Feasibility Plan: John St (Guise-Strachan)

**Project Details**

<table>
<thead>
<tr>
<th>Project Boundary:</th>
<th>Guise St to Strachan St</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ward:</td>
<td>2</td>
</tr>
<tr>
<td>Funding Source:</td>
<td>On-street Cycling 2021</td>
</tr>
<tr>
<td>Project Length:</td>
<td>970m</td>
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</tbody>
</table>

**Key Map**

**Description**

Convert John St from two-way to one-way northbound, add a two-way cycle track on the west side of John St and include barriers where feasible. On-street parking to be relocated to the east side of John St. South of Burlington St, replace the rubber curb stops with precast concrete curbs and flexposts.

**Precedent Images and Visualizations**

John St, Hamilton
South of Burlington St: two-way cycle track on west side, parking on east side
Potential Impacts

<table>
<thead>
<tr>
<th>HSR Route/Area</th>
<th>Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>John St</td>
<td>No impact anticipated as there is not a bus route along John St</td>
</tr>
</tbody>
</table>

Parking Review

Relocation of on-street parking from the west side to the east side to accommodate west side cycle track and match configuration south of Burlington St. It is anticipated that on-street capacity will be minimally, if at all, impacted.

Rationale

Extending the cycle track further north would serve to achieve the desired traffic mitigation by residents, while also providing a continuous connection to Pier 8, the waterfront trail and the existing cycle track south of Burlington St.

According to the cycling facilities nomograph (OTM Book 18) and the complete streets audit tool, this collector street should have a shared cycling operating space at a minimum.

Cycling Facilities Nomograph Alignment (OTM Book 18)

![Cycling Facilities Nomograph Alignment](image-url)
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**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

**Detailed Maps**
Two-way cycle track, northbound vehicles lane, east side parking

**Project Contacts**

**Project Feasibility and Outreach**
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