

### Project Details

Project Boundary:	Baldwin St to Dundas St	Funding Source:	On-street Cycling 2021
Phase:	Design (2022 Install)	Project Length:	240 m
		Ward	13

### Key Map



### Description

On the south side of Cootes Dr between Baldwin St and Thorpe St implement a 3.0m bicycle path adjacent to the sidewalk and between Thorpe St and Dundas St implement a 3.0m multi-use path (remove sidewalk). Baldwin St to become a bicycle boulevard with the addition of signage and pavement markings.

### Precedent Images and Visualizations



Governor's Rd, Dundas  
Bicycle path



Cootes Dr, Dundas  
Multi-use path

### Potential Impacts

#### HSR Route/Area

5 (Delaware)  
52 (Dundas Local)

#### Impacts

Bus shelter and amenities modification

#### Parking Review

Private parking lot

#### Impacts

Private parking encroaches into right-of-way and will need to be removed to accommodate MUP

Baldwin St

Formalize “No Stopping Anytime” along north curb beside Mediacom Park

### Rationale

Baldwin St is a direct connection between the existing multi-use path on Cootes Dr and downtown Dundas via Hatt St (bicycle lanes added in 2021); and a connection to Ogilvie (future lanes) and Creighton (2021 lanes).

The proposed new segment of cycling facility on Cootes Dr (separate from the roadway) is justified due to existing volumes on Cootes Dr and direct connectivity to existing facilities on the south side.

### Cycling Facilities Nomograph Alignment (OTM Book 18)

Not required. Baldwin St is a low volume local street, with no existing count data.

### Strategic Alignment

#### Capital Plan

There are no plans for any roadworks along this segment within the next 5 years.

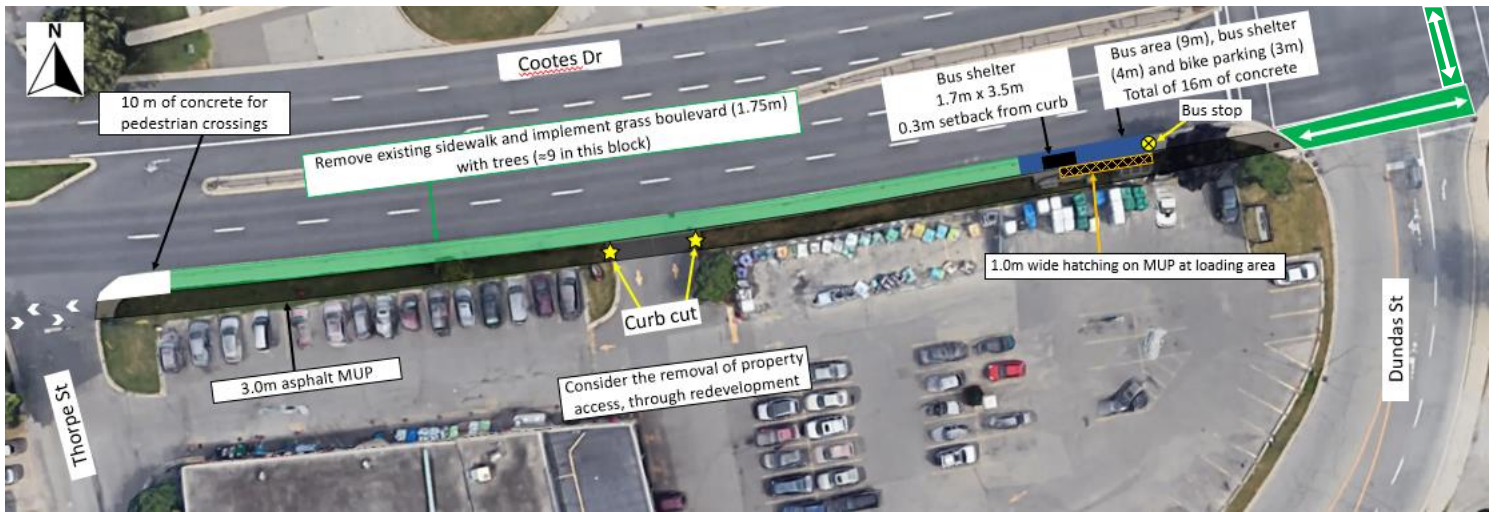
#### Transportation Master Plan

Action 15 - As part of the implementation of the cycling network, undertake an evaluation of alternatives in order to select routes which maximize safety for cyclists and promote continuity of the network across the City.

#### Sustainable Mobility KPI's and Cycling Master Plan

Increase kilometers of cycling infrastructure  
Facilitate Pandemic Response through active transportation

Detailed Maps



Baldwin St: to include bicycle boulevard markings and signage

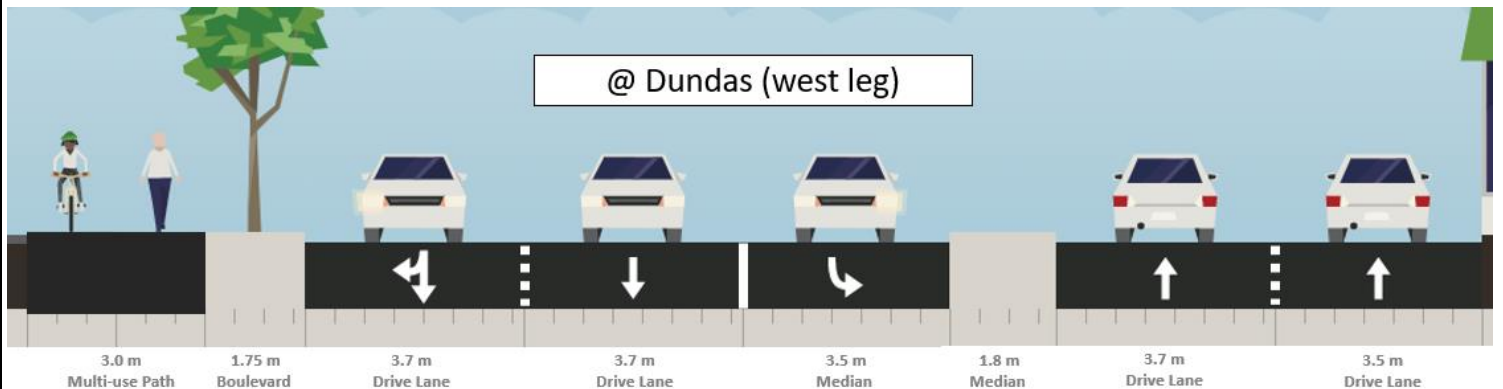
## Cross Section Details

### @ Baldwin to Thorpe



3.0m bicycle path adjacent to sidewalk

### @ Dundas (west leg)



3.0m multi-use path

## Project Contacts

### Project Feasibility and Outreach

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### Project Design and Implementation

Bakir Fayad, Project Manager, Pedestrian & Cycling Engineering: [bakir.fayad@hamilton.ca](mailto:bakir.fayad@hamilton.ca)

### Project Details

Project Boundary:	Arbour Rd to Upper Red Hill	Funding Source:	Stone Church MUP
Phase:	Design (2022 Install)	Project Length:	700 m
		Ward	6,9

### Key Map



### Description

Implement a 3.0m asphalt multi-use path (MUP) on the south side behind the curb and add painted buffer to existing bicycle lanes, between Arbour Rd and Upper Red Hill Valley Pkwy. Include 4 crossrides at 3 existing/planned signals; Arbour Rd (west and south legs), Pritchard Rd, and Upper Redhill Valley Pkwy.

### Precedent Images and Visualizations



Cootes Dr, Dundas  
Multi-use path



Stone Church Rd, Hamilton  
Multi-use path (west of Arbour Rd)

### Potential Impacts

HSR Route/Area	Impacts
21 – Upper Kenilworth	No impact (no transit stops within project limits)
22 – Upper Ottawa	No impact (no transit stops within project limits)
43 – Stone Church	Bench modifications expected with MUP

### Parking Review

No on-street parking along corridor.

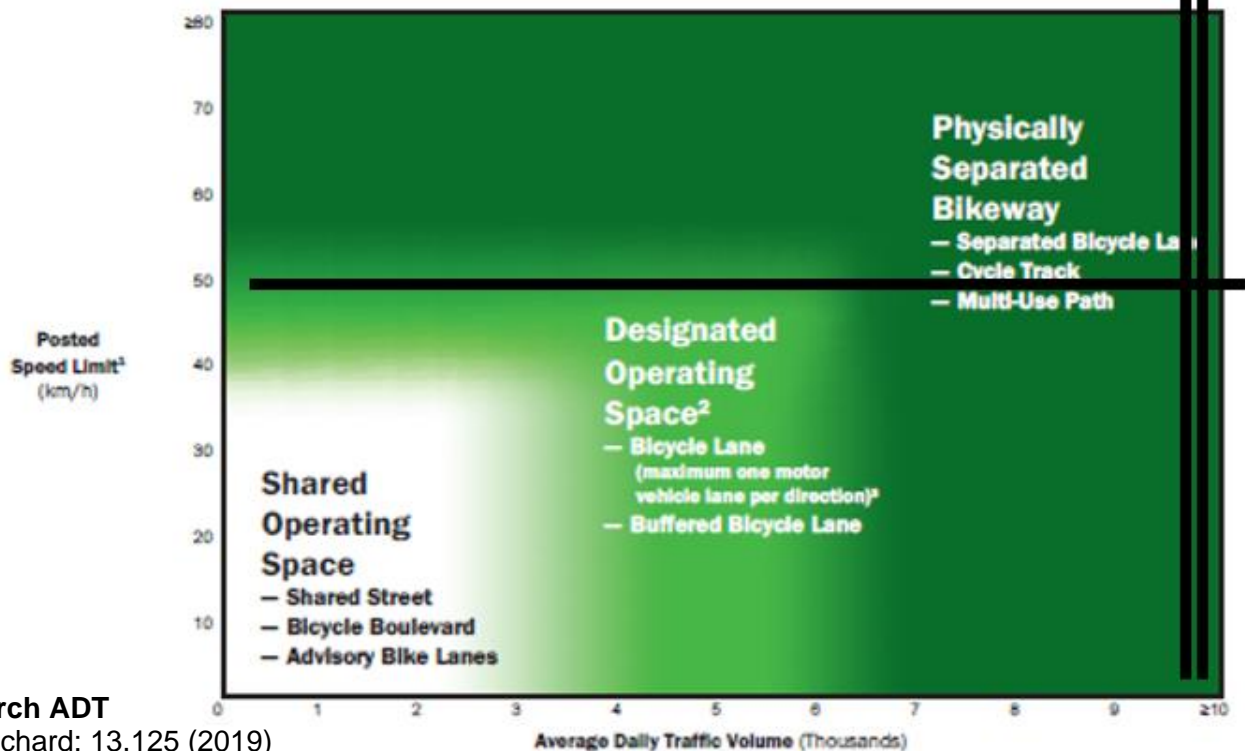
### Rationale

Stone Church Rd is a contiguous cycling route that runs east-west from Ancaster to Stoney Creek. By upgrading the existing bicycle lanes to include a buffer, it will encourage more cycling on Stone Church Rd as well as increase user comfort. Additionally, a multi-use path on the south side will provide a higher-order connection between the existing multi-use path west of Arbour Rd and the multi-use path on Upper Red Hill Pkwy.

According to the cycling facilities nomograph (OTM Book 18) and the complete streets audit tool, this arterial road should have a designated cycling operating space with a buffer from auto traffic, which will be marked by paint. The MUP is also included for continuity of the MUPs westerly & easterly of study area.

### Cycling Facilities Nomograph Alignment (OTM Book 18)

#### Urban/Suburban Context



**Stone Church ADT**  
 West of Pritchard: 13,125 (2019)  
 East of Pritchard: 18,980 (2019)

## Strategic Alignment

### Capital Plan

There are no plans for any roadworks along this segment.

### Transportation Master Plan

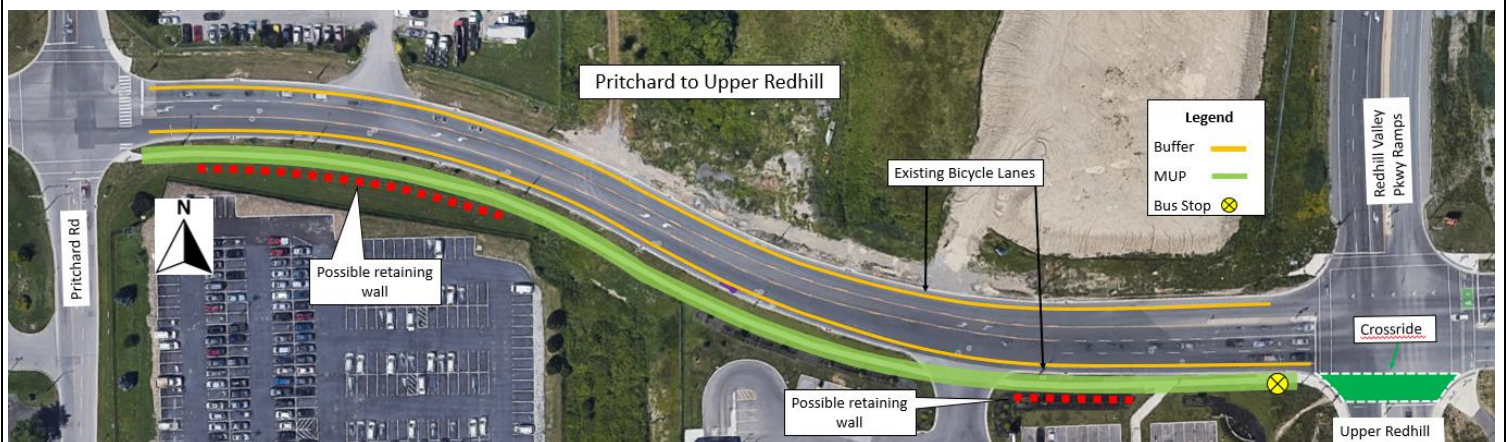
Action 15 - As part of the implementation of the cycling network, undertake an evaluation of alternatives in order to select routes which maximize safety for cyclists and promote continuity of the network across the City.

### Sustainable Mobility KPI's and Cycling Master Plan

Increase kilometers of cycling infrastructure

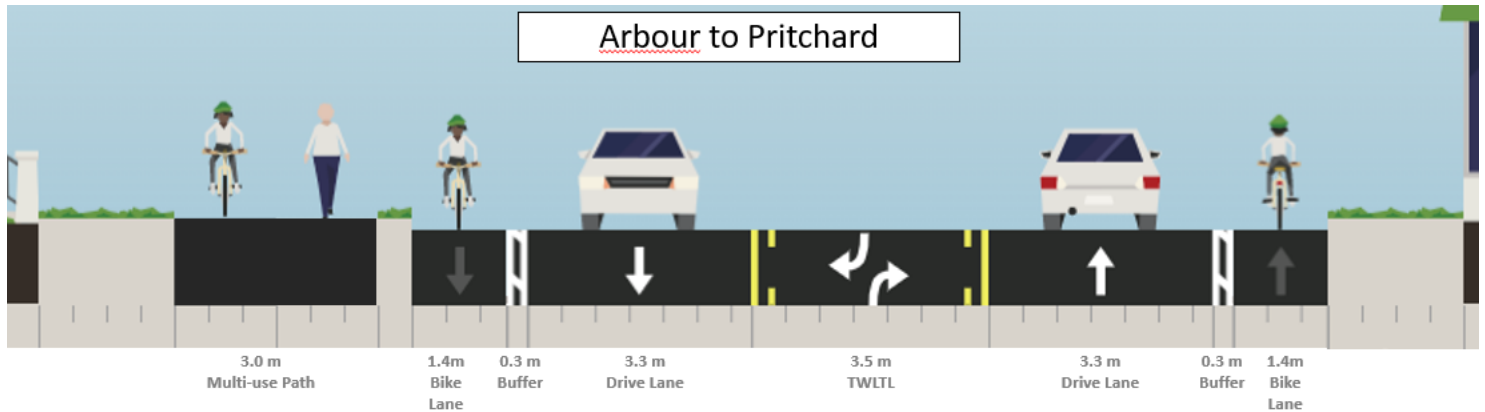
Facilitate Pandemic Response through active transportation

## Detailed Maps



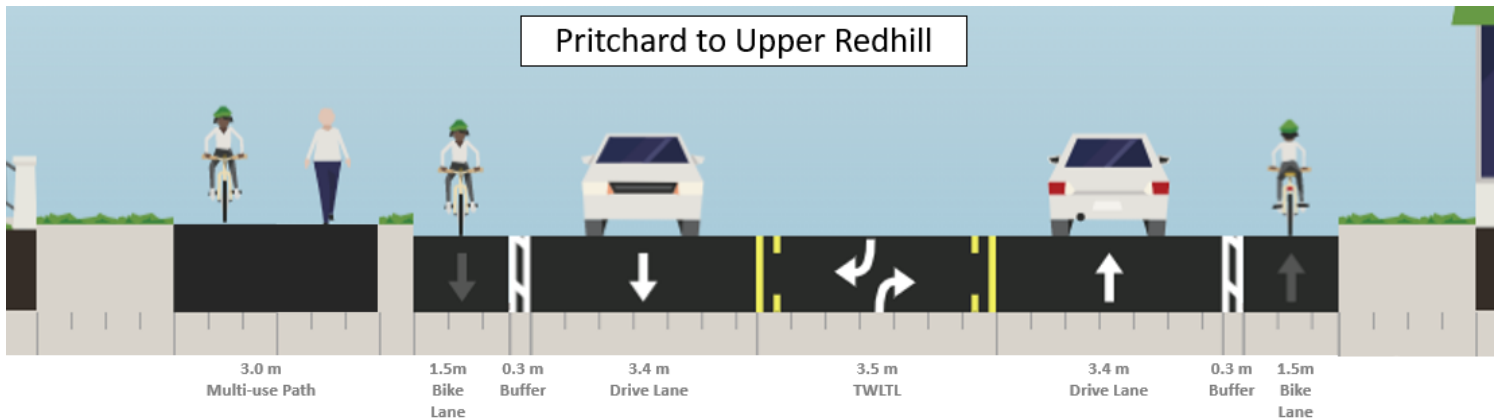
## Cross Section Details

### Arbour to Pritchard



3.0m MUP on south side  
Add buffer to existing bicycle lanes

### Pritchard to Upper Redhill



3.0m MUP on south side  
Add buffer to existing bicycle lanes

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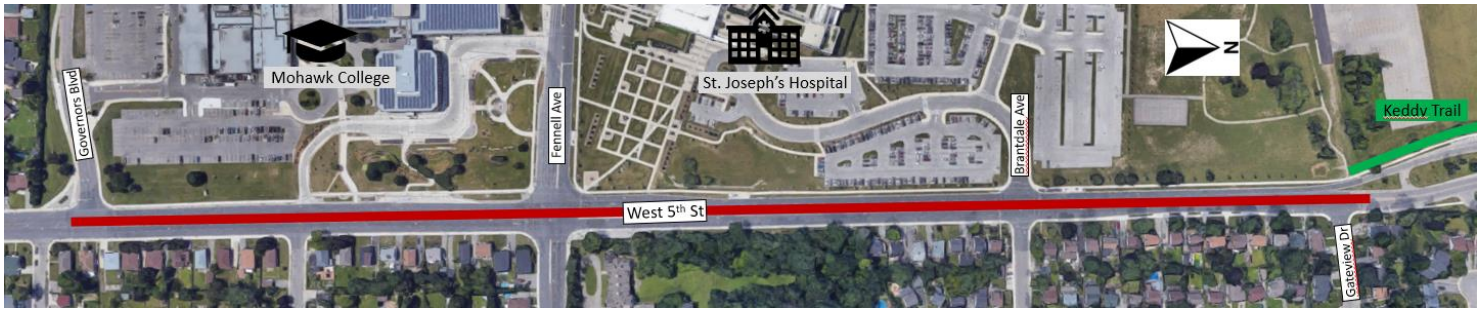
Bakir Fayad, Project Manager, Pedestrian & Cycling Engineering: [bakir.fayad@hamilton.ca](mailto:bakir.fayad@hamilton.ca)



### Project Details

Project Boundary:	Gateview Dr to Governor's Blvd (Keddy Trail to Mohawk College)	Funding Source:	ICIP - AT Connections
Phase:	Design (consultant)	Project Length:	850m
Project #/ CMP #:	21-004/ 13 & 79	Ward:	8

### Key Map



### Description

Construct a two-way bicycle path along the west side of West 5th St behind the existing sidewalk; to connect the existing Keddy Trail to existing bicycle sharrow on West 5th St at the south edge of Mohawk College Campus. The project includes modifications at 3 signals.

### Precedent Images and Visualizations



Cootes Dr, Hamilton  
Multi-use path

Stone Church Rd, Hamilton  
Multi-use path



Governor's Rd, Hamilton  
Bicycle path



### Potential Impacts

HSR Route/Area	Impacts
20 - A Line Express	Minimal impacts at access to terminal (new crossing)
21 - Upper Kenilworth	
33 - Sanatorium	
35 - College	

### Parking Review

Parking Review	Impacts
Hospital parking lot	Approximately 3 stalls to be removed
On-street parking	There is no on-street parking along corridor

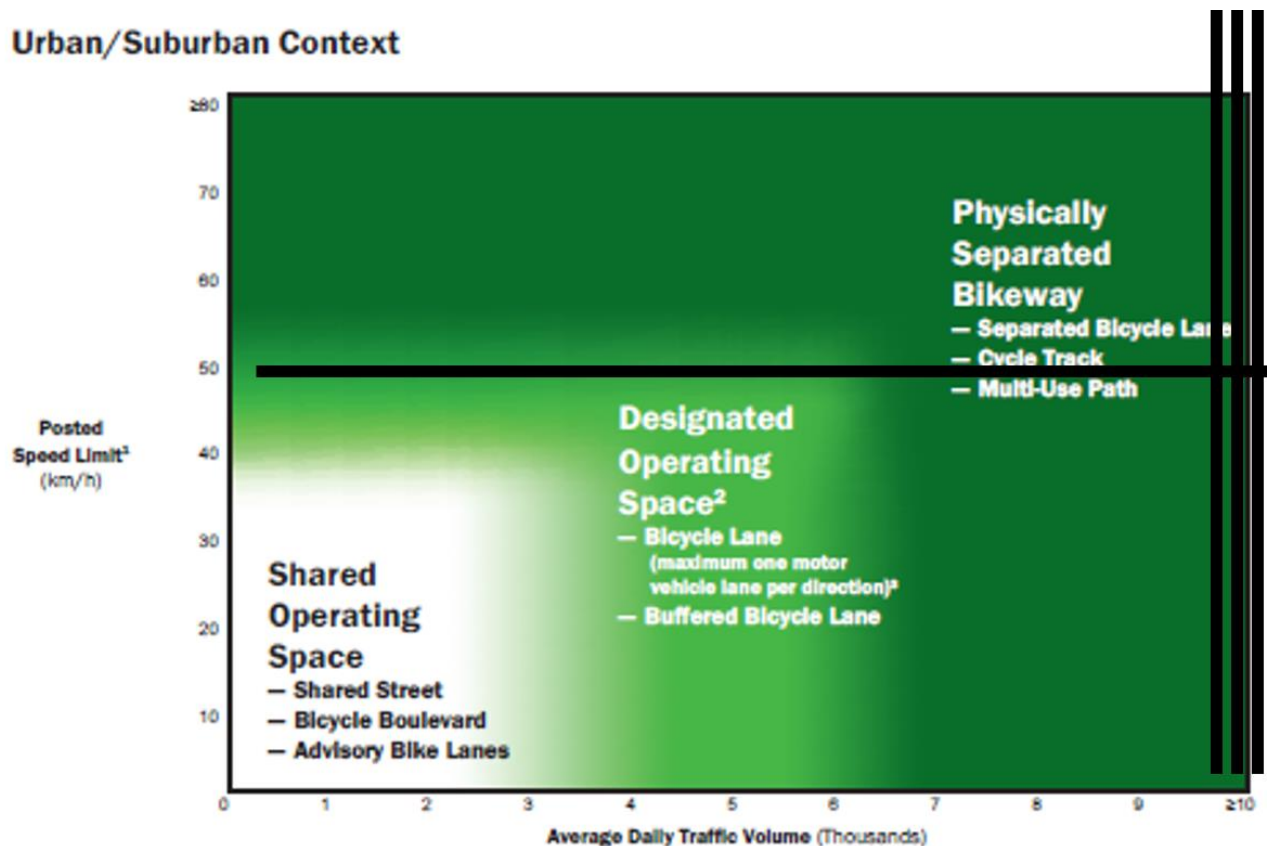
### Rationale

The newly-constructed Keddy Trail allows safe and direct cycling and pedestrian travel from downtown to the top of the escarpment. This West 5th bicycle path will allow cyclists to connect from the top of the Keddy across to Mohawk College, St Joseph's Hospital, and existing lanes south of West 5th and Governors.

According to the cycling facilities nomograph (OTM Book 18) and the complete streets audit tool, this arterial street should have a designated cycling operating space, which will be constructed as a bicycle path behind the sidewalk.

### Cycling Facilities Nomograph Alignment (OTM Book 18)

#### Urban/Suburban Context



## Strategic Alignment

### Capital Plan

There are no plans for any roadworks along the corridor as the street was recently rehabilitated.

### Transportation Master Plan

Action 15 - As part of the implementation of the cycling network, undertake an evaluation of Alternatives in order to select routes which maximize safety for cyclists and promote continuity of the network across the City

### Sustainable Mobility KPI's and Cycling Master Plan

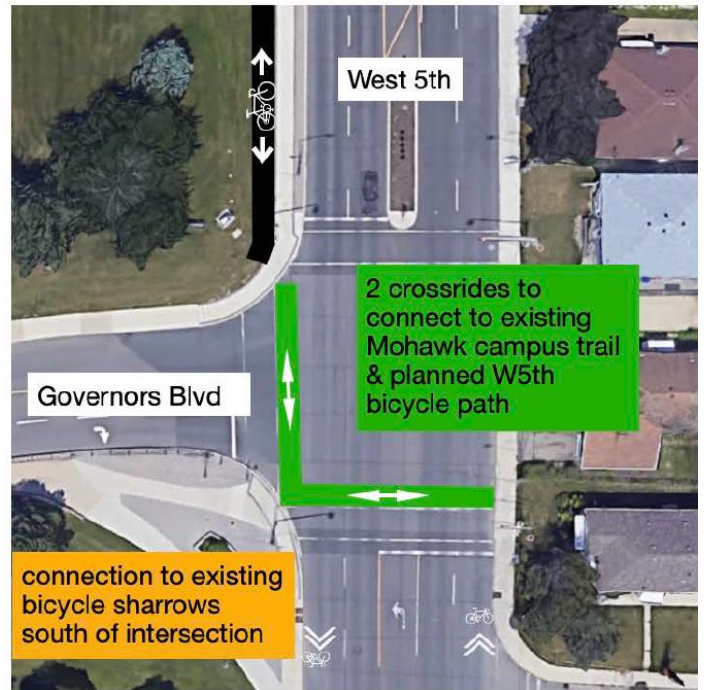
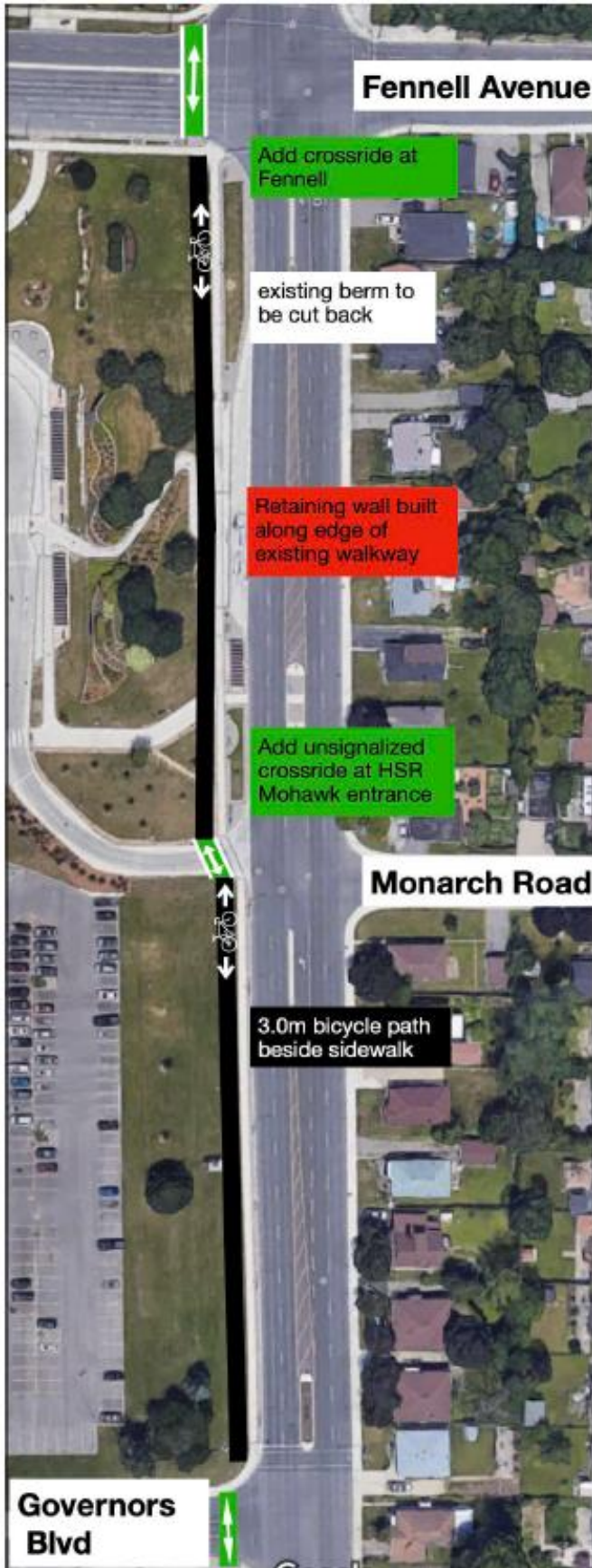
Increase kilometers of cycling infrastructure

Facilitate pandemic response through active transportation

## Detailed Maps



Detailed Maps



**Cross Section Details**



North of Brantdale and south of Fennell: bicycle path adjacent to sidewalk on west side of street, avoiding existing trees.



Between Brantdale and Fennell: bicycle path follows edge of sidewalk, plants will be removed/relocated.

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### Project Details

Project Boundary:	Confederation Dr to Goderich Rd	Funding Source:	Centennial Bridge over QEW-Path
Phase:	Design (2022 Install)	Project Length:	1.1 km
		Ward	5

### Key Map



### Description

Create a new multi-use path (MUP) along the west side of Centennial Parkway from existing MUP in Confederation Beach Park to Goderich Rd intersection/GO Station.

### Precedent Images and Visualizations



Cootes Dr, Hamilton  
Multi-use path



Avonsyde Blvd, Waterdown  
Multi-use path

**Potential Impacts**

**HSR Route/Area**

**Impacts**

44 (Rymal)

No impacts anticipated

56 (Centennial)

No impacts anticipated

**Parking Review**

No on-street parking along corridor.

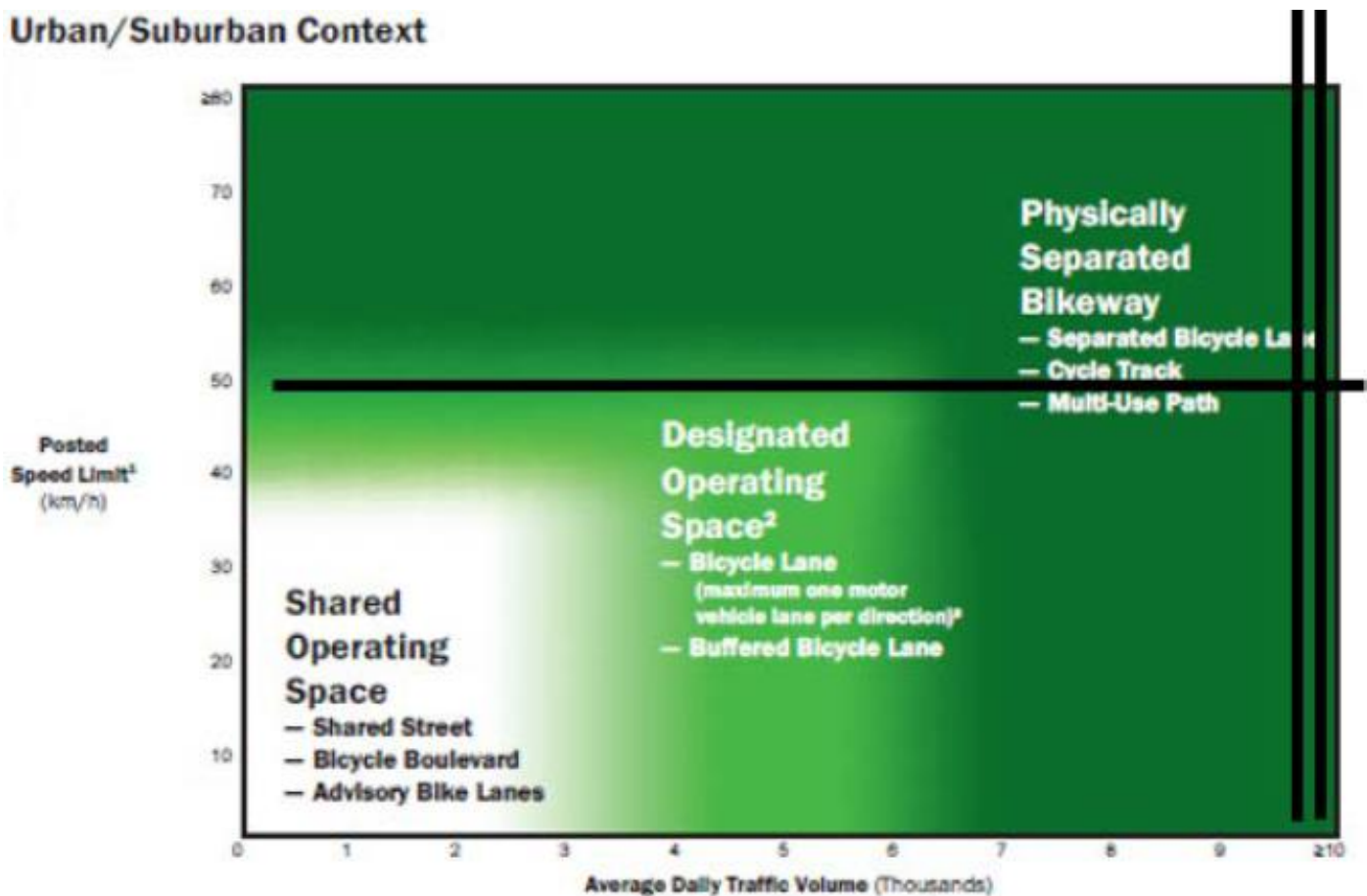
**Rationale**

The MUP along Centennial Pkwy will provide a safer, accessible route between existing infrastructure along the waterfront and the existing and expanding Stoney Creek GO Station. Ultimately it will also connect Kenora area residents, commercial areas, and Beach Strip residents.

According to the cycling facilities nomograph (OTM Book 18) and the complete streets audit tool, this major arterial street should have a physically separated bikeway, which is proposed to be behind the west curb.

**Cycling Facilities Nomograph Alignment (OTM Book 18)**

**Urban/Suburban Context**



ADT: North of QEW: 18,500  
 South of SSR: 38,500

**Strategic Alignment**

**Capital Plan**

There are no scheduled roadworks on Centennial Pkwy in the next 5 years.

**Transportation Master Plan**

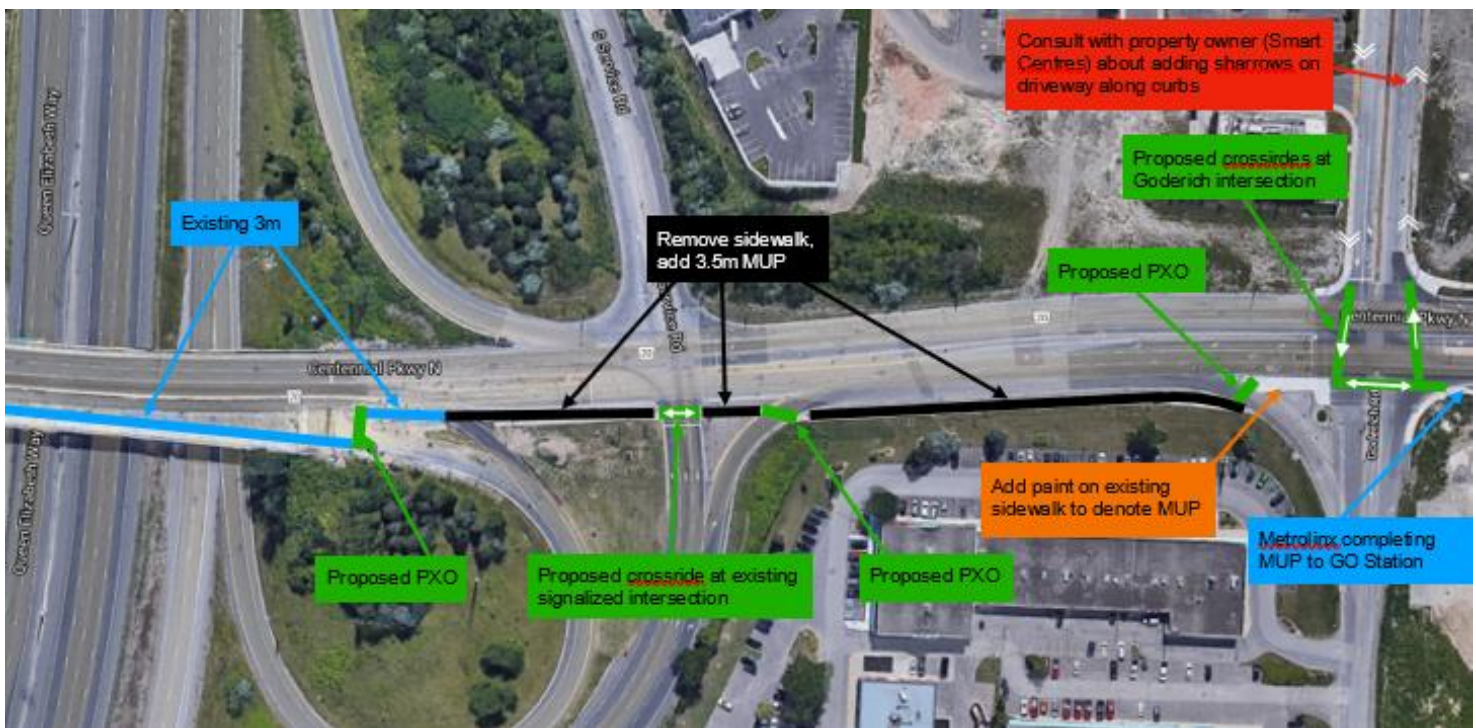
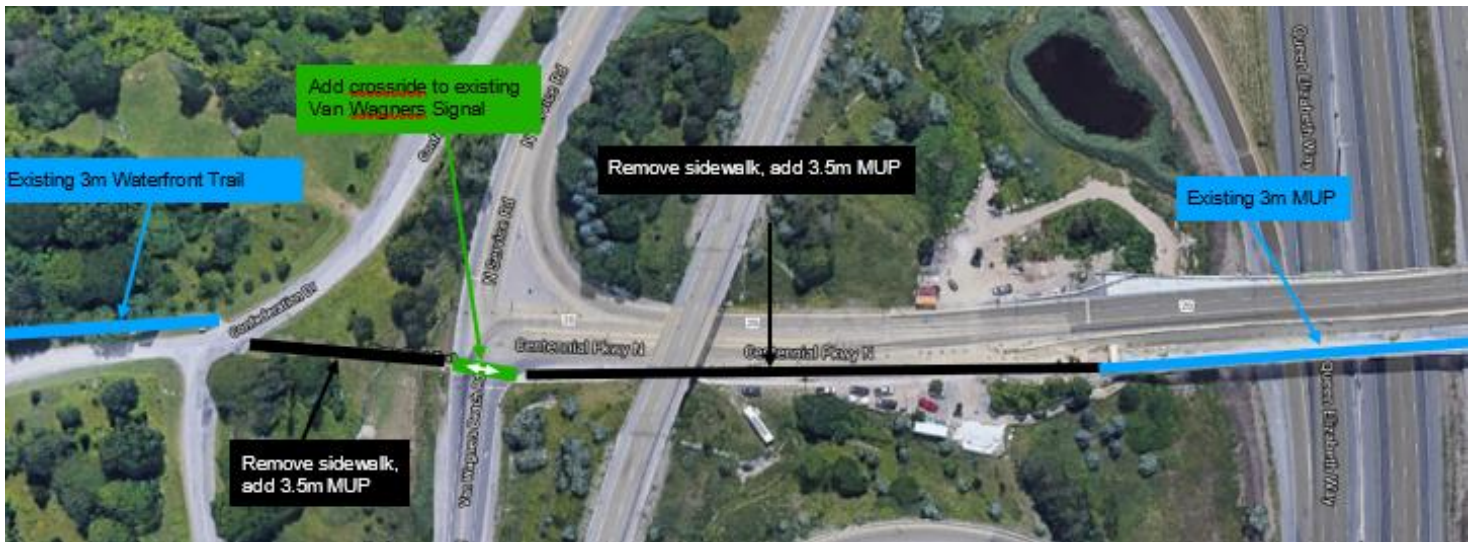
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**Sustainable Mobility KPI's and Cycling Master Plan**

Increase kilometers of cycling infrastructure

Facilitate Pandemic Response through active transportation

**Detailed Maps**





## Cross Section Details



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