

Barton Street Functional Design Review

Red Hill Valley Parkway to Westerly Limits

Public Information Centre #2

Date: *Tuesday November 25, 2025*

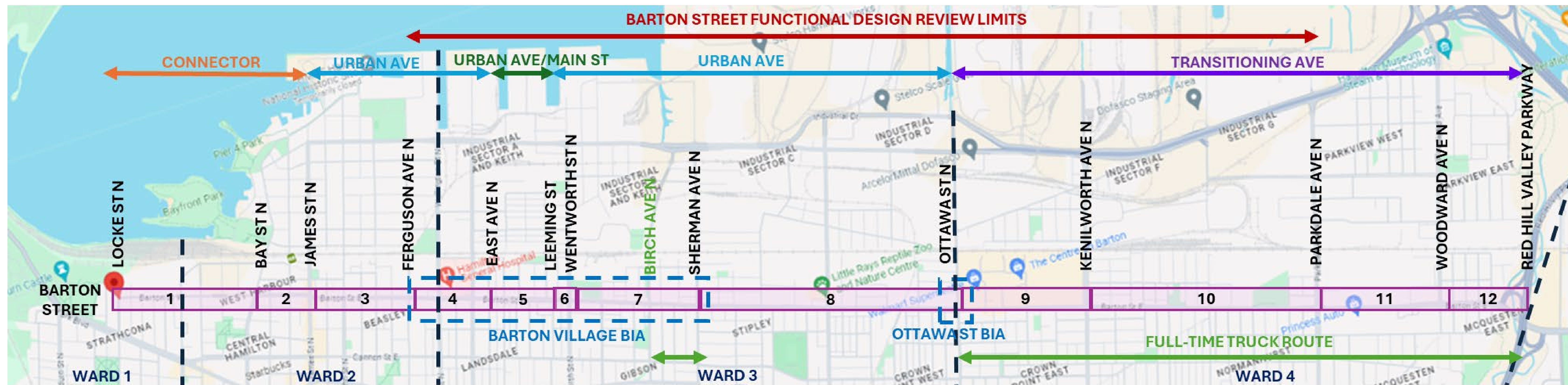
Location: *Westinghouse HQ, 286 Sanford Ave N, Hamilton*

Open House from: *6:30 PM to 8:30 PM*

BARTON STREET FUNCTIONAL DESIGN REVIEW STUDY

The City of Hamilton has reviewed road configuration options for the Barton Street corridor from the Red Hill Valley Parkway to Locke Street North. The functional design review limits are from Ferguson Avenue to Parkdale Avenue, however the areas beyond the limits were assessed as well. The goal and intended outcome of the study is to identify a preferred design plan that provides:

- Enhanced safety
- Efficient movement for all users
- Enhanced active and sustainable transportation
- Improved pedestrian space and a vibrant streetscape
- Renew and upgrade aging watermain network and utility relocations.



STUDY TIMELINE

Stage 1: Background Review & Preliminary Alternatives

- Review of the following information:
 - Existing Conditions
 - Policies and Designation
 - Road Typology
- Development of preliminary alternatives
- Framework for potential municipal servicing renewal and capacity upgrades

Stage 3: Evaluation of Preferred Design Alternatives

- Evaluation of the preferred design alternatives
- Functional Design Report

WE ARE HERE

**Spring
2024**

**Summer
/Fall
2024**

**Spring/
Summer
2025**

**Fall/
Winter
2025**

Stage 2: Engagement

- Public Open House
- Meetings with Area BIAs
- Ward Townhalls

Stage 4: Finalize Study

- Reporting to the Public and Stakeholders (PIC #2)
- Detailed Design Terms of Reference
- Functional Design Report
- Project Completion

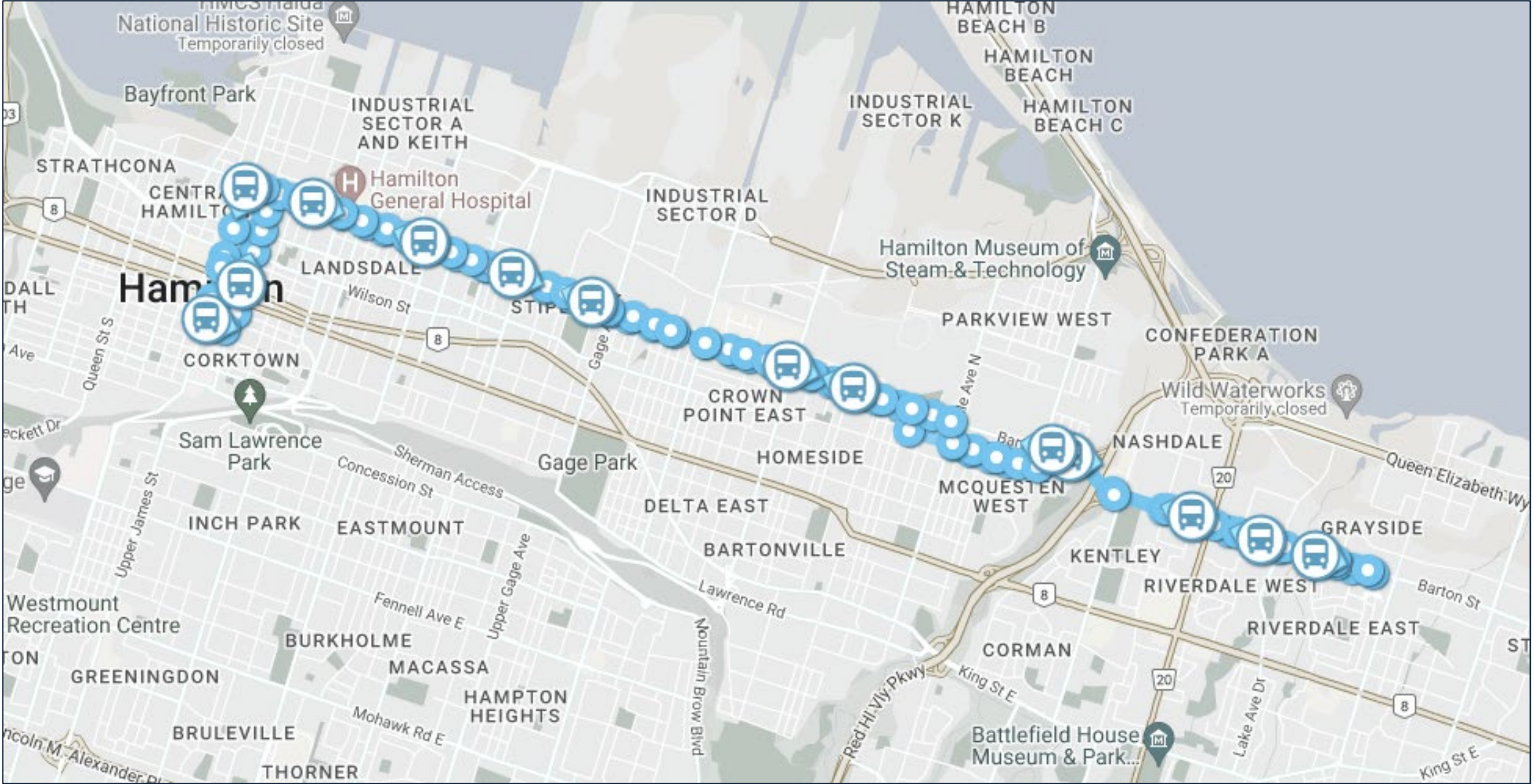
COMPETING PRIORITIES



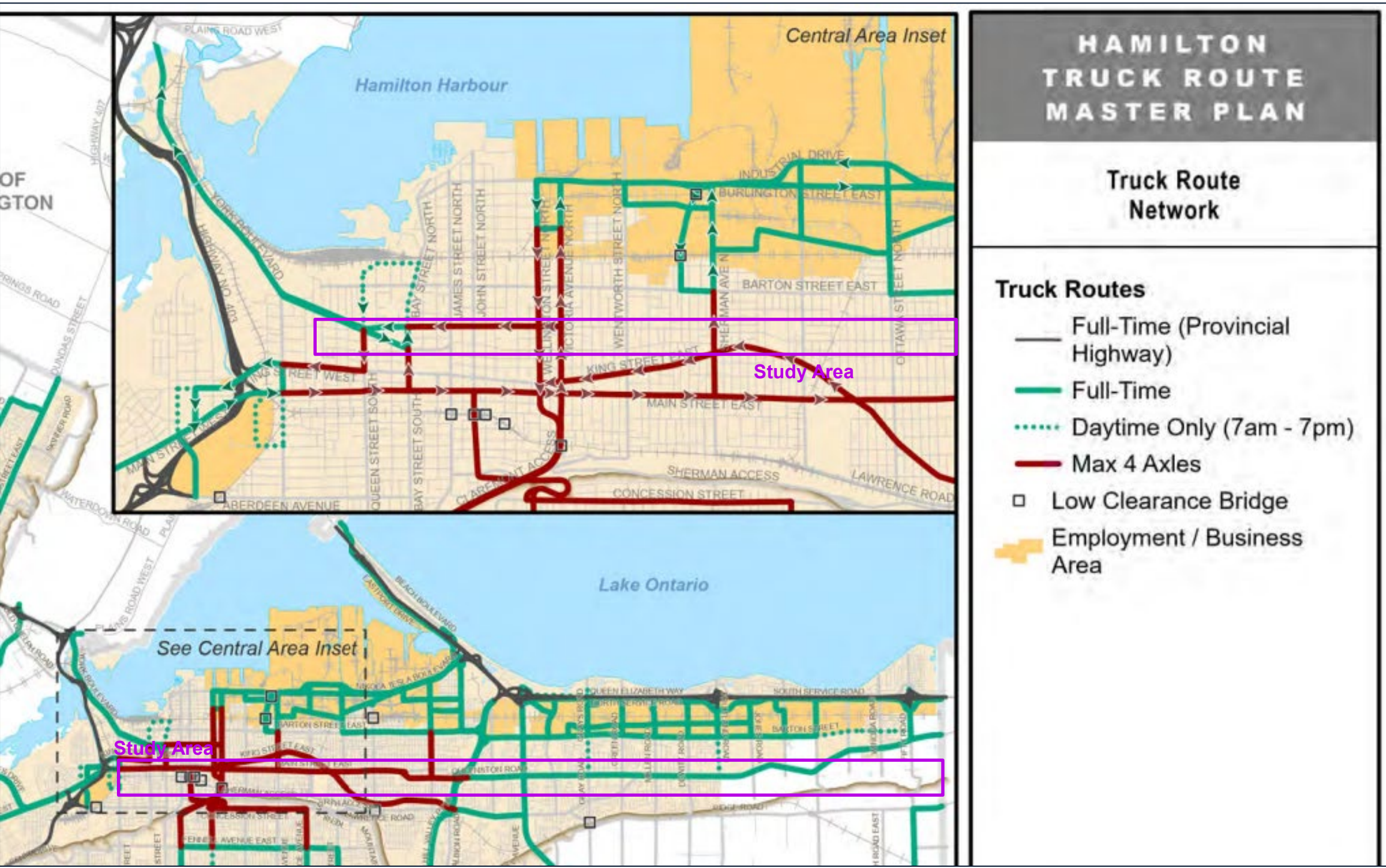
TMP Existing and Planned Cycling Connections (City of Hamilton)

Barton Street is not within the City’s planned Bike Network.
Note: Gage Ave N now has an existing Bike Lane.

Hamilton Street Railway (HSR) Route 2 provides frequent bus service on Barton St, with buses generally every 7-10 minutes.

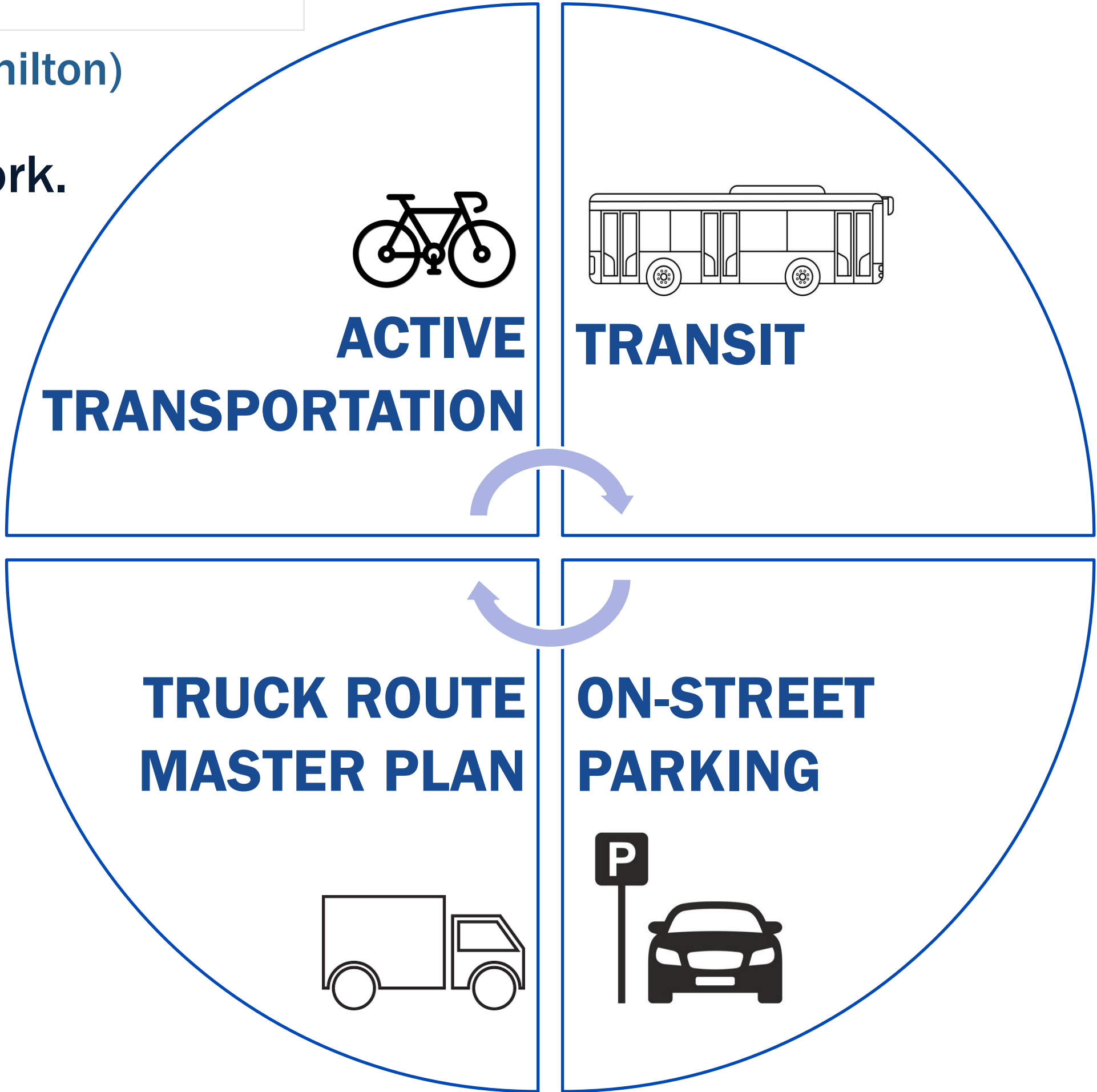


Route 2 (HSR Trip Planner)



Council Approved Truck Route Network (City of Hamilton)
Operational Improvements

- Sherman Ave N to Birch Ave - high-level mitigation plans were identified suggesting the following improvements/upgrades (e.g., dedicated or expanded sidewalks or cycling facilities), or full roadway reconstruction (e.g., to relieve seasonal load restrictions which typically occur during the spring thaw to protect the road).



Full-Time Truck Route from Sherman Ave N to Birch Ave and East of Ottawa St N.

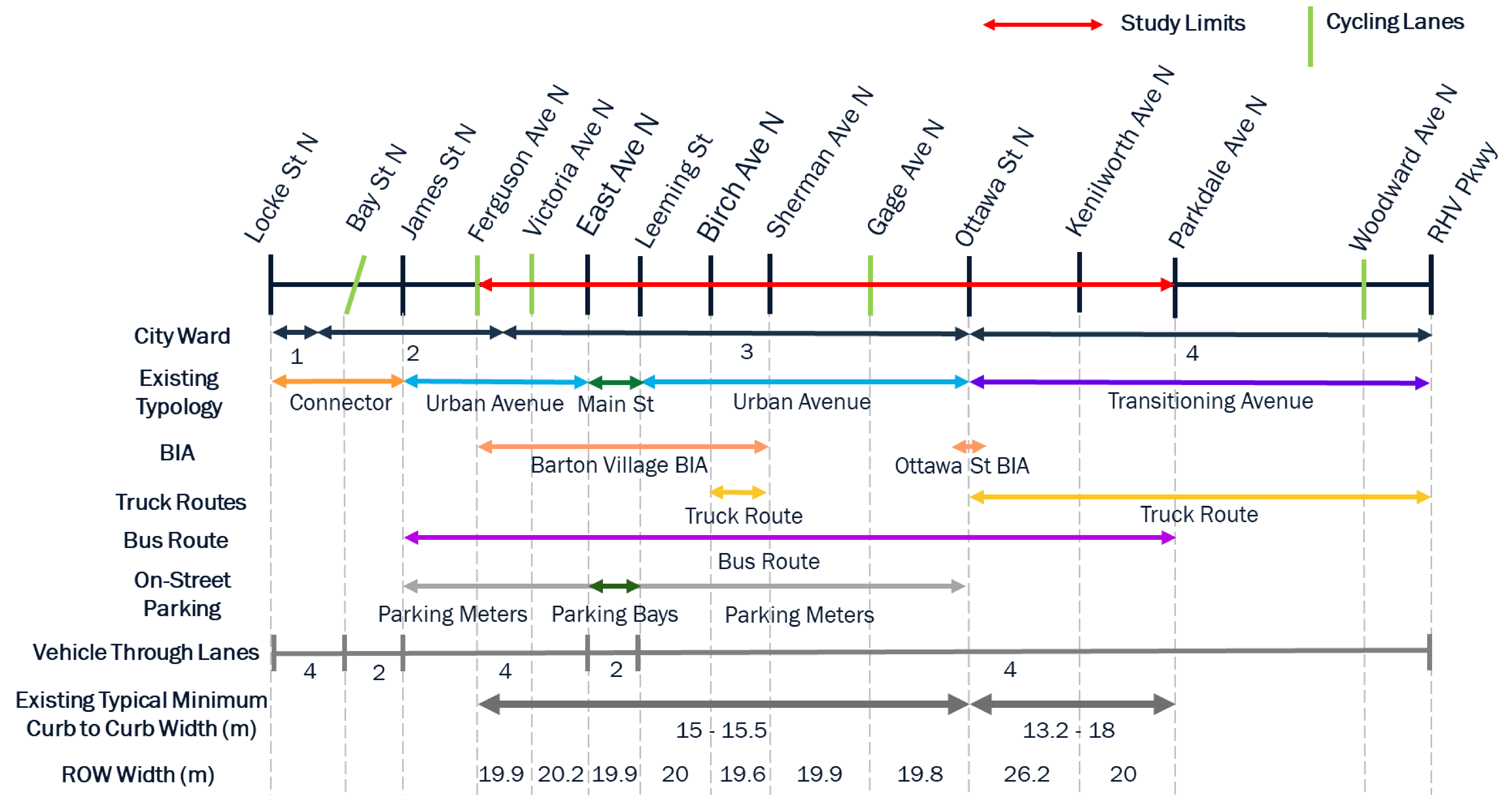
Paid On-Street Parking (OSP) permitted in many areas along Barton Street.



On-Street Parking Meters (Barton Street)

- Minor Arterial Policy - OSP may be prohibited or at minimum restricted during peak hours.
- Pedestrian Focus Policy - OSP encouraged where feasible.

COMPETING PRIORITIES - CORRIDOR CONDITIONS



BARTON STREET EXISTING CONDITIONS: SEGMENT 1 TO 12

SEGMENT 1: EXISTING CONDITIONS

Locke St N to Bay St N

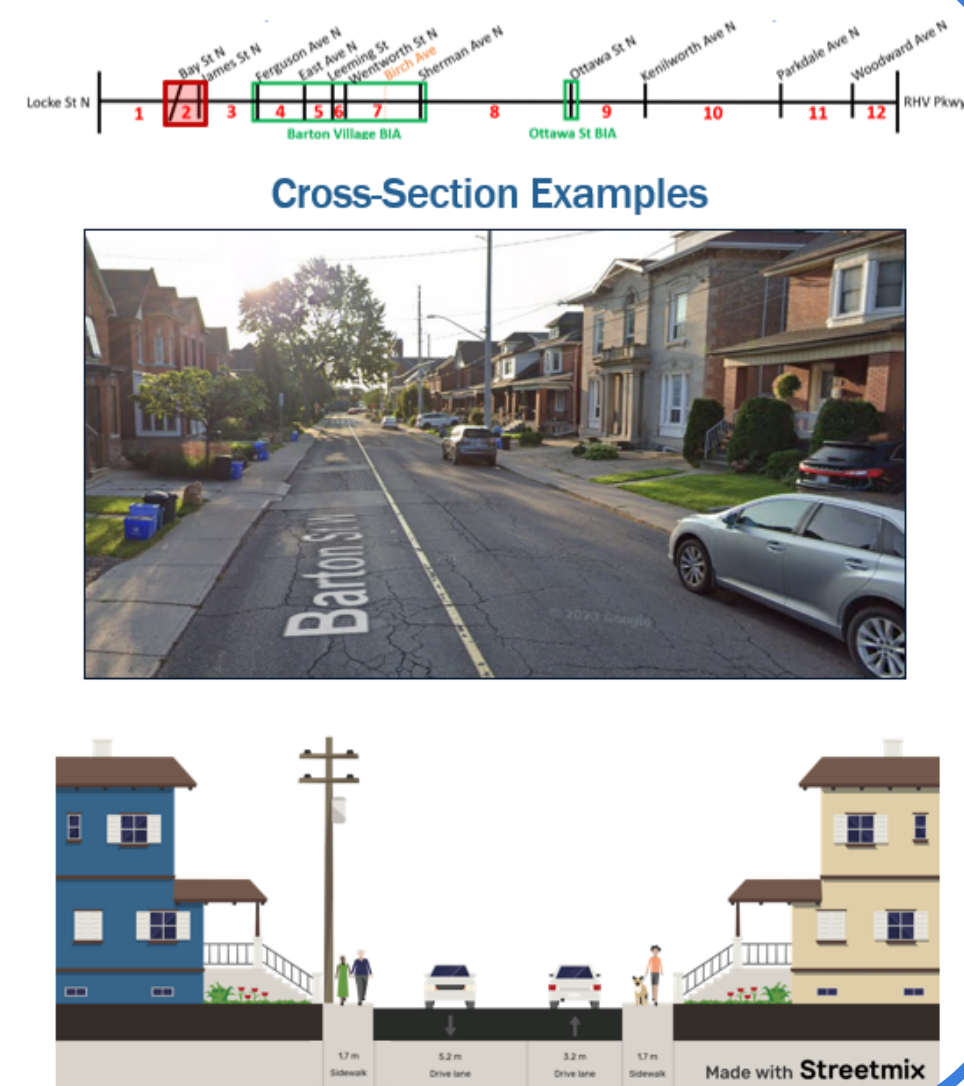
- Roadway**
- Four-lane cross section with two through lanes in each direction
- Urban Context**
- Low density single detached housing, with some employment uses
 - Several vacant parcels on side north of road
- Sidewalks**
- Continuous on either side - Approx 1.7 m width
- Cycling**
- Signed Bike Route – no dedicated lanes



SEGMENT 2: EXISTING CONDITIONS

Bay St N to James St N

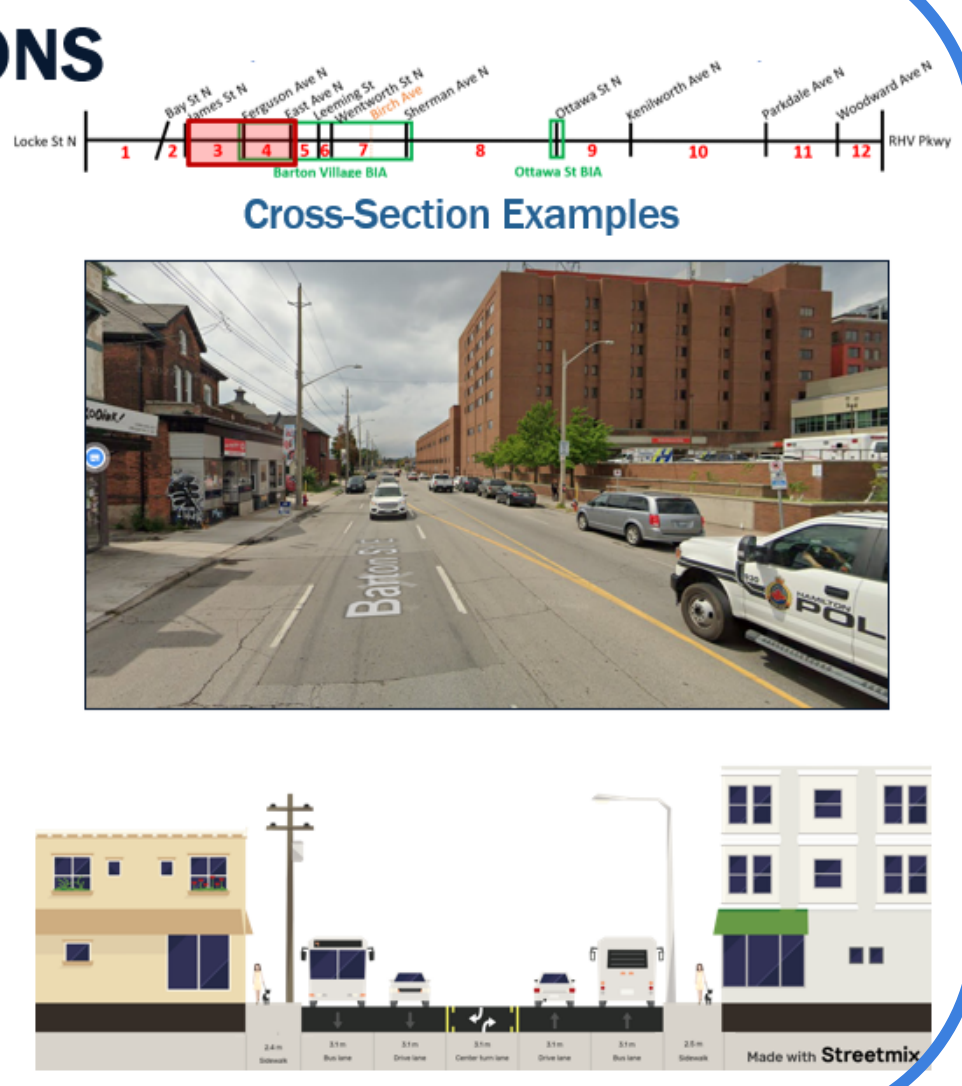
- Roadway**
- Two-lane cross-section with one through lane in each direction
 - Eastbound travelling lane is wider with observed on-street parking adjacent to the curb
- Urban Context**
- Low density single detached housing
- Sidewalks**
- Continuous on either side - Approx. 1.7 m width
- Cycling**
- Signed Bike Route – no dedicated lanes



SEGMENT 3 & 4: EXISTING CONDITIONS

James St N to East Ave N

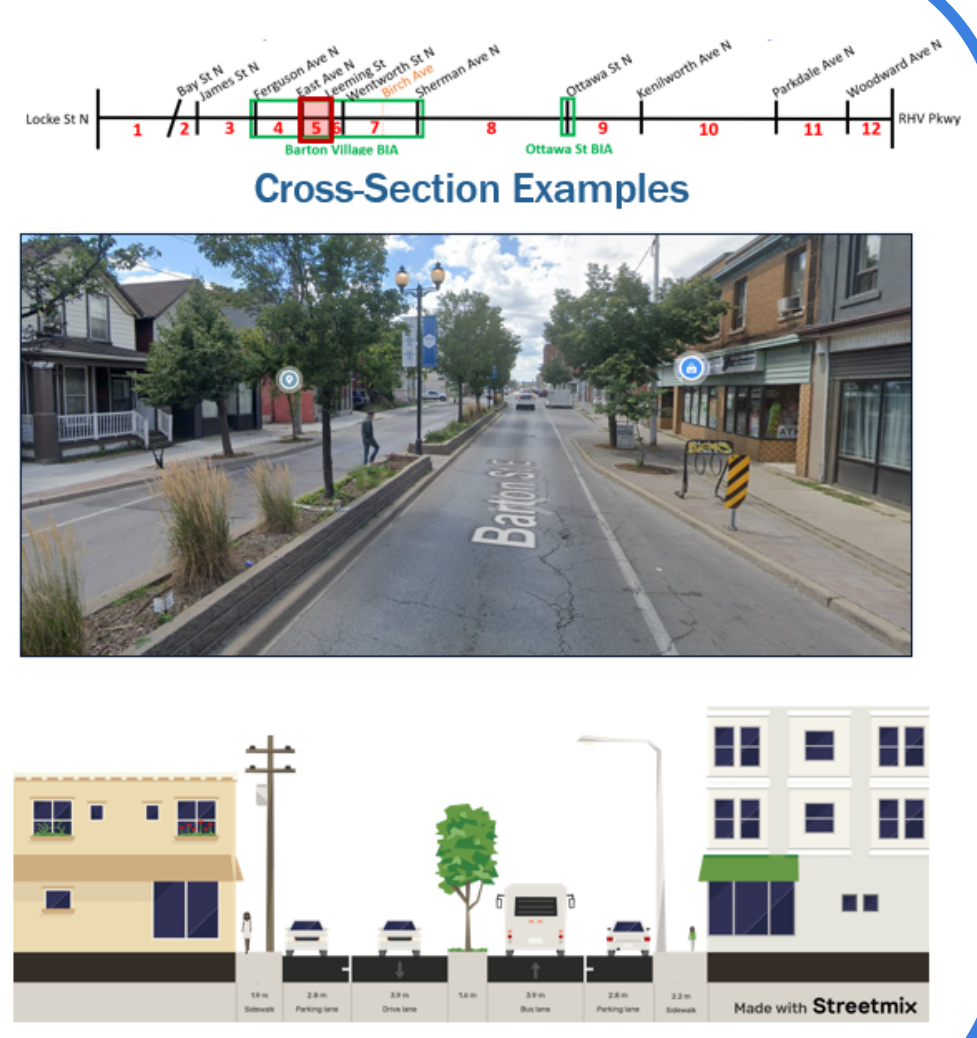
- Roadway**
- Five-lane cross section comprised of two through lanes in each direction and a center TWLTL or median
- Urban Context**
- Low to medium density residential, various retail and commercial uses, and several significant health care institutional uses (Ron Joyce Children's Health Centre and Hamilton General Hospital)
- Sidewalks**
- Continuous sidewalks on either side – Approx 2.4 to 2.5 m width
- Cycling**
- Signed Bike Route – no dedicated lanes west of Wellington St N
- ROW Width (m)**
- 19.9 – 20.2 (Ferguson Ave to East Ave)



SEGMENT 5: EXISTING CONDITIONS

East Ave N to Leeming St (Barton Village BIA)

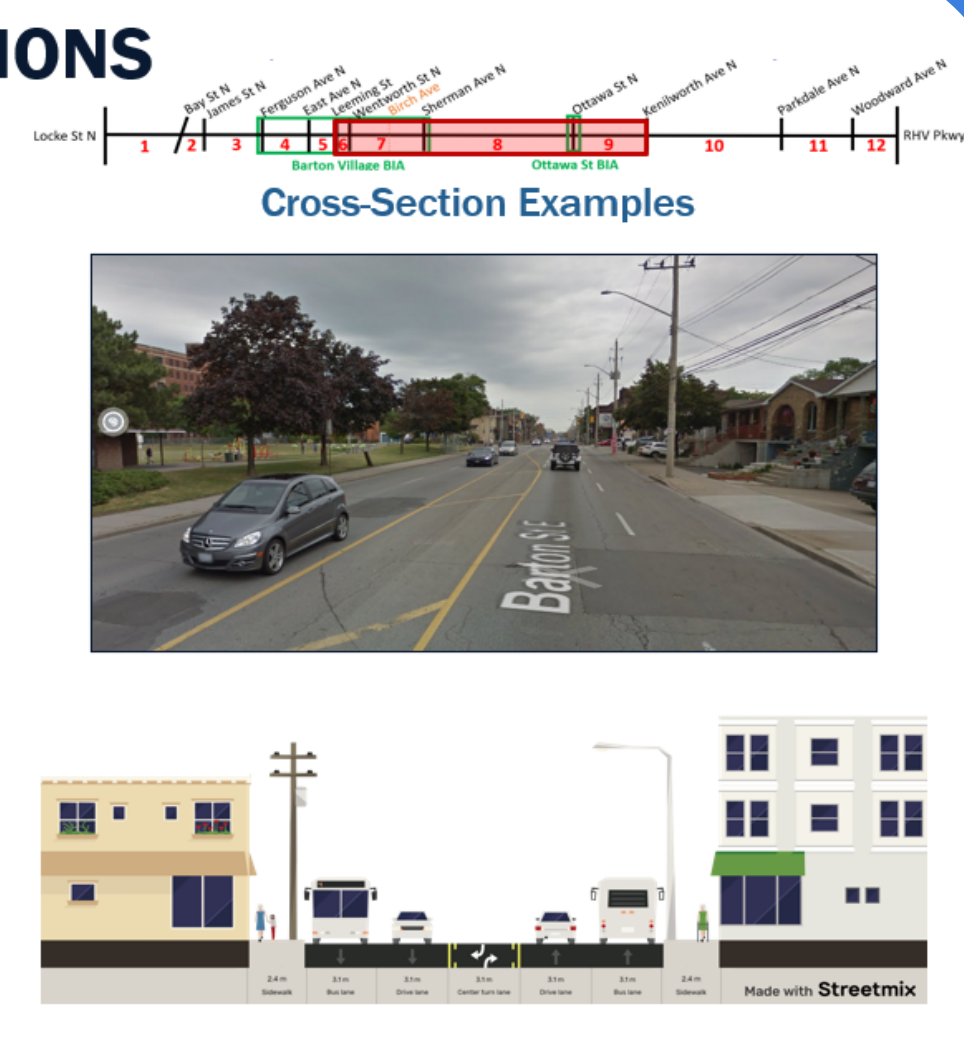
- Roadway**
- Four-lane cross section with a tree-lined center median and bulb-outs that host on-street parking facilities
- Urban Context**
- Low to medium residential, with various retail and commercial uses fronting the street
 - Comprises the majority of the Barton Village BIA
- Sidewalks**
- Continuous sidewalks on either side – Minimum Approx. width of 1.9 m
- ROW Width (m)**
- 19.9 (East Ave to Leeming St)



SEGMENT 6 TO 9: EXISTING CONDITIONS

Leeming St to Kenilworth Ave N

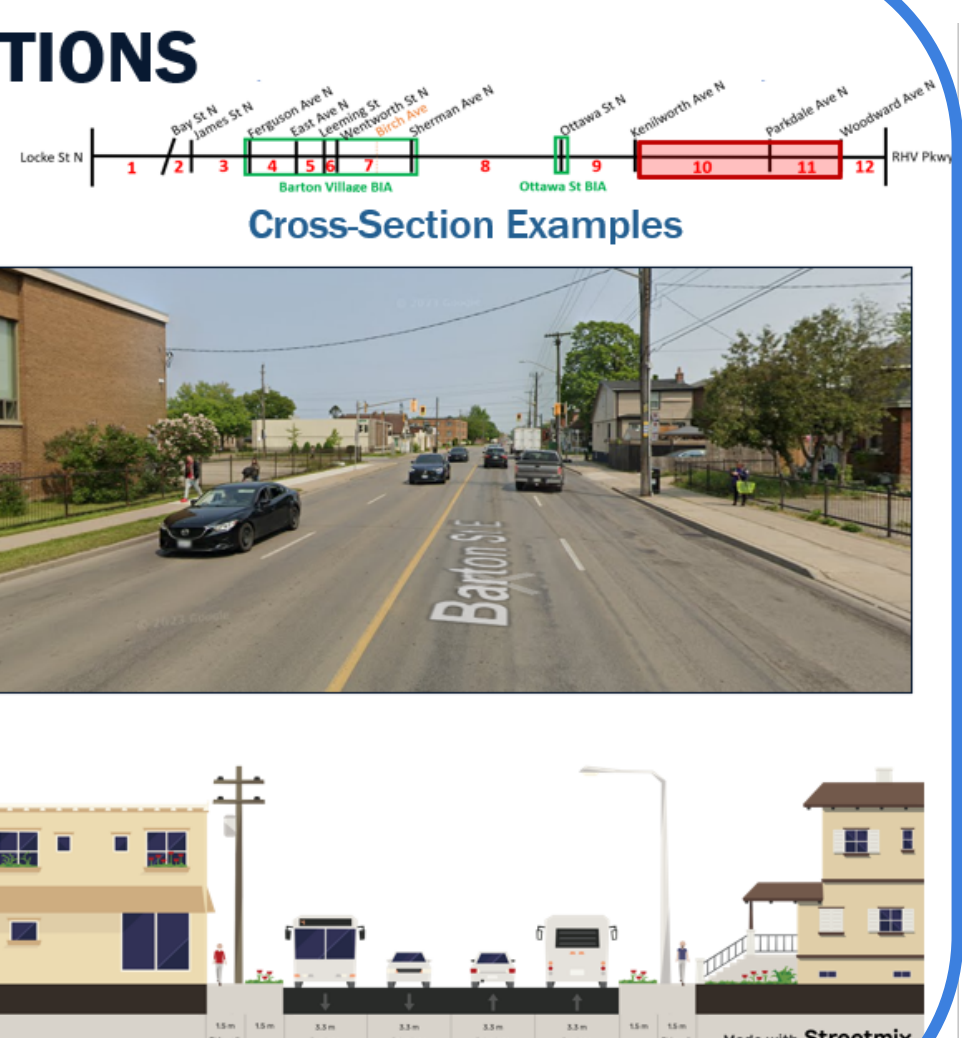
- Roadway**
- Five-lane cross section comprised of two through lanes in each direction and either a center TWLTL or painted center median
- Urban Context**
- Low to medium density residential; various retail, commercial, and employment uses (including Centre Mall); and community uses and open spaces (Woodlands Park)
 - Tim Hortons field located between Melrose Ave N and Balsam Ave N directly south of study corridor
- Sidewalks**
- Continuous sidewalks on either side - Approx 2.4 m width
- ROW Width (m)**
- 19.6 – 26.2 (Leeming St to Kenilworth Ave)



SEGMENT 10 & 11: EXISTING CONDITIONS

Kenilworth Ave N to Woodward Ave N

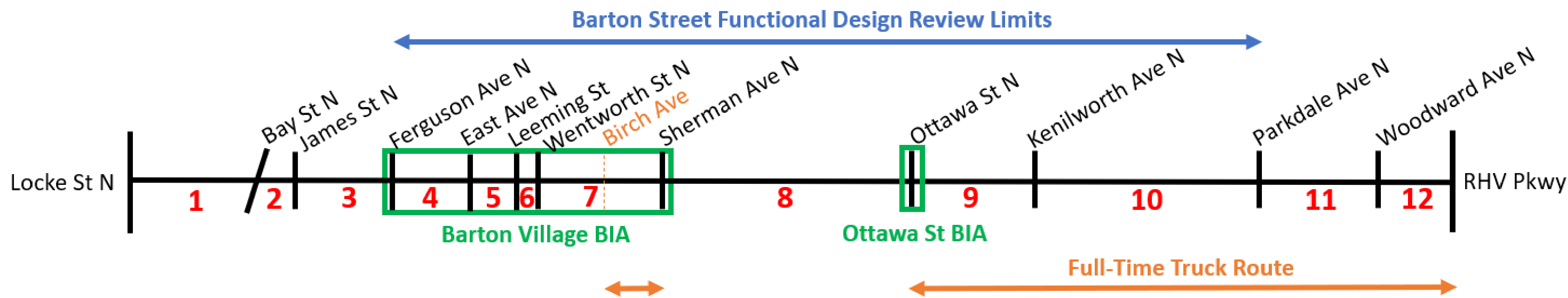
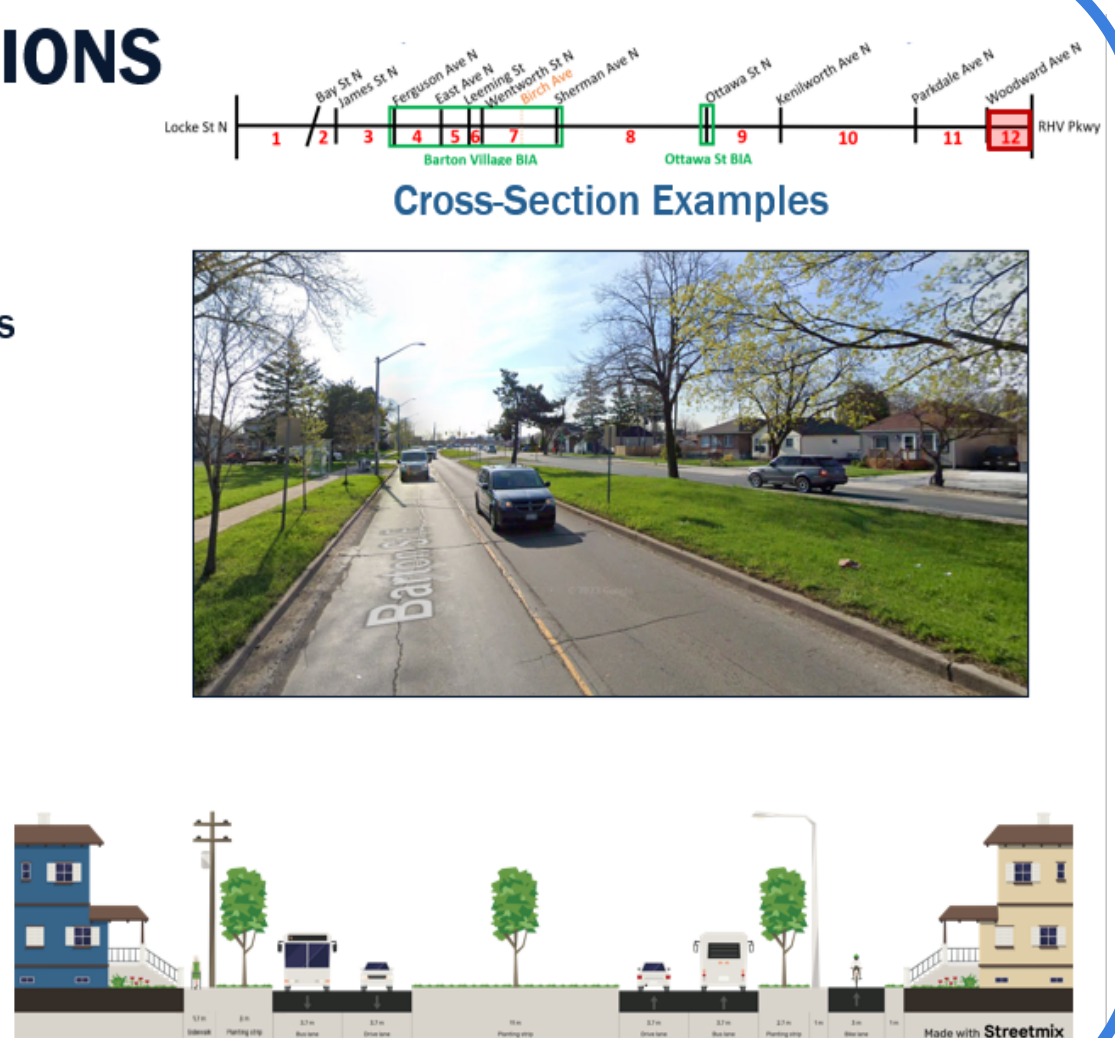
- Roadway**
- Four-lane cross section with two through lanes in each direction
- Urban Context**
- Low to medium density residential; various retail, commercial, and employment uses; and community uses and open space (Mahony and Fairfield Parks)
- Sidewalks**
- Continuous sidewalks on either side – Approx 1.5 m with
- ROW Width (m)**
- 20 (Kenilworth Ave to Parkdale Ave)



SEGMENT 12: EXISTING CONDITIONS

Woodward Ave N to Red Hill Valley Parkway

- Roadway**
- Four-Lane cross section with large tree lined median separating two through lanes in each direction
- Urban Context**
- Low density single detached housing
- Sidewalks**
- Continuous sidewalks on either side with grass median separating from roadway – Approx 1.7 m width



ALTERNATIVE CONCEPTS FOR BARTON STREET

The conceptual cross-sections presented in Area A are applicable to segments along Barton Street which are an Urban Avenue or Main Street urban design. The cross-sections presented in Area B are applicable to Transitioning Avenue classification areas.

These concepts prioritize landscape features, placemaking, wider sidewalks or parking.

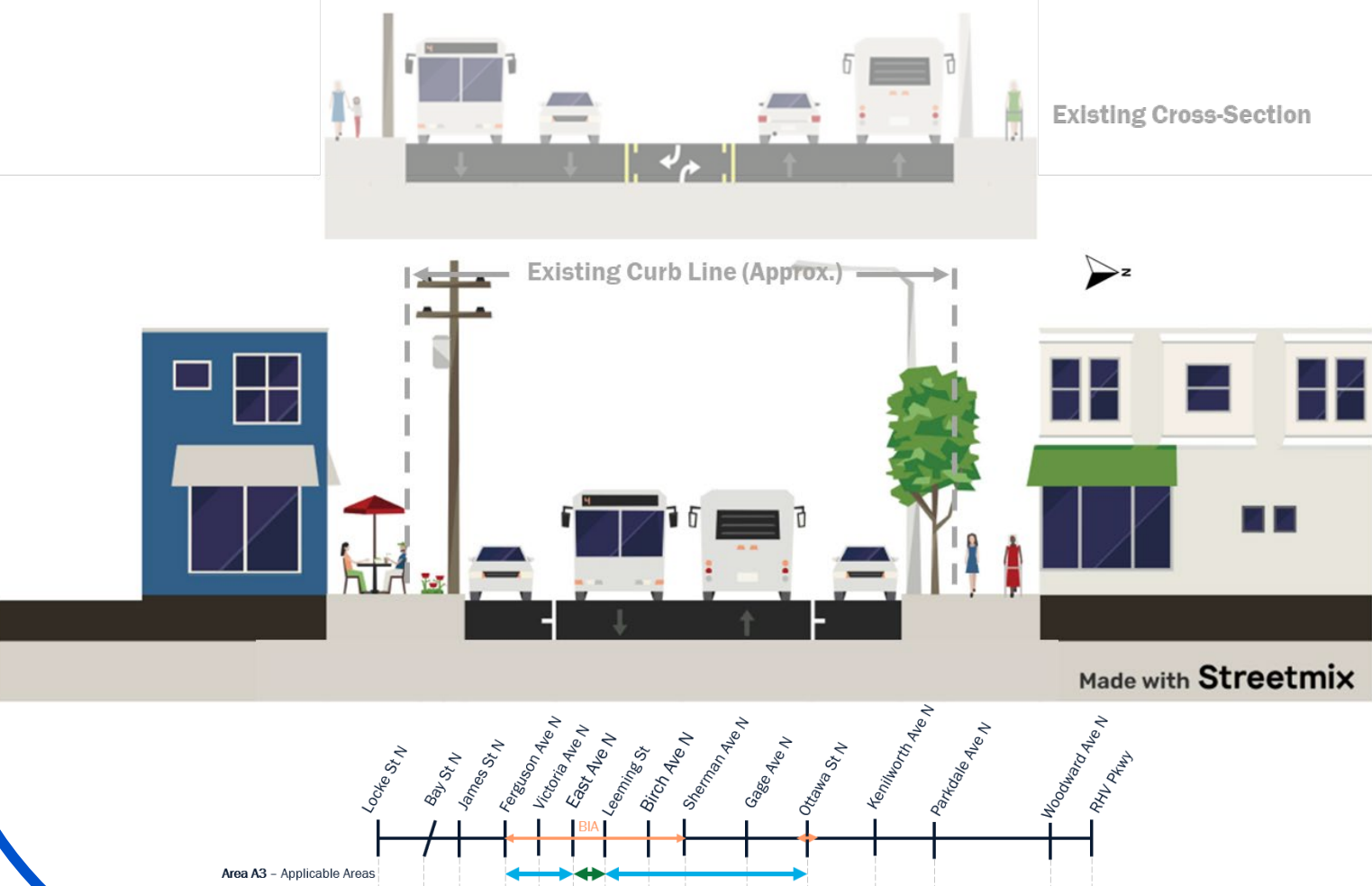
Area A - Options A1 to A3

Option A1 – Prioritize Sidewalks and Landscape Elements



- 4 Travel Lanes.
- No dedicated cycling facilities.
- Sidewalk and streetscaping widened.
- Increased curb lane width to 3.5 m to accommodate bus/truck routes.
- Utility pole relocation desired.
- Street parking may be permitted at some locations.

Option A2 – Prioritize Placemaking and Parking



- 2 Travel Lanes and 2 Parking Lanes (no existing parking lanes).
- No dedicated cycling facilities.
- Sidewalk and streetscaping widened.
- Increased travel lane width to 3.5 m to accommodate bus/truck routes.
- Utility pole relocation desired.
- Varying cross-section width responded to by adjusting parking lane width and/or sidewalk width.

Option A3 – Prioritize Placemaking and Parking



- 2 Travel Lanes and 2 Parking Lanes (existing parking lanes).
- No dedicated cycling facilities.
- Sidewalk and streetscaping widened.
- Travel lane width reduced to 3.5 m and existing parking lane width reduced to 2.5 m to provide more space for pedestrians.
- Utility pole relocation desired.
- Varying cross-section width responded to by adjusting parking lane width and/or sidewalk width.

Area B - Option B1

Option B1 – 4 Travel Lanes and Wider Sidewalks



- 4 Travel Lanes.
- No dedicated cycling facilities.
- Streetscaping relocated resulting in wider sidewalk space.
- Increased curb lane width to 3.5 m to accommodate bus/truck routes.
- Utility pole relocation desired.
- Street parking not permitted.

Examples

Seating & street trees



Streetscaping



Parking bays & center median with trees



Options are conceptual and subject to change. Utility relocations may not be feasible at some or all locations.

ALTERNATIVE CONCEPTS FOR BARTON STREET

The conceptual cross-sections presented in Area A are applicable to segments along Barton Street which are an Urban Avenue or Main Street classification. The cross-sections presented in Area B are applicable to Transitioning Avenue areas.

These additional conceptual cross-sections include active transportation facilities which may not be implemented, as Barton Street is not included in Hamilton’s Cycling Master Plan which is part of the City’s Transportation Master Plan.

Additional Options Area A - A4 to A7

Option A4 – Prioritize Cycling Facilities

- 4 Travel Lanes.
- Raised buffered cycle tracks.
- Narrow/minimum width sidewalk.
- Increased curb lane width to 3.5 m to accommodate bus/truck routes.
- Varying cross-section width responded to by adjusting cycle track buffer width and/or cycle track width.
- Utility pole relocation required.
- Street parking may be permitted at some locations.

Option A5 – Prioritize Cycling, Pedestrians and Parking

- 2 travel lanes and 1 varying use lane on either the north or south side. Varying use lane could be used for parking, streetside patio, or landscaping.
- Raised buffered cycle tracks.
- Sidewalk width increased.
- Increased travel lane width to 3.5 m to accommodate bus/truck routes.
- Utility pole relocation desired.
- Varying cross-section width responded to by adjusting parking lane width, cycle track buffer width, and/or sidewalk width.

Option A6 – Prioritize Placemaking, Cyclists, and Parking

- 2 Travel Lanes and 1 Parking Lane.
- 2-way cycle track on either the north or south side.
- Sidewalk and streetscaping widened.
- 1 out of 2 existing parking lanes removed.
- Travel lane width reduced to 3.5 m and existing parking lane width reduced to 2.5 m to provide more space for pedestrians.
- Utility pole relocation desired.
- Varying cross-section width responded to by adjusting parking lane width and/or sidewalk width.

Option A7 – Prioritize Pedestrian and Cyclists

- 4 Travel Lanes.
- Multi-Use Path on either the north or south side.
- Sidewalk on either the north or south side.
- Increased curb lane width to 3.5 m to accommodate bus/truck routes.
- Utility pole relocation desired.
- Street parking may be permitted at some locations.

Additional Options Area B - B2 to B3

Option B2 – 4 Travel Lanes, Cycle Tracks, and Sidewalks

- 4 Travel Lanes.
- Raised buffered cycle tracks.
- Narrow/minimum width sidewalk.
- Increased curb lane width to 3.5 m to accommodate bus/truck routes.
- Varying cross-section width responded to by adjusting cycle track buffer width and/or cycle track width.
- Utility pole relocation required.
- Street parking not permitted.

Option B3 – Prioritize Pedestrian and Cyclists

- 4 Travel Lanes.
- Multi-Use Path on either the north or south side. (Note: existing MUP on the north side from Woodward Ave N to RHV Pkwy.)
- Sidewalk on either the north or south side.
- Streetscaping relocated resulting in wider sidewalk space.
- Increased curb lane width to 3.5 m to accommodate bus/truck routes.
- Utility pole relocation desired.
- Street parking may be permitted at some locations.

Examples



Options are conceptual and subject to change. Utility relocations may not be feasible at some or all locations.

CONSULTATION CONDUCTED

- Public Information Center
 - Held October 17, 2024
 - 45 stakeholders representing the general public and the City of Hamilton staff
 - Feedback consisted of the following:



CONSULTATION CONDUCTED

Hamilton Street Railway (HSR)

- Held August 20, 2024
- Feedback consisted of the following:



CONSULTATION CONDUCTED

City of Hamilton Advisory Committee for Persons with Disabilities (ACPD)

- Held November 5, 2024
- Feedback consisted of the following:



CONSULTATION CONDUCTED

Barton Village Business Improvement Association

- Held November 7, 2024
- Feedback consisted of the following:



EVALUATION PROCESS

A rating system was used to identify which cross-sections best support the following categories using the following indicators and qualifiers.

- TECHNICAL**
 - Implementation is cost-effective. Option is feasible, Corridor can be constructed in an effective manner, consistent with typical construction practices and phasing.
- USER SAFETY**
 - Corridor considers safety for pedestrians and cyclists, and at intersections, driveway entrances, and on-street parking/loading areas.
- POLICIES**
 - Corridor complies with policy objectives stated in the Complete Streets Guidelines, Transportation Master Plan, Official Plan, and Parking/Truck Route Master Plan.
- ACCESSIBILITY**
 - Corridor provides pedestrian space for sidewalk users and opportunities for the inclusion of accessible loading areas.
- URBAN MOBILITY**
 - Corridor provides on-street parking and loading areas, connections to adjacent cycling facilities and public realm areas, and provides options for vehicular improvements.
- ROADWAY OPERATIONS**
 - Corridor provides adequate space for snow maintenance requirements and provides a simplified drainage pattern (reduction in need for new or improved catch basins).
- PLACEMAKING**
 - Corridor provides opportunity for new and/or improved public art features. Corridor provides opportunity to modify the boulevard to enhance street scaping.
- CLIMATE CHANGE RESILIENCY**
 - Corridor provides opportunity to enhance the City’s green infrastructure. Corridor provides an opportunity to retain and treat stormwater run-off within the boulevard.

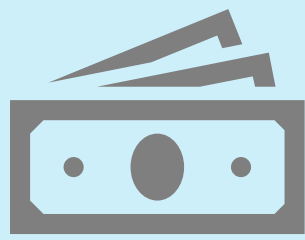
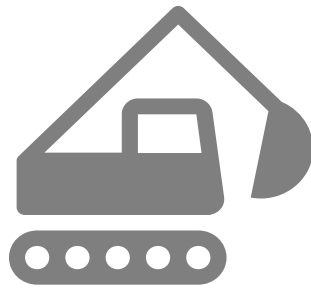


Evaluation Steps



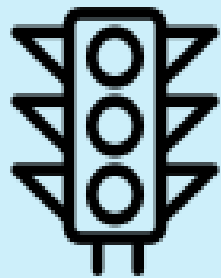
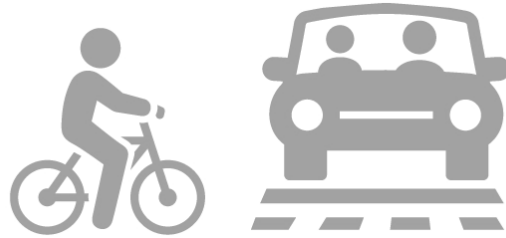

1. Apply the evaluation criteria for each of the 8 proposed categories to each of the alternative concepts and then identify which cross-sections adhere to the category's indicators and qualifiers.
2. Identify what reasonable measures may be available to avoid or minimize potential negative indicators for each option.
3. Identify if there are any positive or negative indicators for each option.
4. Identify the advantages and disadvantages for each option based on the indicators and qualifiers.
5. Identification of the preferred design concept.

EVALUATION CRITERIA

Technical


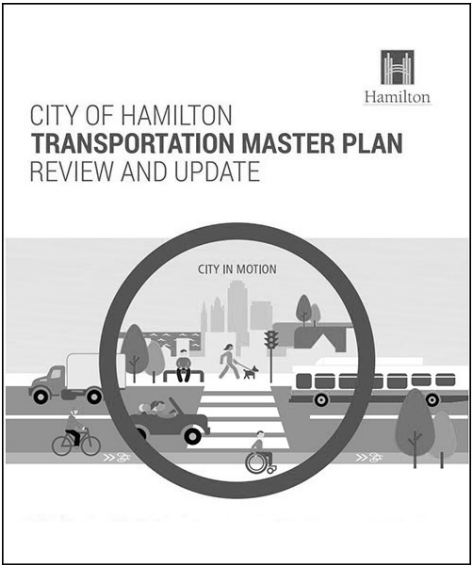
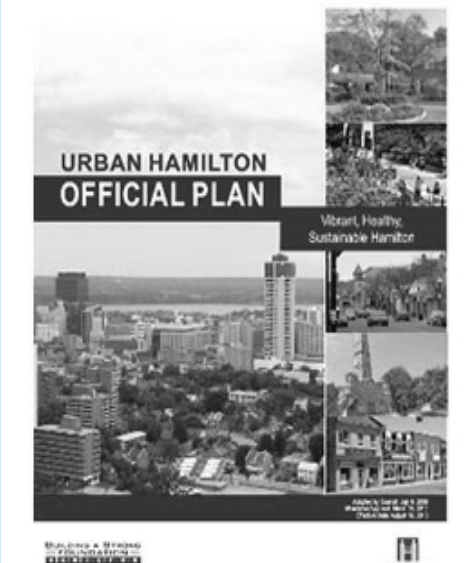
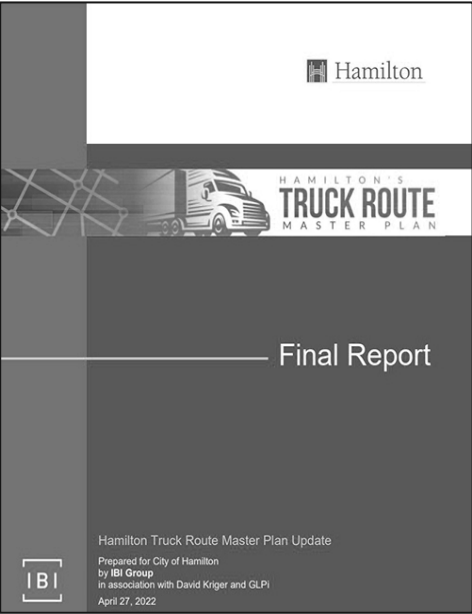
	Criteria	Indicators	Qualifiers
	Cost	<ul style="list-style-type: none">Implementation is cost-effective	<ul style="list-style-type: none">Alternatives which require fewer utility relocations and adjustments to existing curb lines will perform better
	Feasibility	<ul style="list-style-type: none">Corridor can be constructed in an effective manner, consistent with typical construction practices and phasing	<ul style="list-style-type: none">Alternatives which include adequate space and meet minimum requirements for facility widths will perform better

User Safety

	Criteria	Indicators	Qualifiers
	Pedestrian Safety and Travel Experience	<ul style="list-style-type: none">Corridor follows policy objectives for improving pedestrian realm and experienceCorridor follows policy objectives for improving cycling realm and experience	<ul style="list-style-type: none">Alternatives which provide a wider pedestrian space and includes a buffer between pedestrians and mixed traffic on both sides perform better
	Cyclist Safety and Travel Experience	<ul style="list-style-type: none">Corridor follows policy objectives for improving cycling infrastructure and experienceCorridor provides separation between cyclists and mixed traffic conditionsCorridor provides continuous cycling facilities	<ul style="list-style-type: none">Alternatives which include new cycling facilities (cycle tracks) which are consistent with the City’s Complete Streets Guidelines will perform better for this indicatorAlternatives which include a physical barrier (low barrier) or parking as a buffer between cycling facility and mixed traffic perform better for this indicator
	Intersection Safety and Turning Conflicts	<ul style="list-style-type: none">Corridor ability to mitigate potential turning movement conflict through intersection design	<ul style="list-style-type: none">Alternatives which include a wide buffer between cycle track and travel lanes at intersection perform better for this indicator as a wide buffer will improve visibility
	Safety at Driveway Entrances	<ul style="list-style-type: none">Corridor minimizes potential for conflict at private driveway entrances for cyclists	<ul style="list-style-type: none">Alternatives which minimize frequency or provide visibility treatments at driveway crossings will perform better for this indicator
	Safety at On-Street Parking & Loading Areas	<ul style="list-style-type: none">Minimizes risk of conflict by providing separation between on-street parking and loading areas and cycling facility	<ul style="list-style-type: none">Alternatives which feature parking and cycling on opposite sides of the corridor perform better for this indicator



EVALUATION CRITERIA

Policies



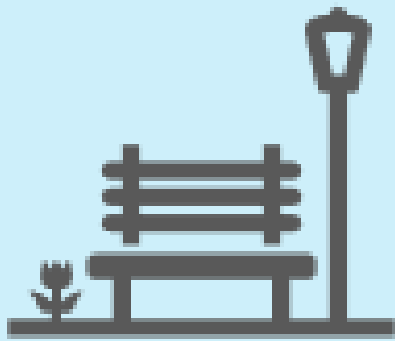
	Criteria	Indicators	Qualifiers
	Complete Streets Guidelines	<ul style="list-style-type: none">Corridor follows the Complete Streets Guidelines policy objectives which includes prioritizing improving cycling facilities and experience	<ul style="list-style-type: none">Alternatives which include new cycling facilities (cycle tracks) which are consistent with the City’s guidelines will perform better for this indicator
	Transportation Master Plan (TMP)	<ul style="list-style-type: none">Corridor follows the TMP policy objectives	<ul style="list-style-type: none">Alternatives which provide connectivity of bicycle, pedestrian and transit networks, adopt a Complete-Livable-Better (CLB) streets policy and applies a Vision Zero lens will perform better for this indicator
	Official Plan	<ul style="list-style-type: none">Corridor follows the Official Plan policy objectives which supports the expansion of active transportation facilities. Pedestrian focused infrastructure is prioritized in Minor Arterial, Mixed-Use Medium Density, and Pedestrian Focused Streets.	<ul style="list-style-type: none">Alternatives which support active transportation facilities such as cycle tracks will perform better for this indicatorAlternatives which increase pedestrian clearway width for pedestrians and provide the opportunity to implement street trees and/or planter boxes for placemaking in the noted areas in the Official Plan will perform better for this indicator
	Parking Master Plan	<ul style="list-style-type: none">Corridor adheres to the Parking Master Plan Policies	<ul style="list-style-type: none">Alternatives which include parking and promote expanding parking in areas of high demand will perform better for this indicator
	Truck Route Master Plan	<ul style="list-style-type: none">Corridor adheres to the policies of the Truck Route Master Plan	<ul style="list-style-type: none">Alternatives which accommodate trucks where the plan prescribes a truck route, as well as promote pedestrian infrastructure such as wider sidewalks and cycling facilities between Sherman Avenue and Birch Avenue will perform better for this indicator

EVALUATION CRITERIA

Accessibility


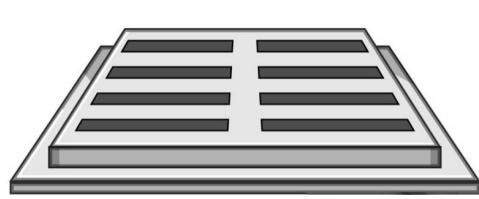
	Criteria	Indicators	Qualifiers
	Pedestrian Clearway	<ul style="list-style-type: none">Corridor provides improved pedestrian sidewalk width for sidewalk users	<ul style="list-style-type: none">Alternatives which increase pedestrian sidewalk width for pedestrians perform better for this indicator
	Accessible Loading Areas	<ul style="list-style-type: none">Corridor provides opportunities for including accessible on-street parking and loading areas	<ul style="list-style-type: none">Alternatives which provide 24/hr accessible loading zones at street level will perform better for this indicator

Urban Mobility

	Criteria	Indicators	Qualifiers
	Connections to Adjacent Cycling Facilities	<ul style="list-style-type: none">Corridor requires minimal amount of navigation by cyclists to access existing cycling facilities	<ul style="list-style-type: none">Alternatives which provide uni-directional cycling facilities (one-way facilities) with the use of bike-boxes will perform better for this indicator
	Connections to Public Realm Areas	<ul style="list-style-type: none">Corridor features an aesthetic connection/gateway to existing public realm areas	<ul style="list-style-type: none">Alternatives which provide space opportunity to enhance public realm areas will perform better for this indicator
	Changes at Transit Stops	<ul style="list-style-type: none">Provide sufficient space for transit stop operations	<ul style="list-style-type: none">Alternatives which provide wider sidewalks to facilitate additional room for transit stop usage will perform better for this indicator

EVALUATION CRITERIA

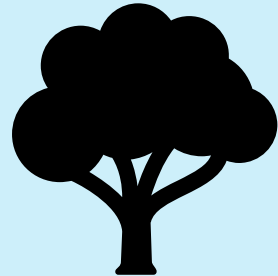

Roadway Operations

	Criteria	Indicators	Qualifiers
	Snow Maintenance Requirements	<ul style="list-style-type: none">Corridor maximize the amount of roadside space to accommodate snow storage during winter cleaning operations	<ul style="list-style-type: none">Alternatives which provide wider sidewalks or a buffer between cycling lane and mixed traffic lane will perform better for this indicator
	Drainage Requirements	<ul style="list-style-type: none">Corridor provides a simplified drainage pattern, reducing the need for new or improved catch basins	<ul style="list-style-type: none">Alternatives which provide consistent level surfaces and prevent obstructions of existing catch basins / drainage flows perform better for this indicator

Placemaking

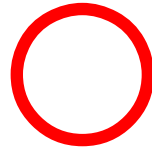
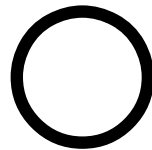

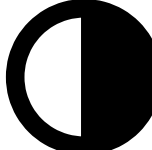

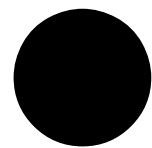
	Criteria	Indicators	Qualifiers
	Public Art Opportunities	<ul style="list-style-type: none">Corridor provides opportunity for new and/or improved public amenities	<ul style="list-style-type: none">Alternatives which accommodate painted buffers, beautification or community-driven streetside art amenities will perform better for this indicator
	Streetscaping Opportunities	<ul style="list-style-type: none">Corridor provides opportunity for modification of the boulevard to enhance streetscaping opportunities	<ul style="list-style-type: none">Alternatives which provide space for long-term upgrade of the public realm (e.g. unit pavers, seating) will perform better for this indicator

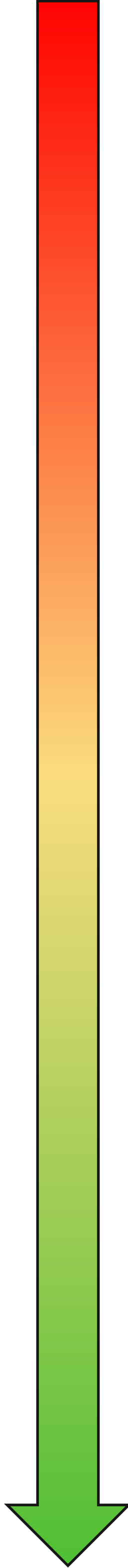
Climate Change Resiliency

	Criteria	Indicators	Qualifiers
	Street Trees & Green Infrastructure	<ul style="list-style-type: none">Corridor provides an opportunity to enhance the city's green canopy and/or green infrastructure (e.g., gardens and planter boxes)	<ul style="list-style-type: none">Alternatives which provide the opportunity to implement street trees and/or planter boxes and include buffer space from mixed traffic lanes to minimize slush/salt splash perform better for this indicator
	Stormwater Management	<ul style="list-style-type: none">Corridor provides an opportunity to retain and treat stormwater run-off within the boulevard	<ul style="list-style-type: none">Alternatives which accommodate future consideration of bioswales and other rain features will perform better for this indicator

EVALUATION RATING SYSTEM

An evaluation symbol and corresponding evaluation value was assigned to each evaluation criteria. Evaluation values for each category were summed up as part of the initial screening process. Alternatives with high total values (>1000) were shortlisted for further analysis to ultimately determine the preferred design alternative. An initial screening was conducted to identify corridor alternatives that consistently performed well against the established indicators.

Evaluation Symbol	Evaluation Value	Assessment	Definition
	-100	Performs poorly against criteria. This option is the least preferred.	The option is highly unlikely result in fulfillment of the indicator. The design is highly expected to operate below a reasonable standard of performance.
	0	Performs inadequately against criteria. This option is not preferred.	The option is unlikely result in fulfillment of the indicator. The design is highly expected to operate below a reasonable standard of performance.
	25	Performs inadequately against criteria. This option is not preferred.	The option is unlikely result in fulfillment of the indicator. The design is highly expected to operate below a reasonable standard or provide a limited standard of performance.
	50	Performs satisfactorily against criteria. This option is somewhat preferred.	The option may not result in fulfillment of the indicator. The design is expected to operate at a minimum standard of performance.
	75	Performs adequately against criteria. This option is preferred.	The option is likely to result in fulfillment of the indicator. The design is expected to operate at a minimum standard of performance.
	100	Performs well against criteria. This scenario is the most preferred.	The option has a highly favorable result in fulfillment of the indicator. The design is expected to meet or exceed a reasonable standard of performance.

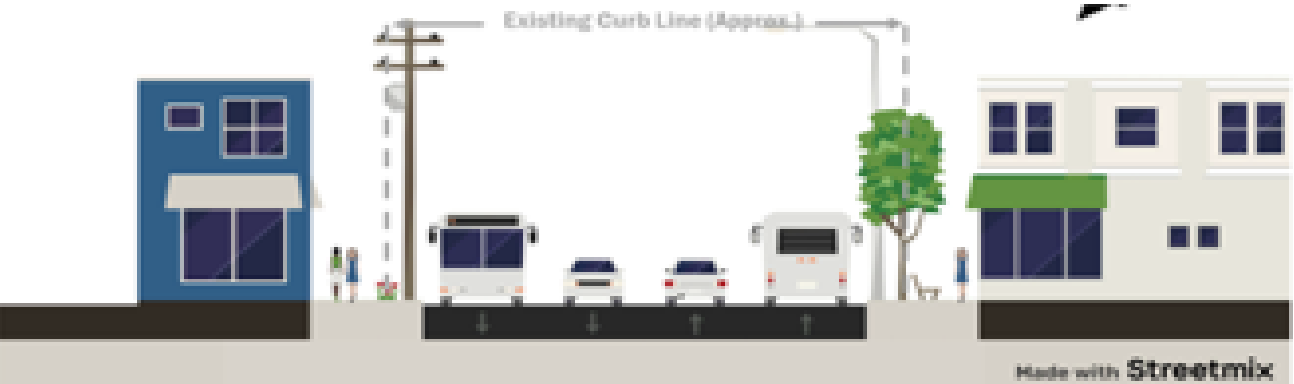
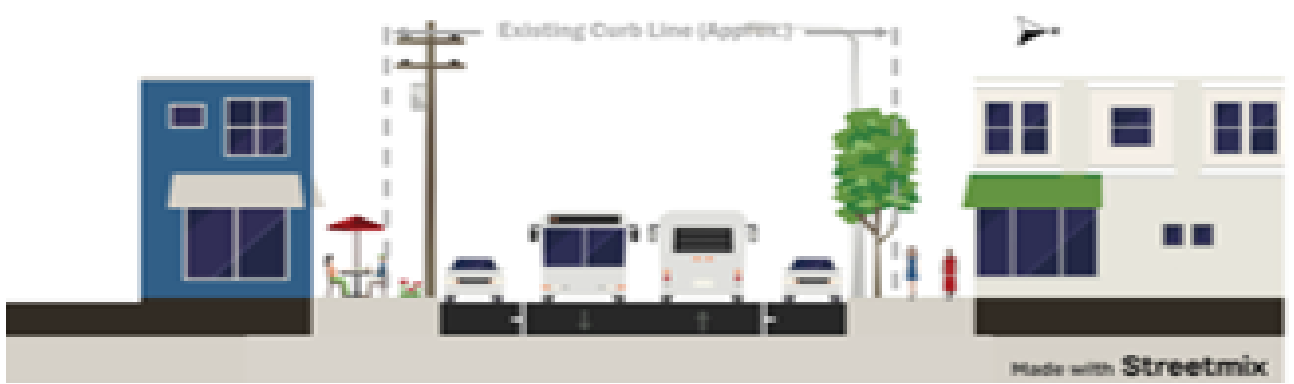
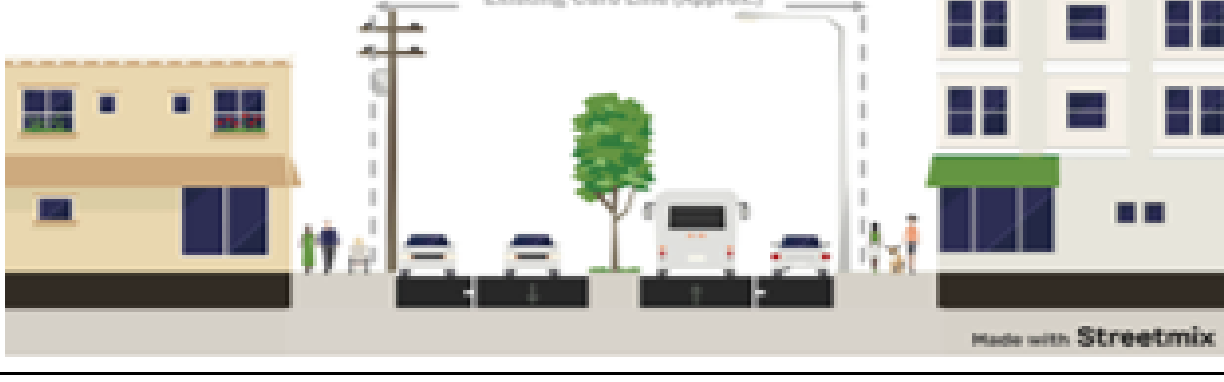
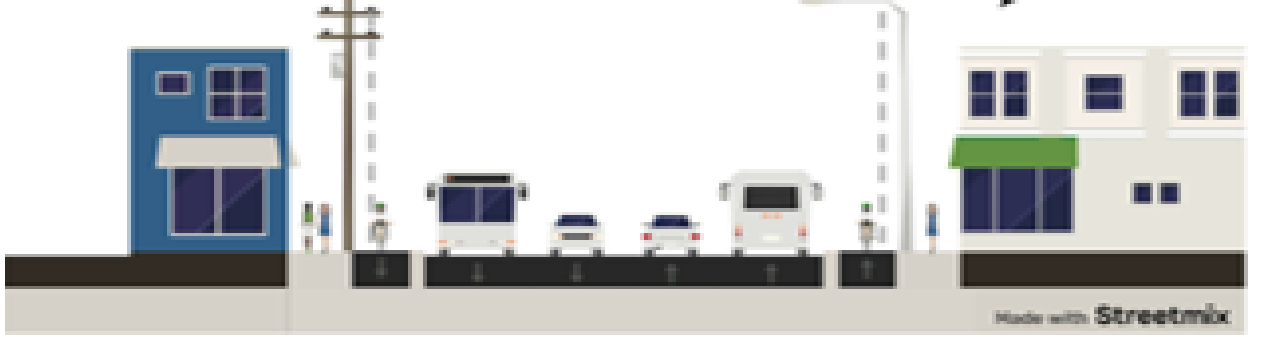
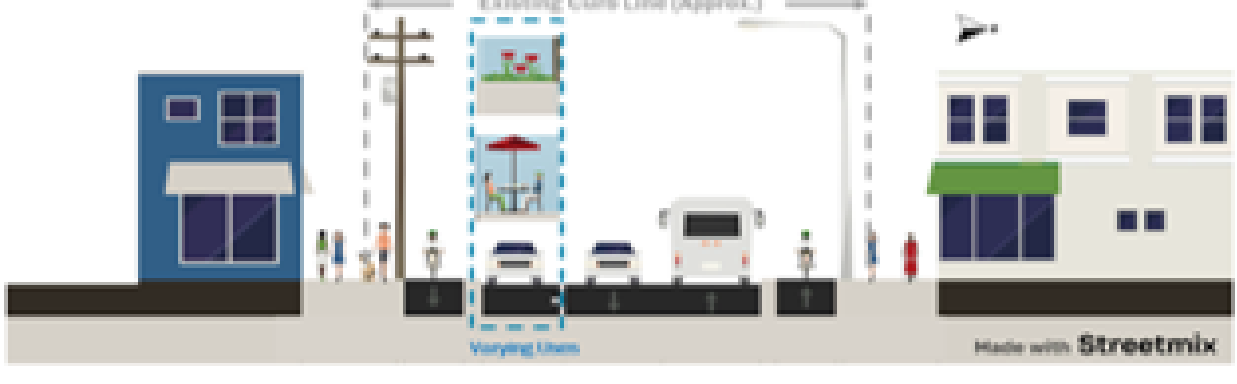
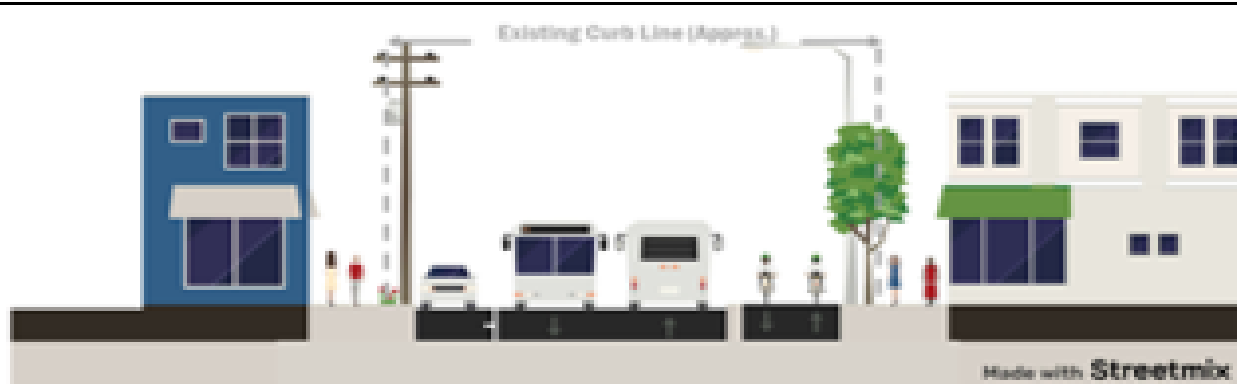
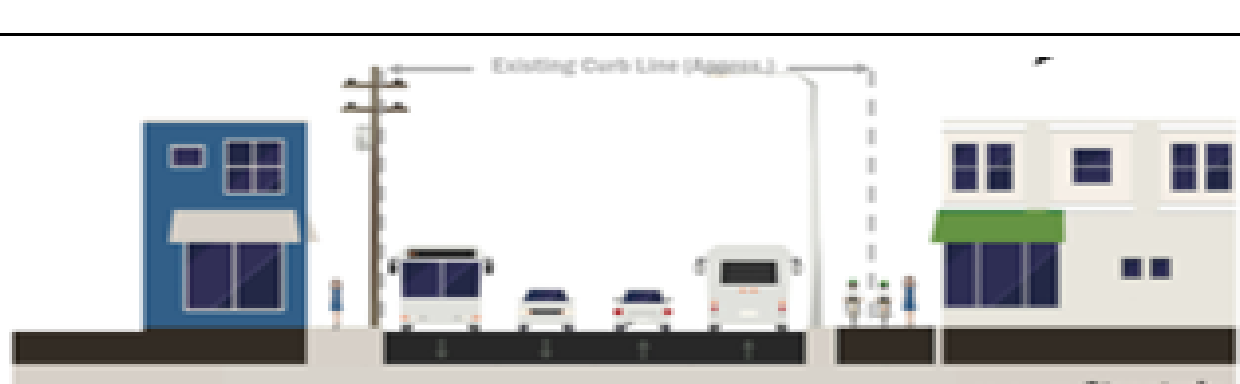
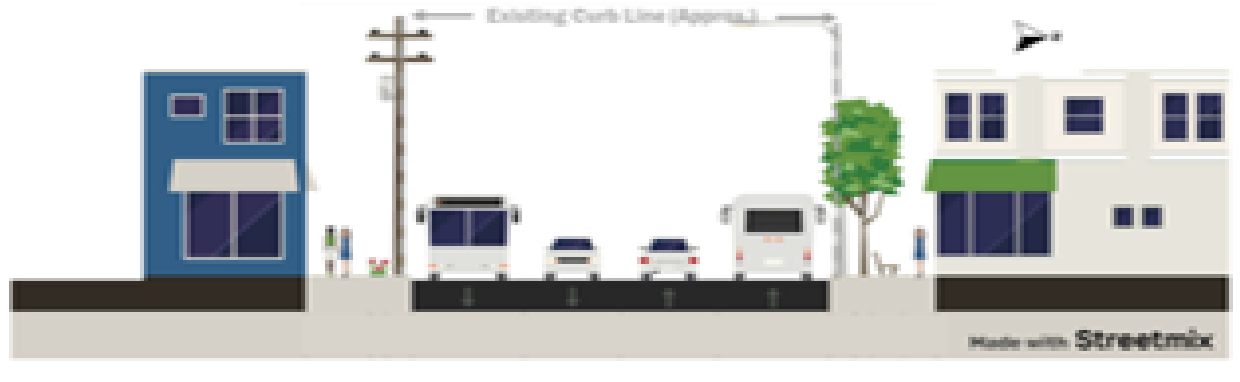

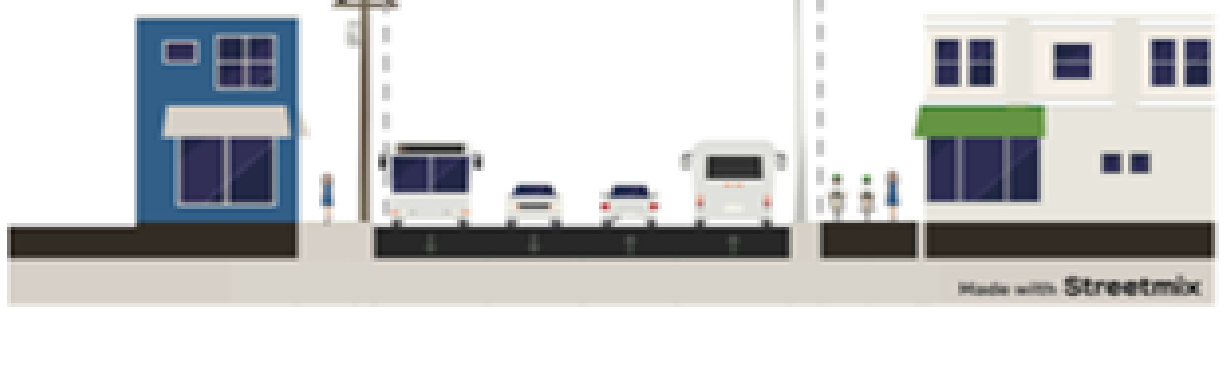


INITIAL SCREENING

P	Performs Poorly
W	Performs Well
	Neutral
*	Short-Listed Alternative

High Scoring Short-listed Alternatives that scored over 1000:

- Option A1
- Option A2
- Option A3
- Additional Option A5
- Additional Option A6
- Option B1

		Technical	User Safety	Policies	Accessibility	Urban Mobility	Roadway Operations	Placemaking	Climate Change Resiliency	Total
Option A1		175	175	175	125	150	175	175	175	1325*
Option A2		175	350	350	200	200	150	200	175	1800*
Option A3		200	350	350	150	100	150	100	100	1500*
Additional Option A4		50	450	200	-100	125	150	25	50	950
Additional Option A5		100	475	375	150	300	150	200	125	1875*
Additional Option A6		125	450	375	125	175	150	100	100	1625*
Additional Option A7		75	300	225	25	100	125	50	50	950
Option B1		175	125	175	125	150	175	125	175	1275*
Additional Option B2		50	425	225	-100	125	150	25	50	950
Additional Option B3		75	275	200	75	100	125	50	50	800

INITIAL SCREENING

The initial screening was conducted to identify a short-list of corridor alternatives that consistently performed well against the established indicators and ultimately determined the preferred alternative.

Summary of Options A1 & B1 Evaluation:

- Both scored satisfactory against the technical, urban mobility, roadway operations, placemaking, and climate change resiliency criteria
- Option B1 ranked the highest amongst the Transitioning Avenue typology cross sections
- Option A1 & B1 did not perform well as other alternative options categorized within the Urban Avenue and Main Street typology (i.e., A2, A3, A5, and A6)
- A1 & A2 did not perform well with regards to policy, and there were limited improvements to the streetscape, with only substantial improvement being widened sidewalks

Summary of Options A2 & A3 Evaluation:

- Both scored well against all evaluation criteria; however, Option A2 performed much better
- Difference in scores was due to variations in the available space within the ROW as Option A2 had additional ROW width available for the sidewalk/boulevard space and lane widths since there is no center median
- Option A3 is more ideal and suitable to be implemented within the Barton Street corridor due to the absence of the existing center median.
- Options A2 and A3 performed generally well with regards to policy, and the substantial streetscape improvements including widening sidewalks, priority to placemaking, and providing on-street parking led to strong scores

Summary of Additional Option A5 & A6 Evaluation:

- Additional Option A5 and A6 will enhance safety and mobility for all road users and is applicable to Urban Avenue and Main Street typology areas
- Both will enhance safety and mobility for all road users
- Additional Option A5 scored the highest amongst all other alternative options due to the proposed flex zone which will provide adaptability along the Barton Street corridor as it provides opportunities for different purposes, such as parking, loading, patio space, and streetscaping

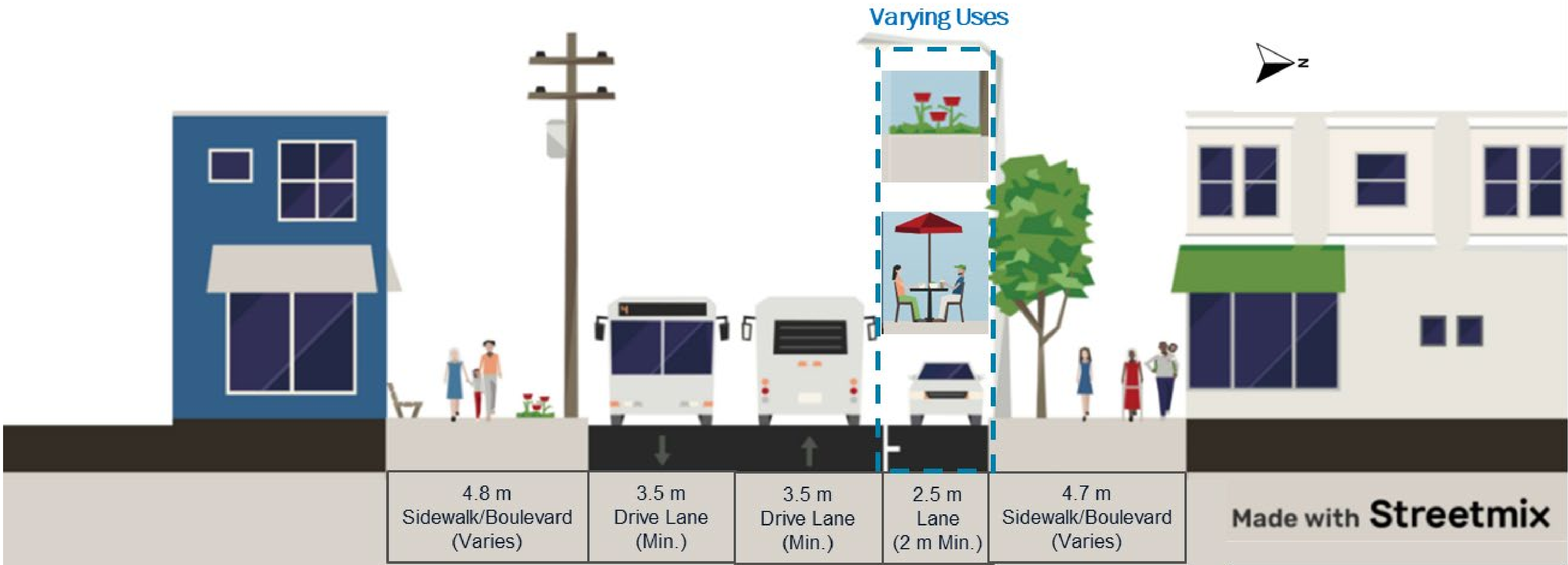
PREFERRED DESIGN ALTERNATIVE – MAIN ST/URBAN AVE

After further analysis of the short-listed alternatives, the Preferred Design Alternative (PDA) developed is a **hybrid conceptual design** of both Option A2 and Additional Option A5. The Preferred Design Alternative cross-section illustrates the most constrained ROW width scenario (19.0 m) and will adjust the lane and facility widths where necessary as the ROW widths vary along the corridor (approx. 19.6 to 47.5 m).

The Preferred Design Alternative (PDA) (Main St/Urban Ave) considers opportunities to support the listed priorities:

- Flex space to allow versatility along the Barton Street corridor for the following:
 - Additional streetscaping and overall enhanced placemaking
 - Dedicated parking/loading areas for improved accessibility
 - Patio space to promote economic vitality
- Wider sidewalks to allow for additional pedestrian clearway space for all users including Personal Mobility Device (PMD) users, the use of urban braille, and opportunities for streetscaping such as, street trees to improve shade and beautification for pedestrian travel.
- Improved boulevard/sidewalk space for enhanced transit amenities and accessibility for Personal Mobility Device (PMD) users.
- Improved curb lane width to 3.5 m to accommodate bus and truck routes along the corridor.
- Opportunities to include Low Impact Development (LID) measures within the additional boulevard space.

Preferred Design Alternative – Prioritize Pedestrian, Placemaking & Parking



**PDA is subject to change due to further analysis and modelling during the Detailed Design (DD) stage. Further assessment during the DD will reveal opportunities for additional pedestrian, streetscaping, parking or loading solutions, and will review the implications of the removal of travel lanes along the corridor.*

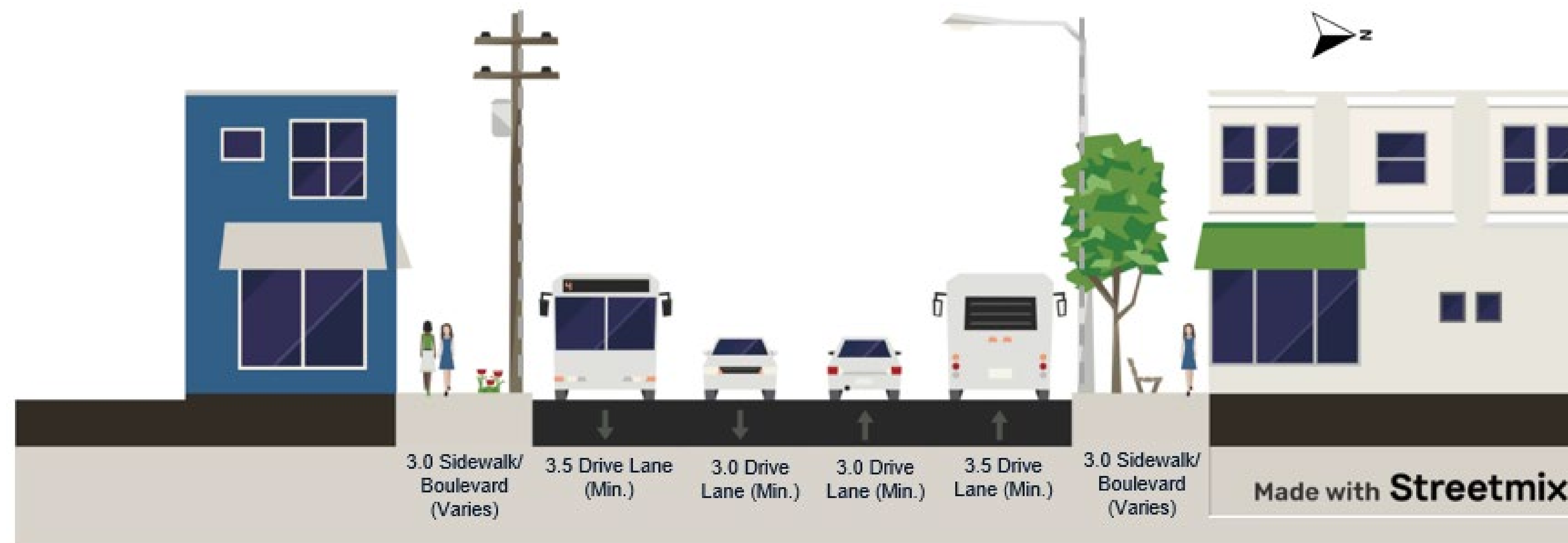
PREFERRED DESIGN ALTERNATIVE – TRANSITIONING AVE

After conducting a high-level Transportation Impact Screening (TIS) and evaluating the priorities analyzed within the Transitioning Avenue typology area, the Preferred Design Alternative (PDA) selected for this section of the corridor is Option B1. PDA B maintains 4-lanes within this section of Barton Street to minimize traffic impacts. The Preferred Design Alternative cross-section illustrates the most constrained ROW width scenario (19.0 m) and will adjust the lane and facility widths where necessary as the ROW widths vary along the corridor (approx. 19.6 to 47.5 m).

The Preferred Design Alternative (PDA) (Transitioning Ave) considers opportunities to support the listed priorities:

- Improved curb lane width to 3.5 m to accommodate bus and truck routes along the corridor.
- Opportunity to relocate utility poles to be closer to the curb to increase pedestrian and boulevard space
- Wider sidewalks to allow for additional pedestrian clearway space for all users including Personal Mobility Device (PMD) users, the use of urban braille, and opportunities for streetscaping such as, street trees to improve shade and beautification for pedestrian travel.
- Improved boulevard/sidewalk space for enhanced transit amenities and accessibility for Personal Mobility Device (PMD) users.
- Opportunities to include Low Impact Development (LID) measures within the additional boulevard space.

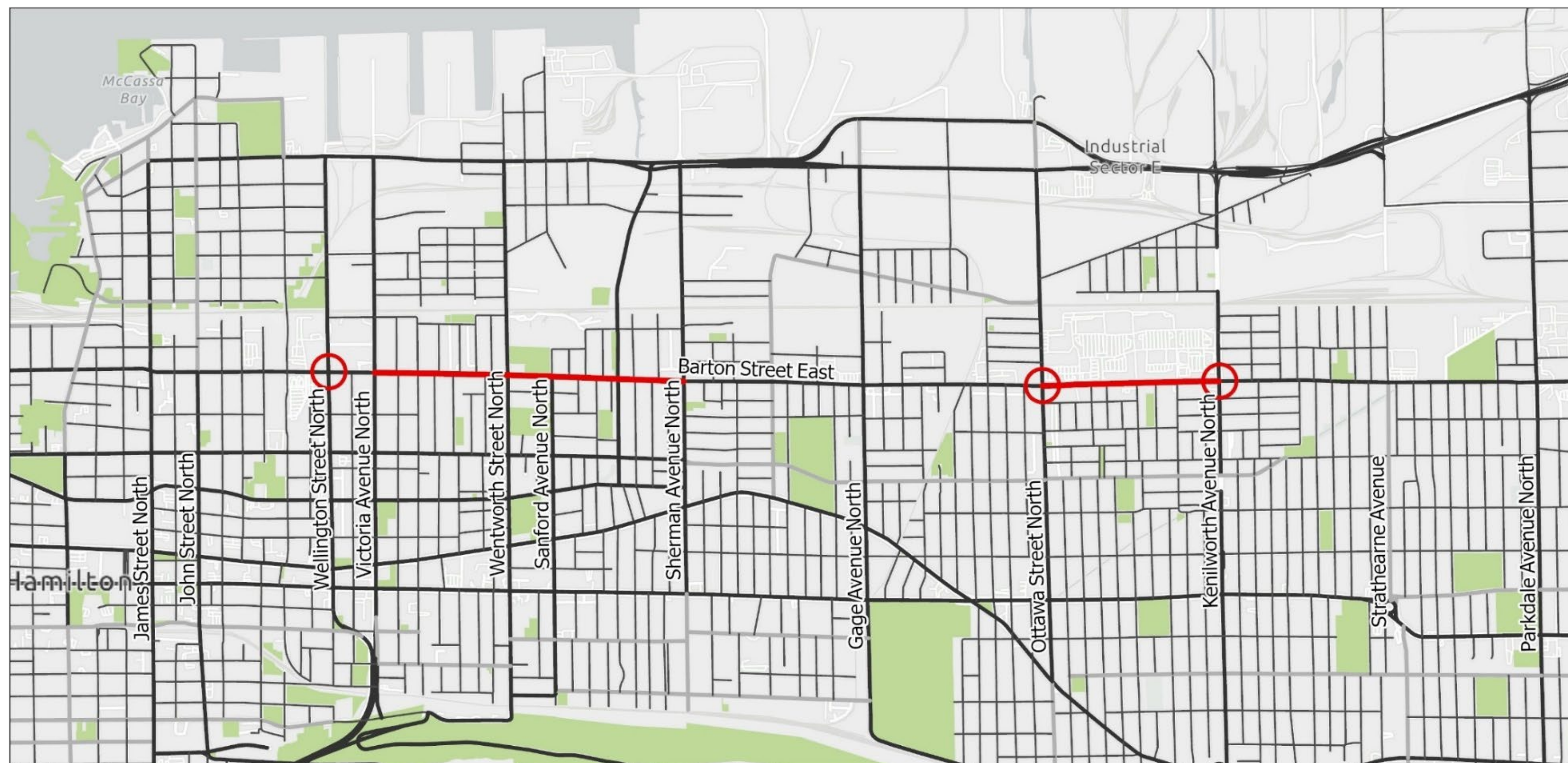
Preferred Design Alternative – Wider Curb Lanes and Sidewalks/Boulevard



**PDA is subject to change due to further analysis and modelling during the Detailed Design (DD) stage. Further assessment during the DD will reveal opportunities for additional pedestrian, streetscaping, parking or loading solutions, and will review the implications of the removal of travel lanes along the corridor.*

TRANSPORTATION IMPACTS

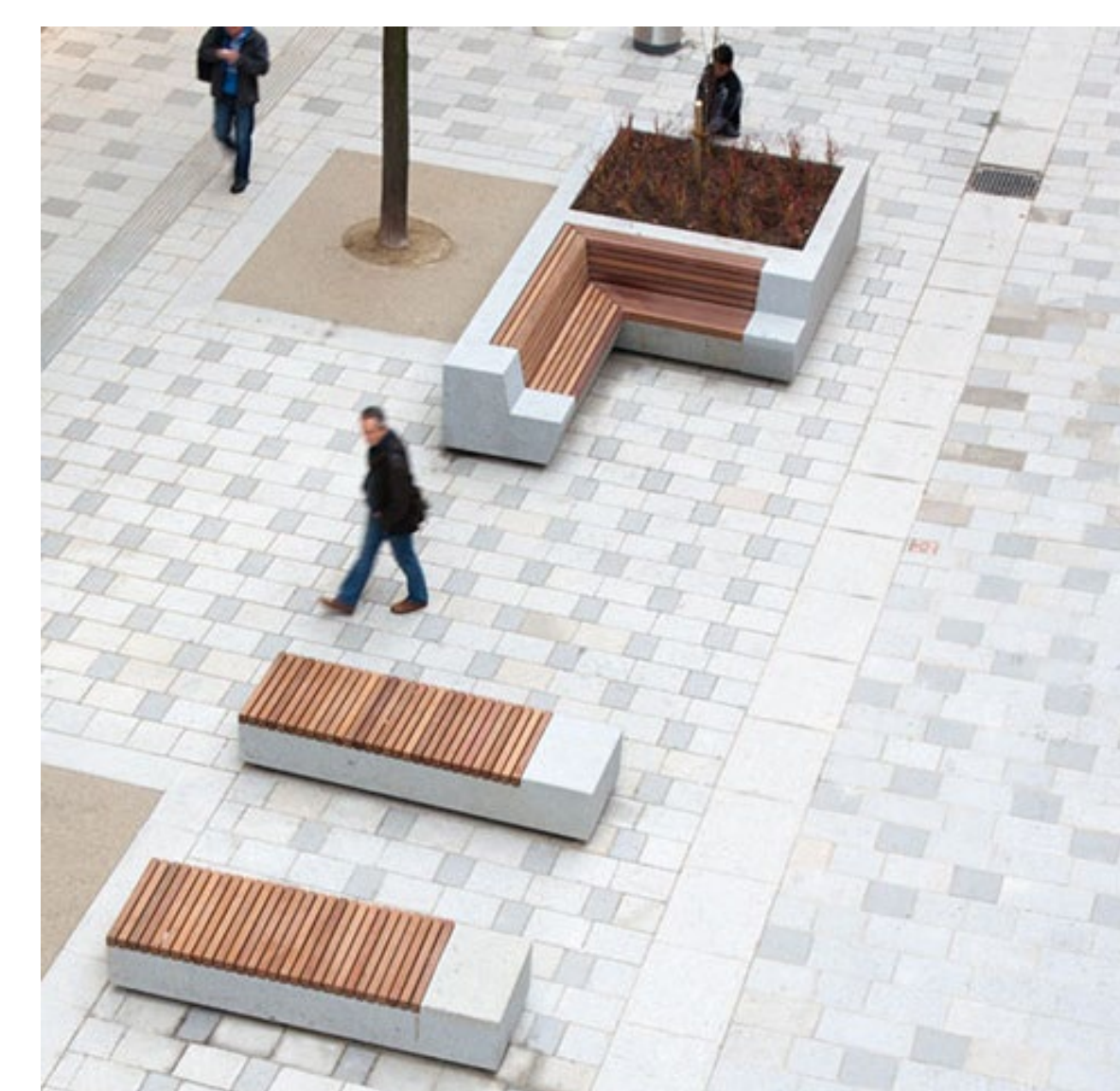
- This design reduces vehicular travel lanes in some segments, which resulted in an analysis of any potential traffic impacts.
- The study assessed both corridor and intersection capacities under four scenarios: existing and 2051 future conditions, each with both the current configuration and the Preferred Design Alternative.
- The screening found that the proposed lane reductions associated with the Preferred Design Alternative will not result in significant operational issues under either existing or projected 2051 traffic conditions for areas evaluated. The only location of concern, the intersection of Barton Street E and Wellington Street N, can be mitigated through localized operational changes.
- Further traffic analysis will be conducted at the preliminary and detailed design stage to confirm the design.



Areas in
Red were
assessed

STREETSCAPING

- Various streetscaping elements may be proposed along the Barton Street corridor in the widened areas of boulevard and sidewalk for the Preferred Design Alternative. The following approaches may be considered for the proposed landscaping features:
 - Option 1 – Implementation of underground planters that do not impact existing utilities. Localized areas of utility relocations may be considered for unobstructed planting opportunities for planter box roots.
 - Option 2 – Propose aboveground landscaping features that do not require underground planting.
 - Option 3 – No streetscaping along the Barton Street corridor.
- The preferred approach is Option 1, with consideration for localized areas for underground planting that will not impact existing utilities. In addition to avoiding disturbances to existing utilities, this option can provide improved plant and tree health due to the ability to have adequate soil volumes and quality. Underground planters also provides root protection from pedestrians, vehicular traffic, and protection from potential construction activities.



IMPLEMENTATION STRATEGY – CONSTRUCTION PHASING

- Construction efforts will be coordinated with the watermain and sewer upgrades planned for Barton Street. The construction year and stages will be confirmed once the necessary municipal servicing upgrades for the Barton Street corridor are finalized.

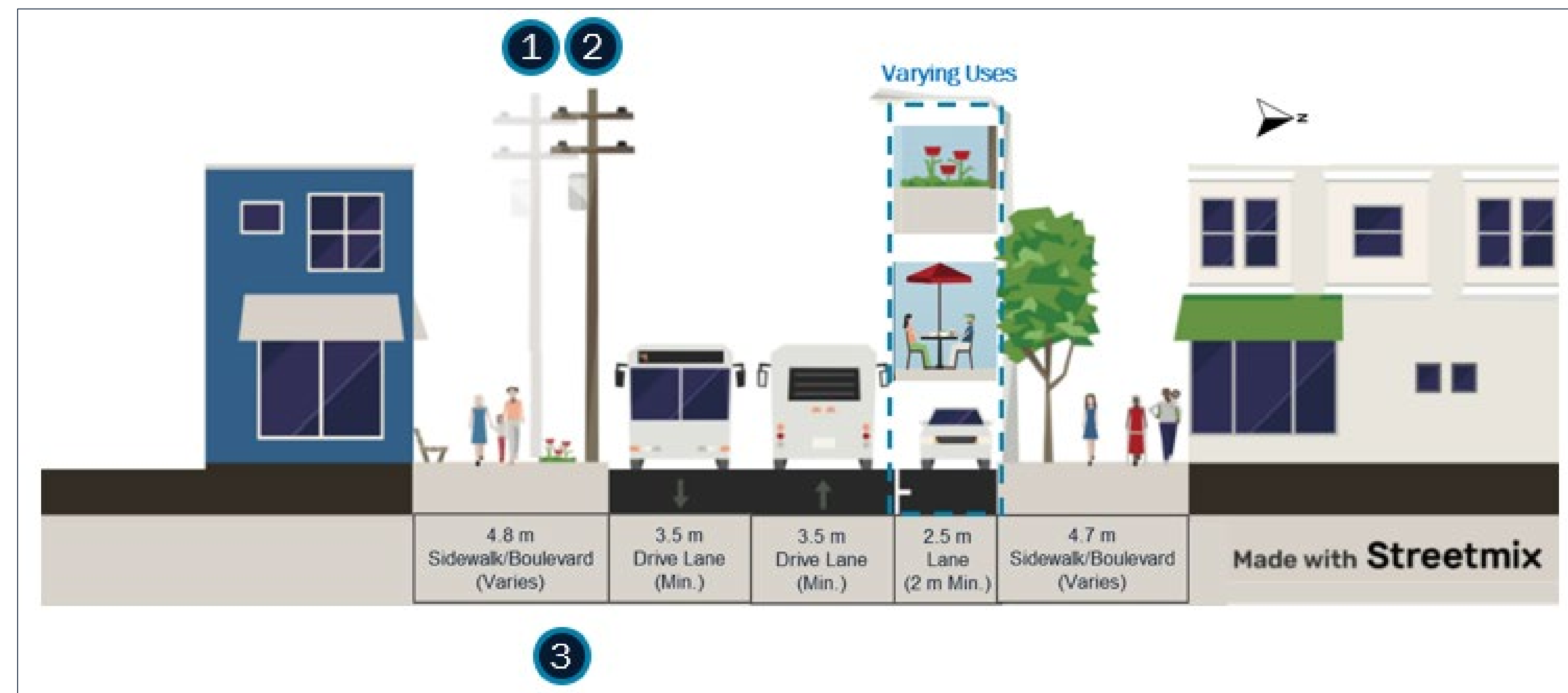
Project Number	Project Name	Stage/Phase (Construction Year TBD)	Program
11521	Barton St Functional Review – Ferguson Ave to Kenilworth Ave	-	Study/Assessment
	Barton St Functional Review – Kenilworth Ave to Parkdale Ave	-	Study/Assessment
10775	Barton St – Sherman Ave to Ottawa St	Stage 1	Road and Municipal Servicing (Storm Sewer)
11286	Barton St – Ottawa St to Kenilworth Ave	Stage 1	Road and Municipal Servicing (Watermain)
TBC	Barton St – Kenilworth Ave to Parkdale Ave	Stage 1	Road
11485	Barton St – Wentworth St to Sherman Ave (within Barton Village BIA)	Stage 2	Road and Municipal Servicing (Storm Sewer and Watermain)
11486	Barton St – Ferguson Ave to Wentworth St (within Barton Village BIA)	Stage 3	Road and Municipal Servicing (Storm Sewer and Watermain)

MUNICIPAL INFRASTRUCTURE: WATER AND STORM DRAINAGE CAPACITY UPGRADE

- The City of Hamilton is updating the municipal services on Barton Street, including watermain and storm sewer improvements.
- The existing combined sewer will be maintained to convey sanitary flow and new storm sewers will be implemented to fill the gaps and provide continuity of flow to the discharge outlets.
- All watermains at the end of their lifespan will be replaced. Watermains will be upsized to support secure water supply to existing customers and support future growth.
- Watermain upgrades are planned between Ferguson Ave N and Sherman Ave N, and between Ottawa St N and Kenilworth Ave N. Storm sewer upgrades are planned for Ferguson Ave N to Emerald St N, Sandford Ave N to Minto Ave, and Kenilworth Ave to Parkdale Ave.
- Note: Pipe sizing and the final scope of work for the municipal servicing upgrades will be determined during detailed design.

UTILITIES STRATEGY– THIRD PARTIES

- Typical third-party utilities located underneath the boulevard and roadway include:
 - Rogers, Hydro, Gas, and Bell
- Full-depth road reconstruction of Barton Street is recommended, which will provide an opportunity to address any impacts to third party utilities and other municipal services.
- Existing hydro poles strategy includes the following three options:
 - **Option 1 - Remain in-place:** Existing curb line will be adjusted to create additional sidewalk and boulevard space, with the hydro poles remaining in their current locations. – **Most cost-effective**
 - **Option 2 - Relocation:** Hydro poles will be moved closer to the new curb line, creating a unified space within the boulevard for pedestrians and placemaking. – **Least cost-effective**
 - **Option 3 - Underground Relocation:** Hydro poles will be relocated underground, enhancing maintenance and allowing above-ground space to be optimized for placemaking and pedestrian use. – **Least cost-effective**



CONSTRUCTION NOTIFICATIONS

- High level construction updates will be provided through a project website and construction signs will display advanced notification regarding lane closures and intersection work.
- The public may see construction signing appear along the roadway approximately one week prior to the start of the initial construction works.
- Temporary entrance closures to residences and businesses are expected for some construction activities. Some examples include paving, new curb installations, sewer and watermain work. The Contractor will be required to provide a minimum one-week written notice for these types of operations and closures.
- When night work is required during construction, the Contractor will provide advance notice of the night work including its expected duration and timelines.
- The Contractor will be required to provide written notices to impacted residents and businesses for temporary disruption of municipal water and sanitary services.

Example of Night Work Operations



Image Source: Aspen Times



Image Source: C.W. Roberts Contracting

Example of Construction Signage



Image Source: Google

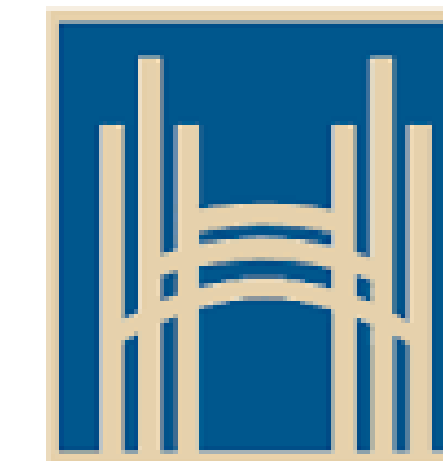
NEXT STEPS

Following the Public Consultation Event, the Project Team will:

- Documentation of public feedback.
- Develop a Terms of Reference (TOR) for Detailed Design
 - TOR will outline the project's objectives, scope (including transportation analysis), responsibilities, deliverables, and timeline.
- Finalization of the Functional Design Review Study in late 2025.

We value your input and encourage you to stay connected!

Visit the project website at
<https://engage.hamilton.ca/bartonstfunctionaldesign>



Hamilton

Please remember to drop off your completed Comment Form in the Comment Box before you leave or visit the Project webpage to provide your feedback.

You may also leave additional comments on the existing conditions roll plan using pen or pencil.