Feasibility Plan: Upper Paradise Rd (@ Mohawk Rd)

Project Details

Project Boundary:	Sanatorium Rd to Lunner Ave	Funding Source:	On-street Cycling 2021
Phase:	Design (2022 Install)	Project Length:	600 m
		Ward	14

Key Map

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

HSR Route/Area	Impacts
34 (Upper Paradise) 41 (Mohawk)	Possible delays merging into active lane

Parking Review

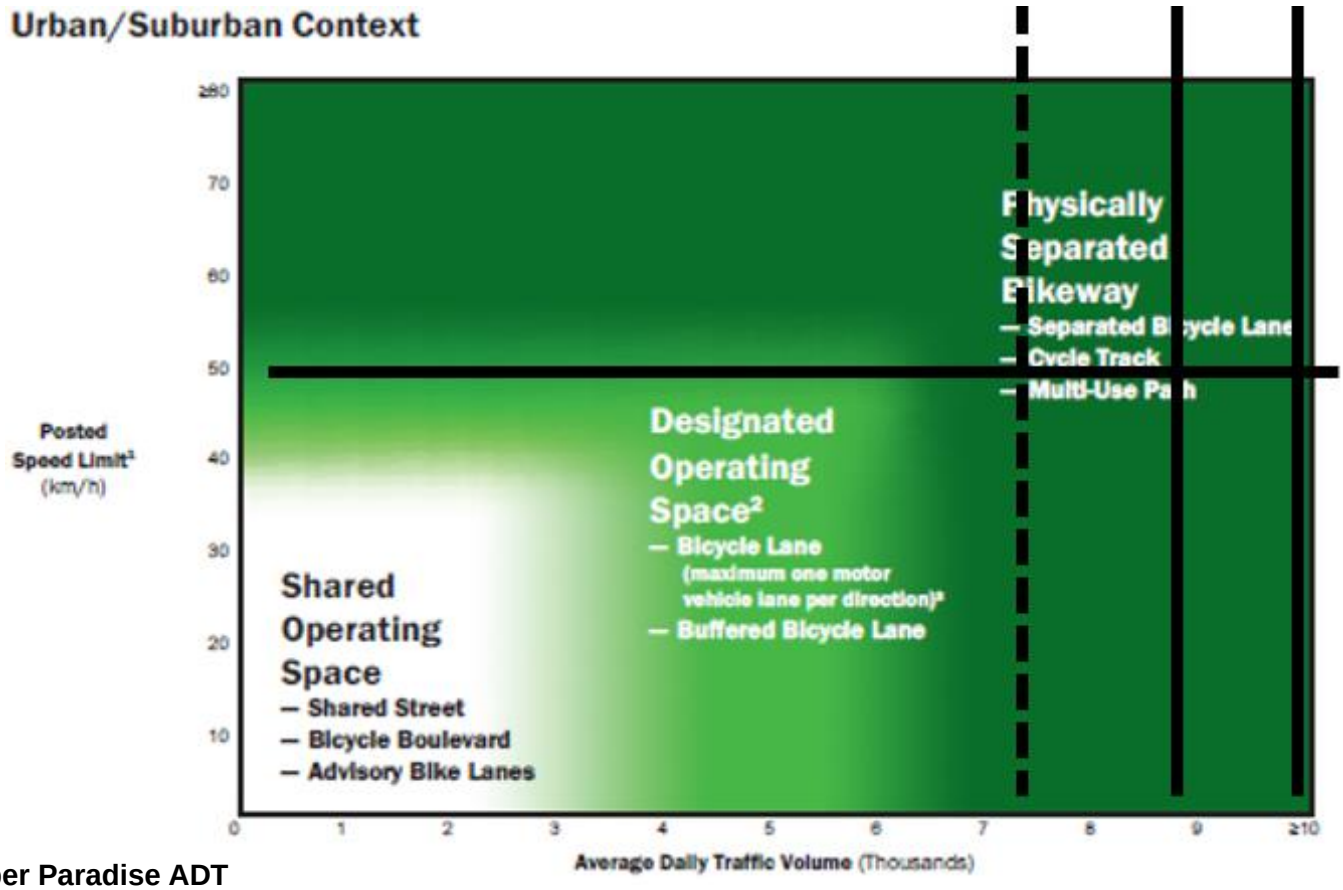
No on-street parking on Upper Paradise Rd

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)



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.

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

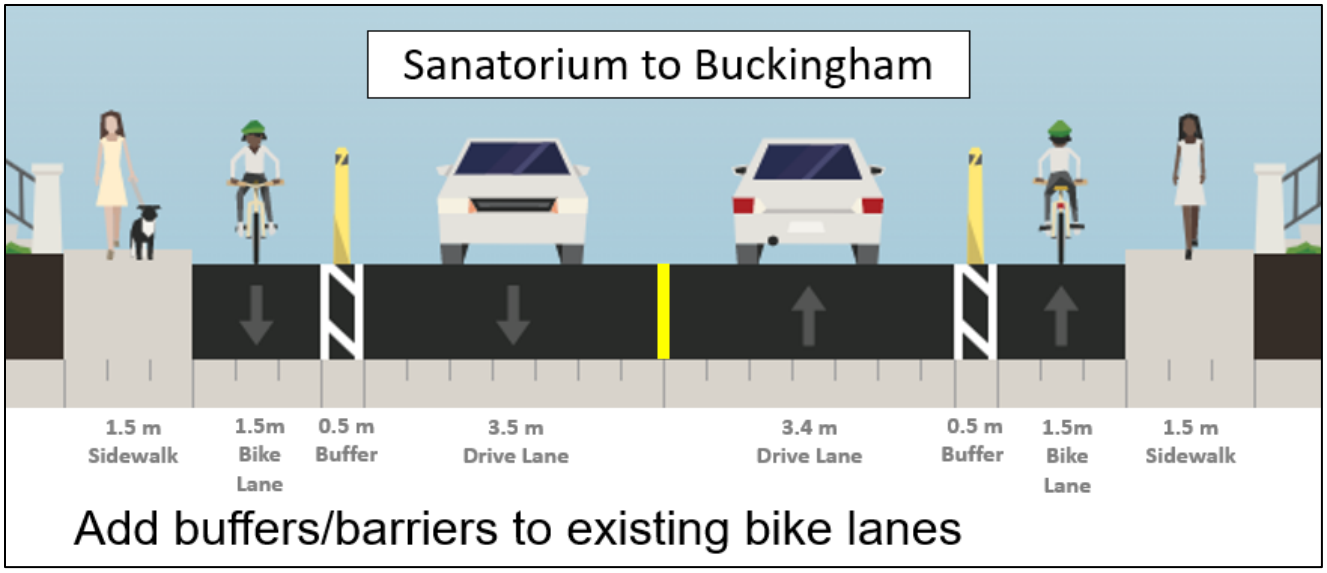
Increase kilometers of cycling infrastructure
Facilitate Pandemic Response through active transportation

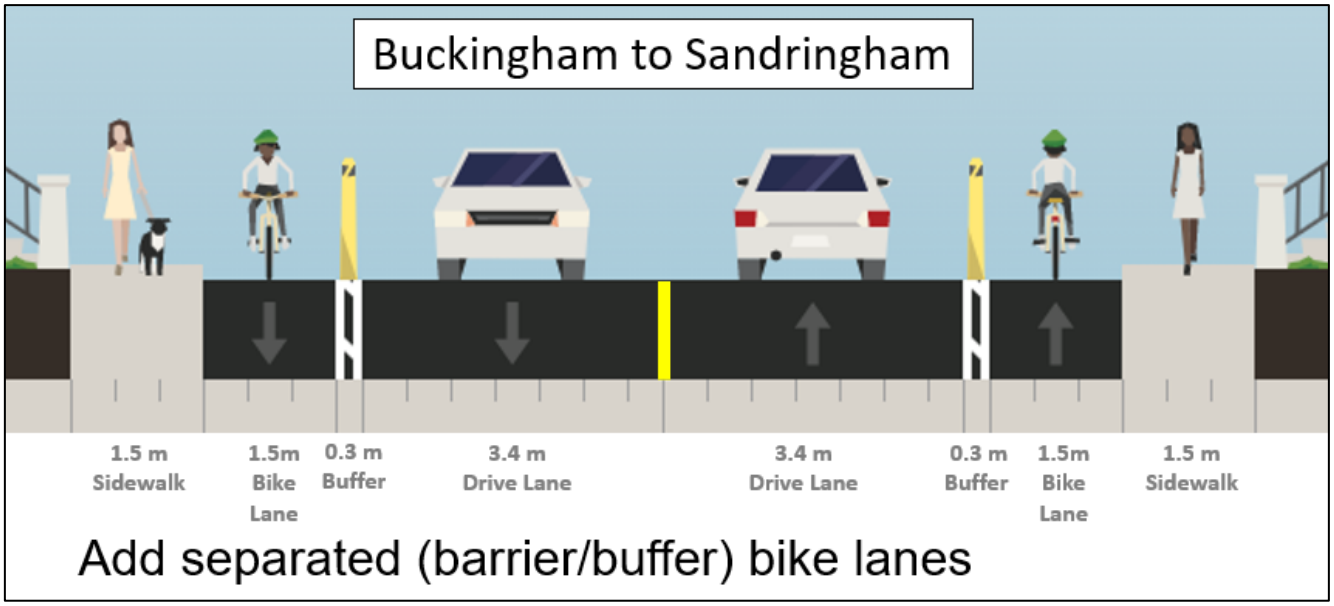
Detailed Maps

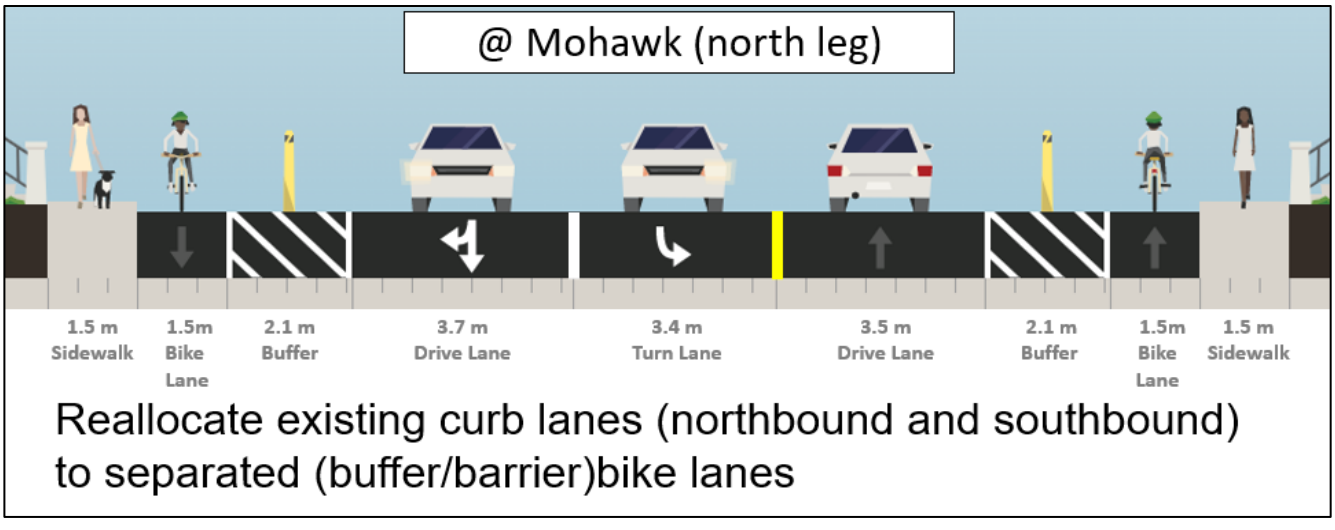
Detailed Maps

Detailed Maps

Cross Section Details







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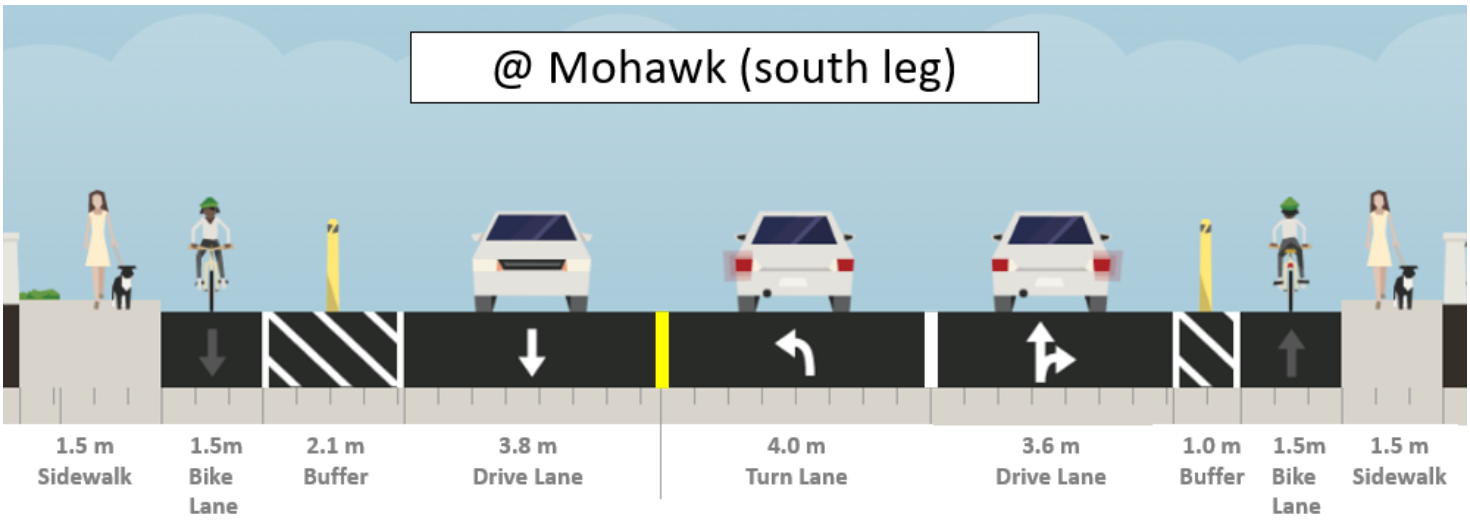

Southbound: Reallocate curb lane to separated bike lane. Eliminate buffer once matched to existing bike lane; buffer will vary in width

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

Project Contacts

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