

Victoria Ave South (Cannon-Stinson)

Project Details

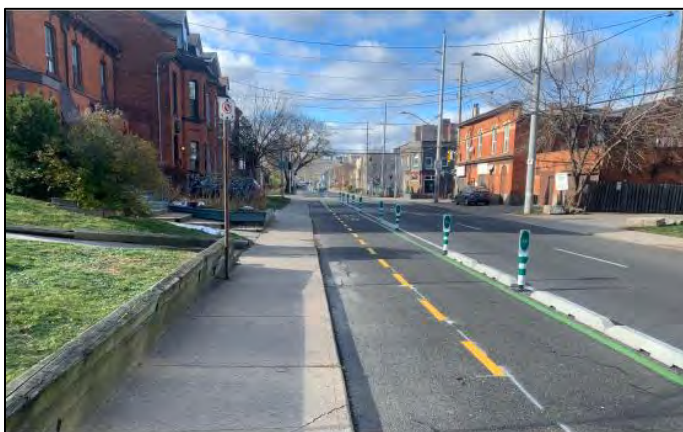
Project Boundary:	Cannon St to Stinson St	Funding Source:	Victoria Ave (south)
Phase:	Design (2022 Install)	Project Length:	1.5 km
Ward:	3		



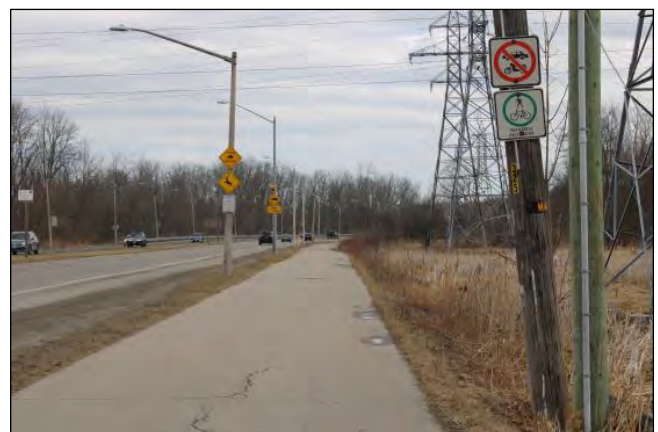
Description

Create a two-way cycle track along the east curb of Victoria Ave between Cannon/Stinson. Incorporate two existing bus stops into the cycle track design (i.e. floating bus stops). On-street parking to be removed between Hunter/Stinson. Remove/replace existing sidewalk on south side of Stinson St between Victoria/West with a 3m asphalt multi-use path. Create a parking protected two-way cycle track along the north curb of Young St between Wellington/West. Pavement markings and signage on West Ave between Young St and Keddy Trail.

Precedent Images and Visualizations



Hunter St, Hamilton
Two-way cycle track with precast curbs and flexposts



Cootes Dr, Dundas
Multi-use path

Precedent Images and Visualizations



Bay St @ York Blvd, Hamilton
Special turning box in intersection



Herkimer Ave, Hamilton
Parking protected bicycle lane
as planned on Young St

Potential Impacts

HSR Route/Area	Impacts
12 (Wentworth)	Floating bus stops will be required at two bus stop locations. Traffic may be slightly impacted (i.e. congestion) as busses will continue to board/alight in an active lane.

Parking Review

Victoria Ave

- Cannon/Hunter: existing on-street parking on the west side will remain and cycle track will have no impact.
- Hunter/Stinson: existing (well-used) on-street parking on the east side will be removed to accommodate the cycle track.

Young St

- Existing north curb side parking lane to be shifted, so floating between north-curb two-way cycle track and driving lane. Regulations to be reviewed for potential changes.

Rationale & Strategic Alignment

Victoria Ave is an arterial roadway with excellent north-south connectivity. Bicycle lanes along this corridor will serve to connect existing cycling infrastructure on Cannon St, Stinson St, Keddy Trail/ Hunter St, Young St, and Victoria Ave north of Cannon St.

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 with painted buffers and flexposts at major intersections.

Cycling Facilities Nomograph Alignment

From OTM Book 18, Section 5: Facility Selection Process;

“On roadways with two or more lanes per direction (including multi-lane one-way roadways), a buffered bicycle lane should be considered the minimum with a typical facility being a physically separated bikeway.” (Point #3 of Nomograph)

Strategic Alignment

Capital Plan

There are no plans for any capital works 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

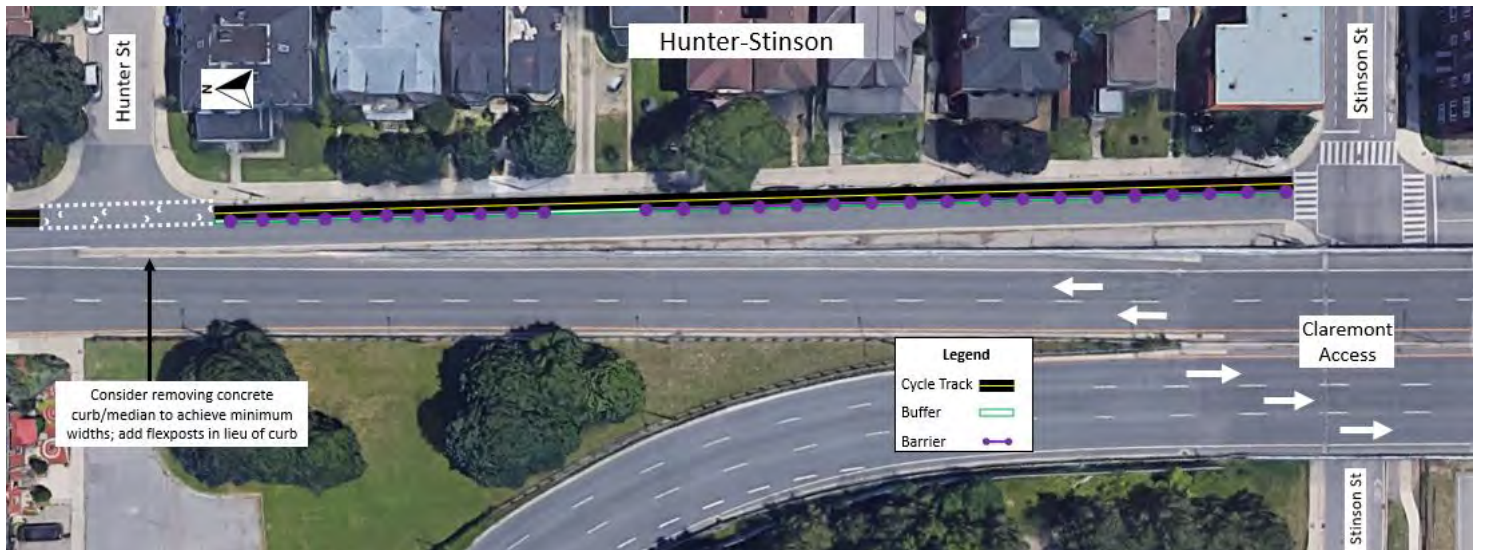
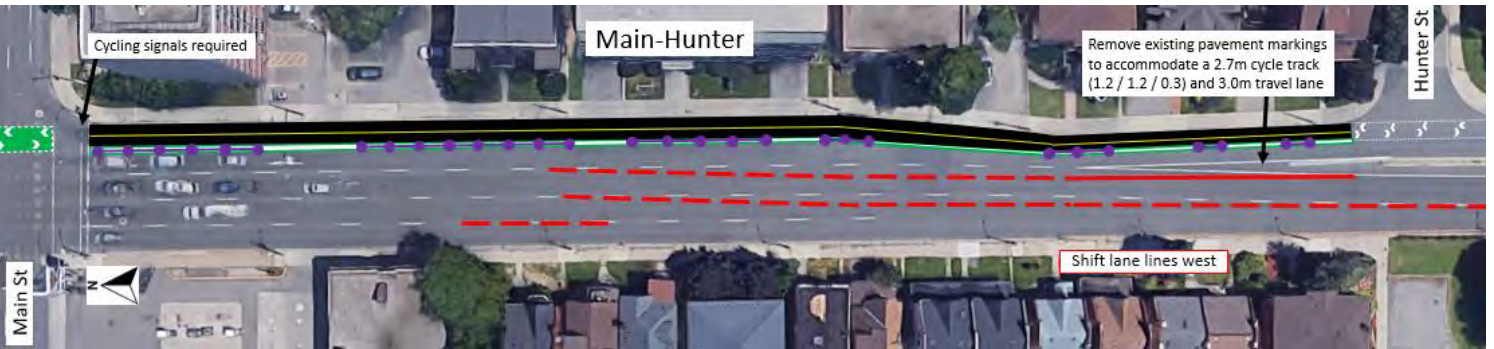
Sustainable Mobility KPI's and Cycling Master Plan

Increase kilometers of cycling infrastructure

Facilitate pandemic response through active transportation

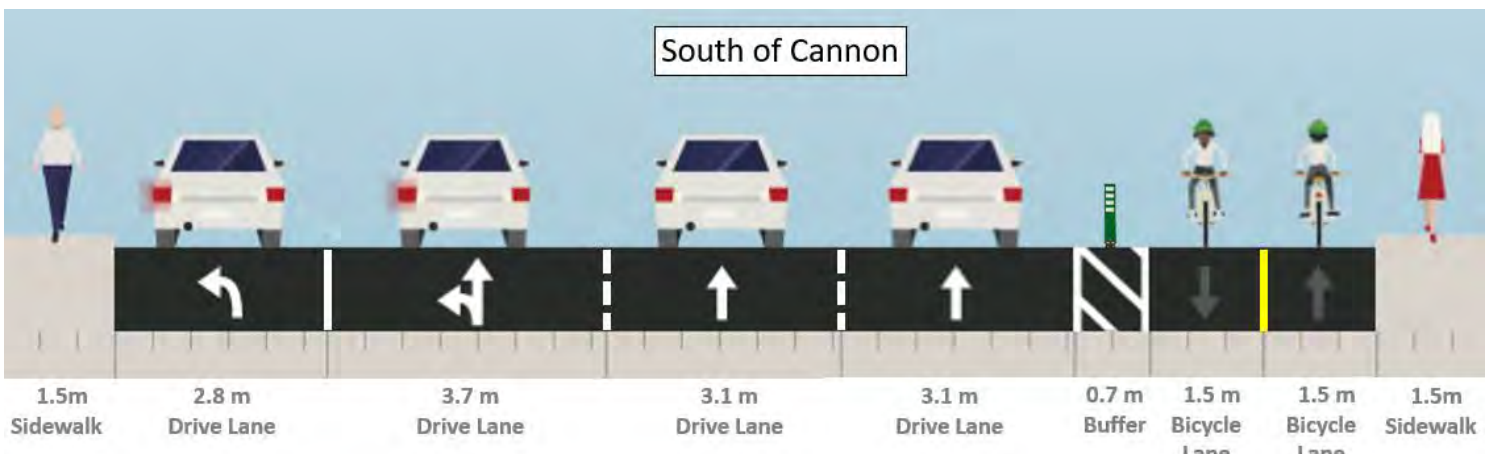
Detailed Maps



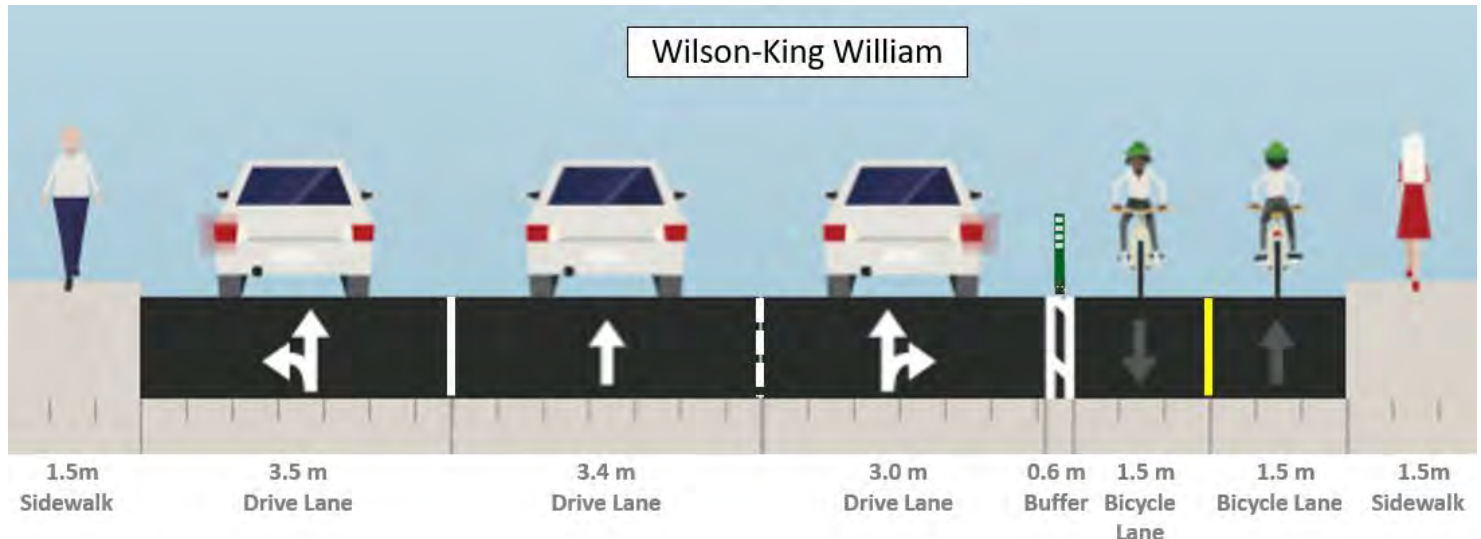




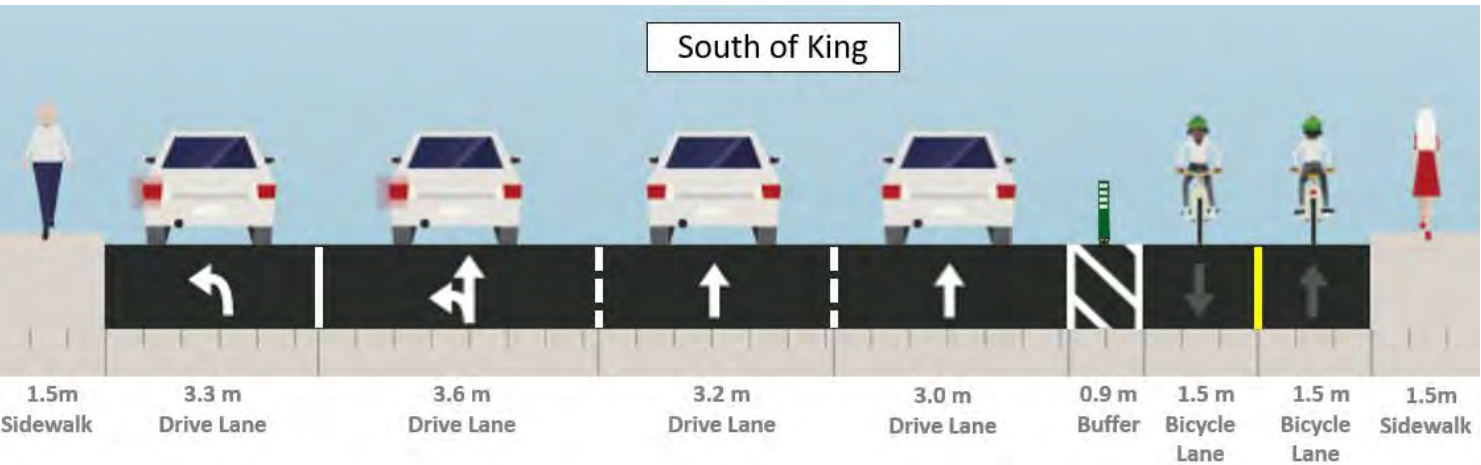
Cross Section Details



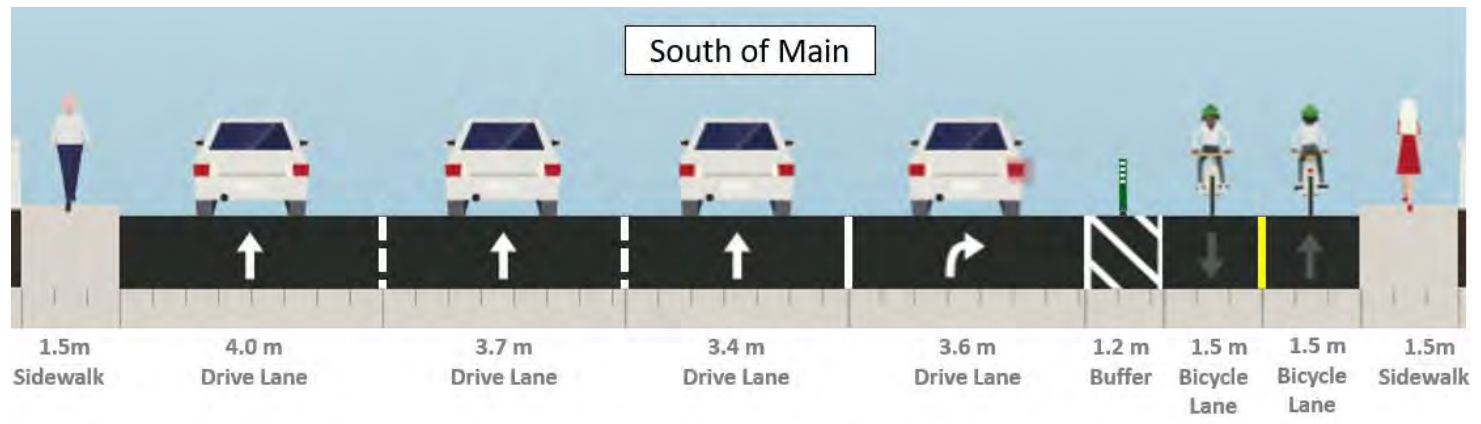
Wilson-King William



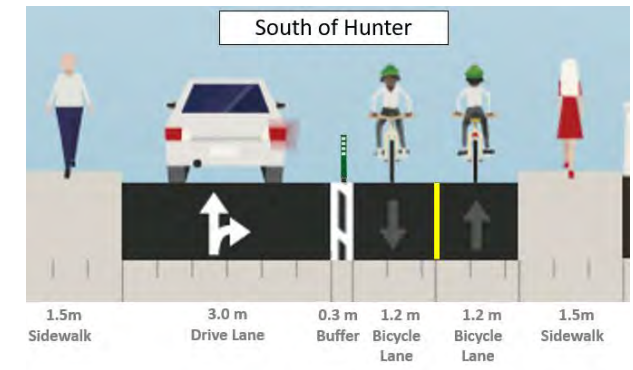
South of King



South of Main



South of Hunter



Young St

