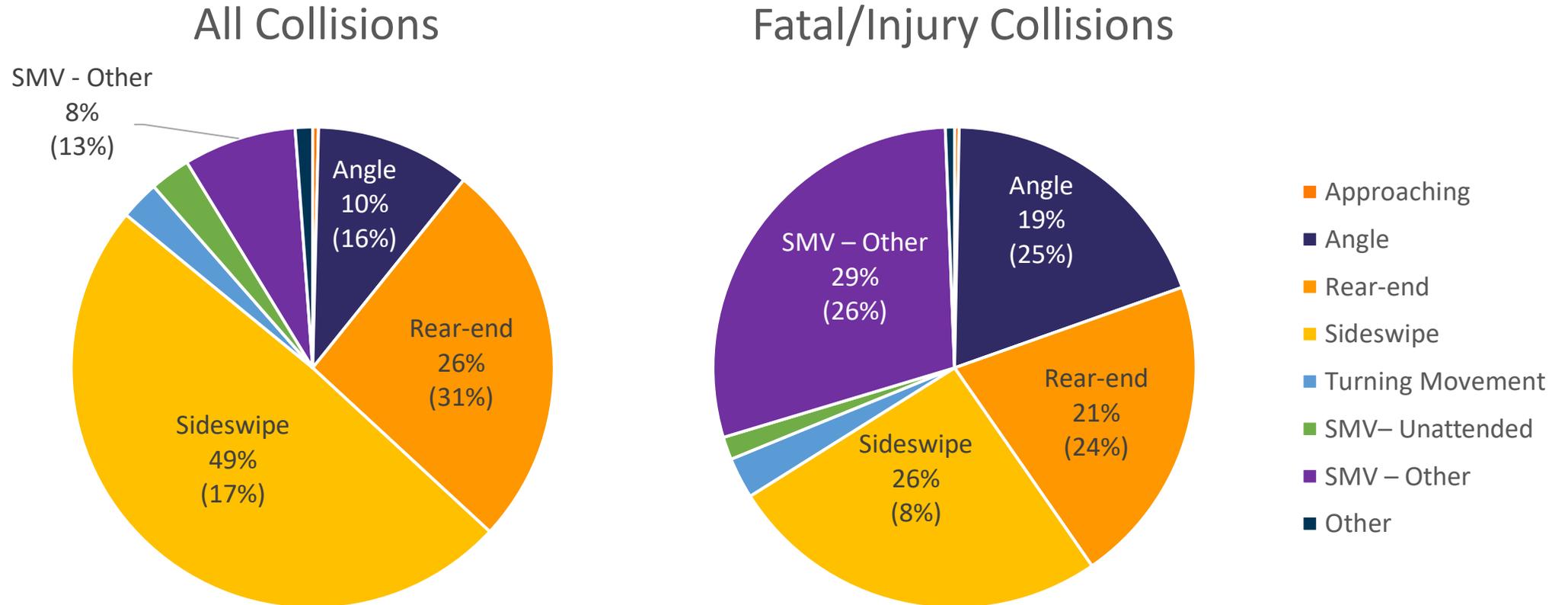


37 Cyclist-involved
Collisions

- 77.4% of cyclists involved in a
collision are injured



Types of Collisions along the Corridor



Note: City-wide Averages displayed in brackets

Intersections with the Highest Fatal & Injury Collisions





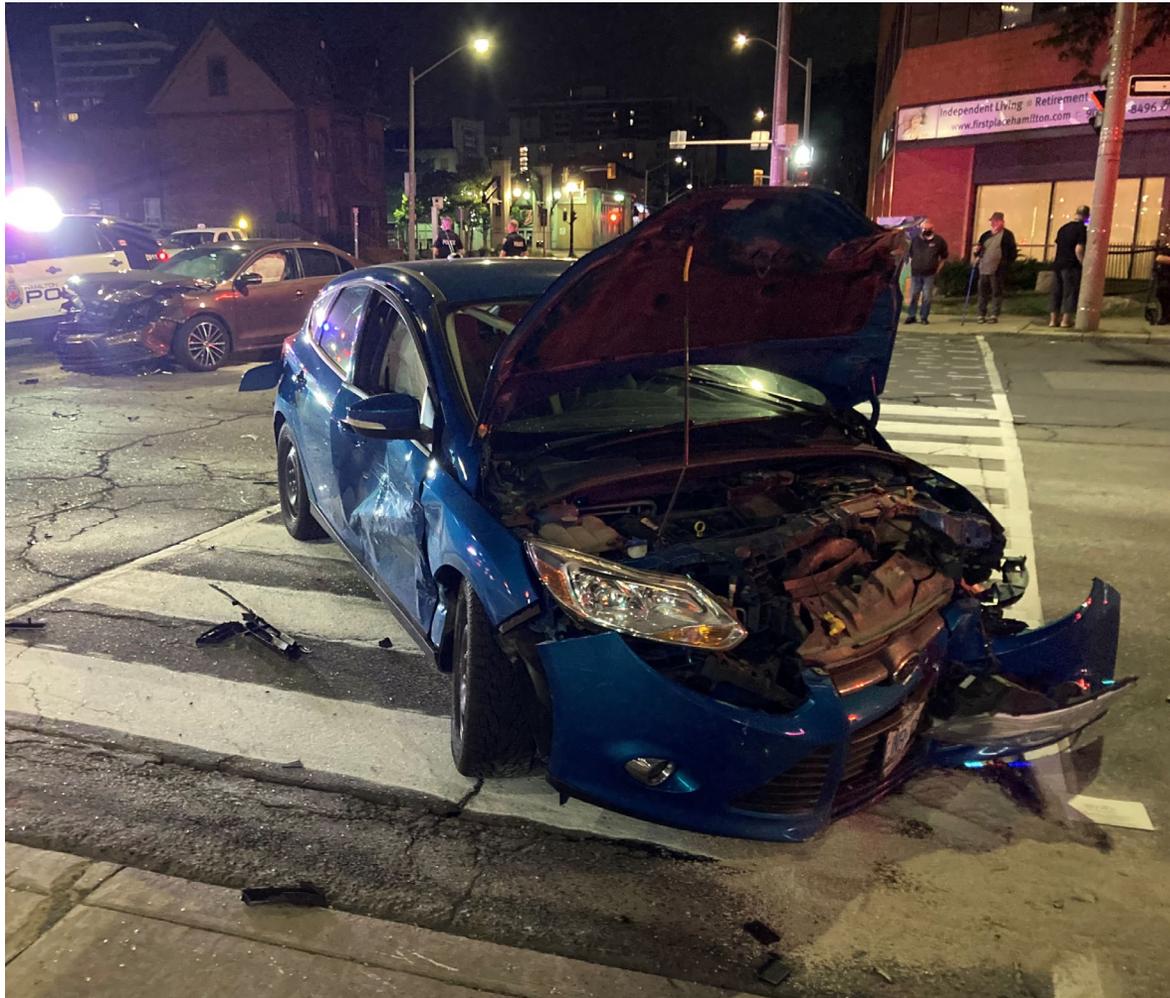
Speeding On Main Street

- Speeding accounted for 18% of all reported collisions in 2021 City-wide
- Maximum Speed on Main Street is **50 km/h**
- The 85th percentile speed of vehicles exiting from Highway 403 is **70 km/h**





Safety Concerns



MAIN STREET TWO-WAY CONVERSION

Existing Issues

- High number of recorded collisions
- Elevated risk to pedestrians and cyclists due to traffic volumes, operating speeds, and exposure
- Limited separation between motor vehicle traffic and pedestrians/cyclists



The City's Vision Zero Action Plan calls for the elimination of fatal and injury collisions.



Active Transportation Facilities



MAIN STREET TWO-WAY CONVERSION

Existing Issues

- Non-continuous cycling facilities in poor condition with poor markings
- Lack of complete streets design
- Hostile pedestrian environment
- Poor connectivity to other travel routes



The City's Complete Streets Guideline was approved by Council in 2022.



Land use and Built form



MAIN STREET TWO-WAY CONVERSION

Existing Issues

- Buildings close to the right-of-way limit opportunities to widen right of way
- Improvements will generally require reallocation of space within existing right of way
- Multiple planned developments



The City hit an all-time record for building permits in 2022 valued at \$2.1 billion.



Infrastructure condition



MAIN STREET TWO-WAY CONVERSION

Existing Issues

- Deteriorating roadway surfaces
- Sidewalk discontinuities
- Inconsistent Accessibility for Ontarians with Disabilities Act compliance
- Decreased ride quality for Transit vehicles
- Increased maintenance costs



AODA says accessible exterior paths of travel ensure that everyone has the basic freedom of movement.

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

2022 Immediate Safety Measures



MAIN STREET TWO-WAY CONVERSION

Interim Safety Solutions:

- Council directed immediate actions for improving safety for road all users on Main Street and King Street.
- Goal to improve safety, particularly vulnerable users through the measures that separate pedestrians by either time or space from vehicles.
- July 2022 implementing of short-term roadway safety enhancements on Main Street and King Street began and completed in the fall.

Implementing Interim Changes



Lane Reconfiguration



Ladder Crosswalks



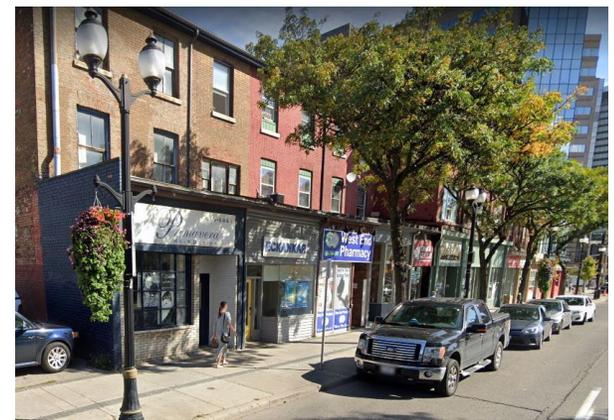
Pedestrian Buffers



**Leading Pedestrian Intervals
& Countdown Timers**



Lane Control Bump Outs



Expanded Street Parking

Implementing Interim Changes



Transit Enhancement



Transit Signal Priority



King St Bus Only Lane



No Right Turn on Red



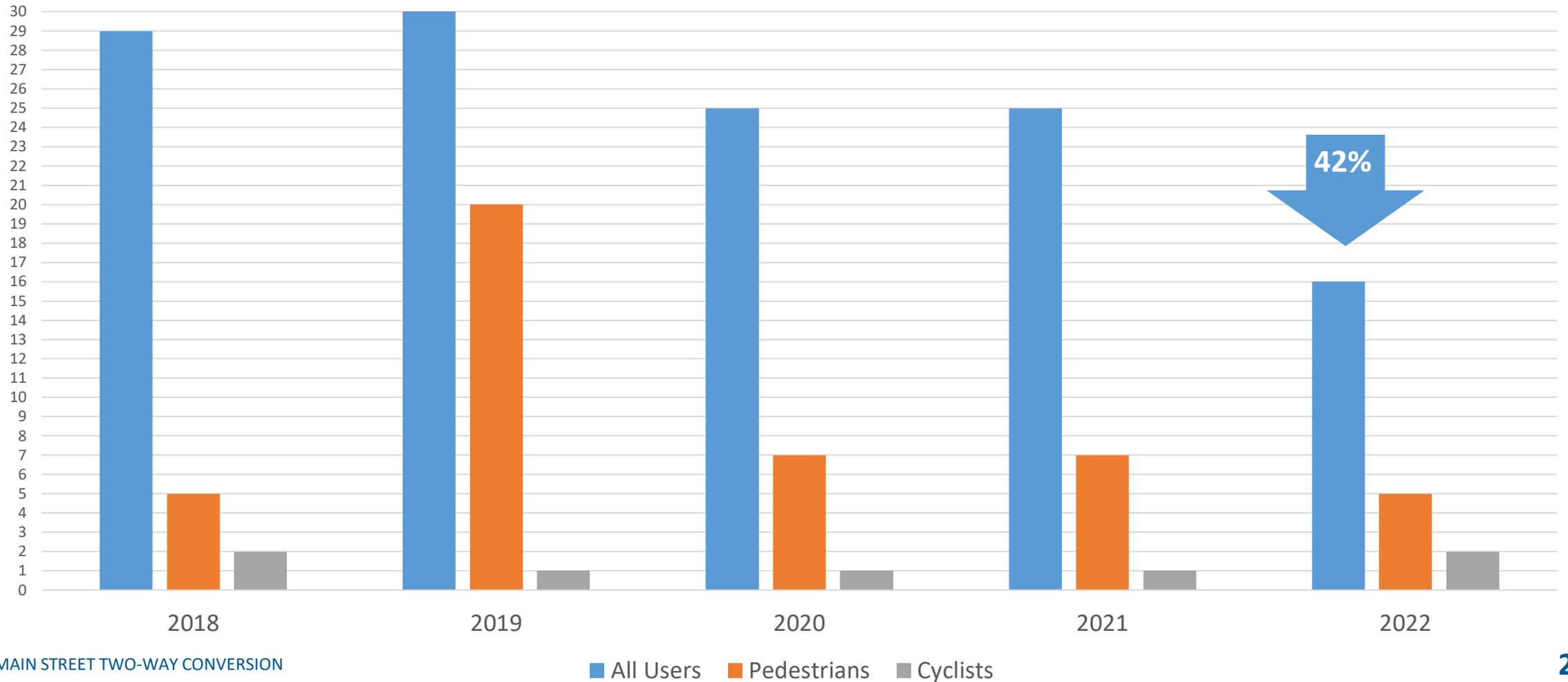
Community Safety Zones



Automated Speed Enforcement

2022 Immediate Safety Measures

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



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Design
Alternatives



Design Objectives

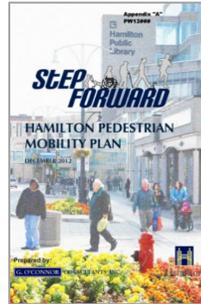
- Increase safety for all road users
- Pedestrian-friendly corridor
- Improved cycling connectivity
- Prioritize 2-way transit
- Enhance accessibility
- Consider parking and loading needs
- Add greenery and streetscaping elements



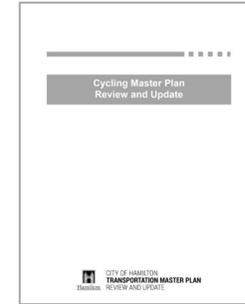
Existing Policy Framework



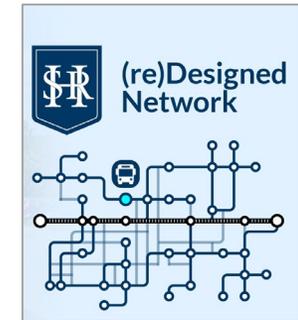
Vision Zero Action Plan (2019)



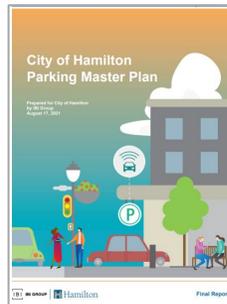
Pedestrian Mobility Plan (2012)



Cycling Master Plan (2018)



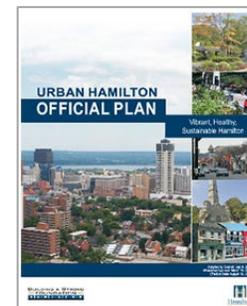
(re)Envision the HSR (2019)



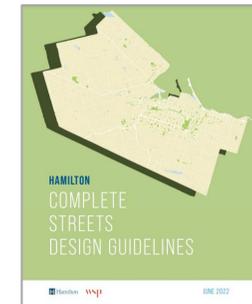
Parking Master Plan (2021)



Transportation Master Plan (2018)



Urban Hamilton Official Plan (2013)



Complete Streets Design Manual (2022)



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

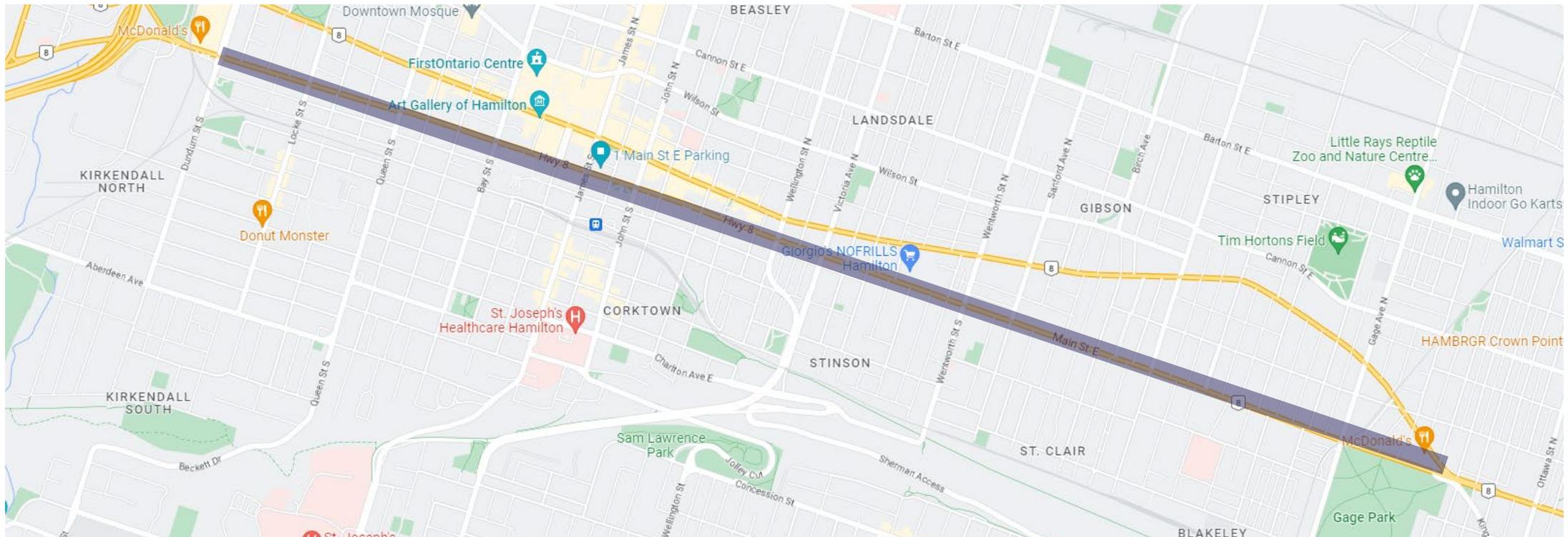
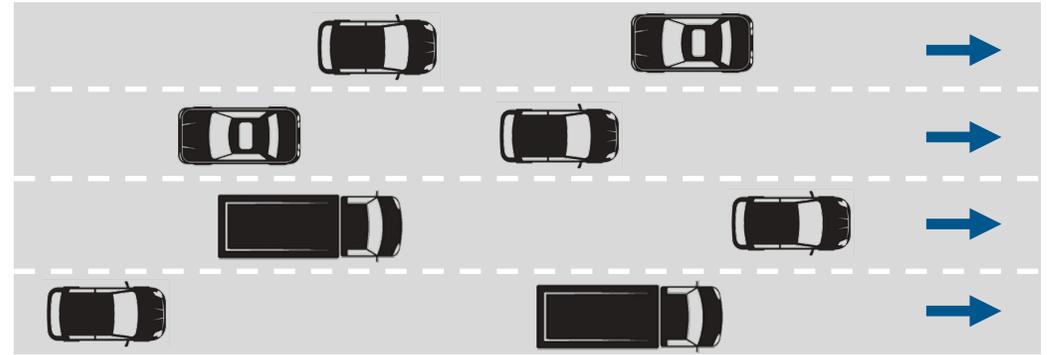
Option 3: Asymmetric Lane Capacity*

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

Option 1
Do Nothing

Option 1: Do Nothing – 4 Eastbound Lanes

- Does not address objective of improving westbound capacity
- Not pedestrian- and cyclist-friendly
- Poor safety outcomes
- Does not improve social health and equity



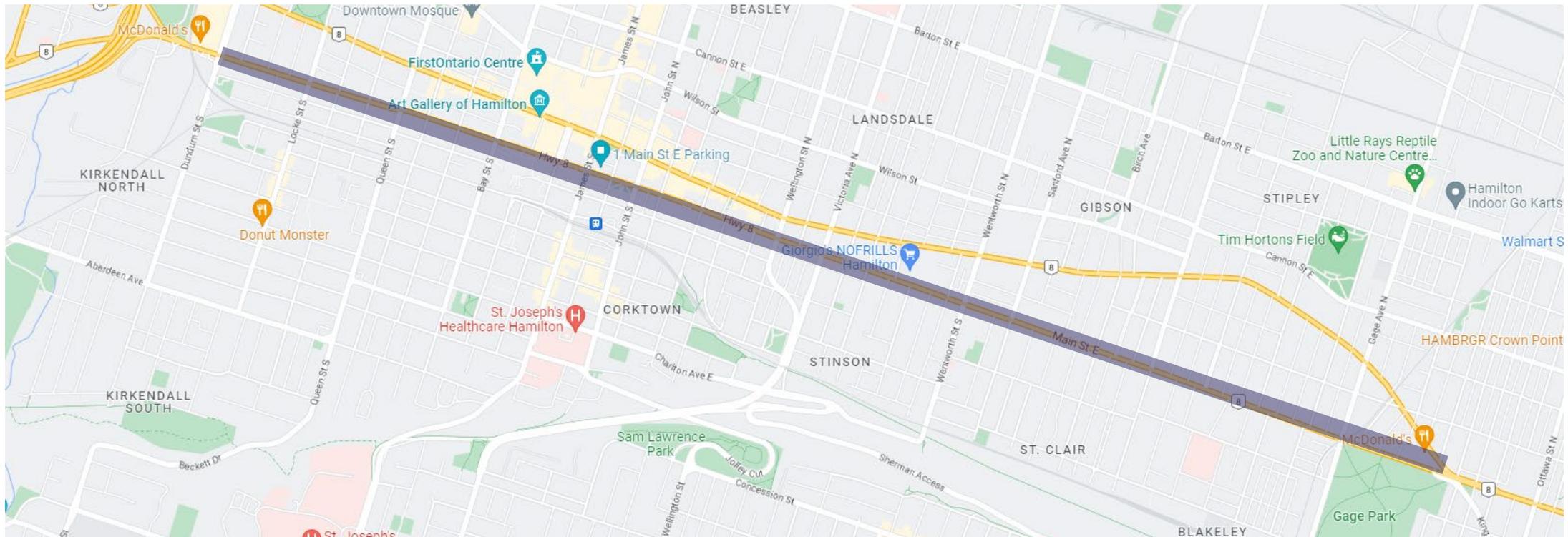
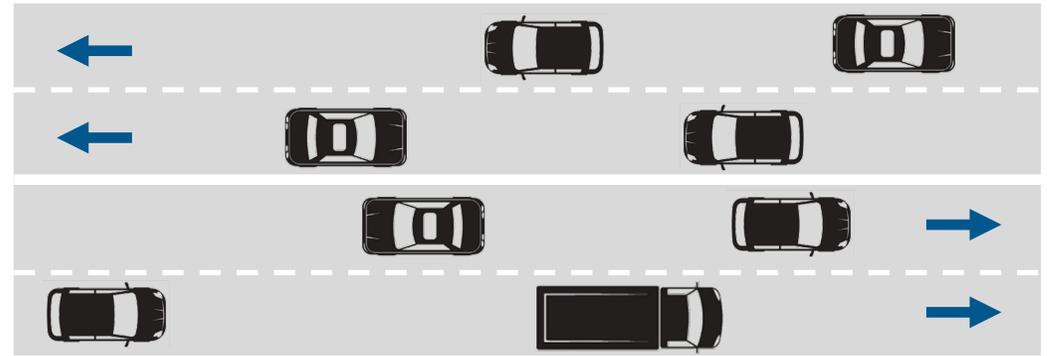
MAIN STREET TWO-WAY CONVERSION

Option 2

Symmetrical Lane Capacity

Option 2: Symmetrical Lane Capacity

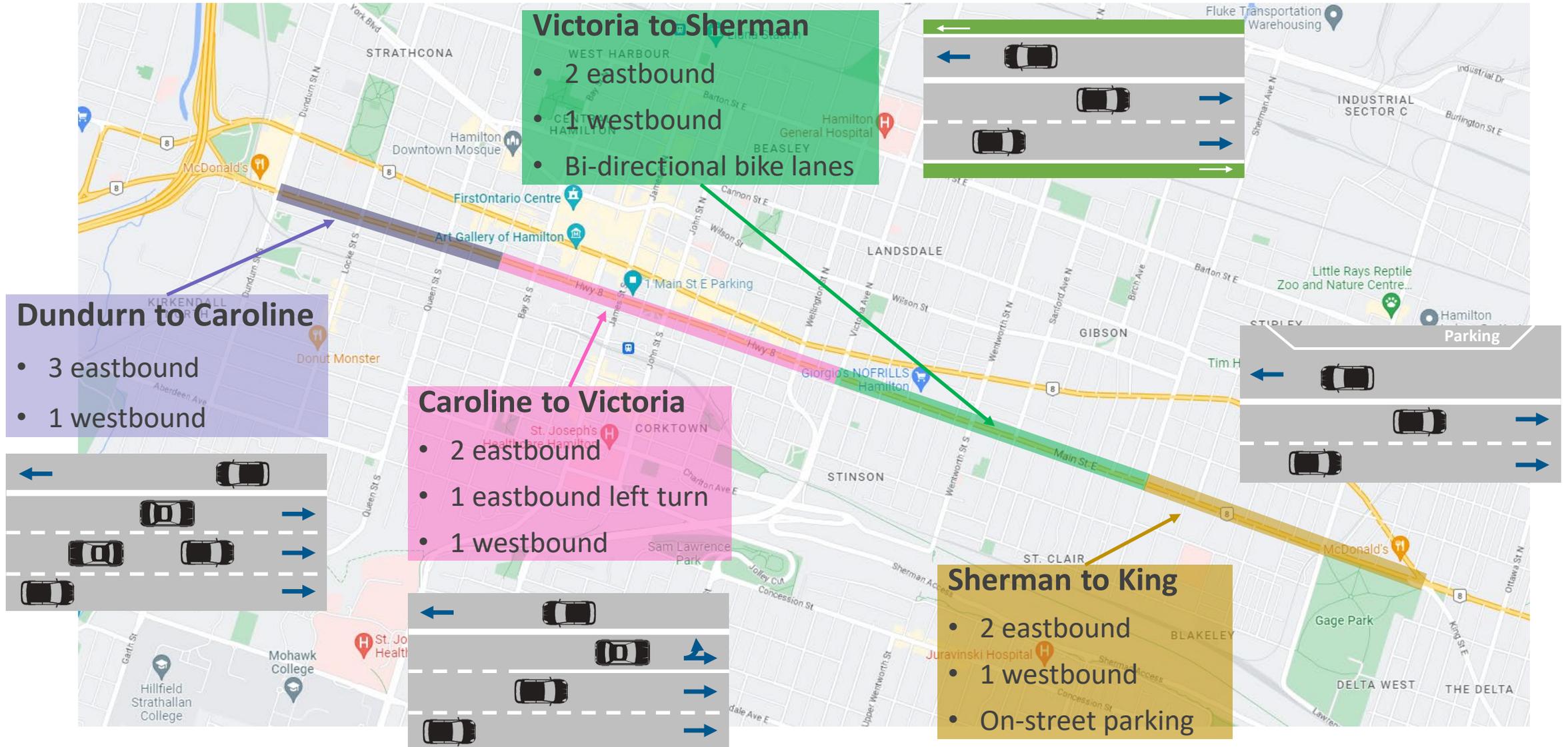
- Provides equal amounts of westbound and eastbound capacity on Main Street
- Traffic congestion worse than Option 1 or Option 3



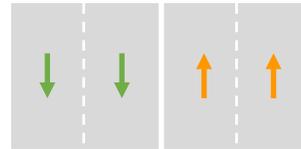
Option 3

Asymmetrical Lane Capacity

Option 3: Asymmetric Lane Capacity Overview



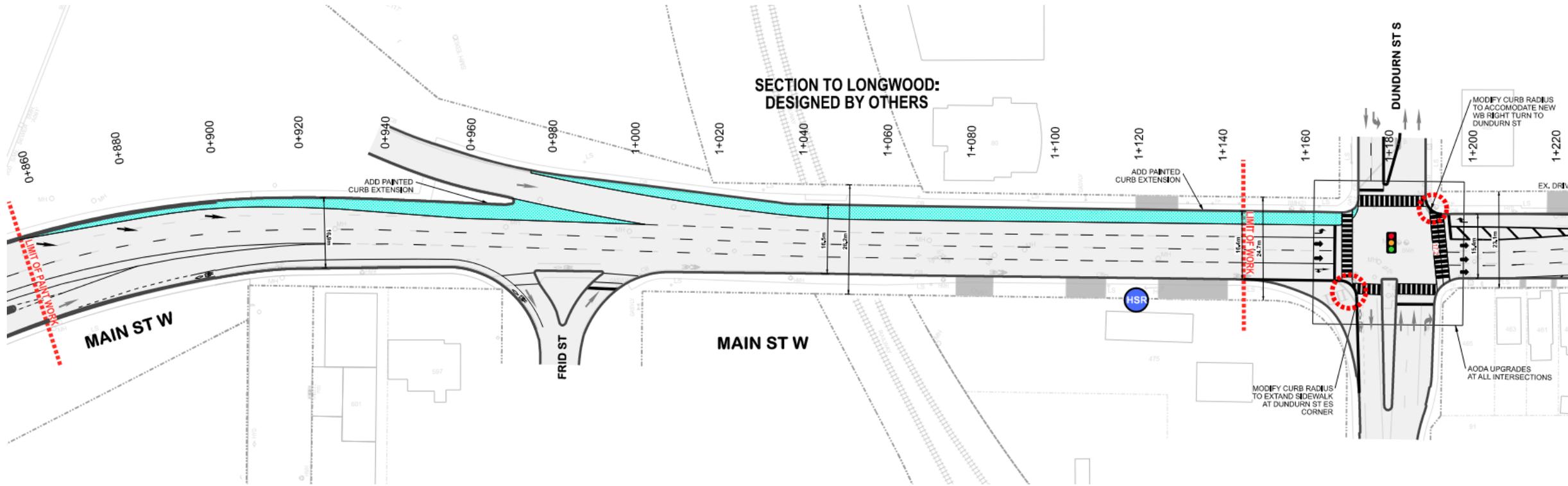
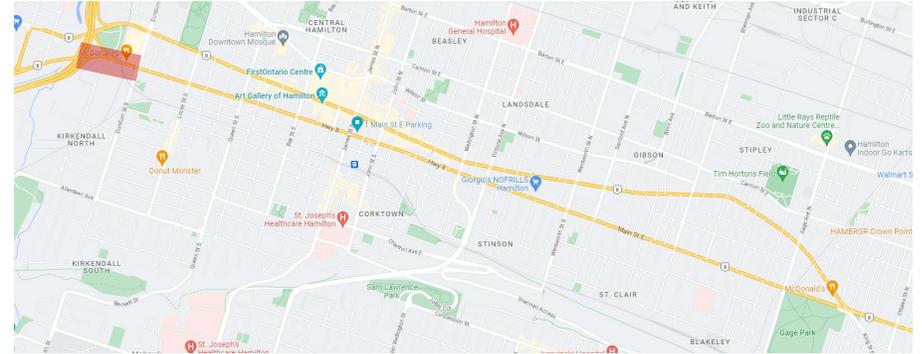
Design Alternatives Ranking & Evaluation



Criteria	Option 1 Do Nothing	Option 2 Symmetric Lanes	Option 3 Asymmetric Lanes
Two-Way Traffic Operations			
Safety/Conflict Mitigation			
Pedestrian Friendliness			
Cyclist Network			
Transit Routing			
On-street Parking			
Cost			
Social Healthy & Equity			
Green and Resilient Infrastructure			
Carry Forward	No	No	Yes

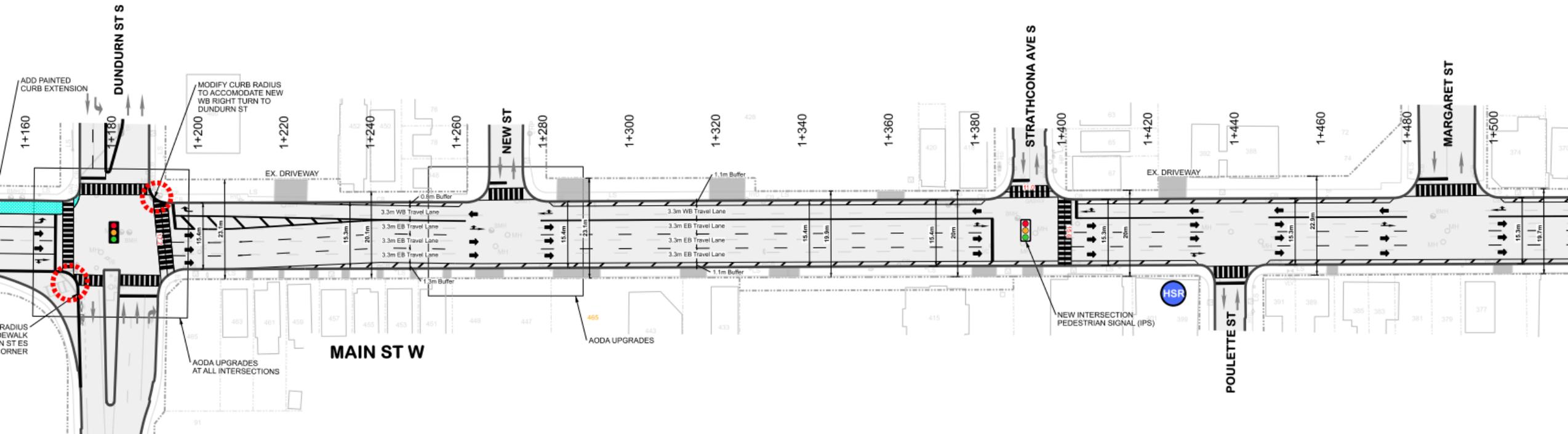
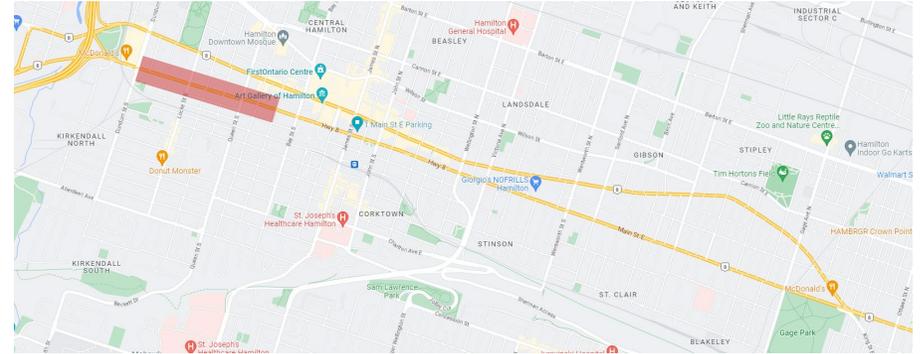
A Closer Look: Hwy 403 to Dundurn

Note: Ramp realignments are subject to endorsement/agreement by the Ministry of Transportation



A Closer Look: Dundurn to Caroline

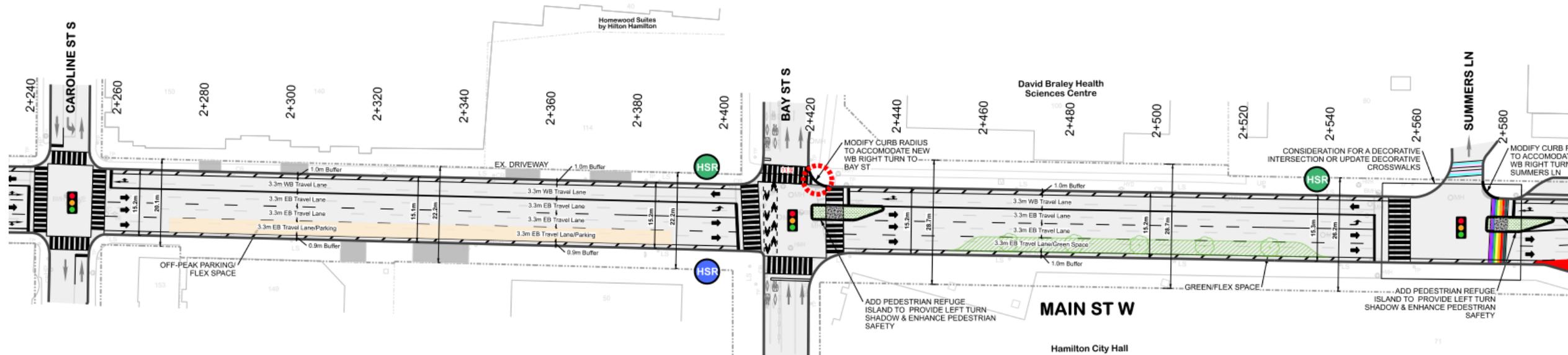
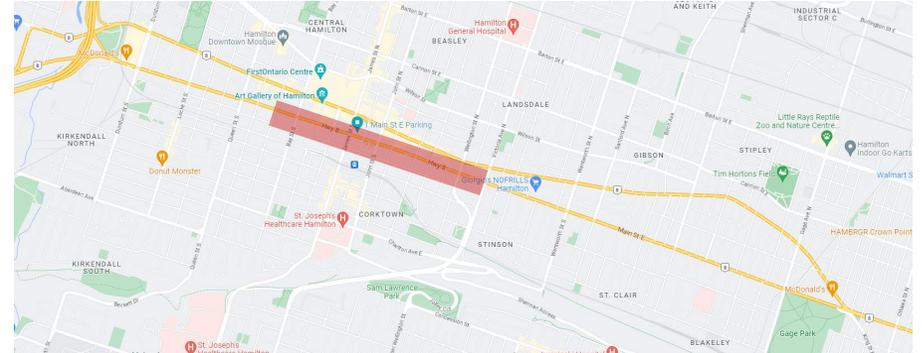
3 eastbound lanes and 1 westbound lane



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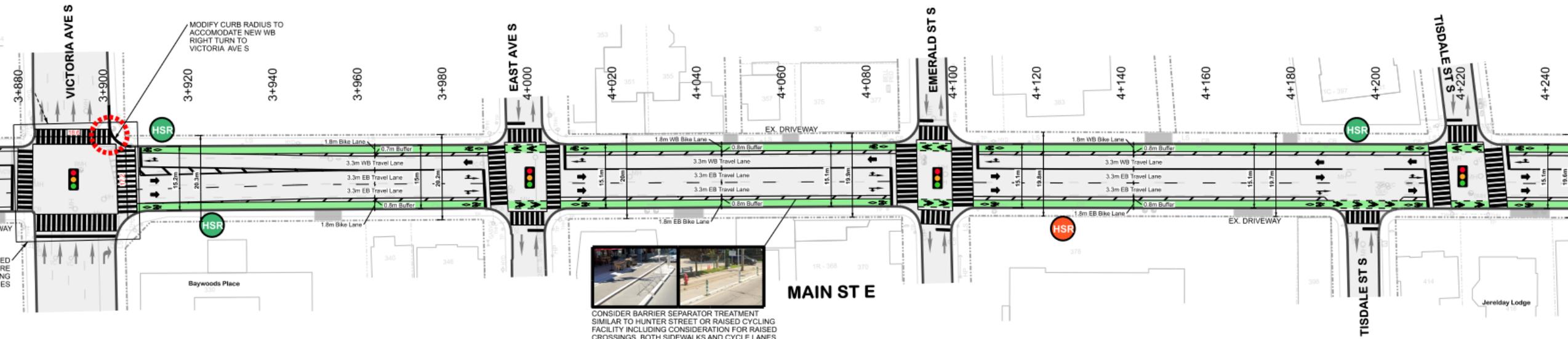
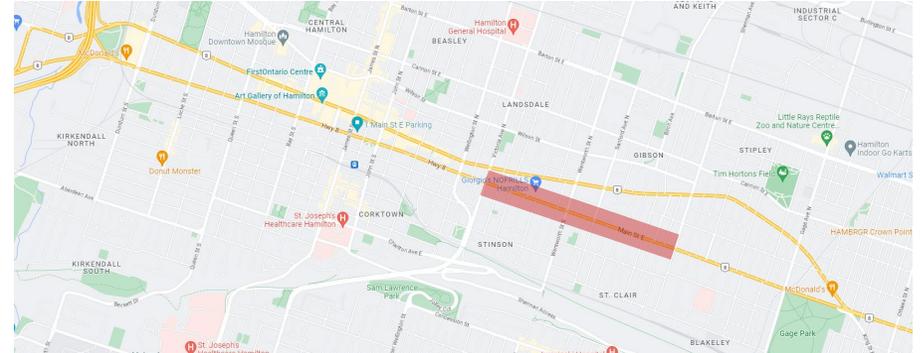
A Closer Look: Caroline to Victoria

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

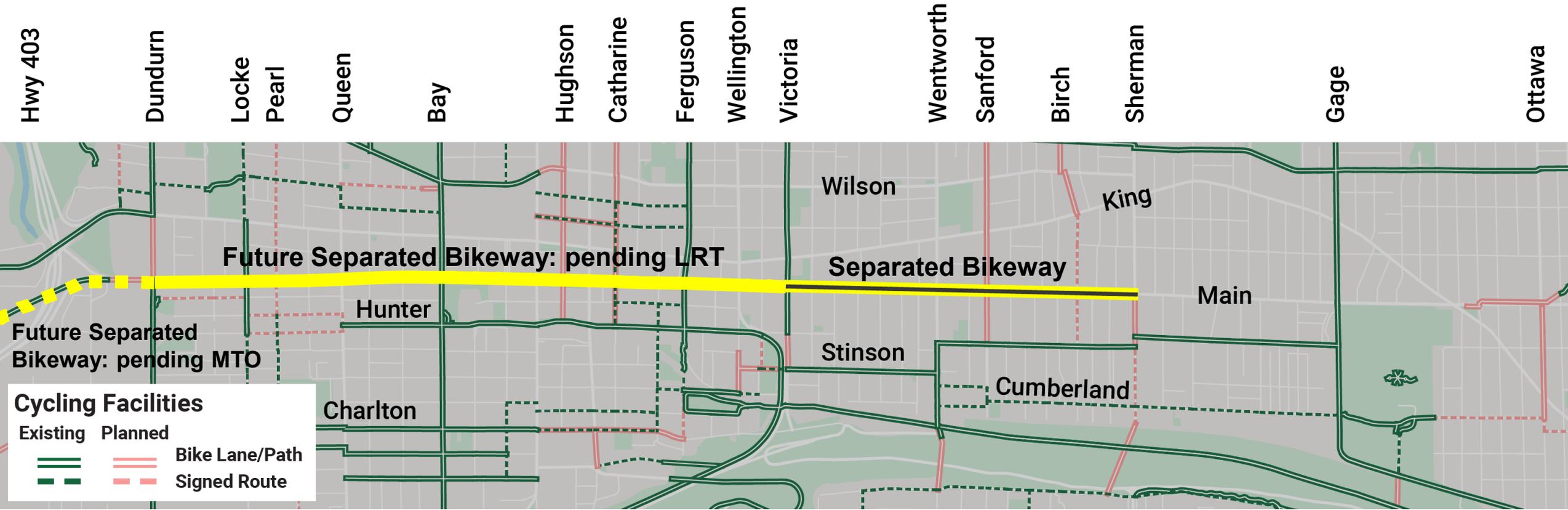


A Closer Look: Victoria to Sherman

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

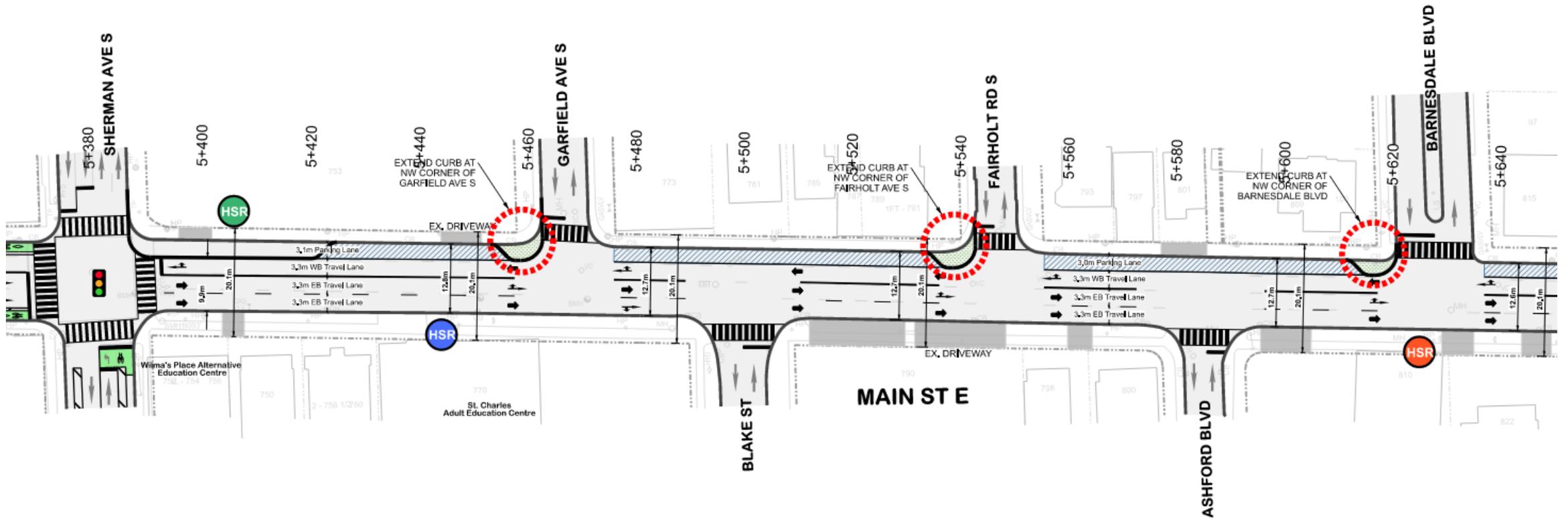
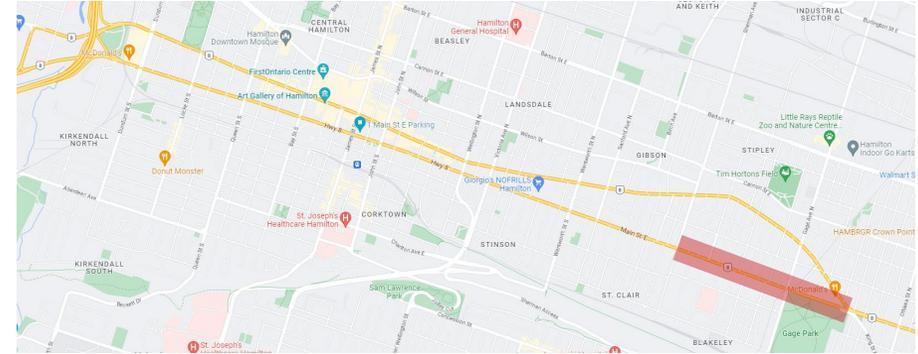


Cycling Network Context

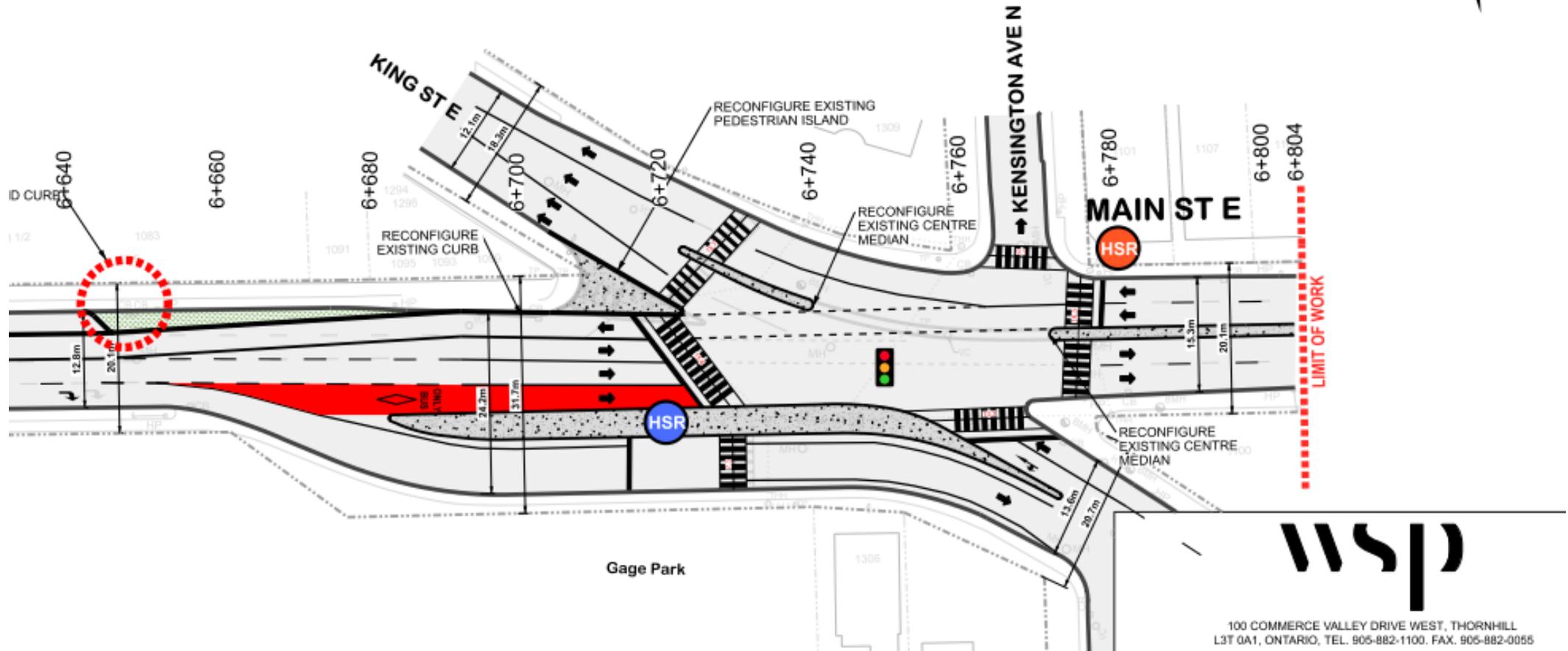


A Closer Look: Sherman to Delta

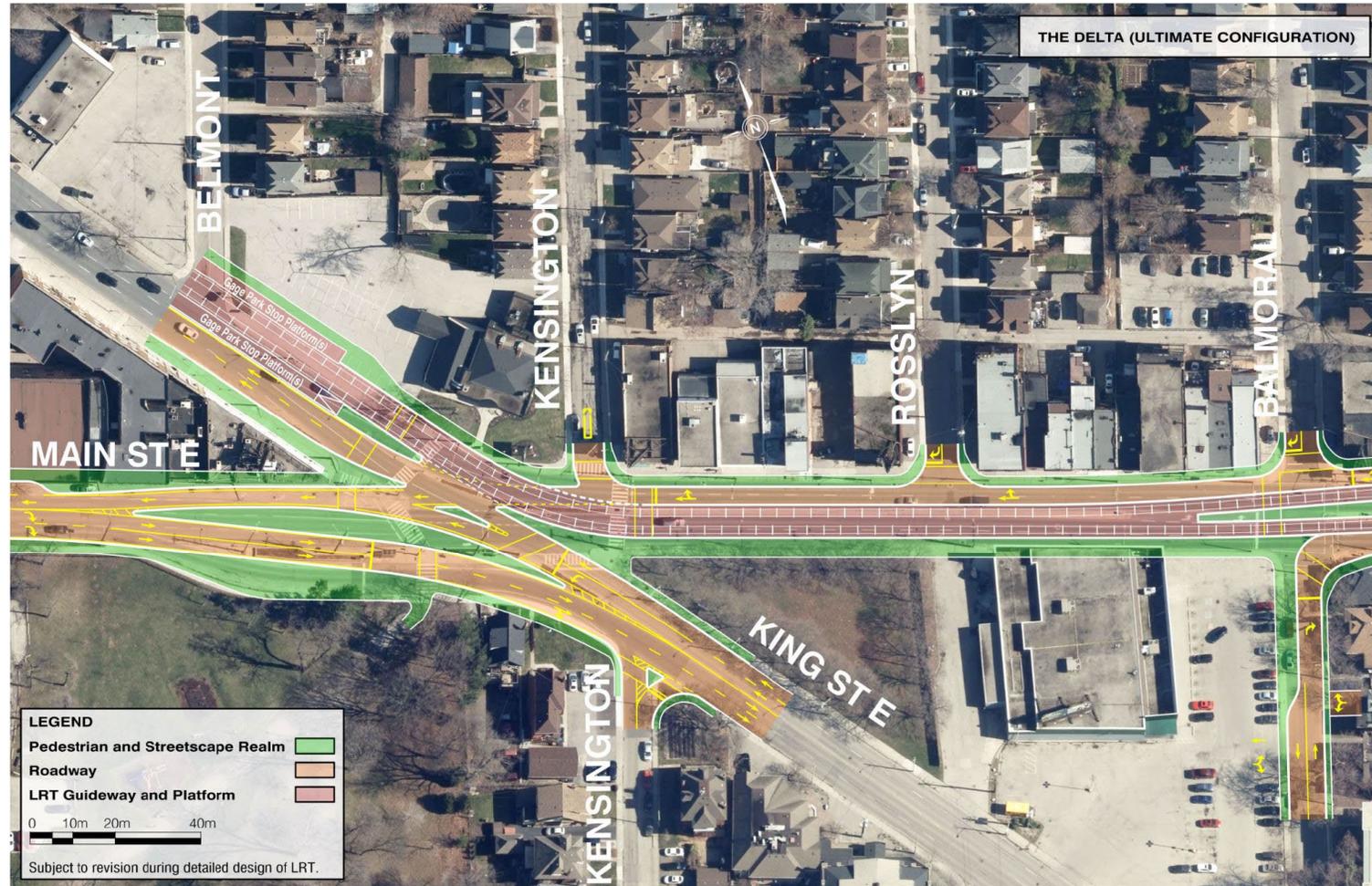
2 eastbound lanes, 1 westbound lane,
and on-street parking



A Closer Look: Delta Intersection



Ultimate Configuration: Post LRT Delta Intersection

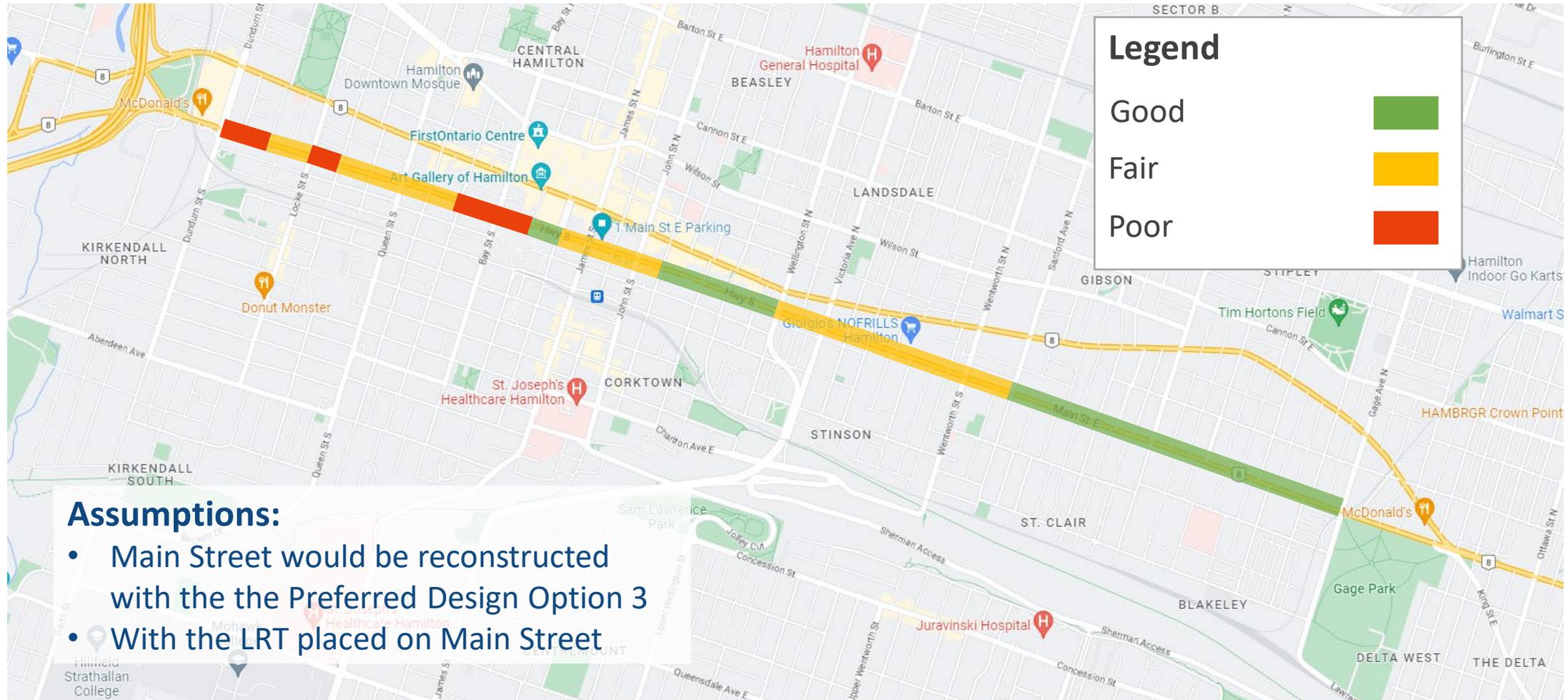


Imagining Main Street

- During LRT construction flexibility will be needed through the downtown to provide sufficient movement for transit and other vehicles
- Post LRT Construction, there is an opportunity to re-construct Main Street through the core as a signature Complete Street
- Concepts could include reduced lanes, a raised cycle track and greening opportunities



Projected Future Traffic Operations (2041)





Summary



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



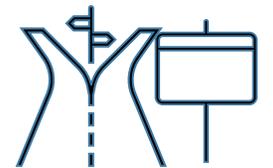
Slower speeds **addresses the Problems and Opportunities** identified at the onset of the Study



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

4

Next Steps



Next Steps

- Provide your input and comments!
 - Interactive map will be activated the week of May 22nd
 - Commenting period open until Monday June 5, 2023
- The ideas and comments gathered during this meeting will be summarized, assessed and applied (where possible) to refining the design alternatives.
- Confirmation of Preliminary Preferred Design
- Report to Council in July 2023



Future Work

Following the two-way conversion, the City will:

- Review and evaluate performance of the two-way conversion.
- Evaluate and implement further design enhancements.
- Coordinate with future infrastructure project e.g., underground services.
- Leverage opportunities post LRT completion.



Town Halls

Ward 1 & 2 Community Meeting
Hamilton City Hall, 71 Main Street West
Thursday May 25, 2023
7:00 p.m. – 9:00 p.m.

Ward 1 & 3 Community Meeting
Bernie Morelli Recreation Centre, 876 Cannon Street East
Monday May 29, 2023
6:30 p.m. – 8:00 p.m.



Contact Information

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

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Project Manager, City of Hamilton

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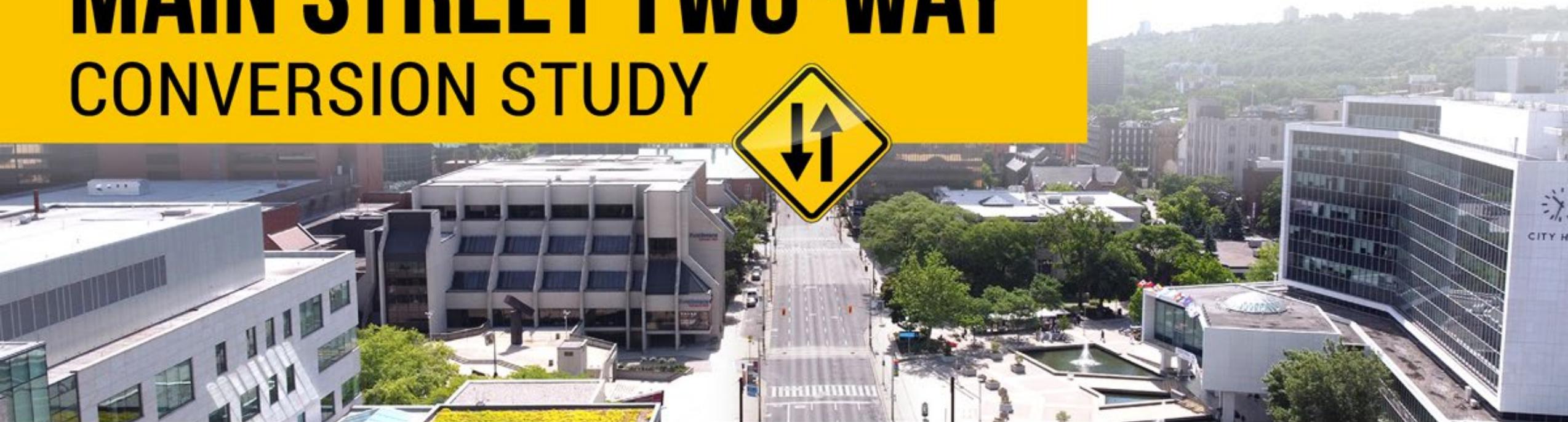
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Q & A

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