

Project Details

Project Boundary:	Barton St to Midway St	Funding Source:	On-street Cycling 2021
Phase:	Design (2021)	Project Length:	1.4 km
		Ward	10

Key Map



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



Garth St, Hamilton
Buffered bicycle lanes

Potential Impacts

HSR Route/Area	Impacts
55 (Stoney Creek)	No impacts anticipated
56 (Centennial - Season/Limited)	

Parking Review

Estimated on-street parking capacity:

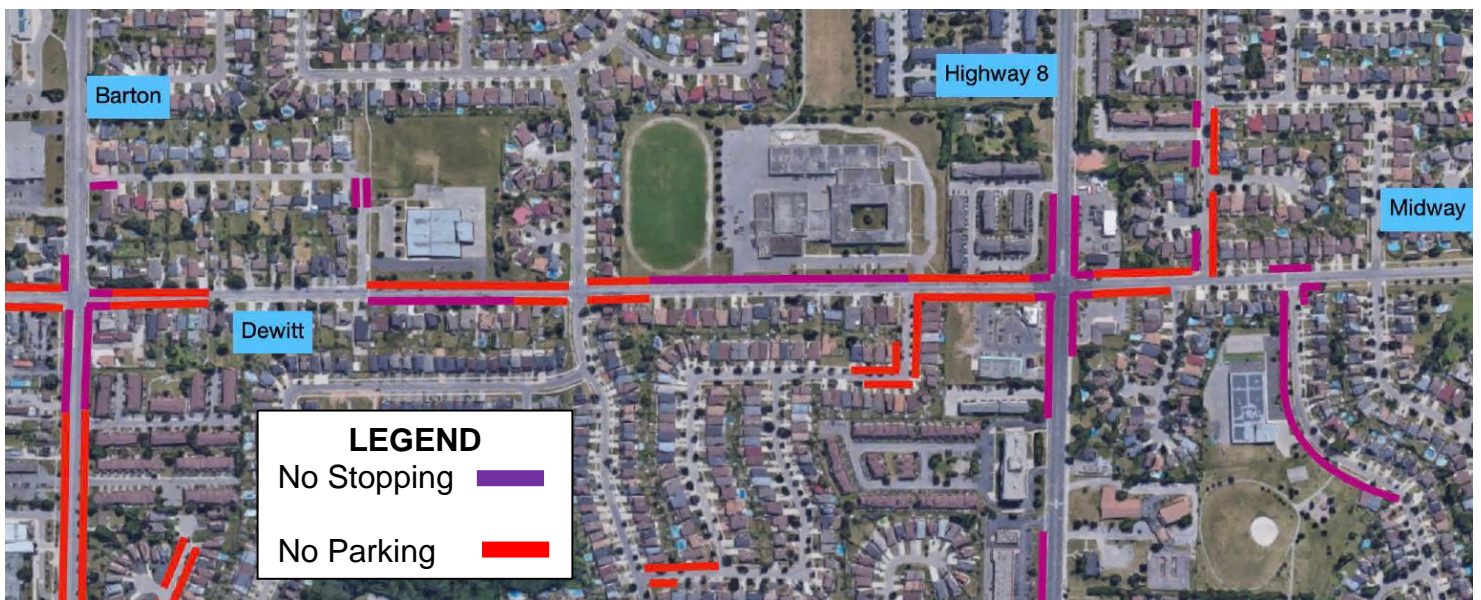
- Barton St to Hwy 8 - 30 stalls
- Hwy 8 to Midway St - 20 stalls

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.

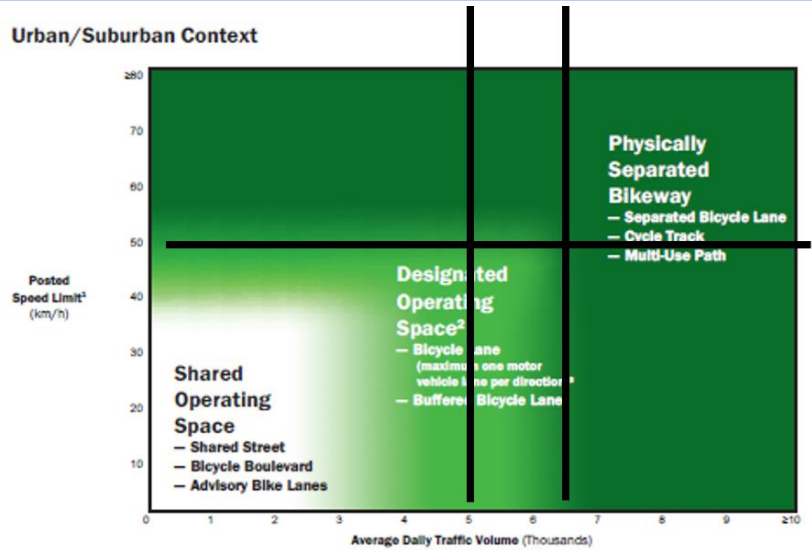
According to the cycling facilities nomograph (OTM Book 18) and the complete streets audit tool, this connector street should have a designated cycling operating space, which will be marked with painted buffers.

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

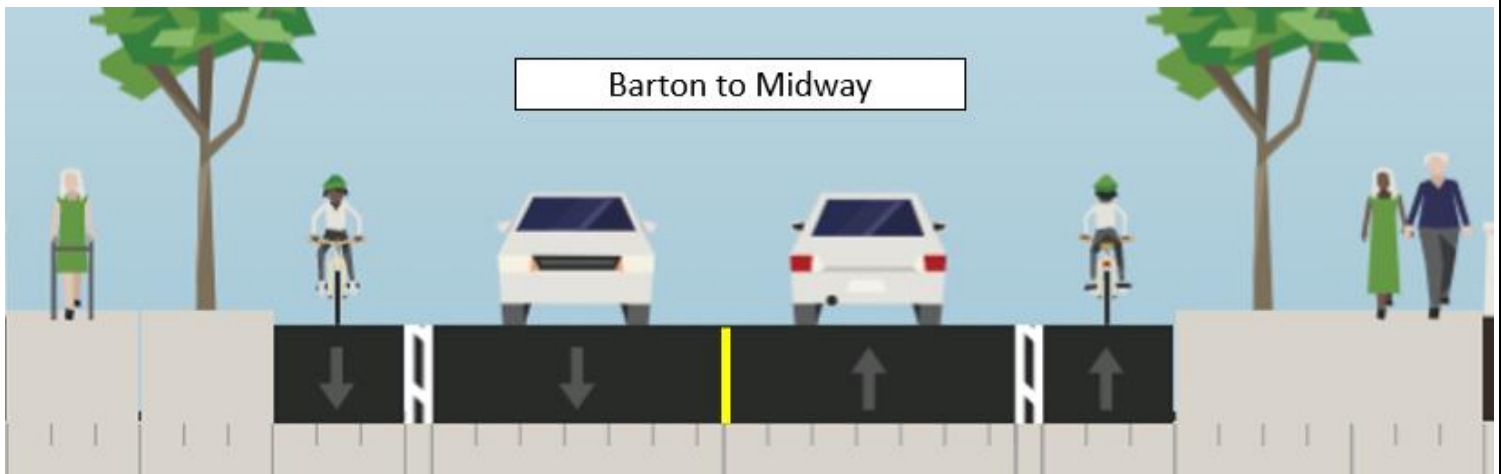
Facilitate Pandemic Response through active transportation

Detailed Maps



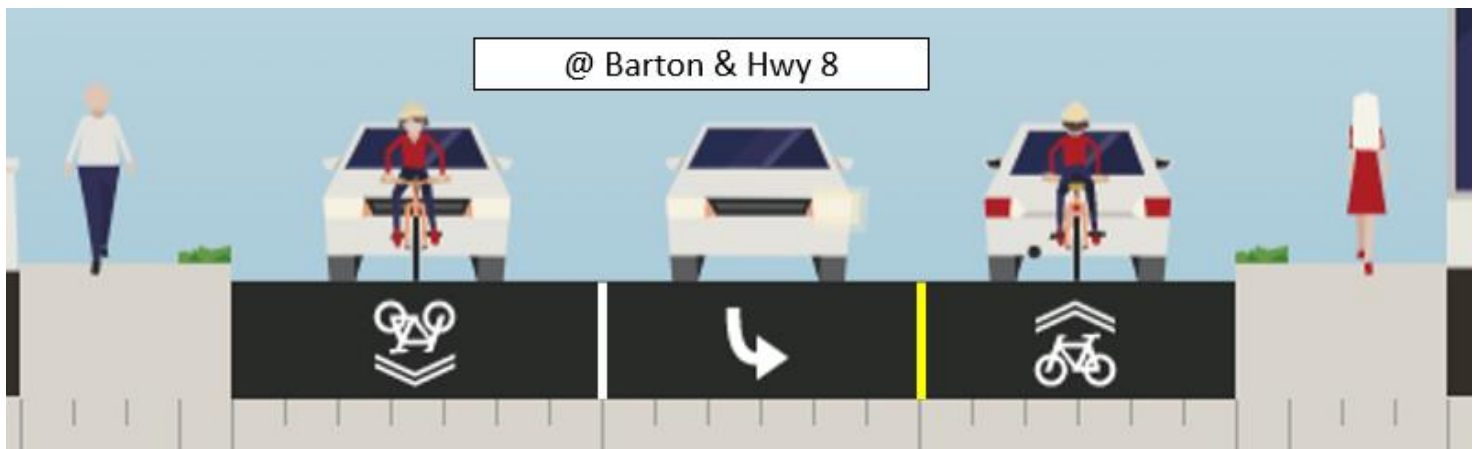
Cross Section Details

Barton to Midway



Buffered bicycle lanes

@ Barton & Hwy 8



Shared use bicycle lanes at Barton St & Hwy8

Project Contacts

Project Feasibility and Outreach

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Project Design and Implementation

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