

# Claremont Access

## Welcome

In January 2016, City Council directed staff to investigate design options for a cycling facility on the Claremont Access. Pedestrian accommodations are also considered.

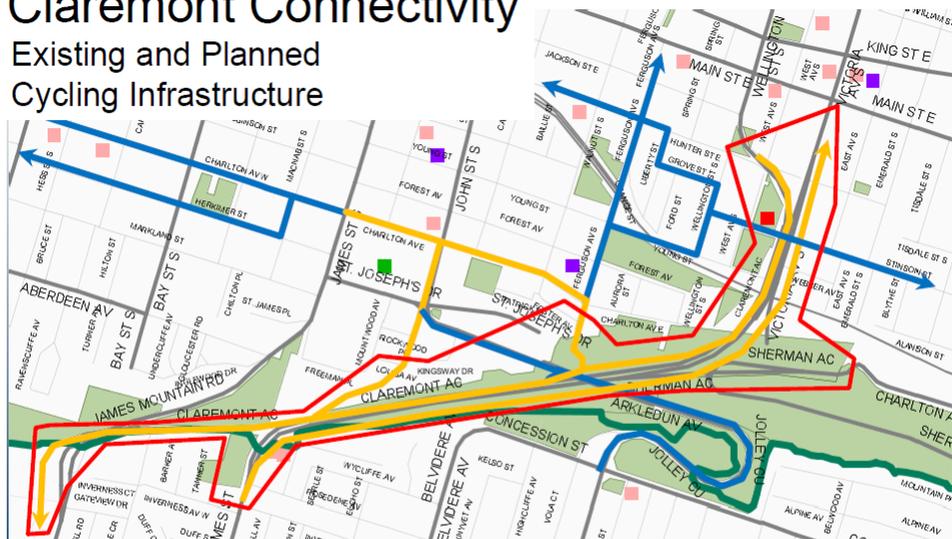
The study area is about 2.5 km long, from the base of the Claremont Access near Wellington Street to Upper James Street and continuing along the Brow to West 5th Street.

The study also includes possible linkages along this route to parks, trails, and intersecting streets.

Hamilton's Cycling Master Plan proposes various forms of infrastructure along this corridor, including bike lanes and multi-use trails, to provide a safer, efficient, and comfortable network to encourage cycling.

### Claremont Connectivity

Existing and Planned  
Cycling Infrastructure



- Existing cycling infrastructure
- Planned cycling infrastructure
- Niagara Escarpment
- Study area



# Background Planning

- **Transportation Master Plan (TMP) 2007**

- Stated target: 15% active transportation mode share (all daily trips) within 20-30 years.

- **Cycling Master Plan (CMP) – Shifting Gears 2009**

- Develop a city wide cycling network for all types of cyclists (commuter, utilitarian, and recreational) through the expansion of on-road and off-road cycling facilities, including escarpment crossings;
- Design facilities that are appropriate for the traffic volumes and speed of the road;
- Provide convenient and all-season access to major residential and employment areas and transit nodes.
- Claremont Access connections in the current CMP:

Ward(s)	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
2 & 7	24	Claremont Access	Inverness	Main	1600	BL on existing	A+	-	Y
2	108	Claremont Access	Hunter	James stairs	1600	BL w spot widening	A+	-	Y
2 & 8	182	Claremont to W5th	James stairs	Gateview	620	MurT w road diet - shift concrete & widen MurT	A+	-	Y
2	207	John St MurT	James stairs	John & Ferguson	420	MurT 4.0m pave	A+	-	Y

BL = Bike Lane, MurT = Multi-use Recreational Trail, red text indicates the link spans multiple wards

- **Recreational Trails Master Plan (RTMP) 2016**

- Integrate new trail accesses, routes, and crossings of the Niagara Escarpment with existing and planned infrastructure;
- Integrate off-road trails with the planned on-road cycling network.

As a result of the visions and objectives of the above master plans, **a study to conceptually design and cost a cycling facility on the Claremont Access**, including a number of possible connections to existing facilities, was initiated by the City.

# Alternatives

- **Possible locations for a cycling facility:**

- 1) Two-way in up-bound lanes / north side only;
- 2) Two-way in down-bound lanes / south side only;
- 3) Up-bound on north side and down-bound on south side.

- Locations were evaluated based on safety, cost, and connectivity to parks and existing active transportation facilities.

## **1) Two-way in up-bound lanes / north side only**

This location provides active transportation access with reduced exposure to auto traffic, avoiding crossings of merging traffic (i.e. Charlton Avenue off-ramp and Victoria Ave at Main St).

This location offers desirable connections to:

- St. Joseph's Healthcare – West 5th Campus;
- West 5<sup>th</sup> Street and Mohawk College;
- Southam Park;
- James Street stairs;
- John Street pathway/Bruce Trail;
- Arkledun Ave/ Jolley Cut (bike lane and sidewalk);
- St. Joseph's Drive;
- Escarpment Rail Trail;
- Existing on-street cycling infrastructure in the lower city.

## **2) Two-way in down-bound lanes / south side only**

Does not provide the connectivity of the north side option, including connections to West 5<sup>th</sup> Street. It does, however, provide direct connection to Upper James Street at Rosedene Avenue, and Victoria Avenue at Main Street.

## **3) Up-bound on north side and down-bound on south side**

Does not provide two-way connections to West 5<sup>th</sup> Street and origin and destination points are more complicated.



# Analysis

## • Operating Speeds

- Reviewing the characteristics of the Claremont Access (grade, lane width, distance between traffic control devices, etc.), an operating speed of 80 km/h was considered (70km/h posted speed limit).
- The speed differential between cyclists and motor vehicles can exceed 40 km/h.

**As a result of both the high operating speed and the large speed differential between modes, physical separation between the two modes is recommended (OTM Book 18).**

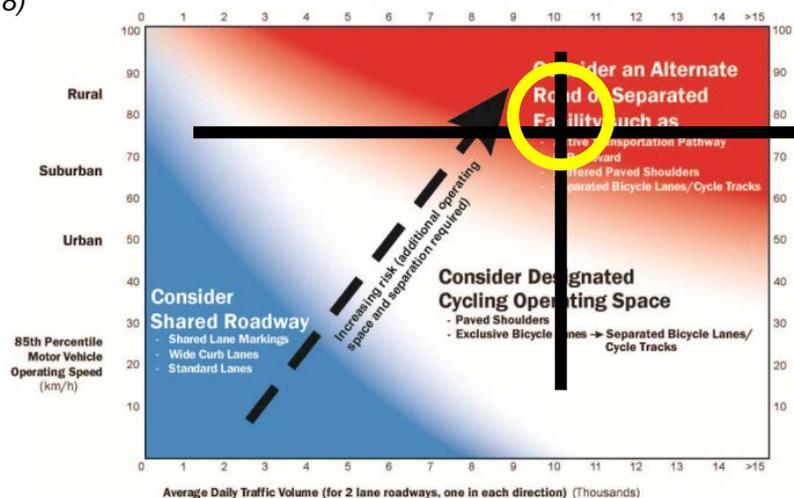
## • Motor Vehicle Volumes

- Average daily traffic (ADT) for the up-bound lanes is approximately 14,575 vehicles per day.
- This equals approximately 4,860 vehicles per day (vpd) in the up-bound curb lane (with the existing 3 lanes).
- The Red Hill Valley Parkway and changing operations at the Harbour have reduced truck traffic.

**Auto volumes roughly equal the high volume scenario (>5,000 vpd) which suggests physical separation of motor vehicles and cyclists (OTM Book 18).**

## Desirable Cycle Facility Pre-Selection Nomograph

(source: OTM Book 18)



# Concept Design Details

## The Claremont Access facility would include:

- Design elements considered to manage down-bound speeds:
  - Speed limit signage
  - Information/ warning signage
  - Pavement markings and other elements to clearly identify intersecting facilities
  - Transverse pavement markings strategically spaced to discourage faster travel
- Wayfinding signage with destination information

## Consultation & Conceptual Designs

- Based on input from: City of Hamilton staff, the Hamilton Cycling Advisory Committee, and the Niagara Escarpment Commission (NEC); a series of facility designs and possible connections were analyzed.
- The following series of information boards depict conceptual designs and cross-sections for the Claremont Access facility and possible connections.
- Not all designed facility concepts and/or connections are expected to be pursued at this time.



# Next Steps

- Please provide comments this evening OR no later than Thursday August 25, 2016.
- A summary document will be finalized in early September and posted on the website:  
[www.hamilton.ca/ClaremontAccessCycling](http://www.hamilton.ca/ClaremontAccessCycling)
- A Report will be presented to City Councillors in October, describing concept design details, costs, and proposed project timing.

**THANK YOU**



# Claremont Access Cycling Facilities – Criteria Rating Table

Evaluation Criteria		Main Corridor		Connections to Main Corridor								
Criteria Group	Criteria	Claremont Access	West 5 <sup>th</sup> Pathway	Southam Park Connection	James Street Stairs	John Street Ramp Widening	Arkledun Avenue Connection	St. Joseph's Drive Connection	Escarpment Rail Trail Connection	Stinson Street Connection	West Avenue Connection	Hunter Street Connection
	<b>Construction costs</b>	<b>\$1.8M</b>	<b>\$120K</b>	<b>\$125K</b>	<b>\$50K</b>	<b>\$165K</b>	<b>\$150K</b>	<b>\$140K</b>	<b>\$990K</b>	<b>\$90K</b>	<b>\$15K</b>	<b>\$55K</b>
Transportation	Cyclists											
	Pedestrians											
	Cycling Trailers, Scooters, etc											
	Autos, Transit, Freight											
	Accessibility standards (AODA)											
	Cycling Network Continuity											
Natural Environment	Terrestrial Environment											
Social Environment	Residents											
	Business											
	Cultural/heritage features											
Engineering	Operating and Maintenance Costs											
<b>Overall Rating</b>												

Legend:	
	Very Good
	Good
	Moderate
	Poor