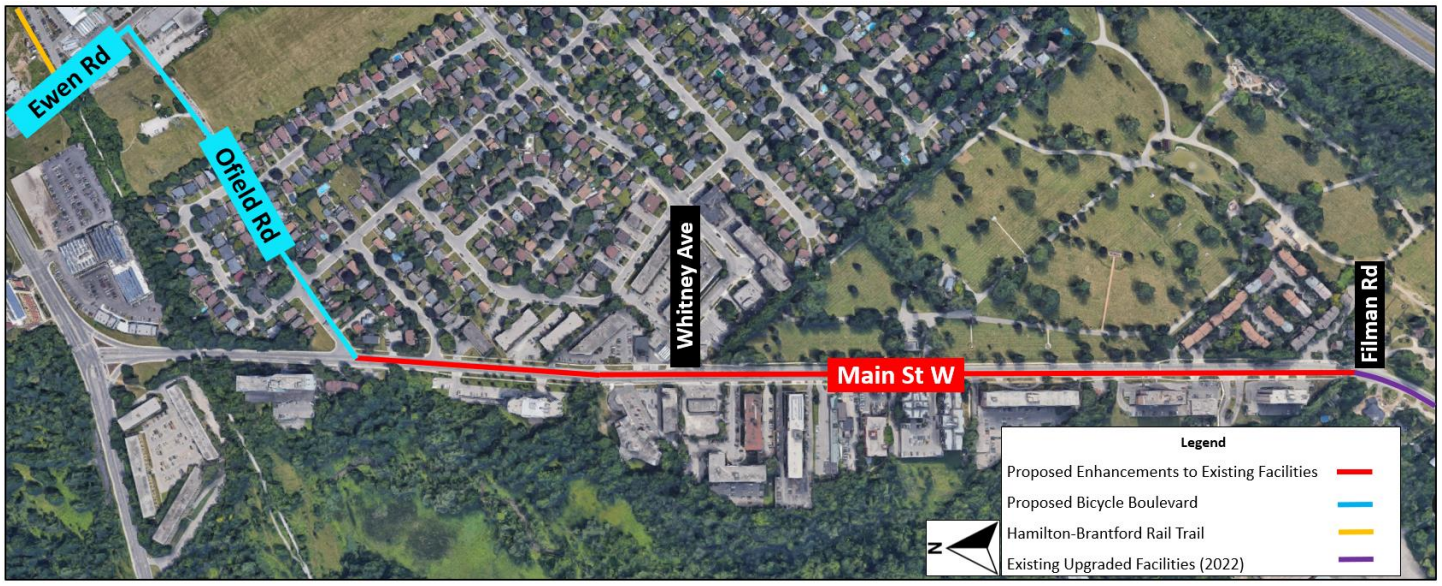
Feasibility Plan: Main St W (Ofield Rd to Filman Rd)

Main St W

Project Details

Project Boundary:	Main St W (Ofield Rd to Filman Rd) / Ofield Rd (Main St to Ewen Rd) / Ewen Rd (Ofield to Rail Trail)	Funding Source:	On-street Cycling 2021
Ward:	1	Phase:	Design 2023/Implement 2024
Project Length:	1.1km (Buffered & Curbing) 560m (Bicycle Blvd)		

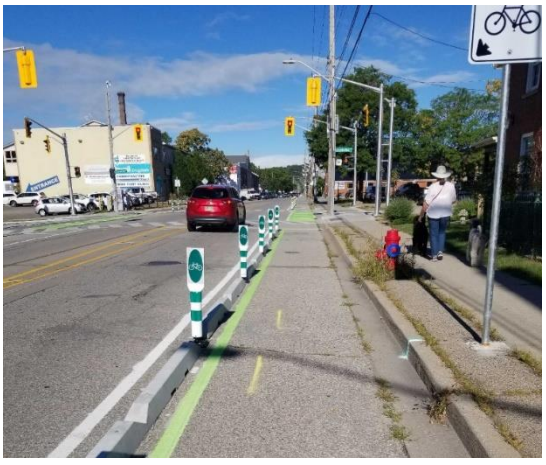
Key Map



Description

This project proposes enhancements to the existing uni-directional bicycle lanes on Main St W (Ofield Rd to Filman Rd). Enhancements will include a painted buffer, with the addition of concrete curbing and flex-posts within the painted buffers, where feasible. In order to maximize bicycle lane widths/buffers, all existing pavement markings will need to be applied, as per the proposed design. A bicycle boulevard along Ofield Rd & Ewen Rd will connect users to the Hamilton-Brantford Rail Trail.

Precedent Images and Visualizations



Hatt St, Hamilton
Bicycle lanes with precast curbs and flex-posts

Potential Impacts

HSR Route/Area	Impacts
Route 05 (5C Meadowlands)	Cyclists and HSR will mix at bus areas
Route 51 (West Hamilton Loop)	Cyclists and HSR will mix at bus areas

Parking Items	Impacts
This is an enhancement to existing bicycle lanes	None

Rationale & Strategic Alignment

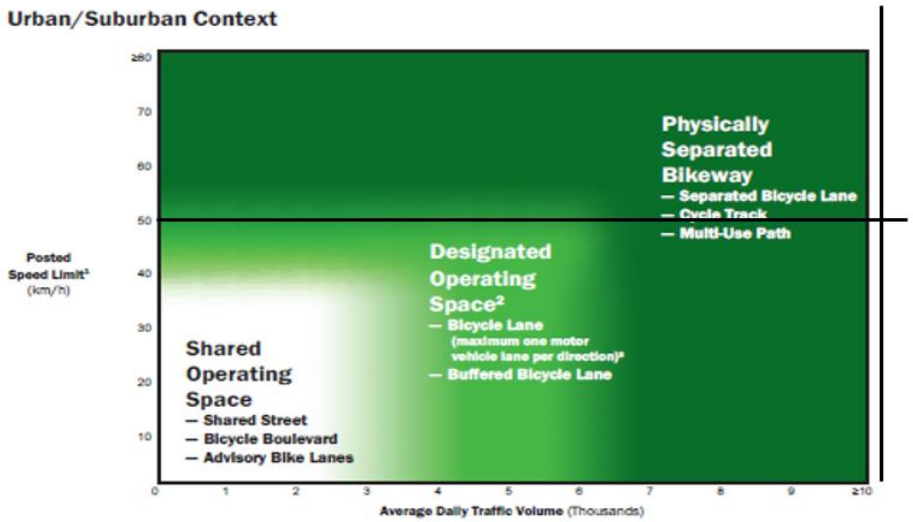
Main St W (Ofield Rd to Filman Rd) is a section of roadway that connects to the existing upgraded cycling infrastructure on the Wilson Hill, which was implemented in 2022. Additionally, the 2023 implemented Emerson project will help to provide a safe cycling connection to and from the area of McMaster University.

The proposed addition of painted buffers, concrete curbing and flexposts within the project limits will help to provide a consistent form of separation and a more comfortable ride for the cyclists who utilize this facility and the north/south connections.

This project proposes that the two-way left turn lane be reduced to 3.0m, in order to maximize the width of the barriered bike lanes. Roadway Maintenance was consulted regarding bike lane widths/buffers and would prefer wide bike lanes/buffers, in order for their machinery to properly maintain these lanes. Additionally, the Complete Streets Design Guidelines (pg. 75) identifies a target value of 3.0 to 4.0 m (minimum of 2.7 m) for two-way travel lanes.

Cycling Facilities Nomograph Alignment

Main Street
(Ofield Rd to Filman Rd)
ADT: 15,629 (2023)



From OTM Book 18, Section 5: Facility Selection Process

Strategic Alignment

Capital Plan

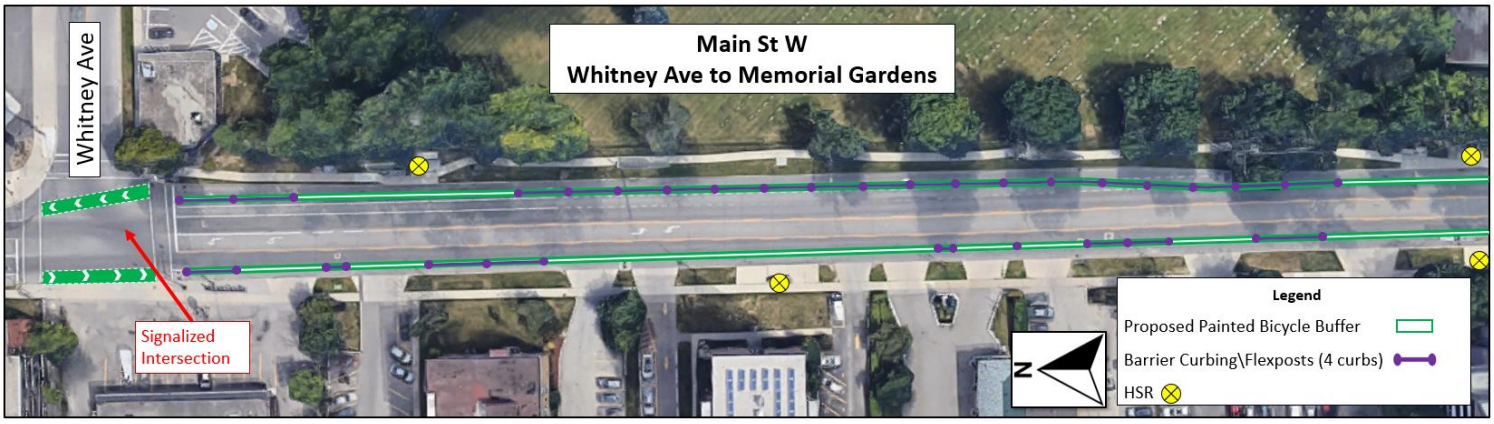
There are no plans for any capital works along this segment within the next 5 years.

Transportation Master Plan

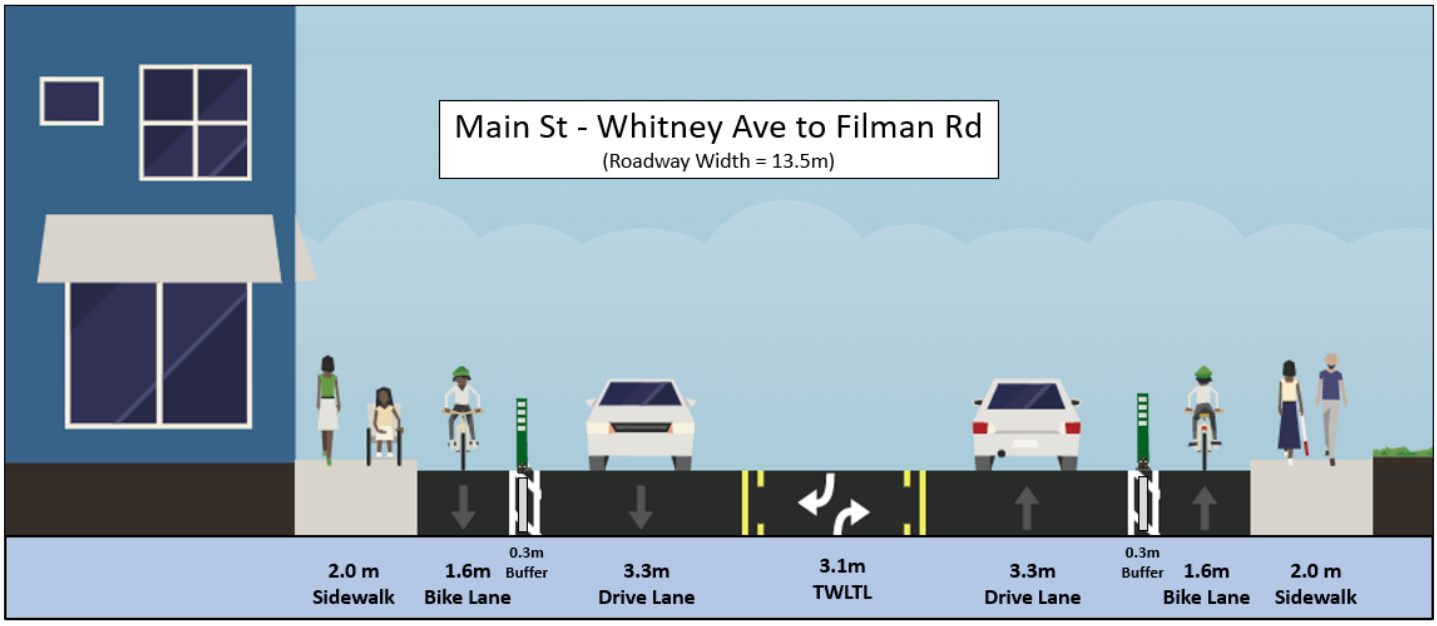
Action 15 - As part of the implementation of the cycling network, undertake an evaluation of Alternatives in order to select routes which maximize safety for cyclists and promote continuity of the network across the City

Detailed Maps

Feasibility Plan: Main St W (Ofield Rd to Filman Rd)



Cross Section Details



Project Contacts

Mobility Contacts: Danny Pimentel
Evan Nopper

Transportation Contacts: Bakir Fayad
Mushfiqur Rahman