

Limeridge Rd

Project Details

Project Limeridge Rd: Upper Wentworth St to
Boundary: Mountain Brow Blvd.

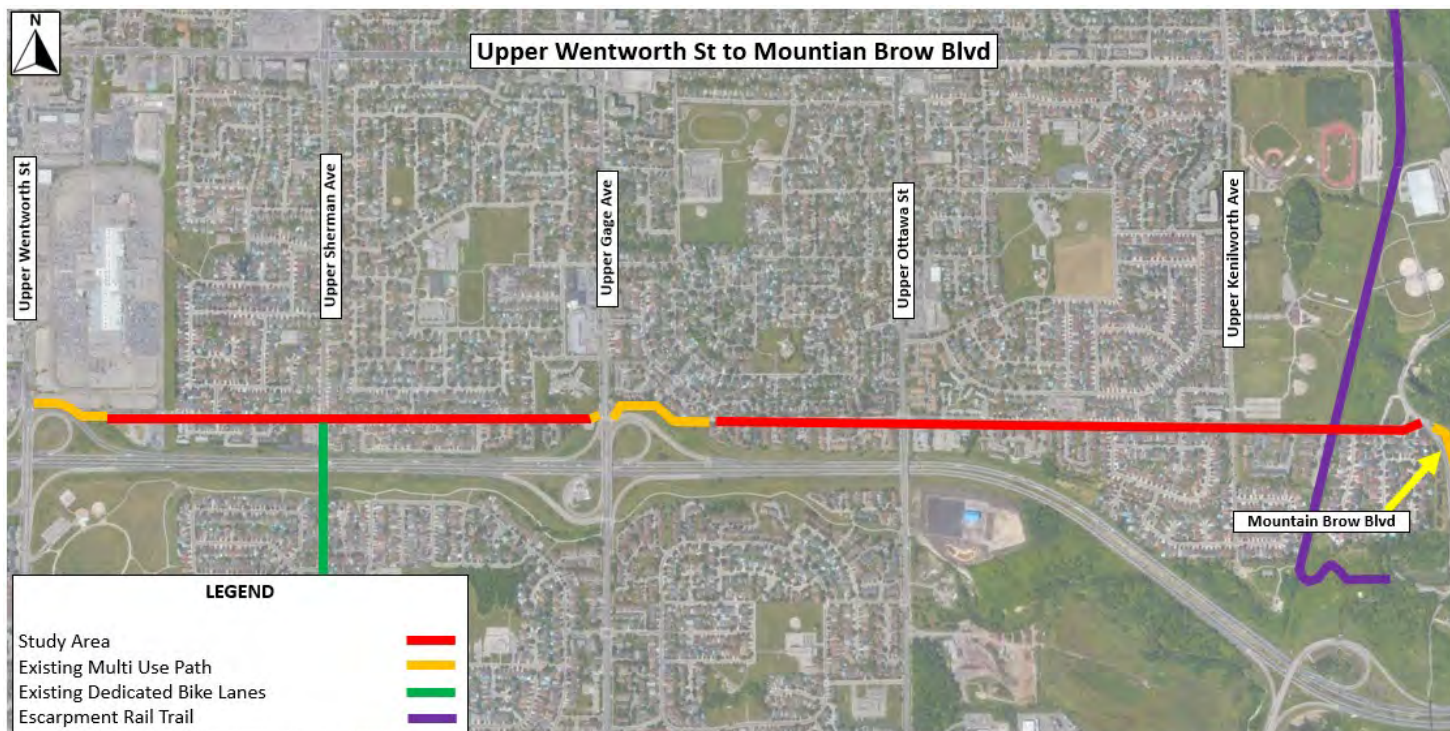
Ward: 6 & 7

Phase: Design 2025 / Implementation 2026

Project Length: 3.9 km

Key Map

Upper Wentworth St to Mountain Brow Blvd:



Description

The purpose of this project is to implement a one-sided two-way bicycle path along the south side of Limeridge Rd between Upper Wentworth St and Upper Kenilworth Ave, along with a Multi-Use Path (MUP) along the north side of Limeridge Rd between Upper Kenilworth Ave and the Escarpment Rail Trail. A protected intersection is proposed at Limeridge Rd and Upper Kenilworth Ave to accommodate the transition of facility type and side. There is a planned connection from the Escarpment Rail to Mountain Brow Blvd, in a future phase of this project.

Sustainable Mobility Contacts

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Strategic Alignment

Strategic Plan: Council Priorities

This project would support a number of council priorities:

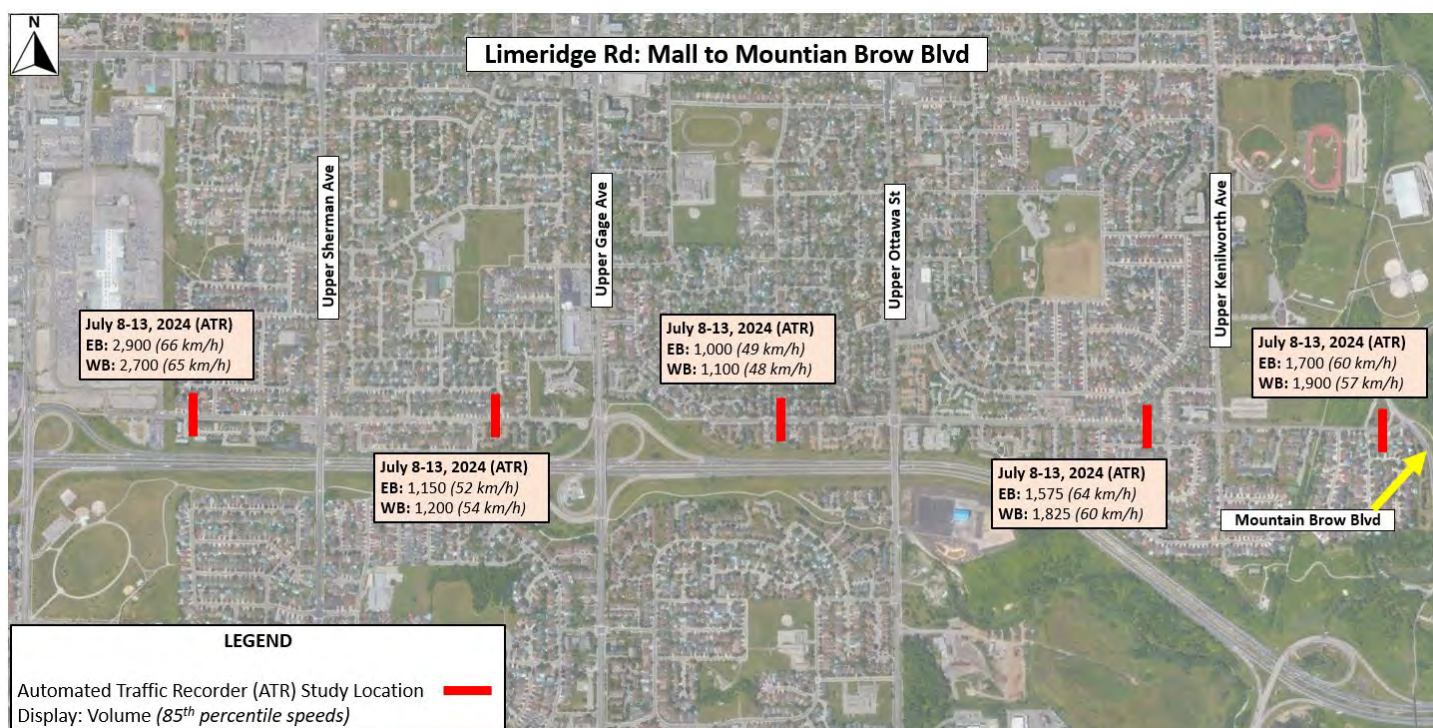
- Priority 1: Sustainable Economic and Ecological Development
 - Outcome 3: Accelerate our response to climate change
- Priority 2: Safe & Thriving Neighborhoods
 - Outcome 2: Make sure people can safely and efficiently move around by foot, bike, transit or car
- Accelerating the delivery and installation 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.

Cycling Facilities Selection Tools

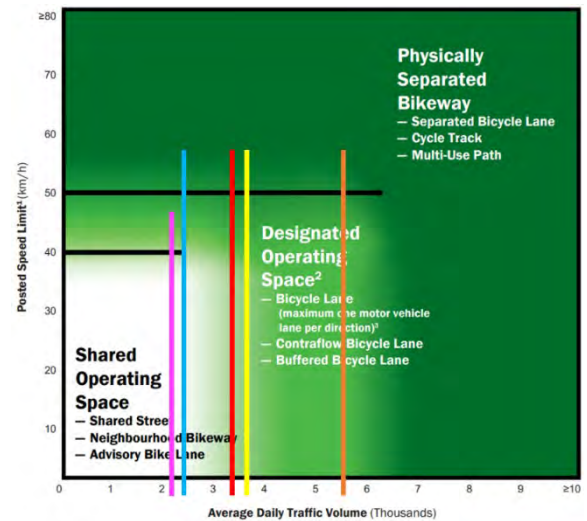
Corridor Review: Volumes & 85th Percentile Speeds



Nomograph Alignment – OTM Book 18

LEGEND

Upper Wentworth St to Upper Sherman Ave	
Upper Sherman Ave to Upper Gage Ave	
Upper Gage Ave to Upper Ottawa St (40 km/h)	
Upper Ottawa St to Upper Kenilworth Ave	
Upper Kenilworth Ave to Mountain Brow Blvd	



Rationale

According to the cycling facilities nomograph (OTM Book 18), Limeridge Rd should consist of designated facilities such as a bicycle lane, contraflow lane or buffered bicycle lane based on the segment characteristics. According to the TAC Manual nomograph, Limeridge Rd should consist of a protected bicycle lane based off the 85th percentile speed recorded. The proposed concept design for Limeridge Rd (based off roadway characteristics) is a one-sided two-way cycle track along the south side of Limeridge Rd between Upper Wentworth St and Upper Kenilworth Ave. In addition, a Multi-Use Path (MUP) is proposed along the north side of Limeridge Rd between Upper Kenilworth Ave and Corinthian Dr, with future plans to connect the MUP to Mountain Brow Blvd. This would include proposed modifications to the intersection of Limeridge Rd and Mountain Brow Blvd, which would include a review of the potential of a controlled crossing as well as the removal of the southbound right turn channelization.

The option to implement a one-sided two-way cycle track solely on the south side of Limeridge Rd allows for a number of benefits, such as:

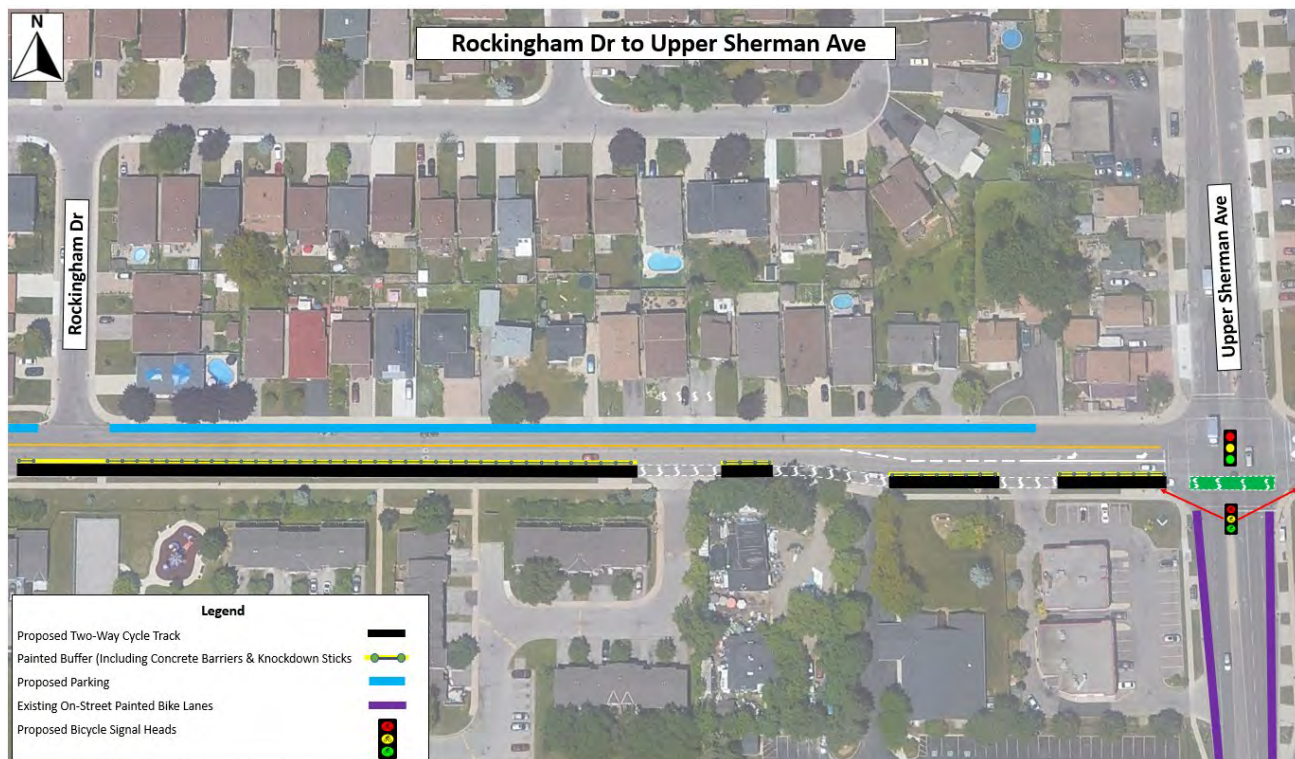
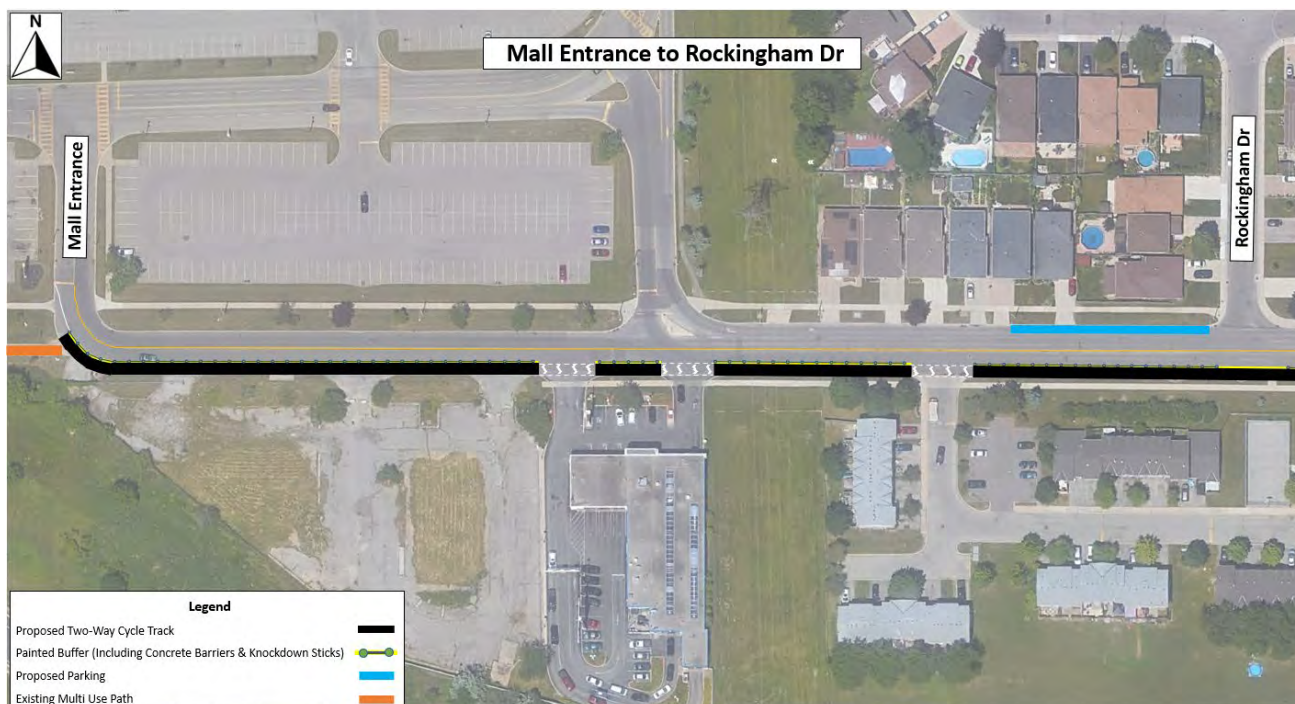
- Allows for seamless connections at existing multi-use paths at Upper Wentworth St and Birchview Dr, along with a future Active Transportation bridge over the LINC near Upper Wentworth St
- Minimal impacts to the median on the west side of the intersection of Upper Ottawa St at Limeridge Rd
- Better connections to existing bicycle infrastructure along Upper Sherman Ave
- Minimal driveway impacts west of Upper Sherman Ave.
- There will be less materials required (i.e. concrete curbs, flex posts, paint and signage) than if providing unidirectional bike lanes on each side of the street.

Furthermore, the implementation of a one-sided two-way cycle track will provide cyclists with a safer connection to and from Limeridge Mall, Limeridge Mall Transit Terminal, various parks (Berrisfield Park, Mohawk Sports Complex, etc), and existing cycling infrastructure that connect to the corridor such as the Escarpment Rail Trail & Upper Sherman Ave dedicated bicycle lanes. In addition, cycling infrastructure along Limeridge Rd will provide a safer alternative for travel and contributes to building healthy and sustainable communities while creating a balanced multi modal transportation system.

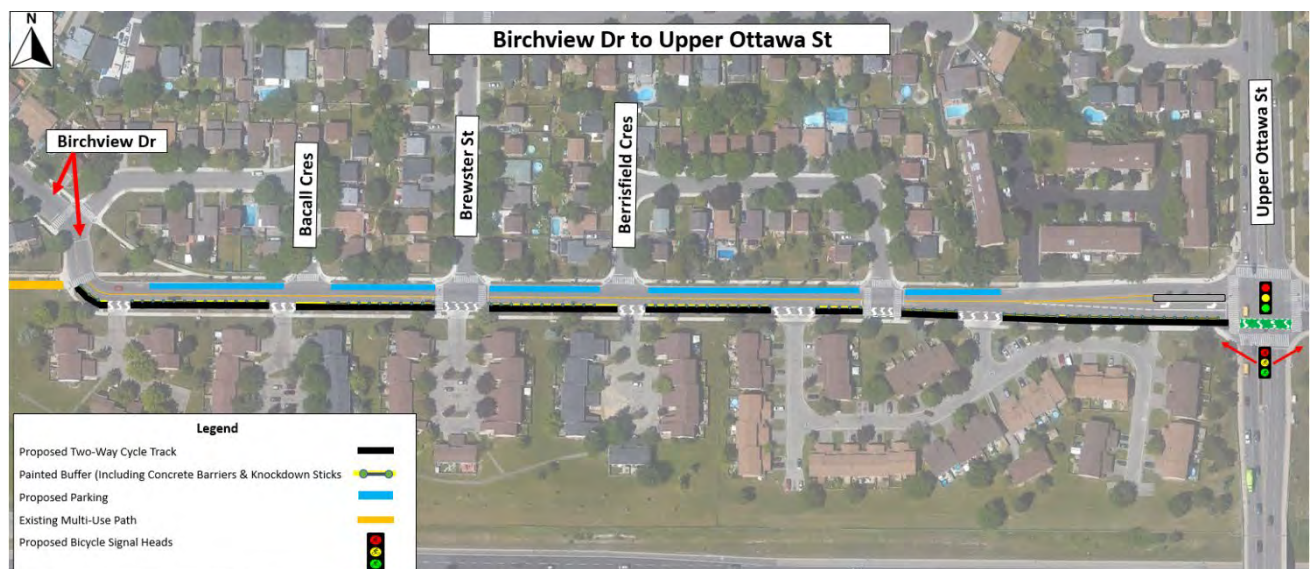
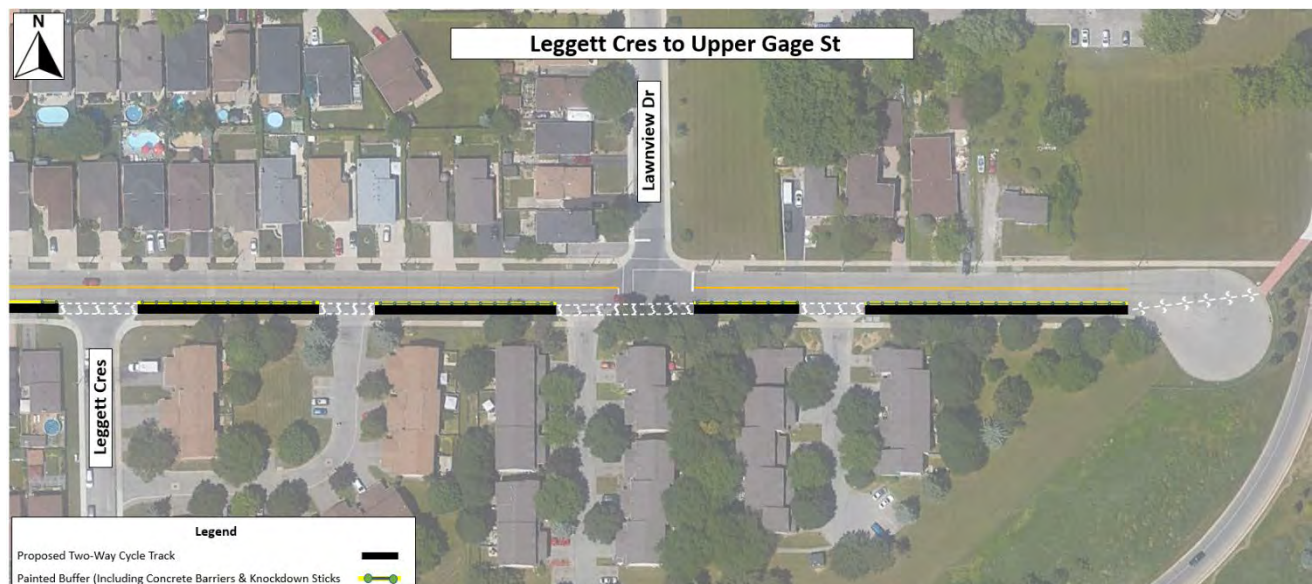
Parking Impacts (Proposed Concept)

This project is proposing to consolidate all on-street parking to the north side, with no permitted on-street parking on the south side of Limeridge Road from Upper Wentworth Street to Upper Sherman Avenue and Upper Gage Avenue to Upper Kenilworth Avenue. The section between Upper Sherman Avenue and Upper Gage Avenue will see no change to existing parking restrictions.

Detailed Maps - Concept Plan



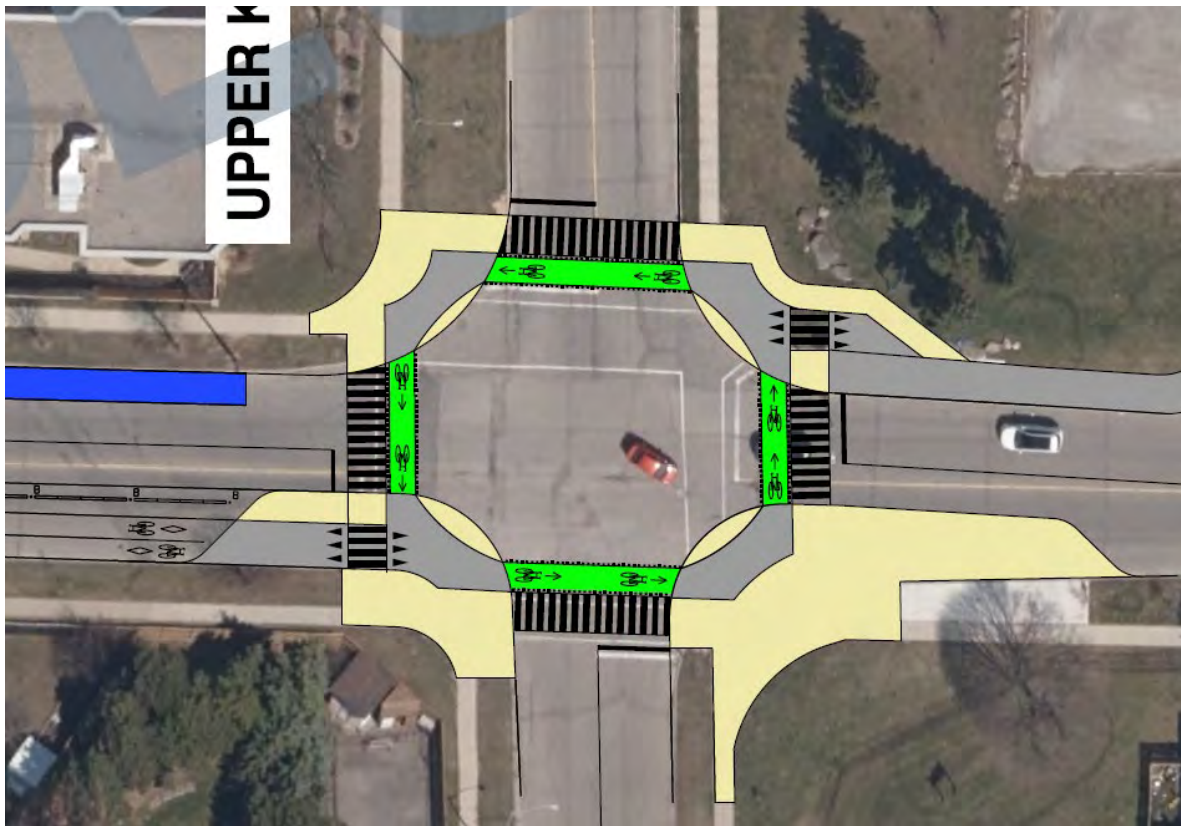
Detailed Maps - Concept Plan



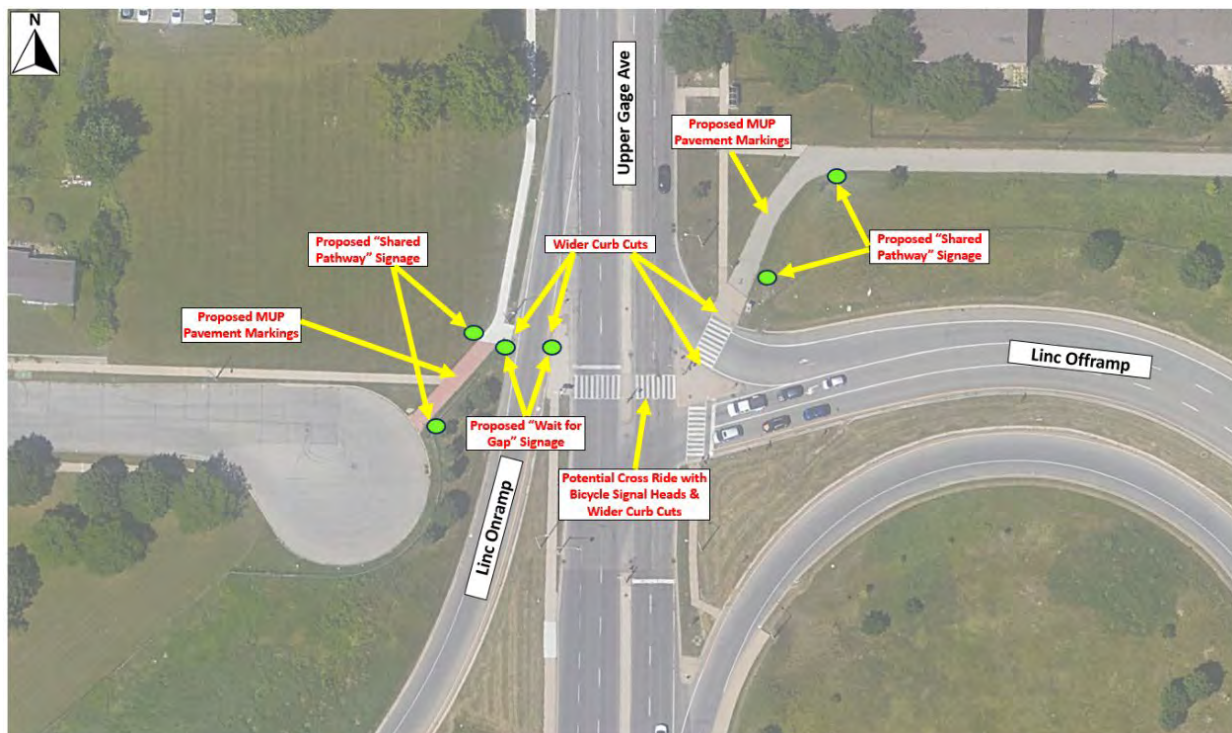
Detailed Maps - Concept Plan



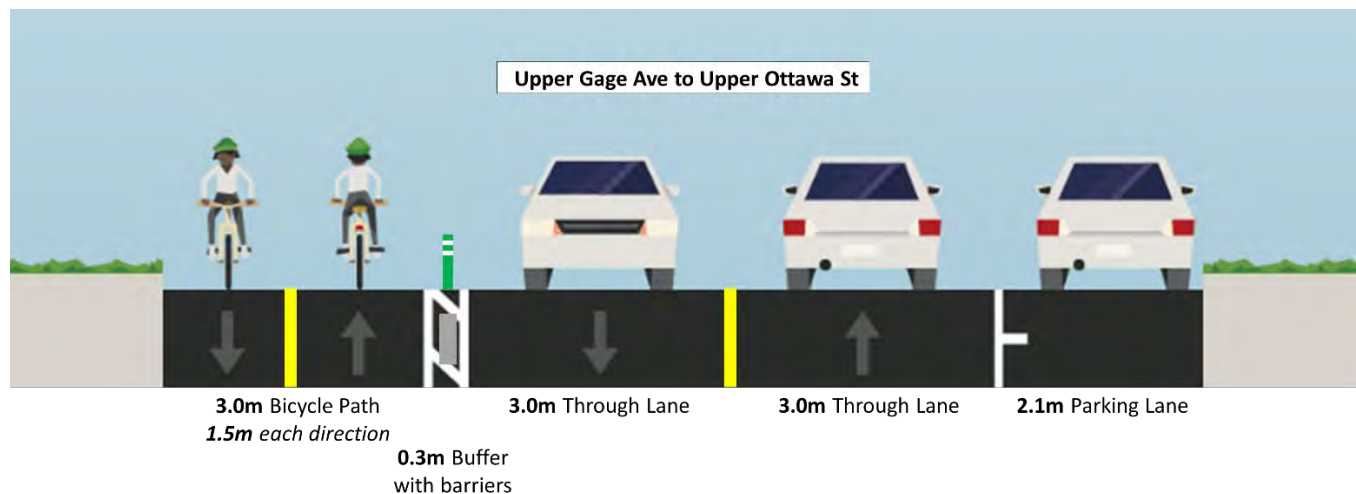
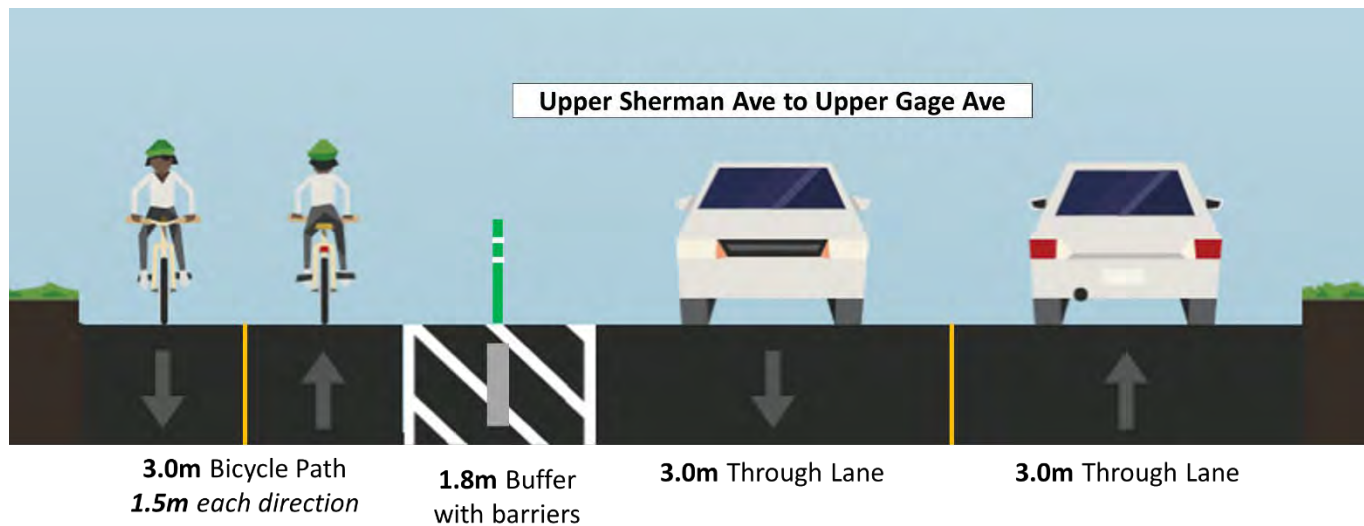
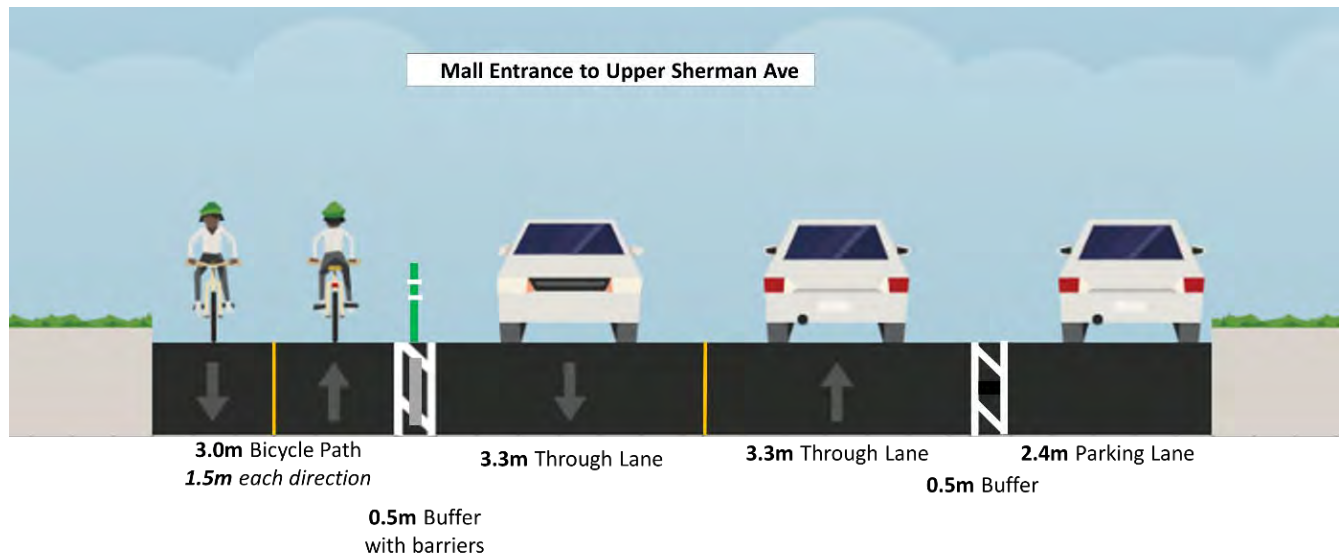
Protected Intersection Design – Limeridge Rd at Upper Kenilworth Ave



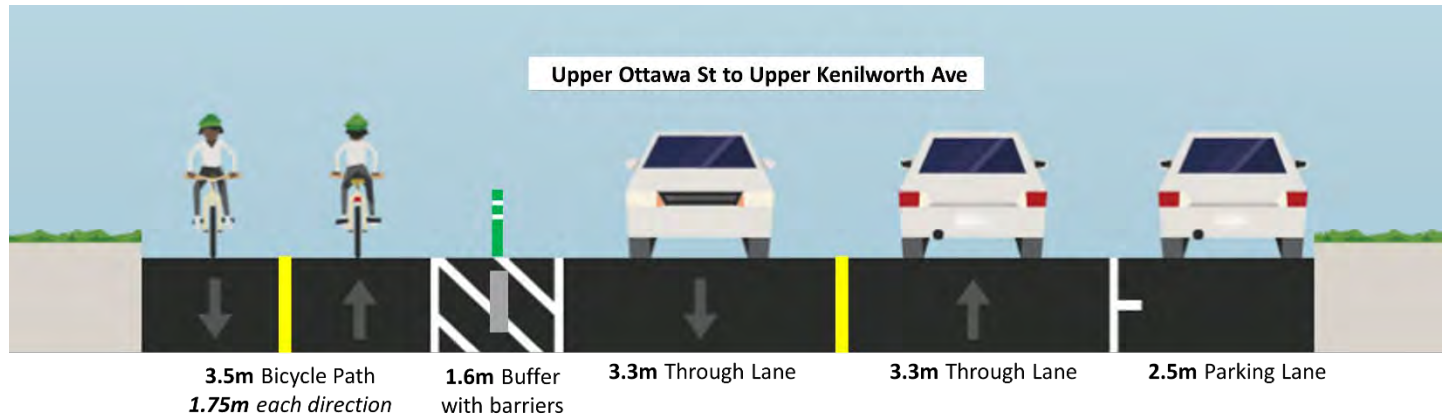
Intersection Consideration: Upper Gage Ave at Lincoln Alexander Pkwy Interchange



Cross Section Details



Cross Section Details



Precedent Images

Emerson St – Two-Way Cycle Track:



Victoria Ave – Two-Way Cycle Track:

