Feasibility Plan: Cootes MUP (Hatt Phase 2)

**Project Details**

<table>
<thead>
<tr>
<th>Project Boundary:</th>
<th>Baldwin St to Dundas St</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase:</td>
<td>Design (2022 Install)</td>
</tr>
<tr>
<td>Funding Source:</td>
<td>On-street Cycling 2021</td>
</tr>
<tr>
<td>Project Length:</td>
<td>240 m</td>
</tr>
<tr>
<td>Ward</td>
<td>13</td>
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</tbody>
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**Key Map**

On the south side of Cootes Dr between Baldwin St and Thorpe St implement a 3.0m bicycle path adjacent to the sidewalk and between Thorpe St and Dundas St implement a 3.0m multi-use path (remove sidewalk). Baldwin St to become a bicycle boulevard with the addition of signage and pavement markings.

**Precedent Images and Visualizations**

Cootes Dr, Dundas
Multi-use path

Governor’s Rd, Dundas
Bicycle path
Feasibility Plan: Cootes MUP (Hatt Phase 2)

### Potential Impacts

<table>
<thead>
<tr>
<th>HSR Route/Area</th>
<th>Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 (Delaware)</td>
<td>Bus shelter and amenities modification</td>
</tr>
<tr>
<td>52 (Dundas Local)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parking Review</th>
<th>Impacts</th>
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<tbody>
<tr>
<td>Private parking lot</td>
<td>Private parking encroaches into right-of-way and will need to be removed to accommodate MUP</td>
</tr>
<tr>
<td>Baldwin St</td>
<td>Formalize “No Stopping Anytime” along north curb beside Mediacom Park</td>
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### Rationale

Baldwin St is a direct connection between the existing multi-use path on Cootes Dr and downtown Dundas via Hatt St (bicycle lanes added in 2021); and a connection to Ogilvie (future lanes) and Creighton (2021 lanes).

The proposed new segment of cycling facility on Cootes Dr (separate from the roadway) is justified due to existing volumes on Cootes Dr and direct connectivity to existing facilities on the south side.

### Cycling Facilities Nomograph Alignment (OTM Book 18)

Not required. Baldwin St is a low volume local street, with no existing count data.

### Strategic Alignment

#### Capital Plan

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

#### 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
Feasibility Plan: Cootes MUP (Hatt Phase 2)

Detailed Maps

- Curb cut
- Cootes Dr
- Baldwin St
- Court St
- Private Parking
- Hydro Pole
- Bus stop
- Bus area (9m), bus shelter (4m) and bike parking (3m)
- Total of 26m of concrete
- 1.0m wide hatching on MUP at loading area
- 1.0m asphalt MUP
- 1.0m of concrete for pedestrian crossings
- Remove existing sidewalk and implement grass boulevard (1.75m) with trees (+9 in this block)
- Connect MUP to Baldwin St beside hydro pole(s)
- Maintain sidewalk (as pedestrian right-of-way) for resident @ Thorpe St; include signage as well to indicate
- Add NB yield control on Court St and green crossside to identify cycling crossing

Baldwin St: to include bicycle boulevard markings and signage
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Cross Section Details

@ Baldwin to Thorpe

3.0m bicycle path adjacent to sidewalk

@ Dundas (west leg)

3.0m multi-use path

Project Contacts

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