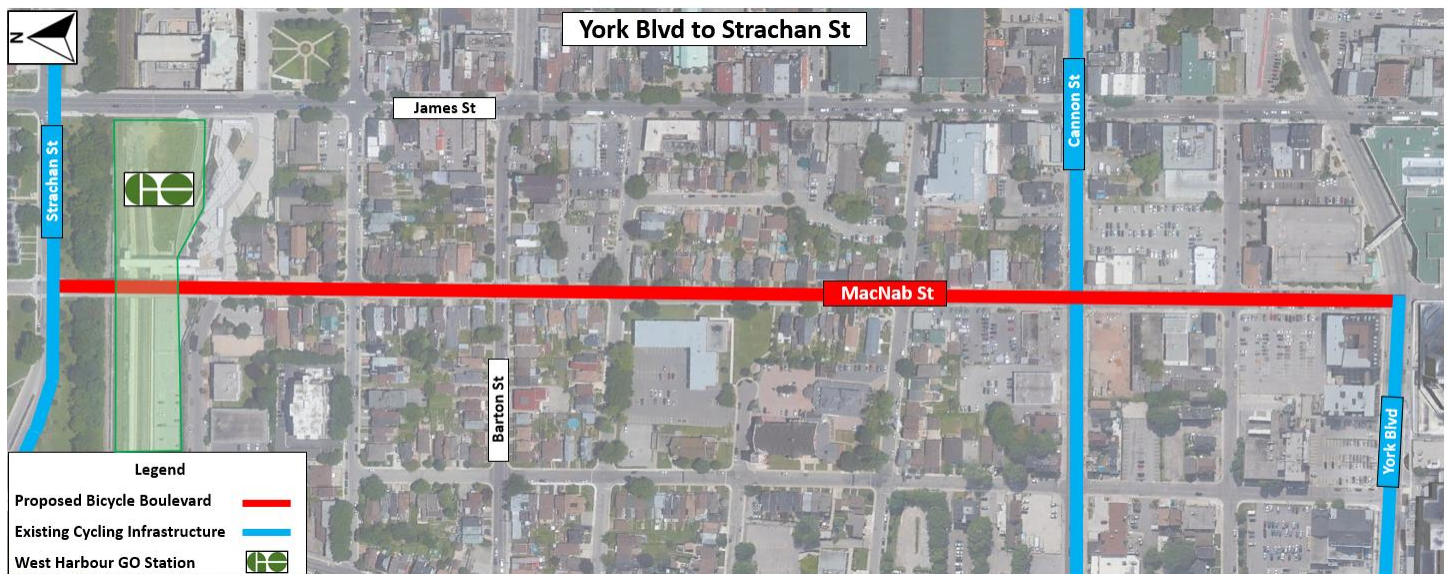


## MacNab St

### Project Details

<b>Project</b>	<b>MacNab St:</b>	<b>Ward:</b> 2
<b>Boundary:</b>	York Blvd to Strahan St	
<b>Phase:</b>	Design 2025 / Implementation 2026	<b>Project Length:</b> 940m

### Key Map



### Description

The purpose of this project is to provide a direct connection between the York Blvd bike lanes and the West Harbour GO station. This project will help accomplish this by proposing a Bicycle Boulevard along MacNab St between York Blvd and Strahan St. This is phase 1 of a three phased project.

Phase 2 includes completing the connection from Strachan St to Guise St along James St N, implementing separated cycling facilities along the west side of James St N. Phase 3 includes converting the portion of MacNab St between York Blvd and Cannon St from a Bicycle Boulevard to separated cycling facilities. See *Project Phasing section of the Feasibility Plan*.

### Sustainable Mobility Contacts

**Danny Pimentel**, Senior Project Manager, Integrated Active Transportation

**Evan Nopper**, Project Manager, Active Transportation

[sustainable.mobility@hamilton.ca](mailto:sustainable.mobility@hamilton.ca)

### Strategic Alignment

#### Strategic Plan: Council Priorities

This project would support of number of council priorities:

- Priority 1: Sustainable Economic and Ecological Development
  - Outcome 3: Accelerate our response to climate change
- Priority 2: Safe & Thriving Neighborhoods

- Outcome 2: Make sure people can safely and efficiently move around by foot, bike, transit or car
- Accelerating the delivery and installation of cycling infrastructure, as identified within the Cycling Master Plan

### Capital Plan

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

### Overall Project Phasing



The overall project phasing details below:

#### Phase 1: MacNab St - York Blvd to Strachan St

- Infrastructure type: Bicycle Boulevard (Shared)
- Includes a connection from York Blvd to the West Harbour GO Station
- Anticipated 2026 implementation

#### Phase 2: James St – Strachan St to Guise St

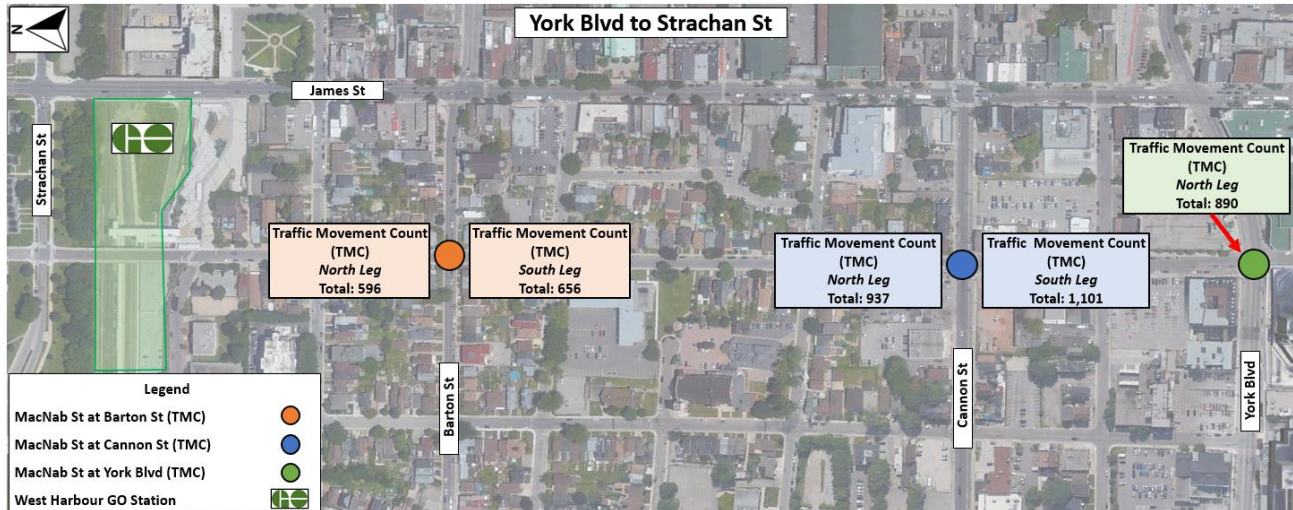
- Infrastructure type: One-Sided Two-Way Cycle Track on the west side of James St. (Separated)
- Includes a connection directly from West Harbour GO Station to Hamilton Waterfront
- Implementation timeline unknown

#### Phase 3: MacNab St – York Blvd to Cannon St

- Infrastructure type: Parking Protected bicycle lane on the west side; painted buffer with barriered biked lane on the east side (Separated)
- Will include either bump out removal or bump out mount on the east side of MacNab St between York Blvd and Vine St
- The current HSR route will be removed along MacNab St through the HSR (Re)envision plan
- Implementation timeline unknown

## Cycling Facilities Selection Tools

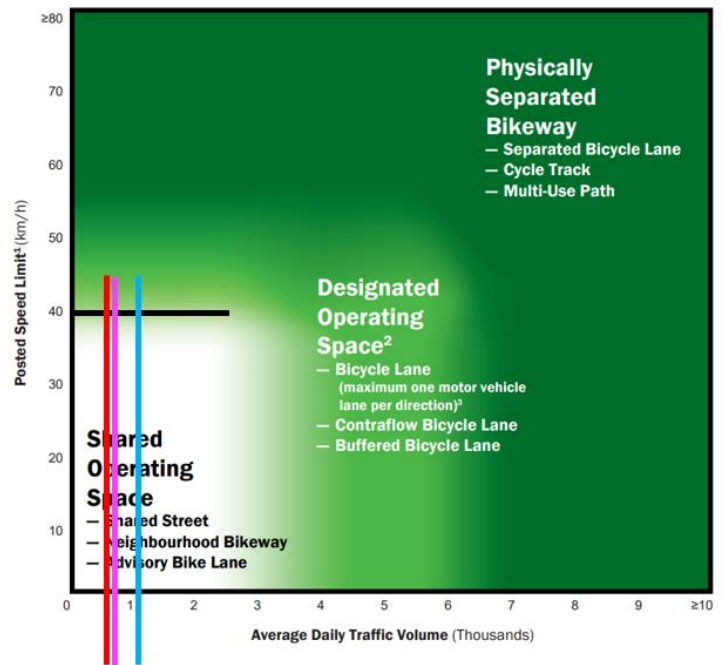
### Corridor Review: Volumes



### Nomograph Alignment – OTM Book 18

**LEGEND**

- Between York Blvd & Cannon St – 40 km/h
- Between Cannon St & Barton St – 40 km/h
- Between Barton St & Strachan St – 40 km/h



### Rationale

According to the Cycling Facilities Nomograph in OTM Book 18, the MacNab St corridor between York Blvd and Strachan St is best suited for shared-use facilities, such as a bicycle boulevard, based on its segment characteristics. This corridor is identified in the Cycling Master Plan (CMP) for cycling facilities, thus implementing bicycle boulevards will help achieve the goals of the CMP.

Bicycle Boulevards are typically low-traffic, residential streets or routes that have been modified to provide a safer, more comfortable environment for cyclists. They typically do involve the removal of parking and vehicle lanes will not be removed.

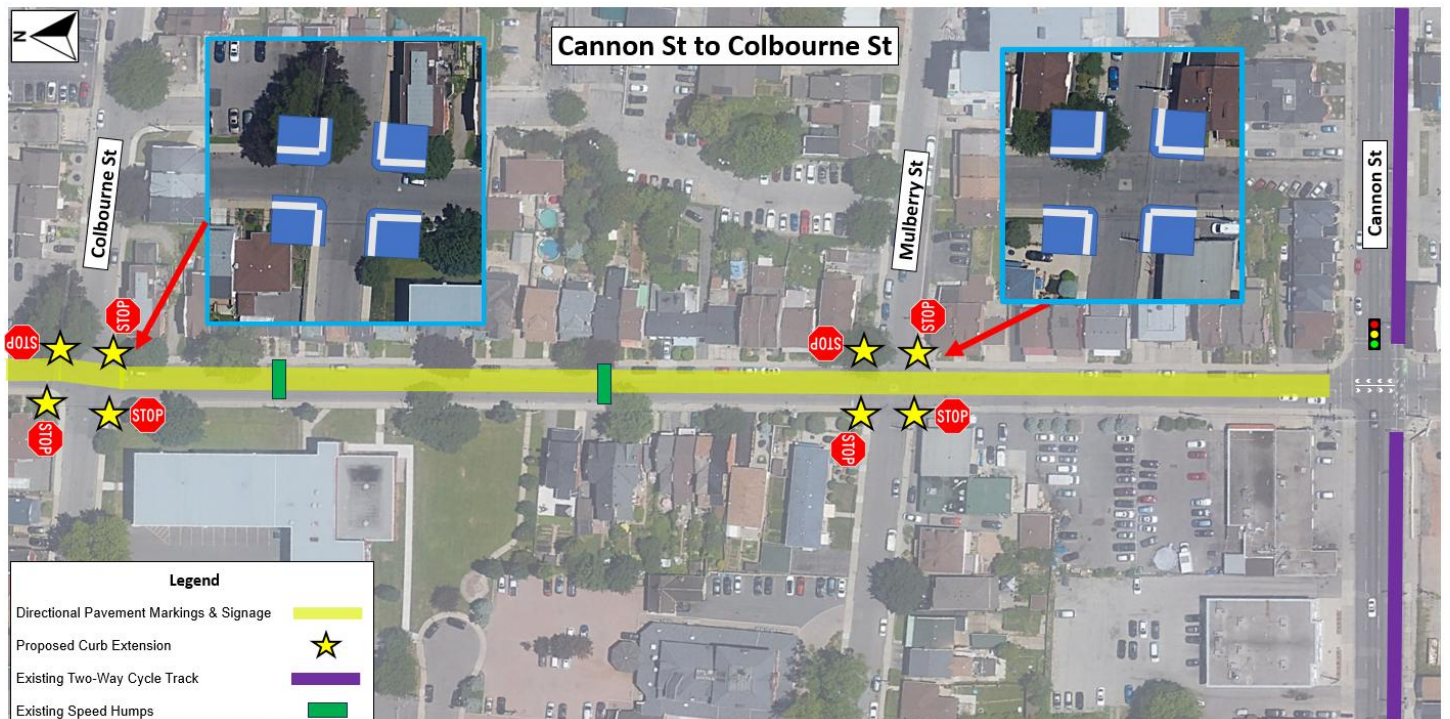
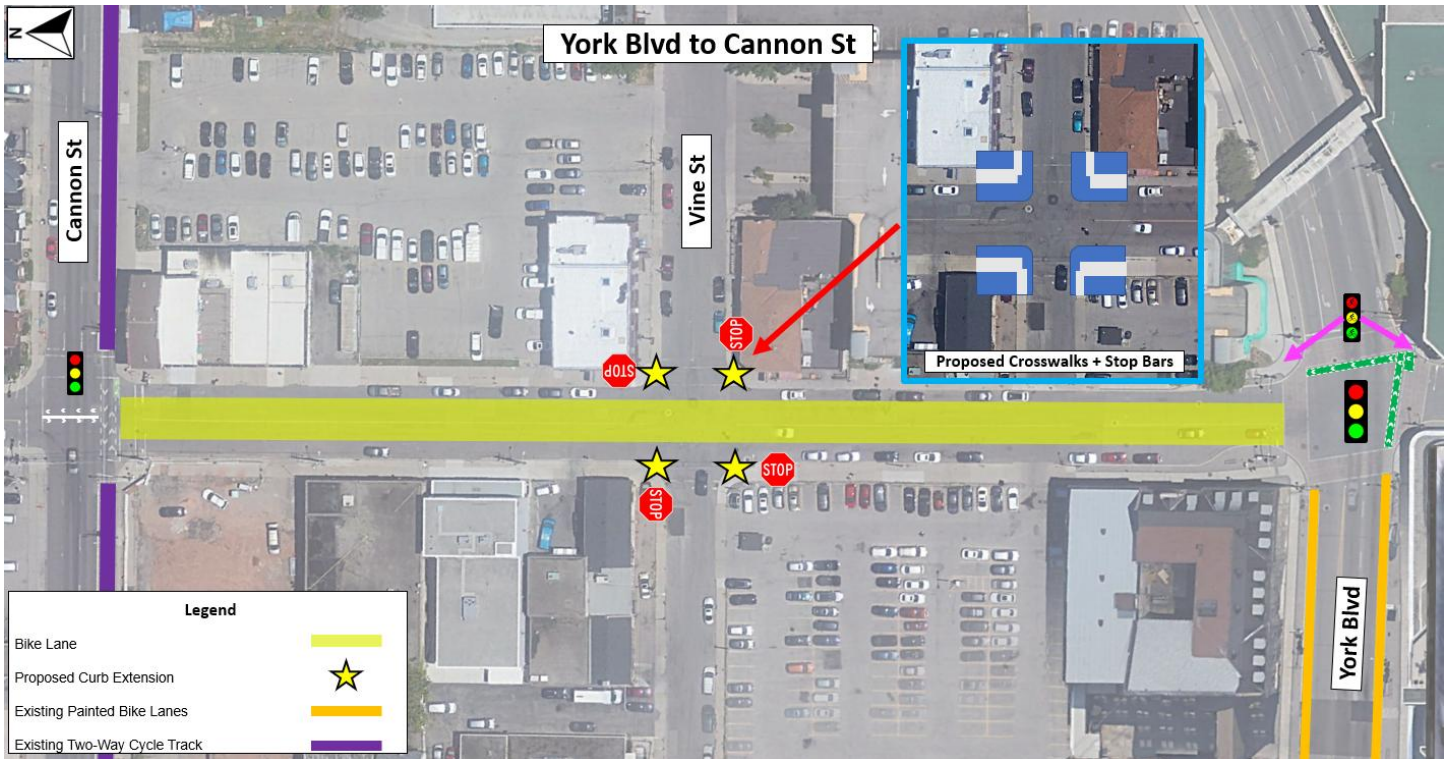
In addition, 85th percentile speed data has not yet been studied for the corridor, thus for the purpose of this feasibility plan, posted speed limit was used to complete the TAC Manual nomograph. According to the TAC Manual nomograph, the entire corridor should consist of a buffered bicycle lane based off the posted speed limit throughout. However, due to the tight road constraints, there is no space within the roadway for buffered bicycle lanes along MacNab St between Cannon St and Strachan St.

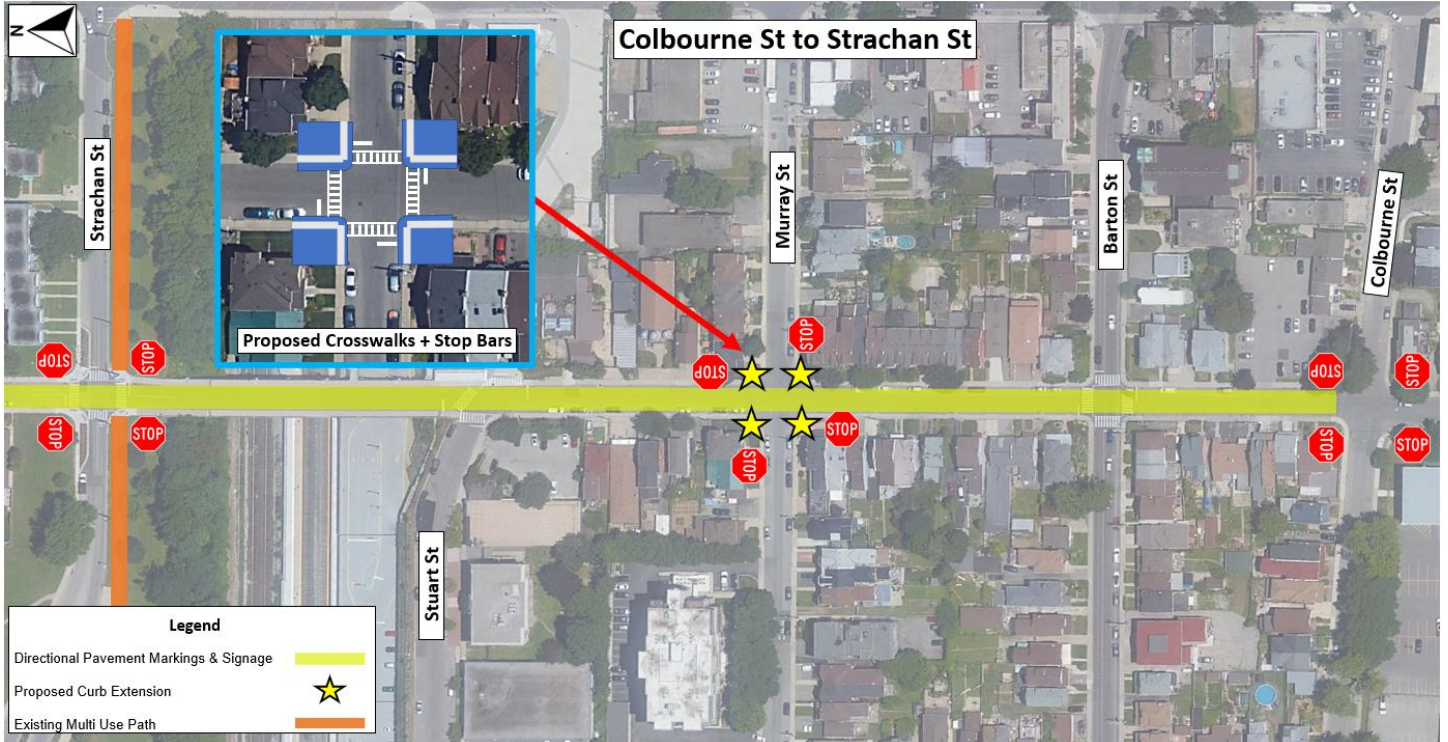
Phase 2 of this project, which includes the implementation of a one-sided, two-way cycle track along the west side of James St between Strachan St and Guise St completes a vital connection from the various amenities and services downtown Hamilton to the waterfront. The Hamilton Waterfront has been subject to various improvements over the last couple years, which includes a connected Multi-Use Path system, new public amenity space and the future Pier 8 development, which will include approximately 1,500 new residential units and 13,000 square metres of commercial and institutional space.

Phase 3 will include replacing the Bicycle Boulevard infrastructure between York Blvd and Cannon St with on-street separated bicycle lanes. These separated bike lanes would include barriers on the east side and parking protected on the west side. There is an existing midblock bump-out on the east side between Vine St and York Blvd that HSR currently utilizes for boarding and alighting at the adjacent bus stop. However, this route is scheduled to be removed through the HSR (Re)Envision plan and will no longer be required. The goal is to implement on-street separated bicycle lanes once HSR no longer operates in this section and utilize the existing bump-out as part of the design without creating a conflict to current HSR service. This section of the corridor may also experience increased traffic volumes as adjacent properties are developed (i.e. Hamilton City Center, Arena Entertainment District and 58 York Blvd), all within proximity of MacNab St between York Blvd and Cannon St. The potential increased traffic volumes will further the need to implement enhanced bicycle lanes.

Furthermore, the implementation of this project will provide cyclists with a safer connection to various amenities downtown such as, the Farmer's Market, Arena Entertainment District, Jackson Square), parks, Hamilton Waterfront, West Harbour GO Station, Central Business District (employment), and various commercial districts within the downtown neighborhood. It will also provide connections to existing bicycle infrastructure that connect to the corridor. In addition, a bicycle boulevard along with traffic calming elements along this corridor provides a safer alternative for travel and contributes to building healthy and sustainable communities while creating a balanced multi modal transportation system.

Detailed Maps

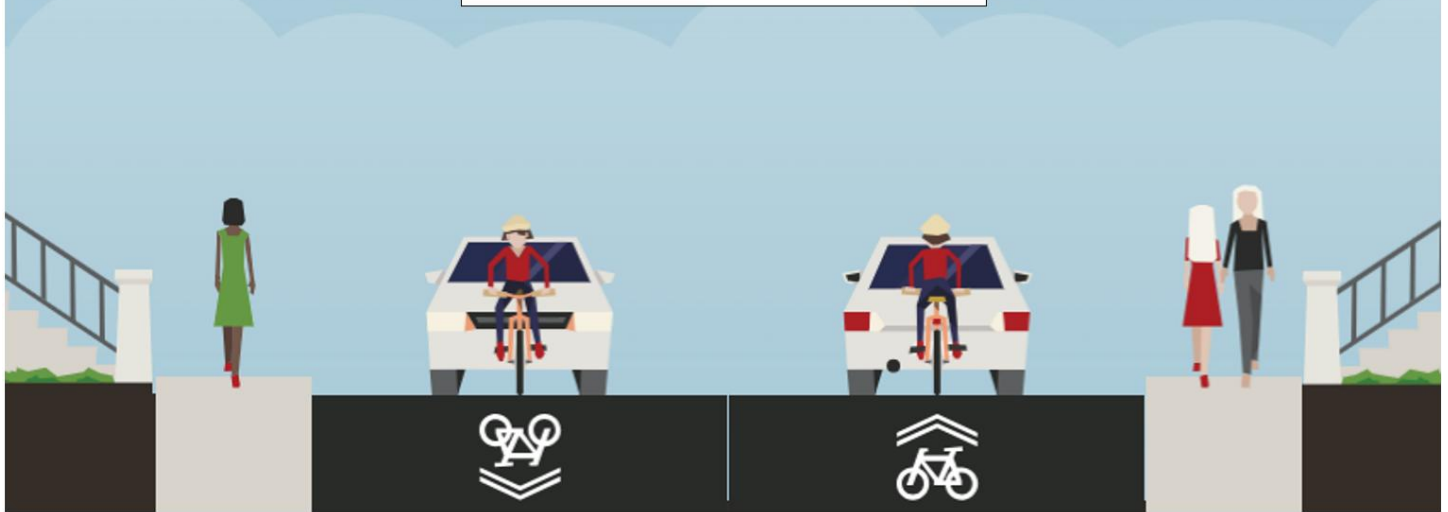




### Cross Section Details



**Cannon St to Strachan St**



1.5m  
Sidewalk

7.5m to 9.5m Roadway Width

1.5m  
Sidewalk

**Precedent Images**

**Inverness Ave – Bicycle Boulevard:**



**Breadalbane Ave – Bicycle Boulevard:**

