Illustrative Applications of Complete Streets Design Strategies to Existing Streets

The application of complete streets design strategies to existing streets often presents challenges given Right-of-Way (ROW) constraints, exiting built form and differing needs for various users, and uses, of the street. This appendix provides some illustrative applications of complete street design strategies to existing streets in Hamilton in order to show what it might look like to apply the typologies and related design features that are under consideration for the CLB Streets Design Manual.

It is important to note that these are illustrative examples only and do not necessarily reflect specific design plans for specific streets.

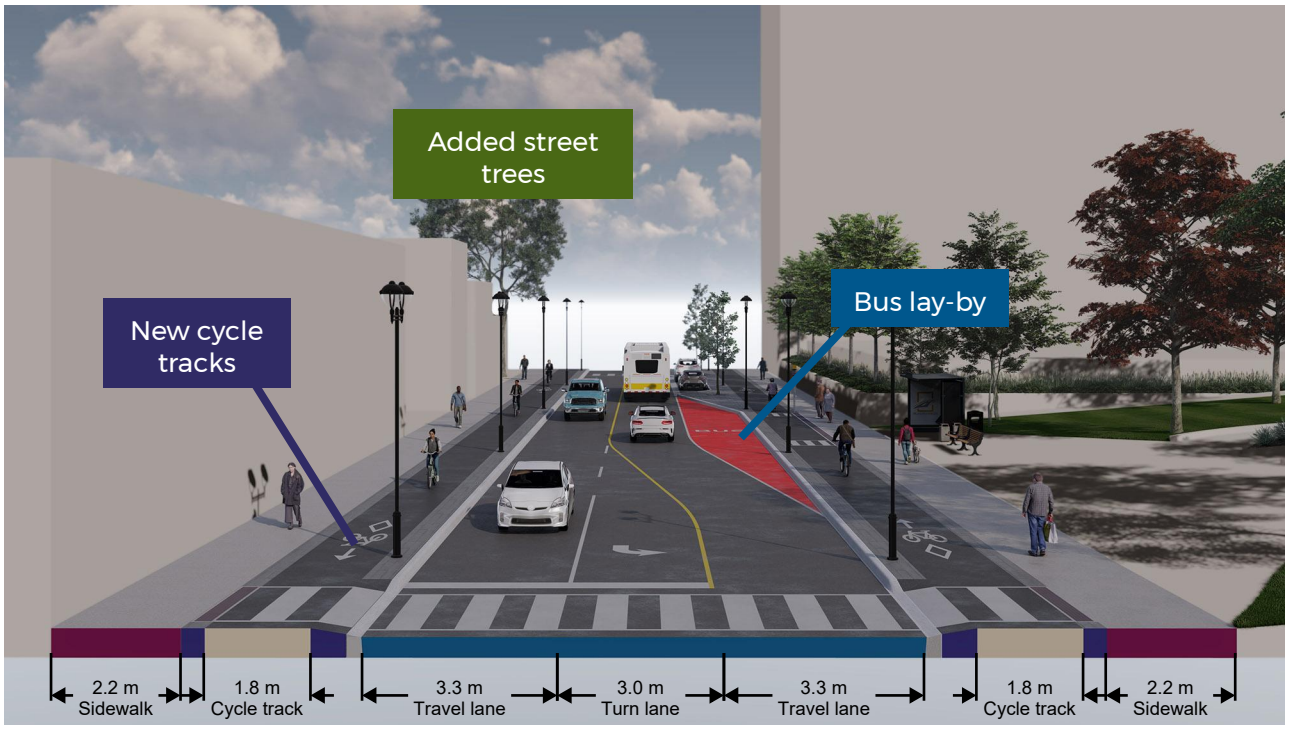
The illustrative examples reflect only one possible concept for each street typology and have not been subject to a formal alternatives analysis process or Environmental Assessment (EA).

Additionally, while the images of existing streets reflect actual conditions in Hamilton, the selection of these locations are simply intended to show a typical street that would fall under each typology and should not be taken as representing an approved or planned proposal. Examples of streets by typology can be found in Table 1: Proposed Street Typologies for the City of Hamilton of Report PED 21020/PW21002.

URBAN AVENUE

EXISTING CONDITION (20 m ROW)

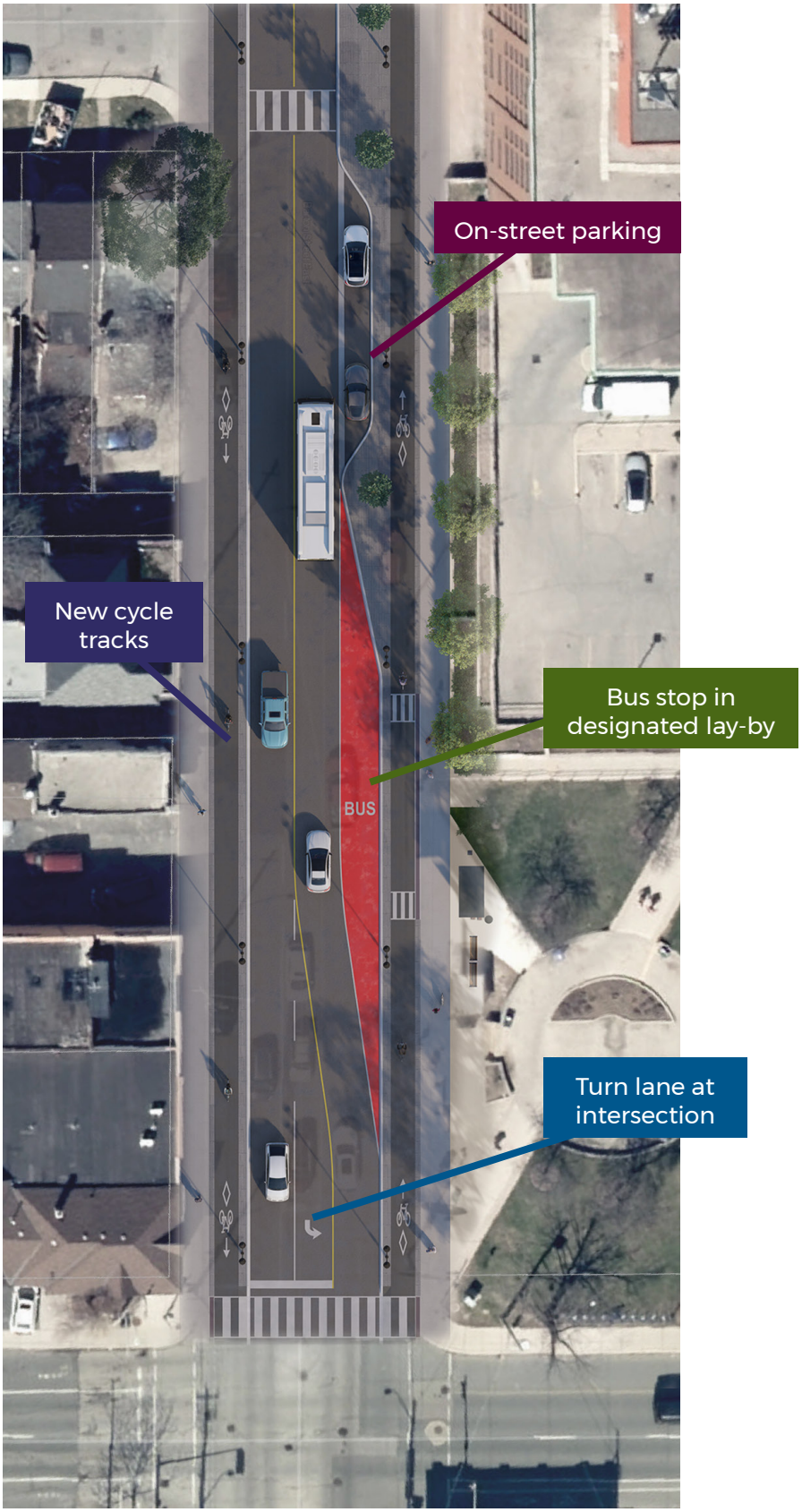
DESIGN CONCEPT (20 m ROW)



Urban Avenues provide high people-movement capacity with priority for transit and active transportation. In a narrow right-of-way, priorities are balanced by varying the street design along the length of the block with dedicated turn lanes at intersections and lay-bys at bus stops. At other locations, on-street parking, planting zones, patios, or other amenities may be introduced.

URBAN AVENUE

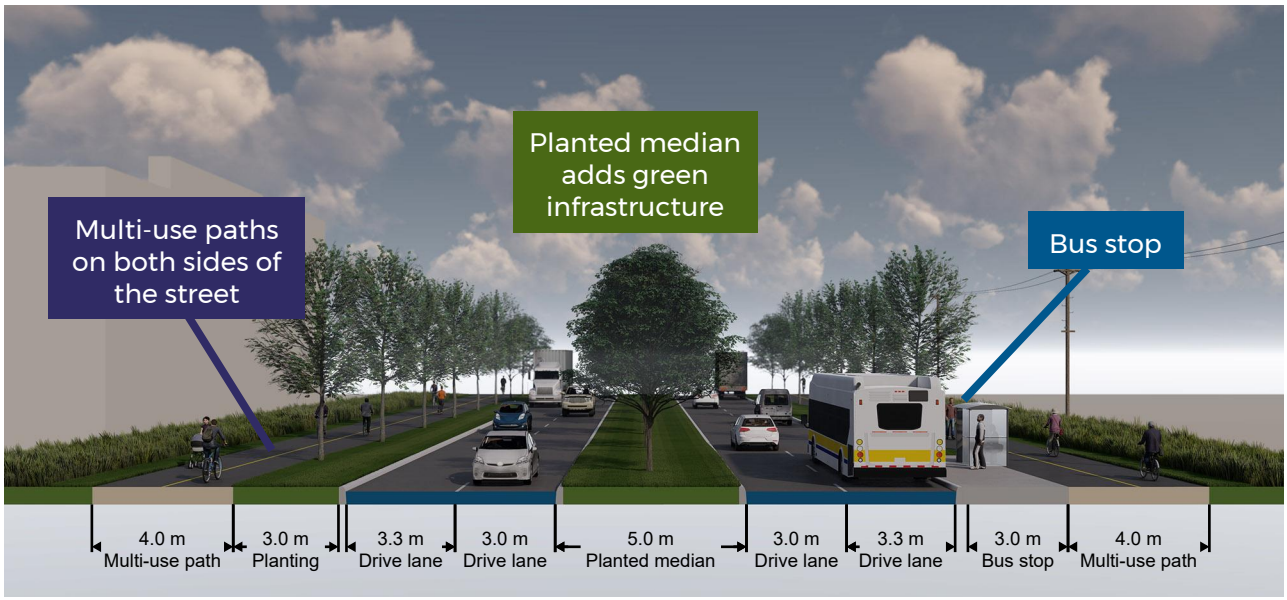
DESIGN CONCEPT



TRANSITIONING AVENUE

EXISTING CONDITION (45 m ROW)

DESIGN CONCEPT (45 m ROW)

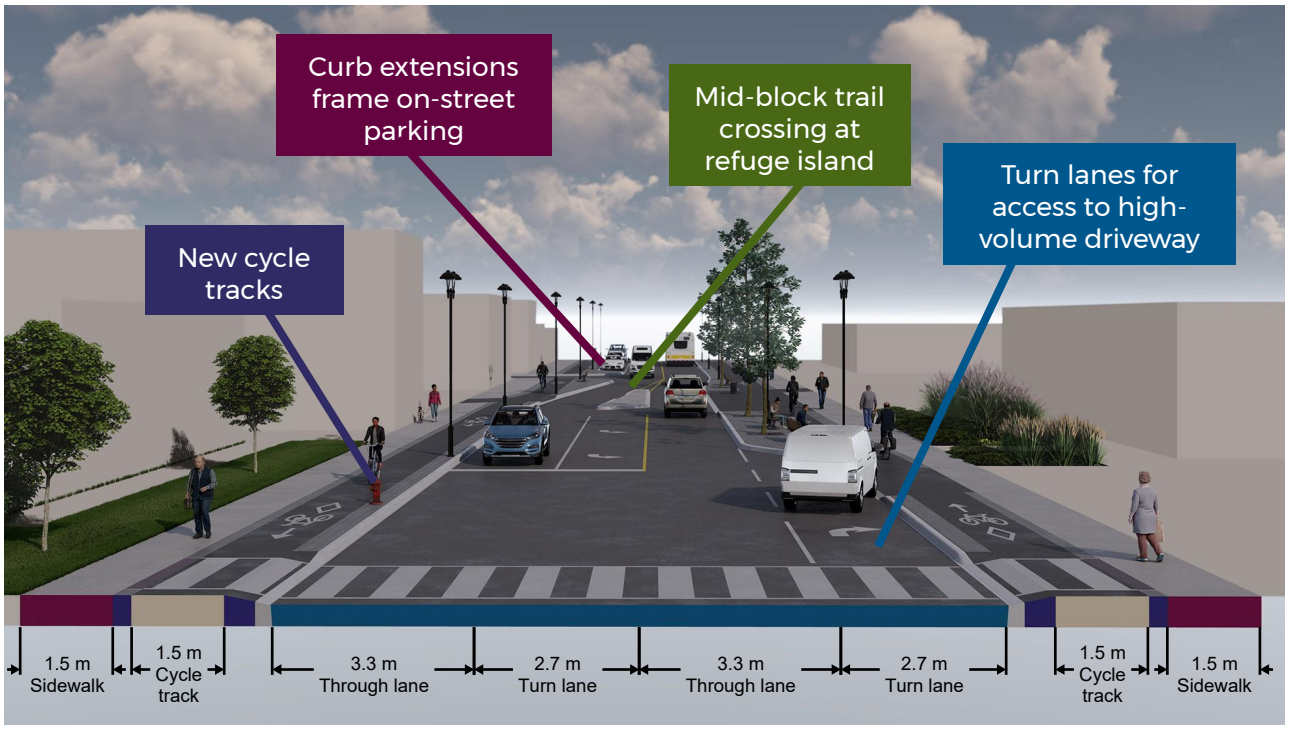


Transitioning avenues are major streets that cross the city east-west or north-south. They provide medium to high people-movement capacity and incorporate a high degree of access control. The wider right-of-way in this example allows for a planted median, which may narrow to provide dedicated turning lanes at intersections. A multi-use trail may be provided on both sides of the street to allow people walking, cycling or using transit to access destinations on either side of the street.

MAIN STREET

EXISTING CONDITION (20 m ROW)

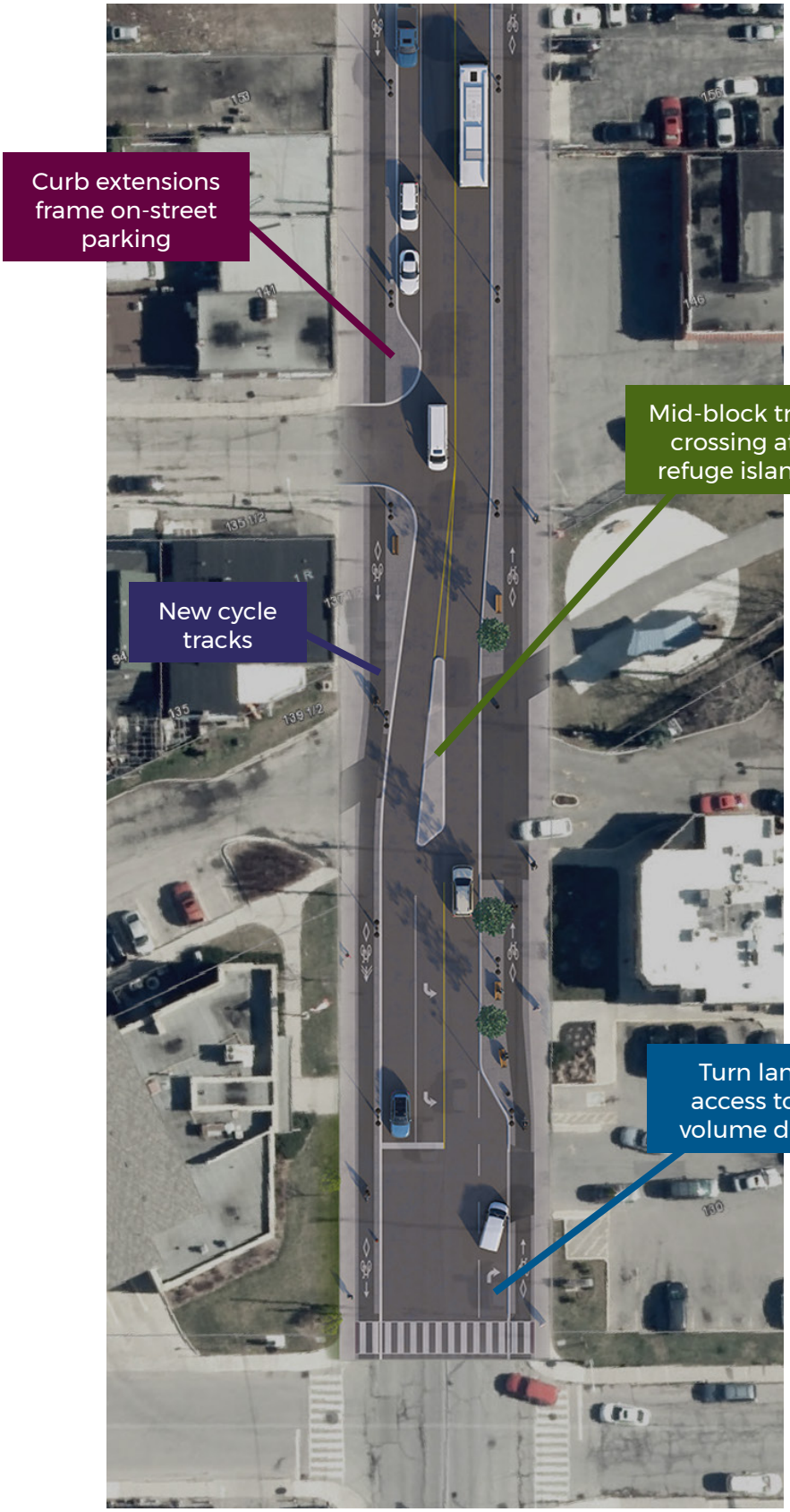
DESIGN CONCEPT (20 m ROW)



Main Streets have narrow rights-of-way, and are typically pedestrian-oriented streets with mixed uses and smaller-scale buildings. At this location, dedicated turn lanes may be provided for vehicles accessing the high-volume commercial driveway in the foreground. In the background, the roadway may narrow to two lanes, with on-street and street trees along with wider sidewalks and cycle tracks.

MAIN STREET

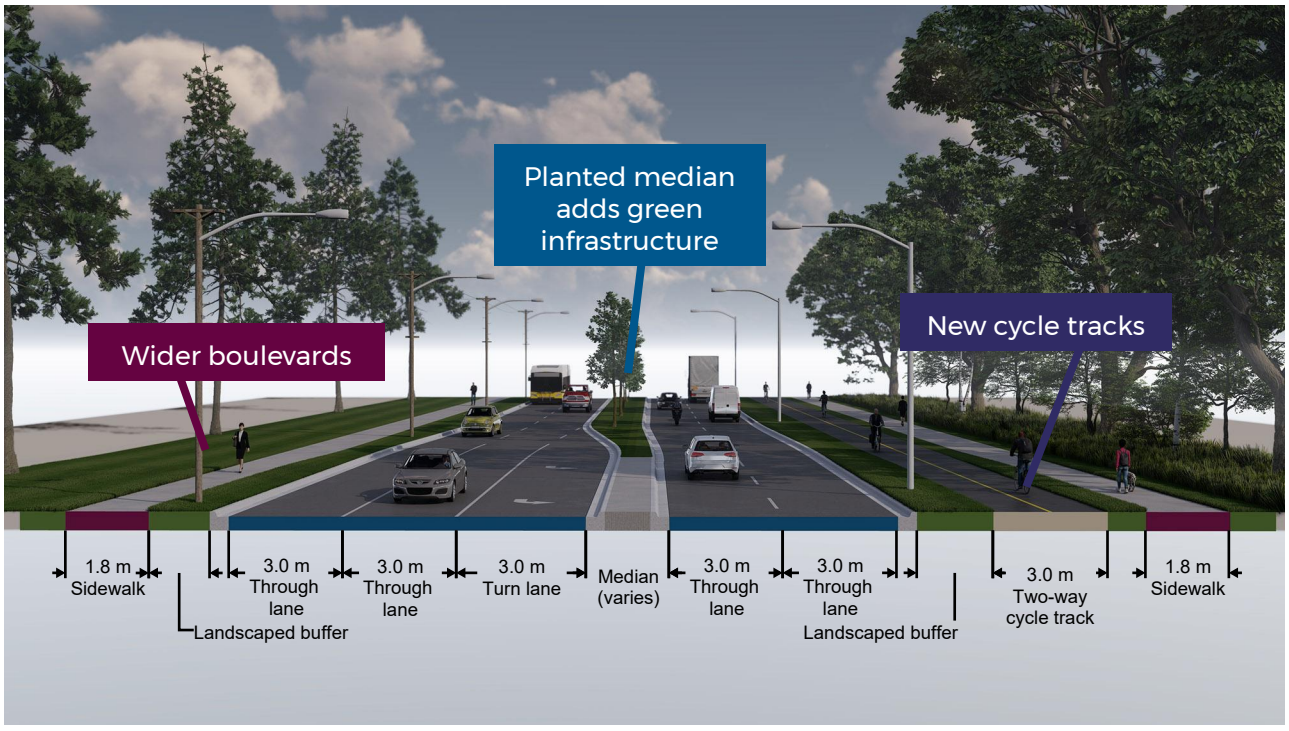
DESIGN CONCEPT



CONNECTOR

EXISTING CONDITION (28–32 m ROW)

DESIGN CONCEPT (30 m ROW)

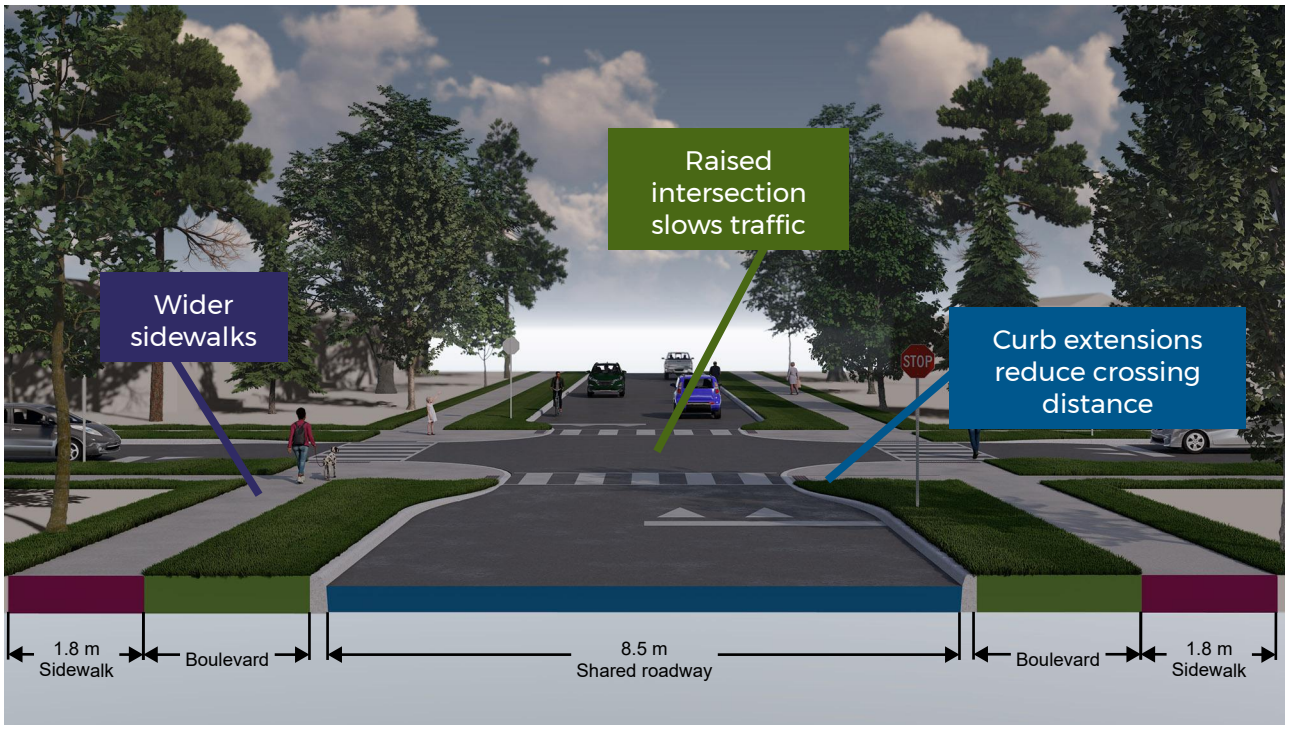


Connectors link neighbourhoods to each other and to other areas of the City. Buildings are generally set back from the street fronting onto a wide boulevard. On this street, a two-way cycle track may be provided on the higher-activity side of the street, to accommodate trips destined to and from Mohawk College.

NEIGHBOURHOOD STREET

EXISTING CONDITION (20 m ROW)

DESIGN CONCEPT (20 m ROW)

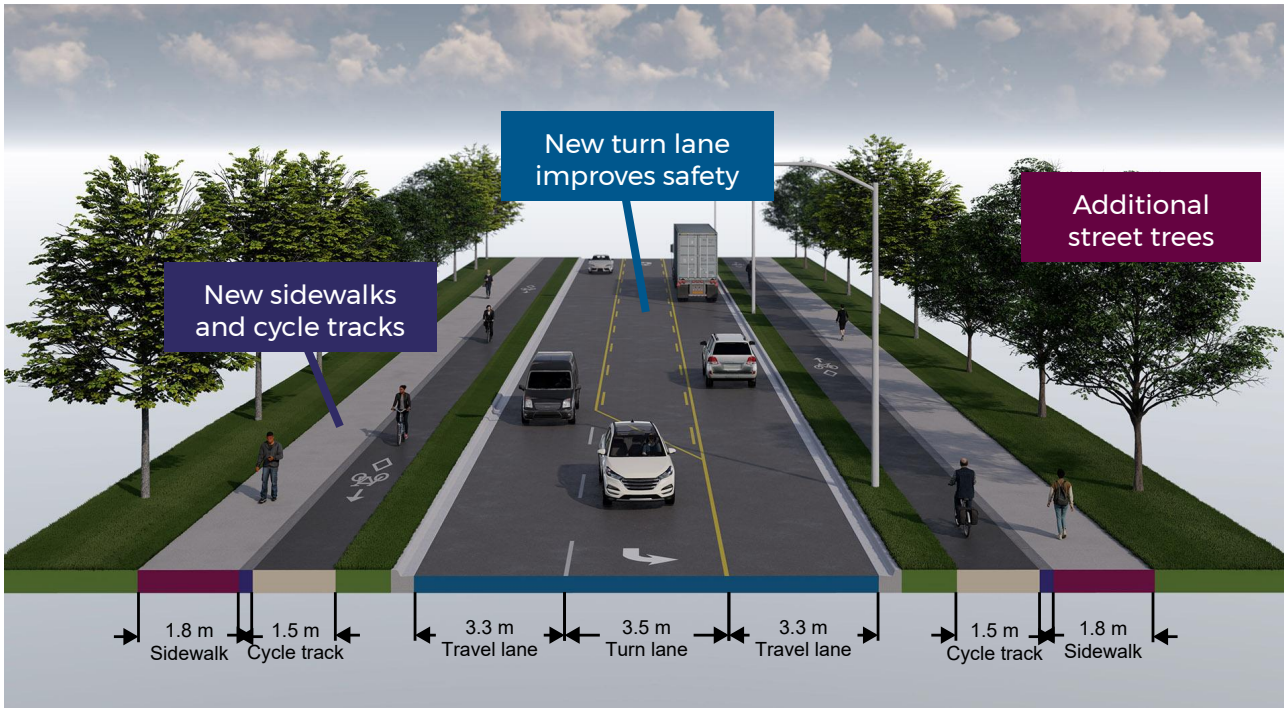


Neighbourhood Streets provide direct access to residential areas. Traffic calming and minimization of through traffic are important to provide a safe and comfortable environment for people walking and cycling.

INDUSTRIAL ROAD

EXISTING CONDITION (26 m ROW)

DESIGN CONCEPT (26 m ROW)

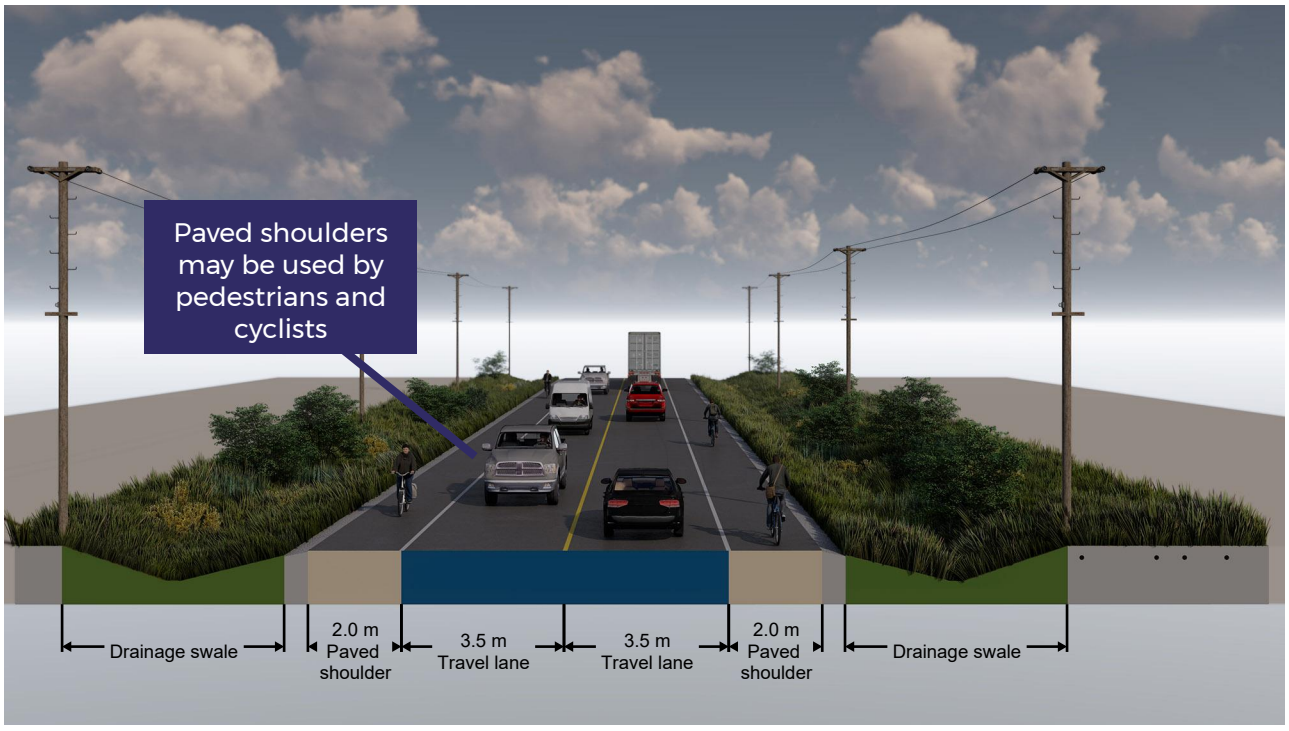


Industrial Roads are important goods movement corridors. They provide access by all modes of travel to industrial, warehousing, and other employment areas. In the example shown, cycle tracks may be implemented in a full road reconstruction scenario. In a retrofit scenario, on-street separated bicycle lanes may be implemented in conjunction with a 4-to-3 lane reconfiguration.

RURAL ROAD

EXISTING CONDITION (20 m ROW)

DESIGN CONCEPT (26 m ROW)

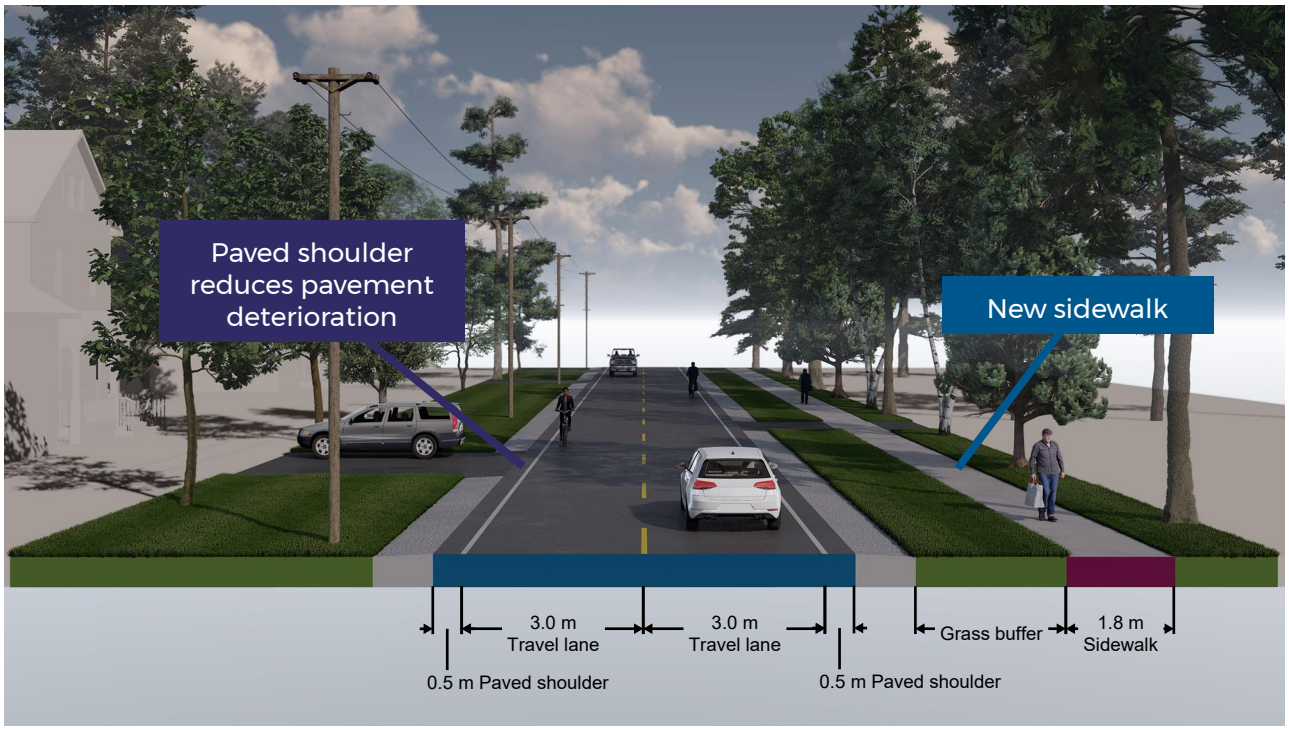


Rural Roads are primarily located in agricultural and natural areas. Their primary function is to move private and goods movement vehicles. In this example, paved shoulders may be used by pedestrians, cyclists and by motor vehicles stopped in emergency situations. The paved shoulder also provides additional lateral support for the pavement structure of the roadway.

RURAL SETTLEMENT ROAD

EXISTING CONDITION (18-22 m ROW)

DESIGN CONCEPT (20 m ROW)



Rural Settlement Roads are portions of Rural Roads that pass through village, and may include residential frontages or commercial uses. In this example, traffic volumes and speeds are relatively low, and a small paved shoulder is provided to improve pavement longevity and reduce maintenance costs.