



Hamilton

Barton Street and Fifty Road Improvements RECOMMENDATION REPORT PED25145

**Planning Committee
Tuesday, June 10, 2025**

Barton Street and Fifty Road Improvements

Agenda



1. Background:

- Fruitland-Winona Secondary Plan Overview
- Study Area
- Project Process

2. Recommendations FOR APPROVAL

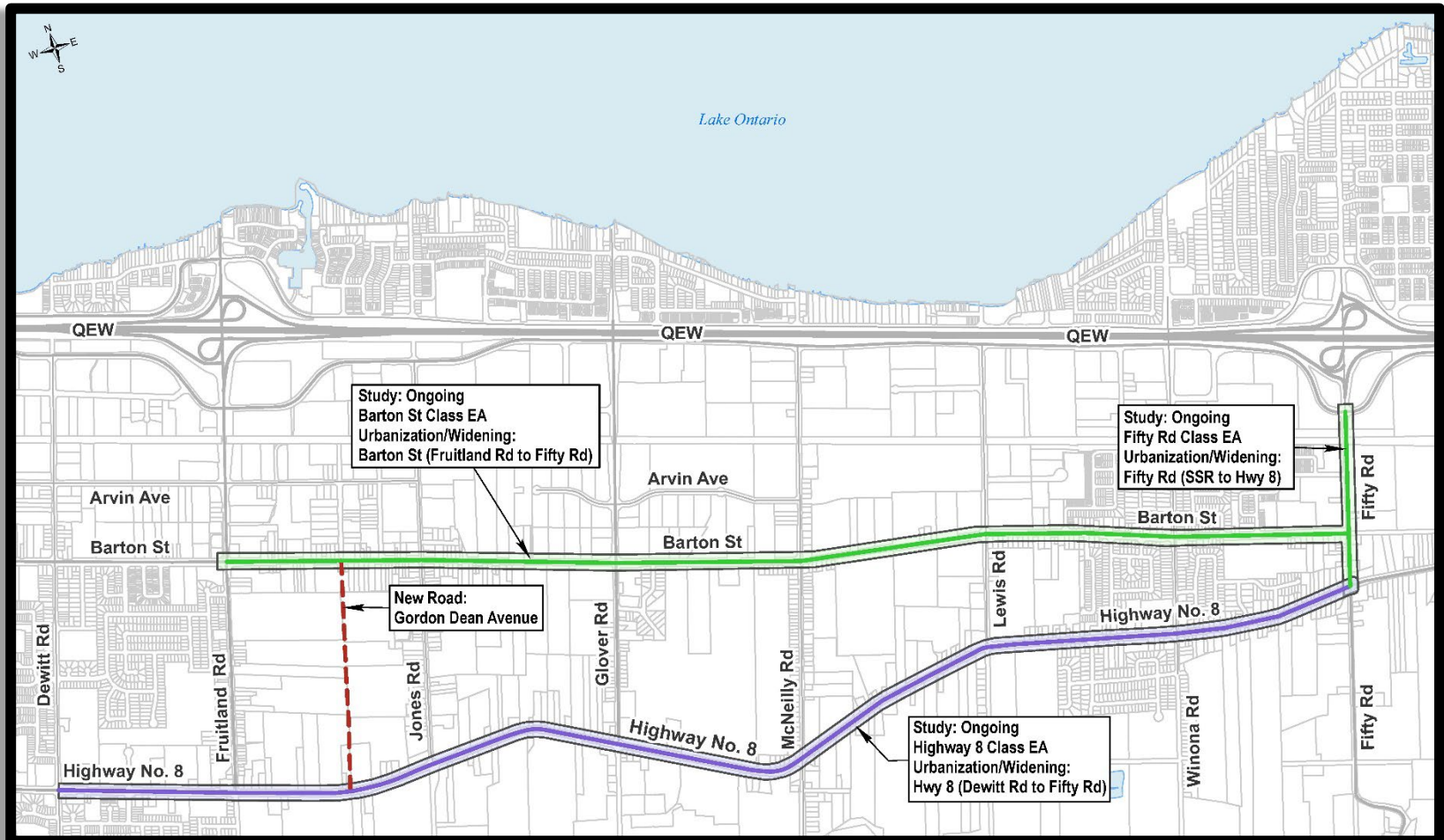
- Study Recommendations
- 30-Day Public Review

3. Next Steps



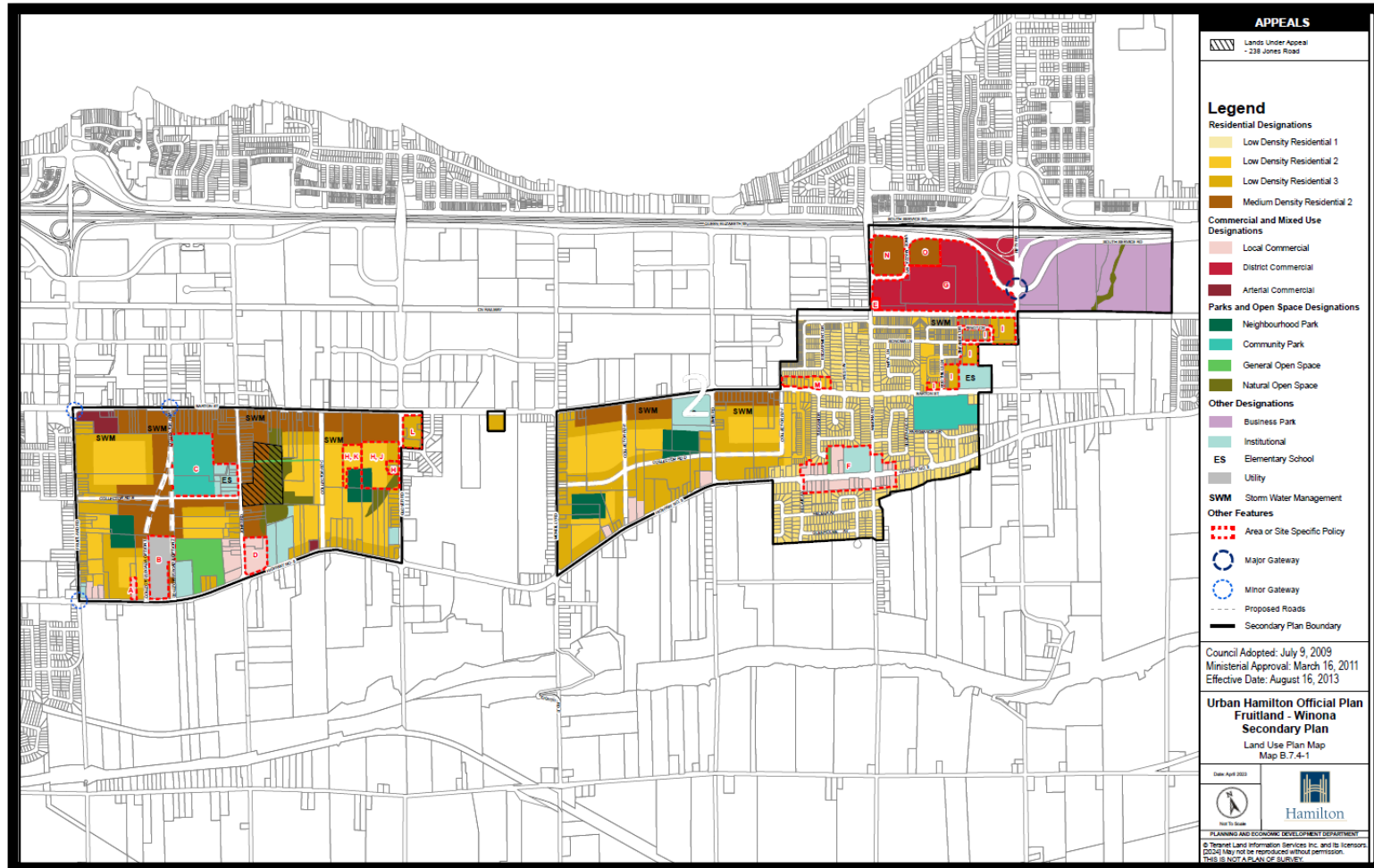
Barton Street and Fifty Road Improvements

Study Area – Bird's Eye View



Barton Street and Fifty Road Improvements

Fruitland-Winona Secondary Plan



Barton Street and Fifty Road Improvements

Study Process and Timeline



Barton Street and Fifty Road Improvements

Study Objectives



- Provide safe, comfortable, accessible, and efficient pedestrian and cycling facilities.
- Improve connectivity.
- Improve safety and reduce delays at intersections, for all vehicles and modes of transportation.
- Create an innovative, landscaped, linear green space along the south side of Barton Street.
- Ensure both commuter and recreational transportation needs are met across all age groups and transportation modes.

City of Hamilton's Community Vision



Community
Engagement and
Participation



Economic Prosperity
and Growth



Healthy and Safe
Communities



Clean and Green



Built Environment and
Infrastructure



Culture and Diversity

Barton Street and Fifty Road Improvements

Public and Stakeholder Engagement (MCEA process)



Stakeholders list included:

- **Community Liaison Committee**
(residents/landowners, businesses and developers)
- **Indigenous Peoples** (All Treaty Nations)
- **Regulatory Agencies** (e.g., Ministry of Transportation, Ontario Hydro, Hamilton Conservation Authority)
- **Study Area Landowners** (120m on each side)

Methods included:

In person and Virtual Meetings, Public Information Centre, Social Media, Direct Mail, Newspapers

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Alternative Solutions Evaluation



Alternatives Considered:

1. Horizontal alignments (location of the road within the corridor).
2. Cross-sections (where the roadway elements will be in relation to each other – pedestrian, cycling, transit, boulevards, trees, and vehicular traffic)
3. Intersection Control
 - roundabouts / signalization / stop signs
 - rail crossing – need for grade separation



Multimodal
Transportation
Services



Socio Economic &
Cultural Environment



Natural
Environment



Engineering



Cost

Barton Street and Fifty Road Improvements

Evaluation Criteria



Transportation and Engineering



- **Connectivity** for all modalities
- Stormwater management
- **Noise Study**
- Efficient movement of **goods, and people**
- All road user **safety**
- Corridor **capacity**
- Compatibility with **Fruitland Winona Secondary Plan Policies, Official Plan, Complete Streets Guidelines and Vision Zero.**

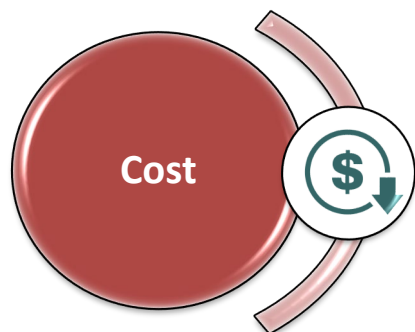
Socio-Economic



- **Impact on residences and existing area business**
- **Emergency service impacts**
- **Consistency** with planned land uses, City-wide Transportation Master Plan, Strategic Network Assessment Plan.

Barton Street and Fifty Road Improvements

Evaluation Criteria Cont'd



- **Cost-effective** infrastructure planning
- **Capital cost**
- **Property** acquisition



- **Archaeology** and **built heritage** (Stage 1 completed, Stage 2 (where needed) at Detailed Design).
- **Cultural features** and landscapes (Streetscape Master Plan to be carried out during Detailed Design).



- **Natural Environment** impacts based on field work.
(This work is to be updated during Detailed Design for Barton and Fifty Road and in subsequent studies for Rail Crossing)
- **Climate Change considerations** **included** trees in their final locations.

Barton Street and Fifty Road Improvements

Barton Street



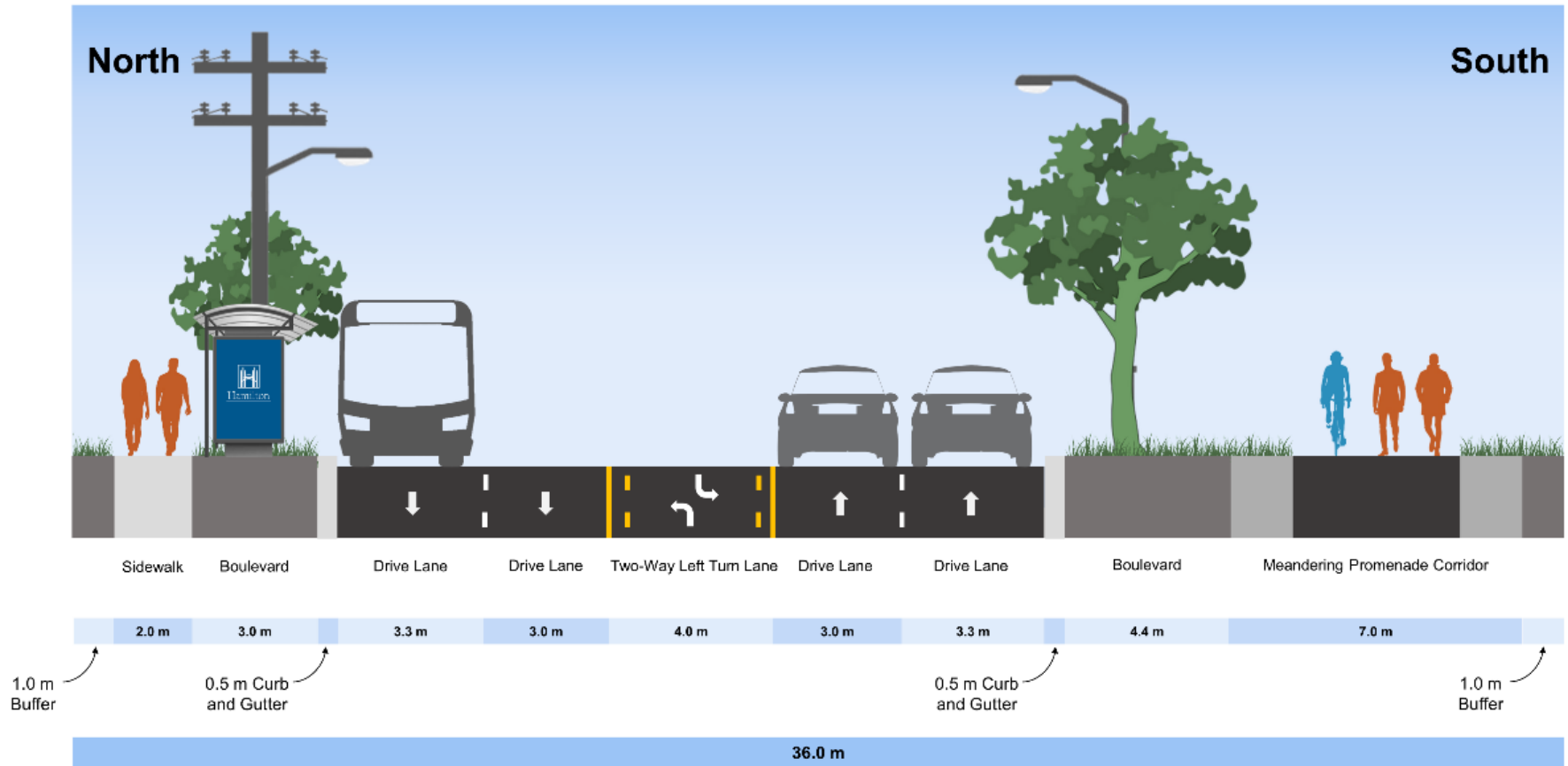
1. **Two-lanes** of vehicular traffic in each direction with a centre turning lane, and medians where feasible.
2. **Sidewalk** on the north side and a meandering **Multi-Use-Path / Promenade** on the south side throughout.
3. **Boulevards** on both sides of the road, with **trees** and **street lighting**.
4. **36.6m** right-of-way.
5. Consistent with the **Complete Street Design Guidelines Manual**.

Barton Street and Fifty Road Improvements

Barton Street



Fruitland Road to Fifty Road – Ultimate Configuration



Barton Street and Fifty Road Improvements

Barton Street

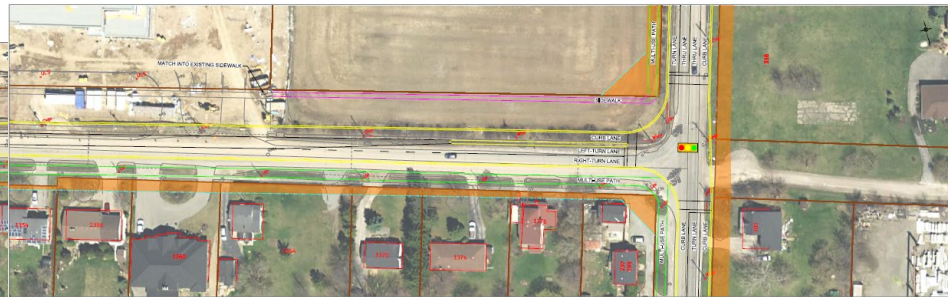
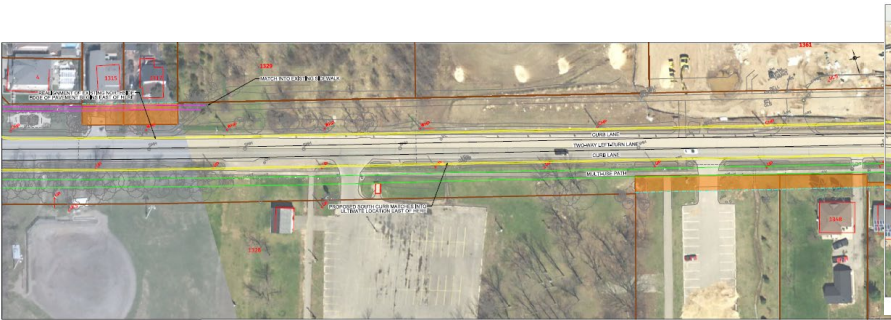
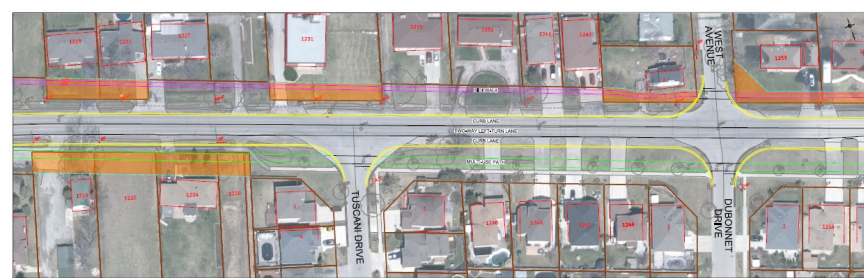
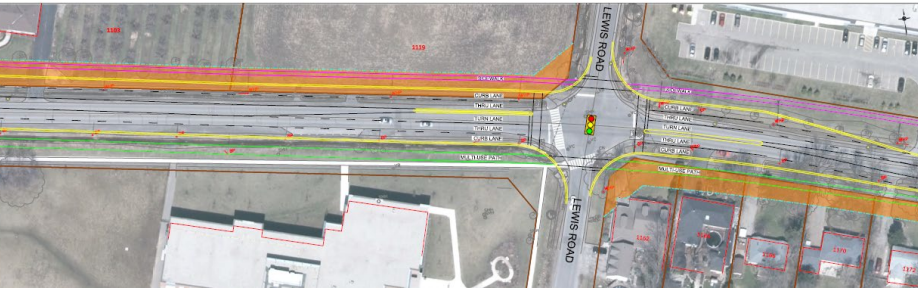


Changes to the recommended design concept driven through public consultation:

- Right-of-way width **decreased** from 40.6m to 36.6m.
- Corridor safety **improved** through combining active transportation features into Multi-use-Path on south side of road
- **Interim configuration to be implemented in the first stage of construction (short to medium term) east of Lewis Road.**

Barton Street and Fifty Road Improvements

Barton Street - Property Impacts East of Lewis Road for Preferred Design

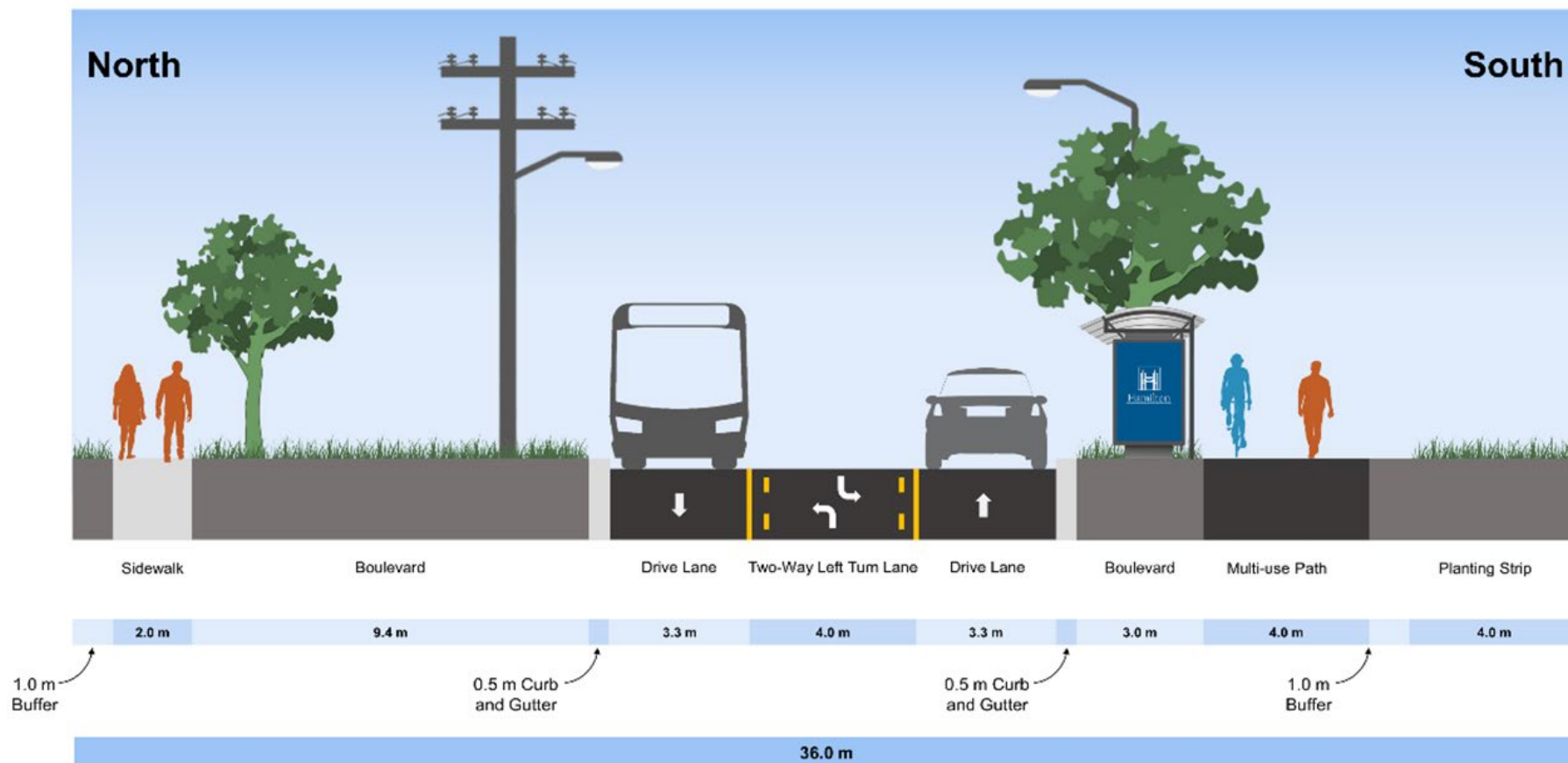


Barton Street and Fifty Road Improvements

Barton Street



Lewis Road to Fifty Road – Interim Configuration



Barton Street and Fifty Road Improvements

Fifty Road



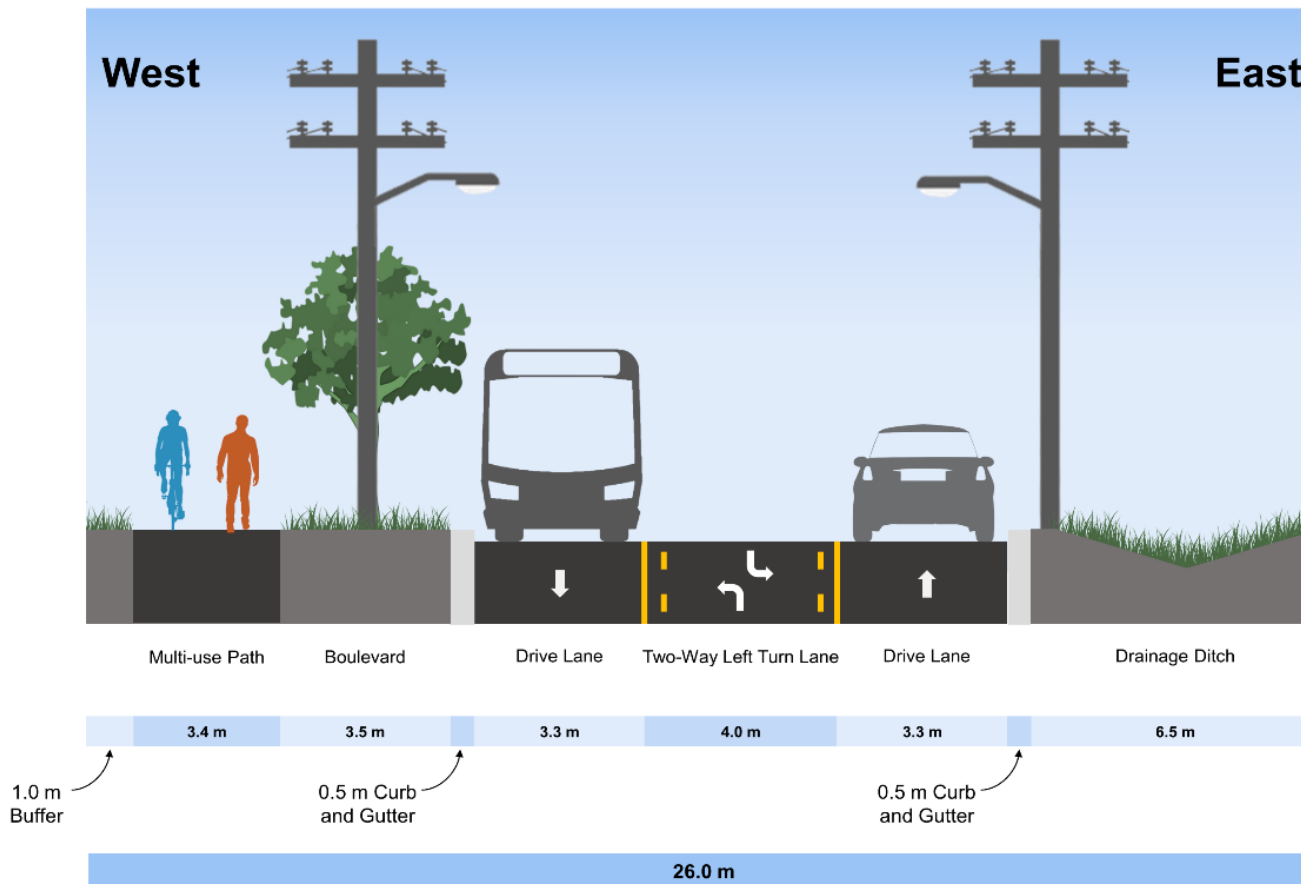
1. A shift of the road centre line to the east.
2. South of Barton – **One-lane** of vehicular traffic in each direction with a centre turn lane south to Highway 8 (three lanes in total); **26m right-of-way**.
3. North of Barton – **Two-lanes** of vehicular traffic in each direction north to South Service Road (four lanes in total); **30m right-of-way**.
4. A **Multi-Use-Path** on the west side throughout.
5. An **intersection realignment** at Highway 8 to improve safety.
6. Consistent with the **Complete Street Design Guidelines Manual**.

Barton Street and Fifty Road Improvements

Fifty Road



South of Barton Street – Ultimate Configuration

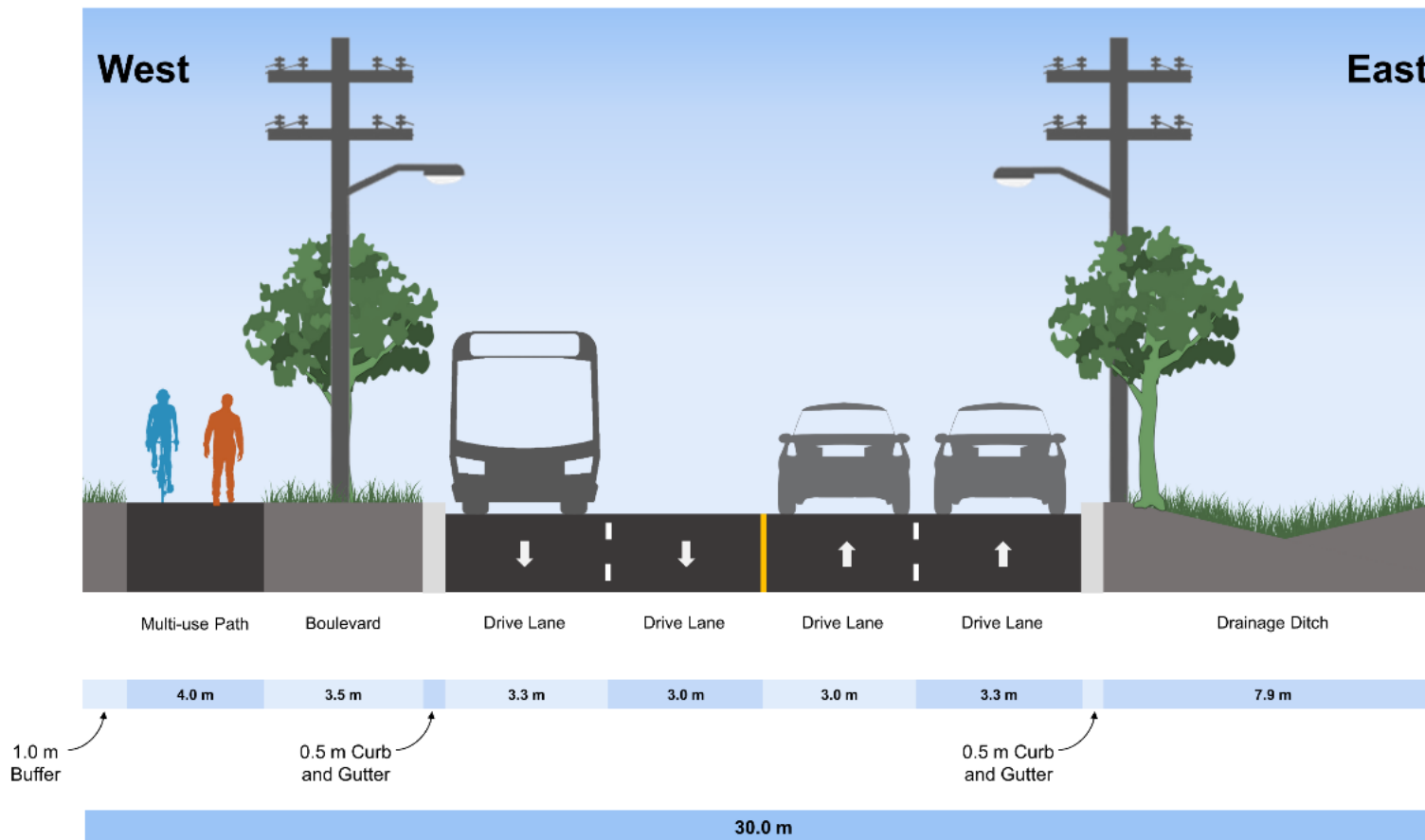


Barton Street and Fifty Road Improvements

Fifty Road



North of Barton Street – Ultimate Configuration



Barton Street and Fifty Road Improvements

Fifty Road



CN Rail Crossing

- Potential **new grade-separation** with Fifty Road extending under the CN Rail driven by growth in rail traffic.
- Future Class EA Study if / when **rail traffic increases**. Study would confirm need, assess impacts of alternative designs, including property requirements and cost of construction.



Barton Street and Fifty Road Improvements

SUMMARY



Barton Street and Fifty Road Recommended Improvements:

1. **Comply with / consistent with** preceding Council-approved policies:
 - Fruitland-Winona Secondary Plan and Urban and Rural Hamilton Official Plans,
 - Complete Streets Design Guidelines Manual
 - Climate Change Strategy
 - Vision Zero Action Plan
 - Strategic Transportation Network Review
2. **Exceed the public engagement requirements** of the appropriate phases of the Municipal Class Environmental Assessment process by providing transparent and thorough decision-making process.

Barton Street and Fifty Road Improvements RECOMMENDATIONS TO COUNCIL



1. That the Environmental Study Report respecting the Municipal Class Environmental Assessments for Barton Street and Fifty Road Improvements (Phases 3 and 4), and Fifty Road / CN Rail Crossing (Phases 1 and 2), included as Appendix A to PED25145, **BE APPROVED**; and that the General Manager of Planning and Economic Development be authorized to place the Environmental Study Report out for minimum 30-day public review.

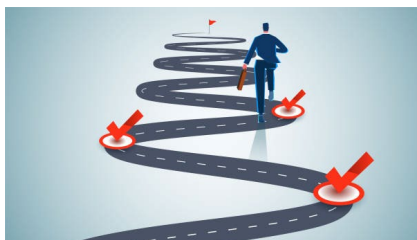




Barton Street and Fifty Road Improvements

Next Steps

1. Post Report for **Minimum 30-day Public Review**
 - Address any comments received including Section 16 Orders (appeals) based on Indigenous Rights and Treaties.
 - Minor Amendments: update Environmental Study Report, post online, notify Ward Councillor.
 - Major Amendments: update Environmental Study Report, repeat public notifications per Slide 7.
2. Detailed Design and property acquisition
3. Construction



Barton Street and Fifty Road Improvements



Questions?

