Feasibility Plan: Upper Paradise Rd (@ Mohawk Rd)

**Project Details**

<table>
<thead>
<tr>
<th>Project Boundary:</th>
<th>Sanatorium Rd to Lunner Ave</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>600 m</td>
</tr>
<tr>
<td>Ward</td>
<td>14</td>
</tr>
</tbody>
</table>

**Key Map**

[Map image showing the project area with marked boundaries and key landmarks]

**Description**

Add buffered bicycle lanes through the missing gap at the Mohawk Rd intersection. Existing bicycle lanes exist north and south of the Mohawk Rd intersection, but not through it. Include barriers before and after each intersection, where possible. The project will connect existing bicycle lanes north (Sanatorium Rd) and south (Lunner Ave) of Mohawk Rd.

**Precedent Images and Visualizations**

- **Hatt St, Dundas**
  - Barrier separated bicycle lanes

- **Hatt St @ Main St, Dundas**
  - Pavement markings
### Potential Impacts

<table>
<thead>
<tr>
<th>HSR Route/Area</th>
<th>Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>34 (Upper Paradise)</td>
<td>Possible delays merging into active lane</td>
</tr>
<tr>
<td>41 (Mohawk)</td>
<td></td>
</tr>
</tbody>
</table>

### Parking Review

No on-street parking on Upper Paradise Rd

### Rationale

This project will complete bicycle lanes through the Mohawk/Upper Paradise intersection, completing an otherwise existing north-south cycling corridor from the Brow to Stone Church Rd.

According to the cycling facilities nomograph (OTM Book 18) and the complete streets audit tool, this collector street should have a designated cycling operating space, which will be marked by paint, flexposts, and precast concrete curbs.

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

![Cycling Facilities Nomograph Alignment](image)

### Upper Paradise ADT

- North of Mohawk: 8900
- South of Mohawk: 14,700
- Both 2018 counts

Dashed line: If the NB app was split 15m from Mohawk stop bar to create mixing zone, thus ADT volume shared between 2 lanes, the graph still in dark green (7,350). Note there is an existing aux. LT lane.
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**Strategic Alignment**

**Capital Plan**
There are no plans for any roadworks along this segment, the street is scheduled for rehabilitation north of Sanatorium in 2025.

**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**
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Detailed Maps
Cross Section Details

Sanatorium to Buckingham

Add buffers/barriers to existing bike lanes

Buckingham to Sandringham

Add separated (barrier-buffer) bike lanes

@ Mohawk (north leg)

Reallocate existing curb lanes (northbound and southbound) to separated (buffer/barrier) bike lanes
Cross Section Details

Southbound: Reallocate curb lane to separated bike lane. Eliminate buffer once matched to existing bike lane; buffer will vary in width.

Northbound: Reallocate curb lane to separated bike lane. Eliminate buffer once matched to existing bike lane; buffer will vary in width.

Project Contacts

**Project Feasibility and Outreach**
Danny Pimentel, Project Manager: danny.pimentel@hamilton.ca

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