Feasibility Plan: Dewitt Rd (Barton St to South of Highway 8)

### Project Details

<table>
<thead>
<tr>
<th>Project Boundary:</th>
<th>Barton St to Midway St</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase:</td>
<td>Design (2021)</td>
</tr>
<tr>
<td>Funding Source:</td>
<td>On-street Cycling 2021</td>
</tr>
<tr>
<td>Project Length:</td>
<td>1.4 km</td>
</tr>
<tr>
<td>Ward</td>
<td>10</td>
</tr>
</tbody>
</table>

### Key Map

![Map of Dewitt Rd (Barton St to Midway St)](image)

### Description

Add buffered bicycle lanes on each side of Dewitt Rd by removing on-street parking, where it is permitted. Left turn lanes are required approaching/crossing Barton St and Highway 8, thus a shared facility at the intersections.

### Precedent Images and Visualizations

![Precedent Image: Garth St, Hamilton, Buffered bicycle lanes](image)
Feasibility Plan: Dewitt Rd (Barton St to South of Highway 8)

### Potential Impacts

<table>
<thead>
<tr>
<th>HSR Route/Area</th>
<th>Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>55 (Stoney Creek)</td>
<td>No impacts anticipated</td>
</tr>
<tr>
<td>56 (Centennial - Season/Limited)</td>
<td>No impacts anticipated</td>
</tr>
</tbody>
</table>

### Parking Review

Estimated on-street parking capacity:
- Barton St to Hwy 8 - 30 stalls
- Hwy 8 to Midway St - 20 stalls

Observed resident on-street parking usage (overnight is minimal as a result of large driveways)
- Barton St to Hwy 8 - 2 (west side - opposite Dupont St & Orchard Park)
- Hwy 8 to Midway St - 3 (east side - between Glenashton Dr & Midway St)

Additional observations:
- 5 vehicles parked on-street during the day, south of Barton St
  - assumed to be Barton St commercial activity
- 12 vehicles queueing on Dewitt Rd to pickup school children
  - can be easily accommodated on adjacent side streets
- Orchard Park
  - existing on-street parking control aims to discourage pickups/drop-offs

### Rationale and Strategic Alignment

The bicycle lanes would make cycling more convenient and comfortable for all cyclists, and the painted buffer will increase the comfort and safety for youth cycling to the two schools on Dewitt Rd. The bicycle lanes will connect to existing bicycle lanes on Highway 8 (east of Dewitt Rd), quieter local cross-streets, and future cycling facilities on Barton St. The modified street design will also encourage motorists to drive slower.

According to the cycling facilities nomograph (OTM Book 18) and the complete streets audit tool, this connector street should have a designated cycling operating space, which will be marked with painted buffers.
Feasibility Plan: Dewitt Rd (Barton St to South of Highway 8)

Cycling Facilities Nomograph Alignment (OTM Book 18)

Dewitt ADT
South of Barton: 5100 (2014)
North of Hwy 8: 6700 (2014)

Strategic Alignment
Capital Plan
Hatt St is planned for repaving and it is recommended that this project be implemented during that process.

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
Increase kilometers of cycling infrastructure
Facilitate Pandemic Response through active transportation

Detailed Maps
Feasibility Plan: Dewitt Rd (Barton St to South of Highway 8)

Cross Section Details

Buffered bicycle lanes

@ Barton & Hwy 8

Shared use bicycle lanes at Barton St & Hwy8

Project Contacts

**Project Feasibility and Outreach**
Daryl Bender, Project Manager: daryl.bender@hamilton.ca

**Project Design and Implementation**
Mushfiqur Rahmen, Senior Project Manager: mushfiqur.rahmen@hamilton.ca