

Two-Way Conversion (Complete Streets Integration)

The following outlines the remaining two-way conversion have been assessed through the Complete Streets lens and applicable street typology to identify the best potential outcomes. In addition, consideration of the Hamilton Street Railway's re-envision network and Light Rail Transit have been incorporated.

Birch Avenue (Burlington Street to Barton Street)

This two-way conversion was identified in the Citywide Transportation Plan. Additionally, a Schedule B Environmental Assessment was completed for Birch Avenue in 2020 to support the mobility options for the new bus storage and maintenance facility. The two-way conversion will include a multi-use path for cyclists and pedestrians on the west side of Birch Avenue, this is consistent with an Industrial Street Complete Streets typology. Construction will commence once discussions with Canadian National Railway addresses issues relating to the mainline rail bridge over Birch Avenue. The portion of Birch Avenue between Barton and Wilson Streets was converted to two-way in 2020.

Wilson Street (Victoria Avenue to Sherman Avenue)

The Citywide Transportation Plan identified opportunities to improve westbound routing options as a result of the B-Line Light Rail Transit project. Wilson Street from James Street to Victoria Avenue was converted to two-way in 2010. The conversion of the remaining section will also support the routing of transit in both directions along Wilson Street. Currently, this Light Rail Transit enabling project is in the design stage. A public information centre was held in June 2023. Input received through this process included opportunities to support the Connector Street Complete Street typology including wider pedestrian clear zones, tree plantings, and curb extensions to formalize on-street parking areas and reduce pedestrian crossing distances.

Sherman Avenue (Burlington Street to Wilson Street)

Similar to Wilson Street, Sherman Avenue was identified as part of the Light Rail Transit project and is being coordinated with those capital works projects. The segment between Barton Street and Wilson Street will be converted to two-way operation to support routing options and align with the Wilson Street conversion. The conversion would accommodate one-lane in each direction and on-street parking. Other design elements to improve the pedestrian realm are also being considered. This project is currently in the design process and is anticipated to be implemented in 2024. The remaining segment between Burlington Street and Barton Street will apply a consistent design approach and will be completed as a separate project due to coordination with the Canadian National Railway and the railway crossing requirements and approvals with a target implementation timeframe of 2025.

Queen Street (Barton Street to King Street)

Queen Street was examined as part of the holistic review within the Citywide Transportation Plan. Implementation of various segments have occurred over the past several years. The segment between Barton Street and York Boulevard fits a neighbourhood typology can accommodate one travel lane in each direction plus on-street parking to accommodate the single detached dwellings that do not have a driveway or rear alley access. The segment between York and King Street observes a higher demand in the southbound direction and will require two southbound travel lanes to be maintained. However, in the northbound direction, the conversion of the parking lane to accommodate the future transit route (Route 29 - Garth) identified as part of the transit network redesign will be required. Implementation of the conversion will need to be coordinated prior to introduction of service, which is subject to budget approval as part of the implementation of the transit network.

Caroline Street (York Boulevard to King Street)

Both the Downtown and Citywide Transportation Plans included the conversion of Caroline Street and much of the street has been implemented except for the segment between York Boulevard and King Street. Accommodations for the conversion along this short section has been included within the York Boulevard reconstruction project. The expected delivery of this project is anticipated to occur in 2024/2025.

Sanford Avenue (Barton Street to Main Street)

The function of Sanford Avenue will change as a result of the Light Rail Project and vehicles will no longer be able to travel north through King Street. However, pedestrians and cyclists will be able to cross safely. This presents an opportunity to implement complete streets through the Sanford corridor. Although identified as a two-way conversion project, there is currently a feasibility assessment being undertaken to accommodate cycling infrastructure and apply the complete streets approach. Currently, Sanford is identified as a 2029 project.

King Street (Dundurn Street to Delta)

The Hamilton Light Rail project identifies a conversion of King Street along much of the project corridor. To support the project, King Street will operate with one lane in each direction. Westbound trips through the corridor will be absorbed by both transit ridership and use of parallel corridors such as Cannon, Wilson, and Main Street.

Hunter Street (Queen Street to Wellington Street)

Hunter Street was evaluated as part of the Citywide Transportation Plan but was not carried forward for conversion. Hunter Street provides more value as mobility spine for active transportation by providing connectivity to the Hunter GO Station, the downtown and central Hamilton mountain via the Keddy Trail (Claremont access).

Cannon Street (Queen Street to Sherman Avenue)

Similar to Hunter Street, Cannon Street was evaluated as part of the Citywide Transportation Plan but was not carried forward for conversion. The conversion was not carried forward as Cannon Street provides a critical continuous east-west active transportation spine through the lower City. Cannon Street is also a westbound routing alternative needed as part of the Light Rail Transit project.

Catharine Street (Barton Street to Hunter Street)

Catharine Street was evaluated and identified holistically as a conversion opportunity as part of the Citywide Transportation Plan. In undertaking a context-sensitive approach to the corridor and applying complete streets principles Catharine Street has two distinct areas. North of Cannon Street, Catharine functions as a neighbourhood street. A conversion from one to two-way operation would provide opportunities to improve circulation and calm the street. South of Cannon Street, Catharine bisects the downtown and provides an opportunity to support a more refined and dense active transportation grid through the implementation of a bi-directional cycle track. This route would improve connectivity between the Hunter GO Station and other destinations with the increased mobility demand from dense developments in this area of downtown. Implementation of these improvement is expected to occur in 2027 and is subject to coordination with road resurfacing.

Hess Street (Barton Street to King Street)

The segment of Hess Street between York Boulevard and Barton Street has been incorporated into the design of the York Boulevard reconstruction project, which is expected to occur in 2024. Based on the approved Light Rail Transit project design, there is no through vehicular access across King Street or on King Street between Queen Street and Hess Street. As a result, there is routing benefits to convert this segment of Hess Street. However, there are complete street opportunities to improve the pedestrian realm along Hess Street and accommodate displaced on-street parking demand that may result of the Queen Street conversion.

Bay Street (Cannon Street to Herkimer Street)

Bay Street has long been established as an important north-south active transportation corridor. The initial evaluation occurred as part of the Downtown Transportation Plan but was not carried forward for conversion. This north-south spine connects the waterfront to the escarpment as well to the Hunter and Cannon Street higher order active transportation routes.

Victoria Avenue (Ferrie Street to Main Street)

The segment of Victoria Avenue from Burlington Street to Ferrie Street was converted from one-way to two-way in 2020 and included unidirectional bicycle lanes. The segment from Ferrie Street to Barton Street has not moved forward due to both the

approval process for the at-grade rail crossing of the Canadian National mainline rail corridor and the lack of support of the conversion by the Hamilton General Hospital, who is a major stakeholder. The remaining segments from Barton to Main provide a complete streets opportunity representative of an Urban Avenue typology. Consistent with this typology, a two-way cycle track has been implemented. Further refinements to the street design will occur as part of the Light Rail Transit enabling works, which will include more positive guidance to vehicles and the pedestrian realm between Main and King Streets.

Wellington Street (Burlington Street to Main Street)

Maintaining Wellington Street as a one-way street between Burlington Street and Barton Street is consistent with the North End Traffic Management Plan, which aims to divert vehicular trips around the North End and not through the neighbourhood. There are opportunities to improve this segment of Wellington Street to facilitate a better pedestrian, cycling and transit experience through a reducing the number of travel lanes. Curb extensions have been implemented on the southwest corner of the Wellington / Barton and the northwest corner of the Wellington / Cannon intersections. These interventions provide improved visibility and reduced crossing distances for pedestrians. It also provides a buffer for pedestrians through on-street parking and reduces aggressive driving behaviour as a result of speeding and weaving.

The segment of Wellington Street will require a redesign as a result of the Main Street conversion (if approved by Council). This segment is also impacted by the King Street design as part of the Light Rail Transit enabling works. A redesign will provide positive guidance to vehicles and improved the pedestrian realm between Main and King Streets.

In order to maintain design consistency as well as accommodate future transit service along Wellington Street south of Barton Street, maintaining a one-way street operation is recommended and is also consistent with Victoria Street. In terms of improving Wellington Street, opportunities to improve the pedestrian realm through the provision of sidewalk buffers and additional curb extensions to reduce pedestrian crossing distances should be further evaluated as opportunities arise through capital infrastructure planning. Buffers could include, on-street parking regulations, street trees, and landscape strips. These combined attributes are consistent with an Urban Avenue Complete Streets typology.

Street Conversion Summary Table

Street Name	From	To	Street Typology	Two-way Conversion	One-way with Enhancements	Anticipated Implementation
Birch	Burlington	Barton	Connector	Y		2024-2026
Wilson	Victoria	Sherman	Connector	Y		2023-2024
Sherman	Burlington	Barton	Neighbourhood	Y		2025-2026
	Barton	Wilson	Neighbourhood	Y		2024
Queen	Barton	York	Neighbourhood	Y		Coordination required (HSR)
	York	King	Urban Avenue	Y		Coordination required (HSR)
Caroline	York	King	Neighbourhood	Y		Coordinate with LRT project
Sanford	Barton	King	Connector		Y	2029
	King	Delaware	Neighbourhood		Y	2029
Main	Paradise	Delta	Urban Avenue	Y		2025-2026
King	Dundurn	Delta	Main Street / Urban Avenue	Y		2025-2029
Hunter	Queen	Wellington	Connector		Y	not applicable
Cannon	Sherman	Queen	Transitioning		Y	not applicable
Catharine	Barton	Wilson	Neighbourhood		Y	2026 or beyond
	Wilson	Hunter	Connector		Y	Coordinate with LRT Project
Hess	Barton	York	Neighbourhood	Y		2024-2025
	York	King	Connector		Y	not applicable
Bay	Cannon	King	Urban Avenue		Y	not applicable
	King	Hunter	Connector / Urban Avenue		Y	not applicable
Victoria	Ferrie	Barton	Urban Avenue	Y		not applicable
	Barton	Wilson	Urban Avenue		Y	2024-2026
	Wilson	Main	Urban Avenue		Y	2024-2026
Wellington	Burlington	Barton	Urban Avenue		Y	Timing not determined yet
	Barton	Wilson	Urban Avenue		Y	Timing not determined yet
	Wilson	Main	Urban Avenue		Y	Timing not determined yet



Two-Way Street Conversions and Alternative Complete Street Interventions

