

Project Details

Project Boundary:	Cannon St to Birge St	Funding Source:	On-street Cycling 2021
Phase:	Design & Implementation	Project Length:	650 m
		Ward:	3

Key Map



Description

Create new two-way cycle track along east curb of Victoria Ave between Cannon St and Barton St, widen existing buffered bicycle lane and convert into a two-way cycle track between Barton St and Birge St. In future (2022), with Canadian National Railway (CN) approval, extend the two-way cycle track beyond Birge St to Ferrie St. Where possible, include flexposts and pre-cast curbs in painted buffer.

Precedent Images and Visualizations



Hunter St, Hamilton
Flexposts and pre-cast curbs.



Queens Park, Toronto
Raised bus platform

Potential Impacts

Hamilton Street Railway (HSR) Route/Area

4 (Bayfront), 12 (Wentworth)

Impacts

Traffic may be slightly more congested, busses continue to load/ alight in an active lane with a platform installed across the cycle track. The transit loading platform is proposed to be either a prefabricated structure or a platform of precast curbing and asphalt if drainage can be accommodated.

Parking Items

Impacts

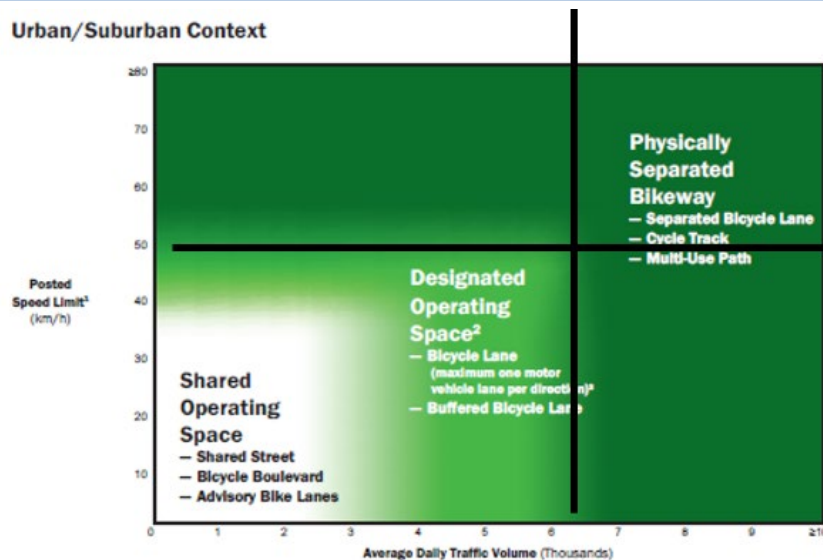
No parking impacts are anticipated in this project

Rationale and Strategic Alignment

Victoria Ave is an arterial street with excellent north-south connectivity. Bike lanes along this corridor will serve to connect existing Cannon St bike lanes to the Barton General Hospital. A second phase of this project will connect Cannon St to the Claremont multi-use path.

According to the cycling facilities nomograph (OTM Book 18) and the complete streets audit tool, this arterial road should have a designated cycling operating space, which will be marked by paint, bollards and barriers.

Cycling Facilities Nomograph Alignment (OTM Book 18)



Strategic Alignment

Transportation Master Plan

Action 15 - As part of the implementation of the cycling network, undertake an evaluation of alternatives in order to select routes which maximize safety for cyclists and promote continuity of the network across the City.

Sustainable Mobility KPI's and Cycling Master Plan

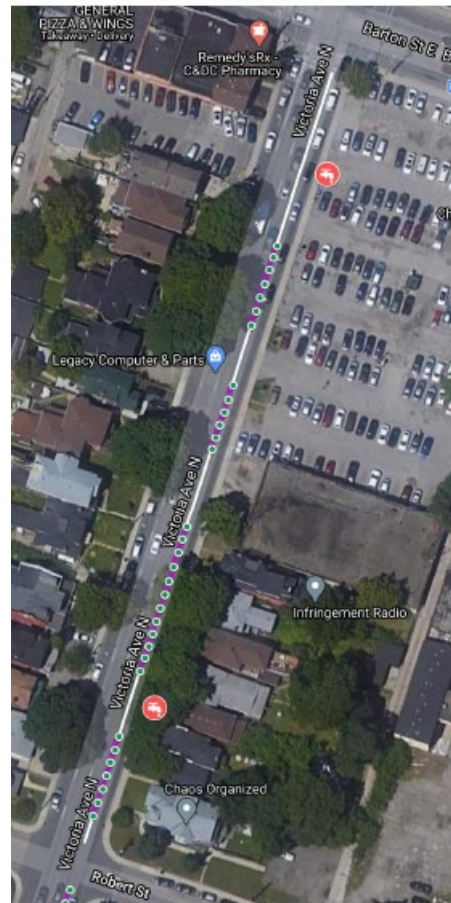
This corridor helps to complete the cycling master plan and increase kilometers of cycling infrastructure. The cycling facilities nomograph above indicates the type of recommended facility using average daily traffic data of 6,000 to 11,000 and recommends a physically separated facility which is in line with Complete Streets and All Ages and Abilities (AAA) recommendations.

Detailed Maps

Cannon to Robert



Robert to Barton



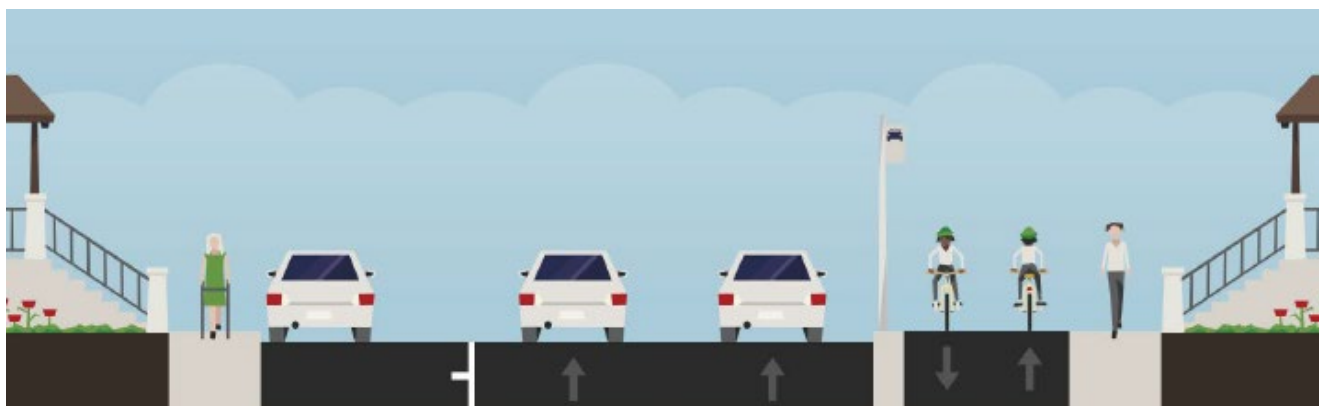
Barton to Copeland



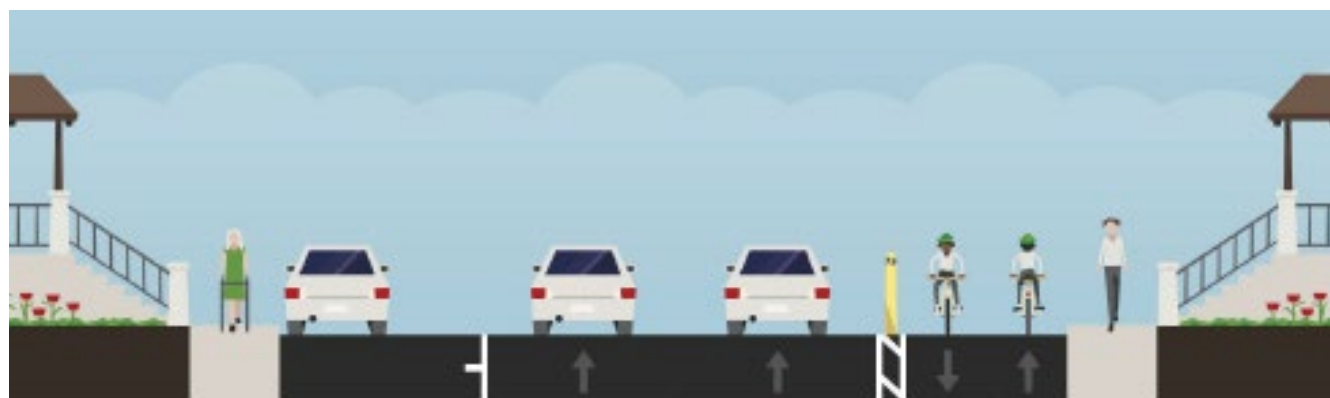
Copeland to CN Rail Tracks



Cross Section Details



Victoria Ave bus stops: Similar in design to King St & Macklin St, bicycle lane will be elevated temporarily to sidewalk level, with signage to allow pedestrians to cross and board bus.



Victoria Ave Barton St to Cannon St: Two driving lanes maintained, buffered bicycle lane against east curb, existing parking maintained.

Project Contacts

Project Feasibility and Outreach

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Project Design and Implementation

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