



**HAMILTON'S**  
**CYCLING**  **2009**  
**MASTER PLAN**  **SHIFTING GEARS**  
 Municipal Class Environmental Assessment

"The Place of cycling in our society is set to grow, and I am committed to doing everything possible to encourage that."  
 - UK Prime Minister Gordon Brown, June 26, 2008

"When I see an adult on a bicycle, I do not despair for the future of the human race." - H.G. Wells



Hamilton



## Executive Summary

***Shifting Gears 2009*** is a new Cycling Master Plan for the City of Hamilton, approved by Council in June 2009, to guide the development and operation of its cycling infrastructure for the next twenty years. This Cycling Master Plan study was undertaken by following the environmental planning process for Master Plans under the *Municipal Class Environmental Assessment (Municipal Engineers Association, October 2000, as amended in 2007)*. The project involved significant public consultation by holding open houses across the City to obtain public input and present the recommended cycling network.

The plan is an update of the current cycling master plan (*Shifting Gears: A New Cycling Plan for Hamilton-Wentworth (December 1999, or Shifting Gears 1999)* which included a ten-year action plan (1999-2008) for a City-wide primary route network of improvements of on-street and off-street infrastructure. Approximately 75% of the infrastructure projects outlined in *Shifting Gears 1999* have been completed or are in progress. A more comprehensive plan is now required that takes into account current cycling policies and programs, expands upon recommendations made in the *Growth Related Infrastructure Development Strategy (GRIDS)*, the *City-wide Transportation Master Plan (2007)*, and the *City-wide Hamilton Recreational Trails Master Plan (2007)*, and recognizes the movement towards increased emphasis on alternative modes of transportation such as cycling.

### ***Vision***

The City's vision is to have a transportation system that offers a choice of integrated travel modes, emphasizing active transportation (walking and cycling), public transit and carpooling (adapted from *Transportation Master Plan, 2007*). The *Transportation Master Plan (2007)* describes what achieving this vision will mean for cyclists in 20-30 years:

- Cyclists would become a common sight given the additional new on-street bike lanes and new multi-use trails; and
- Fifteen percent of all daily trips would be made by foot or bicycle.

It is expected that the provision of well-spaced, continuous cycling routes with consistent design, will be successful in attracting a significantly larger cycling ridership overall. Efforts are already underway by the City to expand rapid transit and develop transportation demand management (TDM) strategies. Linking active transportation modes, such as walking and cycling, with rapid transit and TDM will go a long way towards making Hamilton a healthier City to live in.

## **Objectives**

*Shifting Gears 2009* is primarily focused on developing new on-road facilities, connecting wherever possible to existing or planned off-road facilities, as identified in the *Hamilton Recreational Trails Master Plan (2007)*. The focus is on commuter, utilitarian and recreational cycling, recognizing that recreational cycling is often the first step toward commuting or utilitarian use.

Thus, the objectives of *Shifting Gears 2009* are to:

- Develop a comprehensive cycling network for commuter, utilitarian and recreational cyclists through the expansion of on-street and off-street cycling facilities, including escarpment crossings;
- Provide a preferred cycling grid in the urban area based on a 2 km spacing design;
- Ensure consistency in design by providing separate facilities on streets with large motor vehicle traffic volumes and high speeds and shared facilities with low motor vehicle traffic volumes; and
- Provide convenient and all-season access to all residential and employment areas and transit nodes.

## **Plan Development**

The plan was developed using the following multi-step process:

- Identify and evaluate network planning alternatives;
- Identify and compile a comprehensive inventory of all possible cycling routes; and
- Evaluate and select link alternatives based on network continuity, safety, demand, construction and property constraints, and cost.

**Map 4.2.3.1-1** illustrates the Preferred Cycling Network and **Appendix A** contains a preliminary prioritized list of the streets and roads in the preferred network. A fold-out version of Map 4.2.3.1-1 is available in **Appendix B**.

The final preferred Corridors Network of 270 links consists of a combination of existing and planned cycling facilities, comprising on-street bicycle lanes, paved shoulders, signed routes and multi-use trails.

## **Implementation**

The total cost to complete the recommended network is \$51.5 million, of which approximately \$22.5 million is needed for urban areas and \$29 million is needed for rural areas (in 2009 dollars).

The suggested implementation strategy is based on completing the network in the urban areas within 20 years, which would require \$2.5 million annually.

Currently the City allocates approximately \$890,000 annually to cycling infrastructure improvements. Additional funding occasionally comes from individual road construction projects. It is the recommendation of this study that future cycling improvements, whether stand alone or as part of a construction project, be tracked collectively.

### ***Supporting Actions***

In addition to cycling infrastructure improvements, there are several other essential components to encourage cycling and promote safe cycling: increasing the amount of bicycle parking, providing more cycling education programs for youth and adults, supporting special events organized to celebrate cycling and increasing the availability of promotional cycling materials.



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## 1.0 Introduction

### 1.1 Study Overview

At nearly 10 years old, the current Cycling Master Plan (*Shifting Gears: A New Cycling Plan for Hamilton-Wentworth (December 1999, or Shifting Gears 1999)*) needed to be updated to reflect current cycling policies and programs. In response, the City of Hamilton (the City) has conducted a comprehensive City-wide study of its cycling needs and infrastructure. This work has expanded upon the recommendations made in the *Growth Related Infrastructure Development Strategy (GRIDS)*, the *City-wide Transportation Master Plan (2007)*, and the *City-wide Hamilton Recreational Trails Master Plan (2007)*.

This Cycling Master Plan study (*Shifting Gears 2009*) was undertaken following the environmental planning process for Master Plans under the *Municipal Class Environmental Assessment (Municipal Engineers Association, October 2000, as amended in 2007)*. This Master Plan is intended to fulfill the Class EA requirements for Schedule A, A+ and B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified. Project Schedules are discussed in **Sections 1.2.1** and **1.3**.

The objectives of the *Shifting Gears 2009* Cycling Master Plan were as follows:

- Develop a cycling system that will respond to the City's current policies and strategic approach to transportation;
- Investigate how to better connect cycling systems together in a city-scale network;
- Identify a preferred ultimate cycling network for the City that will be further refined through detailed design;
- Develop a preliminary schedule for project implementation;
- Review public education programs and promotional initiatives; and
- Propose strategies to encourage cycling use within the City.

An analysis and evaluation of alternatives resulted in the selection of a Preferred Cycling Network.

The study was led as a joint effort between the City's Traffic Engineering Section and Environmental Planning Section both within the Public Works Department, Environment and Sustainable Infrastructure Division. A broader compliment of staff provided input into the study including the:

- Planning and Economic Development Department;
  - Planning Division, Community Planning and Design Section



- Economic Development and Real Estate Division, Business Development Section
- Public Health Services Department;
  - Healthy Living Division, Chronic Disease Prevention – Children and Youth Section
- Public Works Department;
  - Capital Planning and Implementation Division, Asset Management Section
  - Environment and Sustainable Infrastructure Division
    - Strategic Planning and Rapid Transit Section
    - Design Section
    - Open Space Development Section
  - Transportation, Energy and Facilities Division, Transit Planning Section
  - Operations and Waste Management Division, Operations Section
- Hamilton Police Service; and
- Tourism Hamilton.

## **1.2 Overview of the Planning Process**

### **1.2.1 Overview of the Municipal Class EA Process**

Under the provisions of the *Ontario Environmental Assessment (EA) Act*, certain types of provincial and municipal undertakings can meet the requirements of the EA Act through the use of an approved environmental planning process referred to as a Class EA.

The Class EA process provides a self-assessing procedure by which a group or “class” of undertakings can be planned and implemented in a way that fulfills the requirements of the EA Act without proponents having to prepare an individual EA for approval. In other words, these undertakings do not require formal submission to the Ontario Ministry of the Environment for approval. Upon completion of the appropriate process, the undertaking is considered approved. The *Municipal Class Environmental Assessment (Municipal Engineers Association, October 2000, as amended in 2007)* document outlines such a process for a class of municipal projects.

The Class EA process for municipal road projects is shown in **Figure 1.2.1-1** and includes:

- Phase 1 - identify the problem or opportunity;
- Phase 2 - identify alternative solutions;
- Phase 3 - examine alternative design concepts for the preferred solution;
- Phase 4 - prepare and file an Environmental Study Report; and

- Phase 5 - proceed to detailed design, construction and operation.

The Class EA recognizes that certain undertakings require different degrees of assessment depending on their environmental effects and defines four schedules of undertakings:

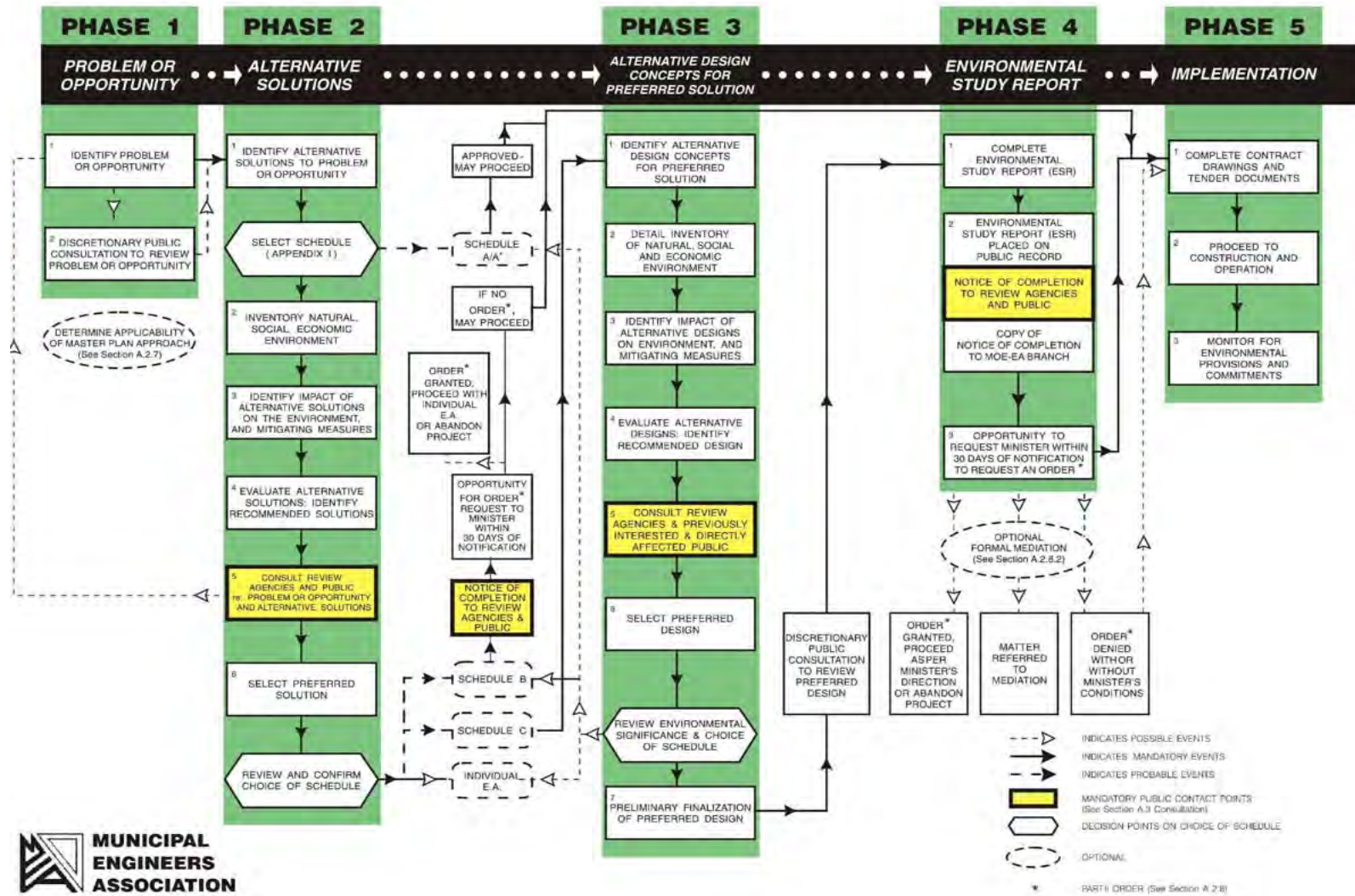
- Schedule A undertakings are considered to be minor in scale and have minimal adverse environmental effects. These undertakings are considered approved without the need for any further assessment and may proceed directly to Phase 5 of the Class EA process.
- Schedule A+ undertakings are considered to be minor in scale and have minimal adverse environmental effects. These undertakings are considered approved without the need for any further assessment and may proceed directly to Phase 5 of the Class EA process. Schedule A+ undertakings require the public to be notified prior to project implementation.
- Schedule B undertakings are those with some potential for adverse environmental effects. However, existing guidelines, approved policies and other provincial legislation regulate the majority of these effects. These undertakings require the completion of Phase 1 and 2 of the Class EA process.
- Schedule C undertakings are those undertakings with the potential for greater adverse environmental effects and must follow the planning and consultation process outlined in the Class EA (Phase 1-4). The documentation of these processes is presented in an Environmental Study Report (ESR).

The Municipal Class EA process includes an appeal provision to change the status of an individual project from being subject to the Municipal Class EA process to being subject to an Individual EA as per Part II of the *EA Act*, referred to as a Part II Order. A Part II Order requires the submission of a formal document (as required by Section 6 (1) of the *EA Act*) to the Minister of the Environment for government review and approval.

If concerns regarding a project cannot be resolved in discussions with the proponent (for this study, the proponent is the City of Hamilton), then members of the public, interest groups or technical agencies may submit a Part II Order request to the Minister of the Environment. The Minister of the Environment then decides whether a Part II Order is appropriate or necessary. Requests for an order to comply with Part II of the *EA Act* would be possible only for those projects identified in the Master Plan that are subject to the Municipal Class EA (i.e. Schedule B and/or C projects), and not the Master Plan itself.

If no Part II Order requests are outstanding by the completion of the review period, the project is considered to have met the requirements of the Class EA and the proponent may proceed to project implementation.

Figure 1.2.1-1: Municipal Class EA Process





## **1.2.2 Municipal Class EA Master Plan Process**

The Master Plan process allows for the development of long range plans which integrate the infrastructure requirements for existing and future land use with environmental assessment planning principles including public and agency consultation. The Cycling Master Plan followed the *Municipal Class Environmental Assessment (Municipal Engineers Association (MEA), October 2000, as amended in 2007)*, or *MEA Class EA*, Master Plan process, Approach #1. This approach involves preparing a Master Plan document upon completion of Phases 1 and 2 of the Municipal Class EA process. The Master Plan was to be completed at a broad level of assessment thereby requiring more detailed investigations at the project-specific level in order to fulfil the Municipal Class EA documentation requirements for any Schedule B and C projects identified. The Master Plan is then considered the basis for, and is to be used in support of, future investigations for the specific Schedule B and C projects identified within in it.

Upon completion of the Cycling Master Plan, the Master Plan Report is adopted by City Council, filed and made available for public review. Requests for a Part II Order are limited to specific projects identified in the Master Plan (Classes B or C only), and not the Master Plan itself.

Once approved, the lifespan of a Municipal Class EA Master Plan is 10 years from its completion date, however the *MEA Class EA (October 2000, as amended in 2007)* recommends that every five years an informal review be undertaken to determine the need for a detailed formal review and/or updating. In addition, the Cycling Master Plan project implementation schedule will be reviewed annually both to confirm project priorities and to verify EA Schedules for projects approaching implementation.

## **1.3 Elements of the Master Plan**

The intent of this Cycling Master Plan is to identify a preferred cycling network for the City and to identify additional cycling supportive initiatives. This Master Plan has been organized to address the requirements of the *MEA Class EA (October 2000, as amended in 2007)* for Master Plans:

- Section 2 identifies the Study Area, Problem and Opportunity;
- Section 3 discusses the existing cycling infrastructure within the City and context to other master plans and the Official Plan;
- Section 4 addresses the guiding principles for cycling facility development, alternative solutions and identification of the preferred cycling network. Section 4 also identifies the public, stakeholder and agency consultation that was conducted for this Master Plan;

- Section 5 addresses the proposed Cycling Master Plan projects identified with maps by ward;
- Section 6 discusses the Implementation Strategy including the investment costs and funding sources;
- Section 7 identifies the supporting actions that will assist and enhance the implementation of the Cycling Master Plan;
- Section 8 discusses the process to amend the Master Plan; and
- Section 9 addresses the next steps for project implementation including elements requiring further environmental assessment review and future monitoring and review of the Master Plan.

As discussed in **Section 1.2.1**, there are four project schedules under the *MEA Class EA (October 2000, as amended in 2007)* process, with each schedule having different requirements to fulfill the environmental planning process. This Master Plan is intended to:

- fulfill the Class EA requirements for any Schedule A, A+ and B Projects that are identified; and
- outline additional work that will be required to implement any Schedule C Projects that are identified.

The Schedule classification of cycling projects in the *MEA Class EA (October 2000, as amended in 2007)* identifies bike lanes on the road, where additional property is not required, as Schedule A+ activities. Where a bike lane project requires additional property and costs less than \$2.2 million to implement, it is considered a Schedule B project. Cycling projects with projected implementation costs of greater than \$2.2 million are considered Schedule C undertakings.

The projects currently identified in this Master Plan are all considered A+ activities based on the current level of information available for this study. Individual projects will need to be reviewed when brought forward for implementation to confirm the EA Schedule and to determine community consultation requirements. Those projects requiring the removal of parking or road diets as a preferred design solution for implementation will require community consultation with ward counsellors, business improvement areas, residents, etc.

The projects recommended in this study will be able to proceed to Phase 5 (detail design, construction and operation) subject to the approval of this study in accordance with the requirements of the Class EA and subject to project-specific confirmation of EA schedules prior to construction.

Any projects subsequently identified as Schedule C projects will require further consultation and preparation of Environmental Study Reports to meet Schedule C requirements. However, this Master Plan serves to fulfill the Phase 1 and 2 components of these future projects.

Any Schedule B or C Projects not identified as such in this Master Plan will require assessment individually, through a future Cycling Master Plan update, or through other related capital construction projects subject to the *MEA Class EA (October 2000, as amended in 2007)* process.

## **2.0 Planning Context and Opportunity Statement**

### **2.1 Study Area**

The Cycling Master Plan study area is defined by the City of Hamilton's city limits post amalgamation on January 1, 2001. The study area is depicted in **Figure 2.1-1**.

### **2.2 Problem and Opportunity Statement**

In order to address the need to update the previous Cycling Master Plan and to be consistent with Phase 1 of the *MEA Class EA (October 2000, as amended in 2007)*, a problem / opportunity statement was developed to provide direction towards which the Cycling Master Plan should be prepared. The problem / opportunity statement was developed by the Project Team and built on the previous City of Hamilton Cycling Master Plan "*Shifting Gears 1999*". The problem / opportunity statement that was presented at the first Public Information Centre was as follows:

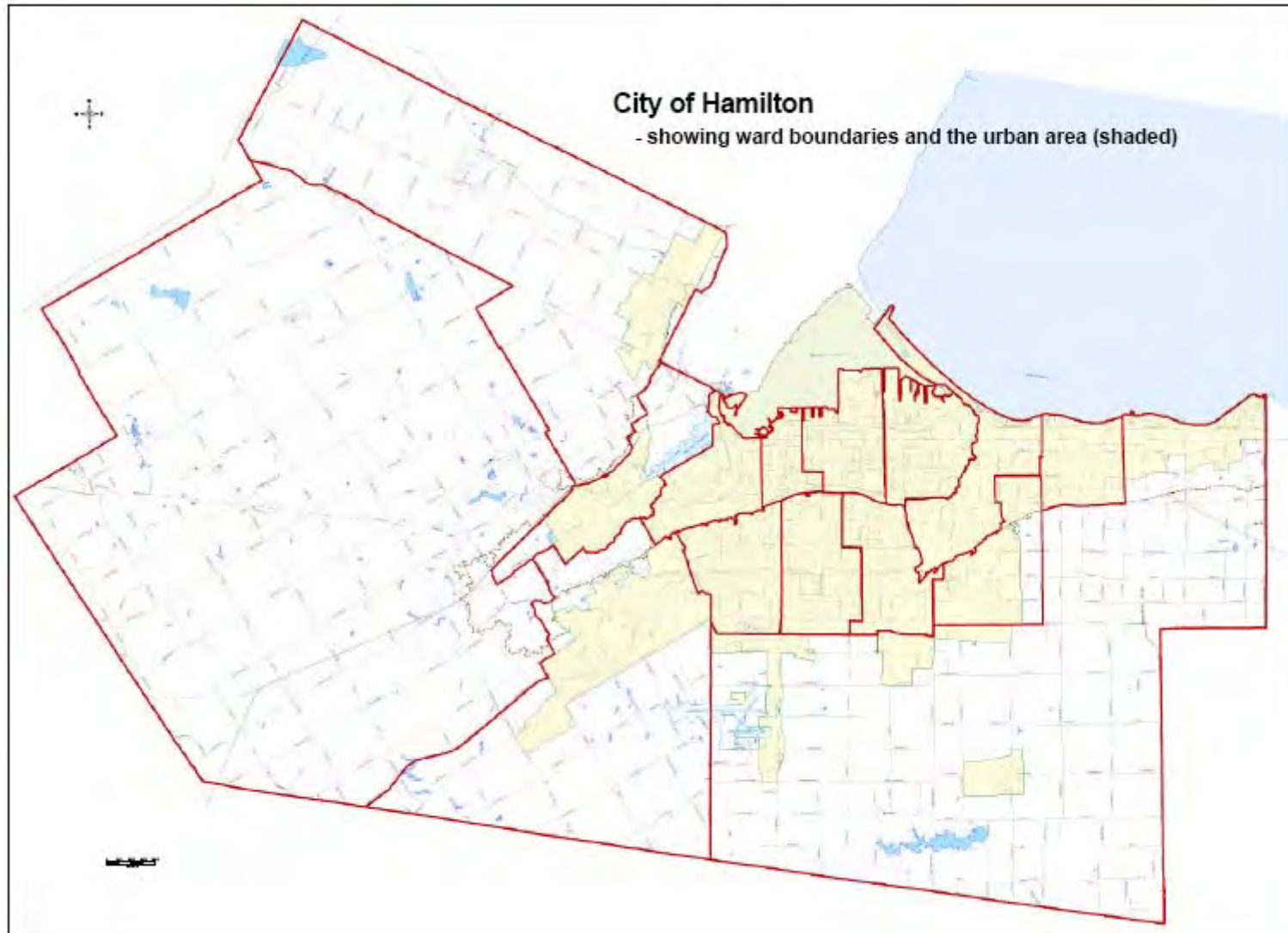
"This study will propose a comprehensive cycling network for both commuter and recreational cyclists and will include an initial prioritization of the network. Also, this study will propose strategies to encourage cycling through efforts including education programs, promotion and end of trip facilities (bike parking, shower facilities, etc.)."

As such, the objectives of this study are to:

- Develop a comprehensive cycling network through the expansion of on-street and off-street cycling facilities, including escarpment crossings, for both commuter and recreational cyclists;
- Ensure consistency in design by providing separate facilities on streets with large motor vehicle traffic volumes and high speeds and shared facilities on streets with low motor vehicle traffic volumes;
- Provide convenient and all-season cycling access to all major residential and employment areas and transit nodes;
- Develop an initial prioritization of the expanded cycling network; and
- Review public education programs and promotional initiatives to foster cycling in the City of Hamilton.



**Figure 2.1-1: Study Area**



### **3.0 Existing Cycling Infrastructure and Context**

There is a long history of providing facilities for cyclists in the City of Hamilton. A document has recently been discovered documenting Hamilton cycling in the late 1800's in celebration of the invention of the bicycle. The *Hamilton Wheelman's Guide (1897)* reveals a fervent "culture of cycling" hosted by a number of cycling clubs in the City. The booklet also includes a network of cycling routes connecting the City of Hamilton to communities including Stratford, Owen Sound, Toronto, Niagara Falls, Port Dover and Windsor. It is curious to note that cyclists were the earliest advocates for the paving of the provincial road network.

Prior to the early 1990's, cycling interests were largely focused on recreational users. In the early 1990's, an amount nominally equal to one percent of Hamilton-Wentworth Region's capital roads budget was allocated for projects supporting a utilitarian bicycle network. Since then much has been accomplished, including the creation of 132 km of multi-use trails, 104 km of dedicated bike lanes, 17 km of paved shoulders and 173 km of shared on-street routing.

The following sections outline the key City documents which have shaped the evolution of cycling infrastructure in the City of Hamilton and which have led to the development of this Cycling Master Plan Update. The existing and planned cycling networks are also presented.

#### **3.1 Cycling Planning in Hamilton, 1984 – 1997**

From 1984 to 1986, the former City of Hamilton prepared the *Comprehensive Future Plan and Implementation Report of Bikeways*. The focus of the plan was on recreational cycling and its implementation was assigned to the Department of Culture and Recreation. Six priority routes were identified and marked with green signs depicting a bicycle and route destinations. Map brochures of the routes were published by the Hamilton Safety Council. Most routes were in the vicinity of Dundurn, Gage and Confederation Parks.

During 1988-90, there were several initiatives by the former City of Hamilton and Town of Ancaster that outlined the potential for bikeways. In December 1990, the Hamilton-Wentworth Regional Council approved that the Region accept jurisdiction for the long-term planning and provision of a Regional Bicycle Route System. By that time the Region had 5 km of bicycle paths, 45 km of signed Hamilton bicycle routes and approximately 40 km of primarily hiking trails.

In 1991-92, the first Regional bicycle study was prepared by Victor Ford and Associates Inc, entitled the *Hamilton-Wentworth Regional Bicycle Network Study*. The purpose of the study was to establish the basis for a utilitarian cycling network that could be implemented in the Region. An on-road emphasis was

taken in this study, assuming cyclists would have a basic cycling skills level. The study involved an extensive inventory of potential routes. In subsequent years many proposed projects of the network were implemented to the benefit of both commuter and recreational cyclists. In many cases the projects were achieved through partnerships and joint initiatives with various agencies including the Hamilton Conservation Authority. A small percentage of the annual budget was used for cycling skills education and promotional initiatives.

In 1997, the opportunity arose to conduct a Community Cycling Survey in association with McMaster University. This first comprehensive database on cycling activity provided insight into the characteristics of cyclists, factors influencing cycling activity and concerns expressed by the cycling community. The results of the survey and the experiences gained from the implementation of the 1992 plan were used to develop the *Shifting Gears 1999* Cycling Plan.

### **3.2 Shifting Gears 1999**

*Shifting Gears: A New Cycling Plan for Hamilton-Wentworth (December 1999, or Shifting Gears 1999)* identified a schedule of network cycling improvements (on- and off-street) to be implemented between the 1998 to 2008 period. The Plan updated the previous 1992 *Hamilton-Wentworth Regional Bicycle Network Study* by reviewing current Regional cycling policies and recommending updates where needed, examining the need for further improvements to the existing cycling network, outlining an infrastructure capital improvement program up to 2008 and addressing cycling education and promotion issues. *Shifting Gears 1999* was based on a comprehensive 1997 survey of cycling activity which provided insight into the characteristics of cyclists, factors influencing cycling activity and concerns expressed by the cycling community, and incorporated experience gained from the Regional Bicycling program of infrastructure projects, educational and promotional initiatives since 1992.

Approximately 75% of the projects recommended in *Shifting Gears 1999* have been completed or are in progress. However, *Shifting Gears 1999* had only a ten-year action plan. A more comprehensive plan is now required that takes into account recent City transportation and strategic plan policies and that recognizes the movement towards increased emphasis on alternative modes of transportation such as cycling.

### **3.3 Transportation Master Plan**

The *Hamilton Transportation Master Plan (2007)*, hereafter referred to as the *Transportation MP (2007)*, outlines policies and strategies for managing the City's transportation network to 2031. This network includes roads, transit,

cycling and walking facilities, and the City's connections to marine and aviation facilities.

A key objective in the *Transportation MP (2007)* is to increase the share of daily trips made by walking or cycling from 6% (2001 data) to 15% in 2031. In order to achieve this goal, a *Cycling Network Strategy Working Paper (May 2007)* was produced. The goals of the Strategy are to:

- Facilitate efficient and safe travel for commuters and other cyclists through expansion and improvement of the network of on-street cycling facilities and Escarpment connections; and
- Promote recreational cycling and active transportation through the development of off-street facilities.

In order to achieve the Strategy's goals, the *Transportation MP (2007)* proposed an expanded city-wide cycling network, as well as an update to *Shifting Gears 1999*. This Cycling Master Plan update satisfies this goal.

### **3.4 Recreational Trails Master Plan**

The *Hamilton Recreational Trails Master Plan (2007)*, hereafter referred to as the *RTMP (2007)*, outlines a comprehensive multi-purpose off-road recreational trail system that connects natural areas, cultural features and major land use designations within the City. Trail design considerations, maintenance standards and an implementation strategy are presented along with ward specific trail upgrades and new projects. The *RTMP (2007)* is intended to be used as a working tool by City staff to ensure that informed, system-wide decisions are made when considering new or upgraded trail facilities.

The *RTMP (2007)* was considered in the development of this Cycling Master Plan. It is recognized that cyclists utilize both off-road trails and on-street facilities depending on their intended origin and destination. Cycling connections to the existing and proposed trail network was a consideration in assessing and developing the proposed cycling network. The *RTMP (2007)* focused on the off-road multi-use trail system in the City of Hamilton whereas the Cycling Master Plan focussed on the on-road bike network system. These two Master Plans are intended to be complimentary and the *RTMP (2007)* was considered in the context of this Master Plan primarily in terms of potential connectivity to the existing and proposed multi-use trail system.

### **3.5 Official Plan**

At the time of writing this report, the City of Hamilton has seven official plans in effect: a regional level plan (former Regional Municipality of Hamilton-Wentworth



Official Plan, June 2005) and a plan for each of the six former area municipalities (Town of Ancaster Official Plan, December 2002; Town of Dundas Official Plan, June 1999; Town of Flamborough Official Plan, December 2000; Township of Glanbrook Official Plan (Office Consolidation), December 2000; City of Hamilton Official Plan, February 2001; and the City of Stoney Creek Official Plan, May 1986). Policies in the Plans provide guidance to ensure that development progresses in a rational, efficient and orderly manner, while minimizing impacts on adjacent land uses and existing infrastructure systems.

In February 2003, Hamilton City Council authorized City staff to develop a new Official Plan for the City which is to occur in two phases. The first phase was to involve the writing of the *Rural Hamilton Official Plan (September 2006)* and the second, the Urban Hamilton Area Official Plan.

All of the current official plans make accommodations for cycling infrastructure and stress the importance of increased cycling accessibility and programs. The Urban Hamilton Area Official Plan, which was approved by City Council on July 9, 2009 and is currently awaiting Ministry approval, makes the same provisions. The Rural Hamilton Official Plan, which was approved by City Council on September 27, 2006 and the Province on December 2008, is currently under appeal at the Ontario Municipal Board is not in force and effect, but also makes the same accommodations. The Urban Hamilton Area Official Plan and Rural Hamilton Official Plan are Hamilton Council policy and should be considered, however at the time of writing this report, only the policies in the existing seven official plans can be enforced.

### **3.6 Existing and Planned Cycling Network**

The City of Hamilton Bike Routes, Trails and Parks Map (see **Map Pocket 1**) displays the City's existing urban cycling network and the existing city-wide network, including the rural cycling network. The existing standard of maintenance on streets and trails incorporates cycling infrastructure as an integrated part of the transportation network.

**Map 3.6-1** displays the existing urban cycling network and the new routes / improvements proposed in the *Transportation MP (2007)* and the *RTMP (2007)*.

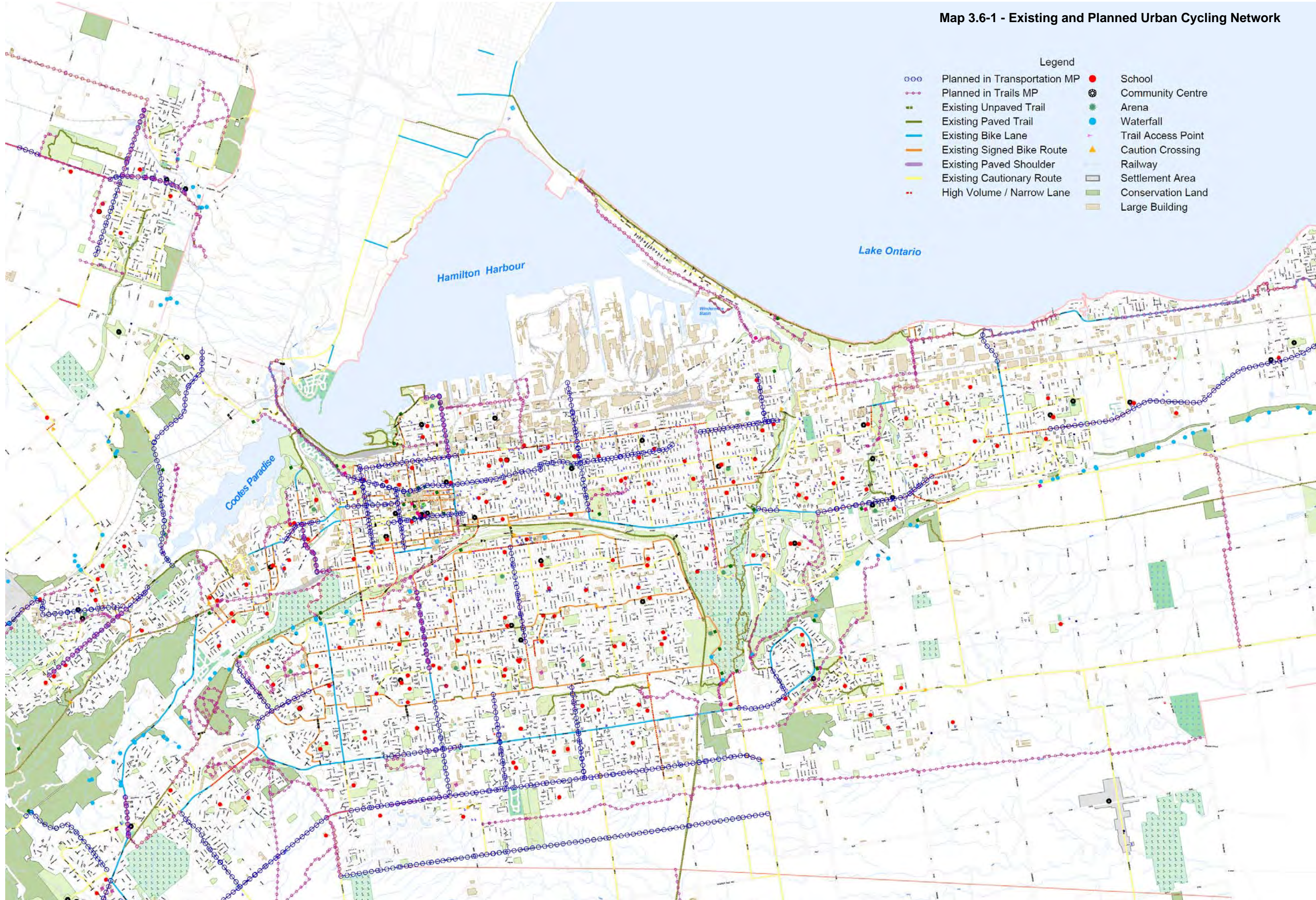
**Map 3.6-2** displays the existing city-wide cycling network combined with the routes / improvements identified in the *Transportation MP (2007)* and the *RTMP (2007)*.

**MAP POCKET 1**

**City of Hamilton Bike Routes, Trails and Parks Map  
June 2008**



Map 3.6-1 - Existing and Planned Urban Cycling Network

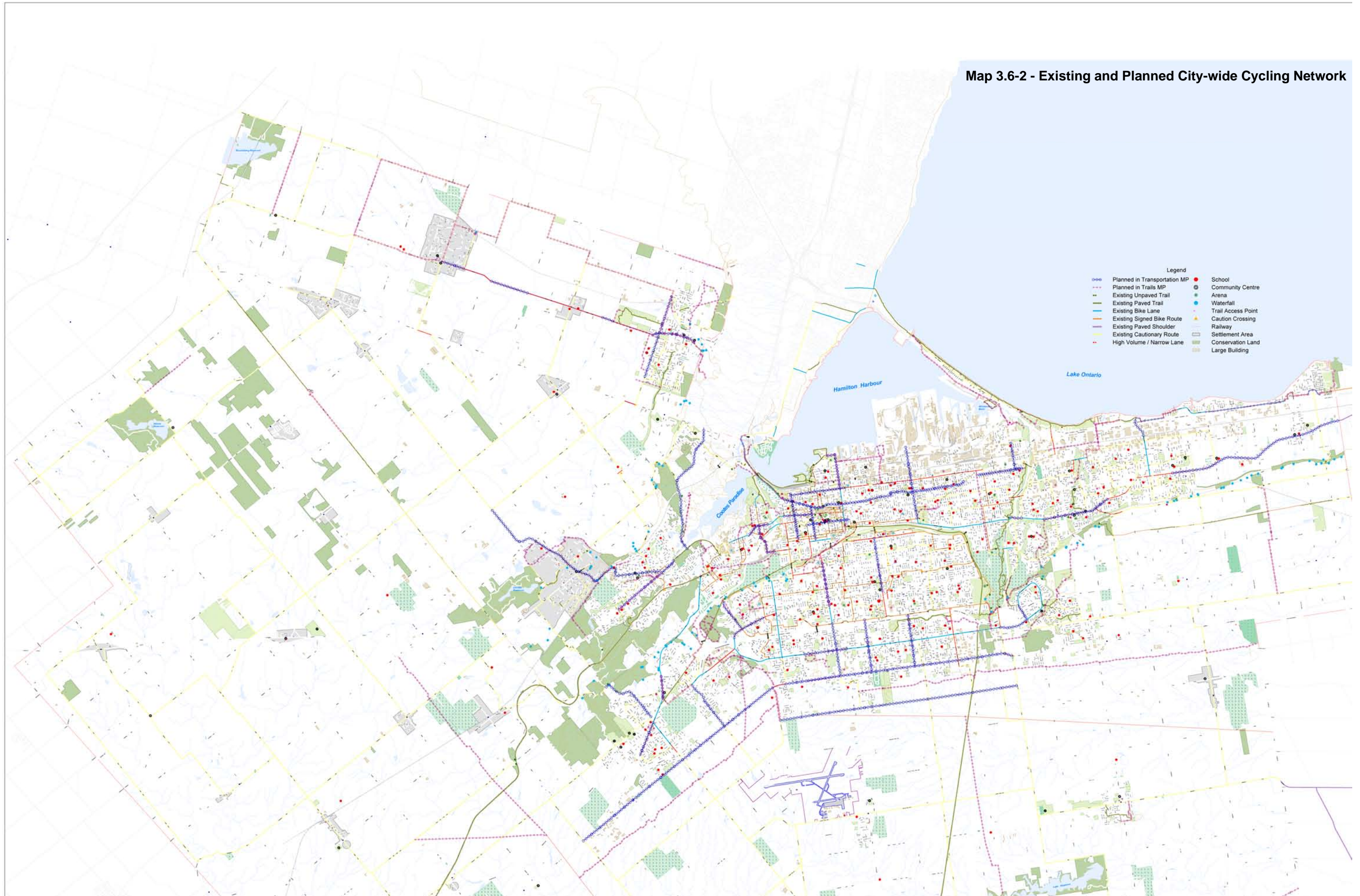


Legend

- Planned in Transportation MP
- Planned in Trails MP
- Existing Unpaved Trail
- Existing Paved Trail
- Existing Bike Lane
- Existing Signed Bike Route
- Existing Paved Shoulder
- Existing Cautionary Route
- High Volume / Narrow Lane
- School
- Community Centre
- Arena
- Waterfall
- Trail Access Point
- Caution Crossing
- Railway
- Settlement Area
- Conservation Land
- Large Building



Map 3.6-2 - Existing and Planned City-wide Cycling Network



### 3.7 Comparison of Cycling Networks in Other Cities

Some cities across Canada and around the world have made impressive efforts to foster cycling as a form of both recreational and utilitarian transport. The following provides an overview of some of these statistics.

Data from the *TAC Active Transportation: Making it Work in Canadian Communities* report (Transportation Association of Canada, 2009) indicates that for cycling to work trips in Canada, the trend has been a slow increase from 1.2% in 1996 to 1.4% in 2006. For 2006, the City of Victoria had the highest levels of cycling to work trips at 5.6%. The cities of Kingston, Saskatoon, Peterborough, Guelph, Ottawa and Kelowna had cycling to work trip values of greater than 2%. These cities serve as a good comparison for the City of Hamilton (0.9%) to assess the potential for cycling improvements without any significant infrastructure investment.

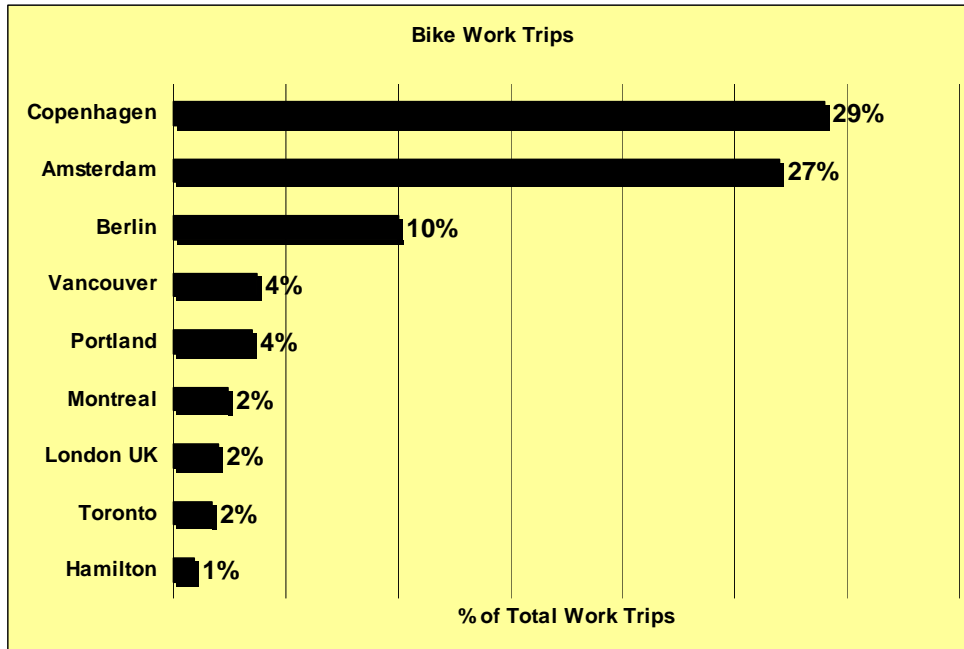
Transportation Tomorrow Survey (TTS) data indicates that 1.1% of work trips in the City of Hamilton were made by bicycle in 2006 (*TTS Data Analysis by Smart Commute Service Area*, Metrolinx, 2008). Recreational cycling rates are higher, with about 7% of Hamiltonians reporting that they cycle for either a commute or recreation in a typical week (*TAC Active Transportation: Making it Work in Canadian Communities*, Transportation Association of Canada, 2009). Cycling infrastructure is typically modest in Canadian cities, so additional investment in infrastructure should lead to significantly increased levels of commuter cycling. This is supported by the following international data.

In the cities of Copenhagen, Denmark and Amsterdam, Holland, almost 30% of work trips are made by bicycle, far exceeding any North American cities. Other cities with higher levels of work trips by bicycle include Berlin, Germany (10%), Portland, USA (3.5%) and London, United Kingdom (2.0%). This data has a strong correlation to the density of on-street bike facilities with the City of Copenhagen having the highest density, 3.4 km/km<sup>2</sup>, followed by the City of Amsterdam with 1.8 km/km<sup>2</sup>, and the City of Berlin with 1.2 km/km<sup>2</sup> (*Making Cycling Irresistible: Lessons from the Netherlands, Denmark, and Germany*, Pucher & Buehler, 2008; *Bicycling & Walking in the U.S.*, Thunderhead Alliance, 2007; Canada 2006 Census; Toronto Coalition for Active Transportation, 2008). Based on the previous data, **Figure 3.7-1** shows cycling work trip data and **Figure 3.7-2** depicts the density of on-street cycling infrastructure. The City of Hamilton's current density of on-street bike facilities within the urban area is 0.45 km of facility per km<sup>2</sup>.

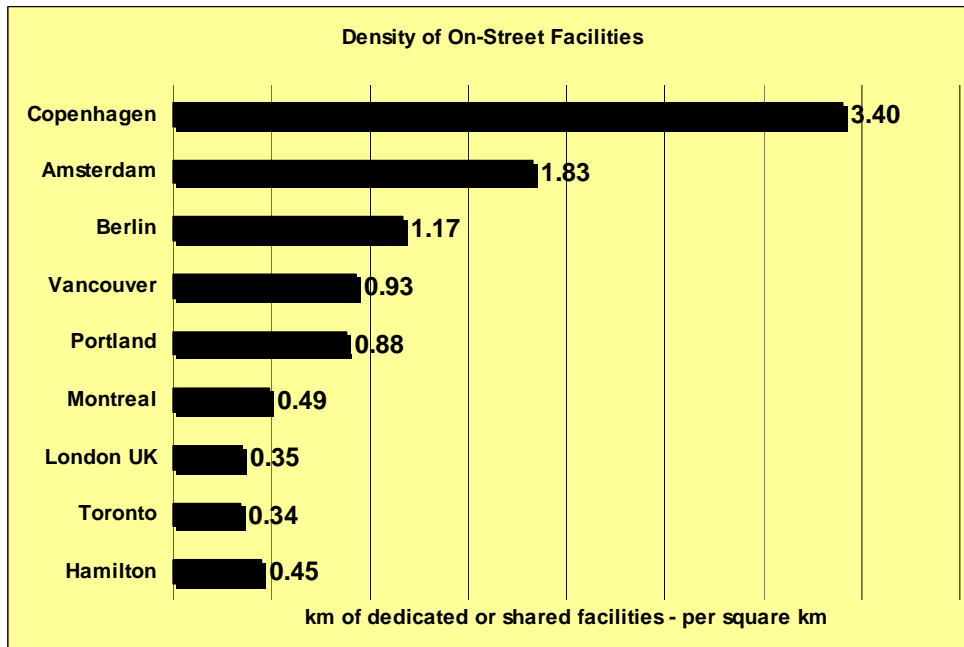
As demonstrated by the comparison between travel mode data and bicycle facility density, if the City of Hamilton aims to increase the number of people cycling there is strong evidence to suggest that the city should expand its network of cycling infrastructure.



**Figure 3.7-1: Cycling Work Trip Data**



**Figure 3.7-2: On-street Cycling Infrastructure Density**



## **4.0 Cycling Master Plan Development**

### **4.1 Guiding Principles**

In designing a city-wide cycling network, guiding principles were established to direct decisions regarding core aspects of the network structure (the network philosophy) and route design elements for specific links.

#### **4.1.1 Network Philosophy**

Cyclists include a broad spectrum of society and the activity of cycling is influenced by some key external factors. The following principals summarize the core aspects considered in developing a network structure:

- Cycling Audience – age and skill level
- Cycling Purpose – commuter/utilitarian or recreational
- Cycling Network Density
- All-season Considerations
- Health and Safety

#### **Cycling Audience and Purpose**

Cyclists range from children in elementary school through teens, to adults and seniors - and within this spectrum of people there is a wide variety of cycling skills from novice to expert. Such a variety of cyclists prefer different cycling facilities. The purpose of cycling trips further influences the preference for various cycling facilities. A young novice cyclist learning to cycle or a middle-aged, highly skilled cyclist planning a leisurely bike ride would prefer a multi-use trail; however a commuter cyclist or an elderly recreational cyclist wanting to ride 50 km in one day may prefer on-road bike lanes to avoid mixing with slow pedestrian traffic. Thus different cyclists or situations create different choices regarding the preferred type of cycling facility.

#### **Cycling Network Density**

In order to provide users with easy access to cycling facilities, planning studies have indicated that those facilities should be spaced no further than 2 km apart in urban areas (Metrolinx, The Big Move 2008). As a result, a 2 km cycling grid within the City of Hamilton's urban area was adopted as a design guideline. In rural areas the network spacing is typically greater than 2 km for functional and financial reasons. Major cycling routes were defined and examined on this basis. While such a network cannot be built immediately, it will develop through annual improvements.

The *MEA Class EA (October 2000, as amended in 2007)* document dictates that various alternative solutions be identified and assessed and that an ultimate preferred alternative be selected. Thus, for this study, the following cycling network alternatives were considered by the Project Team:

- Alternative 1: Do Nothing;
- Alternative 2: Primary Corridors Network; and
- Alternative 3: Provide Bike Facilities on All Major Streets.

A description and evaluation of the network alternatives is presented in **Section 4.2.1**.

### **All-season Considerations**

While most people cycle from approximately April to October due to the City's climate, some people are all-season cyclists. During many winters there are periods when road conditions are very dry, making cycling possible. All-season cyclists regard the condition of the asphalt to be the primary issue for winter riding, rather than the temperature.

### **Health and Safety**

Two important aspects of the personal health of cyclists are recognized: the benefits of increased physical activity and the negative impacts of exposure to poor air quality. A decreased reliance on cars and an increased participation in active transportation modes (eg. walking and biking) can increase physical activity levels resulting in lower rates of obesity and other health conditions, such as Type 2 diabetes and heart disease (Frank, Kavage, Litman, *Smart Growth BC*, 2006).

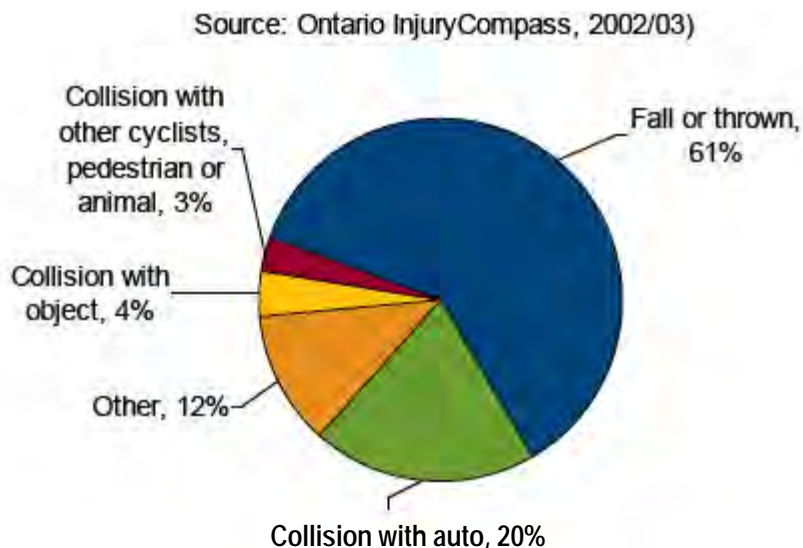
Comprehensive research has been conducted in the Hamilton area by Dennis Corr regarding exposure to poor air quality in the vicinity of motor vehicles. The research raises the concern of very poor air quality along major streets and in the immediate vicinity of idling vehicles, particularly at intersections (Health Impacting Air Pollutants - A mobile monitoring study to identify & rank sources in Hamilton Ontario, Corr, 2006). This problem is being addressed through newer technologies within the auto industry, such as cleaner engines, emission controls, cleaner fuels and hybrid technologies (anti-idling), thus in the future this situation will be less critical. Although air quality and the personal health of cyclists is a concern at present, this Cycling Master Plan study recognizes that cyclists have the option to choose their routes; whether they be direct routes that expose them to higher levels of vehicle exhaust or less direct routes on lower volume streets that are removed from vehicle emissions. The irregular street alignments in some areas of the city require that many of the direct routes occur on higher volume streets.



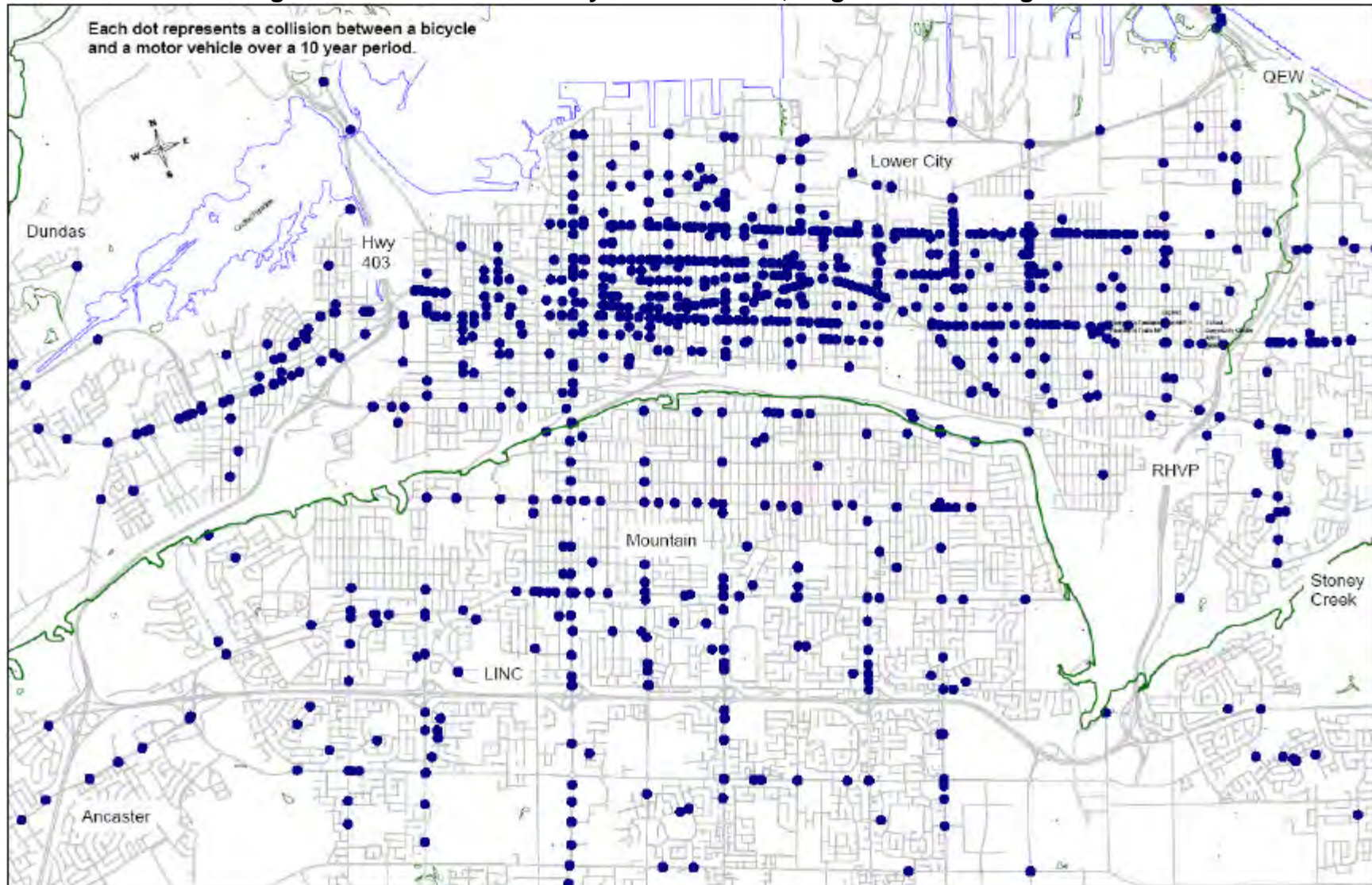
Collisions are another aspect of health and safety. The analysis of police motor vehicle collision data has been incorporated into decisions regarding the location of new cycling facilities and implementation priorities by aligning proposed routes with locations showing high incidence of collisions. These locations ultimately reflect locations with high cycling demand, at least at some time of the day or week, and would clearly benefit from facilities which would either fully separate cyclists and motor vehicles or at least provide upgraded facilities. The number of collisions in the rural areas of Hamilton was observed to be low. Police collision data for the City of Hamilton was analyzed for the 10 year period between August 1998 to August 2008. Approximately 155 bike/auto collisions occurred annually during that time. Although this type of collision only forms 20% of all vehicle crashes (**Figure 4.1.1-1**). 12 fatalities occurred during the 10 year period data was analyzed.

**Figure 4.1.1-1** presents the types and percentage occurrence of all cycling injuries in Ontario in 2002/03. **Figure 4.1.1-2** displays the police reported collision locations for the August 1998 to August 2008 period for much of the Hamilton urban area, with collision incidents marked with blue dots.

**Figure 4.1.1-1: Cycling Crashes as Reported by Ontario Hospitals, 2002/03**



**Figure 4.1.1-2: Location of Cyclist Collisions, August 1998 to August 2008**



#### 4.1.2 Cycling Facility Design Types for Individual Links

This section provides further background information regarding the design details that were considered in the development of the preferred network. This study recognizes that separate cycling facilities are a key tool in creating an environment which will foster increased rates of cycling. Surveys completed in both Canadian and American cities clearly indicate that an increase in separate cycling facilities, such as bike paths and lanes, would do the most to encourage more people to cycle (Dill and Carr, 2003). Thus, it is imperative that Canadian cities greatly expand their investment in such separate cycling facilities if they really want to increase cycling (Pucher and Buehler, 2005).

There are four well established cycling facility designs that the City of Hamilton utilizes, which are as follows:

##### 1. Multi-use Recreational Trails (off-street, rural & urban)



A multi-use trail is a paved or packed loose-material trail that is physically separated from motorized traffic by an open space or barrier. Multi-use trails are typically shared by pedestrians and other non-motorized uses and an asphalt surface is desirable. Operational rules are often designated by signage and may also incorporate pavement markings. In Chapter 4 of the *Hamilton Recreational Trails Master Plan (2007)*, the City conducted an extensive review of trail designs in other municipalities and in published Design Guides in order to formalize design details for various trail classifications. The preferred minimum width is 4.0 m, but on heavy traffic trails, 6.0 m should be considered.

There are three multi-use trail designs that the City generally considers, each having a minimum trail corridor design width:

**A) Accessway** – Short connector trails typically shorter than 50 m. Given a 4 m trail surface width, a desirable trail corridor width (property width) is 10 m (6 m absolute minimum) to permit a setback from private property. These trails are also referred to as causeways.

**B) Stable-edge Trails** – Trails that are typically longer than 50 m constructed in locations where the edge of the trail corridor will not deteriorate or shift over time. Given a 4 m trail surface width, a desirable trail corridor width (property width) is 15 m (12 m absolute minimum) to permit a setback from private property.

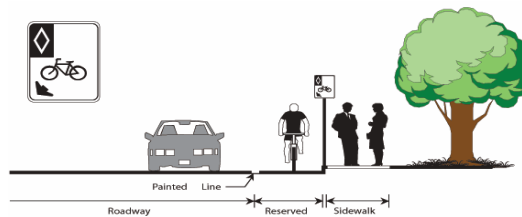
**C) Dynamic-edge Trail** – Trails that are constructed in locations where the edge of the trail corridor may deteriorate, shift or erode over time such as along the edge of escarpments or waterways. Given a 4 m trail surface width, a desirable trail corridor width (property width) is 20 m or more (15 m absolute minimum) to permit a setback from private property and edges of land that are prone to erosion. This setback provides safety for trail users as well.

Where multi-use trails intersect roadways, they should be positioned a suitable distance from other intersections and the roadway should have a gap in any raised curbs for trails to ramp to street level for the convenience of cyclists and wheelchairs, etc. At intersections of trails/roadways, when there is no traffic control on the roadway that carries motor traffic, the following details are to be implemented:

- all multi-use trails shall have a standard stop sign (60 cm x 60 cm) at the approach to roadway crossings;
- all multi-use trails shall have a standard sign (RB-89) prohibiting autos and motorcycles near access or crossing points with public roadways;
- all multi-use trails shall have bollards where they intersect roadways (or other device to ensure cyclists stop). These bollards will be designed to prohibit motor vehicle access (maximum gap of 2.0 m), and special provision will be made for authorized vehicles only (eg. one drop-down bollard);
- on all roadways with a posted speed limit of 70 km/hr or higher, and on the approaches to all freeway and controlled-access highway ramps, signing shall be erected to notify drivers of a multi-use trail crossing ahead; and
- on roadways with a posted speed limit of less than 70 km/hr, signage to notify drivers of the multi-use trail crossing will only be installed if sightline requirements are not met or if the roadway is a truck route.

There shall be no painting of the roadway to mark trail crossings when trail users do not have the right of way.

## 2. Reserved Bike Lanes (on-street, urban)

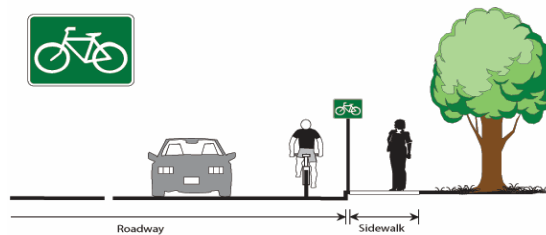


Reserved Bike Lanes designate a portion of the roadway to the exclusive



use of cyclists through signing and pavement markings. Signage and pavement markings are typically implemented as per Transportation Association of Canada (TAC) Guidelines (1998) and TAC is currently working on substantial expansion and revisions as an updated resource. The city will generally continue to follow the TAC guidelines in the future. Additional wayfinding signage may be considered, including various distance markers to significant destinations (eg. “Battlefield Park, 7 km”). The width of a bike lane is ideally 1.5 m to 1.8 m, with an absolute minimum of 1.2 m. Note that this dimension is measured from the edge of pavement, and in the case of no gutter pan, can be to the face of the curb. The design and condition of sewer grates and the pavement surrounding them should be considered when determining the effective bike lane width.

### 3. Signed Bike Routes (on-street, urban)

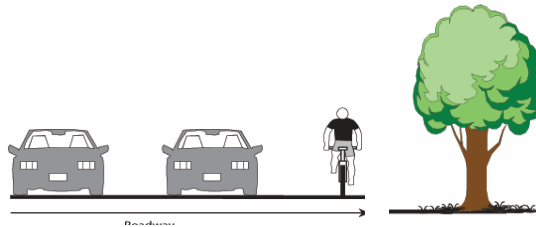


Signed Bike Routes are roadways that are to be shared-use (eg. mixed traffic) for cyclists and motorists that are normally designated by signage only. The term bicycle boulevard is also becoming commonly used to identify these facilities, especially when the design incorporates a few extra elements (e.g. pavement markings) to benefit cyclists. Sharrows, a combination of a bicycle icon and a chevron (see TAC Guidelines, 1998 and **Figure 4.1.2-1**), may be applied to the roadway at a few critical locations where issues of cyclist safety or organization dictate. If the travel lane is narrower than 4.25 m, the sharrow should be positioned in the centre of the travel lane, with appropriate “single file” signage. Situations such as this are usually accompanied by warning signing, either for the road narrowing or the organization of traffic. If the travel lane is narrower than 4.5 m but wider than 4.25 m, then the sharrow can be positioned along the curb beside motor traffic, with appropriate “side-by-side” signage. If the travel lane is wider than 4.5 m, a separate bike lane should be implemented.



**Figure 4.1.2-1: Sharrow Symbol**

#### 4. Paved Shoulders (on-road, rural)



Paved shoulders are part of the continuous paved area of a roadway, but are separated from the motor vehicle lane by a solid painted edgeline. Typically there are no other pavement markings and only guide signing. This is similar in operation to a designated bike lane, but is usually in an area with open ditch drainage. Occasional cycling wayfinding signage may be considered. Pedestrians may also use this facility. An ideal standard for all rural road reconstruction (or at least those with an Average Annual Daily Traffic value greater than 2000 vehicles per day) would include at least a modest paved shoulder of 1.5 m. Such a feature will not only provide a refuge for cyclists on all rural roads (which typically have 60 – 80 km/hr speed limits) but would also increase the lifespan of the road since keeping heavier motor traffic away from the edge of the asphalt will reduce the deterioration of the pavement. A rumble strip embedded in the painted edge line can also be considered but it may not be appropriate if the width of asphalt is insufficient. Note that residents in rural areas do not have local street alternatives for cycling as the street network is much less frequent in rural areas.

In addition to the four established elements described above, other facility designs that were considered are as follows:

##### **Alleyways**

Alleyways were considered as a possible option for resolving “pinch points” in the cycling network, but no such routes were identified. Alleyways were not regarded as ideal links in the network since they typically have very poor sightlines at street intersections, making for serious safety concerns.

##### **Bike Lanes Beside the Sidewalk (Behind the Curb)**

The City considers the design where a bike lane is positioned behind the curb (or beside the sidewalk) as the least preferred option. This design may cause conflicts at intersections and driveways due to poor visibility, is very difficult to manage at signalized or stop-controlled intersections and thus will be avoided unless conditions are ideal for its use (A situation with

no intersecting roadways or driveways for an extended distance is preferred).

### **Bike Lanes “Stepped” by the Curb**

Positioning bike lanes adjacent to motor vehicle lanes, but raised approximately 7 cm from the surface of the street, are being experimented with in several jurisdictions, and is in use in European cities, but the City of Hamilton will do further investigation before such a design is considered in the City. Advantages include increased perceived safety and reduced maintenance (sweeping and stencil painting) due to separation from motor traffic. Disadvantages include increased construction costs, poor connectivity for cyclists needing to make left turns, inexperienced cyclists falling from the curb, drainage issues, accommodation of on-street parking, improperly designed intersections and snow clearing.

### **Barrier Separated Bike Lanes**

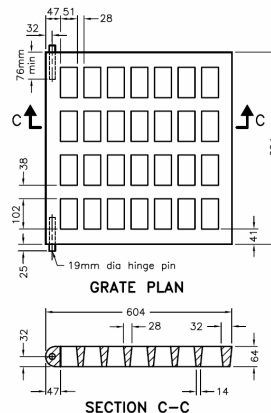
The City will consider bike lanes with a barrier (typically a raised median) separating cycling traffic from motor traffic only in specific situations where other techniques (i.e. knockdown bollards) are either not providing required safety or are a maintenance concern. Barrier separated facilities create maintenance issues for snow clearing, drainage and street sweeping.

In addition to the linear route design elements described above, other specific design elements are noted herein:

### **Sewer Grates**

A standard sewer grate design that is cyclist friendly has recently been approved by the City. **Figure 4.1.2-2** shows this standard sewer grate design.

**Figure 4.1.2-2: Standard Sewer Grate Design**



The City continues to explore a standard design for sewer grate collars that better prevents asphalt settling around sewer grates.

### **Stop Control Intersections**

Whenever possible, the design of cycling routes will avoid all-way stop controlled intersections or attempt to revise existing traffic control, such as stop signs, which are a deterrent for cyclists perhaps even more than they are for auto drivers due to the loss of momentum.

### **Signals**

The City's goal shall be to incorporate sensors for cyclists to activate or incorporate sensors that detect bicycles whenever an approach requires detection. There are a number of alternatives to employ, and this preference of design shall evolve as technologies develop. Video sensors may serve as an ultimate technology as one sensor might serve both bike and auto requirements, but sensitivity and cost are yet to be assessed. Other technologies include loops embedded in asphalt and activation poles at approaches (problematic for through cyclists if the curb lane is a dedicated right-turn lane). TAC is in the process of developing standard pavement markings and signage to assist cyclists in positioning themselves to activate signals using embedded loops. Bike boxes, a demarcated area at a signalized intersection that allows cyclists to make left turns more easily in front of motor traffic, will be considered at critical locations. See **Figure 4.1.2-3** for an example of a bike box.

The City is awaiting an approved "signal head", a signal device illuminated at a signalized intersection, made specifically for cyclists and used within the Province of Ontario.

### **Roundabouts**

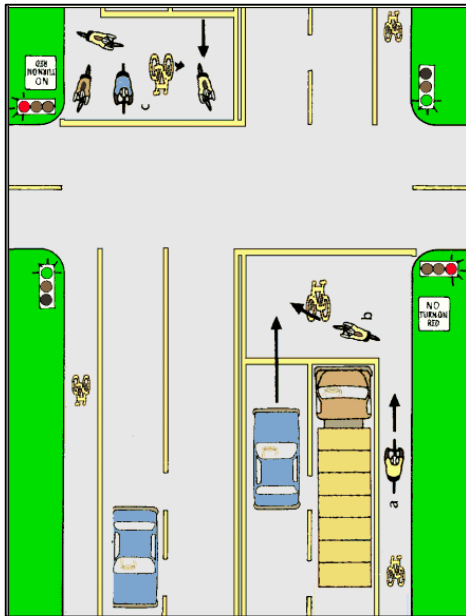
At single-lane roundabouts, cyclists are expected to merge with vehicular traffic. At multi-lane roundabouts, the TAC philosophy is for bikes to form a separate route outside the roundabout or ride through merged with motor traffic.

### **Stairs with Bike Trough**

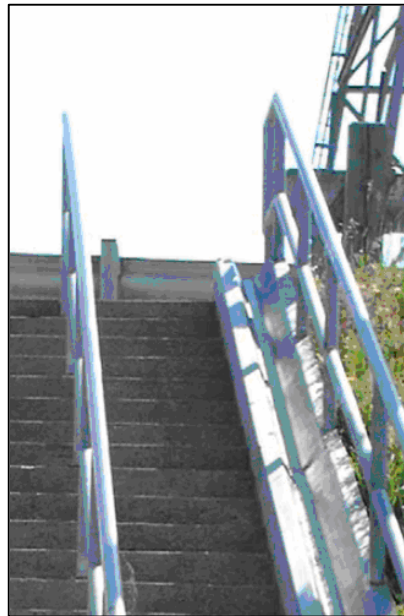
The City has a practice to construct stairs which are part of multi-use trails or bike routes with a trough for bicycles. Such stairs work best for cyclists when the stairs have less steep slopes and troughs on both sides of the stairs. A rough surface (grit) in the trough is necessary to maintain braking control of a bicycle traveling down such stairs. See **Figure 4.1.2-4** for an example.



**Figure 4.1.2-3: Bike Box**



**Figure 4.1.2-4: Stairs with Bike Trough**



## **4.2 Alternative Solutions**

There were two distinct tasks required in the development of the preferred cycling network. The first task was to determine the philosophy of the network that will comprise the ultimate network, eg. the density of cycling routes in the network. Next, a determination of the specific links which will constitute the ultimate network was required.

### **4.2.1 Cycling Network Philosophy Alternatives**

As mentioned previously in **Sections 1.2 and 1.3**, this study is following the *MEA Class EA (October 2000, as amended in 2007)* process. As a result, the following cycling facility network alternatives were considered by the Project Team:

- Alternative 1: Do Nothing;
- Alternative 2: Primary Corridors Network
  - Identify a network of select routes to target for cycling facilities to ensure a well-connected, convenient and safer network for cyclists throughout the city; and
- Alternative 3: Provide Bike Facilities on All Major Streets
  - A broader approach, constructing cycling facilities everywhere across the city, without a system of prioritization.

The alternatives developed reflect the study's Problem and Opportunity Statement (see **Section 2.2**) which is to improve the commuter cycling network and link with the recreational cycling network developed in the *Recreational Trails MP (2007)*.

**Table 4.2.1-1** presents how each of the alternatives were evaluated. Given the feedback from the first round of Public Information Centres (PICs), the study applied three evaluation criteria towards selecting a preferred network structure. The criteria were network continuity, safety and cost. Network continuity as a criterion ensures that cycling facilities are continuous across the city instead of having a disjointed collection of cycling facilities that do not connect to each other. Safety as a criterion incorporates health and safety issues as well as serving to make cycling more appealing to more potential cyclists due to a proven increase in safety. Cost recognizes that there are limited resources to construct cycling infrastructure given that there are other municipal responsibilities.

As will be discussed further in **Section 4.3**, feedback from PIC #1 indicated approximately equal support for Alternative 2: Primary Corridors Network vs. Alternative 3: Provide Bike Facilities on all Major Streets options. There was no support for Alternative 1: Do Nothing. The primary priority for PIC attendees was for the Project Team to ensure connectivity and implement a core cycling network as an immediate first step.

**Table 4.2.1-1: Cycling Facility Network Type Evaluation**

Evaluation Criteria	Cycling Facility Network Type		
	Alternative 1: Do Nothing	Alternative 2: Primary Corridors Network	Alternative 3: Bike Facilities on all Streets
<b>Network Continuity</b>	- No changes to the existing cycling network – continuity does not improve	- Improves network continuity on primary corridors	- Improves network continuity, although achieved at an uneven pace
<b>Safety</b>	- No improvements to the safety of the existing cycling network - No change in current situation of some cyclists using sidewalks	- Improves safety by providing improved cycling network within short distance of all users and destinations - Safer practice of keeping cyclists off sidewalks, where bike facilities exist	- Improves safety by providing improved cycling network everywhere - Safest practice of keeping cyclists off sidewalks
<b>Cost</b>	- Lower cost, maintain existing network only	- Higher cost to implement	- Highest cost to implement
<b>Conclusions</b>	Least Preferred - Does not address Study Objectives	<b>Most Preferred</b> - <b>Addresses Study Objectives at lower cost</b>	Less Preferred - High cost and lack of network structure reduces effective implementation

Upon evaluation, the Primary Corridors Network alternative was determined to be the preferred alternative. The Do Nothing alternative did not address the objectives of the study therefore it was not carried forward. By pursuing a Primary Corridors Network, comprehensive urban and rural cycling connectivity throughout the City could be achieved at an earlier point in time and at a lower cost than the All Major Streets alternative. Although a Primary Corridors Network would have high implementation costs, user safety would be optimized. By prioritizing the creation of on-street and off-street Primary Cycling Corridors, cycling would be encouraged throughout the City. The optimum city-wide cycling network is to be made up of a combination of Multi-use Trails, Reserved Bike Lanes, Signed Bike Routes and Paved Shoulders, depending on site specific conditions. Fostering cycling would address four pressing concerns facing society that are often mentioned in the media – air quality, global warming, obesity rates and projected traffic congestion. A continuous network would also help ensure that all residents of Hamilton would have a viable, healthy and economical means of transportation.

One final justification for expanding the cycling network is the increased frequency of complaints by pedestrians regarding cyclists riding on sidewalks. Riding a bicycle on a sidewalk is illegal in the City of Hamilton and is often dangerous because of inadequate sight distances for motorists and cyclists as well as unexpected cyclists behaviour. Nevertheless, cyclists are resorting to this practice because they are not comfortable sharing the roads with motor vehicles without their own designated facilities/lanes.

Even though the Primary Corridors Network cannot be built immediately, it will develop through annual improvements. Cycling infrastructure is implemented in four ways:

- Specific cycling projects (typically retrofits on existing streets);
- Recreational or multi-use trail construction;
- Integrated with roadway reconstruction and/or rehabilitation; and
- Integrated with roadway projects which are part of new development.

In addition to the routes that were identified in the Primary Corridors Network (outlined in **Section 4.2.3.1**), it is recognized that a larger network of cycling facilities is desirable. Opportunities to perform low cost cycling upgrades may be found in conjunction with road construction, redevelopment and new development projects, and should be considered. Priority will always be given to primary routes so that a continuous network can be completed.

## 4.2.2 Cycling Network Link Alternatives

The methodology employed to develop the Primary Corridors Network was as follows:

- **Step 1:** Compile a list of identified streets/trails for consideration;
- **Step 2:** Identify criteria for the assessment;
- **Step 3:** Data collection to describe each of the identified streets/trails;
- **Step 4:** Determine a preliminary design concept that best suits each segment;
- **Step 5:** Calculate a weighting value for each identified street/trail based on its preliminary design concept; and
- **Step 6:** Map the identified streets/trails that rank highest in the assessment, together with existing cycling infrastructure. The full network was built around these streets/trails. Note that some of these segments were parallel streets very close to each other, so a preferred street was identified in such scenarios to recognize the 2 km distance principle.

The methodology used is further explained in **Sections 4.2.2.1 – 4.2.2.6**.

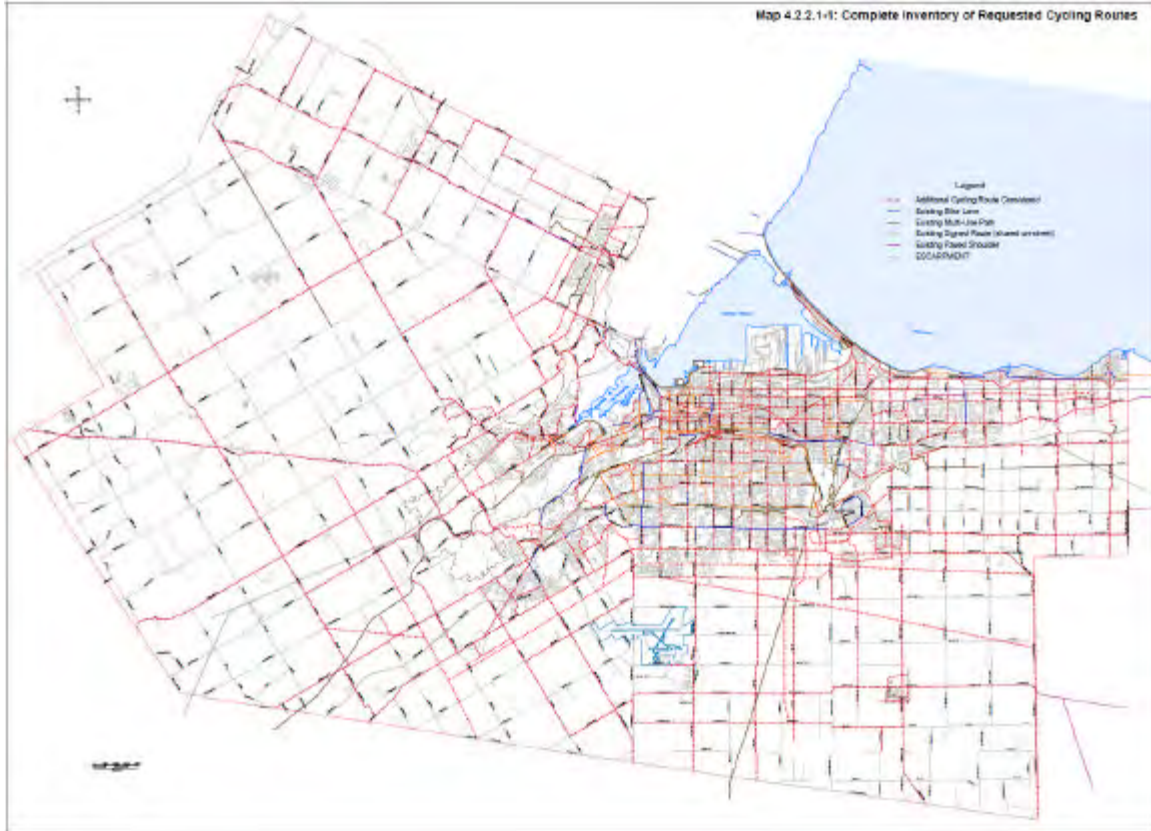
#### **4.2.2.1 Step 1: Identification of Links for Consideration**

The City continually receives submissions from the community regarding the need for specific cycling infrastructure. In conjunction with existing City documentation (described in **Section 3.0**), these community submissions were integrated into the consideration of link alternatives. Maps that combined existing and planned cycling facilities were then created, as documented in the *Transportation MP (2007)* and the *RTMP (2007)* (see **Maps 3.6-1** and **3.6-2**). Attendees at the first set of Public Information Centres (PIC) suggested many additional streets, rural roads and potential trails for consideration as cycling routes.

In total, over 500 segments of roadways and trails were identified. The initially identified network included most arterial streets and collector streets within the urban envelope of the City of Hamilton, as well as many of the rural roads and some off-street trail ideas. **Map 4.2.2.1-1** depicts the complete inventory of cycling routes requested through this process.

Major streets such as Main Street/Queenston Road and King Street in the lower city were suggested, but due to the concurrent timing of this study with the Hamilton Rapid Transit Feasibility Study, facilities on many potential rapid transit corridors were omitted. These streets will instead be addressed after the routing of rapid transit is determined. Discussions with City staff responsible for the Hamilton Rapid Transit Feasibility Study have noted that they will further investigate bicycle routing issues as they progress to the detailed design phase.

**Insert Map 4.2.2.1-1**



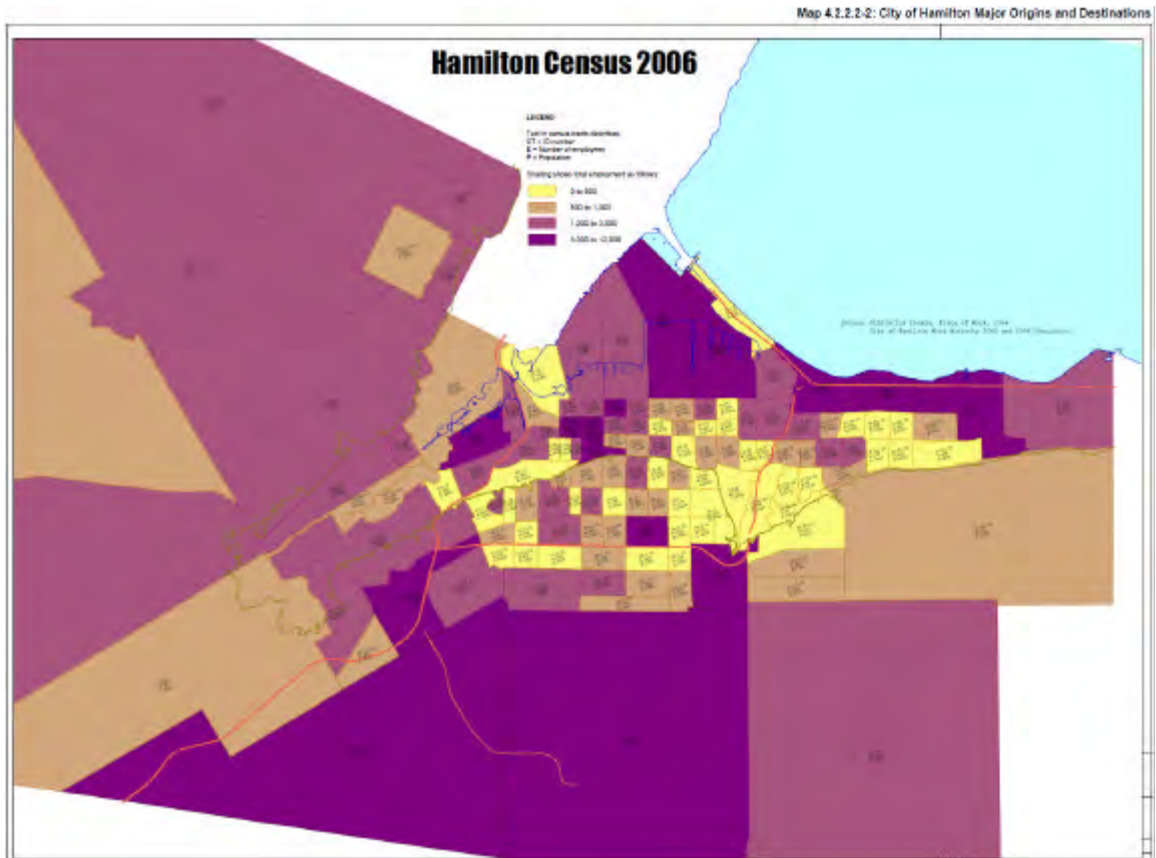
#### **4.2.2.2 Step 2: Identification of Evaluation Criteria for the Link Alternatives**

In order to develop a priority list for cycling infrastructure investment, criteria were developed to determine the Primary Corridors Network. These criteria incorporate the “pro” factors for the various links, or justification, as well as the “con” factors, or constraints. The justification criteria identified were: network continuity, safety and demand. Each of the factors was weighted based on significance and are discussed further below.

1. **Network Continuity** addresses “missing link” segments within the existing network. Each of the segments in the network projects were rated as having a high or low degree of continuity. This factor was weighted as 30% of the justification and the value was assigned based on its ability to connect existing and proposed cycling facilities.
2. **Safety** was incorporated into the criteria through collision history data. Statistics describing cyclist/motorist collisions (as described in **Section 4.1.1**) were analyzed for each of the segments. Collision data was calculated as collisions/km, aggregated for a full 10 year period. Safety data was weighted as 30% of the justification. Perceived safety issues were recognized as a public concern, but there was no means identified to collect and utilize such data in an objective fashion.
3. **Demand** for cycling routes comprised 40% of the weighting to calculate the justification for various segments. Demand was assessed based on two data sources:
  1. Proximity to major origins and destinations; and
  2. Community desire based on input from Public Information Centre (PIC) #1 and existing City cycling plans.

Proximity to major origins and destinations recognizes that higher demand is well established in certain areas of the City, such as near McMaster University; other major employment areas including downtown Hamilton, Mohawk College, the Harbour, the Centennial/Fruitland employment lands and the Ancaster Commercial Areas; and higher density residential neighbourhoods such as downtown Hamilton, select neighbourhoods on the Mountain and the neighbourhood east of Eastgate Square. **Map 4.2.2.2-2** displays these areas.

**Insert Map 4.2.2.2-2**





Community preference was measured from PIC #1 submissions whereby a value was assigned based on the frequency that a route was identified as desired. If a route was flagged by the Hamilton Cycling Committee (HCyC) it was assigned a value equivalent to the most popular of requests from the PIC input, given that the HCyC members represent cycling interests across the entire city. In addition to this measure of frequency, if a route was already flagged in either the *RTMP (2007)* or the *Transportation MP (2007)*, it was given the highest ranking in this category.

Although existing cycling traffic volume data is collected by the City, it is not collected consistently enough across the city to be considered a reliable data source; therefore, it was not used in this analysis. It is also recognized that the lack of cycling facilities (bike lanes, bike parking, workplace shower facilities, etc.) in many areas of the City deter cyclists, further making existing volume data an unreliable data source to assess demand. Note that collision data can suggest corridors with larger volumes of cyclists, but this cannot be applied with great confidence.

Constraints Criteria identified in this analysis are cost of construction and property limitations.

4. **Cost** estimates were developed for each segment once a design concept was identified. These costs are based on unit costs per metre where appropriate and easily calculated given the approximate length of each segment. The specific costs associated with each segment varied, dependent on the type of facility required, and the existing conditions of the specific area. The unit costs used in the calculations are:

- Painting and signing of bike lanes: \$15/m
- Sandblasting of existing pavement markings: \$10/m
- Paving a 1.5m shoulder on both sides of a roadway: \$100/m
- Constructing a 1.5m gravel shoulder on 1 side of a roadway: \$25/m
- Shifting a curb 1.5m: \$180/m

Other costs were identified, where required, such as special concrete work, the installation of signals, etc. The costing for most of the off-road (multi-use trail) facilities was sourced in the *RTMP (2007)*.

Road widenings can have various potential environmental impacts: natural, heritage, archaeological, social and economic. Consequently, their construction should be sensitive to established vegetation (eg. by minimizing impacts on healthy, established trees that are of significant

size and by relocating saplings), encountered heritage and archaeological features, and to local social and economic issues. For projects identified in this Master Plan that are determined to have such impacts, separate Schedule B or C Municipal Class EAs would be required.

5. **Property Limitations** for specific projects were assigned if property is anticipated to be acquired. Not only the dollar value of the land was incorporated but also the social impacts related to community inconvenience and the extra time needed to arrange property acquisition.

#### **4.2.2.3 Step 3: Data Collection for the Link Alternatives**

To assist in the assessment of the segments identified, the following list of data was collected. This data served to identify a preliminary design concept for each segment (shared on-street, bike lane, paved shoulder, multi-use trail where applicable; or no facility):

- Length of route (m)\*;
- Existing asphalt width (m)\*;
- Number of travel lanes\*\*;
- Curb vs. Shoulder Configuration\*\*;
- 24 hr traffic volume\*;
- HSR service (% of segment length)\*\*\*;
- Truck route (% of segment length)\*\*\*;
- On-street parking status\*\*\*;
- Road construction schedule\*\*\*; and
- 10 yr collision data\*\*\*.

\* from City GIS data

\*\* from City GIS data and augmented with field investigations

\*\*\* from other City data sources

Select data sources have been further explained below.

#### **Existing Asphalt Width**

Some streets were found to have sufficient width, thus in some cases bike lanes could be added by simply revising the pavement markings on existing asphalt. To assess initial applicability of bike lanes, a dimension of 3.3 m was used as the minimum width required for a motor vehicle lane and the minimum width required for a bike lane was 1.5 m. These dimensions permit a combination of 3.5 m plus 1.2 m as well. It is recognized that dimensions

are influenced by sound engineering assessment during Detailed Design, prior to construction.

## **24 hr Traffic Volume**

Traffic volumes were assessed in two manners:

1. If 24 hr traffic volumes were in the range of 1600 to 2000 vehicles/day or lower on a two-lane street, then bike lanes were typically deemed not to be required. However, if the street was determined to be a critical connection to ensure continuity in the network, the roadway was flagged as requiring signage to provide wayfinding for cyclists unfamiliar with the route.
2. In locations with three or more travel lanes, “road diets” were considered as a possible means to introduce bike lanes. A road diet is defined as, “the removal of a motor vehicle lane in order to create space for a bike lane (or other facility such as a dedicated transit lane)”. This study applied a less aggressive 24 hr two-way traffic volume of approximately 14,000 vehicles/day as a determination value, but it is recognized that roads with volumes as large as 20,000 vehicles/day are potential candidates for road diets, dependent on the portion of traffic in the peak hour periods. The per-lane capacity of 700 vehicles to 1000 vehicles during the peak hour translates into 1400 to 2000 vehicles/hr for a two-way, two-lane roadway. Ten percent of the 24 hr traffic volume typically constitutes the peak hour traffic, so the typical maximum 24 hr volume (capacity) for a two-way, two-lane roadway is 14,000 to 20,000 vehicles.

## **HSR Service**

The presence of transit service along potential cycling links was identified, although the presence of HSR non-express (local) service does not typically pose a significant concern. In the future, proposed rapid transit services may require special design consideration.

## **Truck Route**

Truck routes were noted, but it was recognized that the designation of a through truck route does not preclude bike lanes. Should there be limited options for cycling facilities, a roadway designated as a truck route would support the need to establish a bike lane on the road to ensure a defined place for cyclists separate from larger vehicles. Trucks are permitted on all streets for local deliveries, but where truck routes exist, a greater volume and frequency of truck traffic is usually present.

## **On-Street Parking**

A preliminary review of on-street parking on all potential links was undertaken. If it was found that there exists excess width and there is no on-street parking, then a bike lane could be easily introduced. Alternatively, if on-street parking exists, a decision will have to be made to prioritize bike lanes or parking. More detailed analysis will be undertaken as projects are scheduled for implementation. If the parking is observed and found to be underutilized, it could be consolidated onto one side of the street. Such a scenario would provide a possible means to introduce bike lanes. In general, links for which this review would be conducted in detail later, were initially identified as potential bike lane candidate locations.

## **10 yr Collision Data**

Auto/bicycle collision data was summarized for each link and calculated as number of collisions per km. This value determined the collision factor for each segment.

### **4.2.2.4 Step 4: Determination of the Preliminary Design Concept for Individual Links**

A review of the various cycling facility design types as described in **Section 4.1.2** was undertaken and each was evaluated against the criteria identified in this project. **Table 4.2.2.4-1** outlines the results of the evaluation. Based on this review a preferred preliminary design concept was developed for each segment.

**Table 4.2.2.4-1: Evaluation of Cycling Facility Types**

Evaluation Criteria	Cycling Facility Types				
	Alternative 1: Do Nothing*	Alternative 2: Multi-use Trails	Alternative 3: Reserved Bike Lanes	Alternative 4: Signed Bike Routes	Alternative 5: Paved Shoulders
<b>Network Continuity</b>	- No major changes to the existing cycling network – continuity does not improve	- Can improve network continuity	- Can improve network continuity	- Can improve network continuity	- Can improve network continuity
<b>Safety / Collision History</b>	- No improvements to the safety of the existing cycling network	- Improves safety by providing dedicated facility away from road traffic	- Improves safety by separating motorists and cyclists using pavement markings	- Appropriate for lower traffic volume streets	- Improves safety by separating motorists and cyclists using pavement markings
<b>Demand for Cycling</b>	- Does not address demand for cycling routes	- Addresses moderate demand for cycling off-street (primarily recreational)	- Addresses high demand for cycling within urban area (commuter, recreational)	- Addresses high demand for cycling within urban area	- Addresses moderate demand for cycling within rural areas
<b>Cost</b>	- Lower cost, maintain existing network only	- Highest cost to implement dedicated facility on separate right-of-way	- Lower cost to implement although dependent on available right-of-way width	- Low cost to implement (eg. signage)	- Higher cost to implement
<b>Property Limitations</b>	- No property impacts	- Higher potential for property impacts unless ownership is already City of Hamilton limited opportunities exist	- Variable impacts, depending on available property within right-of-way; parking and other uses	- No property impacts as pavement width not affected	- Variable impacts although usually lower, depending on available property within right-of-way
<b>Road Reconstruction Schedules</b>	- No impact to road reconstruction schedules	- Not applicable	- Increases priority and lowers project cost if project can be combined with road reconstruction	- Road reconstruction has less impact on project priority and project cost since signage is low cost to implement	- Increases priority and lowers project cost if project can be combined with road reconstruction

\*Alternative 1: Do Nothing includes all currently approved cycling policy and infrastructure commitments made in the *Transportation MP (2007)*, *RTMP (2007)*, the Urban Hamilton Area Official Plan, *Rural Hamilton Official Plan (September 2006)* and, at the time of writing this report, the seven official plans.

#### **4.2.2.5 Step 5: Numerically Ranking the Link Alternatives**

The previously described analysis generated numerical values for both the justification factors and the constraint factors. All of these values were aggregated and a value was thus determined for each link alternative. These values were then used to list the link alternatives in a priority ranking.

#### **4.2.2.6 Step 6: Selection of the Links that form Primary Corridors Network**

The above analysis generated a numerical ranking for each of the segments. This listing served to identify the projects within the whole of all projects being considered that would be the most beneficial to implement. Within this list, the top 90 segments constituted approximately \$2.5 million worth of projects which would represent approximately 5 years of cycling projects if the allocation of funds to the Annual Bicycle Routes Improvement Program were increased from the current \$300,000 to \$500,000 per year. This network of segments was mapped and it served as the first draft of what the Preferred Cycling Network should include. In this network there were a few segments that paralleled one another very closely (much closer than the 2 km spacing), such as Cannon Street and Barton Street in the Harbour Shores area of the City. In such situations, a decision was made to favour one of these streets as the preferred route in the network based on feasibility, road construction schedules, etc. A network was then developed for the entire City based upon this “top of the list” ranking and other segments that would complement this network.

A Preferred Cycling Network was thus created. The actual schedule of implementation of this network, based solely on the numerical analysis, is presented in **Appendix A**. The actual implementation order will be adjusted dependent on road reconstruction schedules, trail network development and consideration of recreational demand/tourism. Issues that arise during detailed design such as ability to adjust parking, utility impacts and unforeseen property issues could impact the implementation schedule as well as further EA requirements.

#### **4.2.3 Preferred Cycling Network**

It was determined that a Primary Corridors Network should be implemented to ensure a well-connected, clearly defined, convenient and safe network of cycling facilities. The final Preferred Cycling Network developed is a combination of existing and planned cycling facilities, comprising on-street bike lanes, paved shoulders, signed routes, and multi-use trails that do not permit motorized vehicles.

#### **4.2.3.1 Preferred Cycling Network – City-wide**

**Map 4.2.3.1-1** displays the Preferred Cycling Network and **Appendix A** includes a prioritized list of the proposed streets and trails within this network. **Appendix A** also includes details for each of the segments of this network including length, the preliminary design concept and the estimated cost. A larger, fold-out version of Map 4.2.3.1-1 is available in **Appendix B**. The Preferred Cycling Network will be augmented by new facilities on new roadways, typically arterials and collectors (residential, commercial and industrial), as new developments are constructed. This element of the network may also include reconstruction of existing roadways to accommodate new development. The costs associated with these facilities will be financed by development charges or by the development projects.

The Preferred Cycling Network reflects cycling facilities that were identified in the *Transportation MP (2007)*, but includes many additional segments that were not identified in that plan. **A few streets that were identified in the Transportation Master Plan for cycling infrastructure were not incorporated into the Cycling Master Plan.** These streets were not included either because nearby streets were identified that offered more direct routing, alternate streets were identified as being easier to implement, or network density criteria did not support the inclusion of a street. Details of the Preferred Cycling Network are described by ward in **Section 5**.

The preliminary schedule of implementation for the Preferred Cycling Network is based on the combined assessment of justification criteria and constraints criteria. This process serves to list projects in a priority ranking that incorporates the best investment for money spent. A timeline is not rigidly applied to this list. Instead, timing will be based on available funding. The schedule of implementation is therefore flexible based on how much money is available annually both directly for cycling projects and for road reconstruction on links identified for cycling upgrades.

The proposed cycling routes/links identified in this Cycling Master Plan Update include:

**Table 4.2.3.1-1: Proposed Cycling Routes/Links Identified**

	<b>Proposed Length (km)</b>	<b>Existing Length (km)</b>	<b>Total Length (km)</b>	<b>Description</b>
<b>City of Hamilton Jurisdiction</b>				
Multi-use trails	63.5*	132.5	191.5*	Centreline length
Bike Lanes	462	104	566	One-way lane
Paved Shoulders	417	17	434	One-way lane
Shared On-Street (Signed)	31	173	204	One-way lane
<b>Ministry of Transportation Jurisdiction</b>				
Multi-use trails	18.5	0	18.5	Centreline length
Paved Shoulders	6	0	6	One-way lane
<b>Total</b>	<b>998</b>	<b>426.5</b>	<b>1395.5*</b>	-

\* 4.5 km of proposed Multi-use Trails includes paving existing Multi-use Trails

The plan represents 998 km of new proposed cycling facilities, of which approximately 480 km can also be utilized by pedestrians (multi-use trails and paved shoulders).

The total cost of the Preferred Cycling Network is approximately \$51.5 million. Only a very few listed projects have already been allocated funding previously. Included in the network are three significant trail projects that already have arranged funding. These three projects are the Red Hill Valley Trail extension northerly over the Queen Elizabeth Way (QEW) to the Lake Ontario Waterfront Trail (\$14 million), a new trail over the Lincoln M. Alexander Parkway (LINC) in the vicinity of Dartnall Road using the Harbour Road alignment (\$1.3 million) and the CP Rail Trail project extending the rail trail in Dundas Valley easterly over Highway 403 to Dundurn Street (\$2 million).

Also in the network are three projects within the Ontario Ministry of Transportation (MTO) jurisdiction relating to Highway 5, Highway 6 and Highway 8. Further discussion with the MTO Sustainable Transportation Office will be carried out to facilitate these projects.

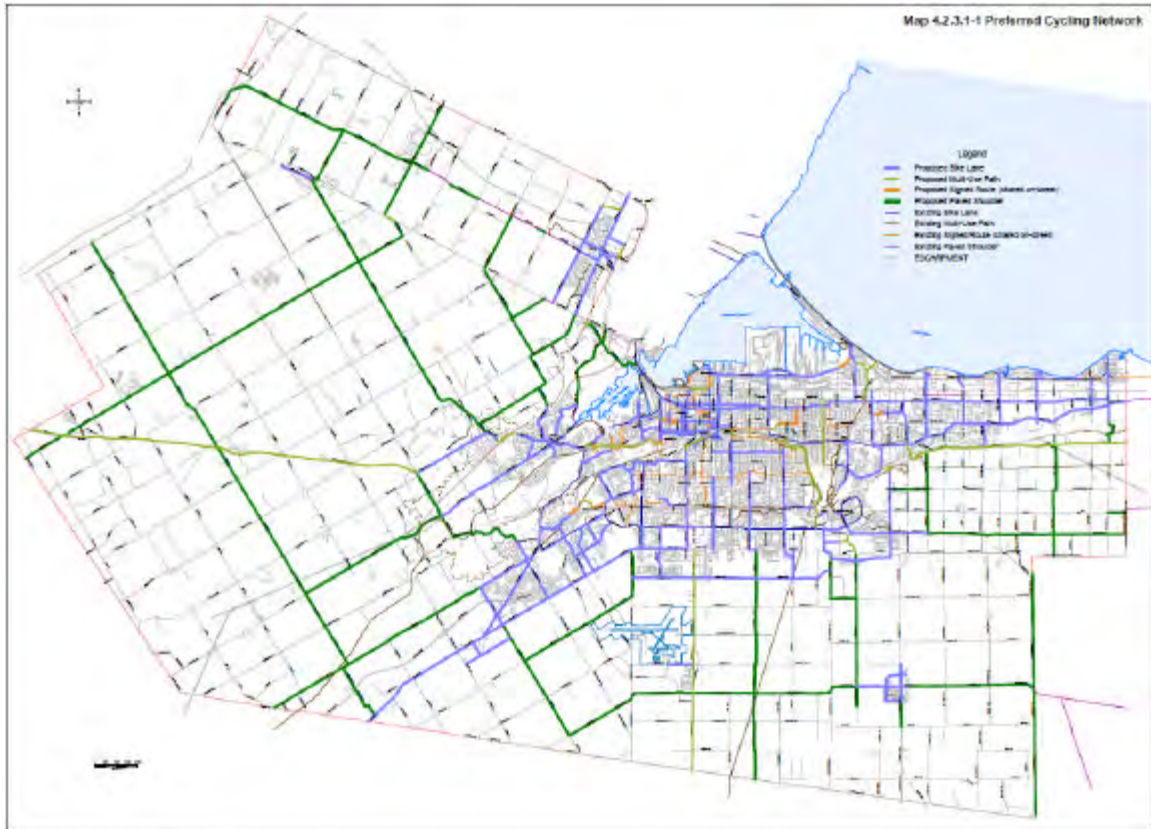
Numerous projects in the Master Plan are within the Niagara Escarpment Commission (NEC) lands as referenced in the tables describing proposed cycling routes by ward, in **Section 5.0**.

See **Section 6.0** for further financial analysis of the entire network.



### Insert Map 4.2.3.1-1

For a larger-scale map - see the first link on webpage:  
[www.hamilton.ca/ShiftingGears](http://www.hamilton.ca/ShiftingGears)



### **4.2.3.2 Escarpment Crossings**

One of the significant challenges to providing cycling facilities in the City of Hamilton is the Niagara Escarpment which acts as a significant barrier for cyclists. Crossings of this 100 m limestone cliff need to be provided in reasonable frequency in order to provide cyclists with connectivity between the upper and lower sections of the City. Some of these crossings are already well established, but it was strongly recognized that more were needed. In addition to these physical routes, it is recognized that the connectivity provided by the bike racks on the front of every bus in the Hamilton Street Railway (HSR) fleet provides a great option for cyclists to scale the Escarpment. The option to provide this service either free or with a reduced fare was explored with the HSR, but was determined to not be feasible due to enforcement issues and financial concerns.

Previous studies including the *City of Stoney Creek Multi-Use Pathway, Pedestrian and Cycling Route Master Plan Study (1995)*, the *Hamilton–Wentworth Transportation Review (1996)* and the *Transportation Master Plan (2007)* outline options for cyclists to scale the Escarpment and contain proposals ranging from on-street and trail improvements to measures that require cyclists to dismount and walk; the latter includes incline railways, bicycle lifts and bicycle-friendly stairs.

#### **4.2.3.2.1 Proposed Escarpment Crossings**

The Escarpment crossings proposed in this Cycling Master Plan Update are summarized in **Table 4.2.3.2.1-1** by the wards in which they are located. Mapping of these Escarpment routes is shown by ward in **Section 5**. The number that identifies each of these planned routes in **Table 4.2.3.2.1-1** represents a "priority ranking" assigned to each cycling route. It is recognized that any future rapid transit plans may influence these proposed facilities.

#### **Bike Lanes on Existing Roadways**

The following crossings are planned to utilize existing roadways, with some possible widenings to include bike lanes:

- Mill Street/Waterdown Road #177,
- Main Street/Thomson Drive/Snake Road #204,
- Sydenham Road #86,
- Middletown Road #28R (rural),
- Governor's Road #39R (rural),
- Sulphur Springs Road #161,
- the Jolley Cut #16,

- the Claremont Access #24 downbound and #108 upbound,
- Dewitt Road #107 and
- Fifty Road #35R (rural).

**Table 4.2.3.2.1-1: Escarpment Crossings**

Ward(s)	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
15	177	Mill St/ Waterdown Rd	Hwy 5	Burlington border	875	BL w widening	A+	-	Y
15	44	Mountain Brow Rd	Mill	Arterial A	1200	MurT w development	*EA2	-	Y
15	204	Thomson/ Snake Rd	Main	Burlington border	100	BL w widening	A+	-	Y
13 & 15	220	Innovation stairs	Innovation Dr	Old Guelph Rd		Stairs w bike trough	*Reg	-	Y
13 & 15	86	Sydenham bridge	Crowley	Romar	1000	BL on existing - narrow dnbound	A+	-	Y
13 & 14	176	Hwy 8	Bond	Hillcrest	1100	MurT on south side	*EA1	-	Y
14	28r	Middletown/Binkley	Hwy 8	Mineral Springs	3500	PS and paved road in section	A+	-	Y
14	39r	Governor's	Woodhill	Binkley	7100	PS widen asphalt	A+	-	Y
14	161	Sulphur Springs	Mineral Springs	Lovers Lane	1450	PS widen asphalt	A+	Y	Y
1	203	Chedoke MurT	Scenic	Dundurn	3000	MurT pave existing 3.0m gravel	*Reg	Y	Y
1	221	Dundurn stairs				stairs exist - develop retrofit for bikes	*Reg	-	Y
2 & 7	16	Jolley Cut	St Josephs	Concession	1410	BL on existing (upbound priority)	A+	-	Y
2 & 7	24	Claremont Access	Inverness	Main	1600	BL on existing	A+	-	Y
2	108	Claremont Access	Hunter	James stairs	1600	BL w spot widening	A+	-	Y
2 & 8	182	Claremont to W5th	James stairs	Gateview	620	MurT w road diet - shift concrete & widen MurT	A+	-	Y
2	207	John St MurT	James stairs	John & Ferguson	420	MurT 4.0m pave	A+	-	Y
3	222	Wentworth stairs				Stairs exist - develop retrofit for bikes	*Reg	-	Y
3	223	Henderson lift	at Sherman			Incline lift - separate EA required	TBD	Y	Y
3	214	MurT Ottawa St to Escarpment Rail Trail			390	MurT 4.0m pave	*Reg	-	Y
5 & 9	206	First Rd W MurT	Greenhill to Glover Mtn Rd		750	MurT 4.0m pave	A+	-	Y
9	209	Mtn Ave MurT	Mtn Ave/Lake	Ridge Rd/ Devil's Punch Bowl	420	MurT 4.0m pave	A+	-	Y
10	107	Dewitt	Dundee	Ridge	500	BL on existing - narrow lane - 2-way for bikes	A+	-	Y
11	35r	Fifty	Cokers	Ridge	1750	PS widen asphalt	A+	-	Y

red text indicates link overlaps another ward

\*\* BL = Bike Lane, MurT = Multi-Use Recreational Trail, PS = Paved Shoulder, osp = on-street parking

\*\* w = with, NB = northbound, SB = southbound, EB = eastbound, WB = westbound, osp = on-street parking, TWLTL = two-way left-turn lar

\*\*\* previously planned in other City documents including the Transportation Master Plan and the Recreational Trails Master Plan

\*\*\*\* within Niagara Escarpment Commission (NEC) jurisdiction

\*Reg - exempt under Regulation 334

\*EA1 - Highway 8 Class EA Study (Park Ave to Bond St) in progress

\*EA2 - Waterdown North-South Road Class EA in progress

rev. Feb 2011

## **Multi-use Recreational Trails Shared by Cyclists and Pedestrians**

In some locations, crossings for cyclists can more easily be accommodated with trails. Such trails are proposed to be 4.0 m wide and paved. In some locations these facilities will serve as a route utilized by the Bruce Trail Conservancy. The crossings in the Preferred Cycling Network utilizing such a trail connection include:

- Mountain Brow Road in Waterdown #44 (partially included in the *RTMP (2007)*);
- Highway 8 connecting Greensville and Dundas #176. This route is along a former provincial highway with minimal shoulders and a long, relatively steep grade. Widening to accommodate a multi-use trail could require the construction of a retaining wall. The narrow clearance under the CN railway bridge will require further analysis as well;
- Paving the existing Chedoke Trail by the Chedoke Golf Course #203 (included in *Shifting Gears 1999*);
- Along the brow from the Psychiatric Hospital grounds easterly along the Claremont Access to the James Street stairs #182, continuing to the base of the escarpment at the southern terminus of John Street and further to the southern terminus of Ferguson Street #207 (partially included in the *RTMP (2007)*);
- A trail connecting the southern terminus of Ottawa Street to the Escarpment Rail Trail #214 (included in the *RTMP (2007)*);
- A trail connecting Greenhill Avenue to the northern terminus of First Road West on the brow via Glover's Mountain Road #206 (partially included in the *RTMP (2007)*); and
- A trail connecting Mountain Avenue South in Stoney Creek to Ridge Road by the Devil's Punch Bowl #209.

## **Incline Railways**

The *Transportation MP (2007)* and the *RTMP (2007)* recommend the consideration of an incline railway near Wentworth and Concession Streets. The use of an incline railway was considered in the Ford & Associates 1992 study when surplus equipment was available from the Niagara Parks Commission. As the 1992 study indicates (p.82), this was rejected because it would be too costly to install and operate. Any consideration of an incline railway should be based on sound economic, tourism and transportation considerations. A separate environmental assessment would be required for such a project, including consultation with the Niagara Escarpment Commission. While this type of facility would have significant capital and operating cost implications, it could generate significant additional interest in cycling in the City of Hamilton. A Sherman Avenue alignment (Priority ranking #223) should also be

considered as an alternative to provide excellent commuter connections between the Henderson Hospital complex on the Escarpment brow and the significant residential area below, including a connection to any possible rapid transit station in the lower city at or near Sherman Avenue.

### **Bicycle-friendly Stairs**

Bicycle-friendly stairs in Hamilton can be found at nine locations, however not all of them are Escarpment crossings. These designed-and-made-in-Hamilton stairs were introduced in 1993 at the Chedoke stairs. These stairs are 2.5 m wide and have a trough on either side, each being 350 mm wide, resulting in 1.8 m clear width for two people to pass. Wider level platforms are at regular intervals, specifically at bends in the stairs. On short stairs, only one trough may be required, particularly if there is a set of stairs on either side of the road, such as at Main Street West near Osler Drive. There are three existing sets of stairs, all Escarpment crossings, which lack the bike trough feature. These three stairs are at Dundurn Street #221, James Street and Wentworth Street #222. Further investigation of these locations is recommended to provide assistance to cyclists using these escarpment crossings. Engineering students at McMaster University or elsewhere may be able to propose viable solutions. Since the James Street stairs are very close to the proposed multi-use trail proposed at John Street, these stairs are not a priority for a bike trough. One new set of stairs is planned #220 connecting Innovation Drive to Old Guelph Road.

#### **4.2.3.2 Escarpment Crossings Not Currently Planned for Cycling Facilities**

The following Escarpment crossings were investigated through this Cycling Master Plan Update, but have not been recommended to be included in the Preferred Cycling Network:

##### **New Mountain Road**

New Mountain Road in Stoney Creek is a steep and fairly narrow escarpment crossing with one narrow underpass at the rail line. Even if a partial widening was feasible, casual cyclists would not use this long winding steep and narrow road, therefore no cycling infrastructure is proposed. The proposed multi-use trail immediately west of the Devil's Punch Bowl would be a convenient option in this area.

### **The Escarpment Brow at the Red Hill Valley Parkway**

The Red Hill Valley Parkway (RHVP), opened in Fall 2007, has disconnected the two sections of Mud Street between Paramount Drive and Mountain Brow Road. The *RHVP Landscape Management Plan (2003)* considered a bridge crossing the mainline and several ramps of the freeway, some of which are at grade at this location. Such a bridge would be long and high. Instead, two east-west bikeway routes have been established in the area; one, a multi-use trail along the Escarpment brow and routing through the valley briefly to pass under the freeway, and second, bike lanes along Stone Church Road / Paramount Drive. This second route is planned to connect to the Escarpment brow in the vicinity of Albion Falls using an Environmental Assessment approved multi-use bridge (*Arbour Road Multi-use Crossing EA, 2009*) to cross the LINC/RHVP in the alignment of Arbour Road, replacing the existing and undesirable route using Pritchard Road. This Arbour Road crossing is planned to be completed in 2010 or 2011. Given these two connections, a bridge spanning over the freeway along the brow is not required at this time.

### **Sherman Access / Sherman Cut**

The Victor Ford and Associates (1992) study identified a possible central crossing using portions of the Sherman and Claremont Access roadways as bicycle routes. The 1992 study rejected this concept because it could not be used by pedestrians and would not fit within a long range plan. Furthermore, the existing platform width of the Sherman Cut and the Sherman Access roadway is insufficient to provide wider curb lanes or bicycle lanes, so no dedicated cycling facility could be pursued at this time.

### **Beckett Drive to West 5<sup>th</sup> Street**

The *RTMP (2007)* shows a possible trail from the south end of John Street up to the Hamilton Psychiatric Hospital following sections of the Claremont Access and then down to Beckett Drive (Queen Street). Portions of this route currently exist as a part of the Bruce Trail. The section from John Street to the Claremont Access is recommended as part of the proposed network (Priority ranking #207), but not the section connecting the Claremont Access to Beckett Drive and further to Hillcrest Avenue. An escarpment crossing connecting the Claremont Access by the Hamilton Psychiatric Hospital and Beckett Drive/Hillcrest Avenue was also rejected in the Victor Ford and Associates (1992) study because it would cross Beckett Drive and use the Bruce Trail.

## **Bicycle Lift**

A bicycle lift is an electrically operated underground cableway in a housing which forms a paved curb up a hill. Anchored footplates are attached to the cable at approximately 25 m intervals, pushing cyclists up short steep hills (maximum 200 m and grades up to 20%). The manufacturer quotes the installation cost at approximately \$2000 per metre.

One such lift has been in use in Trondheim, Norway since 1993, but no others have been constructed. Various concerns with the bike lift relate to the significant installation and operational costs, the potential liability/risks, and comments that it can be uncomfortable to use.

### **4.2.3.3 Other Municipalities and Regional Linkages**

The Preferred Cycling Network was reviewed and refined to ensure connectivity at municipal boundaries when the network is completed.

**Niagara Region:** Continuous routes cross the border on Baseline Road/Winston Road, Highway 8/Main Street, Highland Road/Mud Street, and Binbrook Road/Silver Road. Note that the proposed multi-use trail beside Ridge Road in Hamilton connects to a shared on-street roadway in Niagara Region and the Eighth Road paved shoulders connect to a shared on-street roadway in Niagara Region, but these are acceptable.

**Haldimand County:** Connections into Haldimand County should be further resolved as there are few existing facilities for cycling to the south. Most notable is the Chippawa Rail Trail, part of the Trans Canada Trail, which is a well established route in Hamilton but loses definition south of Haldibrook Road. Note that the proposed paved shoulders on Westbrook Road do connect to a cycling route identified in a Haldimand County publication. Further discussions are recommended for the routes identified along Highway 6 (proposed to eventually become a local road with the construction of the new alignment) and along Miles Road.

**Brant County:** Connections to Brant County include the heavily-used Hamilton-Brantford Rail Trail, part of the Trans Canada Trail, and two roadways, Jerseyville Road and Wilson Street/Colborne Street (former Highway 2). The generous width of asphalt on the former provincial highway will be well suited to accommodate bike lanes. Another route could be considered connecting Carluke Road and Brant County Road 22 (McBain Road).

**Waterloo Region:** Highway 8 and Concession 7 West/Maple Manor Road are the planned connections to the Cambridge area. Note that the Highway 8



route requires further negotiations with the Province as it is a Provincial highway. As a cycling route it offers a very direct connection between the urban area of Hamilton and Cambridge, and through to Kitchener/Waterloo; as well as connectivity for the communities of Sheffield and Rockton.

**Wellington County:** Three connections towards the City of Guelph are identified including Foreman Road/Sideroad 20, the Lafarge Trail and Centre Road/Victoria Road. The northerly routing of the Lafarge Trail is undetermined as it crosses the Hamilton boundary and Highway 6. The Centre Road/Victoria Road alignment was further resolved through this Master Plan exercise to be the new route for the Ontario Bicycle Route (OBR) connecting the City of Hamilton to the City of Guelph.

**Halton Region:** Connections to the Greater Toronto Area (GTA) include Carlisle Road/Kilbride Street, Dundas Street (former Highway 5), Waterdown Road, Thomson Drive/Snake Road, York Road/Old York Road (via the new Highway 6 interchange), York Boulevard/Plains Road, Valley Inn Road/Spring Gardens Road and the lake Ontario Waterfront Trail (via the Canal Lift Bridge). The City of Hamilton and the City of Burlington and their cycling committees continue to pursue an improved crossing of the canal where the trail would be continuous on the lake side of the lift bridge rather than requiring trail users to cross under the bridge and use the sidewalk on the harbour side of the bridge. Cyclists are forced to dismount to negotiate this crossing.

In light of the Federal Government's announcement that it will undertake work on the bridge in 2009 and 2010, the City of Hamilton will continue to pursue discussions with Transport Canada regarding opportunities to resolve the canal crossing problem for cyclists as part of the proposed bridge rehabilitation work.

### **4.3 Public and Agency Consultation**

#### **4.3.1 Public Consultation**

Public Information Centres (PICs) are informal meetings where the public is provided the opportunity to review planning and project information. PICs are a key part of public consultation programs and are designed to involve stakeholders early and throughout the environmental assessment (EA) process in order to identify concerns and provide opportunities for input.

Two sets of PICs were held as a part of the public consultation for this Master Plan. The public were notified of the project and PICs via notices published in local newspapers and on the project website ([www.hamilton.ca/ShiftingGears](http://www.hamilton.ca/ShiftingGears)). Notice of PIC #2 was also distributed via mail or email (depending on preference) to those on the study contact list (developed from PIC #1 comment submissions).

#### **4.3.1.1 Public Information Centre #1 (November 2008)**

PIC #1 was held in an open house format and provided an opportunity for attendees to review display boards on existing conditions and offered the opportunity for preliminary input on priority routes and the proposed evaluation criteria. PIC #1 was an optional consultation requirement under the *MEA Class EA (October 2000, as amended in 2007)*.

PIC #1 was held over a two week period in November 2008 at 4 locations within the City: Downtown Hamilton, Stoney Creek, Ancaster and West Hamilton. Approximately 75 people attended PIC #1 and 84 public comments were received.

The comment sheets provided at PIC #1 asked specific questions pertaining to the information presented on the display panels. The comment sheets and display panels were also made available on the project website. **Table 4.3.1.1-1** presents a summary of the overall comments submitted. For Questions 1, 2, 4, 6 and 9, the data results reflect the amount of responses received for each question. Comments from PIC #1 were incorporated into *Shifting Gears 2009* where possible. Commenter's who provided contact information were added to the study contact list in order to receive study updates and to track actions resulting from their comments.

The PIC #1 Summary Report provides further details on the results of PIC #1 and contains all of the comments received verbatim. The report is enclosed in **Appendix C**.

<b>Table 4.3.1.1-1: Summary of PIC #1 Public and Interest Group Comments</b>	
<b>QUESTION 1: What type of cyclist would you consider yourself?</b>	
- Recreational	47
- Commuters	33
- Utilitarian	28
<i>Total Number of Responses = 108</i>	
<b>QUESTION 2: Where do you ride?</b>	
- Downtown Area	24%
- Recreational Trails	22%
- Harbourfront Trail	16%
- Mountain Area	14%
- Dundas	8%
- Rural Roads	6%
- Ancaster	6%
- Stoney Creek	4%
<i>Total Number of Responses = 136</i>	
<b>QUESTION 3: What areas of the network are a priority to implement for you? And why?</b>	
<ul style="list-style-type: none"> <li>- Route between downtown Hamilton and McMaster/Westdale neighbourhood</li> <li>- Connections (trails and/or bridges) over/under 403, QEW, Red Hill Valley Parkway and LINC</li> <li>- Connections into Burlington</li> <li>- Jolley Cut</li> <li>- System through the city centre</li> <li>- More north-south connections through city</li> <li>- More east-west connections, particularly in the lower city</li> <li>- Rail trail in CNR east-west right of way</li> <li>- Trail along old pipeline right-of-way</li> <li>- Innovation Park trail</li> <li>- Connection between Gage Park and the waterfront</li> <li>- Increased amount of off-road trails</li> <li>- Increased amount of escarpment crossings, eg. Free bus rides for cyclists going up the escarpment between designated stops, incline railways, etc.</li> <li>- The following streets: <ul style="list-style-type: none"> <li>- King St.</li> <li>- Main St.</li> <li>- Mohawk St.</li> <li>- Upper Wellington St.</li> <li>- Barton St.</li> <li>- Dundurn St.</li> <li>- Bay St.</li> <li>- Upper Ottawa St.</li> <li>- Wilson St.</li> <li>- Gage Ave.</li> <li>- Carlisle Rd.</li> <li>- Charlton Ave.</li> <li>- York St.</li> <li>- Chatham St.</li> <li>- Queenston St.</li> <li>- Gray Rd.</li> <li>- Herkimer St.</li> <li>- Garner Rd.</li> <li>- Waterdown Rd.</li> <li>- Nash Rd.</li> <li>- Brock Rd.</li> <li>- Highway 6</li> <li>- Golf Links Rd.</li> <li>- Nebo Rd.</li> </ul> </li> </ul>	

<b>Table 4.3.1.1-1: Summary of PIC #1 Public and Interest Group Comments</b>			
- Highway 8			
<b>QUESTION 4: Which of these cycling facilities do you feel safest using?</b>			
<ul style="list-style-type: none"> <li>- Reserved Bike Lane      42%</li> <li>- Multi Use Trails          28%</li> <li>- Paved Shoulders          19%</li> <li>- Signed Route              11%</li> </ul> <p style="text-align: right;"><i>Total Number of Responses = 99</i></p>			
<b>QUESTION 5: Why did you choose the previous cycling facilities as the safest?</b>			
<b>Multi Use Trails:</b> <ul style="list-style-type: none"> <li>- Avoid conflicts with cars</li> <li>- Those that are paved are preferred</li> </ul>	<b>Reserved Bike Lanes:</b> <ul style="list-style-type: none"> <li>- Provide a defined division between cycling and road traffic</li> <li>- Separation makes you feel safer</li> <li>- The only thing motorists respect</li> <li>- Provide room to manoeuvre</li> <li>- Those with barriers are preferred</li> </ul>	<b>Paved Shoulders:</b> <ul style="list-style-type: none"> <li>- Safely away from high speed traffic</li> <li>- Wide shoulders are preferred</li> <li>- Provide room to manoeuvre</li> </ul>	<b>Signed Route:</b> <ul style="list-style-type: none"> <li>- Works well if signs are visible and both cyclists and motorists obey rules</li> </ul>
<b>QUESTION 6: Which of these strategies do you prefer?</b>			
<ul style="list-style-type: none"> <li>- Option A: Bike lanes/facilities on all major streets      26</li> <li>- Option B: Bike lanes/facilities on a select network of streets      25</li> </ul> <p style="text-align: right;"><i>Total Number of Responses = 55</i></p>			
<b>QUESTION 7: Why did you choose the previous strategy?</b>			
<b>Option A - bike lanes/facilities on all major streets:</b> <ul style="list-style-type: none"> <li>- Encourages more people to cycle</li> <li>- Provides more options and access, particularly for commuter cyclists</li> <li>- Equalizes cars and cyclists</li> <li>- This option is ideal however seems unlikely and costly</li> </ul>		<b>Option B - bike lanes/facilities on a select network of streets:</b> <ul style="list-style-type: none"> <li>- Prefer quality over quantity approach</li> <li>- Routes would need to be thoughtfully determined with logical connections to transit modes and different sections of the city</li> <li>- This option seems more feasible and cost-friendly</li> </ul>	

<b>Table 4.3.1.1-1: Summary of PIC #1 Public and Interest Group Comments</b>	
<b>QUESTION 8: Are there other strategies?</b>	
<ul style="list-style-type: none"> <li>- Use a strategy that combines A and B, where bike lanes/facilities are made available on all major streets in the city center and a select network is provided in the periphery</li> <li>- Require bike lanes on all new streets, then retrofit existing streets</li> <li>- Add bike lanes during any road reconstruction/upgrading</li> <li>- Expansion of the off-road trail system</li> <li>- Create pedestrian/cyclist only streets</li> <li>- Create pedestrian/cyclist/bus only lanes</li> </ul>	
<b>QUESTION 9: Do you agree with the criteria listed?</b>	
<ul style="list-style-type: none"> <li>- Yes            78%</li> <li>- No             4%</li> <li>- Other         17%</li> </ul> <p style="text-align: right;"><i>Total number of responses = 43</i></p>	
<b>QUESTION 10: Are there other factors to consider?</b>	
<ul style="list-style-type: none"> <li>- Research the cycling networks in other cities, particularly those that are physically similar, such as Montreal, Victoria and Quebec City</li> <li>- The number of users who will utilize the route if implemented</li> <li>- Directness of route</li> <li>- Safe for young children</li> <li>- Population density</li> <li>- Likelihood to encourage a modal shift from car to bike</li> <li>- Ease of implementation</li> <li>- Continuous route?</li> <li>- Ease of maintenance</li> </ul>	
<b>QUESTION 11: Please note any other promotional and/or educational ideas that you feel the City should invest more effort in.</b>	
<ul style="list-style-type: none"> <li>- Driver and cyclist education</li> <li>- Increased signage, particularly signs that remind cars to "Share the Road"</li> <li>- Increased bike parking, particularly in commercial areas, at recreation centers, hospitals, clinics and parks</li> <li>- Encourage more bike garages, lockers and showers for commuters at existing and new workplaces/institutions</li> <li>- Close major streets to car traffic on Sundays and holidays. Allow pedestrian and cyclist traffic only</li> <li>- More cyclist education in schools</li> <li>- Cycling network maps more readily available, eg. In bus shelters and placed downtown for reference</li> <li>- Bikes for rent along the waterfront</li> <li>- Sponsor advertisements that promote safe cycling and sharing the road</li> <li>- Hold annual cycling races, such as "Tour du Hamilton"</li> </ul>	

**Table 4.3.1.1-1: Summary of PIC #1 Public and Interest Group Comments**

- Hold more cycling events geared towards families and casual riders, such as “Bike to Work Day”
- Increased enforcement of cycling rules
- Give away free bike lights, helmets or merchandise that encourages cycling, particularly in low income areas
- Create a reporting mechanism for cyclists to detail accidents, close calls and road issues
- Offer cyclist courses that teach safe cycling
- Create incentives for cycling
- Increase the amount of questions on cyclist rights and rules on drivers license tests

**OTHER COMMENTS**

- Ensure bike lanes/facilities are maintained and kept free of debris all year round
- Consider changing downtown streets to two-way streets
- Review the projects work in conjunction with the work completed by the S.C.U.B.E taskforce to ensure that they are aligned
- All infrastructure should be cyclist friendly, i.e. grates, lighting, paving with finer grade gravel, etc.
- Action is needed now
- Traffic signals should detect cyclists. This would minimize wait times at traffic lights and decrease the amount of red light running by cyclists
- All trails should be designed to avoid barriers, such as stairs
- Should encourage the creation of cycling facilities, particularly for those who can't afford a car or don't drive
- Increase the amount of buses with bike racks

#### **4.3.1.2 Public Information Centre #2 (April 2009)**

PIC #2 was held in an open house format and provided an opportunity for attendees to review display boards presenting the findings of the study and the preferred alternatives.

PIC #2 was held over a one week period in April 2009 at 2 locations within the City: Downtown Hamilton and the Central Mountain. General feedback on the information presented was requested. The results of the comments were then posted on the project website. Approximately 43 people attended PIC #2 at the two locations and 35 public comments were received.

**Table 4.3.1.2-1** presents a summary of the PIC #2 comments received.

**Table 4.3.1.2-1: Summary of PIC #2 Public and Interest Group Comments**

- The plan is comprehensive and impressive
- There are no routes through Downtown Hamilton
- Bike lanes are favoured over signed routes
- More bike lanes are needed in Downtown Hamilton
- More north-south connections are needed
- Create a dedicated east-west cycling corridor
- More bike parking/secure storage is needed, particularly in commercial areas
- Maintain curb lanes and paved shoulders so they are free of potholes and debris
- Bike lanes should be physically separated from traffic, particularly along high speed/high volume roads
- Implement traffic calming and other safety measures for cyclists, such as reduced speed limits for cars, traffic lights which detect the presence of cyclists, bike boxes at traffic lights and cyclist crossings
- Prioritize routes for snow clearing
- Provide protected bike parking at public events and festivals
- Improve escarpment accesses. They are in poor condition.
- Route and community connectivity are important
- Multi-use trails aren't practical for commuter cyclists
- Produce more destination/distance signage aimed at cyclists
- Implement the plan as soon as possible
- Include kids cycling skills training in Parks and Recreation Summer Day Camp programs
- Target cycling promotion at students and other likely cyclists
- Promote active living and active transportation
- Research/visit other national and internationally renowned bike cities, such as Ottawa, Portland, Vancouver, Seattle and New York
- Plan more multi-use trails
- Paint directional arrows in bike lanes
- Clarification was needed on how the priority listing was devised, what the construction schedule for projects will be and what routes will be implemented
- Analyze safety issues along all routes
- Incorporate cyclists and their needs into rapid transit corridors, stops and stations
- Consider implementing a community bike share program
- All escarpment stairs should have bike troughs
- Include bike lanes on all new roads
- Paved shoulders on all rural roads
- General requests for more information, eg. cycling maps, promotion materials, PIC 2

- materials, etc.
- Requests for bike lanes on Rymal Rd., West 5<sup>th</sup>, Queen St., James St. N, Kennilworth Ave., Evans Rd., Locke St., Kerns Rd., Main St. and King St.
  - Requests for maintenance (repaving, pothole filling, debris cleanup, improved signage, safety improvements, etc.) on John St. S, Sherman Access, Stonechurch Rd., Longwood Hill, Claremont Access, Golf Links Rd., Jerseyville Rd (west of Shaver Rd), York Blvd Bridge, Upper Wentworth St (opposite from East 24<sup>th</sup> St), and Jolley Cut
  - Requests for paved shoulders along Lyden Rd., Jerseyville Rd., Fiddlers Green Rd. and Book Rd.
  - The following routes should be given higher priority: Highway 403 and QEW crossings at Woodward Ave, Connecting the Bayfront Trail to the Lake Ontario Trail, Pritchard Rd, Queensdale Ave, all escarpment crossings (particularly the Jolley Cut and Claremont Access improvements)
  - The following routes should be given lower priority: King (between Sterling St and Longwood Rd) and Highland Rd (between Winterberry Dr and First Rd E)
  - Barton St. would be a better route than Cannon St.
  - Improve the connection between the Ancaster Senior Achievement Centre and the Jerseyville Rail Trail

Comments from PIC #2 were incorporated into *Shifting Gears 2009* where possible. Commenter's who provided contact information were added to the study contact list in order to receive study updates and to track actions resulting from their comments.

The PIC #2 Summary Report provides further details on the results of PIC #2 and contains all of the comments received verbatim. The report is enclosed in **Appendix C**.

#### **4.3.2 Stakeholder and Agency Consultation**

Local stakeholders and agencies were identified and these organizations were added to the standard stakeholder and agency contact list. This group included Hamilton area bike shops, educational institutions, cycling organizations – both local and provincial, the Canadian Automobile Association, the HSR, Hamilton Police, local environmental organizations, among others.

A project initiation letter, notice of study commencement and PIC #1, Stakeholder Advisory Committee (SAC) invitation and stakeholder meeting notification were distributed via mail and email to those on the contact list during the first round of PICs. **Appendix D** includes copies of this notification.

A separate stakeholder meeting was held in November 2008 and allowed attendees to dialogue with others present and provide initial comments on existing conditions. The meeting was attended by 11 people representing a variety of organizations and interests, including:

- Hamilton Cycling Committee
- Scattalon Cycling Club
- Ontario Bicycling Route
- Central Cycle Bike Shop



- Ancaster Cycle
- Environment Hamilton
- McMaster University
- City of Hamilton Public Health Services
- Great Canadian Bicycle Tours
- Hamilton Health Sciences
- Mohawk College

14 stakeholder and agency representatives attended PIC #1 and 25 written comments were provided.

**Table 4.3.2-1** presents a summary of the agency comments received during PIC #1.

<b>Table 4.3.2-1: Summary of PIC #1 Stakeholder / Agency Comments</b>	
<b>QUESTION 1: What type of cyclist would you consider yourself?</b>	
- Recreational	27
- Commuters	14
- Utilitarian	9
<i>Total Number of Responses = 50</i>	
<b>QUESTION 2: Where do you ride?</b>	
- Downtown Area	25%
- Recreational Trails	21%
- Harbourfront Trail	21%
- Mountain Area	9%
- Dundas	12%
- Rural Roads	3%
- Ancaster	3%
- Stoney Creek	6%
<i>Total Number of Responses = 34</i>	
<b>QUESTION 3: What areas of the network are a priority to implement for you? And why?</b>	
<ul style="list-style-type: none"> <li>- Routes around Mohawk College and McMaster University</li> <li>- Connections over the LINC</li> <li>- Central and lower city routes</li> <li>- Cross boundary trails into/out of Hamilton to promote cycle tourism</li> <li>- Routes to hospitals</li> <li>- Rural road routes</li> <li>- Trail parallel to the downtown CN Rail line</li> <li>- Connection to the beach strip</li> <li>- Increased amount of escarpment and mountain crossings, eg. Free bus rides for cyclists going up the escarpment between designated stops, incline railways, etc.</li> <li>- GO Service locations, such as Hamilton GO Centre, McMaster University bus terminal, Stoney Creek Park and Ride lot, former Liuna Station</li> <li>- Continuous north-south route through the downtown</li> <li>- Connections to/around Hamilton International Airport</li> <li>- Increased cross-boundary crossings to municipalities outside of Hamilton</li> <li>- Increased cycling infrastructure in Stoney Creek</li> <li>- East-west corridor through the downtown that links with the Red Hill Valley</li> <li>- The following streets: <ul style="list-style-type: none"> <li style="width: 25%;">- King St.</li> <li style="width: 25%;">- Main St.</li> <li style="width: 25%;">- James St.</li> <li style="width: 25%;">- Dundurn St.</li> <li style="width: 25%;">- Gage Ave.</li> <li style="width: 25%;">- Woodward Ave.</li> <li style="width: 25%;">- John St.</li> <li style="width: 25%;">- Binbrook Rd.</li> <li style="width: 25%;">- Barton St.</li> <li style="width: 25%;">- Lawrence Rd.</li> <li style="width: 25%;">- Mohawk St.</li> <li style="width: 25%;">- Arvin Ave.</li> </ul> </li> </ul>	

<b>Table 4.3.2-1: Summary of PIC #1 Stakeholder / Agency Comments</b>				
	- Cannon St.	- Hunter St.	- Bay St.	- Scenic Dr.
	- Rymal Rd.	- Ridge Rd.	- York Blvd.	- Upper Paradise Dr.
	- Fennell Ave.	- Jolley Cut	- Sydenham Rd.	- Sulphur Springs Rd.
<b>QUESTION 4: Which of these cycling facilities do you feel safest using?</b>				
	- Reserved Bike Lane	39%		
	- Multi Use Trails	39%		
	- Paved Shoulders	13%		
	- Signed Route	9%		
<i>Total Number of Responses = 23</i>				
<b>QUESTION 5: Why did you choose the previous cycling facilities as the safest?</b>				
Multi Use Trails:	Reserved Bike Lanes:	Paved Shoulders:	Signed Route:	
- Little/no interaction with cars	- Physically separated from cars	n/a	n/a	
- Easy to ride on	- Allow room to swerve around holes, grates, etc.			
	- Are able to travel quickly, with a low risk of collision			
	- Make cars more aware of cyclists			
	- Are better on arterial and collector roads			
	- Those with barriers are preferred, eg. Medians, raised surface paint, bollards, curbs			
<b>QUESTION 6: Which of these strategies do you prefer?</b>				
	- Option A: Bike lanes/facilities on all major streets	13		
	- Option B: Bike lanes/facilities on a select network of streets	6		
<i>Total Number of Responses = 19</i>				
<b>QUESTION 7: Why did you choose the previous strategy?</b>				
Option A - bike lanes/facilities on all major streets:	Option B - bike lanes/facilities on a select network of streets:			
- Provides the most travel options	- More economical			
- Provides equal opportunities for cyclists and cars	- Omits those areas that aren't practical for bike lanes/facilities, eg. Narrow streets			
- Provides the most direct routes	- Provides facilities to only those roads that need them, ie.			
- Encourages cycling				

<b>Table 4.3.2-1: Summary of PIC #1 Stakeholder / Agency Comments</b>	
- Would offer a complete and connected cycling network	With higher traffic volumes
<b>QUESTION 8: Are there other strategies?</b>	
<ul style="list-style-type: none"> <li>- Two-way dedicated bike only lanes on main commuter routes, such as those used in Holland</li> <li>- Combination of Options A and B</li> <li>- Paved shoulders along all rural routes, which can be installed during road reconstruction/upgrading</li> <li>- Option B, along with a review of all major streets as they come up for reconstruction</li> <li>- Bike facilities placed on all new streets and on older streets as they undergo construction/repaving</li> <li>- Bike facilities through parks and the escarpment</li> <li>- Incorporate paved shoulders into all rural road construction/reconstruction projects</li> <li>- Trails throughout the city</li> <li>- Speed reduction strategies implemented for vehicles, eg. Speed bumps</li> <li>- Utilize the approach used in the Niagara Cycling Map, which identifies bicycle friendly routes</li> </ul>	
<b>QUESTION 9: Do you agree with the criteria listed?</b>	
<ul style="list-style-type: none"> <li>- Yes            62%</li> <li>- No             38%</li> <li>- Other          0%</li> </ul> <p style="text-align: right;"><i>Total number of responses = 13</i></p>	
<b>QUESTION 10: Are there other factors to consider?</b>	
<ul style="list-style-type: none"> <li>- Connectivity</li> <li>- Directness of route</li> <li>- Common destinations</li> <li>- The number of people who would use the proposed trails/routes</li> <li>- Promotion of cycling tourism</li> <li>- Connections with public transit</li> </ul>	
<b>QUESTION 11: Please note any other promotional and/or educational ideas that you feel the City should invest more effort in.</b>	
<ul style="list-style-type: none"> <li>- Promote cycling courses, particularly in elementary schools eg. CAN-BIKE</li> <li>- "Share the Road" campaign</li> <li>- Driver, cyclist and pedestrian education</li> <li>- Signage, eg. "Watch for cyclists merging"</li> <li>- Advertising (TV, radio, print, billboards, bus ads) that promote safe cycling and a ride to work day</li> <li>- Promote cycling events</li> <li>- Increased education on cycling in schools, particularly programs for Grade 4 and 5 students</li> <li>- Increased bike parking facilities in every area of the City, such as racks, lockers and/or or cages. Look into compound design.</li> <li>- Give away free bike lights, helmets or merchandise that encourages cycling, particularly in low income areas</li> <li>- Create a bike share program for low income families, particularly children</li> </ul>	

<b>Table 4.3.2-1: Summary of PIC #1 Stakeholder / Agency Comments</b>
<ul style="list-style-type: none"><li>- Tax credits to those who commute to work via cycling</li><li>- Indoor all-weather cycling facility, such as a velodrome</li><li>- Cyclovia event every week with city support</li><li>- Increased driver awareness/visibility of pedestrians and cyclists at expressway crossings</li></ul>
<b>OTHER COMMENTS</b>
<ul style="list-style-type: none"><li>- Review cycling policies</li><li>- All infrastructure should be cyclist friendly, i.e. grates, lighting, etc.</li><li>- Ensure bike lanes/facilities are maintained and kept free of debris all year round</li><li>- Repaint and sweep bike lanes more frequently</li><li>- Measures should be taken to limit the interaction of bikes and other vehicles on major roads in the City</li><li>- Low income areas have a low amount of cycling infrastructure, although they have the most cyclists</li><li>- Look at the Montreal cycling network as an example</li><li>- Hold meeting for students, staff and faculty at McMaster to discuss the project</li><li>- Contact the Regional Niagara Cycling Committee for input</li></ul>

A notification letter inviting stakeholder and agency representatives to attend PIC #2 was distributed in March 2009. Six stakeholder and agency representatives attended PIC #2 and six sets of written comments were received. **Appendix D** includes a copy of the letter sent to stakeholders as well as the Notice of PIC #2, which was also included with the letter.

**Table 4.3.2-2** presents a summary of the agency comments received during PIC #2.

<b>Table 4.3.2-2: Summary of PIC #2 Stakeholder / Agency Comments</b>
<ul style="list-style-type: none"><li>- The plan is comprehensive and impressive</li><li>- Limited accessibility to trails and paths for those with disabilities. Escarpment crossings should be more accessible</li><li>- Wish to coordinate with City efforts</li><li>- Requests for more information on cycling infrastructure (on- and off-street) proposed for Provincial roads and in areas within the Niagara Escarpment Plan</li><li>- Suggested revisions to the evaluation criteria</li><li>- Clarification on the EA process being followed</li><li>- General comments on maintenance issues and preferred route improvements</li><li>- Ontario Regulation 150/06 permits may be required for certain works</li><li>- Development permits may be required for works within the NEP</li><li>- Cycling infrastructure should not be placed on King Road in Burlington</li></ul>

Internal consultation also took place with City staff at two technical team meetings, each prior to the PICs. Representatives from Public Health, Planning and Economic Development (Business Development, Development and Real Estate, Community Planning and Design), Public Works (Open Space, Asset Management, Design, Strategic Planning, Operations and Maintenance, HSR) and Tourism Hamilton attended these meetings.

Following the second PIC, additional communication was received from both MTO and the NEC staff as documented in **Appendix D**. In response to this communication, a meeting was held with NEC staff on June 10, 2009 to discuss in more detail the content of the proposed Master Plan. The minutes of this meeting are included in **Appendix D**.

Early correspondence from the Ministry of the Environment and Indian and Northern Affairs Canada is enclosed in **Appendix D**. Copies of all of the other comments received from stakeholders and agencies can be found in **Appendix C**.

## 5.0 Proposed Cycling Master Plan

This section of the report provides a detailed listing of the proposed cycling routes in the Preferred Cycling Network, summarized by ward. The construction of these routes will augment the existing cycling facilities in the City of Hamilton to create a well-connected, convenient and safe cycling network across the city.

Each ward profile contains a map and a table which provide details for each planned cycling route segment in the ward. The maps identify each route segment by the number that describes the route segments initial priority ranking. The corresponding tables include the following details:

**Area** – describe if the planned cycling route is in the urban or rural area or if it is an Escarpment crossing (EC).

**Priority Ranking** – this numerical value is unique for each planned route. Note that this ranking begins at “1” for both the urban and rural areas, but the rural values also include the letter “r” (eg. “4r”).

**Street** – describes the name of the street / combination of streets that the route is planned to utilize. For multi-use trails, a name to describe the location of the trail is noted.

**from / to** – describes the limits of the planned route.

**Length** – a length in metres is stated for the various segments.

**Design Concept** – for each segment a preferred design for the implementation of the planned cycling route is stated. This concept is subject to change during detailed design.

**EA Status** – the Environmental Assessment (EA) status of the route is stated based on the current understanding of the proposed facility. An A+ designation indicates that no further approval is required.

**Previous Plans** – this column indicates if the proposed project was identified in the *Transportation MP (2007)*, the *RTMP (2007)* or in the previous *Shifting Gears (1999)*. Note that some projects are proposed in other City of Hamilton planning documents, but this detail is not noted herein.

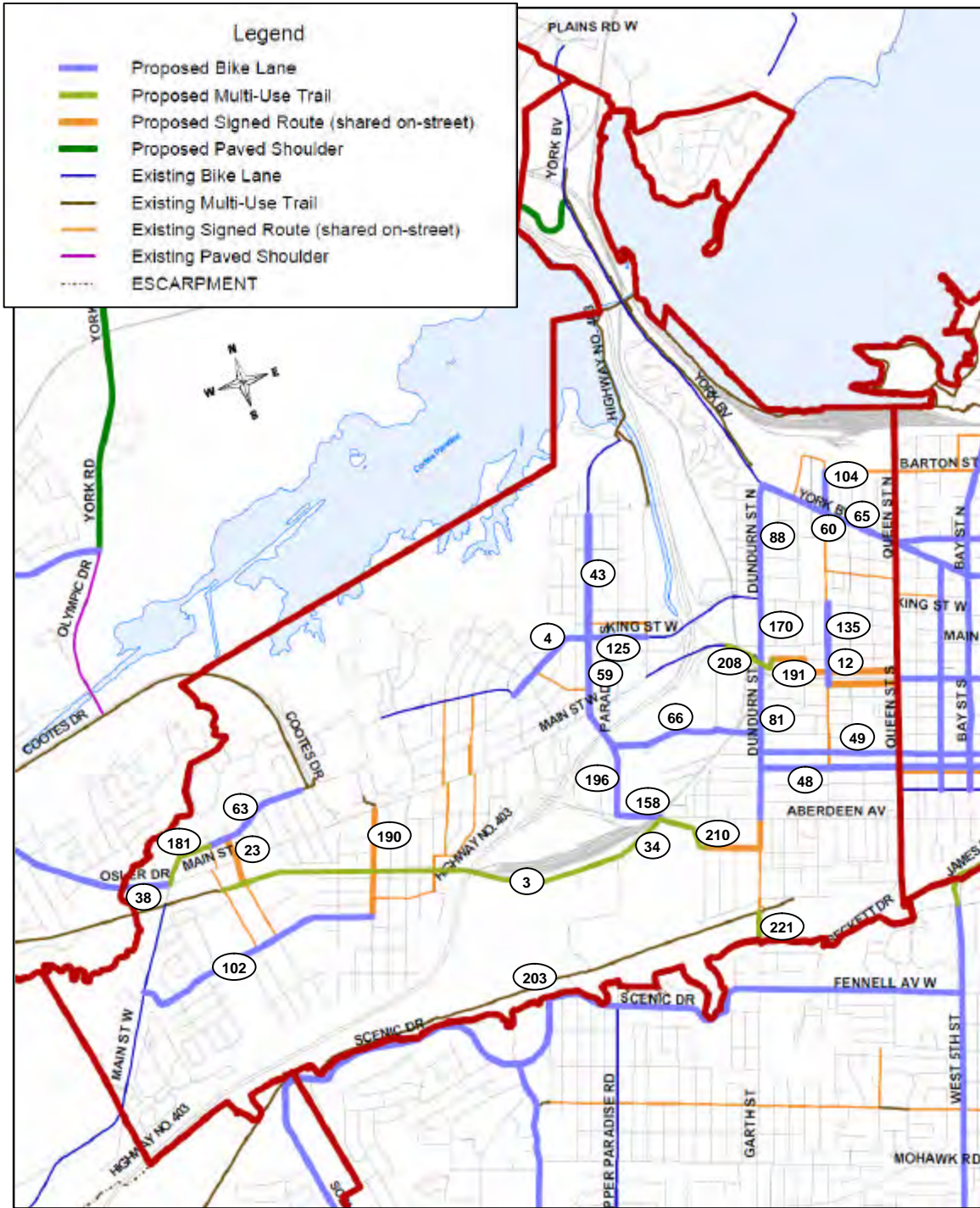
**NEC** – those planned projects that are within the Niagara Escarpment Commission (NEC) zone of jurisdiction are indicated with a “Y”. Note that this indication includes projects that run along a boundary as well as through NEC jurisdiction.

Network multi-modal connectivity is planned between the proposed cycling routes indicated and transit routes (HSR and GO Transit), including bicycle racks on buses and bicycle storage facilities at future rapid transit stations.



## 5.1 Individual Ward Projects

### 5.1.1 Ward 1 – Chedoke - Cootes



## Ward 1 – Chedoke - Cootes

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	3	MurT CP rail trail over 403	Rifle Range	Studholme	2400	MurT 4.0m paved	*Reg	Y	Y
urban	4	King in Westdale	Stirling	Longwood	150	BL w road diet Paisley to Marion & BL on existing, Cline to Longwood ONLY (150m)	A+	-	-
urban	12	Locke	Main	Aberdeen	1025	BL w road diet (Main to Hunter only)	A+	Y	-
urban	23	Rifle Range/ Westbourne	Sanders	Main	120	shared on-street - signed	A+	Y	-
urban	34	Studholme	west end	Aberdeen	600	BL on existing east of Beddoe	A+	Y	-
urban	38	Osler	Spencer Creek	Main	1500	BL on existing - narrow curb lanes	A+	-	-
urban	43	Longwood	Franklin	King	725	BL on existing - eliminate osp	A+	-	-
urban	48	Herkimer	Dundurn	MacNab	1520	BL EB on existing (road diet to 1lane west of Locke), reduce osp in Durand	A+	-	-
urban	49	Charlton	Dundurn	Queen	820	BL on existing, north side 1way	A+	-	-
urban	59	Longwood	King	Main	450	BL w road diet - see report	A+	Y	-
urban	60	York Blvd EB	Dundurn	Bay	1340	BL on existing - narrow curb lanes	A+	Y	-
urban	63	Sanders	West Park	Cootes	650	BL on existing	A+	-	-
urban	65	York Blvd WB	Queen	Dundurn	875	BL on existing - narrow curb lanes	A+	Y	-
urban	66	Frid/Chatham	Longwood	Dundurn	250	BL w development	A+	Y	-
urban	81	Dundurn	Main	Aberdeen	1020	BL on existing	A+	-	-
urban	88	Dundurn	York	King	670	BL w road diet	A+	-	-
urban	102	Whitney	Main	Emerson	1500	BL on existing, remove osp w attention to commercial area	A+	-	-
urban	104	Locke	Barton	York	800	BL on existing - eliminate osp to 1 side only	A+	Y	-
urban	125	King in Westdale	Longwood	Macklin	340	BL w road diet - see report	A+	Y	-
urban	135	Locke	King	Main	250	BL w road diet - 1 lane NB and 2-way BL	A+	Y	-
urban	158	Aberdeen	Longwood	Studholme	260	MurT on south side	A+	Y	-
urban	170	Dundurn	King	Main	270	BL w reconstruction	A+	-	-
urban	181	Sanders MurT	Osler/Main	West Park	200	MurT 4.0m pave	*Reg	-	-
urban	190	Emerson	Main	Whitney	650	shared on-street - signed	A+	Y	-
urban	191	Hunter/Canada/ Jackson	Dundurn	Queen	900	shared on-street - signed	A+	Y	-
urban	196	Longwood	Main	Aberdeen	700	BL w road diet - see report	A+	Y	-
urban	208	Main over 403	Macklin	Dundurn/Jackson		BL - devise 2-way/ MurT	A+	-	-
urban	210	MurT Beddoe/ Glenside	Studholme	Dundurn	1600	MurT 4.0m pave & Glenside shared/signed	*Reg	Y	Y
EC	203	Chedoke MurT	Scenic	Dundurn	3000	MurT pave existing 3.0m gravel	*Reg	Y	Y
EC	221	Dundurn stairs				stairs exist - develop retrofit for bikes	*Reg	-	Y

red text indicates link overlaps another ward

\* EC = Escarpment Crossing

\*\* BL = Bike Lane, MurT = Multi-Use Recreational Trail, PS = Paved Shoulder, osp = on-street parking

\*\* w = with, NB = northbound, SB = southbound, EB = eastbound, WB = westbound, osp = on-street parking, TWLTL = two-way left-turn lane

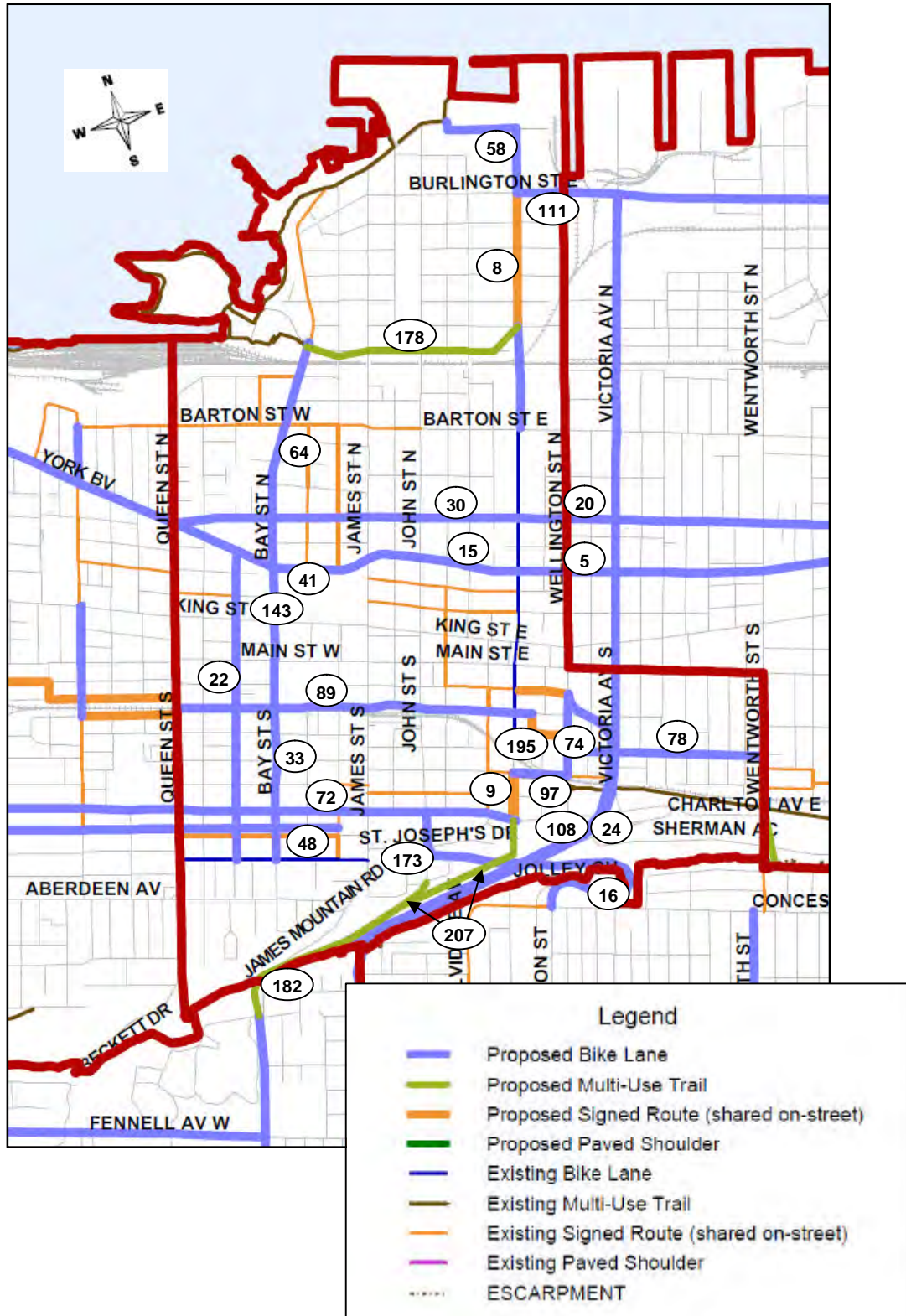
\*\*\* previously planned in other City documents including the Transportation Master Plan and the Recreational Trails Master Plan

\*\*\*\* within Niagara Escarpment Commission (NEC) jurisdiction

\*Reg - exempt under Regulation 334

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### 5.1.2 Ward 2 – Downtown



\* Scale unspecified.



## Ward 2 – Downtown

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	5	Wilson	Ferguson	Sherman	1900	BL w road diet - BL EB on southside, 3 for auto osp north side, off peak	A+	Y	-
urban	8	Ferguson	Burlington	Simcoe	600	Shared on-street - signed	A+	Y	-
urban	9	Ferguson	Young	Charlton	200	Shared on-street - signed	A+	-	Y
urban	15	Wilson	James	Ferguson	650	BL w 2-way conversion	A+	Y	-
urban	20	Cannon	Ferguson	Sherman	1900	BL w road diet - BL WB on south side, 3 auto, osp off peak north side	A+	-	-
urban	22	Caroline	York	Markland	1350	BL SB on existing - road diet - maintain 24hr parking on east side	A+	Y	-
urban	30	Cannon	Queen	Ferguson	1475	BL w road diet - BL WB on south side, 3 auto, osp off peak northside	A+	-	-
urban	33	Bay	Main	Markland	865	BL w road diet and reduce osp	A+	-	-
urban	41	York Blvd EB	Bay	James	420	BL w road diet & planned 2-way conversion	A+	Y	-
urban	48	Herkimer	Dundurn	MacNab	1520	BL EB on existing (road diet west of Locke), reduce osp in Durand	A+	-	-
urban	58	Ferguson	Dock Service Rd	Burlington	270	BL on existing - narrow curb lanes	A+	Y	-
urban	60	York Blvd EB	Dundurn	Bay	1340	BL on existing - narrow curb lanes	A+	Y	-
urban	64	Bay	Strachan	Cannon	790	BL w road diet - Barton to Cannon	A+	-	-
urban	72	Charlton	Queen	Ferguson	1450	BL w road diet - 1 auto WB, osp southside & BL northside west of James (& contra BL on southside MacNab to James); BL and 1 auto each direction James to Ferguson	A+	-	Y
urban	74	Wellington	Jackson	Young	360	BL w road diet - parking one side	A+	-	Y
urban	78	Stinson	Wellington	Wentworth	850	BL on existing	A+	-	Y
urban	89	Hunter	Queen	Liberty (not Wellington)	1700	BL w road diet - 2way BL	A+	Y	-
urban	97	Young	Ferguson	Wellington	230	BL on existing	A+	-	Y
urban	111	Burlington	Ferguson	Sherman	1880	BL w road diet Ferguson to Wellington, excess asphalt to Birch	A+	portion	-
urban	143	Bay	Cannon	Main	625	BL w widening	A+	-	-
urban	173	John	Charlton	St Josephs	145	BL w widening	A+	-	Y
urban	178	MurT CN rail/Strachan	James	Ferguson	660	MurT 4.0m pave	A+	Y	-
urban	195	Liberty/Grove & Jackson	Ferguson	Wellington	200	shared on-street - signed	A+	-	-
EC	16	Jolley Cut	St Josephs	Concession	1410	BL on existing (upbound priority)	A+	-	Y
EC	24	Claremont Access down	Inverness	Main	1600	BL on existing	A+	-	Y
EC	108	Claremont Access up	Hunter	James stairs	1600	BL w spot widening	A+	-	Y
EC	182	Claremont to W5th	James stairs	Gateview	620	MurT w road diet - shift concrete & widen MurT	A+	-	Y
EC	207	John St MurT	James stairs	John & Ferguson	420	MurT 4.0m pave	A+	-	Y

red text indicates link overlaps another ward

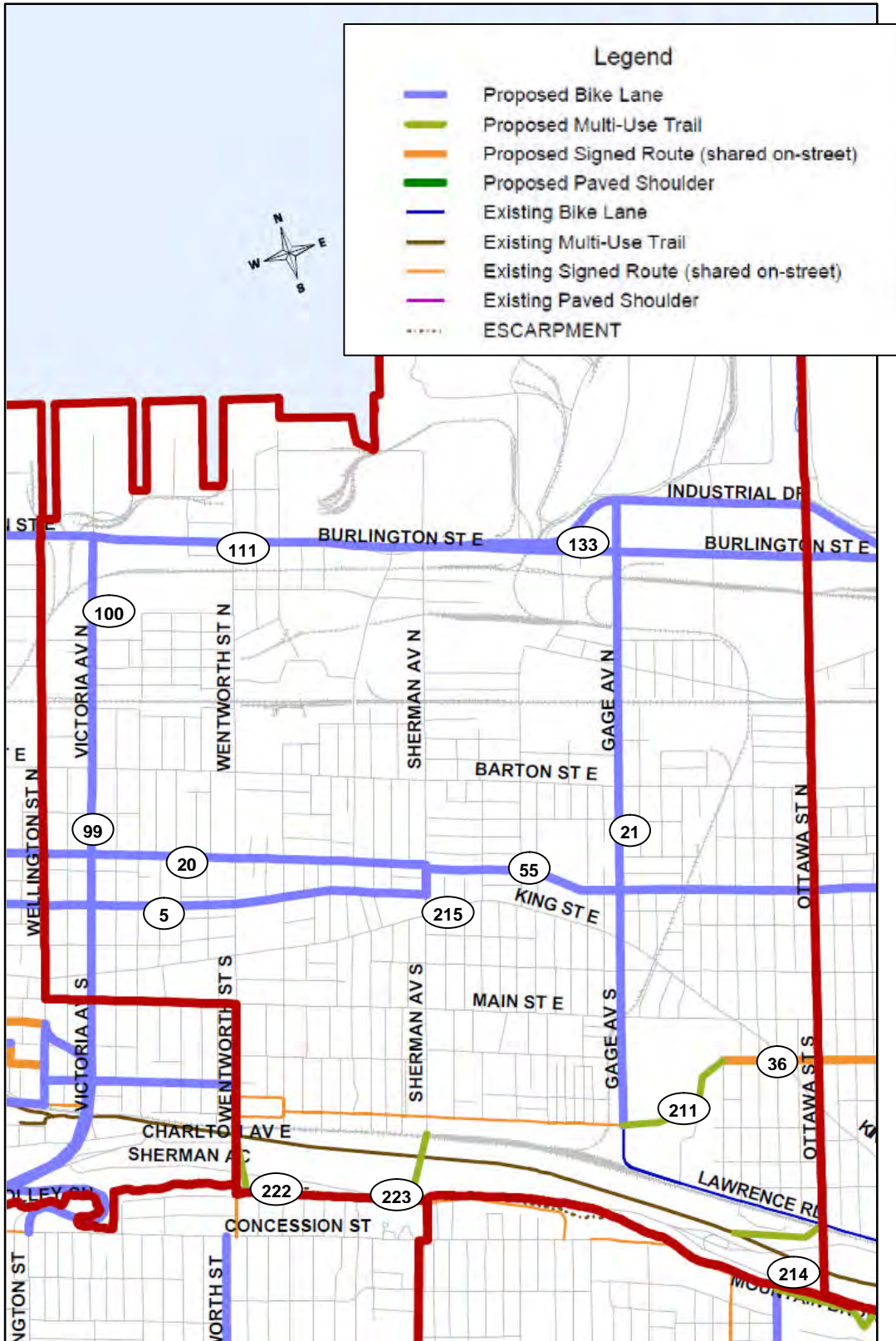
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\*\*\*\* within Niagara Escarpment Commission (NEC) jurisdiction

### 5.1.3 Ward 3 – Hamilton Centre



### Ward 3 – Hamilton Centre

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	5	Wilson	Ferguson	Sherman	1900	BL w road diet - BL EB on southside, 3 auto, osp northside off peak	A+	Y	-
urban	20	Cannon	Ferguson	Sherman	1900	BL w road diet - BL WB on southside, 3 auto, osp off peak northside	A+	-	-
urban	21	Gage	Industrial	Lawrence	2960	BL w road diet - parking 1 side	A+	Y	Y
urban	36	Maple Ave/Graham/Frederick	Gage Park	Cannon	630	shared on-street - signed	A+	portion	-
urban	45	Cannon	Gage	Kenilworth	1700	BL w road diet - osp 1 side, TWLTL if needed	A+	Y	-
urban	55	Cannon	Sherman	Gage	880	BL w road diet - osp northside OR changeable direction centre lane	A+	Y	-
urban	99	Victoria	Barton	Main	1035	BL w road diet - BL NB on eastside, 3 auto, osp westside off peak	A+	-	-
urban	100	Victoria	Burlington	Barton	1025	BL w road diet - BL NB on eastside, 3 auto, osp westside off peak	A+	-	-
urban	111	Burlington	Ferguson	Sherman	1880	BL w road diet Ferguson to Wellington, excess asphalt to Birch	A+	portion	-
urban	133	Burlington/ Industrial	Sherman	Ottawa	1700	BL w road diet in sections	A+	-	-
urban	211	MurT in Gage Park	Cumberland	Maple	590	MurT 6.0m pave	*Reg	Y	Y
urban	215	Sherman	Cannon/Wilson merge area			BL w road diet	A+	Y	-
EC	222	Wentworth stairs				stairs exist - develop retrofit for bikes	TBD	-	Y
EC	223	Henderson lift	at Sherman			incline lift - separate EA required	TBD	Y	Y
EC	214	MurT Ottawa St to Escarpment Rail Trail			390	MurT 4.0m pave	*Reg	-	Y

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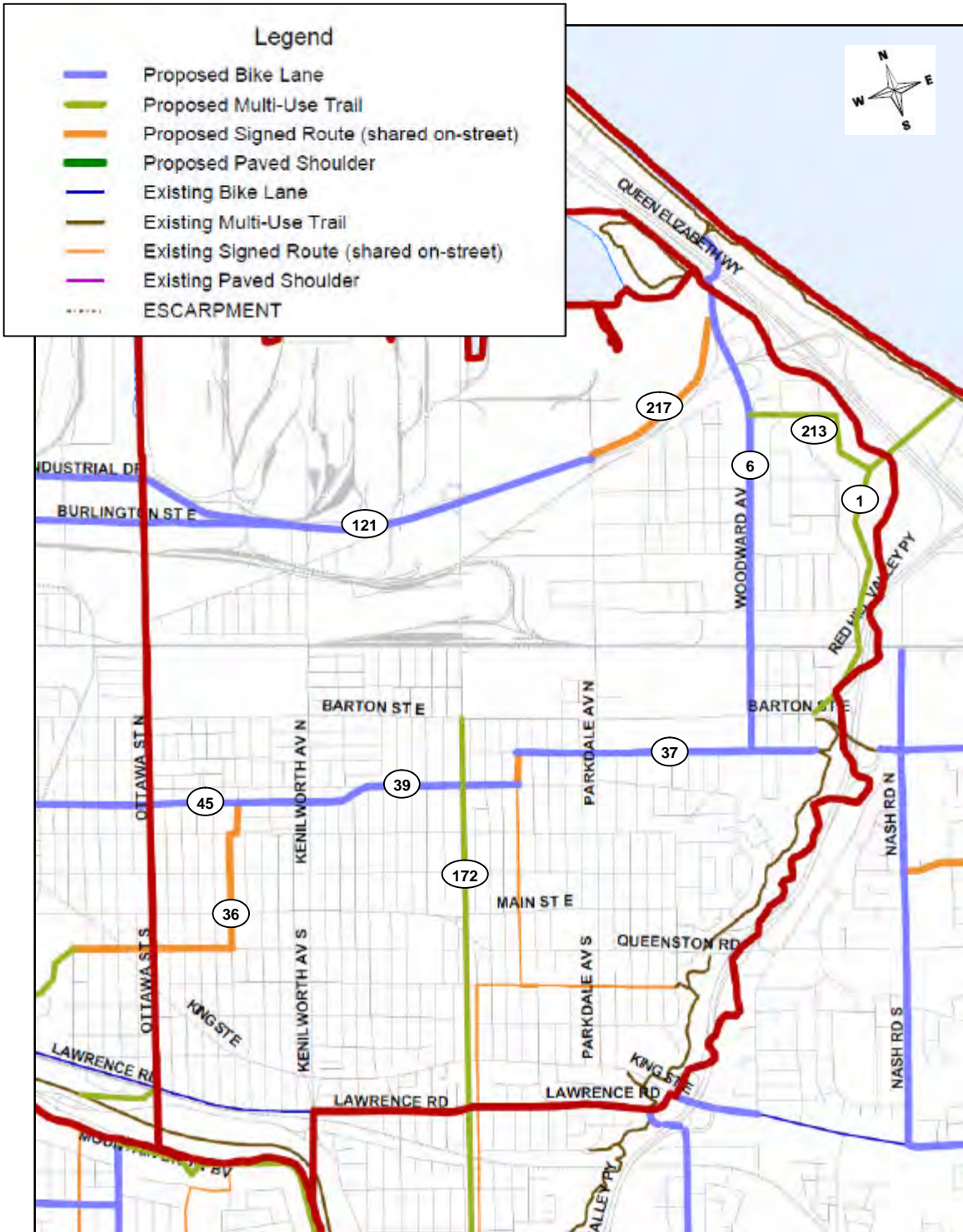
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\*\*\*\* within Niagara Escarpment Commission (NEC) jurisdiction

\*Reg - exempt under Regulation 334

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### 5.1.4 Ward 4 – East Hamilton



## Ward 4 – East Hamilton

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	1	<b>MurT in Red Hill Valley &amp; over QEW</b>	waterfront trail	Barton		MurT 4.0m paved and bridge	*UC	Y	-
urban	6	<b>Woodward</b>	Beach Blvd	Melvin	2525	BL w road diet - TWLTL	A+	portion	-
urban	36	<b>Maple Ave/Graham/Frederick</b>	Gage Park	Cannon	630	shared on-street - signed	A+	portion	-
urban	37	<b>Melvin</b>	Strathearne/Shelby	Red Hill Valley MurT	1900	BL w road diet - parking 1 side Parkdale to Woodward, other section BL on existing	A+	Y	-
urban	39	<b>Cannon/Britania</b>	Kenilworth	Walter	840	BL w road diet on Cannon, BL on existing on Britania	A+	Y	-
urban	45	<b>Cannon</b>	Gage	Kenilworth	1700	BL w road diet - osp 1s, TWLTL where needed	A+	Y	-
urban	121	<b>Burlington/ Industrial</b>	Ottawa	Parkdale	2300	BL w road diet in sections	A+	-	-
urban	172	<b>MurT Strathearne/ Cochrane</b>	Barton	Lawrence	1900	MurT 4.0m pave	A+	Y	-
urban	213	<b>MurT Museum of Steam &amp; Tech link</b>	Woodward	Red Hill Valley MurT	750	MurT 4.0m pave	*Reg	Y	-
urban	217	<b>Windermere (Burlington)</b>	Parkdale	Woodward	1000	shared on-street - signed spot improvements	A+	-	-

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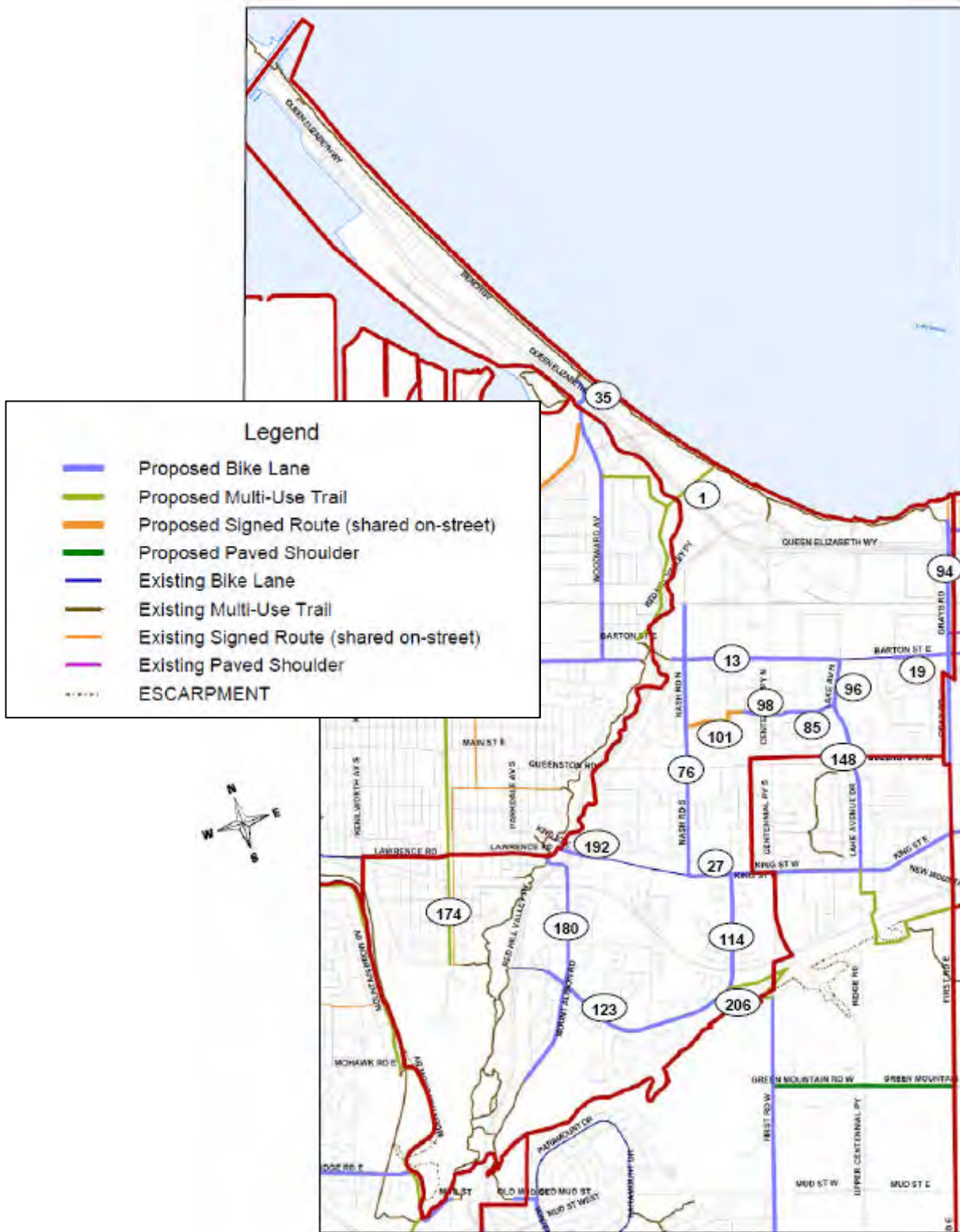
\*Reg - exempt under Regulation 334

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\*UC - under construction



### 5.1.5 Ward 5 – Red Hill



\* Scale unspecified.

## Ward 5 – Red Hill

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	1	<b>MurT in Red Hill Valley &amp; over QEW</b>	waterfront trail	Barton		MurT 4.0m paved and bridge	*UC	Y	-
urban	13	<b>Barton</b>	RHVP	Lake	1610	BL w reconstruction	A+	-	-
urban	19	<b>Barton</b>	<b>Brockley</b>	<b>Fruitland</b>	3950	BL on existing	A+	-	-
urban	27	<b>King</b>	<b>Nash</b>	<b>Battlefield</b>	1140	BL w reconstruction	A+	Y	-
urban	35	<b>Beach Blvd</b>	under QEW		240	BL w road diet	A+	-	-
urban	76	<b>Nash</b>	Bancroft	King	2580	BL w road diet - parking 1 side or TWLTL when necessary	A+	-	-
urban	85	<b>Delawana</b>	Grandville	Lake	380	BL on existing	A+	-	-
urban	94	<b>Gray</b>	<b>Frances</b>	<b>King</b>	3000	BL w road diet & TWLTL	A+	portion	-
urban	96	<b>Lake</b>	Barton	Delawana	450	BL w road diet & TWLTL & bits of parking	A+	-	-
urban	98	<b>Delawana</b>	Fairington	Grandville	490	BL w shortened auxiliary lanes	A+	-	-
urban	101	<b>Delawana/Kentley</b>	Nash	Fairington	160	shared on-street - signed	A+	-	-
urban	114	<b>Greenhill</b>	Summercrest	King	1200	BL w road diet - parking 1 side, no TWLTL	A+	-	Y
urban	123	<b>Greenhill</b>	Harrisford	Summercrest	1940	BL w road diet - parking 1 side, no TWLTL	A+	-	Y
urban	148	<b>Lake</b>	<b>Delawana</b>	<b>King</b>	1625	BL w reconstruction	A+	-	-
urban	174	<b>MurT Strathearne/ Cochrane</b>	Lawrence	Greenhill	1150	MurT 4.0m pave	A+	Y	-
urban	180	<b>Mount Albion</b>	Lawrence	south limit	2000	BL on existing - narrow curb lanes	A+	-	Y
urban	192	<b>King over RHVP</b>	Lawrence	Potruff	500	BL on existing	A+	Y	-
EC	206	<b>First Rd W MurT</b>	Greenhill to Glover Mtn Rd		750	MurT 4.0m pave	A+	-	Y

red text indicates link overlaps another ward

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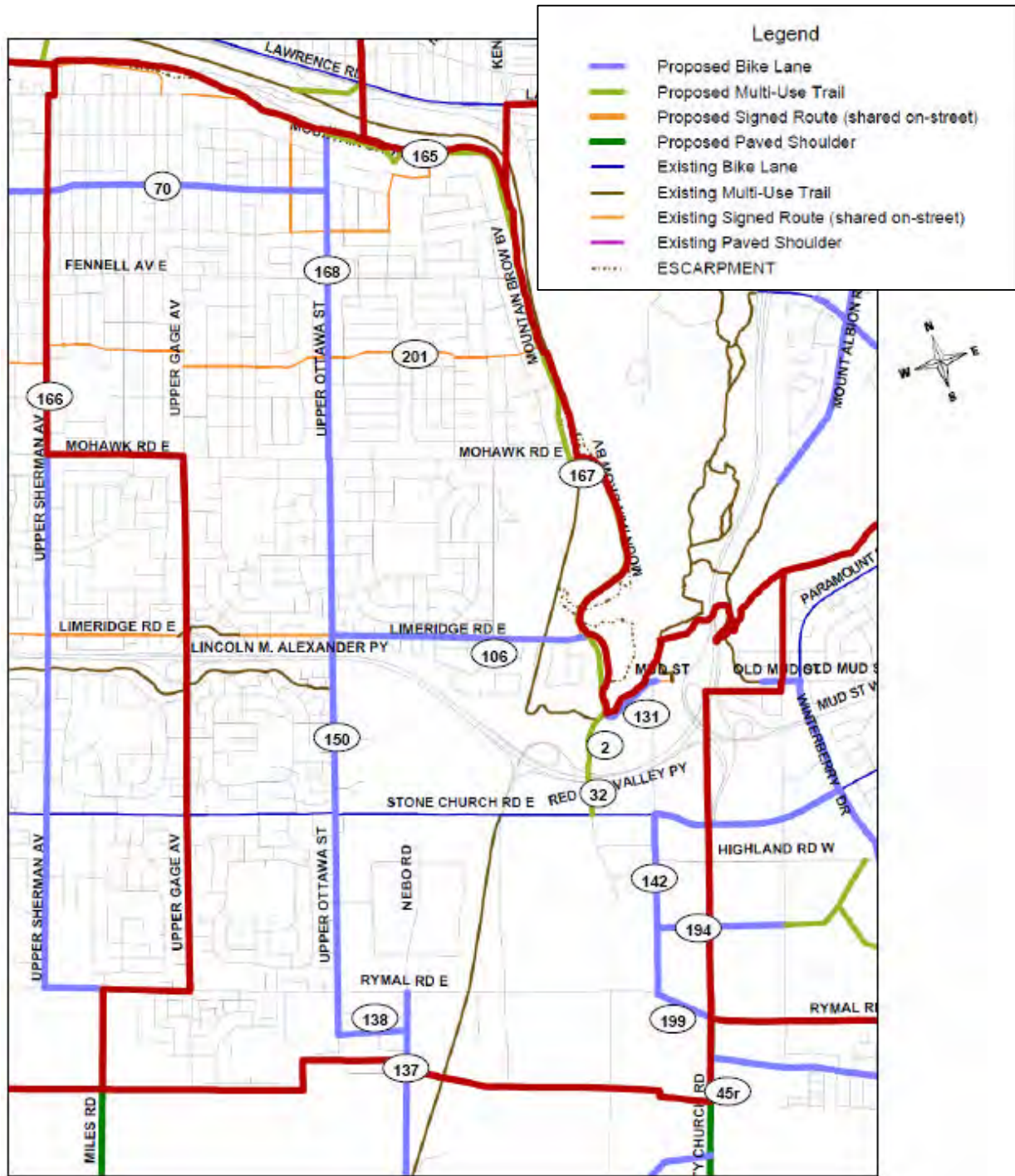
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\*\*\*\* within Niagara Escarpment Commission (NEC) jurisdiction

\*UC - under construction

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### 5.1.6 Ward 6 – East Mountain



\* Scale unspecified.

## Ward 6 – East Mountain

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	2	Arbour	Mud	LINC	300	MurT 4.0m paved and bridge	*Con	Y	Y
urban	32	Arbour	LINC	Stone Church	130	shared on-street - signed	A <sup>+</sup>	Y	Y
urban	70	Queensdale	Up Sherman	Up Ottawa	1560	BL & 1 side parking	A <sup>+</sup>	-	-
urban	106	Limeridge	Up Ottawa	Mtn Brow	1430	BL on existing	A <sup>+</sup>	-	Y
urban	131	Mud	Arbour	Pritchard	460	BL w widening	A <sup>+</sup>	Y	Y
urban	137	Nebo	Rymal	Twenty	1300	BL w widening	A <sup>+</sup>	-	-
urban	138	Kilbride	Up Ottawa	Nebo	380	BL w development	A <sup>+</sup>	-	-
urban	142	Pritchard	Stone Church	Rymal	1030	BL w development	A <sup>+</sup>	-	-
urban	150	Upper Ottawa	Mohawk	Kilbride	3285	BL w widening	A <sup>+</sup>	-	-
urban	165	Mountain Brow	Up Ottawa	Broker	2075	MurT 4.0m pave along brow	A <sup>+</sup>	-	Y
urban	166	Upper Sherman	Macassa	Limeridge	2050	BL w reconstruction	A <sup>+</sup>	-	-
urban	167	Mountain Brow	Broker	Arbour	2450	MurT 4.0m pave along brow	A <sup>+</sup>	-	Y
urban	168	Upper Ottawa	Mtn Brow	Mohawk	1875	BL w reconstruction	A <sup>+</sup>	-	Y
urban	194	Karst RHV loop	Pritchard	Up Mt Albion	700	BL w development	A <sup>+</sup>	Y	-
urban	199	Rymal	Pritchard	Trinity Church	300	BL w widening	A <sup>+</sup>	Y	-
urban	201	Bendamere/South Bend/ Macassa/Ninth/Broker			8000	shared on-street - signed spot improvements	A <sup>+</sup>	Y	-
rural	41r	Miles	Rymal	Haldibrook	10700	PS widen asphalt	A <sup>+</sup>	-	-
rural	45r	Trinity Church	Rymal	Golf Club	2100	PS widen asphalt	A <sup>+</sup>	-	-

red text indicates link overlaps another ward

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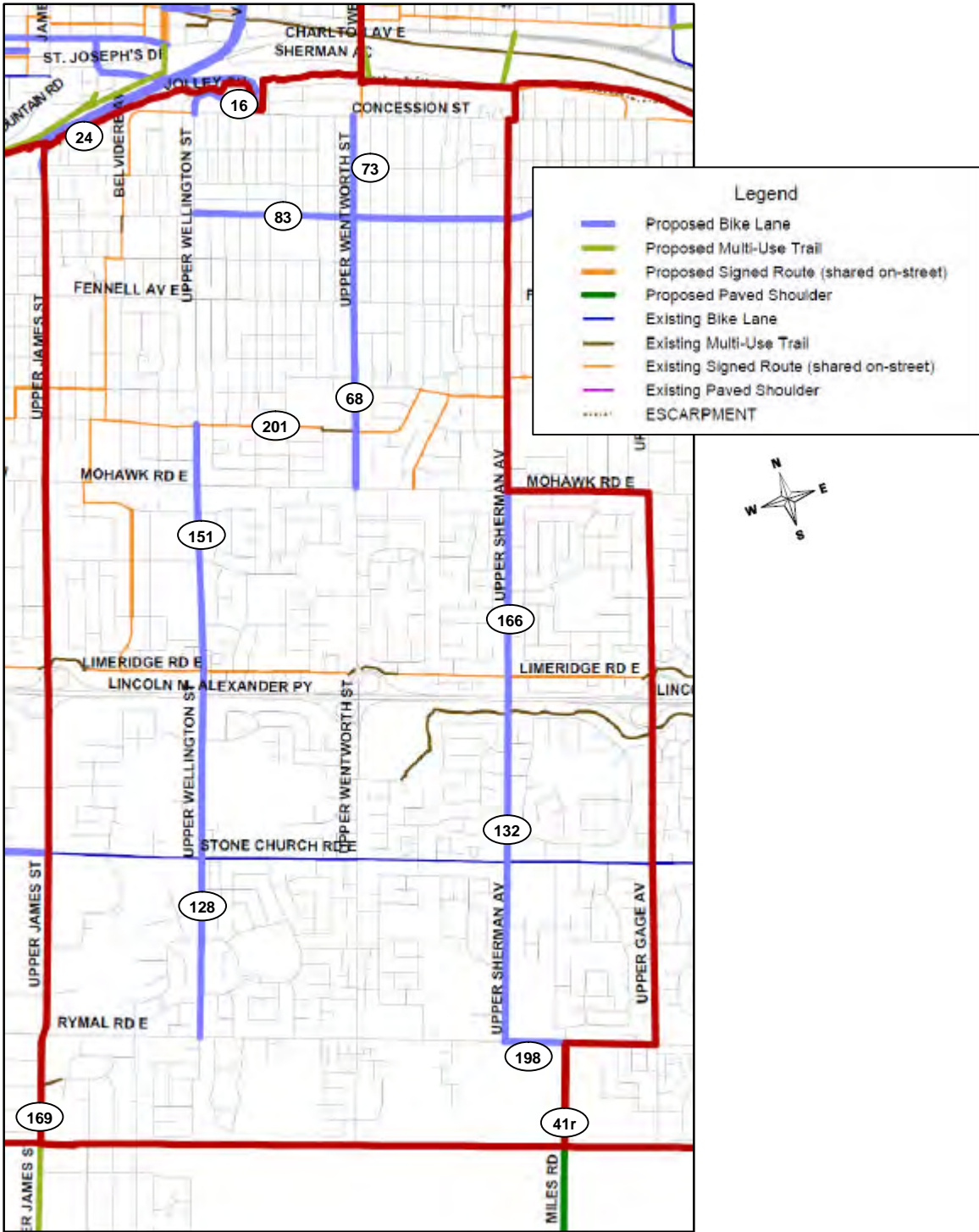
\*\*\*\* within Niagara Escarpment Commission (NEC) jurisdiction

\*Con - constructed

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### 5.1.7 Ward 7 – Central Mountain



## Ward 7 – Central Mountain

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	68	<b>Upper Wentworth</b>	Fennell	Mohawk	1030	BL on existing	A <sup>+</sup>	Y	-
urban	73	<b>Upper Wentworth</b>	Concession	Fennell	1030	BL on existing	A <sup>+</sup>	Y	-
urban	83	<b>Queensdale</b>	Up Wellington	Up Sherman	1680	BL & 1 side parking	A <sup>+</sup>	-	-
urban	128	<b>Upper Wellington</b>	Limeridge	Rymal	2030	BL w reconstruction	A <sup>+</sup>	Y	-
urban	132	<b>Upper Sherman</b>	Limeridge	Rymal	2020	BL w reconstruction	A <sup>+</sup>	Y	-
urban	151	<b>Upper Wellington</b>	South Bend	Limeridge	2060	BL w widening	A <sup>+</sup>	-	-
urban	166	<b>Upper Sherman</b>	Macassa	Limeridge	2050	BL w reconstruction	A <sup>+</sup>	-	-
urban	169	<b>Upper James/Christie</b>	Rymal	Twenty	800	MurT on westside	A <sup>+</sup>	-	-
urban	198	<b>Rymal</b>	Up Sherman	Miles	300	BL w widening	A <sup>+</sup>	Y	-
urban	201	<b>Bendamere/South Bend/ Macassa/Ninth/Broker</b>			8000	Shared on-street - signed - spot improvements	A <sup>+</sup>	Y	-
rural	41r	<b>Miles</b>	Rymal	Haldibrook	10700	PS widen asphalt	A <sup>+</sup>	-	-
EC	16	<b>Jolley Cut</b>	St Josephs	Concession	1410	BL on existing (upbound priority)	A <sup>+</sup>	-	Y
EC	24	<b>Claremont Access</b>	Inverness	Main	1600	BL on existing	A <sup>+</sup>	-	Y

red text indicates link overlaps another ward

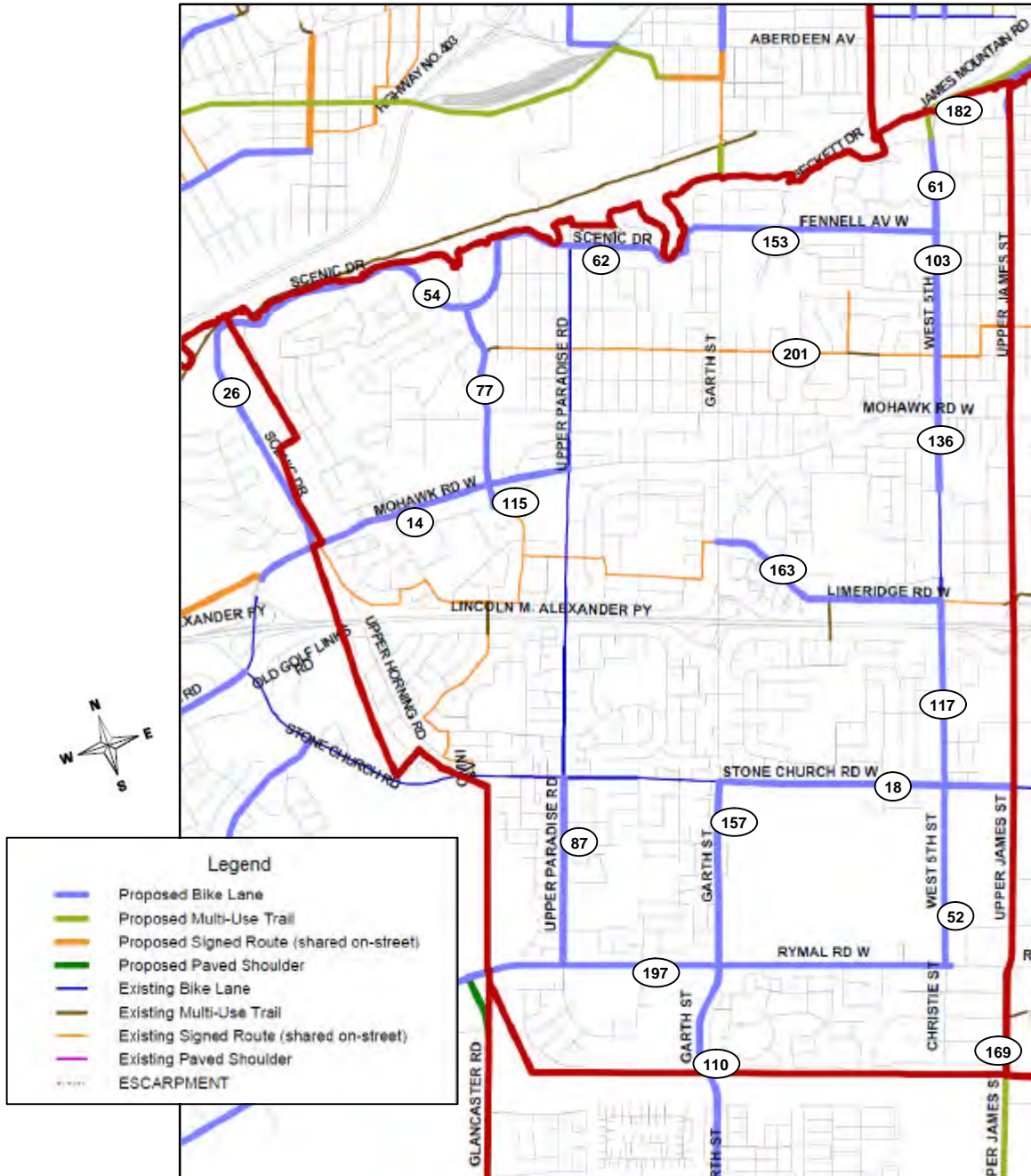
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\*\*\*\* within Niagara Escarpment Commission (NEC) jurisdiction

5.1.8 Ward 8 – West Mountain



## Ward 8 – West Mountain

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	14	<b>Mohawk</b>	Scenic	Up Paradise	1450	BL w reconstruction	A <sup>+</sup>	portion	-
urban	18	<b>Stone Church</b>	Garth	Up James	1645	BL w reconstruction	A <sup>+</sup>	Y	-
urban	26	<b>Scenic</b>	<b>Mohawk</b>	<b>Chateau</b>	1500	<b>BL on existing asphalt</b>	<b>A<sup>+</sup></b>	<b>Y</b>	<b>Y</b>
urban	52	<b>W 5th</b>	Stone Church	Rymal	1000	BL w reconstruction	A <sup>+</sup>	Y	-
urban	54	<b>Scenic</b>	Chateau	Up Paradise	2270	BL on existing - construct sidewalk along brow	A <sup>+</sup>	-	Y
urban	61	<b>W 5th</b>	Gateview	Fennell	530	BL w road diet to 4 auto lanes	A <sup>+</sup>	Y	Y
urban	62	<b>Scenic</b>	Up Paradise	Garth	950	BL on existing - construct sidewalk along brow	A <sup>+</sup>	-	Y
urban	77	<b>Rice/Sanatorium</b>	brow to Scenic	Mohawk	1000	BL w road diet - osp 1side south of Chedmac - see EA for north side	A <sup>+</sup>	-	-
urban	87	<b>Upper Paradise</b>	Stone Church	Rymal	1070	BL on existing - narrow TWLTL	A <sup>+</sup>	-	-
urban	103	<b>W 5th</b>	Fennell	Mohawk College Access	325	BL on existing	A <sup>+</sup>	Y	-
urban	110	<b>Garth</b>	<b>Rymal</b>	<b>Twenty</b>	1400	<b>BL on existing</b>	<b>A<sup>+</sup></b>	<b>-</b>	<b>-</b>
urban	115	<b>Rice/Sanatorium</b>	Mohawk	Wendover	130	BL on existing - eliminate osp to 1 side only	A <sup>+</sup>	-	-
urban	117	<b>W 5th</b>	LINC	Stone Church	740	BL w reconstruction	A <sup>+</sup>	Y	-
urban	136	<b>W 5th</b>	Mohawk College Access	Tyrone	1130	BL w widening on westside	A <sup>+</sup>	Y	-
urban	153	<b>Fennell</b>	Garth	W 5th	1200	BL w widening	A <sup>+</sup>	-	Y
urban	157	<b>Garth</b>	Stone Church	Rymal	1025	BL w reconstruction	A <sup>+</sup>	-	-
urban	163	<b>Limeridge</b>	Garth	W5th	1370	BL on existing	A <sup>+</sup>	-	-
urban	169	<b>Upper James/Christie</b>	<b>Rymal</b>	<b>Twenty</b>	800	<b>MurT on west side</b>	<b>A<sup>+</sup></b>	<b>-</b>	<b>-</b>
urban	197	<b>Rymal</b>	Glancaster	W5th	2700	BL w widening	A <sup>+</sup>	Y	-
urban	201	<b>Bendamere/South Bend/ Macassa/Ninth/Broker</b>			8000	Shared on-street - signed - spot improvements	A <sup>+</sup>	Y	-
EC	182	<b>Claremont to W5th</b>	James stairs	Gateview	620	MurT w road diet - shift concrete & widen MurT	A <sup>+</sup>	-	Y

red text indicates link overlaps another ward

\* EC = Escarpment Crossing

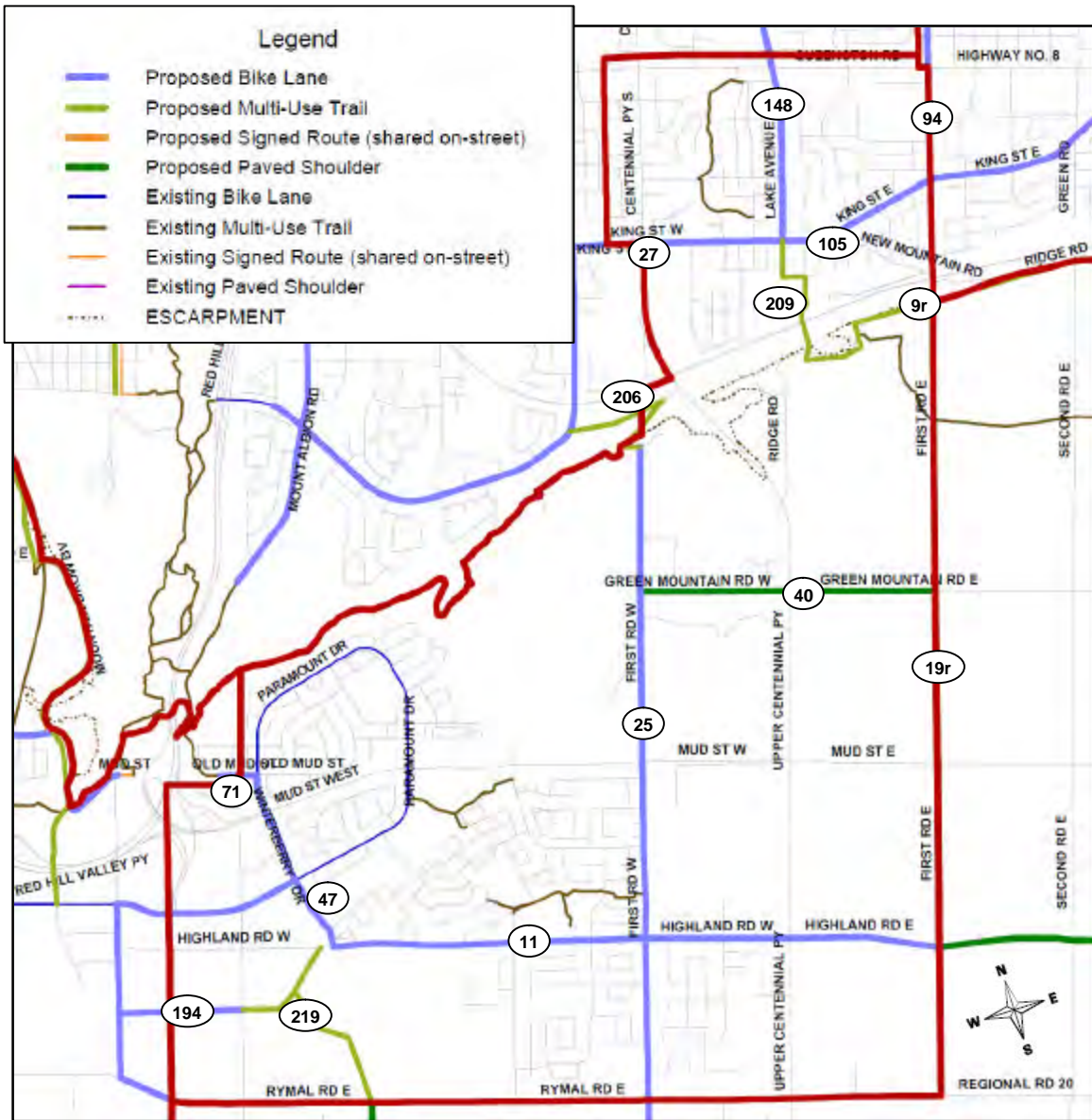
\*\* BL = Bike Lane, MurT = Multi-Use Recreational Trail, PS = Paved Shoulder, w = with, NB = northbound, SB = southbound, EB = eastbound, WB = westbound, osp = on-street parking, TWLTL = two-way left-turn lane

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\*\*\*\* within Niagara Escarpment Commission (NEC) jurisdiction



### 5.1.9 Ward 9 – Heritage Stoney Creek



\* Scale unspecified.

## Ward 9 – Heritage Stoney Creek

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	11	Highland	Winterberry	First Rd E	3600	BL on existing - eliminate osp to 1 side only	A+	-	-
urban	25	First Rd W/Whitedeer/Terryberry	Glover Mtn Rd/Ridgeview	Rymal/Bellagio	4075	BL & existing MurT at Highbury	A+	portion	Y
urban	27	King	Nash	Battlefield	1140	BL w reconstruction	A+	Y	-
urban	47	Winterberry	Old Mud	Highland	1130	BL w reconstruction	A+	portion	-
urban	71	Old Mud	Red Hill Valley MurT	Winterberry	400	BL w development	A+	-	Y
urban	94	Gray	Frances	King	3000	BL w road diet & TWLTL	A+	portion	-
urban	105	King	Battlefield	Gray	1485	BL w widening - New Mtn to Grays	A+	Y	Y
urban	148	Lake	Delawana	King	1625	BL w reconstruction	A+	-	-
urban	194	Karst RHV loop	Pritchard	Up Mt Albion	700	BL w development	A+	Y	-
urban	219	Eramose Karst MurT	Highland	Rymal	1200	MurT 4.0m pave	*Reg	portion	-
rural	9r	Ridge Rd	Devil Punch Bowl	Niagara border	9910	Multi-Use Trail (MurT)	A+	-	Y
rural	19r	First Rd E	Ridge Rd	Highland	3750	PS w development or reconstruction	A+	-	Y
rural	40r	Green Mtn	First Rd W	First Rd E	1500	PS widen asphalt	A+	-	-
EC	206	First Rd W MurT	Greenhill to Bruce Trail to Glover Mtn Rd		750	MurT 4.0m pave	A+	-	Y
EC	209	Mtn Ave MurT	Mtn Ave/Lake	Ridge Rd/ Devil's Punch Bowl	420	MurT 4.0m pave	A+	-	Y

red text indicates link overlaps another ward

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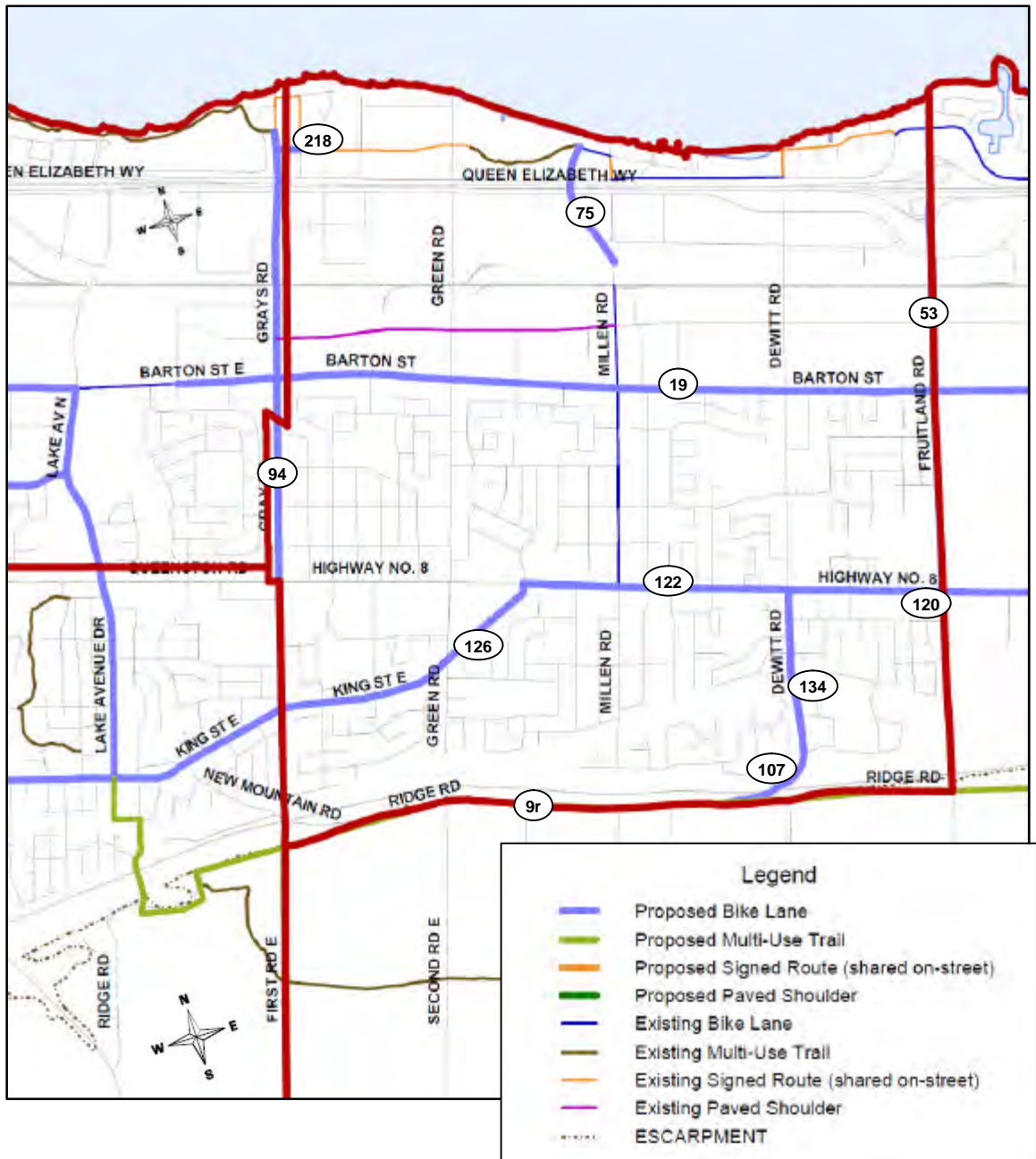
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\*\*\*\* within Niagara Escarpment Commission (NEC) jurisdiction

\*Reg - exempt under Regulation 334

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### 5.1.10 Ward 10 – Stoney Creek



\* Scale unspecified.

## Ward 10 – Stoney Creek

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	19	<b>Barton</b>	Brockley	Fruitland	3950	BL on existing	A <sup>+</sup>	-	-
urban	53	<b>Fruitland</b>	North Service	Hwy 8	2425	BL w development	A <sup>+</sup>	-	-
urban	75	<b>Millen</b>	Frances	Seaman	620	BL on existing	A <sup>+</sup>	Y	-
urban	94	<b>Gray</b>	Frances	King	3000	BL w road diet & TWLTL	A <sup>+</sup>	portion	-
urban	120	<b>Queenston/Hwy 8</b>	Dewitt	Niagara border	2700	BL w widening	A <sup>+</sup>	Y	Y
urban	122	<b>Queenston/Hwy 8</b>	King	Dewitt	1370	BL w widening	A <sup>+</sup>	Y	Y
urban	126	<b>King</b>	Gray	Queenston/Hwy 8	1510	BL w widening	A <sup>+</sup>	-	Y
urban	134	<b>Dewitt</b>	Hwy 8	Dundee	900	BL on existing	A <sup>+</sup>	-	Y
urban	218	<b>Frances</b>	Grays	Drake's	100	BL w widening	A <sup>+</sup>	-	-
rural	9r	<b>Ridge Rd</b>	Devil Punch Bowl	Niagara border	9910	Multi-Use Trail (MurT)	A <sup>+</sup>	-	Y
EC	107	<b>Dewitt</b>	Dundee	Ridge	500	BL on existing - narrow lane - 2-way for bikes	A <sup>+</sup>	-	Y

red text indicates link overlaps another ward

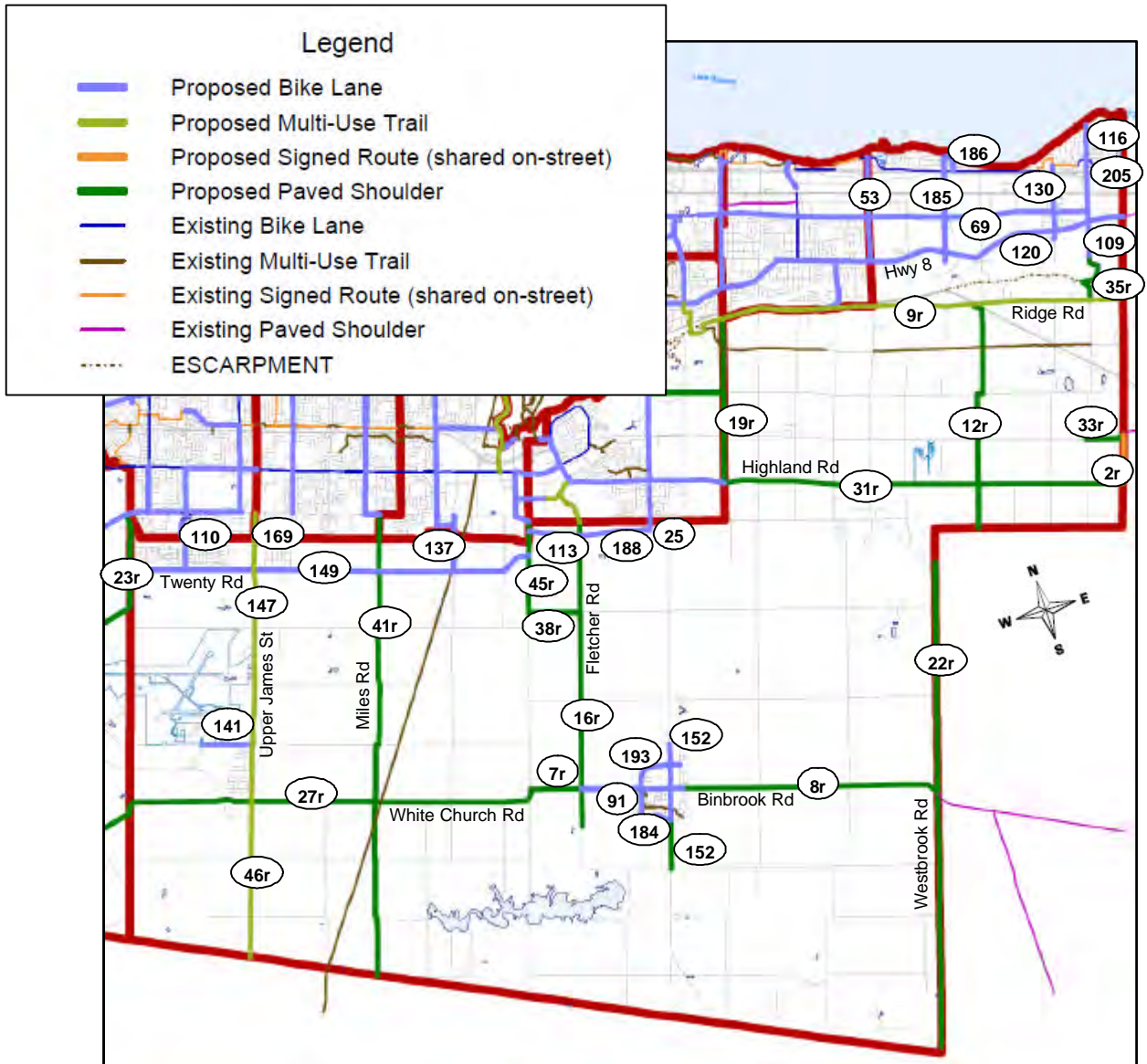
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### 5.1.11 Ward 11 – Glanbrook - Rural Upper Stoney Creek - Winona



\* Scale unspecified.



## Ward 11 – Glanbrook - Rural Upper Stoney Creek - Winona

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	25	<b>First Rd W/ Whitedeer/Terryberry</b>	Glover Mtn Rd/Ridgeview	Rymal/Bellagio	4075	BL & existing MurT at Highbury	A <sup>+</sup>	portion	Y
urban	53	<b>Fruitland</b>	North Service	Hwy 8	2425	BL w development	A <sup>+</sup>	-	-
urban	69	<b>Barton</b>	Fruitland	Fifty	5110	BL w development	A <sup>+</sup>	-	-
urban	91	<b>Binbrook Rd</b>	Fletcher	Southbrook	2360	BL w development	A <sup>+</sup>	-	-
urban	109	<b>Fifty</b>	South Service	Cokers	1600	BL w development	A <sup>+</sup>	-	Y
urban	110	<b>Garth</b>	Rymal	Twenty	1400	BL on existing	A <sup>+</sup>	-	-
urban	113	<b>Pinehill</b>	Trinity Church	Fletcher	1180	BL w development	A <sup>+</sup>	-	-
urban	116	<b>Fifty</b>	Watercliff	North Service	770	BL on existing	A <sup>+</sup>	-	-
urban	120	<b>Queenston/Hwy 8</b>	Dewitt	Niagara border	2700	BL w widening	A <sup>+</sup>	Y	Y
urban	130	<b>Winona</b>	Lido/shore	Peachtree	1965	BL w development	A <sup>+</sup>	-	-
urban	137	<b>Nebo</b>	Rymal	Twenty	1300	BL w widening	A <sup>+</sup>	-	-
urban	141	<b>Airport</b>	airport access	Up James	1400	BL w reconstruction	A <sup>+</sup>	-	-
urban	147	<b>Upper James</b>	Twenty	airport/Mt Hope	4050	MurT on west side	A <sup>+</sup>	-	-
urban	149	<b>Twenty</b>	Glancaster	Glover/Trinity Church	8700	BL w widening	A <sup>+</sup>	Y	-
urban	152	<b>Regional Rd 56</b>	Cemetery	Kirk	1760	BL w development, PS/MurT south of Southbrook	A <sup>+</sup>	-	-
urban	169	<b>Upper James/Christie</b>	Rymal	Twenty	800	MurT on west side	A <sup>+</sup>	-	-
urban	184	<b>Windwood</b>	Bradley	Reg Rd 56	700	BL w development	A <sup>+</sup>	-	-
urban	185	<b>Glover</b>	Seacove	Hwy 8	1800	BL w development	A <sup>+</sup>	-	Y
urban	186	<b>Glover access/Seacove/Watercrest</b>			475	BL on existing	A <sup>+</sup>	-	-
urban	188	<b>Bellagio</b>	Fletcher	Terryberry/Reg Rd 56	2400	BL w development	A <sup>+</sup>	-	-
urban	193	<b>Bradley/Fall Fair/ Maggie Johnson</b>			2000	BL w development	A <sup>+</sup>	-	-
urban	205	<b>Fifty</b>	North Service	South Service	650	BL w reconstruction - MTO	A <sup>+</sup>	-	-
rural	2r	<b>East Townline</b>	Mud	Highland	1100	Shared on-street - signed	A <sup>+</sup>	-	-
rural	7r	<b>Binbrook Rd</b>	Trinity Church	Fletcher	1260	PS widen asphalt	A <sup>+</sup>	-	-
rural	8r	<b>Binbrook Rd</b>	Southbrook	Niagara border	6100	PS widen asphalt	A <sup>+</sup>	-	-
rural	9r	<b>Ridge Rd</b>	Devil Punch Bowl	Niagara border	9910	Multi-Use Trail (MurT)	A <sup>+</sup>	-	Y
rural	12r	<b>Eighth Rd E</b>	Ridge Rd	Niagara border	4420	PS w development or reconstruction	A <sup>+</sup>	Y	Y
rural	16r	<b>Fletcher</b>	Rymal	Windwood	6230	PS widen asphalt	A <sup>+</sup>	-	-
rural	19r	<b>First Rd E</b>	Ridge Rd	Highland	3750	PS w development or reconstruction	A <sup>+</sup>	-	Y
rural	22r	<b>Westbrook</b>	Rymal/Reg Rd 20	York St (Niagara)	11150	PS widen asphalt	A <sup>+</sup>	-	-
rural	23r	<b>Glancaster</b>	Rymal	Book	1300	PS widen asphalt	A <sup>+</sup>	Y	-
rural	27r	<b>White Church</b>	Glancaster	Trinity Church	10500	PS widen asphalt	A <sup>+</sup>	-	-
rural	31r	<b>Highland</b>	First Rd E	Niagara border	9200	PS w reconstruction	A <sup>+</sup>	-	-
rural	33r	<b>Mud</b>	Eleventh	Niagara border	850	PS widen asphalt	A <sup>+</sup>	-	-
rural	38r	<b>Golf Club</b>	Trinity Church	Fletcher	1200	PS widen asphalt	A <sup>+</sup>	-	-
rural	41r	<b>Miles</b>	Rymal	Haldibrook	10700	PS widen asphalt	A <sup>+</sup>	-	-
rural	45r	<b>Trinity Church</b>	Rymal	Golf Club	2100	PS widen asphalt	A <sup>+</sup>	-	-
rural	46r	<b>Upper James</b>	Airport/Mt Hope	Haldibrook	4900	MurT 4.0m pave	A <sup>+</sup>	-	-
EC	35r	<b>Fifty</b>	Cokers	Ridge	1750	PS widen asphalt	A <sup>+</sup>	-	Y

red text indicates link overlaps another ward

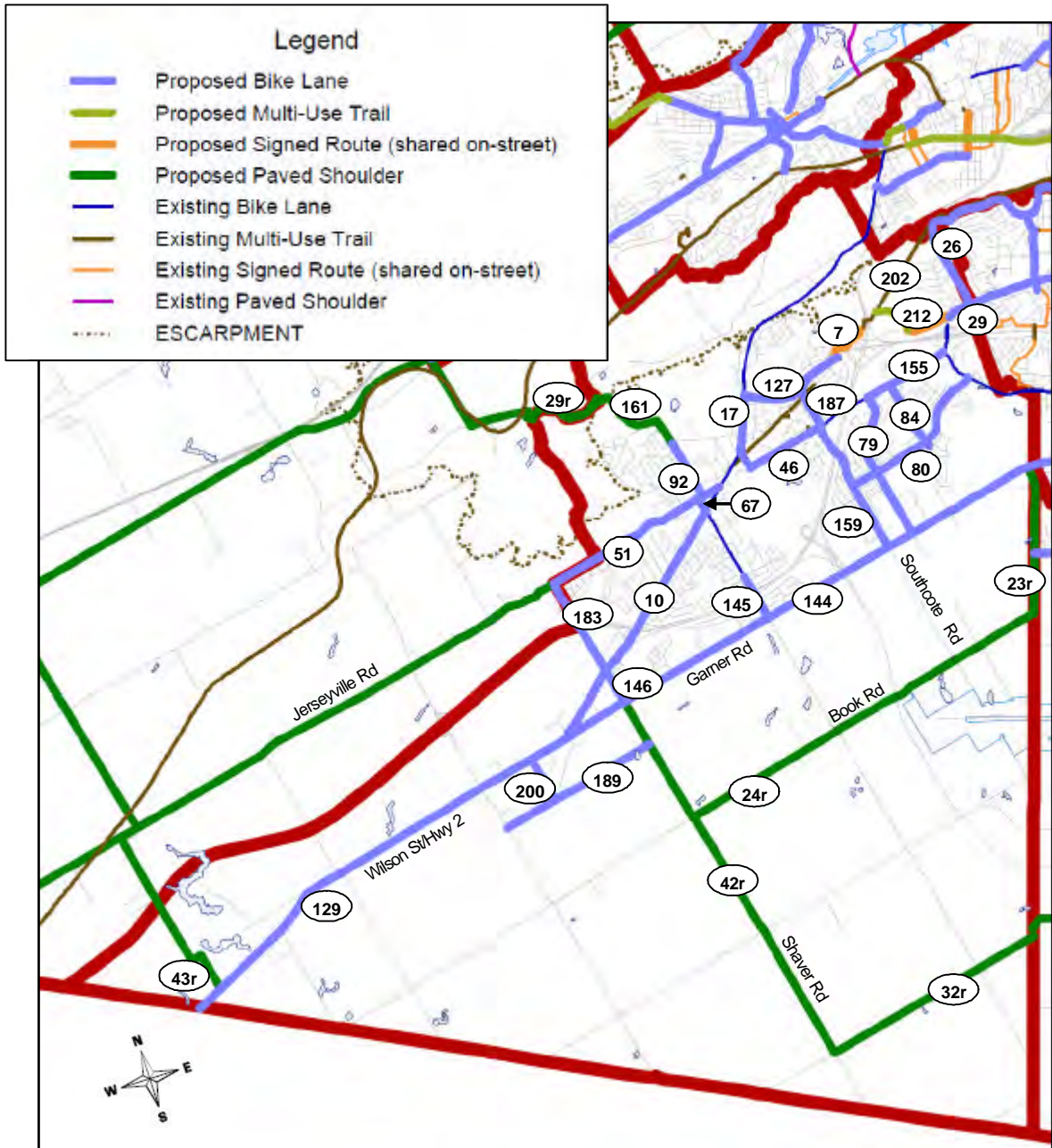
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### 5.1.12 Ward 12 – Ancaster



\* Scale unspecified.

## Ward 12 – Ancaster

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	7	Filman	Rousseaux	403 overpass	700	shared on-street - signed	A+	-	Y
urban	10	Wilson	Fiddler's Green	Hwy 52	5400	BL w reconstruction	A+	Y	Y
urban	17	Wilson	Rousseaux	Halsen	850	BL w reconstruction	A+	Y	Y
urban	26	Scenic	Mohawk	Chateau	1500	BL on existing asphalt	A+	Y	Y
urban	29	Mohawk	Old Mohawk	Scenic	380	BL on existing - narrow curb lanes	A+	Y	Y
urban	46	Golf Links	Halsen	Southcote	1190	BL on existing - narrow curb lanes	A+	-	-
urban	51	Jerseyville	Shaver	Wilson	2850	BL w reconstruction	A+	-	Y
urban	67	Fiddler's Green	Jerseyville	Wilson	250	BL on existing	A+	-	-
urban	79	Kitty Murray	full length		2260	BL on existing	A+	-	-
urban	80	Stonehenge	full length		2460	BL on existing	A+	-	-
urban	84	Meadowlands	full length		1050	BL on existing	A+	-	-
urban	92	Lovers Lane	Sulphur Springs	Jerseyville	900	BL on existing, review ped need	A+	Y	-
urban	127	Rousseaux/ Mohawk	Wilson	Filman	1600	BL some widening needed	A+	-	Y
urban	129	Wilson	Hwy 52	Brant border	5300	BL w road diet & TWLTL	A+	-	-
urban	144	Garner	Wilson	Glancaster	7800	BL w reconstruction	A+	Y	-
urban	145	Fiddler's Green	Amberly	Garner	680	BL on existing	A+	-	-
urban	146	Shaver	Wilson	Garner	520	BL on existing	A+	-	-
urban	155	Golf Links	Kitty Murray	Stone Church	1290	BL w widening	A+	Y	-
urban	159	Southcote	Golf Links	Garner	2100	BL w widening	A+	Y	-
urban	161	Sulphur Springs	Mineral Springs	Lovers Lane	1450	PS widen asphalt	A+	Y	-
urban	183	Shaver	Jerseyville	Wilson	1500	BL w development	A+	-	-
urban	187	NcNiven	Mohawk	Golf Links	620	BL w widening	A+	-	-
urban	189	Cormorant	Trinity	Shaver	2700	BL w development	A+	-	-
urban	200	Tradewind	full length		700	BL w development	A+	-	-
urban	202	Chedoke MurT	Hwy 403	Scenic	1680	MurT pave existing 2.0m gravel	*Reg	Y	Y
urban	212	MurT Iroquoia Heights to Old Mohawk			850	MurT 4.0m pave	*Reg	Y	Y
rural	23r	Glancaster	Rymal	Book	1300	PS widen asphalt	A+	Y	-
rural	24r	Book	Shaver	Glancaster	6000	PS widen asphalt	A+	-	-
rural	29r	Mineral Springs	Binkley	Sulphur Springs	2250	PS widen asphalt	A+	-	Y
rural	32r	Carluka	Shaver	Glancaster	3500	PS widen asphalt	A+	-	-
rural	42r	Shaver	Garner	Carluka	6000	PS w development or reconstruction	A+	-	-
rural	43r	Sunny Ridge	Hwy 403	Wilson	1300	PS widen asphalt	A+	-	-

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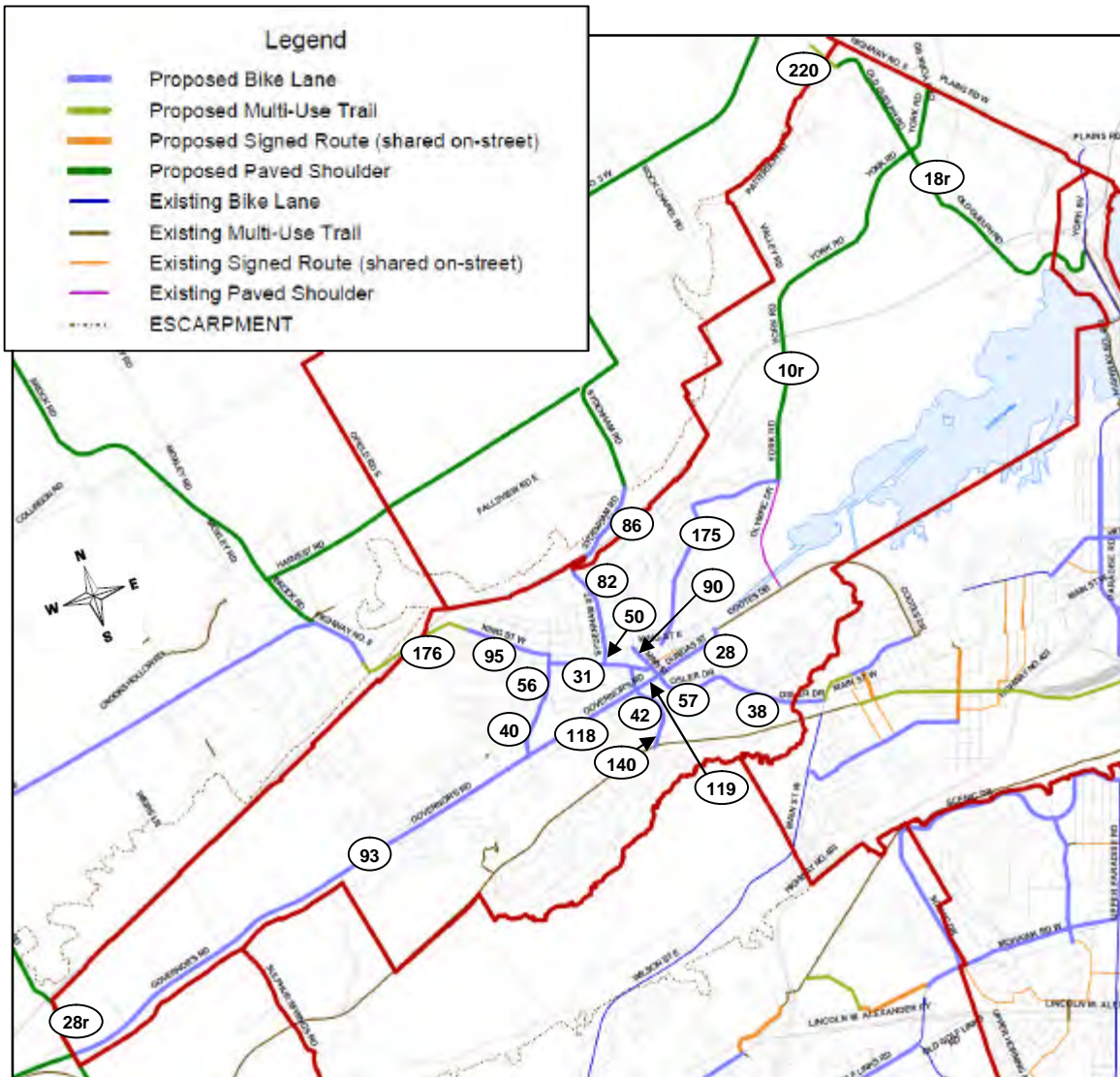
\*\*\*\* within Niagara Escarpment Commission (NEC) jurisdiction

\*Reg - exempt under Regulation 334

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### 5.1.13 Ward 13 – Dundas



\* Scale unspecified.

## Ward 13 - Dundas

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	28	Dundas	Main	Cootes	680	BL on existing	A+	Y	-
urban	31	Hatt	Market	Main	930	BL on existing, reduce osp to 1 side	A+	Y	-
urban	38	Osler	Spencer Creek	Main	1500	BL on existing - narrow curb lanes	A+	-	-
urban	40	Creighton	Market	Governor's	660	BL on existing	A+	-	-
urban	42	Ogilvie	(King) Hatt	South St	580	BL on existing	A+	-	-
urban	50	Memorial Sq	King	Hatt	120	BL on existing	A+	-	-
urban	56	Market	King	Creighton	290	BL on existing, reduce osp to 1 side for 1 block	A+	-	-
urban	57	Main	York/Hatt	Spencer Creek	250	BL on existing - narrow curb lanes	A+	-	-
urban	82	Sydenham	Crowley	King	680	BL on existing, eliminate osp	A+	-	Y
urban	90	Main	King	York/Hatt	230	BL on existing	A+	-	-
urban	93	Governor's	Binkley	Tally Ho	5100	BL w widening	A+	Y	Y
urban	95	King	Bond	Market	800	BL on existing, reduce osp to 1 side	A+	-	Y
urban	118	Governor's	Tally Ho	Ogilvie	860	BL w widening	A+	Y	-
urban	119	Governor's	Ogilvie	Main	240	BL w widening	A+	Y	-
urban	140	Old Ancaster	South St	Hamilton-Brantford rail trail	220	BL on existing	A+	-	-
urban	175	York Rd	King	Olympic	2150	BL w widening	A+	-	Y
rural	10r	York Rd	Olympic	Hwy 6	4150	PS w reconstruction	A+	Y	Y
rural	18r	Old Guelph	Paterson	York Blvd	3525	PS w reconstruction	A+	-	Y
rural	28r	Middletown/ Binkley	Hwy 8	Mineral Springs	3500	PS & pave road in section	A+	-	Y
EC	86	Sydenham bridge	Crowley	Romar	1000	BL on existing - narrow downbound	A+	-	Y
EC	176	Hwy 8	Bond	Hillcrest	1100	MurT on south side	*EA1	Y	Y
EC	220	Innovation stairs	Innovation Dr	Old Guelph Rd		stairs w bike trough	*Reg	-	Y

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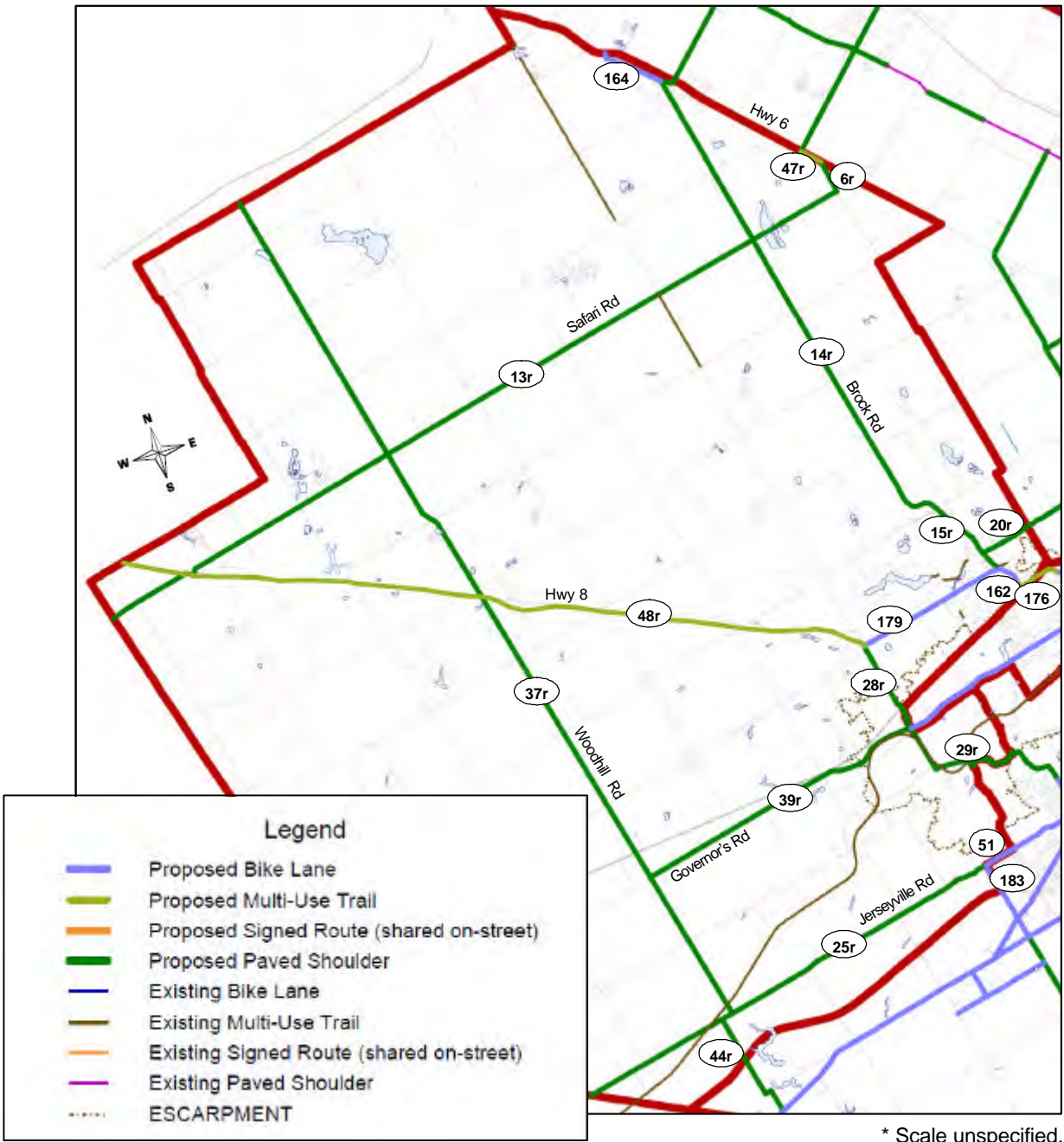
\*\*\*\* within Niagara Escarpment Commission (NEC) jurisdiction

\*Reg - exempt under Regulation 334

\*EA1 - Highway 8 Class EA Study (Park Ave to Bond St) in progress

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### 5.1.14 Ward 14 – Flamborough - Wentworth



## Ward 14 – Flamborough - Wentworth

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	51	<b>Jerseyville</b>	Shaver	Wilson	2850	BL w reconstruction	A+	-	Y
urban	162	<b>Hwy 8</b>	Brock	Hillcrest	600	BL w reconstruction	A+	Y	Y
urban	164	<b>Freelton Rd</b>	Hwy 6	Brock to Hwy 6	1600	BL w widening	A+	-	-
urban	179	<b>Hwy 8</b>	Middletown	Brock	3800	BL w widening	A+	-	Y
urban	183	<b>Shaver</b>	Jerseyville	Wilson	1500	BL w development	A+	-	-
rural	6r	<b>Edgewood</b>	Safari	Hwy 6	900	shared on-street - signed	A+	-	-
rural	13r	<b>Safari</b>	Waterloo Region	Edgewood	19700	PS widen asphalt	A+	-	-
rural	14r	<b>Brock</b>	Freelton Rd	Hwy 5	12600	PS widen asphalt	A+	Y	-
rural	15r	<b>Brock</b>	Hwy 5	Hwy 8	2120	PS widen asphalt	A+	Y	Y
rural	20r	<b>Harvest</b>	Brock	Sydenham	3280	PS widen asphalt	A+	-	Y
rural	25r	<b>Jerseyville</b>	Brant border	Paddy Green	10175	PS widen asphalt	A+	-	Y
rural	28r	<b>Middletown/ Binkley</b>	Hwy 8	Mineral Springs	3500	PS & pave road in section	A+	-	Y
rural	29r	<b>Mineral Springs</b>	Binkley	Sulphur Springs	2250	PS widen asphalt	A+	-	Y
rural	37r	<b>Foreman/Kirkwall/Woodhill/Field</b>	all		23000	PS widen asphalt	A+	-	-
rural	39r	<b>Governor's</b>	Woodhill	Binkley	7100	PS widen asphalt	A+	-	Y
rural	44r	<b>Sunny Ridge</b>	Jerseyville	Hwy 403	1200	PS widen asphalt	A+	-	-
rural	47r	<b>Hwy 6</b>	Edgewood	Carlisle Rd	600	MurT 4.0m pave	TBD	-	-
rural	48r	<b>Hwy 8</b>	Cambridge	Middletown	18000	MurT 4.0m pave	TBD	-	Y
EC	176	<b>Hwy 8</b>	Bond	Hillcrest	1100	MurT on S side	*EA1	Y	Y

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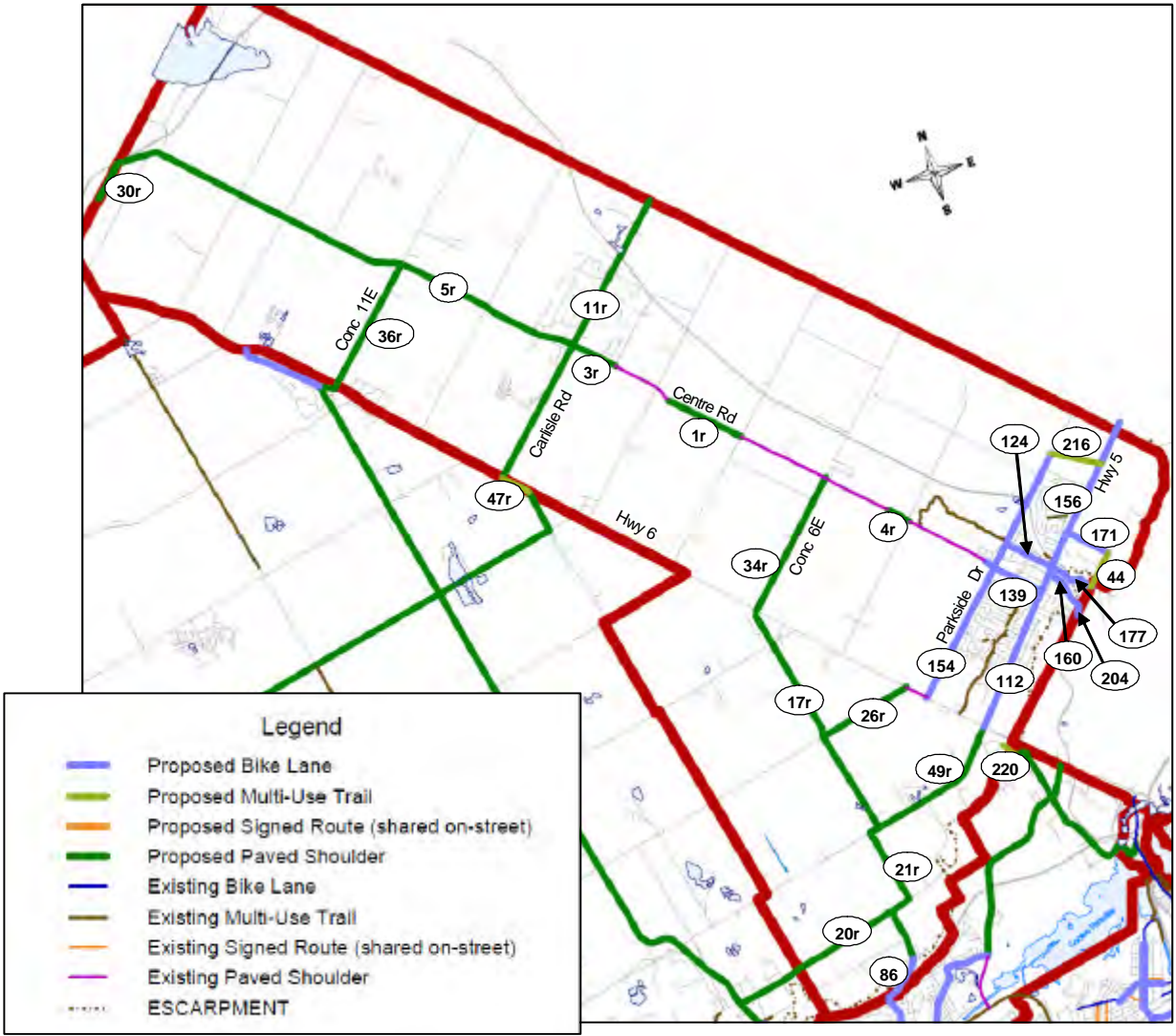
\*\*\*\* within Niagara Escarpment Commission (NEC) jurisdiction

\*EA1 - Highway 8 Class EA Study (Park Ave to Bond St) in progress

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### 5.1.15 Ward 15 – East Flamborough - Waterdown



\* Scale unspecified.

## Ward 15 – East Flamborough - Waterdown

Area*	Priority Ranking (as on map)	Street	from	to	Length (m)	Design Concept **	EA Status	Previous Plans ***	NEC ****
urban	44	<b>Mountain Brow Rd</b>	Mill	Arterial A	1200	MurT w development	*EA1	-	Y
urban	112	<b>Hwy 5/Dundas St</b>	Hwy 6	Hamilton St	2750	BL on existing	A*	-	Y
urban	124	<b>Mill</b>	Parkside	Hwy 5	950	BL on existing	A*	-	Y
urban	139	<b>Hamilton St</b>	Centre/Main	Hwy 5/ Dundas	1000	BL reduce TWLTL	A*	-	Y
urban	154	<b>Parkside</b>	Hwy 6	Robson/ bypass	6010	BL w widening	A*	Y	Y
urban	156	<b>Hwy 5/Dundas St</b>	Hamilton St	Burlington border	3290	BL w reconstruction	A*	-	Y
urban	160	<b>Main</b>	Hwy 5	Thomson/ Burlington border	1030	BL w widening	A*	Y	Y
urban	171	<b>Arterial A</b>	Hwy 5	Mtn Brow Rd	850	BL w development	A*	-	Y
urban	216	<b>Waterdown bypass</b>	Parkside	Hwy 5	900	MurT w development	*EA2	-	Y
rural	1r	<b>Centre</b>	Concession 8 E	Concession 7 E	1800	PS widen asphalt	A*	Y	-
rural	3r	<b>Centre</b>	Carlisle Rd	Progreston	775	PS widen asphalt	A*	Y	-
rural	4r	<b>Centre</b>	Grinstone River	Concession 5 E	450	PS widen asphalt	A*	Y	-
rural	5r	<b>Centre</b>	Puslinch Townline	Carlisle Rd	9450	PS widen asphalt	A*	-	-
rural	11r	<b>Carlisle Rd</b>	Hwy 6	Burlington border	5850	PS widen asphalt	A*	-	Y
rural	17r	<b>Millgrove</b>	Hwy 6	Hwy 5	4400	PS widen asphalt	A*	-	-
rural	20r	<b>Harvest</b>	<b>Brock</b>	<b>Sydenham</b>	<b>3280</b>	<b>PS widen asphalt</b>	<b>A*</b>	<b>-</b>	<b>-</b>
rural	21r	<b>Sydenham</b>	Hwy 5	Sydenham bridge (Romar)	2830	PS widen asphalt	A*	-	Y
rural	26r	<b>Concession 4 W</b>	Millgrove Sdrd	Hwy 6	1775	PS widen asphalt	A*	-	-
rural	30r	<b>Puslinch Townline</b>	(Maddaugh) Victoria	Centre	400	PS widen asphalt	A*	-	-
rural	34r	<b>Concession 6 E</b>	Hwy 6	Centre Rd	2750	PS widen asphalt	A*	-	-
rural	36r	<b>Concession 11 E</b>	Hwy 6	Centre Rd	2600	PS widen asphalt	A*	-	-
rural	47r	<b>Hwy 6</b>	<b>Edgewood</b>	<b>Carlisle Rd</b>	<b>600</b>	<b>MurT 4.0m pave</b>	<b>TBD</b>	<b>-</b>	<b>-</b>
rural	49r	<b>Hwy 5/Dundas St</b>	Sydenham	Hwy 6	3010	PS widen asphalt	A*	-	Y
EC	86	<b>Sydenham bridge</b>	<b>Crowley</b>	<b>Romar</b>	<b>1000</b>	<b>BL on existing - narrow downbound</b>	<b>A*</b>	<b>-</b>	<b>Y</b>
EC	177	<b>Mill St/ Waterdown Rd</b>	Hwy 5	Burlington border	875	BL w widening	A*	-	Y
EC	204	<b>Thomson/ Snake Rd</b>	Main	Burlington border	100	BL w widening	A*	-	Y
EC	220	<b>Innovation stairs</b>	<b>Innovation Dr</b>	<b>Old Guelph Rd</b>		<b>stairs w bike trough</b>	<b>*Reg</b>	<b>-</b>	<b>Y</b>

red text indicates link overlaps another ward

\* EC = Escarpment Crossing

\*\* BL = Bike Lane, MurT = Multi-Use Recreational Trail, PS = Paved Shoulder, osp = on-street parking

\*\* w = with, NB = northbound, SB = southbound, EB = eastbound, WB = westbound, osp = on-street parking, TWLTL = two-way left-turn lane

\*\*\* previously planned in other City documents including the Transportation Master Plan and the Recreational Trails Master Plan

\*\*\*\* within Niagara Escarpment Commission (NEC) jurisdiction

\*Reg - exempt under Regulation 334

\*EA1 - Waterdown North-South Road Class EA in progress

\*EA2 - Waterdown East-West Road Class EA in progress

rev. Feb 2011

## 6.0 Implementation Strategy

The Cycling Master Plan Update implementation strategy is based on the combined assessment of justification and constraints to implementation. This process serves to list projects in a preliminary priority ranking that incorporates the best investment for money spent. A timeline is not rigidly applied to this list. Instead, timing can be approximated based on the amount of money spent annually. The schedule of implementation is therefore flexible based on how much money is available annually and can also incorporate additional projects funded from non-traditional sources.

The total cost of the Preferred Cycling Network is approximately \$51.5 million of new projects. The cost for the urban portion of the network alone is approximately \$22.5 million. Included in the network are three significant trail projects that have arranged funding and three projects within MTO jurisdiction relating to Highway 5, Highway 6 and Highway 8.

Of the approximately 270 link projects, almost 100 of them are within or along the boundary of Niagara Escarpment Commission (NEC) lands. All projects abutting NEC lands require that the NEC be included in the process once detailed design commences on these projects. The City commits to following the NEC's established public consultation and permit process for these projects.

All projects are subject to consultation with the ward Councillor and community consultation as the Councillor directs, including the possible cancellation of the project.

Refer to **Appendix F** for a copy of Public Works Committee Report 09-010 which outlines the City Council's conditions for *Shifting Gears 2009* approval.

### 6.1 Investment Schedule

Assuming a 20 year implementation schedule, approximately \$2.5 million is required annually to deliver the full urban and rural program, which is equivalent to approximately \$4.85 per person/year. As a comparison, an estimate of past cycling investment in the City of Hamilton since amalgamation (January 1, 2001) is \$7.1 million to the end of 2008. The annual average value invested is therefore approximately \$890,000. Incorporated into the planned facilities funding is approximately \$20,000 to \$50,000 which will be allocated annually to address spot improvements in the network such as site specific curb cuts, signage maintenance, etc.

## **6.2 Maintenance Costs**

The operating cost impacts of proposed cycling infrastructure are primarily related to pavement markings and roadway sweeping. Full implementation of the urban bike network would result in an increased annual pavement marking cost of about \$160,000 for lines and stencils. These costs would show up as annual increases in the pavement marking current budget. Sweeping is currently accommodated by adjusting schedules of existing staff/equipment to allow for increased frequency of cleaning of roads with cycling lanes. In the future, direct additional financial support may be required if this model cannot be sustained. One additional cleaning of the complete final urban bike lane system is estimated at about \$40,000.

The long-term rehabilitation of the cycling network is generally outside the 20-year time frame proposed to develop the network. Where road widenings through construction have been required to develop bike lanes, the repaving/reconstruction costs will be higher in the future. See also Section 7.4.

## **6.3 Funding Sources**

Funding sources for the implementation of the Cycling Master Plan update are not necessarily solely from the City Of Hamilton, which includes the Annual Bicycle Routes Improvement Program, the Open Space Capital Budget, general capital budgets and potentially other sources such as money allocated for traffic calming, etc. Beyond the City of Hamilton's borders there are other potential sources for funding. Metrolinx is proposing to fund cycling and walking programs in the Greater Toronto and Hamilton Area by contributing at least \$20 million per year (to be increased over time) in order for municipalities to finance active transportation facilities (Big Move, pg 31). In past years, the Federation of Canadian Municipalities has offered funds to municipal projects through the Green Municipal Fund. Federal and Provincial levels of government have provided incentive money to the City of Hamilton and other municipalities for both road and trail construction projects. Funds from development charges will further augment the cycling network with new projects of bike lanes and multi-use trails build as part of new developments.

## **6.4 Return on Investment**

In addition to the costs associated with the implementation of cycling infrastructure, it is important to recognize the benefits of the cycling network that will present a "pay back" to the community. This fiscal return ranges from the financial spin-offs related to increased tourism and increased interest in the City of Hamilton as a place to locate a business or residence, through reduced health care costs and related expenses due to a more physically active (and thus



healthier) population. This financial return further supports the commitment of the City of Hamilton, “To be the best place in Canada to raise a child”.

## **7.0 Supporting Actions**

An effective cycling strategy in any community is made up of more than a series of cycling routes on a roadway or trails through a natural area. This section of the Master Plan addresses these essential additional elements which actively enhance the cycling network and promote cycling within the community.

### **7.1 Cycling Education**

In the context of this Cycling Master Plan Update, education is defined as initiatives where people come together to learn about cycling safety. An existing program called *Cyclemania*, which the Hamilton Police Service have facilitated for numerous years, fosters cycling skills among the youth of Hamilton. *Cyclemania* is a program aimed at 6-10 year olds. The program consists of educational training and hands on training through a 45 minute bicycle rodeo. This program is proposed to be further promoted and expanded by possibly working closer with the City's Public Health Department staff or formalized into the local school curriculum. If such an arrangement is possible, it is suggested that the target audience should be Grade 4 and 5 students, aged 9 and 10, since it is around that age that children become "on-street" cyclists with larger bicycles.

An educational program available for kids, youth and adults is called *CAN-BIKE*. This program is in transition currently, but the City's Bike Program will monitor the status of this program or its replacement program so that an education program can be offered. The structure of this program has been self-financing, with participants paying for the program. The role of the City would be to provide a facility to host the program, arrange an external instructor and be a contact for people interested in such a program. A *CAN-BIKE* course is typically arranged for a class of approximately 8 to 12 people. Another option being pursued is to offer *CAN-BIKE* courses through the Community Services Department for all ages and skill levels.

The Hamilton Cycling Committee continues to create new programs to educate the public. Recent programs that they have developed include car magnets that boldly state "Share the Road" and a banner posted periodically over city streets at special locations with the same message. The City would benefit from other billboard type advertising to reach both cyclists and auto drivers, with messages of safety, responsibilities and the benefits of an active lifestyle.

### **7.2 Cycling Promotion**

The role of the City regarding cycling promotion is the production and dissemination of information to encourage more people to start or increase the

amount of cycling they do; including encouraging people to use a bike for utilitarian purposes as they become more comfortable with recreational cycling.

Current cycling promotion that the City provides includes:

1. "Bike Routes, Trails & Parks" is a very popular map of the City updated bi-annually, which is available on the City website and in printed form. Typical distribution of the printed version is approximately 25,000 to 30,000 maps per year. The current means of distribution is primarily through Hamilton Bike Shops, Tourism Hamilton, Community/Recreation Centres, Libraries, Police Stations, Municipal Service Centres and select special events.
2. "Cycling Hamilton" is the newest planned version of a pamphlet developed by the Hamilton Cycling Committee that highlights select routes for cycling in the Hamilton area. The Committee is working with the Hamilton Conservation Authority to develop and distribute this pamphlet. It will be a great means to entice people to discover cycling as a past time and the remarkable routes in the area. The first version of this pamphlet, "Cycling Routes around Hamilton" was developed by the Hamilton Cycling Committee for the 2003 World Road Cycling Championships.
3. Public Health's production and distribution of "THINK – Safety Tips for Helmet Use and Wheeled Activities" and programs and campaigns they are developing to encourage active lifestyles.
4. Public Health, through "Active and Safe Routes to Schools", is investigating a proposal to install street signage made specifically for young students to provide them with unique signage along select routes that are best suited as cycling routes to/from specific schools.
5. The Community Services Department could also consider more cycling promotion through information counters and display boards at their facilities and in their publications.
6. The Transportation Demand Management Office/Smart Commute Hamilton Program by the City of Hamilton's Public Works Department promotes various modes of transportation to address traffic congestion, air quality and climate change. Through this office, the City can work with area employers and the general public to create other potential promotional materials and organize events such as the Clean Air Commute, Bike-to-Work Days, Car-free Days, etc.

The Smart Commute Hamilton Website has extensive cycling and alternative transportation resources and links. Future plans include adding an interactive cycling and pedestrian website which can link together

many of the web-based initiatives currently underway in the City and the Province. Furthermore, it will include a “Trip Diary” function for recording trip information and holding on-going challenges.

The Transportation Demand Management Office is also developing a set of Transportation Demand Management (TDM) guidelines and a checklist to help guide new developers wishing to include active and transit oriented elements to their developments. These guidelines will help draw connections between TDM and land use and set a standard for developments across the City.

7. The City’s cycling website has proven to be a very effective means of cycling promotion. It serves as a central location to post general information but also serves a critical role in keeping the community abreast of cycling initiatives in the City. It is a popular place for people around the world to access information about cycling in the Hamilton area. There were approximately 850 visits to the City’s cycling webpage in October 2008.
8. New technologies to further promote cycling include GIS/GPS technology which can embed photos within webmaps and social marketing web networks. The Hamilton Cycling Committee, through their website, could lead this initiative.
9. MTO pamphlets “Young Cyclist’s Guide” and “Cycling Skills”. These documents are available free of charge and the City currently distributes them to the public through Hamilton Bike Shops. They may also be distributed through the education programs identified previously.
10. Occasional media campaigns should be considered to send positive cycling messages to the public through print, radio, etc.
11. City staff will continue to work with volunteer organizations to present cycling information to the public at street festivals, fairs, etc.
12. Information panels posted at City parks are a passive way for people to discover cycling facilities and they also provide orientation for cyclists as they make their way through the city. These information panels should be maintained with current information.
13. The City could also consider adding a cycling logo to street name signage on streets with cycling infrastructure to serve as both promotional and wayfinding advisories, in addition to wayfinding improvements noted in **Section 4.1.2**. Such a program could be integrated into regular replacement programs instead of being an additional cost. Note that

developing a numbering system for cycling routes is not recommended as such a system can typically become too convoluted.

The City will continue to build stronger relations between internal Departments to improve the design and better disseminate information.

### **7.3 Bike Parking**

Bike parking along the street right-of-way is currently provided in the following two forms:

1. Post & ring bike racks that the City installs along the street right-of-way; and
2. Multi-ring bike racks are installed along the street right-of-way through a negotiated contract by an external agency.

In addition to the two means noted above, the City is exploring the possible arrangement where all on-street elements such as benches, waste receptacles, bike racks, bus shelters, etc. are provided through one contract. The ideal arrangement for such a plan would be that these street elements be provided free of charge and that the external agency would provide ad space as a source of income. These negotiations have not yet been resolved.

Another option is to provide bike racks along the street right-of-way as public art in select areas through an initiative of the Cultural Division within the Community Services Department. This program is currently in the planning stages.

Enclosed bike parking areas, meaning bike parking with controlled access for increased security, have been established by various employers in the City including McMaster University, Hamilton Health Sciences and the Federal Government. The City of Hamilton also has three such facilities, one at 330 Wentworth Street North for City employees, a facility in the York Boulevard parking garage for the public (including City employees) and a facility in the City parking garage at Summers Lane (Convention Centre), also for the public. The York Boulevard facility was opened in 2008 and the Summers Lane facility in 2009, through the City's Transportation Demand Management Office/Smart Commute Hamilton using funds provided by Metrolinx. A third facility for public and employee access is to be opened in 2010 at City Hall. These facilities are for use by the public at a modest fee.

Further additions to this network of enclosed bike parking facilities are expected and proposed future locations include major transit hubs such as GO Transit stations (including the new Nash Road station), major HSR terminals, future rapid transit stations, the HSR operations centre, Eastgate Square, Lime Ridge Mall, Centre Mall, University Plaza, downtown in the International Village, downtown Dundas, the Ancaster Meadowlands and at the top and bottom of

stairways along the face of the escarpment. As facilities are created in the city, they are promoted on the City webpages [www.hamilton.ca/BikeParking](http://www.hamilton.ca/BikeParking) and [www.smartcommute.ca/Hamilton](http://www.smartcommute.ca/Hamilton). This promotion also encourages other employers to pursue similar recognition.

In 2009 and 2010 the City, through the Smart Commute Program, launched a pilot program to provide \$300 to \$600 to elementary and secondary schools in the City to encourage them to install bike racks with a minimum 10 bike capacity, an initiative born out of the funds provided by the Ministry of Transportation TDM Grant Program. In addition to this financial assistance, the City also provides expertise to schools to help source bike racks and to help select an appropriate location.

Private employers and shopping plazas are encouraged to provide sufficient bike rack storage to accommodate demand. The City review of site plan applications encourages applicants to provide bike parking in such developments.

It is recommended that the City complete a thorough assessment of bike rack supplies at all recreation centres, parks, museums, libraries, police stations and conservation areas. The City will continue to work with the Hamilton Cycling Committee to provide valet parking for bicycles at temporary events where permanent bike parking facilities cannot accommodate demand.

#### **7.4 Cycling Facilities Maintenance**

As discussed in **Section 6.1**, an expanded cycling network will require additional maintenance, including repainting of bike lanes and street cleaning. Snow clearing is a factor as well, but much of this task is embedded within existing snow clearing operations on streets with bike lanes since bike lanes are narrow. The source of funding for the rehabilitation of cycling facilities is yet to be determined, but it is recognized that this cost is not expected to be significant in the short term as the newly constructed facilities will have a long life span.

Secondly, if built to the same standard as the rest of the roadway, cycling facilities should typically have a very long life span since a bicycle will not deteriorate an asphalt surface nearly as fast as heavier motor traffic. The inclusion of bike lanes may result in these roadways having a longer lifespan because the heavier motor traffic is typically traveling further in from the edge of the asphalt – both with urban and rural road designs. In the interim, the bike lanes on the Wilson Street hill are in need of some spot repairs and to ensure this is attended to, this road repair will be funded from the Annual Bicycle Routes Improvement Program.

The general operations and maintenance of roadways (i.e. street cleaning, pavement restriping and pothole repair) is determined by patrols that encompass

“priority one” routes throughout the city. Bike lanes are inspected weekly and swept when required. On streets with cycling facilities, these assessments are mindful of the higher standard required for bicycle traffic. This higher standard should be considered for all streets recognizing that all roadways accommodate cyclists, except freeways.

## **Snow Clearing**

The impact that bike lanes can have on snow removal is a matter of priority rather than a matter of cost. The established practice in the City of Hamilton is to clear streets according to the priority ranking with “priority one” streets ploughed first, etc. Bike facilities are cleared as per the priority ranking of the street they are on, thus the service level for cyclists is equal to the roadway service level. Snow clearing of bike lanes does not typically have any major financial implications since the clearing of bike lanes typically will not require a special pass with a snow plough. An exception to the above noted service level and cost impacts may occur when, during heavy snowfalls, there may be insufficient space for off-road snow storage, thus the bike lane or wider curb lane may be temporarily used for snow storage. Operations will return to these locations to remove the snow in the cycling facility when resources are available.

Where on-street bike routes exist as signed, shared on-street facilities (not bike lanes), the bike routes share the same asphalt as motor traffic, thus the service level for cyclists will be equal to the roadway service level. Cyclists will be expected to ride with traffic, as has been established, with the understanding that the roadway lanes may be slightly narrower due to snow accumulation and snow storage.

All hard surface multi-use trails immediately adjacent to roadways, such as Cootes Drive, will be serviced like a sidewalk. Therefore, in accordance with the City sidewalk policy, snow removal will begin no more than 24 hours after the end of the storm. This level of service will also apply to the bi-directional bike lanes on King Street crossing Highway 403 as the barrier separating it from the motor vehicle lanes inhibit street snow plough access.

Hard surface multi-use trails that do not run parallel to a roadway, such as the Harbour Waterfront Trail, the Lake Ontario Beach Strip Waterfront Trail and the Escarpment Rail Trail, will receive snow clearing beginning no more than 48 hours after the end of a storm. Granular surface trails will not be cleared of snow.

As a result of public comments received through this EA process, Public Works Committee passed a motion in early 2010 regarding winter maintenance of cycling infrastructure. This motion directs staff to review best practices and service level data from municipal comparators, identify priority routes based on set criteria and recommend service levels and resource requirements.



## **7.5 Transit and Cycling Coordination**

Public transit is available throughout the urban area of Hamilton. Bike racks were installed on the entire HSR fleet (approximately 210 buses) in the later half of 2007. Following this installation and a period for the community to acquire technical familiarity, a usage survey was conducted by HSR operators on a Thursday in August 2008. System wide, 109 bicycles were loaded onto HSR bus bicycle racks on this single day between 7am and 1am, reflecting a usage rate far in excess of expectations and other reported industry experience. Mountain access routes and the major east-west lower city routes had the highest usage. The HSR has established a practice that, subject to weather conditions, they will leave the bicycle racks installed on the buses throughout the winter. Thus it is recognized that connections between the two modes of travel are good. Connections to rapid transit will be critical, but the location of these potential transit stations is yet to be determined. The design of rapid transit stations should include bike parking at most, if not all, stations.

In addition to strong transit/cycling connections within Hamilton; these connections need to be strengthened by inter-city transit service providers including GO Transit, VIA Rail, Coach Canada, etc. GO Transit launched a program in 2008 to provide bike racks on all GO buses that connect Hamilton to the GTA and Niagara, which is fully implemented. In addition, expanded rail service, including bicycle accommodations on trains, by both GO Transit and VIA Rail would provide more connections for cyclists – both for recreation and commuting.

## **7.6 Bike Share**

The Transportation Demand Management Office/Smart Commute has begun a Bike Share Feasibility study which examines the feasibility of establishing a public bike sharing system. A variety of different bike sharing models are being investigated including newer systems which have been established in Montreal and Paris, as well as more low-tech implementations that would operate through the public library system. More information can be found at [www.smartcommute.ca/hamilton/bikeshare](http://www.smartcommute.ca/hamilton/bikeshare).

## **7.7 Consultation with External Agencies**

The City, through the public consultation process of this Master Plan, recognizes that some issues for cyclists are “bigger” than the City of Hamilton, thus City staff will make an effort to build a strong relationship with the Ministry of Transportation’s newly created Sustainable Transportation Office and other agencies, including adjacent municipalities and the Niagara Escarpment Commission, to address cycling issues that are broader than just the City of

Hamilton. One item raised in the public consultation process is the need for more cycling content in the Provincial driver training program.

## **7.8 Tourism**

Recreational cycling continues to grow in popularity in the Hamilton area due to the incredible topography of the region. Hamilton's cycling identity has been fostered through the City's hosting of the National and International Road Cycling Championships in 2003, the presence of the National Cycling Centre Hamilton and the strong co-operation between the Hamilton Cycling Committee, Tourism Hamilton and the Hamilton Conservation Authority. The City's strong support of established events such as The Paris to Ancaster Bicycle Race and possible future events like road racing and downhill racing events will continue to foster a culture of cycling in Hamilton. The potential construction of a velodrome associated with Hamilton's portion of the 2015 Pan-Am Games bid, would further advance Hamilton's identity as "Bike City".

Public art along multi-use recreational trails at select locations would further increase the pleasure of these facilities.

The Hamilton Cycling Committee is currently developing a new and improved *Cycling Hamilton* pamphlet that will include a primary route and a number of cross routes through the City. It is expected to be released in 2010. Other actions that have been identified through discussions with Tourism Hamilton and Ontario Ministry of Culture staff include developing amenities and campaigns which target cyclists. One suggestion is to have local Bed & Breakfasts promote the various services provided for cyclists, including shops and attractions, and in so doing, clearly identifying the City as a cycling destination. Efforts will also be made to ensure that Hamilton's cycling opportunities are promoted through agencies such as the Lake Ontario Waterfront Trust, the Trans Canada Trail and the Ontario Bicycling Route (OBR).

A VIA Rail station within Hamilton will promote Hamilton for cycling especially with the experience of the *Bike-Train* that operates between Toronto and Niagara, with no current stop in Hamilton. Adding a few GO Train stations in Hamilton that are serviced by the new (2009) weekend excursion GO Train service to/from Niagara would also be beneficial.

An intriguing suggestion from a local resident was to investigate the very unique proposal of a floating bike trail in Cootes Paradise. Such a facility would likely be primarily a tourist attraction and could possibly provide some unique connection or simply connect to a platform in the water. This proposal is not a priority within this Cycling Master Plan, but it is an idea to explore.

## **7.9 Laws, Bylaws & Enforcement**

Cyclists, motorists and others have to share the use of our roads and streets. This may lead to conflicts at times. Having adequate cycling infrastructure and following the rules of the road, potential conflicts can be reduced. It has been suggested to pursue legislation, perhaps in cooperation with the province, to define a minimum clearance of 0.9m when an auto passes a cyclist.

Compliance with the rules of the road can further be encouraged with continued targeted enforcement by Hamilton Police Service. It is suggested that the City Traffic Engineering Section work with the Hamilton Police Service to track enforcement statistics and also to explore licenses for cyclists to use the road but do not hold a valid drivers license.

A review of bylaws is recommended to ensure that City bylaws continue to be relevant and are reasonably harmonious with Provincial legislation. A few issues that were identified for investigation include the 10 km/hr speed limits on multi-use trails (which was viewed as too restrictive), the permitted use of e-bikes, cyclists riding two-abreast, and further clarity regarding children with small bicycles or tricycles on sidewalks.

## **8.0 Process to Amend the Master Plan**

A Master Plan should be reviewed every five years to determine the need for a detailed formal review and/or update. Potential changes which may trigger the need for a detailed review include:

- Major changes to the original assumptions;
- Major changes to components of the Master Plan;
- Major changes in the proposed timing of projects within the Master Plan;  
and,
- Significant new environmental effects.

## **9.0 Next Steps for Project Implementation**

### **9.1 Elements Requiring Further EA Approvals**

This Class EA completes Phases 1 and 2 of the *MEA Class EA (October 2000, as amended in 2007)* process. The remaining Phases (i.e. Phases 3 and 4) required for Schedule C projects will be completed subsequent to this Master Plan either by the City of Hamilton or the private sector as part of a development application governed by the *Planning Act* as applicable.

This Master Plan has identified all projects as Schedule A+ activities or already approved by Council, as part of the *RTMP (2007)*, at this time based on the information available at the Master Plan level of detail. Given the vast geographic area and hundreds of individual cycling links identified, the assessment of property requirements and potential impacts was limited to a secondary source “desktop” evaluation. As individual projects proceed to construction the details of the design elements will be further investigated at that time. If it is determined that there are property impacts and/or other environmental impacts the project Schedule will be re-evaluated at that time. If the bike lane project is being implemented as part of a larger capital construction project (eg. road reconstruction) the Class EA requirements of the bike lane component will be addressed under the specific capital construction project as applicable. All projects abutting Niagara Escarpment Commission (NEC) lands require that the NEC be included in the process once detailed design commences on these projects. All projects are subject to consultation with the ward Councillor and community consultation as the Councillor directs, including the possible cancellation of the project.

Further EA Approvals are required for any Schedule C projects including additional consultation requirements and publication of an Environmental Study Report consistent with the requirements of the *MEA Class EA (October 2000, as amended in 2007)* for Schedule C projects. As noted above, at this time all projects identified are considered Schedule A+ or approved under the *RTMP (2007)*, subject to confirmation prior to project implementation.

### **9.2 Monitoring and Review**

It has been identified that a continual program of monitoring and review is necessary to track both the progress of implementation of the Cycling Master Plan and the intended growth in cycling trips as stated in the *Transportation MP (2007)*. This will be achieved through annual submission of updates to Council regarding the implementation of facilities such as bike parking and promotional materials. Additional information that is to be tracked annually includes collision data involving cyclists.

The City's Traffic Engineering Section staff, overseeing the Traffic Count Program, will continue to track and input bicycle traffic data into its database. Over time, comparisons to historical data should be able to provide an improved record of cycling traffic on city streets. Consideration will be given to the collection of cycling data from multi-use trails as well.

**Table 9.2-1** summarizes the future implementation action items to be carried out by the City of Hamilton.

**Table 9.2-1: City of Hamilton Implementation Action Items**

Action	Action Lead	Action Priority	Reference in Report
Proceed with implementation of the planned network	Traffic Engineering Section, P.W.	High	Section 6.0
Investigate design options for a cycling facility connecting Greensville to Dundas along Highway 8	Traffic Engineering Section, P.W. to initiate and determine lead	High (as EA is underway)	Section 4.2.3.2.1
Aim to incorporate signal activation for cyclists with all future signal design	Traffic Engineering Section, P.W.	High	Section 4.1.2
Offer cycling education to teens and adults – possibly CAN-BIKE	Traffic Engineering Section, P.W.	High	Section 7.1
Add more enclosed bike parking facilities throughout the City	Strategic Planning and Rapid Transit Section, P.W.	High	Section 7.3
Complete an inventory of bike racks at City facilities and address deficiencies	Traffic Engineering Section, P.W.	High	Section 7.3
Monitoring, review and Council updates	Traffic Engineering Section, P.W.	High	Section 9.2
Report for update of snow-clearing	Operations and Waste Management, P.W.	High	Section 7.4
Discuss with Haldimand County the connection of the Chippawa Rail Trail south of Haldibrook Rd	Traffic Engineering Section, P.W. to initiate and determine lead	Medium	Section 4.2.3.3
Further promote the existing Cyclemania program provided by the Hamilton Police Service	Traffic Engineering Section, P.W. to initiate and determine lead	Medium	Section 7.1
Consider adding a bike icon to street name plates on streets that provide specific cycling infrastructure	Traffic Engineering Section, P.W.	Medium	Section 7.2
Consider additional wayfinding signage – including distance information	Traffic Engineering Section, P.W.	Medium	Section 4.1.2
Investigate bicycle routing issues on streets that are being considered for Rapid Transit	Strategic Planning and Rapid Transit Section, P.W.	Medium	Section 4.2.2.1
Review City bylaws to assess consistency with Provincial laws	Traffic Engineering Section, P.W.	Medium	Section 7.8
Active and Safe Routes to Schools	Public Health	Medium	Section 7.2
Discuss with the Ministry of Transportation facilities proposed in the plan beside Provincial highways	Traffic Engineering Section, P.W. to initiate and determine lead	Low	Section 4.2.3.1
Discuss with Haldimand County a	Traffic Engineering	Low	Section 4.2.3.3

<b>Action</b>	<b>Action Lead</b>	<b>Action Priority</b>	<b>Reference in Report</b>
connection along the existing Highway 6 corridor - but likely after the construction of the planned Highway 6 west of the existing corridor and south of White Church Rd	Section, P.W. to initiate and determine lead		
Investigate bike friendly facilities at existing escarpment stairs at Dundurn St and Wentworth St	Traffic Engineering Section, P.W. to initiate and determine lead	Low	Section 4.2.3.2.1



## **APPENDIX A**

### Preferred Cycling Network Projects and Preliminary Implementation Schedule

## Proposed Cycling Network Projects and Preliminary Implementation Schedule

## Urban Streets

	Street	from	to	Length (m)	Design Concept	2007/08 Cost Estimate	Cumulative Cost
1	Multi-use Trail (MurT) from RHV over QEW				Multi-use Trail (MurT) 4.0m paved and bridge	funds allocated	
2	Arbour	Mud	LINC	300	MurT 4.0m paved and bridge	funds allocated	
3	MurT CP over 403	Rifle Range	Glenside	2400	MurT 4.0m paved	funds allocated	
4	King in Westdale	Stirling	Longwood	150	Bike Lanes (BL) w road diet, Paisley to Marion & Bl	\$ 938	\$ 938
5	Wilson in Downtown	Ferguson	Sherman	1900	BL w road diet - BL EB on Ss, 3 auto, osp Ns off pk	\$ 14,250	\$ 15,188
6	Woodward	Beach Blvd	Melvin	2525	BL w road diet - TWLTL	\$ 18,938	\$ 34,125
7	Filman	Rousseaux	403 overpass	700	shared on-street - signed	\$ 5,250	\$ 39,375
8	Ferguson	Burlington	Simcoe	600	shared on-street - signed	\$ 4,500	\$ 43,875
9	Ferguson	Young	Charlton	200	shared on-street - signed	\$ 1,500	\$ 45,375
10	Wilson in Ancaster	Fiddler's Green	Hwy 52	5400	BL w reconstruction	\$ 81,000	\$ 126,375
11	Highland	Winterberry	First Rd E	3600	BL on existing - eliminate osp to 1 side only	\$ 54,000	\$ 180,375
12	Locke	Main	Aberdeen only to Hur	1025	BL w road diet (only to Hunter)	\$ 5,125	\$ 185,500
13	Barton	RHVP	Lake	1610	BL w reconstruction	\$ 24,150	\$ 209,650
14	Mohawk	Scenic	Up Paradise	1450	BL w reconstruction	\$ 21,750	\$ 231,400
15	Wilson in Downtown	James	Ferguson	650	BL w 2-way conversion	\$ 9,750	\$ 241,150
16	Jolley Cut	St Josephs	Concession	1410	BL on existing (upbound priority)	\$ 21,150	\$ 262,300
17	Wilson in Ancaster	Rousseaux	Halson	850	BL w reconstruction	\$ 12,750	\$ 275,050
18	Stone Church	Garth	Up James	1645	BL w reconstruction	\$ 24,675	\$ 299,725
19	Barton	Brockley	Fruitland	3950	BL on existing	\$ 79,000	\$ 378,725
20	Cannon	Ferguson	Sherman	1900	BL w road diet - BL WB on Ss, 3 auto, osp off pk N	\$ 47,500	\$ 426,225
21	Gage	Industrial	Lawrence	2960	BL w road diet - LTL - parking 1 side	\$ 74,000	\$ 500,225
22	Caroline	York	Markland	1350	BL SB on existing - road diet - maintain 24hr parkin	\$ 27,000	\$ 527,225
23	Rifle Range/ Westbourne	Sanders	Main and NB appoa	120	shared on-street - signed	\$ 900	\$ 528,125
24	Claremont Access	Inverness	Main	1600	BL on existing	\$ 32,000	\$ 560,125
25	First Rd W	Glover Mtn Rd/Rid	Rymal/Bellagio	4075	BL & existing MurT at Highbury	\$ 30,563	\$ 590,688
26	Scenic	Mohawk	Chateau	1500	BL on existing asphalt?	\$ 22,500	\$ 613,188
27	King in Stoney Creek	Nash	Battlefield	1140	BL w reconstruction	\$ 17,100	\$ 630,288
28	Dundas	Main	Cootes	680	BL on existing	\$ 10,200	\$ 640,488
29	Mohawk	Old Mohawk	Scenic	380	BL on existing - narrow curb lanes	\$ 5,700	\$ 646,188
30	Cannon	Queen	Ferguson	1475	BL w road diet - BL WB on Ss, 3 auto, mtr off pk Ns	\$ 36,875	\$ 683,063
31	Hatt	Market	Ferguson	930	BL on existing, reduce osp to 1 side	\$ 18,600	\$ 701,663
32	Arbour	LINC	Stone Church	130	shared on-street - signed	\$ 975	\$ 702,638
33	Bay	Main	Markland	865	BL w road diet and reduce osp	\$ 17,300	\$ 719,938
34	Studholme	west end	Aberdeen	600	BL on existing E of Beddoe	\$ 9,000	\$ 728,938
35	Beach Blvd	under QEW		240	BL w road diet	\$ 4,800	\$ 733,738
36	Maple Ave/Ottawa/Graham			630	shared on-street - signed	\$ 4,725	\$ 738,463
37	Melvin	Strathearne/Shell	RHV MurT	1900	BL w road diet - parking 1 side Parkdale to Woodw	\$ 38,000	\$ 776,463
38	Osler	Spencer Creek	Main	1500	BL on existing - narrow curb lanes	\$ 37,500	\$ 813,963
39	Cannon/Britania	Kenilworth	Walter	840	BL w road diet Cannon, BL on existing on Brit	\$ 14,280	\$ 828,243
40	Creighton	Market	Governor's	660	BL on existing	\$ 9,900	\$ 838,143
41	York Blvd EB	Bay	James	420	BL w road diet & planned 2-way conversion	\$ 6,300	\$ 844,443
42	Ogilvie	(King) Hatt	South St	580	BL on existing	\$ 8,700	\$ 853,143
43	Longwood	Franklin	King	725	BL on existing - eliminate osp	\$ 10,875	\$ 864,018
44	Mountain Brow in Waterdown	Mill	Arterial A	1200	MurT w dev	\$ 9,000	\$ 873,018
45	Cannon	Gage	Kenilworth	1700	BL w road diet - osp 1s, bits of TWLTL if needed	\$ 42,500	\$ 915,518
46	Golf Links	Halson	Southcote	1190	BL on existing - narrow curb lanes	\$ 17,850	\$ 933,368
47	Winterberry	Old Mud	Highland	1130	BL w reconstruction	\$ 16,950	\$ 950,318
48	Herkimer	Dundurn	MacNab	1520	BL EB on existing (road diet to 11 W of Locke), redu	\$ 38,000	\$ 988,318
49	Charlton	Dundurn	Queen	820	BL on existing, Ns 1 way	\$ 12,300	\$ 1,000,618
50	Memorial Sq	King	Hatt	120	BL on existing	\$ 1,800	\$ 1,002,418
51	Jerseyville	Shaver	Wilson	2650	BL w reconstruction	\$ 42,750	\$ 1,045,168
52	W 5th	Stone Church	Rymal	1000	BL w reconstruction	\$ 15,000	\$ 1,060,168
53	Fruitland	North Service	Hwy 8	2425	BL w development	\$ 36,375	\$ 1,096,543
54	Scenic	Chateau	Up Paradise	2270	BL on existing - construct sidewalk along brow	\$ 17,025	\$ 1,113,568
55	Cannon	Sherman	Gage	880	BL w road diet - osp Ns OR changeable direction of	\$ 22,000	\$ 1,135,568

56	Market in Dundas	King	Creighton	290	BL on existing, reduce osp to 1 side for 1 block	\$ 4,350	\$ 1,139,918
57	Main in Dundas	York/Hatt	Spencer Creek	250	BL on existing - narrow curb lanes	\$ 6,250	\$ 1,146,168
58	Ferguson	Dock Service Rd	Burlington	270	BL on existing - narrow curb lanes	\$ 4,050	\$ 1,150,218
59	Longwood	King	Main	450	BL w road diet - see report	\$ 11,250	\$ 1,161,468
60	York Blvd EB	Dundurn	Bay	1340	BL on existing - narrow curb lanes	\$ 33,500	\$ 1,194,968
61	W 5th	Gateview	Fennell	530	BL w road diet to 4 lanes	\$ 13,250	\$ 1,208,218
62	Scenic	Up Paradise	Garth	950	BL on existing - construct sidewalk along brow	\$ 7,125	\$ 1,215,343
63	Sanders	West Park	Cootes	650	BL on existing	\$ 9,750	\$ 1,225,093
64	Bay	Strachan	Cannon	790	BL w road diet - Barton to Cannon	\$ 15,800	\$ 1,240,893
65	York Blvd WB	Queen	Dundurn	875	BL on existing - narrow curb lanes	\$ 21,875	\$ 1,262,768
66	Frid/Chatham	Longwood	Dundurn	250	BL w development	\$ 3,750	\$ 1,266,518
67	Fiddler's Green	Jerseyville	Wilson	250	BL on existing	\$ 3,750	\$ 1,270,268
68	Up Wentworth	Fennell	Mohawk	1030	BL on existing	\$ 25,750	\$ 1,296,018
69	Barton	Fruitland	Fifty	5110	BL w development	\$ 143,080	\$ 1,439,098
70	Queensdale	Up Sherman	Up Ottawa	1560	BL & 1 side parking	\$ 23,400	\$ 1,462,498
71	Old Mud	RHV MuT	Winterberry	400	BL w development	\$ 6,000	\$ 1,468,498
72	Charlton	Queen	Ferguson	1450	BL w road diet - 1 auto WB, osp Ss & BL Ns W of	\$ 56,250	\$ 1,524,748
73	Up Wentworth	Concession	Fennell	1030	BL on existing	\$ 25,750	\$ 1,550,498
74	Wellington	Jackson	Young	360	BL w road diet - parking one side	\$ 9,000	\$ 1,559,498
75	Millen	Frances	Seaman	620	BL on existing	\$ 15,500	\$ 1,574,998
76	Nash	Bancroft	King	2580	BL w road diet - parking 1 side or TWLTL when nec	\$ 64,500	\$ 1,639,498
77	Rice/Sanatorium	dev to Scenic	Mohawk	1000	BL w road diet - osp 1s S of Chedmac - see EA for	\$ 25,000	\$ 1,664,498
78	Stinson	Wellington	Wentworth	850	BL on existing	\$ 12,750	\$ 1,677,248
79	Kitty Murray		all	2260	BL on existing	\$ 33,900	\$ 1,711,148
80	Stonehenge		all	2460	BL on existing	\$ 36,900	\$ 1,748,048
81	Dundurn	Main	Aberdeen	1020	BL on existing	\$ 25,500	\$ 1,773,548
82	Sydenham	Livingstone	King	680	BL on existing, eliminate osp	\$ 10,200	\$ 1,783,748
83	Queensdale	Up Wellington	Up Sherman	1680	BL & 1 side parking	\$ 25,200	\$ 1,808,948
84	Meadowlands		all	1050	BL on existing	\$ 15,750	\$ 1,824,698
85	Delawana	Grandville	Lake	380	BL on existing	\$ 5,700	\$ 1,830,398
86	Sydenham bridge	Crowley	Romar	1000	BL on existing - narrow dnbound	\$ 25,000	\$ 1,855,398
87	Up Paradise	Stone Church	Rymal	1070	BL on existing - narrow TWLTL	\$ 26,750	\$ 1,882,148
88	Dundurn	York	King	670	BL w road diet	\$ 16,750	\$ 1,898,898
89	Hunter	Queen	Liberty (not Wellington)	1700	BL w road diet - 2way BL	\$ 95,500	\$ 1,994,398
90	Main in Dundas	King	York/Hatt	230	BL on existing	\$ 5,750	\$ 2,000,148
91	Bimbrook Rd	Fletcher	Southbrook	2360	BL w development	\$ 35,400	\$ 2,035,548
92	Lovers Lane	Sulpher Springs	Jerseyville	900	BL on existing, review ped need	\$ 13,500	\$ 2,049,048
93	Governor's	Binkley	Tally Ho	5100	BL w widening	\$ 433,500	\$ 2,482,548
94	Gray	Frances	King	3000	BL w road diet & TWLTL	\$ 75,000	\$ 2,557,548
95	King in Dundas	Bond	Market	800	BL on existing, reduce osp to 1 side	\$ 20,000	\$ 2,577,548
96	Lake	Barton	Delawana	450	BL w road diet & TWLTL & bits of parking	\$ 11,250	\$ 2,588,798
97	Young	Ferguson	Wellington	230	BL on existing	\$ 3,450	\$ 2,592,248
98	Delawana	Fairington	Grandville	490	BL w shortened aux lanes	\$ 12,250	\$ 2,604,498
99	Victoria	Barton	Main	1035	BL w road diet - BL NB on Es, 3 auto, osp Ws - off	\$ 25,875	\$ 2,630,373
100	Victoria	Burlington	Barton	1025	BL w road diet - BL NB on Es, 3 auto, mtr Ws - off	\$ 25,625	\$ 2,655,998
101	Delawana/Kentley	Nash	Fairington	160	shared on-street - signed	\$ 2,400	\$ 2,658,398
102	Whitney	Main	Emerson	1500	BL on existing, remove osp w attn to commercial ar	\$ 30,000	\$ 2,688,398
103	W 5th	Fennell	Mohawk Acc	325	BL on existing	\$ 18,125	\$ 2,706,523
104	Locke	Barton	York	800	BL on existing - eliminate osp to 1 side only	\$ 20,000	\$ 2,726,523
105	King in Stoney Creek	Battlefield	Gray	1485	BL w widening - New Mtn to Grays	\$ 96,525	\$ 2,823,048
106	Limeridge	Up Ottawa	Mtn Brow	1430	BL on existing	\$ 35,750	\$ 2,858,798
107	Dewitt	Dundee	Ridge	500	BL on existing - narrow lane - 2-way for bikes	\$ 7,500	\$ 2,866,298
108	Claremont Access	Hunter	James stairs	1600	BL w spot widening	\$ 160,000	\$ 3,026,298
109	Fifty	South Service	Cokers	1600	BL w development	\$ 24,000	\$ 3,050,298
110	Garth	Rymal	Twenty	1400	BL on existing	\$ 21,000	\$ 3,071,298
111	Burlington	Ferguson	Sherman	1880	BL w road diet F to Well, excess asphalt to Birch	\$ 67,000	\$ 3,138,298
112	Hwy 5/Dundas St	Hwy 6	Hamilton St	2750	BL on existing	\$ 82,500	\$ 3,220,798
113	Pinehill	Trinity Church	Fletcher	1180	BL w development	\$ 17,700	\$ 3,238,498
114	Greenhill	Summercrest	King	1200	BL w road diet - parking 1 side, no TWLTL	\$ 30,000	\$ 3,268,498
115	Rice/Sanatorium	Mohawk	Wendover	130	BL on existing - eliminate osp to 1 side only	\$ 3,250	\$ 3,271,748
116	Fifty	Watercliff	North Service	770	BL on existing	\$ 11,550	\$ 3,283,298
117	W 5th	LINC	Stone Church	740	BL w reconstruction	\$ 55,500	\$ 3,338,798
118	Governor's	Tally Ho	Ogilvie	860	BL w widening	\$ 98,900	\$ 3,437,698
119	Governor's	Ogilvie	Main	240	BL w widening	\$ 27,600	\$ 3,465,298
120	Queenston/Hwy 8	Dewitt	Niagara border	2700	BL w widening	\$ 310,500	\$ 3,775,798
121	Burlington/Industrial	Ottawa	Parkdale	2300	BL w road diet in sections	\$ 134,500	\$ 3,910,298
122	Queenston/Hwy 8	King	Dewitt	1370	BL w widening	\$ 157,550	\$ 4,067,848
123	Greenhill	Harrisford	Summercrest	1940	BL w road diet - parking 1 side, no TWLTL	\$ 48,500	\$ 4,116,348

124	Mill in Waterdown	Parkside	Hwy 5	950	BL on existing	\$ 14,250	\$ 4,130,598
125	King in Westdale King in Stoney Creek	Longwood	Macklin	340	BL w road diet - see report	\$ 43,500	\$ 4,174,098
126	Rousseaux/ Mohawk	Gray	Queenston	1510	BL w widening	\$ 173,650	\$ 4,347,748
127	Up Wellington	Wilson	Filman	1600	BL some widening needed	\$ 144,000	\$ 4,491,748
128	Wilson in Ancaster	Limeridge	Rymal	2030	BL w reconstruction	\$ 233,450	\$ 4,725,198
129	Winona	Hwy 52	Brant border	5300	BL w road diet - BL & TWLTL	\$ 92,750	\$ 4,817,948
130	Mud	Lido/shore	Peachtree	1965	BL w development	\$ 29,475	\$ 4,847,423
131	Up Sherman	Arbour	Pritchard	460	BL w widening	\$ 64,400	\$ 4,911,823
132	Burlington/ Industrial	Limeridge	Rymal	2020	BL w reconstruction	\$ 232,300	\$ 5,144,123
133	Dewitt	Sherman	Ottawa	1700	BL w road diet in sections	\$ 125,500	\$ 5,269,623
134	Locke	Hwy 8	Dundee	900	BL on existing	\$ 13,500	\$ 5,283,123
135	W 5th	King	Main	250	BL w road diet - 11 NB and 2-wy BL	\$ 26,250	\$ 5,309,373
136	Nebo	Mohawk Col Acc	Tyrone	1130	BL w widening on Ws	\$ 231,650	\$ 5,541,023
137	Kilbride	Rymal	Twenty	1300	BL w widening	\$ 97,500	\$ 5,638,523
138	Hamilton in Waterdown	Up Ottawa	Nebo	380	BL w development	\$ 5,700	\$ 5,644,223
139	Old Ancaster	Centre/Main	Hwy 5/Dundas	1000	BL reduce TWLTL	\$ 25,000	\$ 5,669,223
140	Airport	South St	Hamilton-Brantford rd	220	BL on existing	\$ 7,700	\$ 5,676,923
141	Pritchard	airport access	Upper James	1400	BL w reconstruction	\$ 161,000	\$ 5,837,923
142	Bay	Stone Church	Rymal	1030	BL w development	\$ 118,450	\$ 5,956,373
143	Garner	Cannon	Main	625	BL w widening	\$ 121,875	\$ 6,078,248
144	Fiddler's Green	Wilson	Glancaster	7800	BL w reconstruction	\$ 897,000	\$ 6,975,248
145	Shaver	Amberly	Garner	680	BL on existing	\$ 13,600	\$ 6,988,848
146	Up James	Wilson	Garner	520	BL on existing	\$ 7,800	\$ 6,996,648
147	Lake	Twenty	airport/Mt Hope	4050	MurT on Ws	\$ 739,125	\$ 7,735,773
148	Twenty	Delawana	King	1625	BL w reconstruction	\$ 186,875	\$ 7,922,648
149	Up Ottawa	Glancaster	Glover/Trinity Church	8700	BL w widening	\$ 1,218,000	\$ 9,140,648
150	Up Wellington	Mohawk	Kilbride	3285	BL w widening	\$ 703,425	\$ 9,844,073
151	Reg Rd 56	(Fennell) South Be	Limeridge	2060	BL w widening	\$ 422,300	\$ 10,266,373
152	Fennell	Cemetery	Southbrook	1760	BL w development	\$ 202,400	\$ 10,468,773
153	Parkside	Garth	W 5th	1200	BL w widening	\$ 246,000	\$ 10,714,773
154	Golf Links	Hwy 6	Robson/bypass	6010	BL w widening	\$ 991,650	\$ 11,706,423
155	Hwy 5/Dundas St	Kitty Murray	Stone Church	1290	BL w widening	\$ 490,200	\$ 12,196,623
156	Garth	Hamilton St	Burlington border	3290	BL w reconstruction	\$ 378,350	\$ 12,574,973
157	Aberdeen	Stone Church	Rymal	1025	BL w reconstruction	\$ 117,875	\$ 12,692,848
158	Southcote	Longwood	Studholme	260	MurT on Ss	\$ 53,950	\$ 12,746,798
159	Main in Waterdown	Golf Links	Garner	2100	BL w widening	\$ 241,500	\$ 12,988,298
160	Sulphur Springs	Hwy 5	Thomson/Burlington	1030	BL w widening	\$ 131,325	\$ 13,119,623
161	Hwy 8	Mineral Springs	Lovers Lane	1450	PS widen asphalt	\$ 203,000	\$ 13,322,623
162	Limeridge	Brock	Hillcrest	600	BL w reconstruction	\$ 69,000	\$ 13,391,623
163	Freelton Rd	Garth	W5th	1370	BL on existing	\$ 34,250	\$ 13,425,873
164	Mountain Brow on Mountain	Hwy 6	Brock to Hwy 6	1600	BL w widening	\$ 184,000	\$ 13,609,873
165	Up Sherman	Up Ottawa	Broker	2075	MurT 4.0m pave along brow	\$ 274,938	\$ 13,884,810
166	Mountain Brow on Mountain	Fennell (Macassa)	Limeridge	2050	BL w reconstruction	\$ 399,750	\$ 14,284,560
167	Up Ottawa	Broker	Arbour	2450	MurT 4.0m pave along brow	\$ 324,625	\$ 14,609,185
168	Upper James/Christie	Mtn Brow	Mohawk	1875	BL w reconstruction	\$ 365,625	\$ 14,974,810
169	Dundurn	Rymal	Twenty	800	MurT on Ws	\$ 126,000	\$ 15,100,810
170	Arterial A in Waterdown	King	Main	270	BL w reconstruction	\$ 101,250	\$ 15,202,060
171	MurT Strathearne/ Cochrane	Hwy 5	Mtn Brow Rd	850	BL w development	\$ 12,750	\$ 15,214,810
172	John	Barton	Lawrence	1900	MurT 4.0m pave	\$ 456,000	\$ 15,670,810
173	MurT Strathearne/ Cochrane	Charlton	St Josephs	145	BL w widening	\$ 29,725	\$ 15,700,535
174	York Rd	Lawrence	Greenhill	1150	MurT 4.0m pave	\$ 276,000	\$ 15,976,535
175	Hwy 8	King	Olympic	2150	BL w widening	\$ 806,250	\$ 16,782,785
176	Mill St/ Waterdown Rd	Bond	Hillcrest	1100	MurT on S side	\$ 654,000	\$ 17,436,785
177	MurT CN	Hwy 5	Burlington border	875	BL w widening	\$ 83,125	\$ 17,519,910
178	Hwy 8	James	Ferguson	660	MurT 4.0m pave	\$ 216,000	\$ 17,735,910
179	Mount Albion	Middletown	Brock	3800	BL w widening	\$ 484,500	\$ 18,220,410
180	Sanders MurT	all		2000	BL on existing - narrow curb lanes	\$ 40,000	\$ 18,260,410
181	Claremont to W5th	Osler/Main condo	West Park	200	MurT 4.0m pave	\$ 66,500	\$ 18,326,910
182		James stairs	Gateview	620	MurT w road diet - shift concrete & widen MurT	\$ 515,500	\$ 18,842,410

183	Shaver	Jerseyville	Wilson	1500	BL w development	\$ 210,000	\$ 19,052,410
184	Windwood	Bradley	Reg Rd 56	700	BL w development	\$ 10,500	\$ 19,062,910
185	Glover	Seacove	Hwy 8	1800	BL w development	\$ 27,000	\$ 19,089,910
186	Glover access/Seacove/Watercrest			475	BL on existing	\$ 7,125	\$ 19,097,035
187	McNiven	Mohawk	Golf Links	620	BL w widening	\$ 40,300	\$ 19,137,335
188	Bellagio	Fletcher	Upper Centennial	2400	BL w development	\$ 36,000	\$ 19,173,335
189	Cormorant		all	2700	BL w development	\$ 67,500	\$ 19,240,835
190	Emerson	Main	Whitney	650	shared on-street - signed	\$ 4,875	\$ 19,245,710
191	Hunter/Canada/Jackson	Dundurn	Queen	900	shared on-street - signed	\$ 6,750	\$ 19,252,460
192	King over RHVP	Lawrence	Potruff	500	BL on existing	\$ 17,500	\$ 19,269,960
193	Bradley/Fall Fair/ Maggie Johnson			2000	BL w development	\$ 30,000	\$ 19,299,960
194	Karst RHV loop	Pritchard	Up Mt Albion	700	BL w development	\$ 10,500	\$ 19,310,460
195	Liberty/Grove/Jackson			200	shared on-street - signed	\$ 1,500	\$ 19,311,960
196	Longwood	Main	Aberdeen	700	BL w road diet - see report	\$ 17,500	\$ 19,329,460
197	Rymal	Glancastr	W5th	2700	BL w widening	\$ 310,500	\$ 19,639,960
198	Rymal	Up Sherman	Miles	300	BL w widening	\$ 34,500	\$ 19,674,460
199	Rymal	Pritchard	Trinity Church	300	BL w widening	\$ 34,500	\$ 19,708,960
200	Tradewind		all	700	BL w development	\$ 10,500	\$ 19,719,460
201	Bendamere/South Bend/ Macassa/Ninth/Broker			8000	shared on-street - signed - spot improvements	\$ 20,000	\$ 19,739,460
202	Chedoke MurT	Hwy 403	Scenic	1680	MurT pave existing 2.0m gravel	\$ 403,200	\$ 20,142,660
203	Chedoke MurT	Scenic	Dundurn	3000	MurT pave existing 3.0m gravel	\$ 600,000	\$ 20,742,660
204	Thomson/ Snake Rd	Main	Burlington border	100	BL w widening	\$ 16,500	\$ 20,759,160
205	Fifty	North Service	South Service	650	BL w reconstruction - MTO	\$ 9,750	\$ 20,768,910
206	First Rd W MurT	Greenhill to Bruce	Trail to Glover Mtn Rd	750	MurT 4.0m pave	\$ 174,375	\$ 20,943,285
207	John St MurT	James stairs	John & Ferguson	420	MurT 4.0m pave	\$ 125,650	\$ 21,068,935
208	Main over 403	Macklin	Dundurn/Jackson		BL - devise 2-way/ MurT	\$ 100,000	\$ 21,168,935
209	Mtn Ave MurT	Mtn Ave/Lake	Ridge Rd/Devil's Pur	420	MurT 4.0m pave	\$ 3,150	\$ 21,172,085
210	MurT Beddoe Drive Link & to Glenside			1600	MurT 4.0m pave	\$ 386,400	\$ 21,558,485
211	MurT in Gage Park	Cumberland	Maple	590	MurT 6.0m pave	\$ 212,400	\$ 21,770,885
212	MurT Iroquoia Heights to Old Mohawk			850	MurT 4.0m pave	\$ 204,000	\$ 21,974,885
213	MurT Museum of Steam & Tech link			750	MurT 4.0m pave	\$ 132,000	\$ 22,106,885
214	MurT Ottawa St to Escarpment Rail Trail			390	MurT 4.0m pave	\$ 440,000	\$ 22,546,885
215	Sherman	Cannon/Wilson merge			BL w road diet	\$ 50,000	\$ 22,596,885
216	Waterdown bypass	Parkside	Hwy 5	900	MurT w dev	\$ 6,750	\$ 22,603,635
217	Windermere (Burlington St)	Parkdale	Woodward	1000	shared on-street - signed - spot improvements	\$ 7,500	\$ 22,611,135
218	Frances	Grays	Drake's	100	BL w widening	\$ 11,500	\$ 22,622,635
219	Eramose Karst MurT	Highland	Rymal	1200	MurT 4.0m pave		funding by others
220	Innovation stairs	Innovation Dr	Old Guelph Rd		stairs w bike trough		separate approval
221	Dundurn stairs				stairs exist - develop retrofit for bikes		separate approval
222	Wentworth stairs				stairs exist - develop retrofit for bikes		separate approval
223	Henderson lift		at Sherman		incline lift - separate EA required		separate approval
<b>Rural Roads</b>							
1	Centre	Concession 8 E	Concession 7 E	1800	Paved Shoulder (PS) widen asphalt	\$ 225,000	\$ 225,000
2	East Townline	Mud	Highland	1100	shared on-street - signed	\$ 8,250	\$ 233,250
3	Centre	Carlisle Rd	Progreston	775	PS widen asphalt	\$ 96,875	\$ 330,125
4	Centre	Grinstone River	Concession 5 E	450	PS widen asphalt	\$ 56,250	\$ 386,375
5	Centre	Puslinch Townline	Carlisle Rd	9450	PS widen asphalt	\$ 1,181,250	\$ 1,567,625
6	Edgewood	Safari	Hwy 6	900	shared on-street - signed	\$ 6,750	\$ 1,574,375
7	Binbrook Rd	Trinity Church	Fletcher	1260	PS widen asphalt	\$ 157,500	\$ 1,731,875
8	Binbrook Rd	Southbrook	Niagara border	6100	PS widen asphalt	\$ 762,500	\$ 2,494,375
9	Ridge Rd	Devil Punch Bowl	Niagara border	9910	Multi-Use Path (MurT)	\$ 1,523,663	\$ 4,018,038
10	York Rd	Olympic	Hwy 6	4150	PS w recon	\$ 684,750	\$ 4,702,788
11	Carlisle Rd	Hwy 6	Burlington border	5850	PS widen asphalt	\$ 731,250	\$ 5,434,038
12	Eighth Rd E	Ridge Rd	Niagara border	4420	PS w dev or recon	\$ 552,500	\$ 5,986,538
13	Safari	Waterloo Region	Edgewood	19700	PS widen asphalt	\$ 2,708,750	\$ 8,695,288
14	Brock	Freelton Rd	Hwy 5	12600	PS widen asphalt	\$ 1,575,000	\$ 10,270,288
15	Brock	Hwy 5	Hwy 8	2120	PS widen asphalt	\$ 265,000	\$ 10,535,288
16	Fletcher	Rymal	Kirk	6230	PS widen asphalt	\$ 778,750	\$ 11,314,038
17	Millgrove	Hwy 6	Hwy 5	4400	PS widen asphalt	\$ 550,000	\$ 11,864,038
18	Old Guelph	Paterson	York Blvd	3525	PS w recon	\$ 581,625	\$ 12,445,663
19	First Rd E	Ridge Rd	Highland	3750	PS w dev or recon	\$ 468,750	\$ 12,914,413
20	Harvest	Brock	Sydenham	3280	PS widen asphalt	\$ 410,000	\$ 13,324,413
21	Sydenham	Hwy 5	Sydenham bridge (Re	2630	PS widen asphalt	\$ 353,750	\$ 13,678,163

22	Westbrook	Rymal/Reg Rd 20	York St (Niagara)	11150	PS widen asphalt	\$ 696,875	\$ 14,375,038
23	Glancaster	Rymal	Book	1300	PS widen asphalt	\$ 198,000	\$ 14,573,038
24	Book	Shaver	Glancaster	6000	PS widen asphalt	\$ 750,000	\$ 15,323,038
25	Jerseyville	Brant border	Paddy Green	10175	PS widen asphalt	\$ 1,271,875	\$ 16,594,913
26	Concession 4 W	Milgrove Sdrd	Hwy 6	1775	PS widen asphalt	\$ 221,875	\$ 16,816,788
27	White Church	Glancaster	Trinity Church	10500	PS widen asphalt	\$ 1,312,500	\$ 18,129,288
28	Middletown/ Binkley	Hwy 8	Mineral Springs	3500	PS & pave road in section	\$ 385,000	\$ 18,514,288
29	Mineral Springs	Binkley	Sulphur Springs	2250	PS widen asphalt	\$ 303,750	\$ 18,818,038
30	Puslinch Townline	(Maddaugh) Victor	Centre	400	PS widen asphalt	\$ 50,000	\$ 18,868,038
31	Highland	First Rd E	Niagara border	9200	PS w recon	\$ 1,150,000	\$ 20,018,038
32	Carluke	Shaver	Glancaster	3500	PS widen asphalt	\$ 437,500	\$ 20,455,538
33	Mud	Eleventh	Niagara border	850	PS widen asphalt	\$ 106,250	\$ 20,561,788
34	Concession 6 E	Hwy 6	Centre Rd	2750	PS widen asphalt	\$ 343,750	\$ 20,905,538
35	Fifty	Cokers	Ridge	1750	PS widen asphalt	\$ 388,750	\$ 21,294,288
36	Concession 11 E	Hwy 6	Centre Rd	2600	PS widen asphalt	\$ 260,000	\$ 21,554,288
37	Foreman/Kirkwall/Woodhill/Field	all		23000	PS widen asphalt	\$ 2,875,000	\$ 24,429,288
38	Golf Club	Trinity Church	Fletcher	1200	PS widen asphalt	\$ 150,000	\$ 24,579,288
39	Governor's	Woodhill	Binkley	7100	PS widen asphalt	\$ 710,000	\$ 25,289,288
40	Green Mtn	First Rd W	First Rd E	1500	PS widen asphalt	\$ 187,500	\$ 25,476,788
41	Miles	Rymal	Haldibrook	10700	PS widen asphalt	\$ 1,337,500	\$ 26,814,288
42	Shaver	Garner	Carluke	6000	PS w dev or recon	\$ 750,000	\$ 27,564,288
43	Sunny Ridge	Hwy 403	Wilson	1300	PS widen asphalt	\$ 162,500	\$ 27,726,788
44	Sunny Ridge	Jerseyville	Hwy 403	1200	PS widen asphalt	\$ 150,000	\$ 27,876,788
45	Trinity Church	Rymal	Golf Club	2100	PS widen asphalt	\$ 236,250	\$ 28,113,038
46	Up James	Airport/Mt Hope	Haldibrook	4900	MurT 4.0m pave	\$ 771,750	\$ 28,884,788
47	Hwy 6	Edgewood	Carlisle Rd	600	MurT 4.0m pave		MTO jurisdiction
48	Hwy 8	Cambridge	Middletown	18000	MurT 4.0m pave		MTO jurisdiction
49	Hwy 5/Dundas St	Sydenham	Hwy 6	3010	PS widen asphalt		MTO jurisdiction

## **APPENDIX B**

Preferred Cycling Network Map (fold-out)

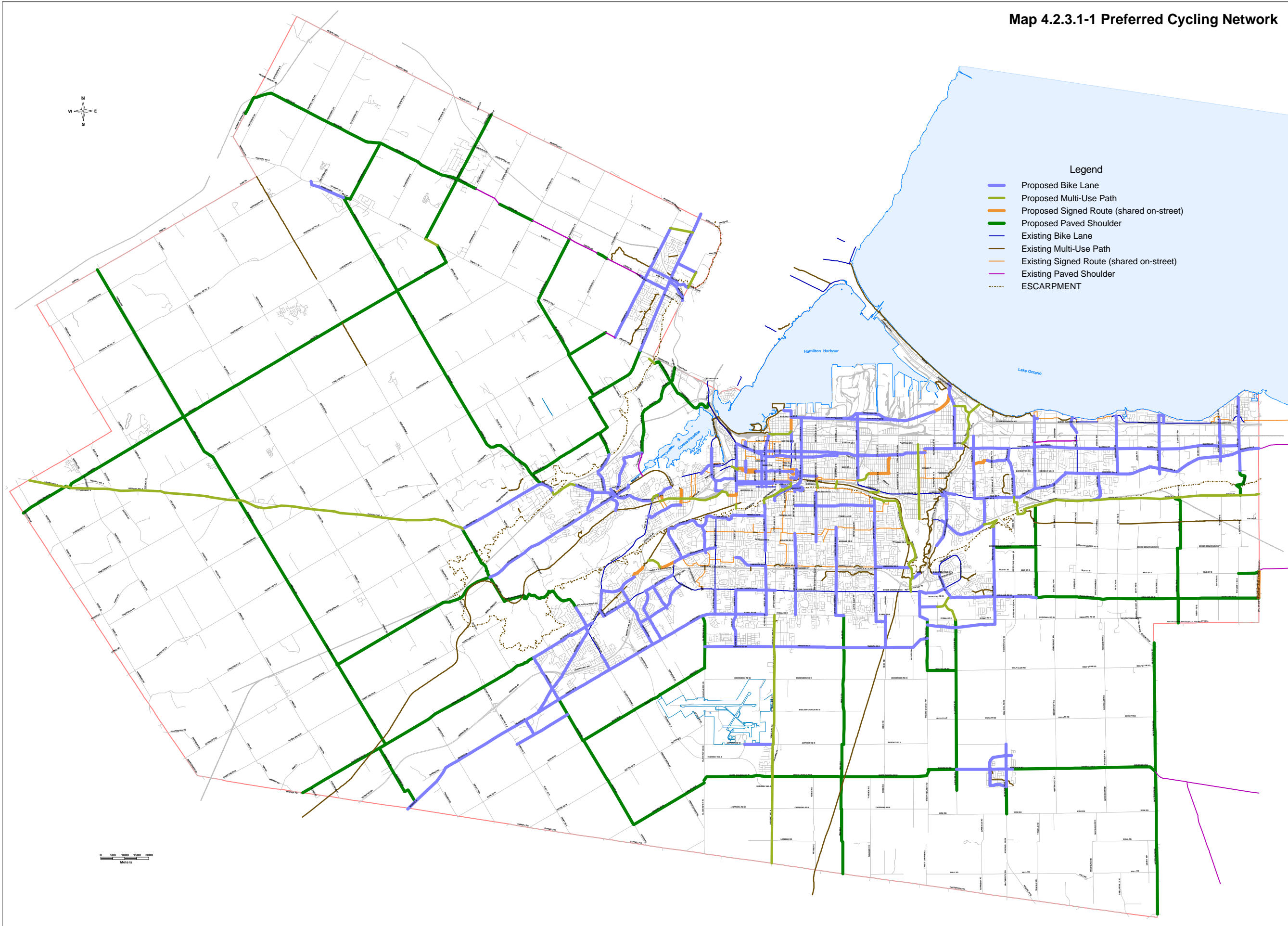


**Map 4.2.3.1-1: Preferred Cycling Network**  
December 2009

Map 4.2.3.1-1 Preferred Cycling Network



- Legend
- Proposed Bike Lane
  - Proposed Multi-Use Path
  - Proposed Signed Route (shared on-street)
  - Proposed Paved Shoulder
  - Existing Bike Lane
  - Existing Multi-Use Path
  - Existing Signed Route (shared on-street)
  - Existing Paved Shoulder
  - ESCARPMENT



## **APPENDIX C**

Public Consultation Appendix (includes sub-appendices I to XIV)



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# **CYCLING MASTER PLAN UPDATE**

## **Class Environmental Assessment**

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# **PUBLIC INFORMATION CENTRE #1**

## **SUMMARY REPORT**

**DECEMBER 2008**



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## APPENDICES

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APPENDIX II	STAKEHOLDER LETTERS
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APPENDIX IV	PIC COMMENT SHEET
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## 1.0 INTRODUCTION

The City of Hamilton (the City) is undertaking a review of the previous Cycling Master Plan (“Shifting Gears”) and conducting a comprehensive City-wide study of the Cycling Network in order to implement and expand upon the recommendations made in the Growth Related Infrastructure Development Strategy (GRIDS) and the City-wide Transportation Master Plan (2007). The study will investigate how to better connect cycling systems together in a city-scale network, improve connections to transit nodes and encourage cycling use within the City of Hamilton.

This study is following the approved environmental planning process for Master Plans under the *Municipal Engineers Association’s Municipal Class Environmental Assessment (June 2000, as amended in 2007)* with the opportunity for public input throughout the study. The Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified. Upon completion of the study a Master Plan report will be completed and filed for public review.

This report documents the results of the first round of Public Information Centres for the Hamilton Cycling Master Plan Update study and other community comment received in the information gathering exercise.

## 2.0 PURPOSE

Public Information Centres (PICs) are informal meetings where area residents and other interested parties are provided the opportunity to review planning and project information. PICs are a key part of consultation programs and are designed to involve stakeholders early and throughout the EA process to identify concerns and provide opportunities for input.

The main purpose of the first round of PICs was to provide the opportunity for the public, interest groups, agencies and stakeholders to review existing conditions and provide preliminary input. The first round of PICs was an optional consultation requirement under the *Municipal Engineers Association’s Municipal Class Environmental Assessment (June 2000, as amended in 2007)*.

## 3.0 LOCATION, DATE, TIME

The first round of PICs was held as follows:

<b>Tuesday November 11 2008</b>	<b>Tuesday November 18 2008</b>
Hamilton Board of Education 100 Main Street West Hamilton, ON	Stoney Creek Municipal Service Centre 777 Jones Road Stoney Creek, ON
6:00 to 8:00 p.m.	6:00 to 8:00 p.m.
<b>Tuesday November 25 2008</b>	<b>Thursday November 27 2008</b>
Ancaster Rotary Centre 385 Jerseyville Road West Ancaster, ON	Sackville Hill Seniors Recreation Centre 780 Upper Wentworth Street Hamilton, ON
6:00 to 8:00 p.m.	6:00 to 8:00 p.m.

In addition, a Stakeholder meeting was held on November 20, 2008 in Room 400A of the City Centre from 9:00 a.m. to 12:00 p.m.

#### 4.0 NOTIFICATION

A notice regarding the study commencement and PIC #1 was published in local newspapers as follows:

- |                          |                  |                  |
|--------------------------|------------------|------------------|
| • The Hamilton Spectator | October 31, 2008 | November 7, 2008 |
| • Ancaster News          | October 31, 2008 | November 7, 2008 |
| • Dundas Star News       | October 31, 2008 | November 7, 2008 |
| • Mountain News          | October 31, 2008 | November 7, 2008 |
| • Stoney Creek News      | October 31, 2008 | November 7, 2008 |
| • Glanbrook Gazette      | October 31, 2008 | November 7, 2008 |
| • Flamborough Review     | October 31, 2008 | November 7, 2008 |
| • View Magazine          | November 6, 2008 |                  |

The City of Hamilton also posted the notice on the project website ([www.hamilton.ca/shiftinggears](http://www.hamilton.ca/shiftinggears)) and on the EcoNet information website. A copy of the Ontario Government Notice newspaper advertisement is included in **Appendix I**.

A project initiation letter, notice of study commencement and PIC #1, Stakeholder Advisory Committee invitation and Stakeholder meeting notification was distributed via mail and email on October 30, 2008 to those on the stakeholder contact list. Copies of the letters are included in **Appendix II**.

#### 5.0 STAFF ATTENDANCE

The following key City and Consultant staff were in attendance at the PICs:

- Margaret Fazio, City of Hamilton, Environmental Planning
- Danielle Gilby, City of Hamilton, Environmental Planning
- Daryl Bender, City of Hamilton, Traffic Engineering
- Hart Solomon, City of Hamilton, Traffic Engineering (*Downtown Hamilton and Ancaster venues only*)
- Rich Shebib, City of Hamilton, Traffic Engineering (*Stoney Creek and West Hamilton venues only*)
- Sandy Nairn, Ecoplans Limited, Consultant Environmental Planner
- Catherine Christiani, Ecoplans Limited, Junior Environmental Planner

The following City staff were in attendance at the Stakeholder meeting:

- Margaret Fazio, City of Hamilton, Environmental Planning
- Danielle Gilby, City of Hamilton, Environmental Planning
- Daryl Bender, City of Hamilton, Traffic Engineering
- Rich Shebib, City of Hamilton, Traffic Engineering



## 6.0 MATERIAL DISPLAYED

The following panels were displayed at the PICs, Stakeholder meeting and on the project website:

1. Welcome (text)
2. Environmental Assessment Process (text)
3. Municipal Class Environmental Assessment Planning and Design Process (flow chart)
4. Study Timeline and Methodology (text)
5. Shifting Gears Implementation to Date (text)
6. Shifting Gears Proposed Projects (map)
7. Existing Cycling Facilities - City-wide (map)
8. Existing Cycling Facilities - Urban (map)
9. Opportunity Statement and Study Goals (text and photo)
10. Existing and Planned Cycling Facilities (map)
11. Cycling Facility Designs (text and graphics)
12. Collision Data (text, map, and pie chart)
13. Bike Parking (text and photos)
14. Ultimate Network Options (text)
15. Criteria for the Review of Alternatives (text and photo)
16. Cycling Promotion (text and photo)
17. Thank You/Next Steps (text)

A reduced sized copy of the display panels is provided in **Appendix III**.

## 7.0 FORMAT

Individuals attending the PICs and Stakeholder meeting were asked to sign the register. They were informed of the availability of comment sheets, which they were encouraged to complete. Staff was available to answer questions and provide information regarding the study. Large scale city maps displaying the City's existing and planned urban and rural cycling facilities were also available for participants to sketch their priority routes. If individuals wished to take comment sheets home, they were requested to provide their responses to the appropriate contacts outlined on the comment sheet by December 2, 2008.

A reduced sized copy of the comment sheet is provided in **Appendix IV**.



Figures 1 and 2 – Attendees at the Ancaster PIC

## 8.0 SUMMARY OF ATTENDANCE AND COMMENTS RECEIVED

### 8.1 Public Information Centres

Approximately **75** people attended the first round of PICs. Table 1 provides a breakdown of attendance and comments received by PIC date/venue:

<b>TABLE 1. PUBLIC INFORMATION CENTRE ATTENDANCE AND COMMENTS</b>			
<b>Date/ Location</b>		<b>Total Attendance</b>	<b>Written Comments Received</b>
November 11 2008	Downtown Hamilton	40	29
November 18 2008	Stoney Creek	10	6
November 25 2008	Ancaster	13	8
November 28 2008	West Hamilton	12	7
<b>TOTAL</b>		<b>75</b>	<b>50</b>

In addition to the PICs, public input was encouraged throughout the study and facilitated through the project website, the project team email address ([cycling@hamilton.ca](mailto:cycling@hamilton.ca)) and the project team contact information listed in each newspaper notification. A breakdown of the submissions received from the study's commencement to the deadline for comments on PIC #1 materials (mid January 2009) is provided in Table 2:

<b>TABLE 2. SUMMARY OF PUBLIC AND INTEREST GROUP INPUT/SUBMISSIONS</b>	
<b>Type of Comments</b>	<b># Received</b>
Mail	1
Email	27
Fax	0
Phone	6
<b>TOTAL</b>	<b>34</b>

All comments were reviewed and information was provided where requested. All legible names and addresses from the comment sheets were added to the study email and/or mailing list (as indicated) and will be advised of any future consultation events.

### 8.2 Stakeholder Meeting

The Stakeholder meeting was attended by **11** people representing a variety of organizations and interests, including:

- Hamilton Cycling Committee
- Ontario Bicycling Route
- Scattalon Cycling Club
- Central Cycle Bike Shop
- Ancaster Cycle
- Great Canadian Bicycle Tours

- Environment Hamilton
- Hamilton Health Sciences
- City of Hamilton Public Health Services
- McMaster University
- Mohawk College

25 written comments were received in total; 9 at the meeting by stakeholders, 1 at the meeting by a member of the public and 15 by the comment deadline. All comment sheets were reviewed and information was provided where requested.

## 9.0 SUMMARY OF COMMENTS

Comments were received at the PICs and Stakeholder meeting through discussion, comment sheets and map sketching. The comments received have been summarized and are presented in **Section 9.1**. The summarized comments also include those comments received by the comment deadline.

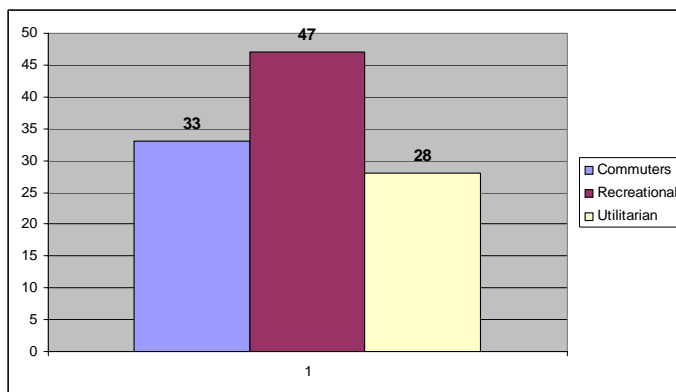
The complete text of all of the public comments received can be found in **Appendix V**, the complete text of all of the stakeholder and agency comments received can be found in **Appendix VI** and the PIC and Stakeholder Maps can be found in **Appendix VII**.

### 9.1 Public Information Centres and Stakeholder Meeting

The comment sheets provided at the PICs and Stakeholder meeting asked specific questions pertaining to the information presented on the display panels. The answers to Questions 1, 2, 4, 6 and 9 have been tallied and the results follow. The results reflect the amount of responses received for each question.

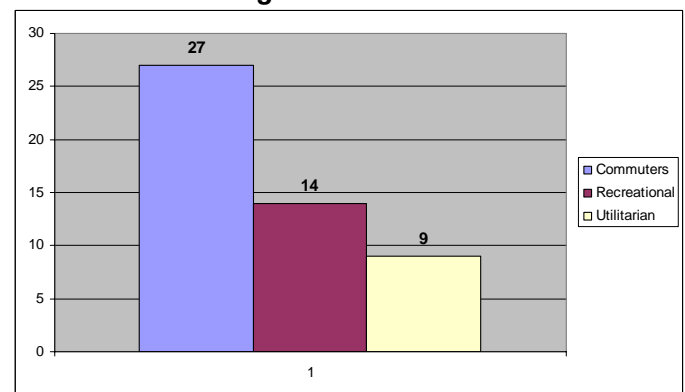
#### Question 1: What type of cyclist would you consider yourself?

**Public Information Centres**



Total Number of Responses = 108

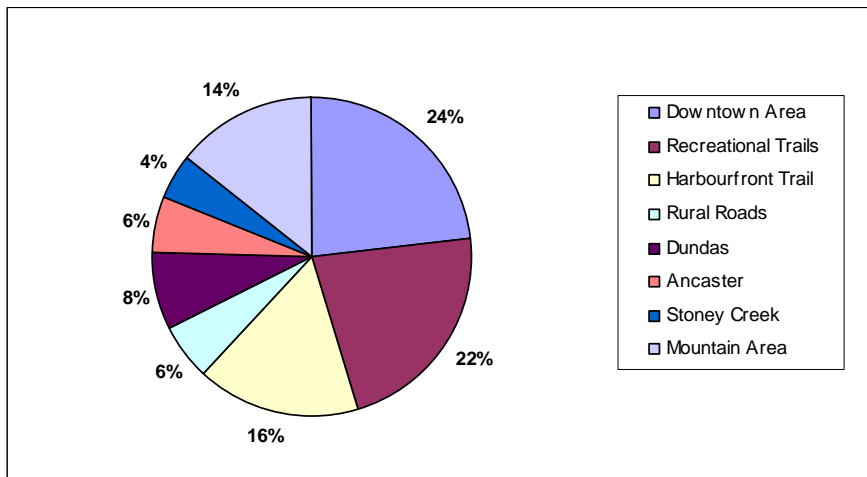
**Stakeholder Meeting**



Total Number of Responses = 50

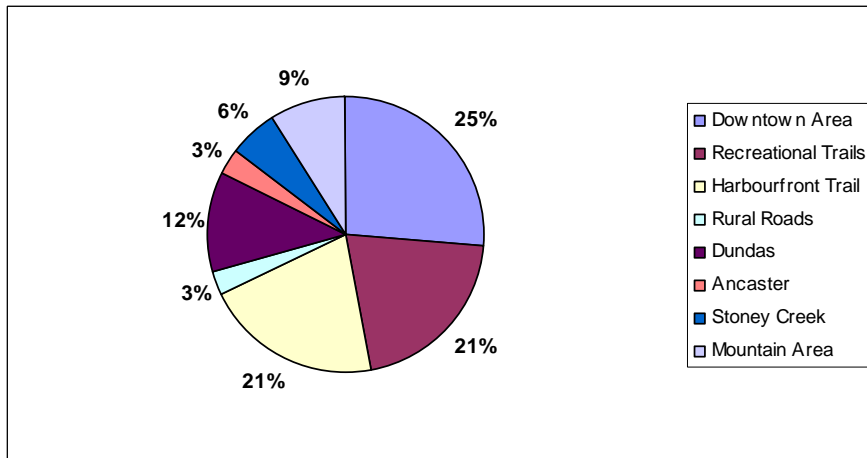
## Question 2: Where do you ride?

### Public Information Centres



Total number of responses = 136

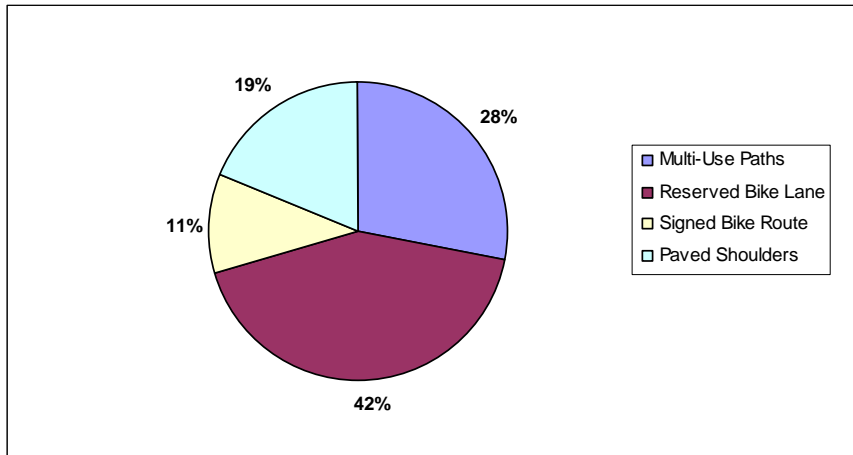
### Stakeholder Meeting



Total number of responses = 34

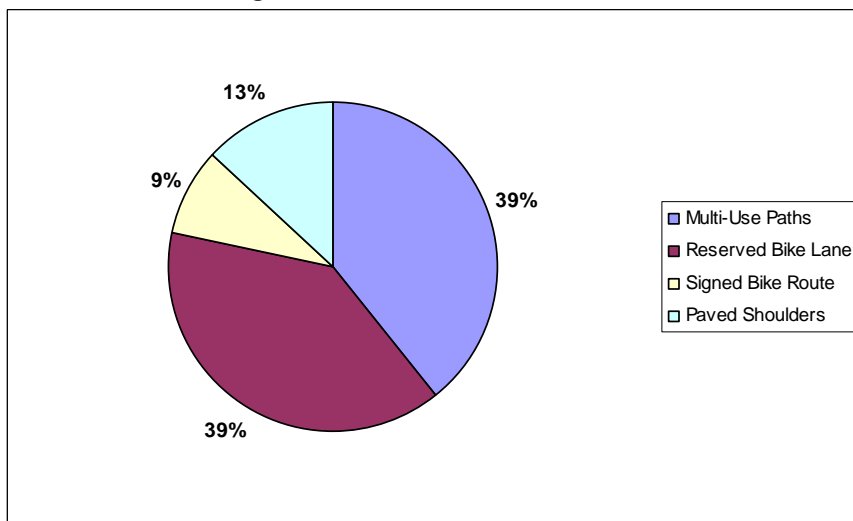
**Question 4: Which of these cycling facilities do you feel safest using?**

**Public Information Centres**



Total number of responses = 99

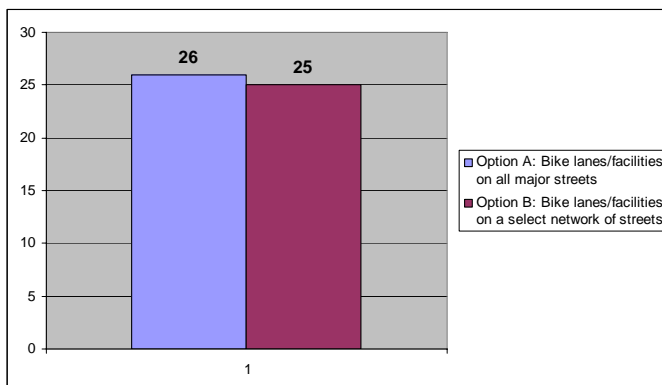
**Stakeholder Meeting**



Total number of responses = 23

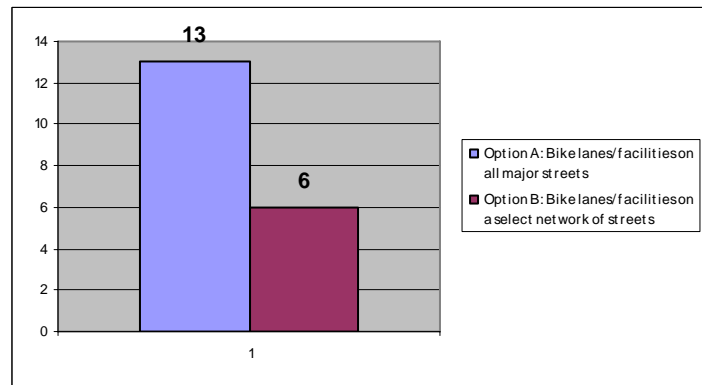
**Question 6: Which of these strategies do you prefer?**

**Public Information Centres**



Total number of responses = 51

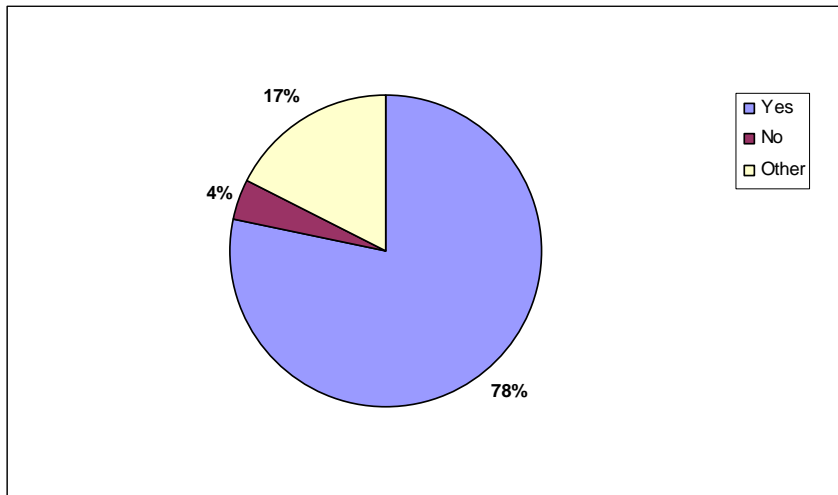
**Stakeholder Meeting**



Total number of responses = 19

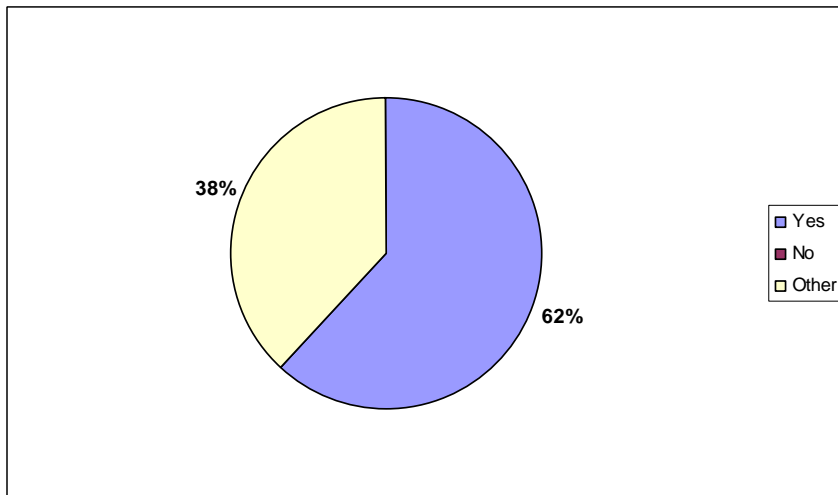
**Question 9: Do you agree with the criteria listed?**

**Public Information Centres**



Total number of responses = 43

**Stakeholder Meeting**



Total number of responses = 13

The remaining questions, map sketching results and any other comments have been summarized and the key issues have been listed in Tables 3 and 4. It should be noted that the following is a broad generalization of specific suggestions. They have been listed in no particular order.

**TABLE 3. SUMMARY OF PUBLIC AND INTEREST GROUP COMMENTS; QUESTIONS 3, 5, 7, 8, 10, 11 AND OTHER COMMENTS**

**QUESTION 3: What areas of the network are a priority to implement for you? And why?**

- Route between downtown Hamilton and McMaster/Westdale neighbourhood
- Connections (trails and/or bridges) over/under 403, QEW, Red Hill Valley Parkway and LINC
- Connections into Burlington
- Jolley Cut
- System through the city centre
- More north-south connections through city
- More east-west connections, particularly in the lower city
- Rail trail in CNR east-west right of way
- Trail along old pipeline right-of-way
- Innovation Park trail
- Connection between Gage Park and the waterfront
- Increased amount of off-road trails
- Increased amount of escarpment crossings, ex. Free bus rides for cyclists going up the escarpment between designated stops, incline railways, etc.
- The following streets:
 

- King St.	- Main St.	- Mohawk St.	- Upper Wellington St.
- Barton St.	- Dundurn St.	- Bay St.	- Upper Ottawa St.
- Wilson St.	- Gage Ave.	- Carlisle Rd.	- Charlton Ave.
- York St.	- Chatham St.	- Queenston St.	- Gray Rd.
- Herkimer St.	- Garner Rd.	- Waterdown Rd.	- Nash Rd.
- Brock Rd.	- Highway 6	- Golf Links Rd.	- Nebo Rd.
- Highway 8			

**QUESTION 5: Why did you choose the previous cycling facilities as the safest?**

<p><b>Multi Use Paths:</b></p> <ul style="list-style-type: none"> <li>- Avoid conflicts with cars</li> <li>- Those that are paved are preferred</li> </ul>	<p><b>Reserved Bike Lanes:</b></p> <ul style="list-style-type: none"> <li>- Provide a defined division between cycling and road traffic</li> <li>- Separation makes you feel safer</li> <li>- The only thing motorists respect</li> <li>- Provide room to manoeuvre</li> <li>- Those with barriers are preferred</li> </ul>	<p><b>Paved Shoulders:</b></p> <ul style="list-style-type: none"> <li>- Safely away from high speed traffic</li> <li>- Wide shoulders are preferred</li> <li>- Provide room to manoeuvre</li> </ul>	<p><b>Signed Route:</b></p> <ul style="list-style-type: none"> <li>- Works well if signs are visible and both cyclists and motorists obey rules</li> </ul>
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**TABLE 3. SUMMARY OF PUBLIC AND INTEREST GROUP COMMENTS; QUESTIONS 3, 5, 7, 8, 10, 11 AND OTHER COMMENTS**

**QUESTION 7: Why did you choose the previous strategy?**

Option A - bike lanes/facilities on all major streets:

- Encourages more people to cycle
- Provides more options and access, particularly for commuter cyclists
- Equalizes cars and cyclists
- This option is ideal however seems unlikely and costly

Option B - bike lanes/facilities on a select network of streets:

- Prefer quality over quantity approach
- Routes would need to be thoughtfully determined with logical connections to transit modes and different sections of the city
- This option seems more feasible and cost-friendly

**QUESTION 8: Are there other strategies?**

- Use a strategy that combines A and B, where bike lanes/facilities are made available on all major streets in the city center and a select network is provided in the periphery
- Require bike lanes on all new streets, then retrofit existing streets
- Add bike lanes during any road reconstruction/upgrading
- Expansion of the off-road trail system
- Create pedestrian/cyclist only streets
- Create pedestrian/cyclist/bus only lanes

**QUESTION 10: Are there other factors to consider?**

- Research the cycling networks in other cities, particularly those that are physically similar, such as Montreal, Victoria and Quebec City
- The number of users who will utilize the route if implemented
- Directness of route
- Safe for young children
- Population density
- Likelihood to encourage a modal shift from car to bike
- Ease of implementation
- Continuous route?
- Ease of maintenance

**QUESTION 11: Please note any other promotional and/or educational ideas that you feel the City should invest more effort in.**

- Driver and cyclist education
- Increased signage, particularly signs that remind cars to "Share the Road"
- Increased bike parking, particularly in commercial areas, at recreation centers, hospitals, clinics and parks
- Encourage more bike garages, lockers and showers for commuters at existing and new workplaces/institutions
- Close major streets to car traffic on Sundays and holidays. Allow pedestrian and cyclist traffic only
- More cyclist education in schools
- Cycling network maps more readily available, ex. In bus shelters and placed downtown for reference
- Bikes for rent along the waterfront
- Sponsor advertisements that promote safe cycling and sharing the road

**TABLE 3. SUMMARY OF PUBLIC AND INTEREST GROUP COMMENTS; QUESTIONS 3, 5, 7, 8, 10, 11 AND OTHER COMMENTS**

- Hold annual cycling races, such as “Tour du Hamilton”
- Hold more cycling events geared towards families and casual riders, such as “Bike to Work Day”
- Increased enforcement of cycling rules
- Give away free bike lights, helmets or merchandise that encourages cycling, particularly in low income areas
- Create a reporting mechanism for cyclists to detail accidents, close calls and road issues
- Offer cyclist courses that teach safe cycling
- Create incentives for cycling
- Increase the amount of questions on cyclist rights and rules on drivers license tests

**OTHER COMMENTS**

- Ensure bike lanes/facilities are maintained and kept free of debris all year round
- Consider changing downtown streets to two-way streets
- Review the projects work in conjunction with the work completed by the S.C.U.B.E taskforce to ensure that they are aligned
- All infrastructure should be cyclist friendly, i.e. grates, lighting, paving with finer grade gravel, etc.
- Action is needed now
- Traffic signals should detect cyclists. This would minimize wait times at traffic lights and decrease the amount of red light running by cyclists
- All trails should be designed to avoid barriers, such as stairs
- Should encourage the creation of cycling facilities, particularly for those who can't afford a car or don't drive
- Increase the amount of buses with bike racks

**TABLE 4. SUMMARY OF STAKEHOLDER COMMENTS; QUESTIONS 3, 5, 7, 8, 10, 11 AND OTHER COMMENTS**

**QUESTION 3: What areas of the network are a priority to implement for you? And why?**

- Routes around Mohawk College and McMaster University
- Connections over the LINC
- Central and lower city routes
- Cross boundary trails into/out of Hamilton to promote cycle tourism
- Routes to hospitals
- Rural road routes
- Trail parallel to the downtown CN Rail line
- Connection to the beach strip
- Increased amount of escarpment and mountain crossings, ex. Free bus rides for cyclists going up the escarpment between designated stops, incline railways, etc.
- GO Service locations, such as Hamilton GO Centre, McMaster University bus terminal, Stoney Creek Park and Ride lot, former Liuna Station
- Continuous north-south route through the downtown
- Connections to/around Hamilton International Airport
- Increased cross-boundary crossings to municipalities outside of Hamilton
- Increased cycling infrastructure in Stoney Creek
- East-west corridor through the downtown that links with the Red Hill Valley
- The following streets:
 

- King St.	- Main St.	- James St.	- Dundurn St.
- Gage Ave.	- Woodward Ave.	- John St.	- Binbrook Rd.
- Barton St.	- Lawrence Rd.	- Mohawk St.	- Arvin Ave.
- Cannon St.	- Hunter St.	- Bay St.	- Scenic Dr.
- Rymal Rd.	- Ridge Rd.	- York Blvd.	- Upper Paradise Dr.
- Fennell Ave.	- Jolley Cut	- Sydenham Rd.	- Sulphur Springs Rd.

**QUESTION 5: Why did you choose the previous cycling facilities as the safest?**

<p>Multi Use Paths:</p> <ul style="list-style-type: none"> <li>- Little/no interaction with cars</li> <li>- Easy to ride on</li> </ul>	<p>Reserved Bike Lanes:</p> <ul style="list-style-type: none"> <li>- Physically separated from cars</li> <li>- Allow room to swerve around holes, grates, etc.</li> <li>- Are able to travel quickly, with a low risk of collision</li> <li>- Make cars more aware of cyclists</li> <li>- Are better on arterial and collector roads</li> </ul>	<p>Paved Shoulders:</p> <p>n/a</p>	<p>Signed Route:</p> <p>n/a</p>
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<b>TABLE 4. SUMMARY OF STAKEHOLDER COMMENTS; QUESTIONS 3, 5, 7, 8, 10, 11 AND OTHER COMMENTS</b>			
	- Those with barriers are preferred, ex. Medians, raised surface paint, bollards, curbs		
<b>QUESTION 7: Why did you choose the previous strategy?</b>			
Option A – bike lanes/facilities on all major streets: <ul style="list-style-type: none"> <li>- Provides the most travel options</li> <li>- Provides equal opportunities for cyclists and cars</li> <li>- Provides the most direct routes</li> <li>- Encourages cycling</li> <li>- Would offer a complete and connected cycling network</li> </ul>		Option B – bike lanes/facilities on a select network of streets: <ul style="list-style-type: none"> <li>- More economical</li> <li>- Omits those areas that aren't practical for bike lanes/facilities, ex. Narrow streets</li> <li>- Provides facilities to only those roads that need them, ie. With higher traffic volumes</li> </ul>	
<b>QUESTION 8: Are there other strategies?</b>			
<ul style="list-style-type: none"> <li>- Two-way dedicated bike only lanes on main commuter routes, such as those used in Holland</li> <li>- Combination of Options A and B</li> <li>- Paved shoulders along all rural routes, which can be installed during road reconstruction/upgrading</li> <li>- Option B, along with a review of all major streets as they come up for reconstruction</li> <li>- Bike facilities placed on all new streets and on older streets as they undergo construction/repaving</li> <li>- Bike facilities through parks and the escarpment</li> <li>- Incorporate paved shoulders into all rural road construction/reconstruction projects</li> <li>- Trails throughout the city</li> <li>- Speed reduction strategies implemented for vehicles, ex. Speed bumps</li> <li>- Utilize the approach used in the Niagara Cycling Map, which identifies bicycle friendly routes</li> </ul>			
<b>QUESTION 10: Are there other factors to consider?</b>			
<ul style="list-style-type: none"> <li>- Connectivity</li> <li>- Directness of route</li> <li>- Common destinations</li> <li>- The number of people who would use the proposed paths/routes</li> <li>- Promotion of cycling tourism</li> <li>- Connections with public transit</li> </ul>			
<b>QUESTION 11: Please note any other promotional and/or educational ideas that you feel the City should invest more effort in.</b>			
<ul style="list-style-type: none"> <li>- Promote cycling courses, particularly in elementary schools ex. CAN-BIKE</li> <li>- "Share the Road" campaign</li> <li>- Driver, cyclist and pedestrian education</li> <li>- Signage, ex. "Watch for cyclists merging"</li> <li>- Advertising (TV, radio, print, billboards, bus ads) that promote safe cycling and a ride to work day</li> </ul>			

**TABLE 4. SUMMARY OF STAKEHOLDER COMMENTS; QUESTIONS 3, 5, 7, 8, 10, 11 AND OTHER COMMENTS**

- Promote cycling events
- Increased education on cycling in schools, particularly programs for Grade 4 and 5 students
- Increased bike parking facilities in every area of the City, such as racks, lockers and/or cages. Look into compound design.
- Give away free bike lights, helmets or merchandise that encourages cycling, particularly in low income areas
- Create a bike share program for low income families, particularly children
- Tax credits to those who commute to work via cycling
- Indoor all-weather cycling facility, such as a velodrome
- Cyclovia event every week with city support
- Increased driver awareness/visibility of pedestrians and cyclists at expressway crossings

**OTHER COMMENTS**

- Review cycling policies
- All infrastructure should be cyclist friendly, i.e. grates, lighting, etc.
- Ensure bike lanes/facilities are maintained and kept free of debris all year round
- Repaint and sweep bike lanes more frequently
- Measures should be taken to limit the interaction of bikes and other vehicles on major roads in the City
- Low income areas have a low amount of cycling infrastructure, although they have the most cyclists
- Look at the Montreal cycling network as an example
- Hold meeting for students, staff and faculty at McMaster to discuss the project
- Contact the Regional Niagara Cycling Committee for input

## 9.2 Other Community Comment

Prior to study commencement, the City of Hamilton received and recorded general comments from the public made in regards to cycling and potential cycling system improvements. These comments were collected via email and phone conversations between October 12, 2007 and September 29, 2008, and have been briefly summarized below. The complete list of Other Community Comment Data can be found in **Appendix VIII**,

- Recreational trails should have E-bike lanes.
- Increased cyclist and driver education.
- Increase the amount of cyclist crossings over the 403 and Red Hill Valley Parkway.
- Place left turn lanes for cyclists on Wilson Ave. at Rousseaux St.
- Design cycling infrastructure with children in mind.
- Increase the amount of bike parking facilities.
- Cycling next to busy traffic can be harmful, particularly due to car exhaust fumes.
- Some trails by the Escarpment are too steep for recreational riders.
- Continuous north-south and east-west routes that access the downtown are needed. The current routes are satisfactory due to the frequency of stop signs and one-way streets.
- Encourage the installation of showers in schools and businesses for cyclists.
- Create better cycling linkages to McMaster.
- Perform a road diet on the following streets in order to install bike lanes:
  - Aberdeen Ave.
  - Bay St. (particularly between Jackson and Cannon St.)
- Place bike lanes on:
  - Garth St.
  - Jolley Cut
  - Bay St.
  - Sherman Ave.
  - Cumberland Ave.
  - York Blvd.
  - Cannon St.
  - Dundurn St.
  - Gage Ave.
  - Main St.
  - King St.
  - Victoria Park
  - Windermere Basin Loop
  - Wilson St.
  - Barton St.
  - Stuart St.
  - Dewitt Access
  - Golf Links Rd.
- Pave the shoulder lanes on Jerseyville Rd.
- Place bike lanes and traffic calming measures on Sanders Blvd.
- Create a pedestrian/cycling connection at the north end of Columbia Dr.
- Create a multi-use trail from the end of Columbia Dr. to Governors Blvd.
- Retrofit the Ferguson Tunnel with lighting, signage and a curb cut. Also perform regular brush clearing.
- Research the cycling infrastructure built in New York City, particularly the bike lanes on Ninth Ave. and on the Broadway Esplanade.
- Research using alleys and other underutilized corridors as bike routes.
- Create better designed cycling routes through industrial areas.

- Pave the Chedoke Radial Trail from Dundurn St. to the Chedoke stairs so that it can be maintained in the winter.
- There are too many stop signs on designated cycling routes. Stop signs should be changed to yield control traffic circles.
- Traffic lights along cycling routes should detect cyclists, particularly at cross arterial roadways.
- Create a cycling route signage strategy that provides useful information, ie. communicates the network's connectedness, destinations and distances, and/or travel time.
- Conduct a review of all 4 lane roadways. Where possible, convert to 3 lanes plus bike lanes.
- All roadway projects should consider the needs of cyclists.
- Perform on-going quality audits to ensure the cycling system is being implemented and maintained as planned.

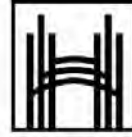


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**APPENDIX I:**

NOTICE OF STUDY COMMENCEMENT /  
PUBLIC INFORMATION CENTRE #1

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Hamilton

Public Works

**CYCLING MASTER PLAN  
NOTICE OF STUDY COMMENCEMENT / PUBLIC INFORMATION CENTRE #1  
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

**THE STUDY**

The City of Hamilton has initiated the Municipal Class Environmental Assessment (EA) – Master Planning process for the review of the previous Cycling Master Plan (“Shifting Gears”). A comprehensive City-wide study of the Cycling Network must be undertaken in order to implement and expand upon the recommendations made in the Growth Related Infrastructure Development Strategy (GRIDS) and the City-wide Transportation Master Plan (2007). This study will investigate how to better connect cycling systems together in a regional-scale network, improve connections to transit nodes and encourage increased cycling use within the City of Hamilton.

**THE PROCESS**

This study is following the approved environmental planning process for Master Plans under the *Municipal Engineers Association’s Municipal Class Environmental Assessment (June 2000, as amended in 2007)* with the opportunity for public input throughout the study. The Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified. Upon completion of the study, a Master Plan report will be completed and filed for public review.

Following the 1<sup>st</sup> Public Information Centre (PIC) a 2<sup>nd</sup> PIC will be held to present the findings of the study and the preferred alternatives. Additional advertisements will be published notifying the public of the 2<sup>nd</sup> PIC and indicating where and how the public can have access to the final report.

**PUBLIC INFORMATION CENTRE**

Stakeholder consultation is an important part of the Class EA process. Therefore the following Public Information Centre will be held to present the existing conditions and to gather input from the public.

**DATE:** Tuesday, November 11, 2008  
**TIME:** 6:00 p.m. to 8:00 p.m.  
**LOCATION:** Hamilton Board of Education  
100 Main St. E, Hamilton

**DATE:** Tuesday, November 18, 2008  
**TIME:** 6:00 p.m. to 8:00 p.m.  
**LOCATION:** Stoney Creek Municipal Service Centre  
777 Jones Road, Stoney Creek

**DATE:** Tuesday, November 25, 2008  
**TIME:** 6:00 p.m. to 8:00 p.m.  
**LOCATION:** Ancaster Rotary Centre  
385 Jerseyville Road West, Ancaster

**DATE:** Thursday, November 27, 2008  
**TIME:** 6:00 p.m. to 8:00 p.m.  
**LOCATION:** Sackville Hill Seniors Recreation Centre  
780 Upper Wentworth Street, Hamilton

### **PUBLIC COMMENTS INVITED**

There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Managers. If you have any questions or comments or wish to be added to the study mailing list, please contact:

Daryl Bender  
Project Manager, Alternative Transportation  
Public Works  
City of Hamilton  
77 James Street North  
Ste 320, Hamilton, Ontario, L8R 2K3  
Ph 905-546-2424 ext 2066  
Email [cycling@hamilton.ca](mailto:cycling@hamilton.ca)

J.A. (Sandy) Nairn, MCIP, RPP  
Consultant Project Manager  
Ecoplans Limited  
2655 North Sheridan Way  
Mississauga, Ontario, L5K 2P8  
Ph 905-823-4988  
Fax (905) 823-2669  
Email [snairn@ecoplans.com](mailto:snairn@ecoplans.com)

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice issued on October 31, 2008 and November 7, 2008.

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**APPENDIX II:**  
STAKEHOLDER LETTERS

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Hamilton

320 - 77 James Street North  
Hamilton ON Canada L8R 2K3  
www.city.hamilton.ca

Public Works Department  
Capital Planning & Implementation Division  
905-546 – 2424 ext. 5103~ 905-546-4435 (Facsimile)

August 12, 2009

**RE: Cycling Master Plan Stakeholder Meeting Invitation**

The purpose of this letter is to invite you to join the Stakeholder Advisory Committee (SAC) for the City of Hamilton Cycling Master Plan. The purpose of the project is to conduct a comprehensive formal review of the cycling network, to implement and expand upon the recommendations made in the Growth Related Infrastructure Development Strategy (GRIDS) and the City-wide Transportation Master Plan (TMP, 2007). This study will also investigate how to better connect cycling systems together in a regional – scale network, improve connections to transit nodes and encourage increased cycling use within the City of Hamilton.

An important component of the study is the creation of SAC, composed of professional and technical staff representing key government agencies, key businesses involved in or affected by cycling, citizens' organizations and associations of cyclists and those promoting cycling for a variety of reasons.

We recognize that your time is valuable, and therefore participation will not require a great time commitment. We propose to have the TAC serve as a "sounding board" at key points in the project.

- The first point of contact is the meeting to which you are being invited now, to dialogue with others present and provide comments as we start the project.
- At the second point of contact we will offer an opportunity for you to comment on the evaluation process and the preferred alternative for the network and related issues, prior to going to the second set of Public Information Centres (PICs).
- Third, prior to project's findings going to council we would offer another point of contact.

The Master Plan approach to examining and eventually defining and building cycling lane network relies on a combination of technical analysis, public and stakeholder input and detailed route-by-route assessments. Ultimately, the definition of a cycling network for Hamilton must be equitable to all users of the road or trails. Your input is vital in developing the ultimate cycling network, and promotion of its use as well as public education.

The Stakeholder meeting will take place as follows:

**DATE: November 20, 2008**

**TIME: 9 a.m. to 12 p.m.,**

**PLACE: 77 James St. N, Room 400 A in an open house format.**

**DIRECTIONS: The City Centre is the former Eaton Centre at the intersection of York Blvd & James St.**

To find the room it is easiest to access the Centre via York Blvd - right where the pedestrian bridge spans York Blvd. At street level take the elevator up to the 4th floor (ground floor is floor 2) and the reception staff there will direct you to Room 400A. If you come across the pedestrian bridge from the parking garage, turn right as you enter the building - and there take the elevators to the 4th floor.

Please respond whether you will be coming or not to Donnett Riley via e-mail at [Donnett.Riley@hamilton.ca](mailto:Donnett.Riley@hamilton.ca) or via phone at 905-546-2424 ext. 2383 no later than **Thursday, November 13, 2008**. If you are unable to attend please send someone in your place.

We hope that you will be able to contribute to the creation of the cycling network for City of Hamilton.

If you have any questions or require any additional information please contact me at [Margaret.Fazio@hamilton.ca](mailto:Margaret.Fazio@hamilton.ca) or via phone at 905-546-2424 ext. 5103. For current information on the project I invite you to look at the City website under [www.hamilton.ca/cycling](http://www.hamilton.ca/cycling) and clicking on "Cycling Master Plan".

I look forward to working with you on this project.

Yours truly,

***Margaret Fazio, B.Sc., C.C.E.P.***

*Project Manager, Environmental Planning  
Capital Planning and Implementation Division  
Public Works Department  
City of Hamilton  
320 - 77 James Street North  
Hamilton, ON, Canada L8R 2K3  
Phone: 905-546-2424 ext. 5103  
Fax: 905-546-4435  
E-mail: [Margaret.Fazio@hamilton.ca](mailto:Margaret.Fazio@hamilton.ca)*

***Hamilton Public Works ~ Providing services that bring our City to life!***



Hamilton

City Hall, 71 Main Street West  
Hamilton, Ontario,  
Canada L8P 4Y5  
www.hamilton.ca

Capital Planning and Implementation, Public Works Department  
Physical Address: 77 James Street North, Suite 320  
Phone: 905.546.2424 Ext. 5103 Fax: 905.546.4435

October 30, 2008

Dear Sir/Madam:

**Re: Cycling Master Plan – “Shifting Gears”.**

We are pleased to advise that the City of Hamilton and their consultants Ecoplans Limited and McCormick Rankin Corporation are initiating a City-wide Cycling Master Plan, according to the Municipal Engineers Association's Municipal Class Environmental Assessment Process (2002, as amended in 2007).

The Class EA process requires the proponent, in this case the City of Hamilton, to review older master plans, and to implement cycling infrastructure as directed by the Growth Related Infrastructure Development Strategy (GRIDS) and the City-wide Transportation Master Plan (TMP, 2007). At a minimum, this study will address Phases 1 and 2 of the Municipal Class EA – Master Plan process. For this project, four Public Information Centres will be held in November 2008, please see attached sheet for specific dates and locations, throughout the City, to solicit input from the public on existing plans, conditions and objectives. The second set of Public Information Centres will be held at a later date to present alternatives, an evaluation of the alternatives and the preferred network.

We will be developing conceptual plans in order to address any relevant issues which are encountered during the Class EA. This information will ultimately be presented to the public.

Our purpose in contacting your agency is two fold. First, we wish to advise you of the initiation of this project and second, to ask your co-operation in providing any input you feel is relevant to the project. To that end, we request you provide us with any information and/or identify any issues you and your organization has relating to this study. Please send your comments (if any) directly to the undersigned. These issues will be considered as part of this Master Plan, as per the Municipal Class EA process.

We appreciate your input on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Fazio'.

Margaret Fazio, B.Sc, C.C.E.P.  
Project Manager - Environmental Planning

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**APPENDIX III:**  
**DISPLAY PANELS**

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## Shifting Gears Hamilton's Cycling Master Plan

### Welcome

**Public Information Centre #1**  
Phase 1 of the Municipal Class EA process  
- information gathering

**We are asking for your input. Please submit your ideas on the comment sheets provided.**

This project is being conducted by the City of Hamilton with the assistance of two consulting firms: **Ecoplans Limited** and **McCormick Rankin Corporation**.

## Class EA Requirement

This study is following the approved environmental planning process for Master Plans under the *Municipal Class Environmental Assessment (June 2000, as amended in 2007)* (Class EA). The intent of the Master Plan is to investigate how to better connect cycling systems together in a regional-scale network, improve connections to transit nodes and encourage cycling use within the City of Hamilton.

This process will meet Phases 1 and 2 of the Class EA planning process that includes:

- Phase 1 - Identify the problems or opportunities
- Phase 2 - Identify alternative solutions to address the problem and establish the preferred solution taking into account public and review agency input

Under the Class EA there are four project schedules, with each schedule having different requirements to fulfill the environmental planning process. This Master Plan is intended:

- to fulfill the Class EA requirements for any Schedule A, A+ and B Projects that are identified
- to outline additional work that will be required for any Schedule C Projects that are identified

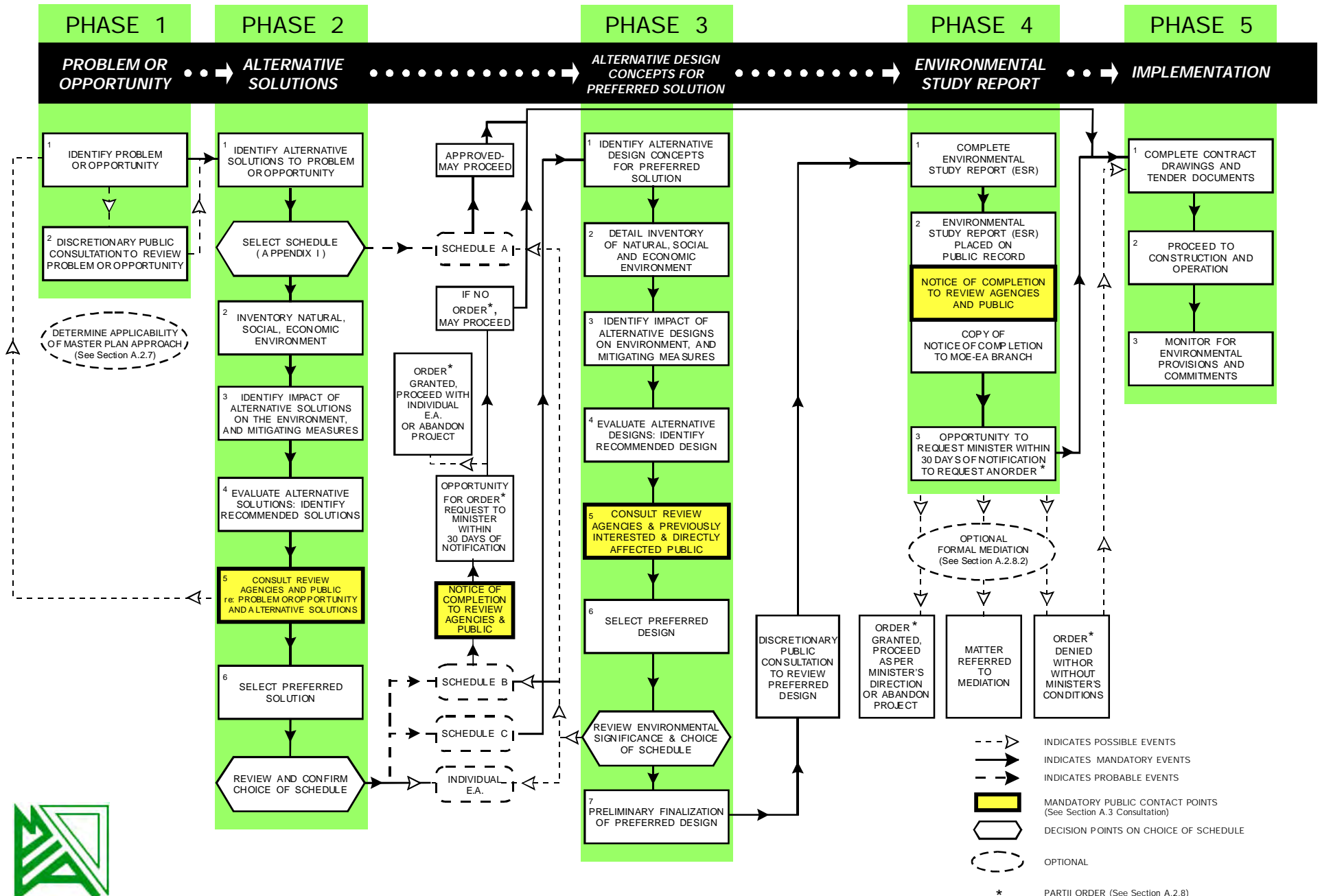
Upon completion of this study, a Master Plan report will be completed and filed for public review.

Following that, individual studies for the identified Schedule C Projects can commence.

# EXHIBIT A.2

# MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



# Cycling Master Plan

Cycling Master Plan  
Public Information Centre No.#1  
November, 2008

The City's current Cycling Master Plan, **Shifting Gears**, was issued in 1999. This document requires updating. The new cycling plan will address:

- Where cycling facilities such as bike lanes are needed
- Other types of cycling infrastructure such as bike parking
- Educational programs
- Cycling promotional initiatives

The **timeline and methodology** of this new cycling master plan is as follows:

- Identifying opportunities and concerns:
  - Public Information Centre #1 (Nov. 2008, four locations)
  - Stakeholders meeting (Nov. 2008)
  - Hamilton Cycling Committee meeting (Dec. 2008)
- Review the recommended plan:
  - Public Information Centre #2 (early 2009, two locations)
  - Stakeholders and Cycling Committee comments
- Finalize the study and present to Council (summer 2009)
- Filing of the study as a completed Environmental Assessment (summer/fall 2009)



## Implementation of the 1999 “Shifting Gears” Report

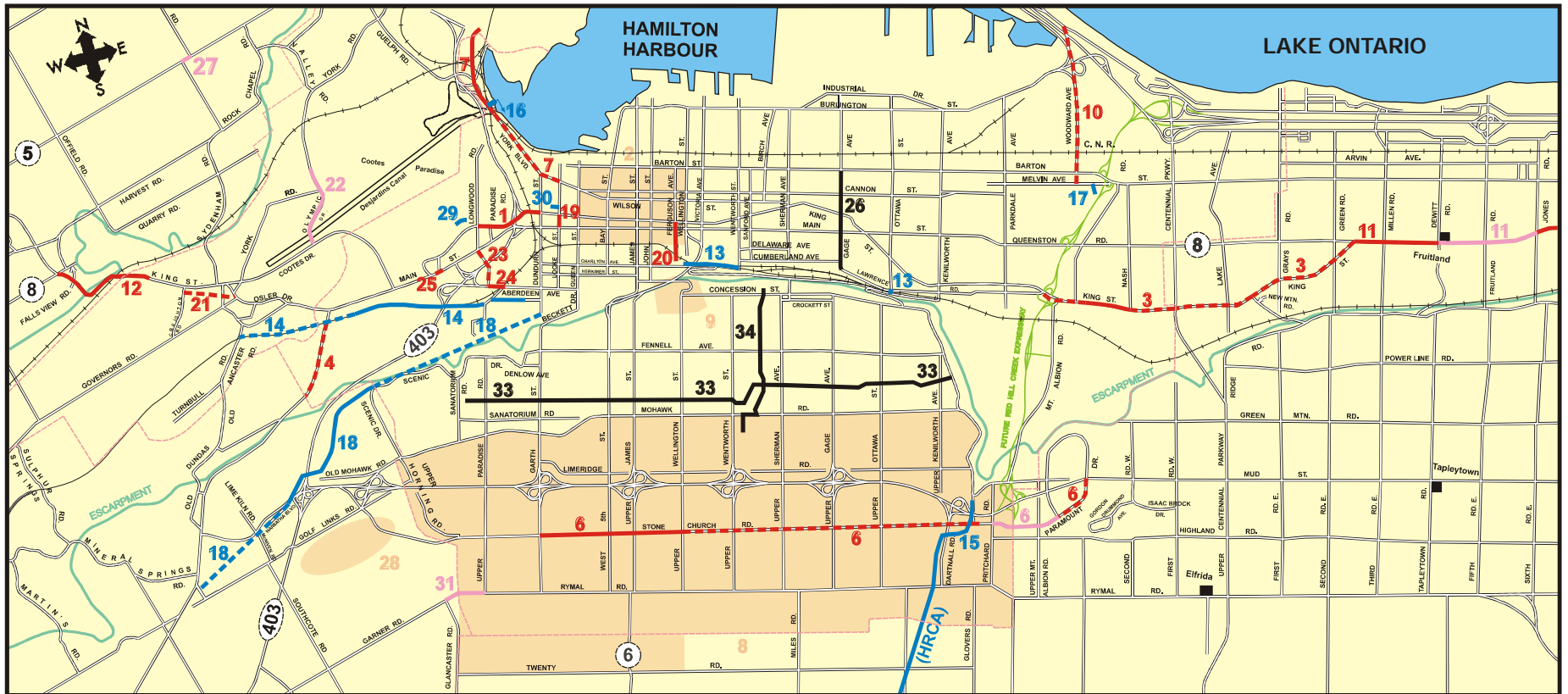
The City’s current Cycling Master Plan, Shifting Gears, includes a list of projects to be implemented to 2008. These include:

- Bike lanes on York Blvd – Locke St to the Burlington border **(implemented)**
- Paved shoulders on Centre Rd – Carlisle Rd to Parkside Dr **(almost completed)**
- Bike lanes on King St – Dundurn St to Longwood Rd **(partial implementation)**
- Bike lanes on Aberdeen Av/Longwood Rd – Studholme to Main St **(partial implementation, complete in 2009)**
- Multi-use path (rail trail) Studholme Rd to Ewen Rd over Hwy 403 **(in progress)**
- Bike lanes on Main St – Osler Dr to Wilson St hill **(completed and extended along Wilson St)**
- Multi-use path (rail trail) – Dundurn St to Ancaster, including a bridge over Hwy 403 **(implemented)**
- Bike lanes on Ferguson Av – King St to Young St **(implemented and extended northerly to Simcoe St)**
- Bike route east/west on the mountain between Fennell Av and Mohawk Rd **(implemented)**
- Bike lanes on Stone Church Rd/Paramount Dr – Garth St to Mud St **(almost completed, complete in 2009)**
- Multi-use path (rail trail) from the LINC southerly to the Haldimand border **(implemented)**
- Bike lanes on King St – Lawrence Rd to Queenston Rd **(partial implementation)**

There are also projects that have not been implemented. These include:

- Bike lanes on Hatt St – Ogilvie St to Market St
- Bike lanes on King St scaling the escarpment to Greensville
- Bike facility on Gage Av – Lawrence Rd to Barton St
- Bike lanes on Woodward Av – Melvin Av to Beach Blvd
- Bike facility on Queenston Rd/Hwy 8 – east of King St

Additional facilities have been constructed in the past 10 years that are not in the current Cycling Master Plan such as bike lanes on Sterling St, Upper Paradise Rd and North Service Rd.



## Map B - Proposed Bicycle Infrastructure Improvements 1999 - 2008

- RET retrofitting (including widening and rehab)
- - - RES restriping
- SHP shoulder paving
- TRC trail construction
- - - TRP trail paving
- TCA traffic calming (including bicycle boulevards)
- STU study / investigations

1. King Street - Longwood to Dundurn
2. Downtown Streets - Downtown Transportation Plan (DTP)
3. King Street East - Lawrence to Queenston (City of Stoney Creek)
4. Main Street West - Ancaster boundary to Hamilton-Brantford trail
5. Centre Road - Flamborough (not shown)
6. Stone Church Road/Paramount Drive - Garth to Mud
7. York Boulevard - Plains to Locke
8. South Mountain Area Streets - South Mountain Transportation Plan (SMTS)
9. Central Escarpment - Vicinity of Jolley Cut
10. Woodward Avenue - Melvin to Beach
11. Queenston Road - King to Jones
12. Former Highway # 8 - Bond to Bullocks Corners
13. Escarpment Rail Trail - Forest to Wentworth & Trail Access - Ottawa St / Lawrence Rd
14. Hamilton-Brantford Rail Trail - Old Ancaster to Glenside
15. Escarpment Rail Trail/Caledonia Trail - Arbour to Caledonia trail
16. Harbour's Edge Trail - York just east of High Level Bridge
17. Red Hill Valley Trail - Trail Access
18. Radial Line/Chedoke Trail - Halsion to Dundurn
19. Locke Street - Main to King
20. Ferguson Avenue - Forest to King
21. Hatt Street - Market to Main
22. Olympic Drive/Valley Road - Cootes to Watsons
23. Longwood Road - Aberdeen to Main
24. Aberdeen Avenue - Studholme to Longwood
25. Haddon Avenue/Main Street - Intersection
26. Gage Avenue - Lawrence to Barton
27. Highway #5 - Sydenham to Millgrove
28. Bikeways in Meadowlands Plan - Secondary Plan (Town of Ancaster)
29. Churchill Park - Marion to Glen
30. Victoria Park - Strathcona to Locke
31. Rymal Road - Glancaster to Upper Paradise
32. Highway #6 (Flamborough) - Concession Road 4 to Parkside (see Map A)
33. Bendamere Avenue/South Bend Road - Rice to Mountain Brow
34. East 25th Street - Concession to Limeridge Mall

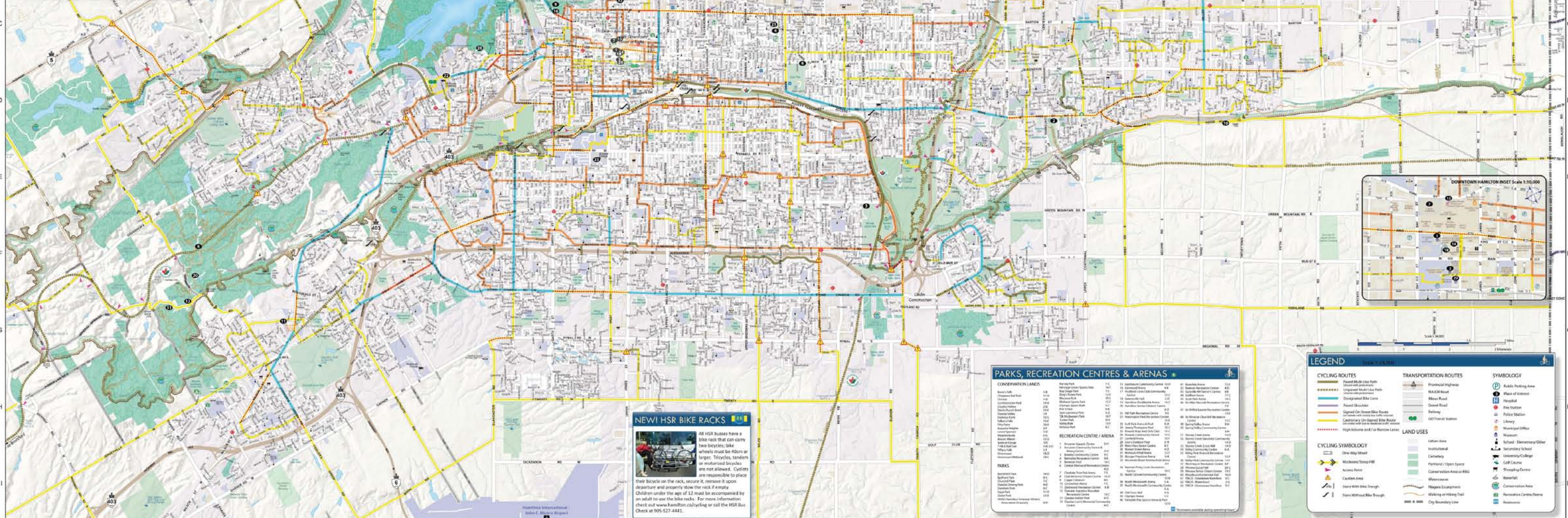


**HAMILTON URBAN BIKE ROUTES**



**PLACES OF INTEREST / TRAILS**

No.	Place	Grid	No.	Place	Grid
1	Art Gallery of Hamilton	B-C 10.0	18	Hagerston Farm	B-C 19.4
2	Barfield House Museum	B-C 10.0	19	Hamilton West Armistice	B-C 19.4
3	Bankers Artisan Studios	B-C 10.0	20	Chedoke Rail Trail (CTC)	B-C 19.4
4	Bank Toronto Square	B-C 10.0	21	Chippewa Rail Trail (CTC)	B-C 19.4
5	City Hall of Hamilton	B-C 10.0	22	Chippewa Rail Trail (CTC)	B-C 19.4
6	Children's Museum	B-C 10.0	23	Chippewa Rail Trail (CTC)	B-C 19.4
7	Chippewa College	B-C 10.0	24	Chippewa Rail Trail (CTC)	B-C 19.4
8	Chippewa Valley Trail Centre	B-C 10.0	25	Chippewa Rail Trail (CTC)	B-C 19.4
9	Chippewa Valley Trail	B-C 10.0	26	Chippewa Rail Trail (CTC)	B-C 19.4
10	Chippewa Valley Trail	B-C 10.0	27	Chippewa Rail Trail (CTC)	B-C 19.4
11	Chippewa Valley Trail	B-C 10.0	28	Chippewa Rail Trail (CTC)	B-C 19.4
12	Chippewa Valley Trail	B-C 10.0	29	Chippewa Rail Trail (CTC)	B-C 19.4
13	Chippewa Valley Trail	B-C 10.0	30	Chippewa Rail Trail (CTC)	B-C 19.4
14	Chippewa Valley Trail	B-C 10.0	31	Chippewa Rail Trail (CTC)	B-C 19.4
15	Chippewa Valley Trail	B-C 10.0	32	Chippewa Rail Trail (CTC)	B-C 19.4
16	Chippewa Valley Trail	B-C 10.0	33	Chippewa Rail Trail (CTC)	B-C 19.4
17	Chippewa Valley Trail	B-C 10.0	34	Chippewa Rail Trail (CTC)	B-C 19.4
18	Chippewa Valley Trail	B-C 10.0	35	Chippewa Rail Trail (CTC)	B-C 19.4
19	Chippewa Valley Trail	B-C 10.0	36	Chippewa Rail Trail (CTC)	B-C 19.4
20	Chippewa Valley Trail	B-C 10.0	37	Chippewa Rail Trail (CTC)	B-C 19.4
21	Chippewa Valley Trail	B-C 10.0	38	Chippewa Rail Trail (CTC)	B-C 19.4
22	Chippewa Valley Trail	B-C 10.0	39	Chippewa Rail Trail (CTC)	B-C 19.4
23	Chippewa Valley Trail	B-C 10.0	40	Chippewa Rail Trail (CTC)	B-C 19.4
24	Chippewa Valley Trail	B-C 10.0	41	Chippewa Rail Trail (CTC)	B-C 19.4
25	Chippewa Valley Trail	B-C 10.0	42	Chippewa Rail Trail (CTC)	B-C 19.4
26	Chippewa Valley Trail	B-C 10.0	43	Chippewa Rail Trail (CTC)	B-C 19.4
27	Chippewa Valley Trail	B-C 10.0	44	Chippewa Rail Trail (CTC)	B-C 19.4
28	Chippewa Valley Trail	B-C 10.0	45	Chippewa Rail Trail (CTC)	B-C 19.4
29	Chippewa Valley Trail	B-C 10.0	46	Chippewa Rail Trail (CTC)	B-C 19.4
30	Chippewa Valley Trail	B-C 10.0	47	Chippewa Rail Trail (CTC)	B-C 19.4
31	Chippewa Valley Trail	B-C 10.0	48	Chippewa Rail Trail (CTC)	B-C 19.4
32	Chippewa Valley Trail	B-C 10.0	49	Chippewa Rail Trail (CTC)	B-C 19.4
33	Chippewa Valley Trail	B-C 10.0	50	Chippewa Rail Trail (CTC)	B-C 19.4
34	Chippewa Valley Trail	B-C 10.0	51	Chippewa Rail Trail (CTC)	B-C 19.4
35	Chippewa Valley Trail	B-C 10.0	52	Chippewa Rail Trail (CTC)	B-C 19.4
36	Chippewa Valley Trail	B-C 10.0	53	Chippewa Rail Trail (CTC)	B-C 19.4
37	Chippewa Valley Trail	B-C 10.0	54	Chippewa Rail Trail (CTC)	B-C 19.4
38	Chippewa Valley Trail	B-C 10.0	55	Chippewa Rail Trail (CTC)	B-C 19.4
39	Chippewa Valley Trail	B-C 10.0	56	Chippewa Rail Trail (CTC)	B-C 19.4
40	Chippewa Valley Trail	B-C 10.0	57	Chippewa Rail Trail (CTC)	B-C 19.4
41	Chippewa Valley Trail	B-C 10.0	58	Chippewa Rail Trail (CTC)	B-C 19.4
42	Chippewa Valley Trail	B-C 10.0	59	Chippewa Rail Trail (CTC)	B-C 19.4
43	Chippewa Valley Trail	B-C 10.0	60	Chippewa Rail Trail (CTC)	B-C 19.4
44	Chippewa Valley Trail	B-C 10.0	61	Chippewa Rail Trail (CTC)	B-C 19.4
45	Chippewa Valley Trail	B-C 10.0	62	Chippewa Rail Trail (CTC)	B-C 19.4
46	Chippewa Valley Trail	B-C 10.0	63	Chippewa Rail Trail (CTC)	B-C 19.4
47	Chippewa Valley Trail	B-C 10.0	64	Chippewa Rail Trail (CTC)	B-C 19.4
48	Chippewa Valley Trail	B-C 10.0	65	Chippewa Rail Trail (CTC)	B-C 19.4
49	Chippewa Valley Trail	B-C 10.0	66	Chippewa Rail Trail (CTC)	B-C 19.4
50	Chippewa Valley Trail	B-C 10.0	67	Chippewa Rail Trail (CTC)	B-C 19.4
51	Chippewa Valley Trail	B-C 10.0	68	Chippewa Rail Trail (CTC)	B-C 19.4
52	Chippewa Valley Trail	B-C 10.0	69	Chippewa Rail Trail (CTC)	B-C 19.4
53	Chippewa Valley Trail	B-C 10.0	70	Chippewa Rail Trail (CTC)	B-C 19.4
54	Chippewa Valley Trail	B-C 10.0	71	Chippewa Rail Trail (CTC)	B-C 19.4
55	Chippewa Valley Trail	B-C 10.0	72	Chippewa Rail Trail (CTC)	B-C 19.4
56	Chippewa Valley Trail	B-C 10.0	73	Chippewa Rail Trail (CTC)	B-C 19.4
57	Chippewa Valley Trail	B-C 10.0	74	Chippewa Rail Trail (CTC)	B-C 19.4
58	Chippewa Valley Trail	B-C 10.0	75	Chippewa Rail Trail (CTC)	B-C 19.4
59	Chippewa Valley Trail	B-C 10.0	76	Chippewa Rail Trail (CTC)	B-C 19.4
60	Chippewa Valley Trail	B-C 10.0	77	Chippewa Rail Trail (CTC)	B-C 19.4
61	Chippewa Valley Trail	B-C 10.0	78	Chippewa Rail Trail (CTC)	B-C 19.4
62	Chippewa Valley Trail	B-C 10.0	79	Chippewa Rail Trail (CTC)	B-C 19.4
63	Chippewa Valley Trail	B-C 10.0	80	Chippewa Rail Trail (CTC)	B-C 19.4
64	Chippewa Valley Trail	B-C 10.0	81	Chippewa Rail Trail (CTC)	B-C 19.4
65	Chippewa Valley Trail	B-C 10.0	82	Chippewa Rail Trail (CTC)	B-C 19.4
66	Chippewa Valley Trail	B-C 10.0	83	Chippewa Rail Trail (CTC)	B-C 19.4
67	Chippewa Valley Trail	B-C 10.0	84	Chippewa Rail Trail (CTC)	B-C 19.4
68	Chippewa Valley Trail	B-C 10.0	85	Chippewa Rail Trail (CTC)	B-C 19.4
69	Chippewa Valley Trail	B-C 10.0	86	Chippewa Rail Trail (CTC)	B-C 19.4
70	Chippewa Valley Trail	B-C 10.0	87	Chippewa Rail Trail (CTC)	B-C 19.4
71	Chippewa Valley Trail	B-C 10.0	88	Chippewa Rail Trail (CTC)	B-C 19.4
72	Chippewa Valley Trail	B-C 10.0	89	Chippewa Rail Trail (CTC)	B-C 19.4
73	Chippewa Valley Trail	B-C 10.0	90	Chippewa Rail Trail (CTC)	B-C 19.4
74	Chippewa Valley Trail	B-C 10.0	91	Chippewa Rail Trail (CTC)	B-C 19.4
75	Chippewa Valley Trail	B-C 10.0	92	Chippewa Rail Trail (CTC)	B-C 19.4
76	Chippewa Valley Trail	B-C 10.0	93	Chippewa Rail Trail (CTC)	B-C 19.4
77	Chippewa Valley Trail	B-C 10.0	94	Chippewa Rail Trail (CTC)	B-C 19.4
78	Chippewa Valley Trail	B-C 10.0	95	Chippewa Rail Trail (CTC)	B-C 19.4
79	Chippewa Valley Trail	B-C 10.0	96	Chippewa Rail Trail (CTC)	B-C 19.4
80	Chippewa Valley Trail	B-C 10.0	97	Chippewa Rail Trail (CTC)	B-C 19.4
81	Chippewa Valley Trail	B-C 10.0	98	Chippewa Rail Trail (CTC)	B-C 19.4
82	Chippewa Valley Trail	B-C 10.0	99	Chippewa Rail Trail (CTC)	B-C 19.4
83	Chippewa Valley Trail	B-C 10.0	100	Chippewa Rail Trail (CTC)	B-C 19.4



**NEW! HSR BIKE RACKS**

All HSR buses have a bike rack that can carry two bicycles; bike wheels must be 40cm or larger. Tricycles, tandem or motorized bicycles are not allowed. Cyclists are responsible to place their bicycle on the rack, secure it, remove it upon departure and properly store the rack if empty. Children under the age of 12 must be accompanied by an adult to use the bike racks. For more information check out [www.hamilton.ca/cycling](http://www.hamilton.ca/cycling) or call the HSR bus Check at 905-527-4441.

**PARKS, RECREATION CENTRES & ARENAS**

CONSERVATION LANES	RECREATION CENTRE / ARENA	PARKS
1	1	1
2	2	2
3	3	3
4	4	4
5	5	5
6	6	6
7	7	7
8	8	8
9	9	9
10	10	10
11	11	11
12	12	12
13	13	13
14	14	14
15	15	15
16	16	16
17	17	17
18	18	18
19	19	19
20	20	20

**LEGEND**

**CYCLING ROUTES**

- Frontal Highway
- MAJOR Road
- Minor Road
- General Road
- GO Transit Station

**SYMBOLY**

- Public Parking Area
- Place of Interest
- Hospital
- Fire Station
- Police Station
- Library
- Municipal Office
- Museum
- School - Elementary/Other
- University/College
- CAF Centre
- Shopping Centre
- Waterfall
- Conservation Area
- Recreation Centre/Arena
- Busway

**CYCLING SYMBOLY**

- One-Way Street
- Median/Strip Hill
- Access Point
- Caution Area
- Stairs With Blue Trough
- Stairs Without Blue Trough

**LAND USES**

- Residential
- Commercial
- Parkway/Open Space
- Conservation Area or BSA
- Watercourse
- Wetland/Designated
- Walking or Hiking Trail
- City Boundary Line

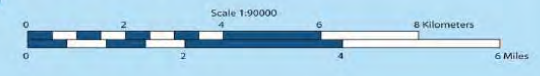


# HAMILTON BIKE ROUTES



**TAKE NOTE!!**  
Gasoline powered vehicles are NOT permitted on multi-use trails.

**BICYCLES ON TRANSIT**  
GO Transit provides bicycle racks at most of its stations. Bicycles are allowed on GO Trains except on weekday trains arriving at Union Station between 6:30 am and 9:30 am and leaving Union Station between 3:30 pm and 6:30 pm, and not within Union Station during those times. Folding bicycles can be accommodated on GO Buses with luggage compartments. For complete details and conditions, visit [www.gotransit.com](http://www.gotransit.com) or call 1-888-GET ON GO (438-6646). See reverse regarding HSR bike racks.



**DO NOT TRESPASS!**  
Rural fields are private property

## CARLISLE



## MOUNT HOPE



## LEGEND

- Paved Multi-Use Path (shared with pedestrians)
- Unpaved Multi-Use Path (shared with pedestrians)
- Designated Bike Lane
- Paved Shoulder
- Signed On-Street Bike Route (on streets with mostly low traffic volume)
- Cautionary Un-Signed Bike Route (on streets with low to moderate traffic volume)
- High Volume and / or Narrow Lane
- Provincial Highway
- MAJOR Road
- Minor Road
- Gravel Road
- Railway
- GO Transit / VIA Station
- Caution Area
- Urban Area
- Conservation Area or RBG
- Watercourse
- Niagara Escarpment
- Walking or Hiking Trail
- City Boundary Line
- Conservation Area
- Place of Interest
- Hamilton Eat Local - farm gate sales  
For produce details by season see [www.environmenthamilton.org/eatlocal](http://www.environmenthamilton.org/eatlocal)



## Opportunity Statement

This study will develop a schedule for the implementation of cycling infrastructure as well as state what the ultimate cycling network for the City of Hamilton shall look like. Also, this study will identify strategies for other action areas including cycling education, promotion and end of trip facilities (bike parking, showers, etc.).



## Goals of the Study

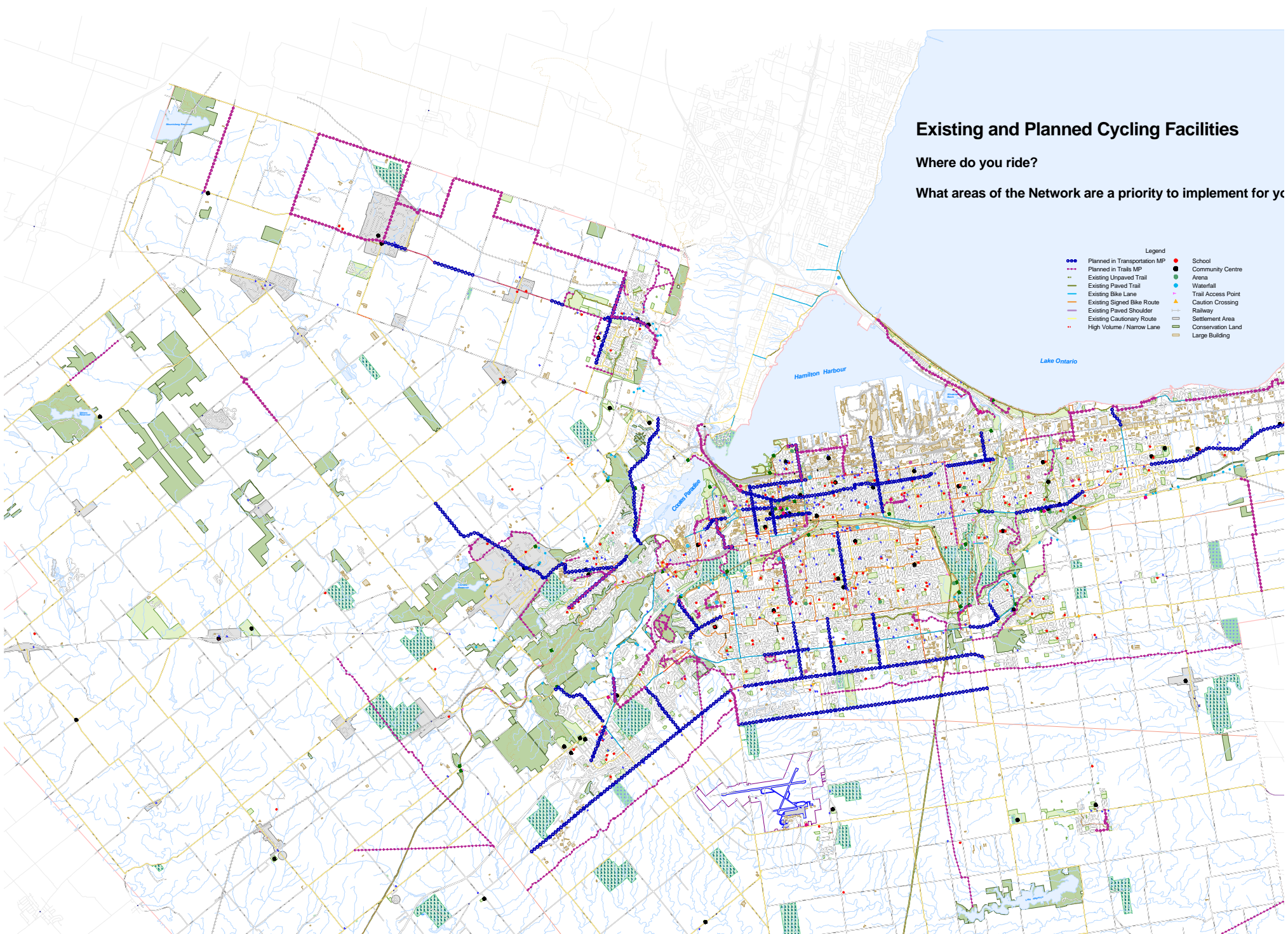
- A comprehensive network for both commuter and recreational cyclists.
- Convenient access to this network for all residents.
- Separate bike facilities on streets with large traffic volumes and faster speeds.
- Shared facilities on low traffic volume streets (bike lanes not required).
- A consistent design to ensure familiarity for everyone, thus maximizing safety.
- Public education programs for all road users to maximize safety.
- Cycling promotion to increase cycling in Hamilton.
- An all season network.

# Existing and Planned Cycling Facilities

Where do you ride?

What areas of the Network are a priority to implement for you?

- Legend
- Planned in Transportation MP
  - Planned in Trails MP
  - Existing Unpaved Trail
  - Existing Paved Trail
  - Existing Bike Lane
  - Existing Signed Bike Route
  - Existing Paved Shoulder
  - Existing Cautionary Route
  - High Volume / Narrow Lane
  - School
  - Community Centre
  - Arena
  - Waterfall
  - Trail Access Point
  - Caution Crossing
  - Railway
  - Settlement Area
  - Conservation Land
  - Large Building



## Designing Cycling Facilities

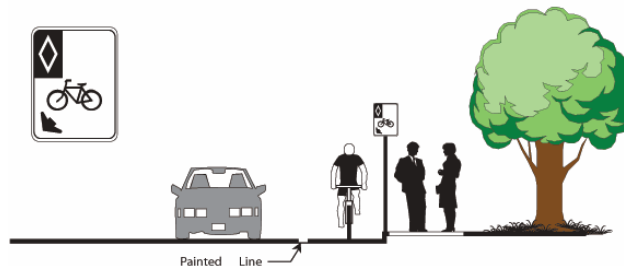
### Bikeways

There are four cycling facility designs that the City of Hamilton prefers to utilize:

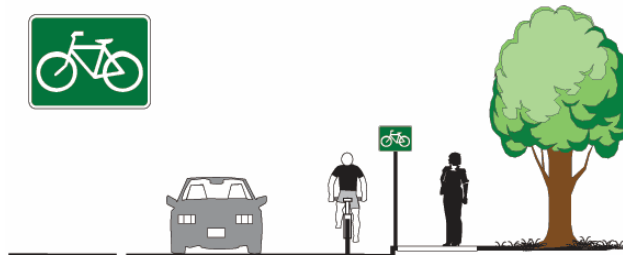
- Multi-use paths (off-street, rural & urban)



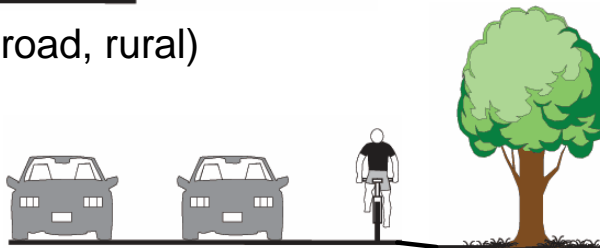
- Reserved Bike Lanes (on-street, urban)



- Signed Bike Routes (on-street, urban), and



- Paved Shoulders (on-road, rural)



### Which of these cycling facilities do you feel safest using?

Note that the design standards do not include an option of bike lanes above the curb (beside the sidewalk). This design is to be avoided as it may lead to conflicts at intersections and driveways due to poor visibility.

The City is working to improve the design of sewer grates, with a standard design that is bike friendly and concrete collars that prevent potholes at grates.



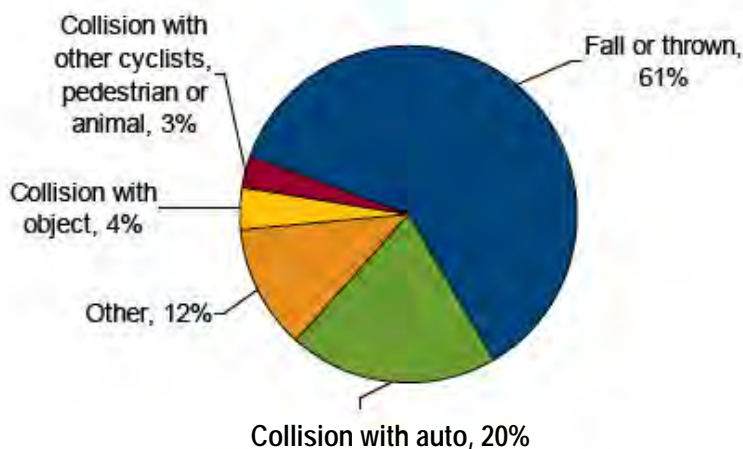
## Collision Data

Collision data for the City of Hamilton was analyzed for the **10 year period** from August'98 to August'08. There are approximately 155 collisions involving cyclists each year, including an average of one fatality annually. Collision data will be incorporated into decisions regarding the location of new cycling facilities and implementation priorities.

The map below shows collision locations for the 10 year period for a large portion of the Hamilton urban area, with the collisions marked as black diamonds.



Type of Cycling Injury Hospitalization  
Source: Ontario InjuryCompass, 2002/03)



## Bike Parking

The City employs the following strategies to provide bike parking:

- Post & ring racks along sidewalks in commercial areas



- Multi-ring bike racks on sidewalks in high demand locations – as a contracted arrangement which includes street advertizing



- Enclosed bike parking, providing a higher degree of security, primarily for commuters at areas with concentrated employment and at transit hubs, with significant funding provided by Metrolinx. The City also provides for combined cycling/transit trips with bike racks on the entire HSR fleet of 210 busses.



The City would like to recognize employers that provide excellent bike parking facilities for employees, students and visitors.

The City states cycling guidelines in documents such as the Official Plan and provides comment to commercial development applications recommending the provision of bike parking.

## Two Options for the Ultimate Cycling Network

There are two possible options for the City to employ in planning the ultimate cycling network.

### Option A:

Include cycling infrastructure on **all major streets** within the urban boundary – arterial streets and many collector streets. Low volume urban streets would not require special facilities such as bike lanes. In rural areas, the general application is proposed to be paved shoulders for many rural roads.

### Option B:

Identify **primary corridors** that require cycling facilities. This strategy would build on the network identified in the Transportation Master Plan and add any critical corridors not already identified.

Either of these strategies would be integrated with the general road construction program for the City. Additional funds would be allocated for high priority streets through the Annual Bicycle Routes Improvement Program.

**Which of these strategies do you prefer? Why?**

**Are there other strategies?**

## Criteria for the Review of Alternatives

In order to develop a priority list for cycling infrastructure investment, criteria need to be established to compare the various projects being considered and to select preferred routes when various options exist in close proximity.

The proposed criteria include:

- Directness of the route
- Significance as a “missing link” in the network
- Cost
- Safety/collision history
- Perceived safety
- Property limitations
- Proximity to other cycling facilities
- Road reconstruction schedules

**Do you agree with this list?**  
**Are there other factors to consider?**





## Cycling Promotion

Education and Advertising are two key ways to promote a safe and well utilized cycling network. Strategies include:

- The City's bike route map of existing cycling infrastructure, available "in print" and on the web.
- Programs through schools so children learn how to safely operate a bicycle
- Bike education courses for adults such as CAN-BIKE
- Media coverage of cycling safety
- Special campaigns using billboards, etc.
- General cycling information and accommodation for cyclists at special events i.e. festivals

**Please note any other promotional ideas that you feel the City should invest more effort in.**



# Cycling Master Plan

Cycling Master Plan  
Public Information Centre No.#1  
November, 2008

**Thank You for attending.**

**Please fill in a comment sheet and encourage others to provide comments using the website or email.**

**web: [www.hamilton.ca/ShiftingGears](http://www.hamilton.ca/ShiftingGears)**

**email: [cycling@hamilton.ca](mailto:cycling@hamilton.ca)**

If you have left us contact information you will be notified of the second round of Public Information Centres (2 locations) in early 2009. The dates and times of these sessions will also be published in the media. The information presented in these sessions will also be posted on the above website.

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**APPENDIX IV:**  
PIC COMMENT SHEET

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# HAMILTON CYCLING MASTER PLAN MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT COMMENT SHEET

## PUBLIC INFORMATION CENTRE #1 – November 2008

We would appreciate your comments with respect to the questions below and/or in regards to any other issues which you feel are relevant to this study.

Please either drop your completed comment sheet in the box provided or mail/fax it by **December 2, 2008** to:

J.A. (Sandy) Nairn, MCIP, RPP  
Consultant Project Manager  
Ecoplans Limited  
2655 North Sheridan Way  
Mississauga, Ontario  
L5K 2P8

Daryl Bender  
Project Manager, Alternative Transportation  
Public Works  
City of Hamilton  
77 James Street North, Ste. 320  
Hamilton, Ontario  
L8R 2K3

Phone: (905) 823-4988  
Fax: (905) 823-2669

Phone: (905) 546-2424, Ext. 2066  
Fax: (905) 540-5926

Please check here if a response *is not* required.

### GENERAL

1. What type of cyclist would you consider yourself? Check all that apply.

Commuter       Recreational       Utilitarian (i.e. For running errands)

2. Where do you ride?

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3. What areas of the network are a priority to implement for you? And why?

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### ROUTE TYPES

4. Which of these cycling facilities do you feel safest using?

Multi-Use Paths       Signed Bike Route (shared with autos)   
Reserved Bike Lane       Paved Shoulders

5. Why?

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**STRATEGIES: OPTION A & OPTION B**

6. Which of these strategies do you prefer?

Option A - bike lanes/facilities on all major streets

Option B - bike lanes/facilities on a select network of streets

7. Why?

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8. Are there other strategies?

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**CRITERIA FOR THE REVIEW OF ALTERNATIVES**

9. Do you agree with the criteria listed?

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10. Are there other factors to consider?

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**PROMOTION AND EDUCATION**

11. Please note any other promotional and/or educational ideas that you feel the City should invest more effort in.

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**OTHER COMMENTS**

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**Thank you for your participation.** *Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the environmental assessment. With the exception of personal information, all comments will become part of the public record.*

**If you would like to be put on the project mailing list in order to be informed of future developments during the project's duration, please complete the following:**

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

POSTAL CODE: \_\_\_\_\_

EMAIL: \_\_\_\_\_

**PREFERRED METHOD OF CONSULTATION:** MAIL  EMAIL

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**APPENDIX V:**  
PUBLIC COMMENTS

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**Public PIC #1 Comment Sheets  
Hamilton Cycling Master Plan**

TRACKING CODE	What type of cyclist would you consider yourself?	Where do you ride?	What areas of the network are a priority to implement for you? And why?	Which of these cycling facilities do you feel safest using? And why?	Which of these strategies do you prefer? Why?	Are there other strategies?	Do you agree with the criteria listed?	Are there other factors to consider	Please note any other promotional ideas that you feel the city should invest more effort in.	Other Comments
P-1	<input checked="" type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Downtown to McMaster everyday. Within downtown. Lakeshore/Harbourfront trail.	A bike-friendly route from the downtown to McMaster/Westdale ie. bike lanes from 403 (Dundurn) to at least John St.	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Eliminates chances of a driver opening a car door right in front of you. Designated bus and bike lanes in the same lane.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Option A is not an option. Quality over quantity.	Large projects on a select few streets is the only way to go.	Fine. I do not think directness of route should be a main priority.	Again I think other cities success shows quality over quantity. The bike lanes in Montreal are a good example.	Education to drivers? Not parking in bike lanes, etc.	
P-2	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	King St E, Bayfront Trail, York St E, and most areas around downtown and the Westdale/McMaster area.	York St, King St, and Main St.	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  More definite division from cycling and road traffic and increased awareness of bicycles due to more rider traffic.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  Most direct access routes to major amenities in Hamilton such as Downtown core, Westdale, Stoney Creek, the Escarpment and downtown.	Metrolynx based system with bike racks or increasing bus frequency with more bike rack strategies.	Yes.	None at the moment.	Brownfield redevelopment better transit connections b/w downtown core and Westdale/McMaster.	
P-3	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Between Westdale and downtown and on the rail trail and waterfront trail.	Direct routes on major roads that are fast and safe. I will not commute by bicycle on back streets where I have to stop every block or two for a stop sign. If you want me to leave my car at home you have to make cycling fast, safe, and convenient.	<input checked="" type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Separate from cars. Bike lanes are also okay. On back streets I am happy to share with cars.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  If you go to a town like Holland, Michigan you will see that this approach is very effective in getting people onto bicycles. Option B is ad hocery and will not get people cycling.	Require bike lanes on all new streets then retrofit existing streets.	Directness of the route is key. Collision history should receive little weight because if you provide proper bike lands, collisions will go down.	Connection between places where people live and where they work.	Educate motorists about respecting cyclists but also educate cyclists to obey the law. 98% of cyclists run stop signs, drive the wrong way down one-way streets, etc. They should be ticketed because they give cycling a bad name and create ill will with motorists.	I have had three close calls with motor vehicles. Two were city trucks and one was a city police car. That pretty much sums up how cycle-unfriendly this city is. I hope you take this opportunity to fix the problem.
P-4	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	City center, recreational trails.	City center, as these lanes are key element to safe travel in the core.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  When there is clear feature that continuously separates bikes from motor traffic safety	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  I commute and prefer safe access to all major streets.	Combination of A/B. Major streets in city center and select network in periphery.	Yes.	Volume of traffic?	Signage or advertising to share the road.	The ambition is clear but will it be a project completed in the near future, have been waiting for results!

**Public PIC #1 Comment Sheets**  
**Hamilton Cycling Master Plan**

				threshold is higher. Motor traffic has a tendency to disregard bike traffic.						
P-5	<input checked="" type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian  A knee injury has prevented me from cycling. Prior to that I was a 12 month commuter and aspire to get back to that. I'll answer as if I'm still commuting.	For work – primarily in the downtown core but extending occasionally to Dundas and East Hamilton.	I'd like to see designated bike lanes on King and Main. Seasoned Toronto courier friends find these routes scary.	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Less concern for autos.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Except for King and Main which I think should have designated lanes for the many that would use them if they were created...but I prefer...	A series of lanes, through parks and low car traffic areas connecting residential areas with industrial and commercial (commuting) areas...to minimize fumes and dancer from cars.	Yes.	How about hiring/exchanging top cycling bureaucrats from other cities that are noted for excellent bike routes to come, ride our routes, and comment. Some Dutchmen for example.	Work with existing and proposed new industries and institutions to create bike garages, lockers and showers for commuters. Help them to develop incentive programs for employees.	Instead of travel bonuses, non car use bonuses. City employees could be given free bus passes or cash equivalent for walking/biking to work. How about portables on city car parks manned by attendants perhaps paid on some incentive basis....profit sharing? Keep the place spotless. Fix a flat tire if necessary, etc.
P-6	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Queen/Aberdeen area to Churchill Park, up Chedoke trail connecting to Ancaster/Dundas, to Burlington via York Blvd, to Dundurn Plaza area.	Longwood bike lanes (Aberdeen to King) → provide save connection over 403 between downtown and west Hamilton. Rail trail connection over 403 from Fortino's to Aberdeen → provide save connection over 403 between downtown and west Hamilton. Any north/south bike route between the 403 and downtown → there is no good way to travel north/south in this area during busy times of the day. A way of travelling east/west in the lower city → there really is no good way to travel to the east from where I live. Some way over the QEW to access the beach trail.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input checked="" type="checkbox"/> Paved Shoulder  Paths avoid conflicts with cars. Reserved bike lanes at least remind drivers to share the road. Paved shoulders are great for rural roads with high speed traffic.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  I prefer to see good quality connected networks that connect large areas of the city. I don't realistically see networks on all major streets.		Yes.			
P-7	<input type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Streets – main and secondary, mostly below the escarpment. Trails – for recreation.	Trail connections over QEW, LINC, 403. Safe, quick, routes across city.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  Main streets are such because	Remove cars from designated streets. Pedestrian/cyclists only.	Yes.	A way to safely go up/down escarpment. S type path for cycles.	Bike parking in city lots, garages.	

**Public PIC #1 Comment Sheets**  
**Hamilton Cycling Master Plan**

				Safest is barrier – solid or space between cycles and autos.	they carry the traffic. Cyclists are traffic.					
P-8	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Westdale, West Hamilton, Dundas, RBG, James St N via waterfront	Access to downtown from west end. Currently I rarely bike downtown (from Westdale) because the direct routes are unpleasant and feel dangerous while the safe/pleasant routes are out of the way and zig zag and hit many stop signs.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  On the road, I'm always on the alert for encroaching cars. On multi-use paths I feel safe but prove a danger to careless pedestrians.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Option A seems unlikely and unnecessary.		Largely yes. I would emphasize the perceived safety of the route.	Simplicity of route should be considered along with directness. The most direct route might be discouraging convoluted.	Enforcement of traffic laws for cyclists. Cyclists will not be regarded as valid users of the roads while most cyclists flagrantly run signs, ride on the sidewalks, etc.	
P-9	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Mostly Westdale to central downtown. Westdale to west mountain via radial/Chedoke trail and Westdale to Dundas/Ancaster via Brantford Rail Trail.	Longwood Road South and Aberdeen Ave is a problem area and deceptively so because of the partial/incomplete bike lane system. Nothing for westbound traffic on Aberdeen and Corktown Park to Easterly Rail Trail.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Signed bike routes could offer safer routes such as the addition of physical barriers and some consideration should be given to the physical capability of the route to accommodate bikes and cars, ex. Is the road wide enough?	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Specifying routes increased cycle traffic, cultures and awareness for auto users.					Shared use of right away along CNR east-west rail connecting Bayfront to east end.
P-10	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Commuting: East-west along York/Wilson/Common (this takes some defensive cycling!) Recreational: Escarpment rail trails	East west commuter routes across the lower city → There are no current contiguous routes with adequate bike-car separation (Barton/King/Main are dangerous, inadequate). Look at your accident map. Lots of people are having trouble getting across the city	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route → Only if the shoulder lane is wide enough to pass cyclists without changing lanes <input type="checkbox"/> Paved Shoulder  Cycling must be integrated with day to day life, not just as a Sunday recreation. As such there must be contiguous access to the same routes as cars use. But there must be space! See Victoria, BC.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  Option B seems easier but I worry that the "select network" will be three block stretches on easy corridors, and ignore the need for a contiguous network.	Mostly. They don't recognize the existing inequality between access to competing modes of transport.	How competitive are the chosen routes with other modes of commuting. We want to get people out of their cars. So its worth sacrificing some auto-infrastructure.	Have something to sell first! Ok, advertise that cyclist have every right to be on the road as cars. I've been the victim of so much road rage just being on the road!		
P-11	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Everywhere	None specifically.	<input checked="" type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B			Need to consider having bike routes paved. Margin of		Enforce the bylaw forbidding cyclists on the sidewalk.

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				<input type="checkbox"/> Paved Shoulder Only if paved.	Usually this is the shortest route. Cyclist have the same rights to get through the city as cars.			roadway along curb is the first to deteriorate because of water damage, that this is the zone required by cyclists. Here they may swerve into the path of a car.		
P-12	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	I do not have a drivers license. I bike everywhere. My daily commute is from Dundurn Plaza area to Mac. My other primary destination is downtown (from Dundas).	I'd like to see a better east-west (Mac to downtown) route.	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Multi use are best because I don't have to deal with cars. Reserved bike lanes are helpful but having some physical protection (not just painted pavement) would make me feel more secure.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  On the secondary streets I can fend for myself. I'd like more assistance to use the main streets.		Yes.			Please do something about all the trucks parked in the cycling lane between Dundurn and the 403 on King St during rush hour (also between 403 and Macklin).
P-13	<input type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Downtown, West Hamilton, Waterfront trail, Locke St S (business and Ryerson school) , Westdale (to the university)...to Dundas	Bikes are the most efficient form of transportation for distances under 4km and shorter distance bike trips are the most accessible for people of all ages. The population density downtown, SW Hamilton (below escarpment) and Westdale means that there are lots of amenities and recreational opportunities that would be accessible to many people – and the fact that amenities are close to each other and to residents means that a bike errand doesn't mean you have to be in tip top physical shape.	<input checked="" type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Reserved bike lanes tend to be located on busy streets and car drivers are not respectful of cyclists and are often distracted. I also like to travel by bike with my children and I feel much less safe with them in on-road environments. An on-road bike lane that is separated from traffic by some means (grade, bollards, boulevard, etc.) would feel much safer to me.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  There are many lost opportunities for bicycle enhancements during road reconstruction because the enhancements "aren't in the plan". Bike lanes/shoulders should be on all major streets so they are "in the plans" and there is no longer an excuse.		Ok.	- Likelihood of the route to promote modal shift from car to bicycle - Ability of the bike facility to enhance the streetscape for the users, ex. pedestrians - That the bike lane could calm traffic, ex. Sterling St	- Bike to work day - "Cyclovia" like in Bogota where major street(s) are closed to motorized traffic on Sunday's and holidays. I would like to see this on Bay St N to Bayford Park	Better Bike facilities on Locke St, Bike lanes on Dundurn St (road surface Dundurn so this is useful), Bike lanes on Bay St N, Connect bike lanes east of Locke on York, Create treatment of pavement/barriers/grade separation boulevard to separate cyclists from on street vehicles. Also, better, consistent signage, ex. to provide direction to cyclists or to navigate areas, ex. there is some directional signage in Dundas. Cyclists and especially newcomers to the city shouldn't be expected to have a bicycle map with them all the time.
P-14	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Almost everywhere in the city. Off-road in Dundas and other areas.	Main Street – the speed of traffic and no bike lanes is frightening. Downtown	<input type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input checked="" type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  I find the bike	I see education to be a big part of the solution – so that bikers, drivers, and	Yes.	I think that sometimes the consistency of what is used gets	Heavier emphasis on bike rights and rules on drivers license tests.	I know many people who would love to ride their bikes to work and recreationally but do not because they feel it is so very

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			mostly – high density traffic and parking and often limited visibility due to buildings at corners.	Multi use paths are great but are limited as to where they take you. Obviously Reserved bike lanes often stop suddenly – in which case I prefer to ride without bike lanes so that my riding is consistent and predictable to drivers. Also bike lanes sometimes go too closely to parked cars, making me nervous for “door prizes”.	lanes that are on the main streets often disappear making it awkward to integrate back into regular traffic – perhaps lanes on all major streets would provide more continuity?	pedestrians understand the safest ways to co-exist and that people understand the laws.		overlooked (especially when project are done in stages).		unsafe. Lets stop bowing down to the car.
P-15	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	1. Westdale Wastvels Cycling Group – mostly west Hamilton, Dundas, Ancaster, etc. 2. Around McMaster 3. To/from downtown	1. Need to make viable connections, also “continuous loops” 2. Connect Westdale to downtown	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input checked="" type="checkbox"/> Paved Shoulder  Paved shoulders extremely nice in rural areas. Country car drivers are not very cycling friendly	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  Ultimately Hamilton should be a top cycling city because it is geographically beautiful.		Yes. Plus: attractiveness of the route – keep it in mind. Also, should be direct!		1. Lights = safety 2. Bike Lanes need to be wide enough, ex. York Blvd they’re too narrow	1. Roundabouts are very good – also mini roundabouts in city 2. Have a vision to create big cycling loops, ex. Round the bay 3. Contraflow lanes on lesser street, ex. Hunter St, good! 4. The completed projects are great! They make cycling better!
P-16	<input checked="" type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Locke St S to Bayfront, Locke St S to McMaster University	Bike lanes on main routes, continuous bike routes, currently bike lanes just stop → ie. Main St W over 403 bridge, King St over 403 bridge. Need maintenance of bike lanes in winter, keep them plowed.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Traveling with children, don’t feel safe merging with traffic coming off 403 (Main and King St W)	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  Bikers have more choices of routes to travel, currently marked routes feel secondary to car traffic, send bikers out of the way.	Re-route car traffic to Burlington St, Cannon, Aberdeen and make Main/King for Bus/Bike traffic.	Yes.	- # of people/bikers who would use route if implemented - Ease of maintenance → does it flood over in rain? Easy for snow removal.	More posted signs and maps to denote where bike routes are. Education for automobile drivers re: sharing the road with cyclists.	Would like a safe way to cross 403 from Locke St South commuting to Mac → re. pedestrian, bike bridge over 403. Currently if bike to Mac from Locke South have to cross 403 on/off ramps; don’t feel safe doing this traveling with kids.
P-17	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Ancaster – rural roads. Ancaster to downtown Hamilton	Garner Rd Ancaster – residential area has been/is building up and high school (Bishop Tomos) and Walmart – allows travel from Medowlands to Duff Corners (Walmart area)	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input checked="" type="checkbox"/> Signed Bike Route → with painted signs on road <input checked="" type="checkbox"/> Paved Shoulder  - Decreased possibility of crashing into/by autos - Paved shoulders are helpful on rural roads due to issues with visibility (hills) and speed of auto traffic	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  Allows for a variety of routes to get from 1 place to another		Yes.			- Bike lanes and paved shoulders must be maintained (ie. cleared and pavement kept repaired and smoothed, not patched here and there – too bumpy) - I would like to see bike lanes/paved shoulders on Hwy 53-Garner Rd Ancaster

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P-18	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	On road, west to Kitchner-Waterloo, East to Niagara Falls-Niagara on the Lake, North of Hwy 99, Concession Roads, Guelph, South of Hwy 99, Ottawa St Cycling Shop, Caledonia and areas		<input type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  On road bike lanes often have debris (glass, coarse gravel, metals, nails, etc.); end close to intersections prompting motorists to speed pass a cyclist to turn right or straight. Would suggest more frequent sweeps of bike lanes and to end bike lanes a few more metres from a intersection or go to continue through the intersection.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Bike lanes on selected streets could connect to transporration nodes.	Share the road strategies; information, education, signage, traffic, calming devices and enforcement of Hamilton bylaws and M.V. Act				Excellent visual material: well organized, easy to read. Availability of presenters to participants promoted many verbal comments and questions. Congratulations!
P-19	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Bike trails for the most part. I tried cycling in Hamilton when I first moved here a few years ago, but have found the drivers more aggressive and unaccustomed to having cyclists on the road then where I've lived before (Toronto).	Major roads that follow the pre-existing major commuting patterns of the city.	<input checked="" type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  I feel safest using car-free paths but these are not necessarily the most function for regular (ie. non-recreational) usage.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  If the idea is to make cycling safe and functional, then cyclists should not only be "welcome" on "a select network" of streets.	Replace a full lane on the major streets especially the 1-way E-W streets for the exclusive use of transit and cyclists.	No. Cost should not be a serious criteria, give how much less damage cyclists do to roads, and the overall health and social benefits of cycling vs. driving.		Active efforts (not just media related) to change the very car-oriented cyclist and pedestrian hostile culture of Hamilton.	I don't see anything in the proposed MP that addresses actively changing the behaviour of motorists. One "other" comment: The quality of the painting on the recent road work, including the Aberdeen bike lane, is truly appalling. That firm or individuals should be replaced with ones that can draw a straight line and use a stencil!
P-20	<input checked="" type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Between downtown (John and Aberdeen) and McMaster University only.	The proposal for a walk/bike trail through Innovation park is a fantastic one. Some way for cyclists to cross the 403 without having to navigate the highways of main and King would be really fantastic. More bike posts on Main and King Streets for security. Mostly I have to lock my bike to handrails or a garbage can.	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Drivers are already accustomed to obeying lines. Incorporating new lines on the road is an easy adjustment. Most drivers have the attitude that the road is theirs alone, as a separate place feels safer. Share the road.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  A is ideal but B seems more feasible.	Convert selected streets to pedestrian and cycle use only and make others.		General condition of many Hamilton streets is deplorable leads to a very uncomfortable ride to work, also increased the use of slips and falls into traffic.	Share the road, fine drivers for parking in bike lanes.	Bike racks!
P-21	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	At this point, trails only (inc. multi use paths).	The main streets [Dundurn, Main (all of it), King (all of it)]. I am a commuter along Main/King to Stoney Creek and I am forces	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Car drivers tend not to	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  There is nothing wrong with Option B	Quality over quantity! As long as great systems are available on major roads, that is enough.		Just consider potential cyclists, not just current cyclists.	McMaster and Mohawk students.	I have great hope for the future of our city's cycling infrastructure.

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			to drive over ride in the current system (I work shift work and busing it is not always possible). A Barton St. artery may stimulate the local economy there.	respect bikes if they share the same road; designated bike lanes are a minimum.	especially if B devotes more resources like A would require. Option A is the ideal unless Option B produces things like multi-use paths where Option A may produce many more interior lanes, like Signed Routes.					
P-22	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Mostly commuting from downtown to McMaster University. Evenings and weekends – trails for recreation, downtown streets for market, grocery, etc.	Safe, direct route(s) from downtown to McMaster. Bike lane on King and Main from east of downtown all the way to McMaster. Low volume traffic crossing of 403.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  I bike everywhere, but sharing the lane with cars, particularly at high speeds is scary! (ex. Main St from 403 bridge to downtown!)	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  Although A seems highly unlikely to happen obviously it is preferred, but priority needs to go to safe, direct routes.		Yes – though they need to be implemented! Lots of progress on new bike lanes in Hamilton, but a <u>continuous</u> network is required.		<ul style="list-style-type: none"> <li>- More bike lock-ups</li> <li>- Encourage safety with “give-aways” → lights, helmets?</li> <li>- Need to educate drivers too! Penalize drivers severely who are dangerous with cyclists</li> <li>- More bike posts, Main St?</li> </ul>	For west-enders, there are a few obvious concerns: multiple, safe passes across the 403, connected with bike lanes → Longwood and Aberdeen bike lanes! Need continuous King St and Main St bike lanes.
P-23	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	I live in Westdale and work on James St N. I've also cycled to Copetown, Dundas and Ancaster for both recreation and work-related reasons. I grocery shop too and bike home with small shopping purchases. Cycling is a pleasurable part of my day, for whatever reason I ride.	I'd like a reserved bike lane (two way) extended from the King St 403 bridge from Macklin West to Paradise at the moment, I go east on King but King is one-way from Paradise to Macklin – an annoying “missing link” for a biker commuting from Westdale.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  When there is separation from cars, ie. bike only path, or a barrier between cars and the bike lane (as on the 403 bridge, King St) this is ideal. What is really bad is a busy street with parking for cars on the street side, so your bike is sandwiched between parked cars and traffic.	<input type="checkbox"/> Option A <input type="checkbox"/> Option B  Personally, I think good design is the biggest factor. I don't think I have a preference for A or B, as long as either one is carefully and thoughtfully implemented.		“Missing” links is key, safety is also key and not making us bike in a crazy out of way place up a hill (!)	If the city wants to change the culture of the city from a car-culture to a friendly place for bike commuting then you really need to make space for cyclists on the roads (reserved, exclusive space) even at the expense of car space and you need to build it like you mean it. If you build it, they will come.	The bike route and trail map is great. Maybe you should post this map at key points downtown so urban bikers could refer to the network of street/downtown bike lanes.	Thanks for your work on behalf of us, everyday cyclists.
P-24	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	<ul style="list-style-type: none"> <li>- Waterfront trail – from 50 Rd to Spencer Smith Park (Burl)</li> <li>- Defasco 2000 Trail</li> <li>- RHV Trails</li> <li>- Chippawa Rail Trail</li> <li>- Escarpment Trail, Albion Falls to Downtown</li> </ul>	<ul style="list-style-type: none"> <li>- Connect beach waterfront trail to RHVP trails with bridge over QEW.</li> <li>- This would give safer access from a large area of east Hamilton to both these trails</li> <li>- Re-align RHV trails</li> </ul>	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  A lot of drivers don't share the road on regular streets.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  It would be too costly and would cause too much traffic congestion and possible accidents if all		Yes.			



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		<ul style="list-style-type: none"> <li>- Chedoke Trail Hamilton to Ancaster</li> <li>- Bayfront Park (Pier 4)</li> <li>- Around the Bay on surface streets</li> <li>- Thru city on surface streets</li> </ul>	<p>to remove steep inclines at both the rail line south of King St and at the escarpment at Albion Falls</p> <ul style="list-style-type: none"> <li>- Connect the escarpment trail to the Chippawa rail trail (possibly via Dartnall Rd)</li> <li>- Finish construction of trail system north of Barton St and eventual hook up to waterfront trail system by bridge over QEW</li> </ul>		major routes had bike lanes.					
P-25	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	From Westdale to my places of work, MUMC, Hamilton General, and St. Joseph's Hospital, my wife's art studio on James St, the market, and other places of recreation and shopping. The off-road trails (waterfront, rail trail to Brantford, escarpment rail trail) for pleasure.	<p>Better 403 crossings! Specifically,</p> <ol style="list-style-type: none"> <li>1. Reserved bike lanes on Longwood and Aberdeen. Also connect Longwood to Chatham through McMaster Innovation Park</li> <li>2. Separation pillars on King St bridge. Extend bike lane west at least to Longwood</li> <li>3. Trail from Macklin to Cathedral of Christ the King (under 403 via Key Drage Park)</li> <li>4. Connect Hamilton-Brantford Rail Trail to Aberdeen over EDR bridge</li> <li>5. Also bridge from Locke St. N to Waterfront trail</li> </ol>	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder	<input type="checkbox"/> Option A <input type="checkbox"/> Option B	<p>I think that Hamilton's spectacular network of off-road trails should be expanded as much as possible.</p> <p>Because autos and bikes are too dissimilar to really comfortably share the same space, I find cycling on a busy street without curbed lanes stressful and I find driving on such a street especially stressful. Separation is better for both.</p> <p>This is an ill-informed question. Of course A is better! But it's not going to happen and I would at least like to have a few really good bike routes.</p>	Yes.		Better bicycle parking facilities.	Turning the downtown streets back to two-way would be wonderful for cyclists, not to mention pedestrians, businesses, residents, visitors, and anyone else who sees the downtown as a place to go to, not one to go through.
P-26	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Anywhere in southern Ontario – Hamilton to London, Fergus, Port Dover, Lake Erie shorelines, Lake Ontario to Toronto, Niagara Falls, St. Kitts	Safe route from Mountain west/central to Bay Front Park, Waterfront trail, Hwy 20 Area	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input checked="" type="checkbox"/> Signed Bike Route <input checked="" type="checkbox"/> Paved Shoulder	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B	More realistic.	Yes.			
P-27	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Downtown, Westdale, rail trails, rural	Downtown – McMaster link; currently very highly used but dangerous. No direct safe route.	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B	<p>Cyclists must be given a visible</p> <p>Make sure all infrastructure is cycle friendly. Top examples: sewer grates, induction</p>	Fine, but what is the priority?		No more education/promotion. The only effective education/promotion is action on infrastructure	We do not need more studies. In the past they have been used as an excuse to avoid real improvements. Follow Metrolinx strategy: quick wins

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				Motorists are usually unaware of signed routes, multi use paths lead to conflict with pedestrians.	place on all streets to use it safely. A select network would not be convenient or visible enough.	loop lights, lighting.			improvements.	followed by a long term action strategy.
<p>Additional Attachment:</p> <p>Bike and Pedestrian Trail Issues</p> <ol style="list-style-type: none"> <li>1. Connect the escarpment rail trail to the Caledonia rail trail at Albion Falls area over top of LINC, via Dartnal Rd bridge re-fit (cheaper then separate overpass)</li> <li>2. Connect the Beachway waterfront trail to the north end of the Red Hill Valley trails and complete construction of the trail from Barton St N to that connection (bridge required over QEW). See also #5.</li> <li>3. Possibly re-route trail at escarpment edge near Albion Falls and RHVP to lessen the incline of current route.</li> <li>4. Possibly re-route trail north of rail line at King St to lessen incline of current route.</li> <li>5. Complete construction of trails thru valley north of Barton St thru Rennie St Landfill with connection at the end of Brampton St to the bridge over QEW to Beachway waterfront trail system. See also #2.</li> <li>6. See aerial photo of Beach area (at Beach Rd and QEW). Old unused rail trail between the two water ponds – construction is underway at this site but for what purpose?</li> </ol>										
P-28	<input checked="" type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Mainly Dundas and Westdale	Downtown to Dundas – where I ride the most	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Less pollution, lower risk of collision		Yes.	Management of the lanes (routes), ex. in winter can they be cleared of snow?	Include in education efforts some of the laws regarding cycling (ie. when to take a full lane), rights of cyclists (ie. cycling in construction). Perhaps teach kids different signals where they don't have to remove their hands from handle bars. Its very dangerous. Also can teach non-cyclists that bike trailers often contain children. They are very vulnerable to being at bumper level.	Would like to see one continuous path from west to east (Dundas to Stoney Creek), lower city
P-29	<input checked="" type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	All over the city	Escarpment crossings and access	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  - Out of the way of traffic - Rules and signs clear to both cyclists and drivers	<input type="checkbox"/> Option A <input type="checkbox"/> Option B				Provide safe bike routes and they will promote themselves.	See attached page.
<p>Additional Attachment:</p> <p>Bike Meeting Nov 11</p> <ul style="list-style-type: none"> <li>- Disconnected bike paths need to be linked, ex. King St E – Lawrence Rd area</li> <li>- Escarpment access. All stairs should have the bike “trough” at side Wentworth, James, Dundurn</li> <li>- More stairway crossings. At Queen St upper Sherman, Gauge, Ottawa St's</li> <li>- Connect waterfront trail to east Hamilton neighbourhoods with bike path along Woodward Ave – under QEW at Eastport, Beach Blvd.</li> <li>- Bike Path along old Rail Bridge over 403 in west Hamilton. To connect Aberdeen area to Westdale and Branford rail trail.</li> <li>- Stop conversion of 1 way streets to 2 way. 1 way streets easier to negotiate on a bike. Example – left turns, and traffic has more room to pass.</li> <li>- In general, the newest areas of the city are the worst for cycling. Access to new suburban areas is usually limited to a few intersections on major roads. Cyclists are forced onto busy main road because side streets no longer connect</li> </ul>										

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	neighbourhoods together. - Worst example – Upper Stoney Creek, satellite city area, especially since completion of the LINC-Red Hill Highway - Include bicycles when planning for the proposed new transit network for Hamilton (buses or streetcars). Bike parking areas at stops and station along the route. (As is done in Europe)									
P-30	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Dofasco 2000 Trail, rail trail, waterfront trail, to work at King St, Hwy 8, Millen Rd	Any new road that is being reconstructed should have bike lanes, Any existing road that has 4' paved shoulder with a 3' grassy area and then a 4' sidewalk. Ex. Hwy 8. Why not put in bike lanes where there is room?	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  I try to obey safety bike rules, but some people in cars think bikes should be on the sidewalk. "Safest" alerts motorists that bikes could be using roadway.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  They are badly needed.	Cannot have enough bike lanes. Educate people driving cars and bikes.	Yes.		Children need to be educated at school. Red Hill Valley trail is not for recreation anymore.	Waterfront trail from Stoney Creek to St. Catharines should never be on the Service Rd without bike lanes. Bike lanes should never be crossing from side to side of any street.
P-31	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Rail trails, rural roads (Flamborough)	Off road trails, rural roads with wide shoulders	<input checked="" type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  I do not enjoy the danger and noise and stress associated with cycling close to traffic.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Focus \$ and resources to do an excellent job on a smaller number of routes.	Focus on off road routes to encourage families to get children interested in cycling at an earlier age.	I would add the criteria: "Would you feel that your 8 year old child could cycle that route safely?"		Make route maps more readily available.	Thanks for showing us what is in the plans.
P-32	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	- Waterfront trail - Along base of the escarpment to rail trails and escarpment stairs, east and west - Around the bay - Mountain routes - Stone Church - Mountain brow, etc.	I marked this on the map.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input checked="" type="checkbox"/> Paved Shoulder  Paved shoulder or bike lane allows room to be away from cars and feel safe.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  - Not feasible on all streets - Select streets being upgraded should be considered for paved shoulders or bike lanes.					
P-33	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Waterfront trail mainly between Oakville and Vineland		<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input checked="" type="checkbox"/> Signed Bike Route <input checked="" type="checkbox"/> Paved Shoulder  Paved shoulders allow room for both cyclists and automobiles. Reserved bike lanes to alert motorists to presence of cyclists.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  A select network would allow for greater connection between different sections of the city.		Yes especially safety especially with paved shoulders and marked bike lanes.		Inform students with school programs and provide students with safe storage to encourage students to ride to school.	
P-34	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Everywhere.	No 8 Highway, King Street	<input type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input checked="" type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  Needed to get around.		Yes.		Educating school children and adults. High school	

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P-35	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	All over. 60 km around Stoney Creek. All the roads need bike lanes. Grays Rd need bike lanes the only rd to waterfront trail. #20 uphill needs bike lanes	Storm sewer grading Why 32 x 32" Why not 12 x 36	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Safest because it alerts motorists about cyclists.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B		Yes.			Construction done please clean up for cyclist
P-36	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Commute from Dundas to east Hamilton, recreational in various parts of the city	Main east-west corridors through lower city – King, Main, Cannon, Wilson, and Barton from McMaster to Stoney Creek	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Dedicated space seems to be the only thing most motorists will respect!	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Priority should be on arterial roads, not side streets. Start with King, Main, Cannon, Wilson and Barton, with east-west on Mountain and appropriate north-south connections throughout.	Maintain one-way streets rather than convert to two-way. In the absence of bike lanes, one way streets are much safer and more comfortable to ride on.		The vast majority of accidents on the map were on Main, King, Cannon, Wilson and Barton.	Secure bike parking at more facilities. Alternates to access escarpment (ie. incline/funicular or bike tow bar).	Extend Governors Rd to DVCA, extend Cootes trail to mail W, Main W from Cootes to Macklin, extend Hunter west to Dundurn and east past Clairmont. Add contraflow bike lanes up Clairmont Access, extend Barton from Wellington to Red Hill, connect Cannon to Melvin, Kenilworth from Barton to stairs. Add direct connection from Greenhill east to Redhill to Rosedale. Connect rail trail across LINC at Dartnall. Extend Wentworth from Mohawk to Rymal. Add east-west route on a proper through street (Mohawk or Fennell). Pave Chedoke rail trail.
P-37	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Dundas area as well as commute from Dundas to downtown Hamilton and east Mountain. Dundas to waterfront (Princess point, beach strip, Burlington side of bay). Rail trails to Copetown from Dundas as well as Wentworth, Chedoke trail.	Connectivity of existing bike lane to allow safe, quick access across Hamilton and between upper and lower city.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Paved shoulder/signed routes do not provide enough education and expectation on drivers the responsibility to share the road with cyclists. Drivers from my experience can be very aggressive.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  High accidents in lower city. Main, King, Cannon, Barton, Wilson need bike lanes to accommodate current demand.		Yes.	Density – where more people will benefit/use should be given higher priority.	Social media, ex. Facebook ads targeted at Hamilton residents. Radio ads during peak commute travel, billboard, outside of bus ads to target drivers “share the road”. Tourism, visible/prominent secure bike parking, Cyclovia events, bike races similar to World Championships.	Please accommodate on street parking on Halt between Olgivie, main in Dundas. Proposed plan is an improvement but gaps exist such as bike lane needed to connect main travelling east from 403 bridge to Lock to proposed Hunter corridor and a contra How bike lane up Clairmont access as when as proposed bike lane on Cannon to continue on Barton to connect to Melvin and bike lane on Dundur to corner Main and King. Maintain rail trail paved surfaced and pave Chedoke.
P-38	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Chedoke Trail, San Pedro neighbourhood, Bayfront Trail and Mountview School.	Scenic Drive and Sanatorium/Rice.	<input checked="" type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input checked="" type="checkbox"/> Signed Bike Route * not to many cars <input type="checkbox"/> Paved Shoulder  Because I feel safe.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  Because I feel like bicyclists can be safe. And feel like they have their own lanes.			Where schools are located so children have a route or shorter route to ride on.	Poster to encourage people to ride bikes more and cars less. And any age learn to ride.	Make other roads meant just for cyclists and runner to be separated on lanes and the roads especially for no cars.

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P-39	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	<p>- Chedoke Rail Trail, Scenic Drive, Aberdeen, Longwood, Bayfront trail, Hunter, James, John, Bay, Fennel, etc.          - Rural roads – Jerseyville, Book, Sydenham Hill, etc.</p>	<p>- Improve the network in the downtown Hamilton          - Longwood-Aberdeen to King; restripe Bay-Cannon to Barton          - Scenic Drive north of Mohawk; Sanitorium/Rice bike lanes          - Contra-flow to connect Fennel to Scenic          - Bendamere and easterly → Create bicycle priority street          - Winter maintenance of trail from Dundurn to Chedoke stairs</p>	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route → only if bicycle priority streets with no stop signs and arterial street crossings set-up to permit/detect cyclists <input checked="" type="checkbox"/> Paved Shoulder  <p>- Multiuse paths that are designed to accommodate the level of use (wide enough)          - Bike lanes provide space so cars can pass easily (and vice versa)          - Signed routes are not efficient enough to me – too many stop signs and difficult to cross busy roads → convert to bicycle priority streets</p>	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  <p>Routinely accommodate cyclists in all roadway projects; follow the repavers and restripe roads; look for potential road diets (particularly on mountain); pave shoulders when vols &gt;2500 vpd in rural area</p>	<p>Consider “bicycle boulevards” or priority streets – traffic calmed streets with lower vols but with stop signs replaced by traffic circles and arterial crossings addressed.</p>		<p>Ease of implementation (follow the pavers)</p>	<p>- “Open” roads on summer Sundays to cyclists/peds (close to cars)          - Start a Tour de Hamilton like Cambridge’s Tour du Grand.</p>	<p>- Better parking → bike station downtown with rapid transit station          - More secure parking generally.</p>
P-40	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	<p>1. Some local riding to shops, banks, library, etc.          2. Ride with a club where rides are planned and start anywhere from Tulaenberg to Brantom</p>	<p>The network should allow cyclists to complete a ride and not have to backrack. An example is the trail that goes on York Rd from Hwy 102 to Highway 6. The only option is back and forth.</p>	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input checked="" type="checkbox"/> Signed Bike Route <input checked="" type="checkbox"/> Paved Shoulder  <p>Shared route can be fine (Golf Links Rd, Meadowlands) provided that motorists and cyclists obey the rules of the road.</p>	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  <p>Cyclists need access to all locations.</p>		Yes.	<p>Driver and cyclist education and development of mutual effort.</p>		<p>Good work. Keep it up.</p>
P-41	<input type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian  <p>None – concerned citizen and motorist (farmer)</p>		<p>Some roads designation as bike travel routes are very hazardous due to narrow pavement with <u>no</u> shoulder and extremely heavy traffic volume including large trucks.</p>	<input type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  <p>Since when is there a shoulder (paved) wide enough for bike use on #6 between 4<sup>th</sup> con. W and Parkside Dr – a lot of roads in Flamborough are not suited to bike traffic.</p>	<input type="checkbox"/> Option A <input type="checkbox"/> Option B			<p>Bike use for pleasure should be encouraged on “secondary” roads but unfortunately most are not very wide, have poor pavement, and in some cases have limitations such as hills and curves.</p>		
P-42	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	<p>Cootes Paradise to Bay Front Park</p>		<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  <p>I feel more comfortable because I feel these lanes</p>	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  <p>Because of cost factor, and people are more aware, when</p>			<p>Bike routes should be on secondary roads and not on major highways where there is a lot of hills and curves</p>		

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				have been set aside for bikes only and are much safer.	there is select streets, rather than all major streets,					
P-43	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	All over the city and country roads. I try to make use of trails as much as possible.	None in particular as I enjoy riding all over. I may ride certain areas on weekend only due to less traffic.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input checked="" type="checkbox"/> Paved Shoulder  As I ride mostly for recreation, I try to avoid routes that I consider too risky.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Less traffic hopefully.		Yes.			Keep up the great work!
P-44	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Rail Trail up escarpment and Downtown	1. CP line Westdale 2. Ferguson through Downtown to Pier 4 3. Bridge over 403 rail trail	<input checked="" type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input checked="" type="checkbox"/> Paved Shoulder  Multiuse for children to be off the road.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Less traffic.	Multi Use		Future rapid transit to city core.		
P-45	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Commute – Bruce Dale, U. Wellington, Jolly cut, Charlton, Aberdeen, Longwood, King St Recreational – Everywhere	- Divided bike lanes on major arterial	<input checked="" type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Division of low speed bikes with high speed traffic is the best/safest way to avoid negative interactions	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  100% of roads do not need bike facilities (even major) however a well designed network and advertised routes is more efficient (and can focus more efforts and resources)		Yes.		Bike route maps at bus shelters?	- Dedicated bike lanes on Mountain access roads - Prompt snow removal of divided bike lanes (King over 403)
P-46	<input type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian Would like to complete errands on bike (ex. grocery shopping at Fortino's on Dundurn) but have been too nervous riding in traffic (Dundurn)	Would like to be able to ride bike 10km away from my home.	Designated bike lanes throughout city.	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input checked="" type="checkbox"/> Paved Shoulder (wide paved shoulders in rural areas)  Feeling a safety – separation from the cars. The speed difference between the cars and any bike are so pronounced it makes me feel unsafe sharing the lane with cars.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  To support a comprehensive transportation (Public transit, bike, walk) plan that is an alternative to driving a car.		Two highest priorities are: perceived safety, connectivity of bike route between bike lanes and low volume streets – easy to follow.	Public education for all is important to increase safety and support for active modes of transportation.	Education to inform adult cyclists to stay off the sidewalk especially in high pedestrian areas and where there is a lot of retail establishments (driveways)	
P-47	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	In the west mountain area to downtown Hamilton.	Central/west mountain to downtown core, must	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B		Yes.	Not sure.	Reducing greenhouse gases by alternative methods of	Must promote safety for cyclists, too many times that I have experienced close calls

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			commute downtown for work. Marked shared laneways a bonus on the Queen St. hill or W 5 <sup>th</sup> access	<input type="checkbox"/> Paved Shoulder Signs would be visible to those driving automobiles as opposed to marked laneways on the side of the road. Not always visible.	Commuting by cycling must be more accessible for running errands and commuting, direct access as easily as it is to use a car to do the same tasks.				transportation within city. Cycling safety reminding automobile drivers to consider and watch for cyclists on the road.	by automobiles drivers. I do all that I can to make myself visible and heard, but it still happens.
P-48	<input checked="" type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Downtown; Westdale; Central; Central Mountain; East Mountain	Connectivity between downtown and Westdale; a route through central Hamilton, north of Main; greater connectivity between central Hamilton and escarpment; a direct route across the mountain, preferably lanes on Mohawk	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input checked="" type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  With bike lanes, the motorist knows s/he has to share the road. On-road routes can be okay if there's on-street parking (though doors are a hazard) if traffic is calmed, or if it is a side-street (though stop signs and meandering routes suck).	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  4% of trips (with huge growth potential) in total and 11% in the morning are by bike or foot. This easily justifies an extensive network of lanes covering every part of the core.		No. Cost should be at the bottom of the list. Certainly it should be below safety. Bikes hardly get any funding, even though they are a significant mode.	Prioritize dense areas, like downtown, central, Westdale, north mountain, Dundas. That's where people are riding. That's where density and shorter distances make it feasible to ride.	Education of police that cyclists (as per Traffic Act) do not have to hug the curb. More "SHARE THE ROAD" signs directed at drivers.	Central Hamilton, north of Main, is a real problem to ride through – no routes, high speeds. Lanes on King and Main should be strongly considered.
P-49	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	- From David Avenue (Mohawk and Fennell) to Redeemer University College (commute to work) - To Canadian Tire and Fortino's (Mall Road) - To Escarpment/rail trails	- Mohawk Rd – especially between Stone Church and Magnolia (or Rice) (Bike lane ends at Link with heavy traffic in the stretch) - Carefully painted lanes at intersection of Mohawk, Stone Church, and Golf Links - Bike routes along Rymal Rd between Redeemer University College and Upper James (a colleague of mine bikes this route year round and there is potential for student traffic from Redeemer) - Stone Church Rd between Garth and Upper James (alternate route)	<input checked="" type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  No cars.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  It might be too expensive to implement routes on all major streets.	Back street bike routes which have priority crossing of major cross streets (ex. there is a bike route along South bend which jogs to a stop light at Upper James and crosses West Fifth at a light, etc. But some of these lights can be long waits.)	Yes.		Educating drivers about making space for bikes (perhaps this is provincial designation)	



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P-50	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Upper Mountain, Rymal Rd, West 5 <sup>th</sup> , NOT Upper James because too much heavy traffic and no lanes on U. Wentworth – Rymal Rd to Concession	Rymal Rd because its wide street already, and I'm biking on sidewalk because I'm not feeling safe on the street without lanes. In summer time I use it often and its beautiful for biking. The YMCA is being built and I could bike there to exercise instead of driving.	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  No obstacles from others and I feel safe and it is seen by me and by the drivers the most.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Mountain has already wide streets and lots of residences exist and one being built	- Avoid King St because lots of traffic moving too fast and not enough room to feel safe on. Main St – one way – McMaster – City Hall – include! - McNab St to convert between Burlington and Robertson	- Lanes leading to all major commercial destinations? But need better, clearer rules about traffic rules/accidents - Police involvement in potential accidents on private properties, ex. large shopping plazas - Consider making a requirement for all shopping destinations to have adequate bike parking facilities	Use different or more visible signs for signalling bike lanes to drivers, ex. bright colours and/or bigger? Need to consider bike parking which allows for other attachments, ex. shopping baskets. The ones at Sackville are good!	Make sure we do both. Educate all drivers about bike lane signing and how to share the road. Include in licence education.	Driving instructors education should include cycling signing information
P-51	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	I commute 3-4 times per week from Queen/Aberdeen area to Guelph Line in Burlington (20km one way). I normally ride for recreation on weekends along the water front trails, in Dundas & Waterdown. I ride for utilitarian purposes from my home to the downtown core, Locke St, Westdale to do shopping, etc.	The priority for me is to implement the network within the downtown core, as well as on main routes in & out of the downtown area from the surrounding neighborhoods and crossing the core East/West & North/South. The reason for this is mostly due to traffic patterns. In the surrounding residential areas, the traffic volume is low & speeds are slow. Cyclists can easily share the road with cars with minimal risk, so there is no need for extensive cycling infrastructure within these areas. BUT, just as cars require, there needs to be	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input checked="" type="checkbox"/> Paved Shoulder  Multi-use paths are fine in purely recreational areas (like the waterfront trail), but for commuters and utilitarian riders the speed difference between bikes & pedestrians is too high. If I warn them with a bell or horn, they typically will step to the wrong side in front of me. If I don't warn them, then I get past ok, but the pedestrians are often scared by the bike passing so quickly. When commuting I normally ride at a steady pace of ~30 km/hr.  I find that the signed bike routes on any busy streets are ineffective at creating any sort of driver	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Same reasons as I described above. Bikes don't need a dedicated route every 2 blocks. But the routes that there are need to be efficient. I will happily add a few blocks to my route if it means I can cruise for a longer stretch without stop signs, dangerous traffic, etc. But neither will I chose a bike route if it is a long, slow and winding way of getting to the same place as		Yes. Especially the significance as a missing link. This is currently one of the biggest problems I encounter with the existing network in Hamilton.  I also agree with having a separate point for "perceived" safety - as a key component to getting more people on bikes is that they feel safe doing so. This perceived safety is also important to getting bikes			I'm glad to see more focus being put on improving cycling infrastructure in the last year. As an avid cyclist - I love being able to ride to work, but I fully understand why many people are scared of sharing the roads with cars.  Safely cycling in mixed traffic without dedicated lanes requires a high level of situational awareness and certainly poses many risks. It is always a little disconcerting to ride along the road with the full realization that if just one driver is not paying attention and drifts a little too close to the curb - you're going flying - and there's not a thing you can do to prevent it. This is why having dedicated space on the road for bikes is so important when trying to get people out of their cars and onto their bikes.  And one more semi-related

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			<p>efficient &amp; safe routes that can be taken into the core, and across the city in both North/South, and East/West directions.</p> <p>A couple of examples from my experience: 1 - Riding from Queen &amp; Aberdeen to Burlington in the morning. I take Homewood (paralleling Aberdeen) west to Dundurn - no problems. I take Dundurn south all the way to York - no real shoulder or space for bikes, but car speeds are low, so not bad. I ride along York until it becomes Plains Rd - Much improved now that there is a dedicated bike lane. Before this summer - it was frightening. Car speeds are very high, and I have no doubt that getting hit from behind on this street would result in severe injury or death for me. 2 - Riding to the Farmer's Market on a Saturday morning - with a 3 year old in a trailer behind me. I head east on Aberdeen to Hess and then head south to downtown - no problems. But once I get downtown - how do I get to the core? Do I ride Main or King - not likely as the vehicle speeds are high. Cannon, York, Hunter? Nope - all</p>	<p>awareness - if that is the intent. As are the "shared lane" symbols on the pavement. Whether there are signs or not - if I'm blocking the way of a car and preventing them from passing me - they will either ride very close behind me, or squeeze past with only inches to spare between their mirrors and my elbows. This is why I prefer either signed AND dedicated lanes (like York Blvd), or roads that simply have a wider shoulder area marked with a white line so I can stay out of the way of the cars except when approaching intersections and turning lanes where it is logical for me to claim the lane.</p> <p>Signed bike routes on side streets are helpful - if they do indeed connect with a good network of larger dedicated paths or lanes. At the present time, I find that following the signed routes often leads to confusing dead ends, or busy arterial roads with no bike lanes.</p>	<p>the main roads.</p>		<p>off of the sidewalks. Many less confident cyclists chose to ride on the sidewalks as they feel safer - when in reality it is likely more dangerous as the cars do not expect to see fast moving cyclists coming into intersections off of sidewalks.</p>		<p>comment - it may be worth also considering the impact of electric scooters (not to be confused with gas powered scooters which requiring licensing). With the recent high gas prices this summer I saw many more people riding electric scooters - either on the sidewalks, or dangerously slow in the middle of the traffic lanes. In many cases I would actually be riding faster on my bike, but with the low operating costs and availability of these scooters I think it is inevitable that they will become more prevalent. These riders will also benefit from dedicated bike lanes - as their scooters are really not fast enough to mix with vehicular traffic.</p>
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			either the wrong direction, or too busy for a slow moving bike/trailer combo. Therefore I will usually reluctantly chose the sidewalks to navigate around the core.							
P-52	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Central Mountain down East Rail Trail to Bayfront Park to Chedoke trail via Longwood. From Chedoke trail, Scenic to Sanitorium to Up Paradise to Stone Church → back home. Approx 35-40 km ride.	North-south dedicated bike lane routes for central and east mountain as currently I use Up Ottawa which isn't very safe. If the Central Mountain had a North-South route and Jolley Cut had bike facility, I would then like to consider cycling for work commuting purposes.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  I find that shared lanes with autos not to be safe as autos come too close creating hazards (big mirrors can come into contact with cyclist)	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Option B is more realistic for implementation given budget considerations and that for so many major streets it would next to impossible to incorporate bike facilities such as dedicated bike lanes.	Option B works provided we don't end up with permanent "gaps" ie. Need continuous network and not bike lanes that "just end"	Yes.		Greater education (maybe enforcement) of bike use on sidewalks → particularly when cyclists are on sidewalks on roads with dedicated bike lanes, ex. Stone Church	Greater education/signage/enforcement of autos parking/stopping in bike lanes.
<p>Additional Attachment:</p> <p>Re: Jolley Cut Funding</p> <p>There were a few other items that I thought of that I could have voiced at the public session the other night:</p> <ul style="list-style-type: none"> <li>I didn't look if someone mentioned it, but there is a need for some biking facility on Mountain Brow from Mohawk Rd to the new stairs at Margate Ave. Given the current condition of the road and that there's no budget construction for it until at least 2013, perhaps the most economical way to improve things for pedestrians (there's no sidewalks here) and cyclists would be a multi-use trail along the escarpment edge.</li> <li>Maintenance issue – East Rail Trail from Wentworth St entrance up the hill for a few hundred feet, the current trail surface condition is much rougher relative to the rest of the trail. For mountain bikers, no issue, but I certainly have seen families with strollers, wagons, trikes and even motorized wheelchairs who struggle with this section of the trail which has deteriorated over the years.</li> </ul>										
P-53	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Downtown, West Mountain, Ancaster, Dundas, Flamborough	Downtown – volume and speed of traffic, lack of connected network	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  RBL's provide a little bit of a buffer, although vehicles still tend to swerve into them.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  Bikes should be given as much priority as cars.	Cycling lift up the escarpment	Yes.	Emissions.	Motorist awareness of cyclists. UK video – Do the test.co.uk (I think)	
P-54	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Hwy #8 between Fruitland and Grimsby. Hwy #8/McNeilly to Confederation Park.	Areas where you are presently forces to ride on a road as there is not a sidewalk available or cycle path to follow.	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Obvious, no other traffic.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Cost/Use benefit	Yes – hook up or link residential areas, ideally away from major roads where accidents could occur.	Yes.	Do not need bike lanes in commercial/industrial areas. People use cars.	Bike lock station at locations cyclists use often.	Please review the work S.C.U.B.E task force is undertaking so that your recommendation and report are aligned.

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P-55	<p><b>Comments on the Cycling Master Plan</b></p> <ol style="list-style-type: none"> <li>1. The Master Plan needs to be set in the context of the extremely serious threat of global climate change. While it may not yet be obvious to many people, the leading climate scientists understand that we must achieve 80-90 percent reductions in the current emissions of carbon dioxide and other greenhouse gases. An obvious way to move toward that goal is to replace gasoline-powered transportation with cycling and walking. In preparing the cycling master plan the city should recognize that a massive modal shift toward cycling is likely to occur in the relatively near future and thus the plan should be prepared to accommodate that shift. At minimum, the flexibility to accommodate major growth in cycling should be built into the plan.</li> <li>2. The most critical short term objective in Hamilton's cycling plan should be to support the low-income population who are dependent on cycling as their main means of transportation. A survey conducted by Environment Hamilton in the summer of 2006 collected detailed transportation information from 3215 homes in North Hamilton (north of Cannon, and mostly north of Barton) and found that a third of the households include people who use bikes as their main means of transportation. In the 3215 homes that translated into over 5500 no-choice cyclists. Serving this cycling population will require a shift from the current emphasis on recreational riders. We should make this our top priority.</li> <li>3. Current cycling infrastructure is virtually non-existent north of Cannon Street, except in the Bayfront Park area. East-west travel is particularly difficult in the area north of Cannon – aggravated by the fact that only Barton and Burlington (neither of them safe routes) are continuous through that area. At the same time, much of the industrial land in this area is under-utilized and vehicle use on the existing roadways (as a result of job losses) is significantly less than most streets were designed to accommodate, so there should be lots of opportunity to identify and secure significant improvements to cycling routes.</li> <li>4. At the master plan workshop I viewed a map showing the location of reported cycling/vehicle collisions over the last 15 years. What jumped out for me was the overwhelming concentration of these collisions in central and north Hamilton, including very large numbers on Barton Street, Main, King, Cannon and Wilson. I suspect the collision locations coincide quite closely with the lowest-income areas of the city. I believe this confirms the need for an immediate focus on cycling facilities that serve these low-income areas. I think this should include safe cycling programs that encourage and financially support the use of helmets and lights – items that I rarely see on cyclists in these areas. The public medical costs of not using helmets and lights far outweighs the minor cost of providing these items free to low-income residents. Safe cycling training in schools and community centres is another obvious front-line need, especially in low-income areas. Every so often, the local police department conducts a crack-down on offences by cyclists, but unfortunately little attention or effort is focused on removing the reasons for these offences, and the campaigns appear more about bulking up fine revenues than actually trying to reduce accidents. A safety blitz that actually encouraged cycling would be a much more effective use of tax dollars.</li> <li>5. The single simplest step that could be taken to improve cycling, and especially cycling safety, in Hamilton is the establishment of a city-wide 30 kilometre speed limit. A proposal is under consideration for such a limit in the North End neighbourhood – and apparently is being held up because of the fear of officials that neighbourhoods across the city will jump at the chance to obtain similar rules in their areas.</li> <li>6. There is huge opposition to speeding among the general public (although it seems to disappear when many of these folks get behind the wheel themselves) for the simple reason that speed maims and kills. Speeding vehicles are also noisier and produce more pollution. The standard approach has been the installation of many more stop signs – which help slow things down, but also increase air emissions. A far better solution would be speed bumps – with a design that allows for smooth passage by cyclists.</li> <li>7. The addition of bike racks on the buses has been a big step forward. Consideration could be given to providing free rides up the escarpment for persons with a bicycle who get on at certain stops just before the climb begins – on the understanding that the cyclist will exit the bus at the first stop on top of the escarpment.</li> <li>8. Proposals were made during the transportation master plan for the establishment of one or more incline railways along the escarpment. These would greatly encourage both cyclists and pedestrians to leave their motor vehicles at home. They would also make a big contribution to improving the image of the city and probably would attract additional tourism to Hamilton.</li> <li>9. The cycling races that were held in Hamilton a few years ago were an excellent initiative. Even if we can't get an internationally significant event each year, there should be at least one weekend set aside each year for a similar event – perhaps as a province-wide invitational. The tourist dollars alone would easily justify such an effort, and the plus for Hamilton's image would be huge. Long distance cycling events – often as charity rides – and attracting large numbers of riders. Hamilton has several major trails – waterfront, escarpment rail, Chedoke radial line, west Hamilton rail, etc – and it shouldn't be difficult to tie several of these together into a major local recreational cycling event – perhaps spring and fall. Events like these, especially ones geared to families and more casual riders, will help give the confidence and experience to more Hamiltonians and convince them to do more cycle commuting.</li> <li>10. Many city bike lanes are discontinuous. This is not only unsafe, it also opens the municipality to liabilities. Examples include the Lawrence Road bike lanes that end just before King Street, a few hundred metres before other lanes emerge at King and Potruff – only to disappear again in the middle of a block east of Nash. Safe cycling crossings of the Red Hill Parkway should be installed at both King and Queenston. I utilize the one at Barton Street, but it is hazardous because drivers almost always fail to look to the east as they exit from the Parkway to Barton. This problem also faces pedestrians in all the exit locations for the valley expressway (I'm not familiar with the situation on the Linc but wouldn't be surprised if the same problems exist there). These hazards must be addressed. I don't know all the methods available, but one would be a slightly raised pedestrian/cyclist crossing across the exits, together with more signage.</li> <li>11. The above problem is aggravated by road designs that encourage faster right turns. While these are intended to move vehicle traffic more quickly, they significantly increase the hazard for cyclists proceeding straight through the intersections, as well as for pedestrians.</li> <li>12. I have now encountered numerous locations where a raised lip occurs between streets and the entrance ways to malls, commercial areas, etc. The lip is about 1 inch high and if the cyclist doesn't hit it at exactly 90 degrees, he/she may fall. Two of the three falls I've had in the past five years have come at these locations. This appears to be a misconceived road construction standard and it needs to be changed. For an example, examine the entrance way off Barton to the commercial mall at Barton and Centennial (the one with Food Basics in it). All three entrances off Barton have the same problem.</li> </ol>
P-56	<ol style="list-style-type: none"> <li><u>1.</u> I'm a commuter, recreational and utility cyclist on-street...I ride off-road and do extended travel by bike...I also do mixed-mode commuting (bike-train or bike-bus).</li> <li><u>2.</u> I have been a lot of places by bike. In the Hamilton context, I actively ride all over the city. On a weekly basis, I ride on the off-street MUP's, dirt trails and many city side-streets and arterial roads. I live in downtown Hamilton, so I'm in that area daily, but I also run errands outside of my neighbourhood quiet a lot and do about 20 hours of local cycling a week, averaged over the entire year.</li> <li><u>3.</u> As a cyclist, I feel that many (most?) of the city's arterial streets have been optimized for the speed and flow of car traffic, at the expense of all the other road users, and also at the expense of public safety in a general sense. Many arterial streets have a lot of intersections and dangerous traffic patterns. I feel this is true no matter what mode of use is the one being looked at. I can list some specific examples if that would be helpful, but here I'll just make the general point that most of the arterial streets seem to be quite dangerous for cars as well. The dangers are there for cyclists and pedestrians by virtue of the general level of danger. Streets are typically not well planned, and on streets where I find it unsafe to cycle, I generally don't feel safe walking or driving along these same exact streets -- and more to the point, I've personally seen many many accidents along the same routes. As a cyclist, things are probably made riskier on dangerous roads than while traveling using any other mode of travel. I have also experienced several collisions a year as a cyclist, and most of these incidents seem to have been highly influenced by poor road design. In addition, the existing cycling-specific infrastructure isn't typically useful either, and most of it makes me feel more unsafe to be biking than if it weren't even there. Striped bike lanes tend to terminate abruptly right at dangerous points, routes don't connect well, physical barriers for bicycles exist on almost every route, crossovers are not marked, signals are missing, MUP's lack posted usage guidelines, many on-street lanes are much too narrow (and encourage cars to pass even closer than on unpainted roads) and where lanes exist they often indicate unsafe flows (ie., contraflow, awkward lane positioning, poor visibility) and risky movement patterns. Most don't solve any real problems.</li> </ol>

4. In my opinion, all of these route types are ok in places, but rarely called for on a properly developed road. I tend to view these kinds of things favourably only when selectively used and properly and fully implemented.

5. I'm pretty comfortable as a cyclist as long as I think cars are moving safely and can also see me. Of all the possible infrastructure types, in my experience bike lanes are probably the least effective at actually improving real safety (on most routes), as they tend to create a lot of issues around intersections and they can encourage cars to crowd cyclists or ignore the presence of bikes. I have been hit or had close calls in striped lanes with much greater frequency than on any other type of road. However, I do acknowledge that bike lanes are psychologically low-stress types of road routes for most cyclists to ride on. That is really great for encouraging biking in places where actual risks are low. I don't feel that much of the Hamilton context is well-suited for on-street lanes, as I believe there are abundant real dangers for cyclists that bike lanes are incredibly poor at addressing. I also don't like to see routes on paved shoulders in any scenario where there are intersections. My take is that the desire to add paved shoulders is a strong indication that the traffic speeds and volumes are too great for the level of visibility and number of lanes available, which are more primary things to address.

6. Of these two choices, I would vote for A. It's better to rethink the whole system if that is the implication of that option.

7. Road design needs to carefully consider safety in general, and to incorporate the reality of cyclists (and pedestrians) and not only emphasizing theoretical car speeds as if accidents aren't the tradeoff. Given that road infrastructural choices leave a long legacy, it's wise to choose good design as things are being built.

8. Yes...if the choice is whether or not to add striped bike lanes in Hamilton, I think that there are more fundamental considerations than simply adding bike lanes and leaving everything else the same. Bike lanes may or may not directly address the causes of local safety problems, as they could possibly inadvertently address the effects of accidents (ie., bike happens to be hit in a poor visibility location) and not the causes (poor visibility in that location), just depending on how precisely accidents are happening. Bike lanes also appear to address the factors in only a tiny percentage of accident types (collisions are very rare with a car overtaking a cycle when both are travelling straight), but may increase other kinds of risks (turning accidents, lane-change accidents, signal problems, missing signage, poor visibility, traffic volumes and speed differentials, etc.). As a strategy, I view striped bike lanes (in isolation) as being the "low-hanging fruit" of creating a bicycle friendly community. They don't work well, but they are also cheap and very obvious projects. More meaningful measures would include:

- bicycle facilities that include road design on **non-major** streets. Ie., designated bicycle boulevards, and the linking of routes along naturally quieter streets, creation of alternative routes, other such options.
- many, many dangerous roads would be also adequately fixed for cyclists if the car traffic flows, speeds and road conditions were the thing being directly reconsidered (switch one-way streets over to two-way, reduce lanes, narrow roads, remove lanes, install medians etc., and bicycles could integrate normally without special measures in many cases)
- traffic volume and speed reductions
- develop traffic-calmed districts
- traffic controls that prioritize cyclists, yield signs and stop signs for cars, and painted cross-over lanes where bike routes and car routes cross
- HOV lanes / shared bus/bike lanes
- additional parking for bicycles
- permanently closing some of the grid to cars, dead-ending streets, etc
- extra-narrow sub 10' curb lanes
- the unsignaled shared space approach
- sharrows

9. These seem like reasonable criteria, in combination. Taken in isolation, I think most of these items could backfire badly as a way of approaching planning. For example, if the "perceived safety" goal is pursued in isolation without real safety improvements, things will be less safe but feel more safe, and maybe the problems get worse instead of better. Logic would dictate that if this means attracting less-experienced cyclists into dangerous situations, or if it means reducing psychological stress on cyclists without reducing real danger, that's a bad idea which intuition says may lead to increased injuries. For example, a bike lane that won't have any statistical impact on safety but it gets more cyclists and newer cyclists to ride in a less visible part of a bad road and not be seen by turning cars...that would be extremely negative as an isolated goal.

Here is a perfect real-world example of this concept. The principal of isolated goals is the approach taken with the bike lane that exists on the bridge at Main St over the 403. Feels safer but is far more dangerous all because of the bike infrastructure. There is an issue with high car speeds and very low visibility at this intersection. Adding a bike lane in this case actually has made things worse. The bike lane takes up the southern vehicular lane on the bridge span and now actually *exacerbates* a safety issue to do with cycle visibility to the fast-moving cars (if that is defined as creating a situation where eastbound cars no longer even have to look back and yield/merge into what otherwise might have been a lane of motorized traffic). Without the currently installed bike lane, the cars entering that road from the highway would at least need a yield sign, and drivers would need to look for bicycles. I think that missing yield sign is pretty much the actual called-for piece of infrastructure -- but it wouldn't feel as if it was much safer for bikes.

The way this bike lane has been developed, both bike and cars are signalled to BOTH proceed with neither stream of traffic having a yield or stop, and they cross at the worst low-visibility point, and bikes are indicated to be in the exact wrong place, and cars are signalled to not look. From a planning perspective, this situation would check-off multiple criteria on the list of criteria, but any practical person would evaluate these implemented measures as a failure if the one goal is real safety, which has diminished. Ditto the same problem for trouble-spots along most of the other bike lanes in the city. In other words, these criteria are fine...as long as they are all in balance. Projects emphasizing one or two of these goals and ignoring others are useless, in my opinion.

10. Other factors to consider:

- It would make sense to prioritize projects against realistic timelines and with respect to the projection for the numbers of cars still on the road, and population living in various areas. For example, there are ideas for infrastructure changes that wouldn't make much sense for 40 years down the line if fewer people will be fewer driving cars at that time. In other words, perhaps there should be a ladder of interventions that begin with more car-bike physical

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	<p>separations (for now) and over time progressively moving towards further and further physical integration of these two modes as time advances</p> <ul style="list-style-type: none"> <li>• It also makes sense to analyze planned improvements with a view to the analogous experiences of other physically similar cities. Some ideas don't work, and we can see that by injury rates in places where those ideas have been tried, etc. Some ideas have been blunders that make things worse. Some ideas are successful. From viewing this presentation, I feel that the city is probably planning on pursuing striped bike lanes. These sorts of things have been well-studied by now. This strategy might be demonstrably a waste of effort and resources that could be dedicated to really useful changes.</li> <li>• integration of dirt trail and off-road routes -- adding facilities and crossing over points where off-road trails cross roads, and to connect unpaved trails across pavement links, adding routes that lead into these areas</li> <li>• tourism/economic potential - integration with transit, scenery, other points of interest (which might have nothing to do with the locations of existing arterial routes)</li> <li>• make infrastructure that is cheap to maintain, and automatically works in all seasons (like, can you see white bike-lane striping in the snow?) and is environmentally friendly and uses materials that are easily recycled and non-toxic</li> <li>• consider night versus day in terms of creating visible and effective infrastructure -- for example, careful consideration of what will work in dark areas or where visibility is poor</li> <li>• prioritize for routes that are most efficient for cyclists (ie., not a lot of traffic lights, fewer hills)</li> <li>• prioritize projects in areas with the greatest population density and the largest amount of congestion, rather than working to have an ideal overall network that is evenly spatially distributed, I feel that the network should be naturally denser and more developed where there are more cyclist trips to be made, and more destinations to be accessed</li> <li>• we should favour plans that are easily understood by motorists as well, and that are in harmony with the signage and conventions in use across other communities</li> <li>• we should favour projects that have the potential to reduce driving habits the most (facilities should be along roads used for short driving trips by lots of people)</li> <li>• we should roll out improvements that build from and extend existing infrastructure rather than doing isolated segments which are disconnected</li> </ul> <p>11.</p> <ul style="list-style-type: none"> <li>• The city should produce an official process that users can use to record accident data, close-calls and road issues.</li> <li>• The city should create signage and infrastructure that is directed at educating motorists as to the rights of cyclists, like "change lanes to pass" or "cyclists use full lane", or "yield to cyclists", or "watch for cyclists at crossing" etc.</li> <li>• the city should promote itself as a cycling destination for tourists</li> <li>• the city should create a process by which to closely monitor the cycling infrastructure at the level of detail needed for safe cycling</li> </ul> <p>Eliminate Hamilton bylaw prohibiting riding two abreast, maintenance far more critical for cycling than for motoring - consider weekly assessing as per London ON in the past, ensure trail design avoids barriers like steps.</p>
P-57	<p>I wish to express one concern over the proposed corridors that I believe can be addressed reasonably and effectively. During the months of April through October I commute by bicycle into Burlington from the Dundas Street/Pamela intersection. As I look at the proposed new routes, my concern is for my safety as I cycle to and from work. In order for me to cycle to work I currently must either cycle along a 60km/h stretch of highway #5 (often times speeds are in excess of 80 km/h) or cycle down Waterdown road. I wish to communicate my desire that accommodations be made for the implementation of bicycle lanes in the overall plan.</p> <p>Re: Waterdown  Hwy 5 &amp; Waterdown Rd and connections between (and Hwy 5 into Burlington).</p>
P-58	Map Submission.
P-59	Stop signs as yeilds for cyclists.
P-60	Re: Signals Ensure bike sensors.
P-61	Re: Grates Construction standards and Maintenance.
P-62	More enforcement of bike laws - like car drivers.
P-63	Re: Over 403 at Main/Longwood, Dundurn crossings, Herkimer/Charlton Better connection of Kirkendall to Westdale - a pedestrian-only bridge over 403, Safer crossings of Dundurn at Melbourne/Frid/Chatham, Bike lanes on Herkimer/Charlton
P-64	CP trail over 403.
P-65	Have City offer bike courses.
P-66	Sent an article about bikes on sidewalks and asked to resolve ebikes - they should be permitted.
P-67	Re: King at Red Hill Valley Parkway & Lawrence at Ottawa Bike lanes over Red Hill Valley Parkway on King & crossing of rail beside Lawrence around Kensington
P-68	Sydenham and Hwy 8 hills.
P-69	Re: Nebo & on all of Rymal too (easterly) Nebo bike lane, Stone Church to Twenty Rd at least – and then paved shoulders
P-70	Missing sections on Centre Rd including hill north of Concession 8 and continue north of Carlisle, the main streets in Waterdown too, and all of Carlisle Rd. More paved shoulders everywhere rural.
P-71	Racks on busses are costly and HSR money should be used to improve service for transit. Cyclists need to get off sidewalks. Push for more public awareness for motorcyclists too.
P-72	Light rail is the best mobility option - including sidewalks everywhere. Cycling too dangerous in the winter (along with autos and busses).
P-73	Re: Cootes into Dundas Extend it westerly into the core of Dundas.

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P-74	Re: Red Hill Valley, Gage to Beach Strip Red Hill Valley sections that are paved along escarpment - deteriorating thus dangerous, route from Gage Park to Woodward to Beach Strip (Parkdale concrete surface very rough) - consider pipeline right-of-way. More frequent maintenance of bike lanes - debris causes flat tires.
P-75	Re: All Parks Construct gravel paths around parks to promote exercise - like Gage. Churchill would be a good start.
P-76	Re: Centre Rd, Parkside Centre Rd – Paved shoulder missing south of Carlisle; Parkside – Bike lane or paved shoulder east to Burlington border
P-77	<p>The Crown Point Community Planning Team (CPCPT) is submitting the following concerns to The City of Hamilton. Thank you for the opportunity to share our concerns and ideas about cycling opportunities in Hamilton for the revised Cycling Master Plan.</p> <p>The CPCPT Point Community Planning Team is made up of residents, faith group leaders, business owners and others in the area bound by Kenilworth Ave and Gage Avenue (east/west) and the Escarpment and the bay (north/south). Our concerns and ideas for cycling infrastructure are not limited to this geographic area, but include the cycling opportunities connected to this area, primarily in Ward 4. Good cycling infrastructure is important to us because many of us commute to work or school, ride for health and leisure or bicycle for utilitarian reasons. We also understand that the rising cost of motor vehicles and fuel will force many people out of their cars and onto public transit or bicycles. Having safe, affordable options is only fair to those who can't afford, or choose not to drive cars.</p> <p>1) Access to the Waterfront A safe, family-friendly route is needed for residents to enjoy Hamilton's waterfront. Some Crown Point residents take Parkdale North past Burlington St., a right on the service road and jump on a sidewalk/path over to Eastport drive and under the QEW. Others take Woodward Ave north with heavy truck traffic and risk being hit.</p> <p>We would like to see a designated bicycle path - physically separated from traffic with a curb or cement divider - on Woodward Ave from Melvin Avenue to Van Wagner's Beach Road. We would like to see this bike lane be part of a complete streetscaping project that includes tree lined buffer and accommodation for bicycles and pedestrians on Woodward.</p> <p>2) The Pipe Line The old "pipe line" path heads northeast from Ottawa and Main and extends as an official public path to Barton and Strathearne and unofficially all the way to Woodward Ave. at Globe park. This area could be a great multi-use path if the curb cutaways were complete. Detours around sections of the path that are interrupted by buildings or parking lots could be signed. This path could be a family-friendly alternative to the Lakefront. A safe Woodward Avenue access point would be needed to complete this route.</p> <p>3) Gage Ave designated bike lane The Lawrence Road designated bike lane is well-used and handy for zipping east-west across Ward 4. It is unfortunate this lane appears and disappears at the corner of Lawrence and Gage. If cyclists are travelling west on Lawrence and turn right onto Gage Avenue, the bike lane disappears and the car lanes double in width. Traffic flow is not heavy enough to require two car lanes on Gage from Lawrence to Main Street. Also, this would give the city an opportunity to properly streetscape Gage Ave, the entrances to Gage Park, and provide much needed space for transit users waiting for the bus on the east side of Gage street between Lawrence and Main. Right now transit users are wedged on a narrow strip between a chain-link fence and the curb. Not comfortable or appealing or safe.</p> <p>Option 1: Removing chain link fence around Gage Park and creating a multi use path on the edge of the park for cyclists and pedestrians. Option 2: Eliminate a North/South car lane on Gage Ave. from Lawrence Rd to Main St. Extend the designated bike lane to Main St. and continue with signed route to Barton.</p> <p>These ideas are consistent with the City's proposed traffic calming sites in the Shifting Gears Masterplan. This would also provide an opportunity to install proper transit shelters.</p> <p>4) Major EAST/WEST Cycling Routes</p> <p>Option 1: Cannon and Wilson - Designated lane physically separated from car traffic going both East and West where possible. (Cannon becomes two-way after Sherman). Where Wilson ends at Sherman, cyclists can go both north and south, therefore a signed bike route on Sherman (from Barton to Cumberland) would be appropriate.</p> <p>Option 2: Designated cycling lanes on King and Main streets, physically separated from traffic. Cyclists can't be pushed to quiet streets all the time. It discourages cyclists who don't have time for inconvenience. The reality is, many cyclists brave their way up King and Main Streets despite the high risk, because these are the most direct east/west routes across town.</p> <p>5) Speed Limit on Major East/West routes Traffic regularly drives 60km/h to hit the timed traffic lights. Often, cars travel between 70 - 75km/h making it dangerous for everyone. We would like to see the posted speed limit lowered and speed limits enforced on King and Main streets.</p> <p>6) Bicycle Parking Busy commercial areas such as Ottawa St., Kenilworth Ave., Queenston Rd, Barton St., etc. should have ample bicycle parking. The redevelopment of Centre Mall provides a great opportunity to include these in design/re-design of the mall</p>



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	<p>including on Barton St. and the parking lots inside.</p> <p>These following areas require bicycle parking:</p> <ul style="list-style-type: none"> <li>- Parkdale Arena/Pool and Park - both at the rec center (off of the parking lot, near the entrance, near the outdoor play structures)</li> <li>- Gage Park - near the parking lot and by children's play structures, the Childrens Museum (to accommodate at list 50 bikes)</li> <li>- Hospitals and medical clinics throughout the city</li> <li>- All smaller community parks should have at least 10</li> </ul> <p>We would like to see bicycle parking spaces required in all new development or redevelopments.</p> <p>7) Our Mighty Mountain A huge barrier to cyclists is the escarpment. Free bicycle shuttle on HSR buses from lower to upper mountain would cost the city nothing and remove the barrier for cyclists that aren't able to tackle the "mountain".</p> <p>8) King St. over Kenilworth Cars do not yield to cyclists or pedestrians using the bridge on King Street over Kenilworth Ave. We would like to see clearly painted crosswalks on the north and south ramps. Also a Stop Line is needed for cars on the ramp leaving Kenilworth going north and exiting on King St.</p> <p>9) Sign Bicycle Routes We would like to see unsigned bicycle routes designated as signed routes. This would reinforce the message that bicycles are sharing the road. Specifically, Barton St. and Central Ave. (from Cochrane to Graham).</p> <p>10) Extend Designated Bike Lane We would like to see the designated bike lane on King Street East extend from Nash Rd to Centennial Parkway.</p> <p>11) The Red Hill Valley Trail Network Part of the RHV Trail Network is paved and the pavement has eroded creating a dangerous situation on some escarpment descents. The escarpment rail trail is frequently filled with broken bottles and debris especially in the Victoria St. area. We would love to see a sweeper go through this area regularly.</p> <p>12) Dedicated Bike Lane Debris There is a concern that dedicated bike lanes are often filled with debris. Normally car tires will throw the debris to the side which means it is collected in the bike lane. Dedicated lanes would work better if they had regular street sweeping and the surfaces were maintained.</p> <p>13) Share the Road program We would like to see The City of Hamilton expand programs for safe cycling. Also, a Share the Road campaign targeting both cyclists and car drivers might make the roads safer for everyone.</p> <p>Thank you for considering our concerns. We look forward to learning about how Hamilton responds to these ideas.</p> <p>Sincerely, The undersigned members of the Crown Point Community Planning Team</p>
P-78	<p>Re: Charlton/Herkimer Bike lanes (Queen to Locke) as there is lots of room and AM congestion slows down cyclists.</p>
P-79	<p>Re: Grant &amp; Gage Grant connecting Ham Brant MUP to Cootes MUP &amp; rail line Cumberland/Gage Park to Barton.</p>
P-80	<p>Re: Barton at Ottawa Bike racks through to Kenilworth and in the new Centre Mall.</p>
P-81	<p>Bike lanes on King/Main (dtn).</p>
P-82	<p>Re: Mud/Pritchard Mt Albion - connects MUPs and E Mtn to Highlands.</p>
P-83	<ol style="list-style-type: none"> <li>1. I would consider my self an avid recreational rider.</li> <li>2. I ride upwards of 10000km a year around the Hamilton area. Most of my rides start from my home in Dundas and climb the escarpment via Valley Road or Wilson Street. From there I will ride the roads in Flamborough from the Halton Region to Cambridge Galt and in the Ancaster area from Brantford/Caledonia towards the Niagara Region. If there is a road in the surrounding area I have probably been on it. I also commute to work in Burlington about 3-4 times a month during the riding season. For this commute I use the Cootes drive multi-use path to get me into Westdale and onto the new York Blvd. bike lanes which gets me into Burlington.</li> <li>3. My primary concern is having a safe route out of the urban core to the rural areas. Once on the rural roads the risks are reduced from a combination lower traffic volume and drivers having more patience.</li> </ol>

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	<p>4. To leave the urban core I would prefer bikes lanes and paved shoulders.</p> <p>5. Both of these options give a cyclist more room to maneuver and also give motorists more room to continue on their way. Multi-use paths just create a whole new series of problems by mixing fast cyclists with walkers, joggers, baby strollers and pets. In that case I would much rather toil with a vehicle.</p> <p>6. In my wildest dreams I would love to have bike facilities on all major streets, but I realize this is not a fiscally responsible dream. I think the citizens of Hamilton would be better served with a well thought out network of bike facilities (lanes, paved shoulders) and use any extra monies to resurface roads that are in desperate need of repair.</p> <p>7. Answered in No. 6</p> <p>8. Another important thing is education! We need to educate both cyclists and motorists about the rules of the road. I am tired of driver's tell me to get the hell off the road, passing too close, passing aggressively, honking horns, yelling obscenities and in general being idiots. I follow the rules as best I can, stopping at street lights and stop signs, signaling my turns and utilizing bike lanes when it is safe to do so.</p> <p>9. I agree</p> <p>10.</p> <p>11. I think it would be a good idea if the city got together with the Spectator and took out a full page add, maybe the Spectator could donate the space, and promote safe cycling. This could be an educational type add stating the basics for both cyclists and motorists. Cyclists must learn to use signals, stop at traffic lights, ride on the correct side of the road and to basically ride in a stable manner. Motorists must learn that cyclists have a right to be on the road and that we have a right to take the entire lane if you deem it necessary. And for everyone to show a bit of patience and enjoy the beautiful summer weather!</p> <p>12. Comments</p> <ul style="list-style-type: none"> <li>• Roads in need of re-surfacing (numerous dangerous pot holes and cracks) <ul style="list-style-type: none"> <li>i. Flamborough Concession 4, Brock Road to Lynden Road</li> <li>ii. Flamborough Concession 6, Middletown Road to Highway Number 8</li> <li>iii. York Boulevard, Dundurn to Plains Road (the section pasted the highlevel bridge is especially bad)</li> <li>iv. Sydenham Road, Rock Chapel to Highway 5</li> <li>v. Wilson Street from Sulphur Springs to Meadowbrook Drive.</li> <li>vi. Shaver Road, Book Road to Garner Road.</li> </ul> </li> <li>• Additional paved shoulders <ul style="list-style-type: none"> <li>i. Southcote Road, Golf Links Road to Garner Road</li> <li>ii. York Road, Watson Lane to Valley Road with extension to Highway 6.</li> <li>iii. Flamborough Concession 5, Millgrove Sideroad to Brock Road</li> </ul> </li> <li>• The down bound bike lane on Wilson Street needs to be repaired in the area of Harpers Garden centre. There are a number of cracks and holes that limit the use of the bike path. The up bound lane is in the same condition, but speeds up bound are much slower then down bound. An avid cyclist can attain speeds in excess of 50km/h and catching crack or hole at that speed can be quite catastrophic. I have already had on wheel destroyed on that stretch of road and was quite lucky not to crash.</li> <li>• The Wilson Street bike lanes need to be extended through the Ancaster downtown core and the current lanes from Fiddlers Green Road to Halston Road need re-surfacing.</li> <li>• When using tar and gravel on roads the city should specify a finer grader gravel, such as what was used on Rock Chapel. This creates a much nicer riding surface for cyclists and motorists alike.</li> <li>• Traffic signals need to be adjusted to better detect a cyclist to minimize the number of signal cycles that a cyclist must wait before getting a green light. This would also reduce the amount of red light running by cyclists.</li> </ul>
P-84	Re: Mountain More bike lanes.
P-85	Re: Sydenham Hill in Dundas Organize an annual downhill cycling race.

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**APPENDIX VI:**

STAKEHOLDER AND AGENCY COMMENTS

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TRACKING CODE	What type of cyclist would you consider yourself?	Where do you ride?	What areas of the network are a priority to implement for you? And why?	Which of these cycling facilities do you feel safest using? And why?	Which of these strategies do you prefer? Why?	Are there other strategies?	Do you agree with the criteria listed?	Are there other factors to consider	Please note any other promotional ideas that you feel the city should invest more effort in.	Other Comments
S-1 HCC	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Stoney Creek to Downtown Hamilton to McMaster/Dundas area. Also to Barton/Ottawa (frequent) and Barton/Centennial	North of Cannon because there are hundreds of low income cyclists (who have to cycle) with virtually no cycling facilities, Bayfront all the way into Stoney Creek.	<input checked="" type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  We need on-street lanes that are PHYSICALLY SEPARATED from car traffic – ideally with median between or raised surface.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Air pollution on major streets is too high for safe use.	Speed reduction devices for vehicles – speed bumps would be welcomed on residential streets, are cheaper and more air friendly than signage/lights.	Central issue is reducing GHGs – in a rational world cycling should be a priority over cars.	Air pollution – Denis Corr Studies	Cycling society – provide free helmets, especially in low income areas and free lights for low-income bikers Cyclovia – every week – with city support	Escarpment crossing – free or discounted HSR service for bikes or incline railway type facilities.
S-2 Mohawk College	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Commuting → typically from out of Dundas (bottom of escarpment) and to Mohawk College which is on Fennell Avenue and West 5 <sup>th</sup> (on the mountain); Recreationally → rail trails, quiet roads outside of Dundas, Greenville and Ancaster.	- Easier access up the mountain and crossing Queen Street - in and around Mohawk College there is no bike lanes so biking is a challenge – four lane road, fast moving traffic, large volumes (College & Hillfield, Strathallen College)	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Multi-use paths – I prefer to ride with as little interaction in vehicles (cars) as possible Reserved bike lanes – so cars are as much aware as possible of bikes.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  The major streets are the most direct and cycling needs to be more direct, however, option B would be useful when trying to access the major roads.	Actual bike paths (not sidewalks or part of the road) that are inviting and encouraging people to bike.	Yes – as long as under “missing link” also considers the escarpment as moving up or down is a challenge	Populations that would actually use these paths/routes	When the world cycling event was in town, biking came to the forefront – maybe another event like this? (Small scale?)	
S-3 HHSC	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Mostly from St. Joseph’s Hospital to Chedoke Hospital. I walk nearly everywhere else. I would prefer to ride my bike, but I don’t feel safe on my bike due to the absence of bike lanes and traffic finding bikes to be a “pain” and concern about my bike being stolen.	For hospitals (HHS 4 sites plus St. Joe’s) staff to be able to commute by bike to their hospital. New buildings are being built at the General and the staff are concerned that there won’t be safe routes to get there.	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Unless cars are not allowed in bike lanes, I feel they are not considerate/safe towards cyclists.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  The more streets that have secure/dedicated bike lanes, the safer people will feel and the more people will cycle.	To increase safety mostly on the busy streets, please consider putting in a “bumper strip” along the border of the bike lane. This could also incorporate the reflectors as well. This would give cars an auditory reminder if they are crossing.	Yes, plus more bike lanes needed on downtown streets do more people will commute to work.		Have a parent or teacher at each school, champion cycling to school, and get secure bike parking at the schools.	Your project is so valuable! It will benefit us all.
S-4 HCC	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Hamilton Mountain (mostly Stone Church), Rail Trails	Rural development would be great. A lot of cyclists train on the rural roads. More safety features would be good.	<input checked="" type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input checked="" type="checkbox"/> Paved Shoulder  There are more multi-	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Specific networks give better guidance for cyclists who may	Pavedd shoulders on all rural roads would be a great addition as rural roads are rebuilt/upgraded.	Yes	Consider provisions for crossing the escarpment, particularly in the central city area between	Take advantage of TV and other media for promoting safe cycling and educate both motorists and cyclists – community TV may be good.	

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				use paths, so I prefer using them.	no be familiar with Hamilton. More economical than facilities on all major streets. Gives moderately experience cyclists more confidence in choosing streets to ride on.			Wentworth and James Street S.		
S-5 McMaster University	<input type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	King Street and Main Street from Queen to McMaster	King and Main - Major roads that are very direct east to west - Fast moving traffic to compete with - Lots of pot holes, sunken sewer grates etc. especially on Main Street. - Hard to merge over all 4 lanes to turn left	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  - Gives room to swerve around holes and wobbles when starting after a stop sign or light - Gives fast moving autos knowledge of possible cyclists	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  I would feel that 'major streets' are 'major' because lots of people use them. Main and King are major because they follow processes of city design. Major streets that people use should allow people of all modes to use	Lanes that allow two way bike traffic on one-way streets between Main and King at key areas so there is not as much back-track.	Seems that Main, King, York, Cannon and Barton are most direct (probably because of E-W travel) and also shows most collisions along those streets. From what I have seen there was lots at road construction along Main and King but no bike lane in or planned	Destinations? Groceries stores, pharmacies etc. (maybe consider)	Education. Possible signs at major intersections where cyclists turn left "watch for cyclists merging" especially on Main and King when cyclists must merge across 4/5 lanes to turn.	Hold stakeholder meeting at Mac for student to attend and staff and faculty.
S-6 HCC	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Around the Hamilton Bay Area. I have ridden 40,000 km in the last 4 years. I am a former racer and still an avid cyclist. I ride around the bay all winter to keep my shape.	Option B would be logical and economical. Trying to connect the city from East to West without too many stops if possible. Sewer grades must point in the proper direction.	<input type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Both are good but you still need to ride defensive and be watchful.	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Make bike lanes where we can. To save money, some of our streets are narrow so it may no be possible to widen roads.	You may be able to cut lanes through parks or the escarpment	Yes		Keep paths lightened, some obstructions removed.	
S-7 HCC	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	East/West in lower city through Ward 4 → West to downtown Escarpment trails Woodward Avenue to Waterfront	1. On street designated lane SEPARATED FROM TRAFFIC by a physical barrier on Woodward Avenue from Melvin to the Lake. 2. On street designated lanes on Gage to Lawrence to Main and signage from Main to	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Multi-use path because there are no cars Reserved bike lanes because they are physically separated	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  Option A because people use them anyways. They are the most direct way to travel.	A combination of these options where it is more suitable.	This is a good list.	The HSR factors in completing "directness" of routes. Cycling master plan needs to consider bike racks as options for	"Share the Road" campaign, well invested Permeating!	Rural roads need paved shoulders. We need free transit from last HSR stop at bottom of mountain to first stop at top

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			Barton.	from the cars. Because there is low risk of collisions and you can go quite quickly				getting up the mountain.		
S-8 HCC	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	I ride mostly country roads around Hamilton and city streets and trails to get there.	I find that there are great cycling areas and routes, such as rail trails and rural roads but connection routes are lacking.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input checked="" type="checkbox"/> Paved Shoulder	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Two way dedicated bike only lanes on Main commuter routes such as in Holland.				An indoor all weather cycling facility, i.e. Velodrome would bring huge interest in the City of Hamilton.	
S-9 HCC	<input type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Niagara Area. Provincial Tours (waterfront trail)	<p>Cross-boundary Connections into and out of Hamilton.</p> <p>- <u><a href="#">Ontario Bicycling Route (OBR)</a></u>  <a href="http://www.cycleontario.ca">www.cycleontario.ca</a></p> <p>* Toronto to Hamilton          * Hamilton to Fort Erie          * Hamilton to Brantford          * Guelph to Hamilton</p> <p>- Waterfront Trail          - TransCanada Trail          - <u><a href="#">Niagara Connection to Hamilton</a></u></p> <p>On proposed Regional bikeway network (Aug03 Master Plan) and Regional Niagara Bicycle Map (All to promote touring and cycle tourism)</p> <p>* Winston Rd (Waterfront Trail- Grimsby)          * Main St. W (Grimsby)          * Ridge Rd. W (Grimsby)          * Mud St. W (Grimsby)          * Bismark Rd (Lincoln)</p> <p>Other cross-boundary route identified on bicycle friendly on Regional Niagara Bicycle Map</p> <p>- Powerline          - Concession 7          - South Grimsby Rd 18          - South Grimsby Rd 21          - Twenty Rd</p>	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input checked="" type="checkbox"/> Signed Bike Route <input checked="" type="checkbox"/> Paved Shoulder	<input checked="" type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Both – all routes are cycling routes (except routes prohibited from cycling). Certain origins and destinations from cyclists. Budget resources may demand that priorities be identified.	<p>Take a look at the Niagara Cycling Map (attached with hard copy) 2<sup>nd</sup> edition. Identify the “Bicycle Friendly” routes available (pavedd-low volume road, trails, bike lane etc.)</p> <p>See <a href="http://www.rnbc.info">www.rnbc.info</a></p>	<p>Suggest adding “connectivity” – ability of a route or infrastructure investment to connect to other existing or potential cycling routes. Investments both to Hamilton and external to other regions in province.</p>	<p>- Promotion of Cycle Tourism          - Promotion/ enhancement of integration with public transit</p>	<p>Effective safe cycling Courses (e.g. Can Bike).          Cycle conferences.</p>	<p>- Should also include review of “bicycle policies”          - Would urge official contact with Regional Niagara Cycling Committee for input.</p>

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			- Sixteen/Guyatt - York (Rd 9)							
S-10 HSR	<p>The Transit Division has the following comments:</p> <ul style="list-style-type: none"> <li>• 12-month availability of bike racks on buses supports your study goal of promoting cycling thru all seasons</li> <li>• Cycling education undertaken by staff from Alternative Transportation or TDM sections should include instruction on the safe and proper use of bus bike racks</li> <li>• With respect to criteria for alternatives, perhaps an assessment of the impact of on-street bike lanes on lane #1 vehicular traffic may benefit transit, since it is a default user of lane #1</li> <li>• As use of the on-street bike lanes increase, what is the potential for increased conflicts at bus stops, when buses enter the bike lane, stop, dwell and exit the bike lane? - can potential conflicts be mitigated?</li> <li>• Bike racks installed on boulevards and sidewalks should ensure that pedestrian and personal mobility device movements are not conflicted with, particularly in the vicinity of bus stops</li> <li>• HSR currently has criteria, as to the size of bike and presence of loose articles, to help the bus Operator determine if a customer will be allowed to load their bike on the rack - perhaps another criteria could be that only those cyclists wearing a helmet are entitled to use the bus racks - would this support the safety education components of your program? - would Public Health see this as a way to reduce head injuries that HSR could assist with? - would HSR end up with an enforcement role that would cause sufficient problems to negate the head injury reduction potential?</li> </ul> <p>You had mentioned a comment (from the Cycling Committee I believe) that the idea of letting cyclists ride up the escarpment accesses for free, between the last bus stop at the bottom of the escarpment to the first bus stop at the top, should be explored. HSR currently has several classes of customer who can ride the bus without paying a fare. If TDM and Alt. Transp bureaus both saw this as having an overall positive impact on the city's two-tier transp system, I'm sure it could be explored in further detail with HSR management. Council would have to approve any changes to HSR fare regulations.</p> <p>We regularly have to store bikes in our lost and found office. This phenomena started shortly after the system-wide introduction of the bus racks, and appears to be increasing. Only a small percentage of bikes are ever claimed from HSR by their owners, prior to HSR transferring the bikes to the Police Service for custody. This leads us to conclude that bike thieves are now utilizing the bike/HSR combo to obtain transp to most areas of the city. I would imagine that most of these bike thieves are not wearing helmets, so perhaps adding the helmet to the HSR criteria on who can use the racks may help to reduce this nuisance.</p> <p>Any funding opportunities that the TDM and ALT Transp offices can leverage, with respect to supporting on-going maintenance activities &amp; permit fees for the bus racks, given their future role as an integral part of the city's transp system, is something that the Transit Division would certainly like to explore.</p> <p>Thank you for the opportunity to provide comments.</p>									
S-11 GO Transit	<b>See attached.</b>									
S-12 HCC	<input checked="" type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Lower city between Dundurn and Centennial	Connections where traffic volumes are high and visibility is limited.	<input type="checkbox"/> Multi-Use Path (2) <input checked="" type="checkbox"/> Reserved Bike Lane (1) <input type="checkbox"/> Signed Bike Route (3) <input type="checkbox"/> Paved Shoulder (4)  As a commuter cyclist the bike lane allows me to travel at the speed I want. Multi use paths tend to have pedestrian traffic which is more erratic.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  When streets are being reconstructed it is frustrating when bike facilities are not included		Yes.			
S-13 HCC	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	- East end Hamilton/Stoney Creek - East end Hamilton to Waterfront Trail to Burlington - East end Hamilton to Barton/Wentworth St N	Adding to the entire Bicycle Network is great. For me a priority would be East Hamilton/Stoney Creek	<input checked="" type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Multi-use paths are easy to ride and you do not have to worry about vehicular traffic.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  I prefer bike corridors with the ability to add any road to have bike facilities on it.		Yes.			
S-14 HCC	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Everywhere in region.	Woodward (around the bay), dedicated east/west and north/south cycling	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  It gives best					



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			corridor. Route across lift bridge, not under or walking route.	Moor room available to cyclists.	flexibility. The more the better.					
S-15 HCC	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	North end, to Gage Park, to Westdale and Jundas, to Locke and Aberdeen.	1. King at Macklin 2. A central mountain access 3. Dundurn St (York to Aberdeen) 4. Bay St (Bayfront Park to Markland) 5. An east/west corridor downtown to Red Hill Valley → north of Main St.	<input checked="" type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  Cycling connectivity is needed everywhere that people live, work, shop, etc. just like any road.	Looks good.				
S-16 HCC	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Rail trails, bike routes, most roads in the city	CN Rail link, link from old Renee Landfill Site to Van Wagner's, Red Hill Valley Melvin to Rienhirst Landfill, Arbour Rd over Linc	<input type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder	<input type="checkbox"/> Option A <input checked="" type="checkbox"/> Option B  Only roads with higher traffic volumes need separate facilities.		Yes.		Canbike type courses in all elementary schools.	
S-17 HCC	<input type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input checked="" type="checkbox"/> Utilitarian	Downtown Hamilton to Hamilton waterfront, Westdale to mountain	Lower central city; Main St and King St; mountain major arteries (eg. Mohawk, Fennell, Upper streets)	<input type="checkbox"/> Multi-Use Path <input checked="" type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  For utilitarian purposes, arterial and corridor roads are vital for safe and efficient travel. If these lanes have reserved bike lanes, cyclists could travel safely and directly.	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  Allows for consideration of bike facilities on all projects – new and upgrades to current roads and routes.		The goal should be maximum opportunities for cyclists to travel safely on City of Hamilton and regional streets.		- Education of motorists regarding cycling: definitions, requirements, safety, laws - Education of pedestrians as above and education of cyclists re: laws, safety	
S-18 HCC	<input type="checkbox"/> Commuter <input type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Bay St?	Revise bump out design to accommodate bikes.	<input type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  For many one-way streets: Montreal – downtown St. Catherines Blvd – busy shopping Maisonneuve → parked cars (1 or 2 lanes) bike Old Montreal	<input type="checkbox"/> Option A <input type="checkbox"/> Option B					
S-19 HCC	<input checked="" type="checkbox"/> Commuter 50150 <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	See attached map. Usually to work and back, but often take longer than normal routes. Also from work	- Connection to Beach strip (Woodward, Melvin). It is cutoff from the main part of the city.	<input type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input checked="" type="checkbox"/> Signed Bike Route – on res. Streets, low traffic <input type="checkbox"/> Paved Shoulder	<input type="checkbox"/> Option A <input type="checkbox"/> Option B  Option B with a review of all	Mountain accesses wrt cycling.			Billboards to promote ride to work day (with a website dedicated to it). Ads on buses to urge motorists to share the	Cycling across city (to me) is great it is amazing ho far you can go in just

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		to work #2. Will go on recreational rides with baby on back of bike and ride on lunch hours. Beach Strip, rail trails, Princess Point to Bayfront Park.	- Alt. connections to Stoney Creek Mountain from Greenhill and downtown Stoney Creek.	I am a seasoned cyclist avg. 5000 km+ per year. I am comfortable riding in traffic along King/Main, but love the east-west Mtn signed bike route (Broker, Ninth, Macassa, Franklin. Etc.) – less traffic	major streets as they come up for reconstruction.				road.	30 minutes!
S-20 HCC	<p>1) Pave gravel shoulders if cycling lanes are not possible  2) Along with Share the Road signs, paint arrows from the edge of the pavement for 1 metre with arrow pointing towards the centre line  3) Children whose families cannot afford to buy bikes, benefactors or agencies buy bikes and allow children to borrow bikes during a specified time frame  4) Give employers a tax credit of \$20/month for their workers who regularly use a bike to cycle to and from work from home. Reasonable expenses incurred by an employee for bicycle related improvements, repair and storage. Implementation as it proceeds will be on the League of America Bicyclists website (bikeleague.org)</p> <p>Option A 29 cyclists</p> <p>* Connectivity to and from subdivisions to and from city centers or other transportation nodes.</p>									
S-21 HCC	<p>The Hamilton Cycling Committee (HCC) understands that the submission they made to the Hamilton Transportation Master Plan process (July 16, 2007; City response June 26, 2008) will be received as part of the study. Additionally, the HCC would like to convey the following ideas to the Cycling Master Plan study at this stage of the project, with the first round of PICs completed.</p> <p>1) Regarding the cycling network and the options presented in the PICs, the committee feels that a middle ground should be seriously considered - instead of either Option A or Option B. This middle ground is suggested to ensure a completed network with reasonable connectivity is completed as soon as possible. Ultimately a finer network of cycling corridors is desired, so it is asked that the City plan to include cycling facilities in most road reconstruction and new roadways, unless there is a strong justification to not include them.</p> <p>2) The HCC feels that bike lanes are a far better facility to accommodate cyclists, over shared lanes, on arterials and collector roads. Paved shoulders would be an excellent standard to incorporate into all rural road construction/reconstruction.</p> <p>3) Areas of focus for bike lanes or paved shoulders include: connections to Waterdown (Hwy 5 and York Rd), Carlisle Rd/Safari Rd (Waterloo border to Halton border), Brock Rd, Freulton Rd, Hwy 6 north of Freulton, the Sulphur Springs/ Weirs Lane/ Crooks Hollow Rd/ Harvest Rd/ Sydenham Rd loop, Governor's Rd to Sulphur Springs Rd, Creighton Rd/Market St, Osler Dr, Dundurn St, Bay St, Claremont Access, Jolley Cut, Queen St south of Main St and Beckett Dr, two lower city east/west corridors connecting Dundurn St to Stoney Creek neighbourhoods (northerly near/on Barton and southerly), north/south connections in the east end of the lower city, further improve the crossing of the canal lift bridge, Wilson St in Ancaster to Garner Rd, W 5<sup>th</sup> connection to Twenty Rd, a corridor by Upper James connecting Rymal/W5th to the airport, Scenic Dr/Fennell Ave, Concession St, Mountain Brow Blvd (Concession St to Mohawk Rd), Upper Ottawa St, Upper Wentworth St (Mohawk to the LINC), the Arbour Rd bridge over the LINC, Rymal Rd to Hendershot Rd, Pritchard Rd, First Rd East, First Rd West (and connections to Greenhill Ave to King St and to Paramount Dr along the brow), Green Mountain Rd crossing Upper Centennial Parkway, and an escarpment crossing at the Devil's Punch Bowl.</p> <p>4) More bike parking is needed in every area of the city, provided by the City, other public institutions and private companies/developments.</p> <p>5) More education of auto drivers and cyclists is needed. Please investigate cycling education with the Boards of Education – grade 4 and grade 5 students.</p> <p>Thank you for this opportunity to submit comment.</p> <p>The Hamilton Cycling Committee.</p>									
S-22 Ancaster Cycle	<p>Re: Ancaster Bike Racks  Offer racks (like compound design) in vicinity of bike shops, specific to the nearby bike shop.</p>									
S-23 Hamilton Police	<input checked="" type="checkbox"/> Commuter <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Utilitarian	Dundas to Central Hamilton, Rail trail, Waterfront	All city streets should be rider friendly. More people will leave their cars at home.	<input checked="" type="checkbox"/> Multi-Use Path <input type="checkbox"/> Reserved Bike Lane <input type="checkbox"/> Signed Bike Route <input type="checkbox"/> Paved Shoulder  Waterfront and Rail trail	<input checked="" type="checkbox"/> Option A <input type="checkbox"/> Option B  So all people will ride.	Trails throughout the city.	Yes.	No.		

**Stakeholder and Agency PIC #1 Comments**  
**Hamilton Cycling Master Plan**

				safest for obvious reasons – no vehicles.						
S-24 Hamilton Police	<p>The Hamilton Police Service has reviewed the stated document and in principal agrees with the need to go "Green" and to examine alternative means of Transportation. In regards to Police input concerning the stated plan we are first and foremost in the business of Traffic Safety. Traffic Safety is subsequently broken down into two components.....Education and Enforcement.</p> <p>Education: The Hamilton Police Service in it's Traffic Safety Strategy Plan 2009, has many programs in effect that enlighten the public. We make use of targeted media releases, and community interaction through neighbourhood meetings and school visits, to get the message to specific users and the general public. Bicycle safety is but one of the target programs in the Traffic Safety Strategy Plan 2009.</p> <p>Enforcement: The second part of the Hamilton Police Services Traffic Safety Strategy Plan 2009 is enforcement. Enforcement is the component that seems to focus the publics' attention, which they relate to Police Duty. The following are the number of bicycle related "Tickets" that members of the HPS have issued over the past several years:</p> <p>2008 = 80 Provincial Offence Notices (PONs)  2007 = 65 PONs  2006 = 198 PONs  2005 = 203 PONs  2004 = 381 PONs  2003 = 103 PONs</p> <p>In six (6) years members of the HPS have issued 1030 PONs, which is on average 171 PONs a year. Breaking this down further based on an eight month bicycling season we have, on average, 21 PONs are issued per month of the eight month bicycling season.</p> <p>As you can see the enforcement numbers are not excessive, suggesting HPS Officers are using their discretion when it comes to Bicycle enforcement. Infractions of the Highway Traffic Act of Ontario (HTA) and City of Hamilton By-Laws as they relate to Bicycles are many, but again Officers are choosing to educate and issue a warning, rather than to enforce the letter of the law. In regards to specifics of the Cycling Master Plan, the HPS could not possibly comment on each section of Bike Lane, Bike Trail, or Shared Lane as it pertains to enforcement, that would be a document that would consist of volumes. Additional lanes, paths and trails will no doubt change the way we police and respond to calls for service. Sadly, such quiet and picturesque areas draw the less savory of characters, resulting in crimes of opportunity.</p> <p>In regards to safety, the Hamilton Police Service only recommends that all measures be taken to limit the interaction of bicycles and other vehicles on major roads within the City. No matter how safe and correct a cyclist is performing they are ALWAYS going to be on the receiving end when they get mixed up with a motor vehicle. In regards to the cycling questionnaire, it has been sent out via e-mail to our members. Their responses will be sent directly to the appropriate person at City Hall. I don't anticipate a large response prior to the February 20<sup>th</sup> deadline we assigned it. I would expect a response from the members who patrol on bicycle.</p> <p>Thank you for including the HPS in your research. If you require anything further from the Traffic Branch, please feel free to contact me.</p>									

## S-11

**From:** Bender, Daryl [Daryl.Bender@hamilton.ca]  
**Sent:** December 11, 2008 4:23 PM  
**To:** Jennifer Niece  
**Cc:** Nairn, Sandy; Fazio, Margaret; TOE, Assistant Environmental Planner; Christiani, Catherine  
**Subject:** RE: Cycling Master Plan-GO Transit comments

Jennifer,  
Much appreciated, thanks.

Daryl Bender B.E.S.  
Project Manager, Alternative Transportation  
Traffic Engineering Section  
Public Works  
City of Hamilton  
905-546-2424 x 2066

-----Original Message-----

**From:** Jennifer Niece [mailto:jennifer.niece@gotransit.com]  
**Sent:** Thursday, December 11, 2008 4:07 PM  
**To:** Bender, Daryl  
**Subject:** Cycling Master Plan-GO Transit comments

Hi Daryl,

Thank you for the opportunity to comment on the City of Hamilton's Cycling Master Plan. GO Transit submits the following comments based on the PIC information boards and other relevant background studies posted on the City's website in November. We look forward to working with you to ensure a continuous, safe, and attractive pedestrian and cycling network leading to GO Transit services in the City of Hamilton.

GO Transit is taking steps to increase the pedestrian and cycling friendliness of its station areas and providing higher quality bicycle parking. Obviously having appropriate pedestrian and cycling connections through the city and leading to GO stations is an essential complement to our station-based improvements if we are to succeed in attracting people to travel to our stations by bicycle. In addition, by April 2009 all GO Buses will be equipped with bike racks which will increase the need for bicycle facilities along corridors served by GO Buses to enable passengers to safely access those bus routes with their bicycles.

To this end, we encourage the City of Hamilton to consider the following GO service locations as key destinations to be served with bicycle routes:

- 1) Hamilton GO Centre (Hunter and James)
- 2) McMaster University bus terminal
- 3) Stoney Creek park & ride lot (Nash Rd. N. on west side near Barton St.)
- 4) King Street and Main Street between John St. and McMaster University (which are served by GO buses)
- 5) The former Liuna Station location on James Street North (future rail services are being considered for this area)

All of these locations are already reasonably well served by the City's existing system of on-road bike routes, with some limited portions providing full bicycle lanes. Enticing more people to choose cycling as a mode of travel would require these on-road bike routes to be upgraded to full

bicycle lanes in both directions of travel (one direction on one-way streets) to provide a higher level of perceived security for cyclists. Our preference is for "Option A" presented which we feel would provide the most complete cycling network - the bicycle lanes recently installed on York Street which are separated from motor vehicle traffic by a wide hatched area are a particularly good design. Further separation using curbs or bollards in selected locations is also a strategy the city may wish to consider.

More specifically, there appears to be a need for a continuous north-south route through the downtown area. James St. or John St. should be considered for full bike lanes for this purpose.

GO supports the addition of any bicycle lanes that provide continuous travel for long distances through the City, creating a strong grid network that enables cyclists to travel without frequent diversions or zig-zags to move through the City. This could include extending the existing King Street and Main Street bike routes further east, and upgrading them to be full bike lanes. A high proportion of GO Transit customers travel to the Hunter St. GO Centre from the south and the east. Full bike lane connections crossing the escarpment, and providing access from the east would also be very valuable.

Particular attention should be given to interchanges with major highways - the 403 and Red Hill Creek Expressway being key. We recommend that expressway crossings be given special attention to increase driver awareness/visibility of pedestrians and cyclists, and that opportunities be explored to make these crossings more amenable to both cycling and walking.

GO Transit encourages the City of Hamilton to continue its program to provide secure bicycle parking in bicycle cages. From the customer comments we have received, it is clear that the lack of secure bicycle parking (e.g. lockers or cages) is a deterrent to people cycling to our stations. We are working to remedy this on our property, but we presume that this may be an issue for many other types of utilitarian cycling trips throughout Hamilton.

Finally, with respect to the criteria for prioritizing bike lanes (and specifically the criteria regarding cost), GO Transit is open to discussions with the City of Hamilton to cost-share the capital costs of bicycle and pedestrian facilities that provide high quality connections to our services.

Thank you for your consideration of these comments. I look forward to seeing the next draft of the plan.

Best Regards,  
Jennifer

**Jennifer Niece, M.A. (Planning)**  
Transportation Planner  
Transportation Planning & Development  
**GO Transit**  
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## **APPENDIX VII:**

### PIC AND STAKEHOLDER MAPS

**\*Available Upon Request\***

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**APPENDIX VIII:**

OTHER COMMUNITY COMMENT DATA

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**Other Community Comment Data  
Hamilton Cycling Master Plan**

TRACKING CODE	COMMENTS
OC-1	Re: CP rail trail Over Hwy 403
OC-2	Avoid busy traffic streets fir cycling - car exhaust is doing more harm than first thought.
OC-3	Re: Park Dun Park E bike lanes.
OC-4	Re: Wilson, Ancaster Left turn lanes at Rousseaux.
OC-5	Re: Garth Bike Lanes
OC-6	Re: Steel Mills Area Cycling design in industrial area.
OC-7	Re: Jolley Cut
OC-8	NYC Ninth Ave bike lane (two-way on one side) and Broadway esplanade.
OC-9	Re: Bay St. Area Water to downtown
OC-10	Re: RHV MUP Some areas too steep by escarpment
OC-11	Re: King, Lawrence King over RHVP, asphalt on lawrence at London (groove).
OC-12	Re: Downtown More BLs to access core, more bike parking, remove stop signs on Cumberland and paint BLs, Sherman south to Cumberland, Cannon/Wilson/York.
OC-13	Showers at schools/etc for cyclists, and bike parking.
OC-14	Re: Windermere Basin Loop
OC-15	Re: Victoria Park And crossing streets in the area.
OC-16	Re: Jerseyville Rd Paved Shoulders
OC-17	Re: Bay St, Stuart St Bike lanes
OC-18	Re: Barton Bike lanes
OC-19	Re: Sanders Bike lanes please and traffic calming
OC-20	Re: E/W in lower city north of Main Alleys as bike routes and other areas too?
OC-21	Re: Wilson/Cannon Bike lanes please – and Victoria to the general and educate drivers that bikes are traffic
OC-22	Better design for children
OC-23	West of 403 to downtown and Bay (Main to Bayfront Park)
OC-24	Re: Dundurn, York, Wilson, King WB, Gage to Mac
OC-25	Re: Dundas racks Racks at University Mall, Osler/Governors Mall
OC-26	Re: King (Stirling to Forsyth) and truck route? BLs on King by Haddon (get bikes off sidewalk) & a white line on Haddon approach, traffic by daycare
OC-27	Re: Lyndon-Harrisburg rail trail City surplus land – not in Trails Master Plan
OC-28	Re: King/Macklin Get bikes off sidewalk
OC-29	Re: King/Haddon

**Other Community Comment Data**  
**Hamilton Cycling Master Plan**

	Maybe need BLs on King by Haddon, educate cyclists
OC-30	Re: McMaster Educate cyclists w signs leaving Mac "fine for riding on sidewalk"
OC-31	Re: Dewitt access A down bound bike lane on this access. Currently oneway upbound for autos.
OC-32	Re: Ferguson tunnel Tunnel lighting, brush clearing at entrance, curb cut, signage
OC-33	<p>Below are my ideas for improving the cycling network in Hamilton. They are mainly based on my experience cycling from home to work. I have not reviewed other master plans to see if these ideas are already being considered (you can get Ted to do that).</p> <p>Small things to do NOW:</p> <ul style="list-style-type: none"> <li>- Pedestrian/cycling connection at the north end of Columbia Drive – this is literally a hole in the fence. I can barely squeeze my bike and panniers through it. The path on the Mohawk campus is a foot path. The sight lines are obscured by trees/vines/bushes. There is no curb cut to get onto Columbia Drive. This route is shown on the bikeway map. Put some design effort into fixing this connection. It won't cost very much money and will fix a very ugly and dysfunctional connection. Request that Mohawk College provide a multi-use trail connection from the end of Columbia Street to Governors Boulevard. Provide low-level pedestrian lighting that will not disturb the neighbours</li> <li>- Aberdeen Avenue – while it is being resurfaced, give it a road diet to provide bike lanes. The two-lane off-ramp from 403 EB could have a through lane and a left-turn lane at Longwood, allowing one of the through lanes on Aberdeen east of Longwood to be dropped. Convert Aberdeen to 2 through lanes, a 2WLTl and bike lanes to at least Dundurn. I would be bold and actually provide this cross section to Queen Street.</li> <li>- Pave the Chedoke Radial Trail from Dundurn to the Chedoke stairs so that it can be maintained in the winter. This provides an important winter connection across the escarpment to downtown. Alternatives are to ride on Beckett or James Mountain – I'd rather take the stairs. Beddoe is a good route to Westdale but Dundurn or Hillcrest/Mountain Ave are the routes to downtown thus require paving of a portion of the Radial Trail</li> </ul> <p>Short term:</p> <ul style="list-style-type: none"> <li>- Find a north-south and an east-west route through the downtown that actually work for cyclists. None of the current routes on the bikeway map work well, mainly because of the frequency of stop signs, one-way streets. I was riding up Locke Street from Barton southbound and then realized that this bike route didn't work because of a one-way section. I had to find my way over to Queen, but there were no signs to help out and lots of one-way streets (see signage strategy below)</li> <li>- Drop a lane (or two) from Bay Street, particularly between Jackson and Cannon. The right-turn lanes and lane balance/continuity along this section make it very difficult to ride a bike through. Even in a car, one cannot remain in one lane from Jackson to Cannon – one lane change at least is required. Perhaps add a left-side bike lane? Bay is a great connection with the exception of the Jackson to Cannon section.</li> <li>- There are too many stop signs on the bike routes to make them functional for a cyclist. Change the stop signs to yield control traffic circles (not roundabouts, just traffic circles). Markand contraflow is great, but too many stop signs. I think Bendamere/South Bend needs only 4 traffic circles to get rid of the stop-controlled intersections.</li> <li>- On the bicycle routes, make sure there is bicycle detection that works where they cross arterial roadways – either a marked loop or push button accessible to a cyclist without getting off the bike. Do an audit with the signal maintenance staff to see which intersections need to be fixed.</li> <li>- Fix any pathways through parks that provide a connection or link in a bicycle route. For example, the path through the park joining Bendamere to South Bend does not have curb cuts and pathways that allow one to enter/exit the roadway in the correct position for continuing on the road. It is confusing who would have right-of-way if trying to cross to the path.</li> <li>- Come up with a bike route signage strategy that works and actually provides useful information (communicate the network's connectedness, destinations and distances or travel time) This takes staff resources to come up with a plan and co-ordinate between the on and off-road portions.</li> <li>- Squeeze the lane widths on Golf Links and get in a bike lane from Scenic/Upper Horning to Halsan</li> </ul> <p>Short to Mid-term:</p> <ul style="list-style-type: none"> <li>- Review all 4-lane roadways and convert to 3 lanes plus bike lanes. I think Mohawk from Scenic/Upper Horning could function without 4 lanes to at least West 5<sup>th</sup>.</li> </ul> <p>On-going:</p> <ul style="list-style-type: none"> <li>- All roadway projects should explicitly consider the needs of cyclists. Even if it is not in the master plan, the roads should be "complete streets". For example, why is the City of Burlington including bike lanes on the plans for Waterdown Road by the City of Hamilton is not? This does not make sense.</li> <li>- Perform on-going quality audits. The bike lane on Wilson is no longer useable because of the poor quality of the pavement, yet the travel lanes were resurfaced while the bike lanes were not.</li> </ul> <p>If I think of anything else, I'll let you know.</p>



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# **CYCLING MASTER PLAN UPDATE**

## **Class Environmental Assessment**

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# **PUBLIC INFORMATION CENTRE #2**

## **SUMMARY REPORT**

**MAY 2009**



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## 1.0 INTRODUCTION

The City of Hamilton (the City) is undertaking a review of the previous Cycling Master Plan (“Shifting Gears”) and conducting a comprehensive City-wide study of the Cycling Network in order to implement and expand upon the recommendations made in the Growth Related Infrastructure Development Strategy (GRIDS) and the City-wide Transportation Master Plan (2007). The study will investigate how to better connect cycling systems together in a city-scale network, improve connections to transit nodes and encourage cycling use within the City of Hamilton.

This study is following the approved environmental planning process for Master Plans under the *Municipal Engineers Association’s Municipal Class Environmental Assessment (June 2000, as amended in 2007)* with the opportunity for public input throughout the study. The Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified. Upon completion of the study a Master Plan report will be completed and filed for public review.

This report documents the results of the second round of Public Information Centres for the Hamilton Cycling Master Plan Update study.

## 2.0 PURPOSE

Public Information Centres (PICs) are informal meetings where area residents and other interested parties are provided the opportunity to review planning and project information. PICs are a key part of consultation programs and are designed to involve stakeholders early and throughout the EA process to identify concerns and provide opportunities for input.

The first round of PICs for the project were held in November 2008 at 4 venues within the City of Hamilton – Downtown Hamilton, Stoney Creek, Ancaster and West Hamilton. The first round of PICs provided an opportunity for the public, interest groups, agencies and stakeholders to review existing conditions and provide preliminary input. The second round of PICs was held in order to present the findings of the study and the preferred alternatives.

## 3.0 LOCATION, DATE, TIME

The second round of PICs was held as follows:

<b>Tuesday, April 14, 2009</b>	<b>Thursday, April 16, 2009</b>
Hamilton Board of Education 100 Main Street West Hamilton, ON	Sackville Hill Seniors Recreation Centre 780 Upper Wentworth Street Hamilton, ON
6:00 to 8:00 p.m.	6:00 to 8:00 p.m.

Due to low attendance during the first round of PICs, the PIC venues in Stoney Creek and Ancaster were eliminated.

#### 4.0 NOTIFICATION

A notice regarding the study commencement and PIC #1 was published in local newspapers as follows:

- |                          |                         |                |
|--------------------------|-------------------------|----------------|
| • The Hamilton Spectator | April 3, 2009           | April 10, 2009 |
| • Ancaster News          | April 3, 2009           | April 10, 2009 |
| • Dundas Star News       | April 3, 2009           | April 10, 2009 |
| • Mountain News          | April 3, 2009           | April 10, 2009 |
| • Stoney Creek News      | April 3, 2009           | April 10, 2009 |
| • Glanbrook Gazette      | April 3, 2009           | April 10, 2009 |
| • Flamborough Review     | April 3, 2009           | April 10, 2009 |
| • View Magazine          | April 2-8, 2009 Edition |                |

The City of Hamilton also posted the notice on the project website ([www.hamilton.ca/shiftinggears](http://www.hamilton.ca/shiftinggears)). A copy of the Ontario Government Notice newspaper advertisement is included in **Appendix IX**.

Notice of PIC #2 was distributed via mail or email (depending on preference) to those on the public contact list on March 30, 2009 (mail) and March 31, 2009 (email). A stakeholder / agency letter and notice of PIC #2 was distributed via mail or email (depending on preference) to those on the stakeholder / agency contact list on March 30, 2009 (mail) and March 31, 2009 (email).

Copies of the letters and emails are included in **Appendix X**.

#### 5.0 STAFF ATTENDANCE

The following key City and Consultant staff were in attendance at the PICs:

- Margaret Fazio, City of Hamilton, Environmental Planning
- Matt Robson, City of Hamilton, Environmental Planning
- Daryl Bender, City of Hamilton, Traffic Engineering
- Hart Solomon, City of Hamilton, Traffic Engineering (*Downtown Hamilton venue only*)
- Rich Shebib, City of Hamilton, Traffic Engineering (*West Hamilton venue only*)
- Sandy Nairn, Ecoplans Limited, Consultant Environmental Planner
- Catherine Christiani, Ecoplans Limited, Junior Environmental Planner

#### 6.0 MATERIAL DISPLAYED

The following panels were displayed at the PICs, Stakeholder meeting and on the project website:

1. Welcome (text)
2. Municipal Class Environmental Assessment Process (flow chart)
3. Class Environmental Assessment Requirements (text)
4. Study Timeline and Methodology (text and photo)
5. Existing Urban Facilities (map)
6. Existing Rural Facilities (map)

7. Opportunity Statement and Study Objective (text and photo)
8. Public Information Centre #1 Feedback (text and graphs)
9. Cycling Facility Types (text and graphics)
10. Collision Data (text and graphs)
11. The Propose Cycling Network – Facility Network Evaluation (text and chart)
12. The Proposed Cycling Network – Implementation (text and photo)
13. Existing and Planned Urban Facilities (map)
14. Existing and Planned Rural Facilities (map)
15. Evaluation of Alternatives (text and chart)
16. The Review of Alternatives – Criteria (text)
17. The Review of Alternatives – Results/Facility Recommendations (text and chart)
18. The Review of Alternatives – Results/Proposed Projects (text and chart)
19. Cycling Education and Promotion (text and photo)
20. Bike Parking (text and photos)
21. Thank You/Next Steps (text)

A reduced sized copy of the display panels is provided in **Appendix XI**.

## 7.0 **FORMAT**

Individuals attending the PICs were asked to sign the register. They were informed of the availability of comment sheets, which they were encouraged to complete. Staff was available to answer questions and provide information regarding the study. If individuals wished to take comment sheets home, they were requested to provide their responses to the appropriate contacts outlined on the comment sheet by April 30, 2009.

A reduced sized copy of the comment sheet is provided in **Appendix XII**.

## 8.0 **SUMMARY OF ATTENDANCE AND COMMENTS RECEIVED**

### 8.1 **Public Information Centres**

Approximately **43** people attended the second round of PICs. Table 1 provides a breakdown of attendance and comments received by PIC date/venue:

<b>TABLE 1. PUBLIC INFORMATION CENTRE #2 ATTENDANCE AND COMMENTS</b>			
<b>Date/ Location</b>		<b>Total Attendance</b>	<b>Written Comments Received</b>
April 14 2009	Downtown Hamilton	30	19
April 16 2009	West Hamilton	13	7
<b>TOTAL</b>		<b>43</b>	<b>26</b>

In addition to the PICs, public input was encouraged and facilitated through the project website, the project team email address ([cycling@hamilton.ca](mailto:cycling@hamilton.ca)) and the project team contact information listed in each newspaper notification. A breakdown of the submissions received by the deadline for comments on PIC #2 materials (April 30, 2009) is provided in Table 2:



<b>TABLE 2. SUMMARY OF PUBLIC INPUT / SUBMISSIONS</b>	
<b>Type of Comments</b>	<b># Received</b>
Mail	1
Email	30
Fax	1
Phone	0
<b>TOTAL</b>	<b>32</b>

All comments were reviewed and information was provided where requested. All legible names and addresses from the comment sheets were added to the study email and/or mailing list (as indicated) and will be advised of any future consultation events.

## **8.2 Stakeholder and Agency Comments**

Stakeholders and Agencies were also invited to submit comments on the PIC material. **6** sets of written comments from stakeholders and agencies were received in total. Those whom submitted comments included the Chedoke Hospital Rehabilitation Resource Centre, the Niagara Peninsula Conservation Authority, the Grand River Conservation Authority, the Ministry of Transportation (Highway Engineering, Planning & Design – Hamilton, Niagara), the Niagara Escarpment Commission and the Regional Niagara Cycling Committee. All comments were reviewed and information was provided where requested.

## **9.0 SUMMARY OF COMMENTS**

Comments were received at the PICs through discussion and comment sheets. The comments received have been summarized and are presented in **Table 3** and **Table 4**. The summarized comments also include those comments received by the comment deadline.

It should be noted that the following is a broad generalization of specific suggestions. They have been listed in no particular order.

<b>TABLE 3. SUMMARY OF PUBLIC AND STAKEHOLDER COMMENTS RECEIVED</b>
<ul style="list-style-type: none"> <li>- The plan is comprehensive and impressive</li> <li>- There are no routes <u>through</u> Downtown Hamilton</li> <li>- Bike lanes are favoured over signed routes</li> <li>- More bike lanes are needed in Downtown Hamilton</li> <li>- More north-south connections are needed</li> <li>- Create a dedicated east-west cycling corridor</li> <li>- More bike parking/secure storage is needed, particularly in commercial areas</li> <li>- Maintain curb lanes and paved shoulders so they are free of potholes and debris</li> <li>- Bike lanes should be physically separated from traffic, particularly along high speed/high volume roads</li> <li>- Implement traffic calming and other safety measures for cyclists, such as reduced speed limits for cars, traffic lights which detect the presence of cyclists, bike boxes at traffic lights and cyclist crossings</li> <li>- Prioritize routes for snow clearing</li> </ul>

**TABLE 3. SUMMARY OF PUBLIC AND STAKEHOLDER COMMENTS RECEIVED**

- Provide protected bike parking at public events and festivals
- Improve escarpment accesses. They are in poor condition.
- Route and community connectivity are important
- Multi-use paths aren't practical for commuter cyclists
- Produce more destination/distance signage aimed at cyclists
- Implement the plan as soon as possible
- Include kids cycling skills training in Parks and Recreation Summer Day Camp programs
- Target cycling promotion at students and other likely cyclists
- Promote active living and active transportation
- Research/visit other national and internationally renowned bike cities, such as Ottawa, Portland, Vancouver, Seattle and New York
- Plan more multi-use paths
- Paint directional arrows in bike lanes
- Clarification was needed on how the priority listing was devised, what the construction schedule for projects will be and what routes will be implemented
- Analyze safety issues along all routes
- Incorporate cyclists and their needs into rapid transit corridors, stops and stations
- Consider implementing a community bike share program
- All escarpment stairs should have bike troughs
- Include bike lanes on all new roads
- Paved shoulders on all rural roads
- General requests for more information, ex. cycling maps, promotion materials, PIC 2 materials, etc.
- Requests for bike lanes on Rymal Rd., West 5<sup>th</sup>, Queen St., James St. N, Kennilworth Ave., Evans Rd., Locke St., Kerns Rd., Main St. and King St.
- Requests for maintenance (repaving, pothole filling, debris cleanup, improved signage, safety improvements, etc.) on John St. S, Sherman Access, Stonechurch Rd., Longwood Hill, Claremont Access, Golf Links Rd., Jerseyville Rd (west of Shaver Rd), York Blvd Bridge, Upper Wentworth St (opposite from East 24<sup>th</sup> St), and Jolley Cut
- Requests for paved shoulders along Lyden Rd., Jerseyville Rd., Fiddlers Green Rd. and Book Rd.
- The following routes should be given higher priority: Highway 403 and QEW crossings at Woodward Ave, Connecting the Bayfront Trail to the Lake Ontario Trail, Pritchard Rd, Queensdale Ave, all escarpment crossings (particularly the Jolley Cut and Claremont Access improvements)
- The following routes should be given lower priority: King (between Sterling St and Longwood Rd) and Highland Rd (between Winterberry Dr and First Rd E)
- Barton St. would be a better route than Cannon St.
- Improve the connection between the Ancaster Senior Achievement Centre and the Jerseyville Rail Trail

The complete verbatim public and stakeholder comments received can be found in **Appendix XIII**.

**TABLE 4. SUMMARY OF AGENCY COMMENTS RECEIVED**

- The plan is comprehensive and impressive
- Limited accessibility to trails and paths for those with disabilities. Escarpment crossings should be more accessible
- Wish to coordinate with City efforts
- Requests for more information on cycling infrastructure (on- and off-street) proposed for Provincial roads and in areas within the Niagara Escarpment Plan
- Suggested revisions to the evaluation criteria

**TABLE 4. SUMMARY OF AGENCY COMMENTS RECEIVED**

- Clarification on the EA process being followed
- General comments on maintenance issues and preferred route improvements
- Ontario Regulation 150/06 permits may be required for certain works
- Development permits may be required for works within the NEP
- Cycling infrastructure should not be placed on King Road in Burlington

All of the agency comments received can be found in **Appendix XIV**.

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**APPENDIX IX:**

NOTICE OF PIC #2

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Hamilton  
Public Works

# CITY-WIDE CYCLING MASTER PLAN

## NOTICE OF PUBLIC INFORMATION CENTRE #2

### MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

#### THE STUDY

The City of Hamilton has initiated the Municipal Class Environmental Assessment (EA) – Master Planning process for the review of the previous Cycling Master Plan (“Shifting Gears”). This Master Plan study has been investigating how to better connect cycling systems together in a city-wide network, improve connections to transit nodes and encourage cycling use within the City of Hamilton.

The Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified.

#### THE PROCESS

This study is following the approved environmental planning process for Master Plans under the Municipal Engineers Association’s Municipal Class Environmental Assessment (June 2000, as amended in 2007). Upon completion of the study, a Master Plan report will be completed and filed for public review and comment.

#### PUBLIC INFORMATION CENTRE

Stakeholder consultation is an important part of the Class EA process. Therefore the 2nd Public Information Centre will be held to present the findings of the study and the preferred alternatives.

**Tuesday, April 14, 2009**

6:00 p.m. to 8:00 p.m.

Hamilton – Wentworth District School Board  
100 Main St. W, Hamilton,  
Lower Auditorium

**Thursday, April 16, 2009**

6:00 p.m. to 8:00 p.m.

Sackville Hill Seniors Recreation Centre  
780 Upper Wentworth Street,  
Hamilton

#### PUBLIC COMMENTS INVITED

There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Managers. If you have any questions or comments or wish to be added to the study mailing list, please contact:

Daryl Bender  
Project Manager, Alternative Transportation  
Public Works  
City of Hamilton  
77 James Street North  
Ste 320, Hamilton, Ontario, L8R 2K3  
Phone (905) 546-2424 ext 2066  
Email [cycling@hamilton.ca](mailto:cycling@hamilton.ca)

J.A. (Sandy) Nairn, MCIP, RPP  
Consultant Project Manager  
Ecoplans Limited  
2655 North Sheridan Way  
Mississauga, Ontario, L5K 2P8  
Phone (905) 823-4988  
Fax (905) 823-2669  
Email [snairn@ecoplans.com](mailto:snairn@ecoplans.com)

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

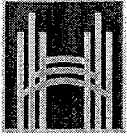
This Notice issued on April 3, 2009 and April 10, 2009

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**APPENDIX X:**

PUBLIC, STAKEHOLDER AND AGENCY  
PIC #2 NOTIFICATION LETTERS AND EMAILS

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320 - 77 James Street North  
Hamilton ON Canada L8R 2K3  
www.city.hamilton.ca

Public Works Department  
Capital Planning & Implementation  
905-546-2424 ext. 5103 (Telephone) - 905-546-4435 (Facsimile)

Hamilton

March 27, 2009

To whom it may concern:

**Subject: City Wide Cycling Master Plan – Phase 2,  
Public Information Centre #2 Invitation**

This letter is to inform your agency that the City of Hamilton has held a set of four Public Information Centres (PIC) during Phase 1 – Information Gathering Phase of the **City-Wide Cycling Municipal Class Environmental Assessment (EA) Master Plan**. We will be holding a second set of PICs for Phase 2 of the above project on April 14<sup>th</sup> and 16<sup>th</sup>, 2009. More detailed information concerning these PICs has been enclosed.

The City of Hamilton staff and their consultants will provide information on the evaluation methodology and the expanded, proposed, prioritized network implementation schedule at the above April PICs. The new network will consist of a variety of alternative designs of cycling facilities, as follows:

- Multi-use paths (off-street, rural & urban),
- Reserved Bike Lanes (on-street, urban)
- Signed Bike Routes (on-street, urban), and
- Paved Shoulders (on-road, rural)

In order to accommodate Reserved Bike Lanes this project has considered removal of parking, reduction of traffic lanes, and traffic lane re-designation as well as other alternatives.

The information that will be presented at the April 14<sup>th</sup> and 16<sup>th</sup> PICs will be posted on the webpage ([www.hamilton.ca/ShiftingGears](http://www.hamilton.ca/ShiftingGears)) just prior to these dates. Please feel free to provide your comments regarding the project to me at **905-546-2424 ext 5103**, by email at [Margaret.Fazio@hamilton.ca](mailto:Margaret.Fazio@hamilton.ca), or alternatively by contacting Daryl Bender as per the attached notice.

Yours truly,

A handwritten signature in black ink, appearing to read 'M. Fazio', with a long horizontal flourish extending to the right.

Margaret Fazio, B.Sc.  
Project Manager  
Environmental Planning

Encl.





Hamilton  
Public Works

# CITY-WIDE CYCLING MASTER PLAN

## NOTICE OF PUBLIC INFORMATION CENTRE #2

### MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

#### THE STUDY

The City of Hamilton has initiated the Municipal Class Environmental Assessment (EA) – Master Planning process for the review of the previous Cycling Master Plan (“Shifting Gears”). This Master Plan study has been investigating how to better connect cycling systems together in a city-wide network, improve connections to transit nodes and encourage cycling use within the City of Hamilton.

The Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified.

#### THE PROCESS

This study is following the approved environmental planning process for Master Plans under the Municipal Engineers Association’s Municipal Class Environmental Assessment (June 2000, as amended in 2007). Upon completion of the study, a Master Plan report will be completed and filed for public review and comment.

#### PUBLIC INFORMATION CENTRE

Stakeholder consultation is an important part of the Class EA process. Therefore the 2nd Public Information Centre will be held to present the findings of the study and the preferred alternatives.

**Tuesday, April 14, 2009**

6:00 p.m. to 8:00 p.m.

Hamilton – Wentworth District School Board  
100 Main St. W, Hamilton,  
Lower Auditorium

**Thursday, April 16, 2009**

6:00 p.m. to 8:00 p.m.

Sackville Hill Seniors Recreation Centre  
780 Upper Wentworth Street,  
Hamilton

#### PUBLIC COMMENTS INVITED

There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Managers. If you have any questions or comments or wish to be added to the study mailing list, please contact:

Daryl Bender  
Project Manager, Alternative Transportation  
Public Works  
City of Hamilton  
77 James Street North  
Ste 320, Hamilton, Ontario, L8R 2K3  
Phone (905) 546-2424 ext 2066  
Email [cycling@hamilton.ca](mailto:cycling@hamilton.ca)

J.A. (Sandy) Nairn, MCIP, RPP  
Consultant Project Manager  
Ecoplans Limited  
2655 North Sheridan Way  
Mississauga, Ontario, L5K 2P8  
Phone (905) 823-4988  
Fax (905) 823-2669  
Email [snairn@ecoplans.com](mailto:snairn@ecoplans.com)

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice issued on April 3, 2009 and April 10, 2009

## TOE, Assistant Environmental Planner

---

**From:** TOE, Assistant Environmental Planner

**Sent:** Tuesday, March 31, 2009 10:07 AM

**To:** Fazio, Margaret

**Subject:** City of Hamilton Cycling Master Plan-Public Information Centre (PIC) #2 Notice

Please see attached Agency Letter and Notice for the City of Hamilton's Cycling Master Plan PIC #2.

Regards,

**Matt Robson**

Assistant Environmental Planner

Environmental Planning

Capital Planning and Implementation Division

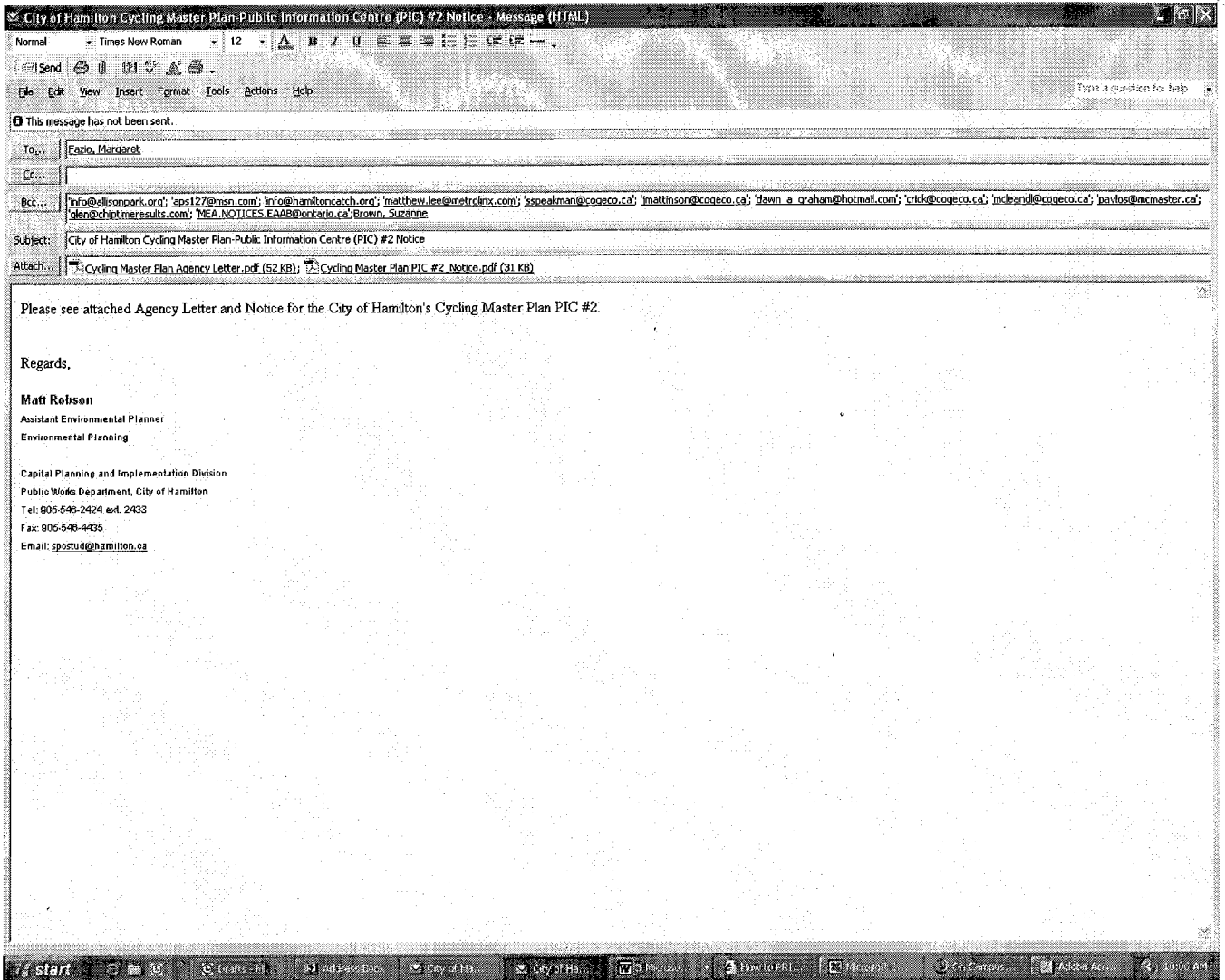
Public Works Department, City of Hamilton

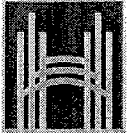
Tel: 905-546-2424 ext. 2433

Fax: 905-546-4435

Email: [spostud@hamilton.ca](mailto:spostud@hamilton.ca)

# Cycling Master Plan- Screenshot of e-mail sent to Agencies- March 31/09





320 - 77 James Street North  
Hamilton ON Canada L8R 2K3  
www.city.hamilton.ca

Public Works Department  
Capital Planning & Implementation  
905-546-2424 ext. 5103 (Telephone) - 905-546-4435 (Facsimile)

Hamilton

March 27, 2009

To whom it may concern:

**Subject: City Wide Cycling Master Plan – Phase 2,  
Public Information Centre #2 Invitation**

This letter is to inform your agency that the City of Hamilton has held a set of four Public Information Centres (PIC) during Phase 1 – Information Gathering Phase of the **City-Wide Cycling Municipal Class Environmental Assessment (EA) Master Plan**. We will be holding a second set of PICs for Phase 2 of the above project on April 14<sup>th</sup> and 16<sup>th</sup>, 2009. More detailed information concerning these PICs has been enclosed.

The City of Hamilton staff and their consultants will provide information on the evaluation methodology and the expanded, proposed, prioritized network implementation schedule at the above April PICs. The new network will consist of a variety of alternative designs of cycling facilities, as follows:

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In order to accommodate Reserved Bike Lanes this project has considered removal of parking, reduction of traffic lanes, and traffic lane re-designation as well as other alternatives.

The information that will be presented at the April 14<sup>th</sup> and 16<sup>th</sup> PICs will be posted on the webpage ([www.hamilton.ca/ShiftingGears](http://www.hamilton.ca/ShiftingGears)) just prior to these dates. Please feel free to provide your comments regarding the project to me at **905-546-2424 ext 5103**, by email at [Margaret.Fazio@hamilton.ca](mailto:Margaret.Fazio@hamilton.ca), or alternatively by contacting Daryl Bender as per the attached notice.

Yours truly,

Margaret Fazio, B.Sc.  
Project Manager  
Environmental Planning

Encl.



Hamilton  
Public Works

# CITY-WIDE CYCLING MASTER PLAN

## NOTICE OF PUBLIC INFORMATION CENTRE #2

### MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

#### THE STUDY

The City of Hamilton has initiated the Municipal Class Environmental Assessment (EA) – Master Planning process for the review of the previous Cycling Master Plan (“Shifting Gears”). This Master Plan study has been investigating how to better connect cycling systems together in a city-wide network, improve connections to transit nodes and encourage cycling use within the City of Hamilton.

The Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified.

#### THE PROCESS

This study is following the approved environmental planning process for Master Plans under the Municipal Engineers Association’s Municipal Class Environmental Assessment (June 2000, as amended in 2007). Upon completion of the study, a Master Plan report will be completed and filed for public review and comment.

#### PUBLIC INFORMATION CENTRE

Stakeholder consultation is an important part of the Class EA process. Therefore the 2nd Public Information Centre will be held to present the findings of the study and the preferred alternatives.

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#### PUBLIC COMMENTS INVITED

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Daryl Bender  
Project Manager, Alternative Transportation  
Public Works  
City of Hamilton  
77 James Street North  
Ste 320, Hamilton, Ontario, L8R 2K3  
Phone (905) 546-2424 ext 2066  
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Consultant Project Manager  
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Mississauga, Ontario, L5K 2P8  
Phone (905) 823-4988  
Fax (905) 823-2669  
Email [snairn@ecoplans.com](mailto:snairn@ecoplans.com)

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This Notice issued on April 3, 2009 and April 10, 2009

## TOE, Assistant Environmental Planner

---

**From:** TOE, Assistant Environmental Planner

**Sent:** Tuesday, March 31, 2009 10:12 AM

**To:** Fazio, Margaret

**Subject:** City of Hamilton Cycling Master Plan-Public Information Centre (PIC) #2 Notice

Please see attached Notice for the City of Hamilton's Cycling Master Plan PIC #2.

Regards,

**Matt Robson**

Assistant Environmental Planner

Environmental Planning

Capital Planning and Implementation Division

Public Works Department, City of Hamilton

Tel: 905-546-2424 ext. 2433

Fax: 905-546-4435

Email: [spostud@hamilton.ca](mailto:spostud@hamilton.ca)

## Cycling Master Plan- Screenshot of e-mail sent to public- March 30/09

The screenshot shows an email client window titled "City of Hamilton Cycling Master Plan Public Information Centre (PIC) #2 Notice - Message (HTML)". The email content is as follows:

This message has not been sent.

To: Fazio, Margaret

Cc:

Bcc: [vaslevska@gmail.com](mailto:vaslevska@gmail.com); [berkelaar@sympatico.ca](mailto:berkelaar@sympatico.ca); [ancaster6@coqeco.ca](mailto:ancaster6@coqeco.ca); [andrea.ita@gmail.com](mailto:andrea.ita@gmail.com); [godfreydevries@aim.com](mailto:godfreydevries@aim.com); [kevlahan@gmail.com](mailto:kevlahan@gmail.com)

Subject: City of Hamilton Cycling Master Plan-Public Information Centre (PIC) #2 Notice

Attach: [Cycling Master Plan PIC #2 Notice.pdf \(31 KB\)](#)

Please see attached Notice for the City of Hamilton's Cycling Master Plan PIC #2.

Regards,

**Matt Robson**  
Assistant Environmental Planner  
Environmental Planning

Capital Planning and Implementation Division  
Public Works Department, City of Hamilton  
Tel: 905-540-2424 ext. 2433  
Fax: 905-540-4435  
Email: [spostud@hamilton.ca](mailto:spostud@hamilton.ca)

The screenshot also shows the Windows taskbar at the bottom with the "start" button and several open applications: "City of Hamilton", "Microsoft Word", "Microsoft Excel", "On Campus Press", and "AnkiBot Acrobat". The system clock shows "10:10 AM".





Hamilton  
Public Works

# CITY-WIDE CYCLING MASTER PLAN

## NOTICE OF PUBLIC INFORMATION CENTRE #2

### MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

#### THE STUDY

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The Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified.

#### THE PROCESS

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**APPENDIX XI:**

**PIC #2 DISPLAY PANELS**

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## Shifting Gears Hamilton's Cycling Master Plan

### Welcome

**Public Information Centre #2**  
Phase 2 of the Municipal Class EA process  
- The "Preferred Solution" for implementation

**We are asking for your feedback. Please submit your comments on the sheets provided.**

This project is being conducted by the City of Hamilton with the assistance of two consulting firms: **Ecoplans Limited** and **McCormick Rankin Corporation**.

## Class EA Requirement

This study is following the approved environmental planning process for Master Plans under the *Municipal Class Environmental Assessment (June 2000, as amended in 2007)* (Class EA). This study will propose a comprehensive cycling network for both commuter and recreational cyclists and a schedule for the implementation of this network. Also, this study will propose strategies to encourage cycling through efforts including education programs, promotion and end of trip facilities (bike parking, shower facilities, etc.).

This process will meet Phases 1 and 2 of the Class EA planning process that includes:

- Phase 1 - Identify the problems or opportunities
- Phase 2 - Identify alternative solutions to address the problem and establish the preferred solution taking into account public and review agency input

Under the Class EA there are four project schedules, with each schedule having different requirements to fulfill the environmental planning process. This Master Plan is intended to:

- fulfill the Class EA requirements for any Schedule A, A+ and B Projects that are identified
- outline additional work that will be required for any Schedule C Projects that are identified

Upon completion of this study, a Master Plan report will be completed and filed for public review. Implementation of projects will then proceed to detailed design, and should any significant issues arise they will be discussed with the area Councillor. Note that any Schedule B or C Projects not identified as such in this Master Plan will require assessment through a future Cycling Master Plan update or through individual studies.

### NOTE:

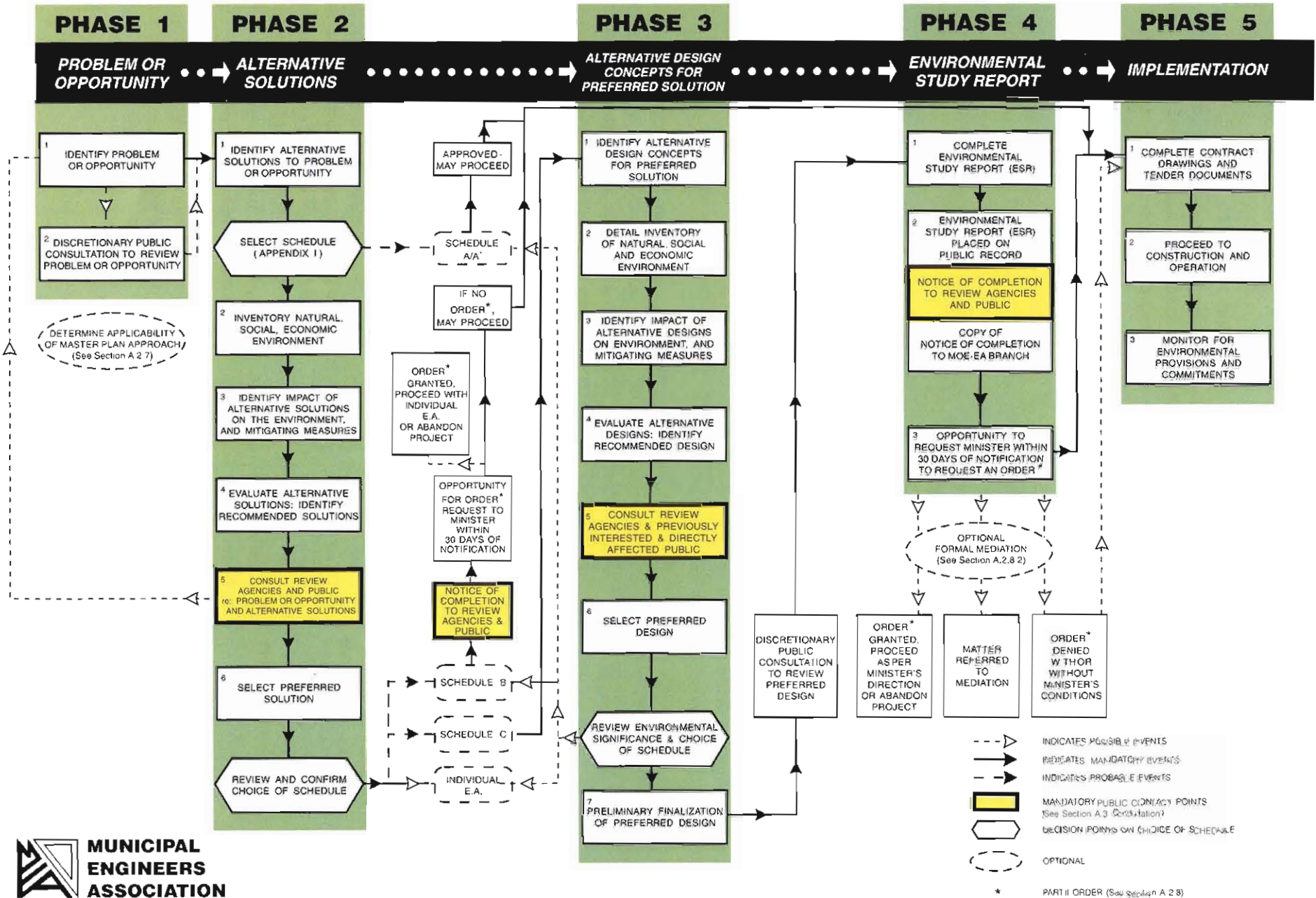
Construction of cycling facilities within existing rights-of-way are pre-approved under the EA Act (Schedule A+ activities). Projects include:

- **Road Diets** to accommodate a bike lane(s) by taking away a traffic lane on a street, and restriping the road for a bike lane(s). Although these projects are pre-approved under the EA Act, the City may consider a formal consultation process when implementing these projects prior to construction.
- **Road Widenings** to accommodate cycling facilities are considered Schedule A+ activities unless they require additional road right-of-way in which case they would be considered Schedule B projects if less than \$2.2 M or Schedule C projects if they are greater than \$2.2 M.

# EXHIBIT A.2

# MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



The City's current Cycling Master Plan, **Shifting Gears**, was issued in 1999. This document is being updated through this study. The new cycling plan addresses:

- Where cycling facilities such as bike lanes are needed and the schedule for their implementation
- Other types of cycling infrastructure such as bike parking
- Educational programs
- Cycling promotional initiatives

The **timeline and methodology** of this new cycling master plan is as follows:

- Identifying opportunities and concerns:
  - Public Information Centre #1 (Nov. 2008, four locations)
  - Stakeholders meeting (Nov. 2008)
  - Hamilton Cycling Committee meeting (Dec. 2008)
- Review the recommended plan:
  - Public Information Centre #2 (April 2009, two locations)
  - Stakeholders and Cycling Committee comments - electronically
- Finalize the study and present to Council (June 2009)
- Filing of the Cycling Master Plan (summer/fall 2009)



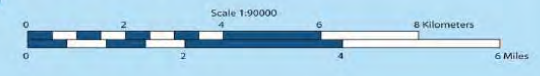


# HAMILTON BIKE ROUTES



**TAKE NOTE!!**  
Gasoline powered vehicles are NOT permitted on multi-use trails.

**BICYCLES ON TRANSIT**  
GO Transit provides bicycle racks at most of its stations. Bicycles are allowed on GO Trains except on weekday trains arriving at Union Station between 6:30 am and 9:30 am and leaving Union Station between 3:30 pm and 6:30 pm, and not within Union Station during those times. Folding bicycles can be accommodated on GO Buses with luggage compartments. For complete details and conditions, visit [www.gotransit.com](http://www.gotransit.com) or call 1-888-GET ON GO (438-6646). See reverse regarding HSR bike racks.



**DO NOT TRESPASS!**  
Rural fields are private property

## CARLISLE



## MOUNT HOPE



## LEGEND

- Paved Multi-Use Path (shared with pedestrians)
- Unpaved Multi-Use Path (shared with pedestrians)
- Designated Bike Lane
- Paved Shoulder
- Signed On-Street Bike Route (on streets with mostly low traffic volume)
- Cautionary Un-Signed Bike Route (on streets with low to moderate traffic volume)
- High Volume and / or Narrow Lane
- Provincial Highway
- MAJOR Road
- Minor Road
- Gravel Road
- Railway
- GO Transit / VIA Station
- Caution Area
- Urban Area
- Conservation Area or RBG
- Watercourse
- Niagara Escarpment
- Walking or Hiking Trail
- City Boundary Line
- Conservation Area
- Place of Interest
- Hamilton Eat Local - farm gate sales  
For produce details by season see [www.environmenthamilton.org/eatlocal](http://www.environmenthamilton.org/eatlocal)

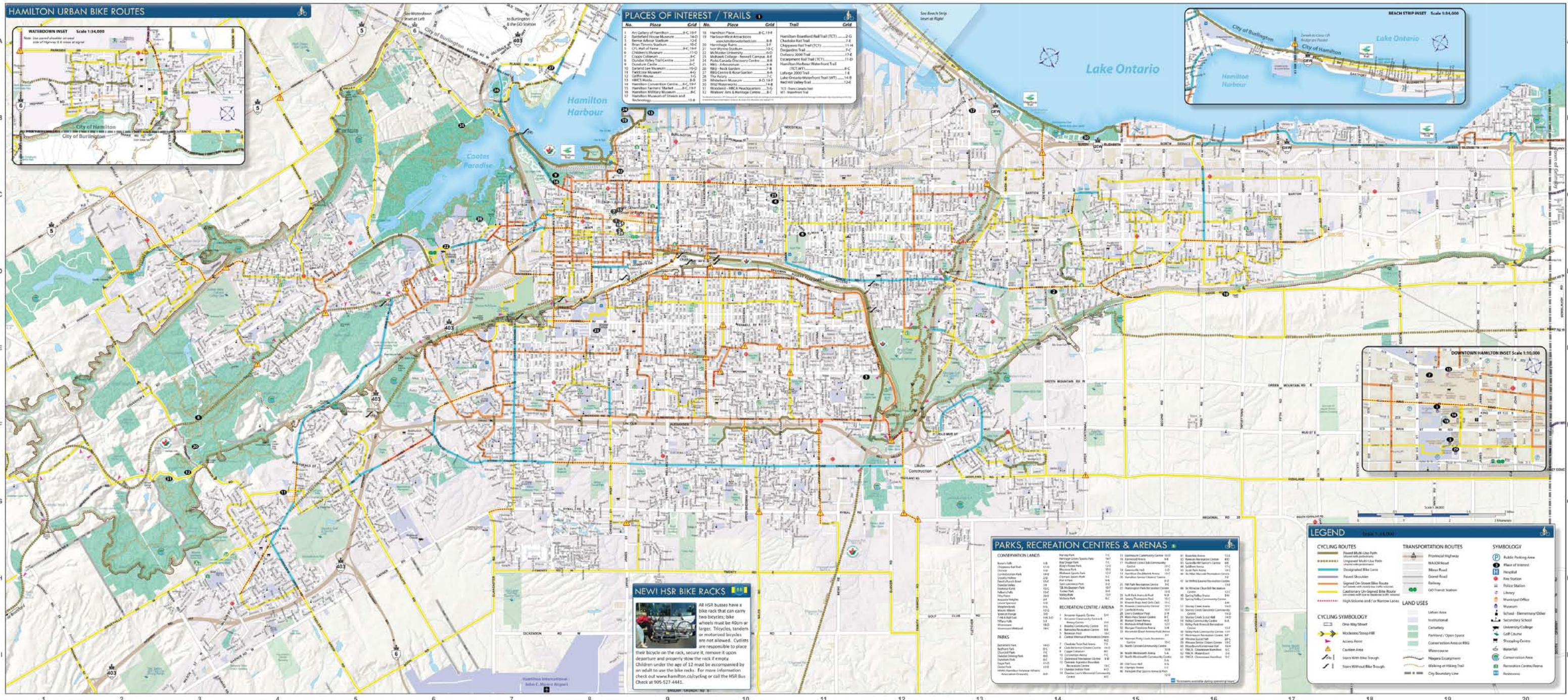


**HAMILTON URBAN BIKE ROUTES**



**PLACES OF INTEREST / TRAILS**

No.	Place	Grid No.	Trail	Grid
1	Art Gallery of Hamilton	B-C 10.0	Hamilton Escarpment Trail (ECT)	2-6
2	Barfield House Museum	14.0	Chedoke Rail Trail	7-8
3	Benjamin Franklin Statue	12.0	Chedoke Rail Trail (CT)	11-14
4	Boat Terminal	10.0	Chedoke Rail Trail (CT)	11-14
5	City Hall	10.0	Chedoke Rail Trail (CT)	11-14
6	Children's Museum	10.0	Chedoke Rail Trail (CT)	11-14
7	Chedoke Park	10.0	Chedoke Rail Trail (CT)	11-14
8	Chedoke Valley Trail Centre	10.0	Chedoke Rail Trail (CT)	11-14
9	Chedoke Valley Trail	10.0	Chedoke Rail Trail (CT)	11-14
10	Chedoke Valley Trail	10.0	Chedoke Rail Trail (CT)	11-14
11	Chedoke Valley Trail	10.0	Chedoke Rail Trail (CT)	11-14
12	Chedoke Valley Trail	10.0	Chedoke Rail Trail (CT)	11-14
13	Chedoke Valley Trail	10.0	Chedoke Rail Trail (CT)	11-14
14	Chedoke Valley Trail	10.0	Chedoke Rail Trail (CT)	11-14
15	Chedoke Valley Trail	10.0	Chedoke Rail Trail (CT)	11-14
16	Chedoke Valley Trail	10.0	Chedoke Rail Trail (CT)	11-14
17	Chedoke Valley Trail	10.0	Chedoke Rail Trail (CT)	11-14
18	Chedoke Valley Trail	10.0	Chedoke Rail Trail (CT)	11-14
19	Chedoke Valley Trail	10.0	Chedoke Rail Trail (CT)	11-14
20	Chedoke Valley Trail	10.0	Chedoke Rail Trail (CT)	11-14



**NEW! HSR BIKE RACKS**

All HSR buses have a bike rack that can carry two bicycles; bike wheels must be 40cm or larger. Tricycles, tandem or motorized bicycles are not allowed. Cyclists are responsible to place their bicycle on the rack, secure it, remove it upon departure and properly store the rack if empty. Children under the age of 12 must be accompanied by an adult to use the bike racks. For more information check out [www.hamilton.ca/cycling](http://www.hamilton.ca/cycling) or call the HSR bus Check at 905-527-4441.

**PARKS, RECREATION CENTRES & ARENAS**

CONSERVATION LANES	RECREATION CENTRE / ARENA	PARKS
1.01	1.01	1.01
1.02	1.02	1.02
1.03	1.03	1.03
1.04	1.04	1.04
1.05	1.05	1.05
1.06	1.06	1.06
1.07	1.07	1.07
1.08	1.08	1.08
1.09	1.09	1.09
1.10	1.10	1.10
1.11	1.11	1.11
1.12	1.12	1.12
1.13	1.13	1.13
1.14	1.14	1.14
1.15	1.15	1.15
1.16	1.16	1.16
1.17	1.17	1.17
1.18	1.18	1.18
1.19	1.19	1.19
1.20	1.20	1.20

**LEGEND**

CYCLING ROUTES	TRANSPORTATION ROUTES	SYMBOLY
1.01	1.01	1.01
1.02	1.02	1.02
1.03	1.03	1.03
1.04	1.04	1.04
1.05	1.05	1.05
1.06	1.06	1.06
1.07	1.07	1.07
1.08	1.08	1.08
1.09	1.09	1.09
1.10	1.10	1.10
1.11	1.11	1.11
1.12	1.12	1.12
1.13	1.13	1.13
1.14	1.14	1.14
1.15	1.15	1.15
1.16	1.16	1.16
1.17	1.17	1.17
1.18	1.18	1.18
1.19	1.19	1.19
1.20	1.20	1.20



## Opportunity Statement

This study will propose a comprehensive cycling network for both commuter and recreational cyclists and will include initial prioritization of the network. Also, this study will propose strategies to encourage cycling through efforts including education programs, promotion and end of trip facilities (bike parking, shower facilities, etc.).



## Objectives of the Study

- Develop a comprehensive cycling network through the expansion of on-street and off-street cycling facilities – including escarpment crossings, for both commuter and recreational cyclists.
- Ensure consistency in design, providing separate facilities on streets with large traffic volumes and high speeds and shared facilities on streets with low traffic volumes
- Provide convenient and all-season access to all residential and employment areas and transit nodes
- Develop initial prioritization of the expanded cycling network
- Review public education programs and promotional initiatives to foster cycling in Hamilton.

## Public Information Centre (PIC) #1 Feedback

Feedback was received from just over 100 people through the PICs, emails, Stakeholder meeting and through the Cycling Committee; with commuter, recreational and utilitarian cyclists all well represented.

### Where people cycle:

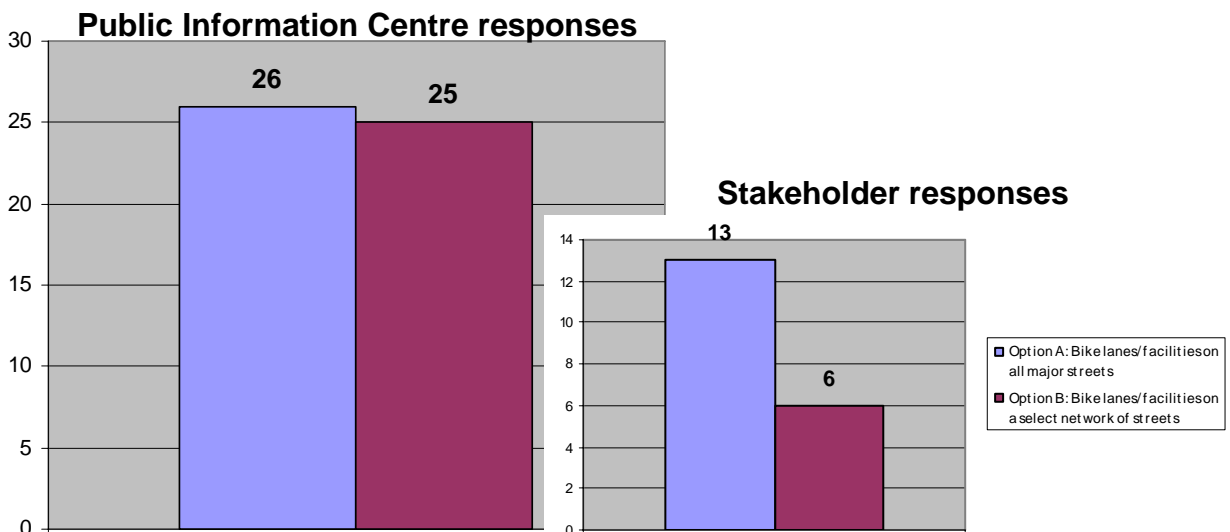
- Downtown area and recreational trails account for about 60% of cycling
- Dundas and the Mountain each account for about 10% of cycling.
- Other areas were identified less frequently (including rural areas).

### Cycling Facility Design:

- Both Reserved Bike Lanes and Multi-use Paths were preferred primarily for safety

### Cycling Network Strategy:

- Relatively even split between providing “bike lanes everywhere” versus developing a “primary corridors network”.
- The Cycling Committee favoured a “primary corridors network” to ensure a comprehensive network is established as a priority.



### Criteria for Assessing Alternatives:

- Most respondents agreed with the criteria that was presented
- “Proximity to major origins & destinations” was added based on feedback received.

## Designing Cycling Facilities

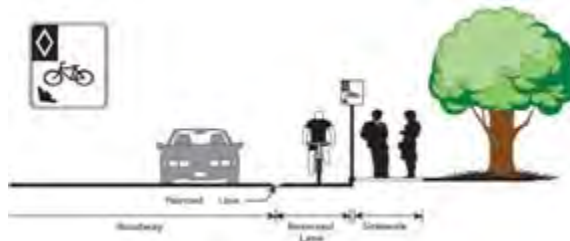
### Bikeways

There are four cycling facility designs that the City of Hamilton prefers to utilize:

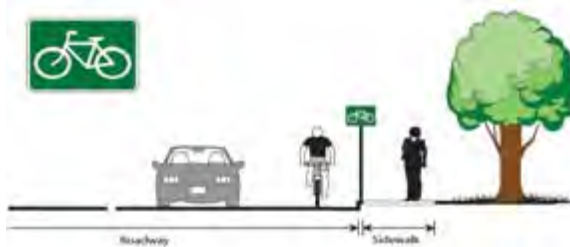
- Multi-use paths (off-street, rural & urban)



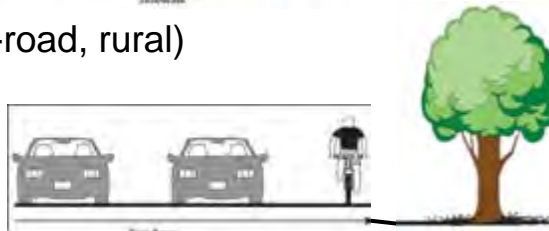
- Reserved Bike Lanes (on-street, urban)



- Signed Bike Routes (on-street, urban), and



- Paved Shoulders (on-road, rural)



### Note:

The City considers the design where a bike lane(s) is positioned above the curb (beside the sidewalk) as the least preferred option. This design may cause conflicts at intersections and driveways due to poor visibility.

The City has approved a standard sewer grate design that is cycling friendly. The City continues to resolve a standard design for sewer grate collars that better prevents asphalt settling around sewer grates.

## Collision Data

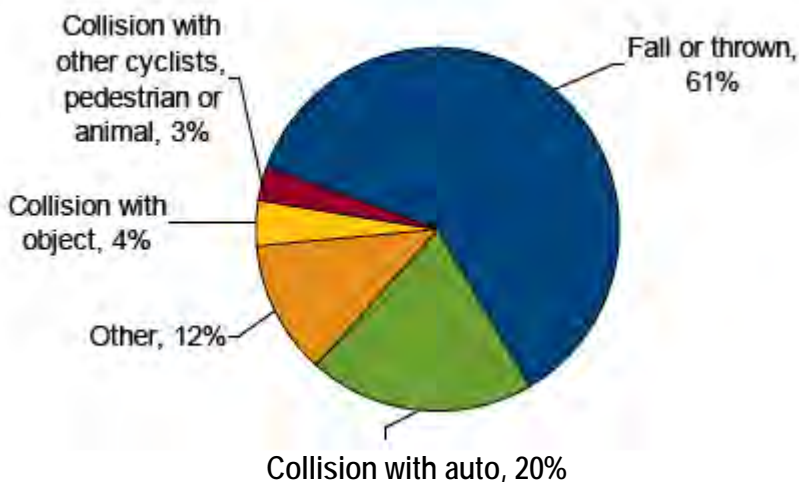
Police reported collision data for the City of Hamilton was analyzed for the **10 year period** from August'98 to August'08. There are approximately 155 collisions involving cyclists each year, including an average of one fatality annually. Collision data will be incorporated into decisions regarding the location of new cycling facilities and implementation priorities.

The map below shows collision locations for the 10 year period for a large portion of the Hamilton urban area, with the collisions marked as black diamonds.



## Cycling Crashes as Reported by Ontario Hospitals (2002/03)

Source: Ontario InjuryCompass, 2002/03)



## The Proposed Cycling Network

As this project is following a Class Environmental Assessment process, various alternatives were considered including:

- “Status Quo”
- “Primary Corridors Network”
- “Provide Bike Facilities on All Major Streets”.

The proposed plan is to proceed with the “Primary Corridors Network” to ensure comprehensive connectivity throughout the City (urban & rural). The comparison of alternatives is presented in the table below.

Evaluation Criteria	Cycling Facility Network Type		
	Status Quo	Primary Corridors Network	Bike Facilities on All Major Streets
<b>Network Continuity</b>	- No changes to the existing cycling network – continuity does not improve	- Improve network continuity on primary corridors	- Improves network continuity, although achieved slower
<b>Safety</b>	- No improvements to the safety of the existing cycling network	- Improves safety by providing improved cycling network	- Improves safety by providing improved cycling network
<b>Cost</b>	- Lower cost, maintain existing network only	- Higher cost to implement	- Highest cost to implement
<b>Conclusions</b>	Least Preferred - Does not address Study Objectives	<b>Most Preferred</b> - <b>Addresses Study Objectives</b>	Less Preferred - High cost reduces effective implementation

Completing primary cycling corridors as a priority, both on-road and off-road, will encourage cycling. Planning studies indicate that major cycling facilities should be spaced no further than 2 km apart in urban areas (The Big Move, Metrolinx 2008). Such a network cannot be built immediately, but will develop through annual improvements.



## The Proposed Cycling Network

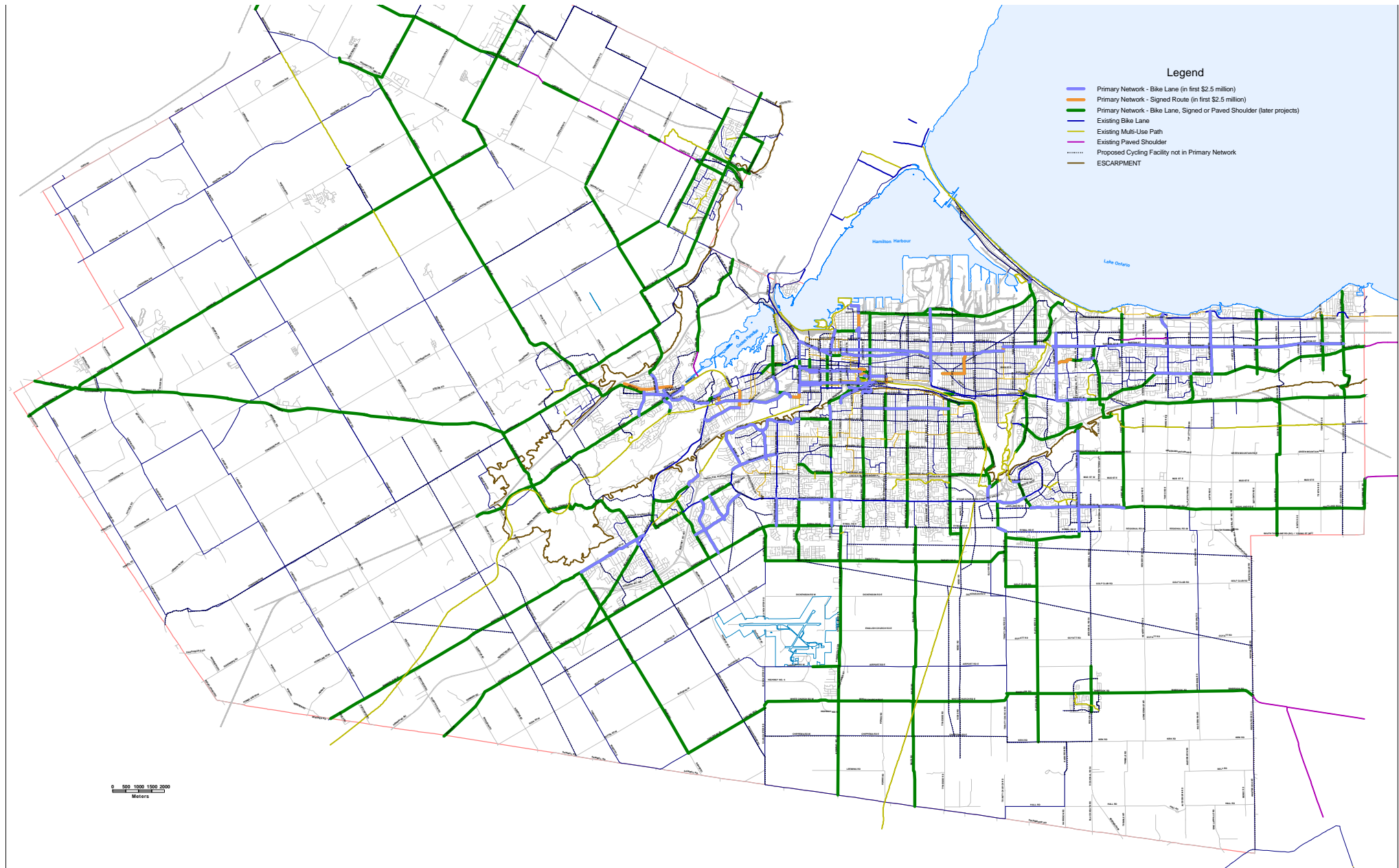
Cycling infrastructure is implemented in four ways:

- Specific cycling projects (typically retrofits on existing streets)
- Open Space trail construction
- Annual roadway reconstruction and rehabilitation
- Roadway projects as part of new development

In addition to routes shown in the following map, it is recognized that a larger network of cycling facilities is desirable and many of these are identified, thus there is specific text in the new Cycling Master Plan that reads:

**“in addition to the routes identified in this plan, every roadway project in the City shall investigate the inclusion of cycling facilities”.**







## Evaluation of Alternatives

A review of the various alternative types of cycling facilities was undertaken and evaluated against the criteria identified in this project. The results of this evaluation are presented in the table below:

Evaluation Criteria	Cycling Facility Type				
	Status Quo	Multi-Use Paths (away from the curb / off-street, rural & urban)	Reserved Bike Lanes (on-street, urban)	Signed Bike Routes (on-street Urban)	Paved Shoulders On-road, Rural)
<b>Network Continuity</b>	- No major changes to the existing cycling network – continuity does not improve	- Can improve network continuity	- Can improve network continuity	Can improve network continuity	- Can improve network continuity
<b>Safety / Collision History</b>	- No improvements to the safety of the existing cycling network	- Improves safety by providing dedicated facility away from road traffic	- Improves safety by providing dedicated bike lane	- Appropriate for lower traffic volume streets	- Improves safety by providing paved shoulder for bikes
<b>Demand for Cycling</b>	- Does not address demand for cycling routes	- Addresses moderate demand for cycling off-street (primarily recreational)	- Addresses high demand for cycling within urban area (commuter, recreational)	- Addresses high demand for cycling within urban area	- Addresses moderate demand for cycling within rural areas
<b>Cost</b>	- Lower cost, maintain existing network only	- Higher cost to implement dedicated facility on separate right-of-way	- Higher cost to implement although dependent on available right-of-way width	- Low cost to implement (e.g. signage)	- Higher cost to implement
<b>Property Limitations</b>	- No property impacts	- Higher potential for property impacts unless ownership is already City of Hamilton	- Variable impacts, depending on available property within right-of-way	- No property impacts as pavement width not affected	- Variable impacts, depending on available property within right-of-way
<b>Road Reconstruction Schedules</b>	- No impact to road reconstruction schedules	- Not applicable	- Increases priority and lowers project cost if project can be combined with road reconstruction	- Road reconstruction has less impact on project priority and project cost since signage is low cost to implement	- Increases priority and lowers project cost if project can be combined with road reconstruction

The Status Quo does not address the objectives of the study, therefore it is not carried forward. An effective City-wide cycling network is made up of a combination of Multi-Use Paths, Reserved Bike Lanes, Signed Bike Routes and Paved Shoulders dependant on site specific conditions.

## The Review of Alternatives - Criteria

In order to develop a priority list for cycling infrastructure investment, the following criteria were used:

### Justification

- Network Continuity - significance as a “missing link” in the network
  - projects were rated as having a high or low degree of continuity
- Safety/collision history
  - projects were weighted based on collisions per km
- Demand for cycling
  - projects were rated based on proximity to major origins & destination
  - projects were rated based on “community demand” from input from PIC #1 and existing City cycling plans

### Constraints

- Cost
  - an estimated cost for each project was developed
- Property limitations
  - projects were assigned a cost estimate if property is anticipated to be acquired

With the ranking developed based on the above criteria, an initial prioritization of the **schedule of implementation** was developed incorporating road reconstruction schedules and consideration of recreation demand/tourism. Issues that arise during detailed design such as utility impacts and unforeseen property issues will further impact this schedule.

## The Review of Alternatives – Results

As a master plan, the review of route options that were investigated includes many routes with a variety of design concepts for implementation. Some highlights:

- A total of approximately 500 cycling route segments of various lengths were investigated.
- Based on an initial prioritization, the preferred design solution for over 350 of these segments is some form of on-street cycling facility (see table below) and about 100 segments are multi-use paths.

### Analysis of these segments recommends:

Facility Recommendations	# of Segments
Bike Lanes on existing asphalt by adjusting or narrowing lane widths	41
Bike Lanes on existing asphalt by adjusting or removing on-street parking	60
Bike Lanes with special widening of asphalt or with reconstruction	95
Bike Lanes with road diets (taking away a traffic lane on a street)	50
Shared on-street (not signed)	20
Shared on-street (signed)	12
Paved shoulders by widening the asphalt	75
Retrofit a bicycle facility for existing stairs	3
Establish a new escarpment stairway	1

Note that corridors being considered for Rapid Transit and Ministry of Transportation (MTO) roads were identified but excluded from analysis given potential conflicts, timing or jurisdiction.

## The Review of Alternatives - Results

The following is an initial prioritization list of proposed projects:

Street	from	to	Length (m)	Design Concept	Ranking	EA Status
King	Stirling	Longwood	150	BL on existing, Cline to Longwood ONLY (150m)	1	A+
Wilson	Ferguson	Sherman	1900	road diet - BL EB on Ss, 3 auto, osp Ns off pk	2	A+
Highland	Pritchard	First Rd E	4900	BL on existing & 1s osp	3	A+
Filman	Rousseaux	403 overpass	700	shared on-street - signed	4	A+
Ferguson	Burlington	Simcoe	600	shared on-street - signed	5	A+
Ferguson	Young	Charlton	200	shared on-street - signed	6	A+
Wilson/Hwy 2	Fiddler's Green	Hwy 52	5400	BL w recon widening	7	A+
Locke	Main	Aberdeen	1025	BL w road diet north of Hunter, no BL at this time S of Hunter	8	A+
Barton	RHVP	Lake	1610	BL w recon	9	A+
Barton	Wellington	Gage	2550	BL on existing	10	A+
Mohawk	Scenic	Up Paradise	1450	BL w recon widening	11	A+
Arvin/Milburn	Brockley	Gray's	830	shared on-street	12	A+
Rymal	Pritchard	Up Centennial	3980	BL w recon/dev	13	A+
Wilson	James	Ferguson	650	BL w 2-way conversion	14	A+
Jolley Cut	St Joseph	Concession	1410	BL upbound on existing (downbound if possible)	15	A+
Wilson/Hwy 2	Rousseaux	Halsion	850	BL w recon widening	16	A+
Stone Church	Garth	Up James	1645	BL w recon	17	A+
Barton	Halsion	Fruitland	3950	BL on existing	18	A+
Cannon	Ferguson	Sherman	1900	road diet - BL WB on Ss, 3 auto, osp off pk Ns	19	A+
E24th	Concession	Mall Rd	2110	shared on-street - signed	20	A+
Gage	Industrial	Lawrence	2960	BL w road diet - LTL	21	A+
Caroline	York	Markland	1350	1way BL on existing SB - road diet - maintain 24hr parking on Es	22	A+
Rifle Range/ Westbourne	Sanders	south of Main	120	shared on-street - signed	23	A+
Claremont Access	Inverness	Main	1600	BL on existing	24	A+
First Rd W	Glover Mtn Rd	Rymal	3875	BL & existing MUP at Highbury	25	A+
Scenic	Mohawk	Chateau	1500	BL on existing	26	A+
Hatt	Bond	Main	1730	BL on existing, reduce osp to 1 side	27	A+
King	Nash	Battlefield	1140	BL w recon	28	A+
Dundas	Main	Cootes	680	BL on existing	29	A+
Queenston/Hwy 8	King	Dewitt	1370	BL w widening	30	A+
Mohawk	Old Mohawk	Scenic	380	BL on existing - narrow lanes	31	A+
Cannon	Queen	Ferguson	1475	road diet - BL WB on Ss, 3 auto, mtr off pk Ns	32	A+
Churchill Park Trail	Dalewood	Franklin	800	shared on-street - signed	33	in Trails MP
Hatt	Market	Main	930	BL on existing, reduce osp to 1 side	34	A+
Arbour & Anchor Roads	Arbour - SC northerly		130	shared on-street - signed	35	in Trails MP
Bay	Main	Markland	865	BL w road diet and reduce osp	36	A+
Studholme	west end	Aberdeen	600	BL on existing E of Beddoe	37	A+
Beach Blvd	under QEW	Van Wagners	240	BL w road diet	38	A+
Melvin	Strathhearn/Shelby	RHV MUP	1900	road diet - parking 1 side Parkdale to Woodward, other section E	39	A+
Ogilvie	King	South St	780	BL on existing - Hatt to South	40	A+
Osler	Spencer Creek	Main	1500	BL on existing - narrow curb lanes	41	A+
Cannon/Britania	Kenilworth	Strathhearn/Shelby	840	road diet Cannon, BL on existing on Britania	42	A+
West Park	Sanders	Main	120	shared on-street - signed	43	A+
Creighton	Market	Governor's	660	BL on existing	44	A+
Longwood	Franklin	King	725	BL on existing - eliminate osp	45	A+
Cannon	Gage	Kenilworth	1700	road diet - osp 1s, bits of TWLTL if needed	46	A+
Golf Links	Holson	Southcote	1190	BL on existing - narrow lanes	47	A+
Winterberry	Old Mud	Highland	1130	BL on existing	48	A+
Woodward	Beach Blvd	Melvin	2525	BL w road diet - TWLTL	49	A+
Herkimer	Dundurn	MacNab	1520	1way BL on existing (consider road diet to 11 W of Locke)	50	A+
Charlton	Dundurn	Queen	820	BL on existing, Ns 1way	51	A+
Memorial Sq	King	Hatt	120	BL on existing	52	A+
Jerseyville	Shaver	Wilson	2850	BL w recon widening	53	A+
W 5th	Stone Church	Rymal	1000	BL w recon	54	A+
Fruitland	North Service	Hwy 8	2425	BL w dev	55	A+
Scenic	Chateau	Up Paradise	2270	BL on existing - construct sidewalk along brow	56	A+
Cannon	Sherman	Gage	880	road diet - osp Ns OR changeable direction ctr lane	57	A+
Market	King	Creighton	290	BL on existing, reduce osp to 1 side for 1 block	58	A+
Main	York/Hatt	Spencer Creek	170	BL on existing - narrow curb lanes	59	A+
Ferguson	Dock Service Rd	Burlington	270	BL on existing - narrow curb lanes	60	A+
Longwood	King	Main	450	BL w road diet	61	A+
Charlton	Ferguson	Wellington	230	BL on existing - note narrower E of Walnut	62	A+
York EB	Dundurn	Bay	1340	BL on existing - narrow curb lanes	63	A+
W 5th	Gateview	Fennell	530	road diet to 4 lanes	64	A+
Scenic	Up Paradise	Garth	950	BL & SW on existing with paint	65	A+
King	Forsyth	Stirling	725	BL w road diet - keep parking both sides	66	A+
Sanders	West Park	Cootes	650	BL on existing	67	A+
Bay	Strachan	Cannon	790	BL w road diet - Barton to Cannon	68	A+
York WB	Queen	Dundurn	875	BL on existing - narrow curb lanes	69	A+
Frid/Chatham	Longwood	Dundurn	250	BL w dev	70	A+

grey shading indicates one-way

BL - Bike Lane  
recon - reconstruction  
dev - development

## Cycling Education & Promotion

Education and Advertising are two key ways to promote a safe and well utilized cycling network. Strategies include:

- Ensure cycling issues such as routes and end-of-trip facilities are addressed in the City's new **Official Plan**. e.g. bike parking & showers
- Continue promotion of existing facilities (parking, etc.) on the **City website**.
- Design promotion programs for **all cycling abilities** from would-be cyclists to experienced – for both recreation and commuting.
- Design promotion for **all ages of cyclists** and utilize other organization's networks to promote cycling – including schools.
- Continue the free availability of the **City's bike route map** of existing cycling infrastructure, in both "print" and on the web
- Continue to incorporate **wayfinding signage** along cycling facilities
- Ensure **all City Departments** work together to encourage cycling e.g. Public Health promoting bike helmets for ALL cyclists
- Expand programs that **promote cycling as a viable commuter option** such as the Commuter Challenge, etc.
- Offer cycling education and safety **courses** for adults and youth - such as CAN-BIKE and Cyclemania.
- Pursue media coverage of cycling safety from all road-user perspectives and **special campaigns** using billboards, etc.
- Provide cycling information and accommodation for cyclists at **festivals** and other events
- Organize **special cycling events** – including races
- Initiate communication with the Ministry of Transportation to expand the cycling component in **driver education materials**.
- Promote Hamilton as a cyclist-friendly city - "**Hamilton - Bike City**".





## Bike Parking

The City employs the following strategies to provide bike parking:

- Post & ring racks along sidewalks in commercial areas



- Multi-ring bike racks on sidewalks in high demand locations – as a contracted arrangement which includes street advertising



- Enclosed bike parking, providing a higher degree of security, primarily for commuters at areas with concentrated employment and at transit hubs, with significant funding provided by Metrolinx. The City also provides for combined cycling/transit trips with bike racks on the entire HSR fleet of 210 busses.



The City would like to recognize employers that provide excellent bike parking facilities for employees, students and visitors.

The City states cycling guidelines in documents such as the Official Plan and provides comment to commercial development applications recommending the provision of bike parking.

## Next Steps:

This is a critical stage for feedback on the new Cycling Master Plan for the City of Hamilton. Should you have comments, please ensure we have received them by **Thursday April 23**.

**Thank You for attending.**

**Please submit any comments on the forms provided and encourage others to provide feedback using the website or email.**

**web: [www.hamilton.ca/ShiftingGears](http://www.hamilton.ca/ShiftingGears)**

**email: [cycling@hamilton.ca](mailto:cycling@hamilton.ca)**

The Cycling Master Plan is planned to be presented to Council in June 2009. With Council approval, the City will have a well defined list of projects for implementation and citizens and Council will have a good understanding of the financial requirements.

The information presented on these panels is posted on the above website.



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**APPENDIX XII:**

**PIC #2 COMMENT SHEET**

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**APPENDIX XIII:**

**PUBLIC AND STAKEHOLDER COMMENTS**

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TRACKING CODE	COMMENTS
P-1	<p>1. Signage – perhaps add cycle logo to street signs (as they are replaced) – example is Vancouver. Toronto numbered route system is confusing to infrequent user (ie. don't use as an example).</p> <p>2. Priority in lanes should be given to crossing 403 highway and crossing QEW at Woodward Ave.</p> <p>3. Encourage GO Transit to take bikes at all times of the day including rush hour.</p> <p>4. More bike ring and posts especially along commercial streets – Locke, Main, King, Dundurn.</p> <p>5. Keep up pressure to increase use of bikes by targeting large potential cycling communities – students at Mohawk and McMaster, city employees, out of town commuters.</p>
P-2	<p>I appreciate this opportunity to review and comment. I have no criticism or endorsement worth noting, but am encouraged by the scope of the proposals. My comment, as a senior in my 70's and on behalf of fellow seniors less able to cycle, is that there be acknowledgement of the likely growth in E-bikes, and also in the steady growth in use of 3 and 4 wheeled battery-powered scooters and the rights they may have to take advantage of improved facilities.</p>
P-3	<p>You can see a lot of thought has been put into this – so thank you. Questions:</p> <ul style="list-style-type: none"> <li>- Its great to have the multi-use trail at Waterfront shovelled all winter. Will the MUT from Scenic Dr. past Chedoke be eventually shovelled?</li> <li>- Why isn't the Red Hill Expressway being used to route large trucks to Burlington St? (Main and King seem to still be the route). These huge trucks are just so dangerous for cyclists! I wonder if Barton St wouldn't be a better route than Cannon?</li> </ul> <p>Hopefully we'll eventually have physically separated bike lanes. Thanks for all your efforts.</p>
P-4	<p>Project looks good. I hope the money comes through. I ride a lot and would love more paved shoulders on busy rural type roads (ie. Jerseyville, Rymal, Fiddlers). I am disappointed with the rebuilding of Jerseyville Rd west of Shaver's Rd. The widening is awesome but at the most dangerous pint – the "S" bend – the shoulders disappear! Not a safe place for kids to ride to the new soccer fields.</p>
P-5	<p>Kenilworth Avenue really needs to have bike lanes running along it from Barton to Main or further south to Lawrence. The street is in a "slum" condition because of lack of pedestrian use, closed businesses and neglect. By putting in bike lanes there would be greater interest in using it as an access N to S; promoting business to move in and greater pedestrian use and ultimately urban development and beautification. This street really needs to be considered (Kenilworth Ave).</p>
P-6	<p>I would like to recommend that Lyden Rd be considered for a rural route. It could accommodate residents of Lyden as well as connecting Jerseyville Rd with Highway 8. I would like to see more linkage of routes. I wonder why a 100m section of bike lane was built as an island. Could Queen to Longwood not have been done at the same time? Bike lane on York is great however the merge at the end of the bridge needs to remain on road, not going up onto sidewalk.</p>
P-7	<p>Secure bike parking should be more accessible – daily access. Municipal York St. parking lot. Interested in taking any information to Mohawk College to promote cycling, ie. secure parking. Do you have any literature – economic considerations, etc.</p>
P-8	<ul style="list-style-type: none"> <li>- Simple signs, for instance in and out of McMaster, that simply state: No riding on sidewalks. Just a judge mallet with the fee (fine) like we do for littering.</li> <li>- Resurface Longwood hill soon – it is unsafe now</li> <li>- Connect Bayfront trail with Burlington/York Blvd without need of many stairs</li> <li>- Connecting Bayfront to Lake Ontario trail should be #1 priority</li> <li>- City staff should keep in mind what the ultimate cycling system would look like as the city develops especially rural areas becoming urban ie. Waterdown – cycling routes that continue through these new areas that have over/under passes around major roads. Consult Orange County Florida for an example.</li> </ul>
P-9	<p>I witnessed a cyclist injured by a vehicle in the Westdale area. I am extremely excited and pleased to see Hamilton making safety a prime concern. The ideas are smart and have wished Hamilton to learn from what Ottawa has to offer (bike lanes, paths extensively). Thank you! And thanks for our input.</p>

<b>P-10</b>	Suggestion: Install a “secure” bike locking facility like the one at the York St. Parking Garage (near library) but install one at the GO station.
<b>P-11</b>	Strathcona neighbourhood cannot yet access Key Drage Park without leaving Ward 1. The proposed access from Christ the King Cathedral to Key Drage is a necessary connection. This would connect Princess Point to King St in a way that would avoid a tremendous climb up from PP.
<b>P-12</b>	I suggest you build a floating bike lane across/over some part of Cootes on Hamilton Harbour. This would be a real novelty for the city – bike over the water! Tourists would love it. Also, during major public events such as those at Bayfront Park, there could be a large fenced off bike parking area with security people. I saw this used in Vancouver for their Folk Festival. Wonderful idea to encourage bike riding.
<b>P-13</b>	I would like to see in some areas where the pavement is made wider to create a much safer bike lane for cyclists, also to reduce speed limits in some areas to make it safer. I don’t like to see bike lanes where there is rapid transit. Bike lanes are great because it’s a means of transportation and cuts down on motor vehicles, which cuts down pollution to help save the environment.
<b>P-14</b>	Please consider physical separation of cycle lanes from motor vehicles on high speed/high volume roads (eg. York Blvd). Please consider bike lanes at signalized intersections on signed bike routes. Ensure “active” traffic lights (ie. those with induction loops in pavement) can detect cycles. This is a significant problem on several signed bike routes (eg. Herkimer at Dundurn, Wilson and Main West).
<b>P-15</b>	<ul style="list-style-type: none"> <li>- Proposed changes are good but entirely insufficient to reach the proposed mode splits in the transportation master plan. There is a need to do something on Main and King, such as a 2-way conversion with bike lanes. There is also a lack of north-south connections in the priority projects. Dundurn is good but the stretch from King to Main should be bike-laned with the rest in order to maintain continuity on that street.</li> <li>- Make sure that bike-lane widths are sufficient – the new ones at Aberdeen near Longwood are too narrow given width of neighbouring lanes.</li> <li>- Need more bike parking in commercial areas.</li> <li>- Loss of parking for bike lanes could be compensated by a plan on parking pad conversion.</li> </ul>
<b>P-16</b>	I see that there are proposed additions of bike lanes in downtown like on Dundurn, Caroline, etc. but I am a little disappointed that none of them connect through across King and Main. This will ultimately restrict flow through these areas. Recognizing that there are likely infrastructure restrictions on streets like Dundurn, are there any other options? What about taking away one of the lanes on Locke between King and Main and making a two way bike lane?
<b>P-17</b>	<p><b>GREAT STUDY AND RECOMMENDATIONS! GO FOR IT AND MAKE HAMILTON BIKE CITY.</b> Some minor suggestions (no particular order):</p> <ul style="list-style-type: none"> <li>- “Continue to incorporate wayfinding signage” should be changed to “Upgrade and improve” wayfinding signage. Current signage is inadequate or lacking in many locations. Add more destination/distance signage.</li> <li>- Include an “audit” annual fund of \$100,000 to 200,000 to upgrade existing bikeways and links.</li> <li>- Include kids cycling skills training in Parks n’ Rec Summer Day Camp programs – see Toronto award winning program.</li> <li>- Focus safety on “collision” prevention, not “injury prevention” (ie. helmet use – important but does not address causes). Public Health, an example other than “helmet use” should be add. Surely they have a greater interest in active living and active transportation than just helmets.</li> <li>- Festivals should be required to provide valet bicycle parking as part of the permitting – Burlington is considering this.</li> <li>- “Unlayer” city website. Cycling should be one level down if the City is serious about promoting it (Ok, so the whole website needs to be redesigned).</li> <li>- Signed routes are not good enough if they do not include addressing stop signs through traffic calming and dealing meaningfully with arterial road crossings (median refuges, bike boxes, signal bike detection).</li> <li>- Include a policy to provide paved shoulders on all rural roads with AADT of 2500 vpd or more to benefit safety of all users, help maintain pavement condition, control erosion.</li> <li>- Include bike lanes on all new collector (residential and industrial) roads.</li> <li>- The rapid transit corridor(s) MUST account for pedestrians and cyclists even to the detriment of motorists, if required. Its unsatisfactory for this study to defer to the rapid transit study. It should make clear policy recommendations to incorporate cyclists into the rapid transit corridors stops and stations.</li> <li>- Add link thru psych hospital – they’re doing a new master plan and upgrades so talk to them now – link to signal at the top of James Mountain where the bust stops and there is the</li> </ul>

	access to the hospital – thru the hospital and adjacent properties to come out at the signal at Hillfield Strathaller (may need a short section of wider s/w on north side of Fennel on south side along Hillfield Strathaller frontage to corner of Fennel/Garth. At Fennel/Garth, modify signal phasing to provide a protected ped/bike crossing phasing with contraflow on extension of Fennel (west of Garth – can't remember street name) on to Scenic.
<b>P-18</b>	Providing bike lanes, try narrowing lane width – very interesting given the part that many roads/esp. in rural areas are not even 2.2 feet wide (the minimum requirement for 2 lane traffic). Removing on street parking to create bike lanes makes no sense when we consider that we already have a deficit of parking spots in many areas – taking traffic lanes to make bike lanes will create hazards due to intensifying the traffic in remaining lanes. Many rural roads designated as bike routes are narrow, in very bad repair (with no change in sight) because of the way city politicians are misusing funds from the upper levels of government intended for service and infrastructure improvements and construction. A lot of these same roads have <u>no</u> shoulder at all, causing pedestrians (and sometimes cyclists) to jump into ditches full of water, etc. (because roadside drainage has been neglected). Cycling for some is a necessary activity, to others it is recreation but both require roads that are actually suitable for the purpose not just a colored line on a map that does not reflect the real conditions that exist in the real world.
<b>P-19</b>	<p>1. I understand your need to “spread” the money/bike paths however when I look at the collision data map, I see the collisions are extremely heavy in the lower city. I have come to understand that people in the lower city use “active transportation” – bikes, bus and walking and need to be encouraged and recognized to do that! Poverty is of course one reason – cars are expensive! But also, in a high density area, many CHOOSE active transportation. For this reason, I respectfully think there should be MORE bike lanes in the urban core. Our city NEEDS to encourage bus, bike and walking, and some of this is in the new Urban Official Plan therefore some difference between recreational biking and active transportation needs to be made. Along with this plan, business, schools, public buildings, theatres need to encourage ACTIVE TRANSPORTATION IN THE CORE. More money should be spent on the urban core!</p> <p>2. North End: Many of the residents commute to the downtown using bus, bike and feet. There are no bike routes (almost)!  a. Strachan is a bike route from Ferguson to the Bayfront Park  b. Burlington St E enters the E.E. as a bike route, turns into Ferguson, Dock Service and again into the Waterfront. There are no routes THROUGH!  James N between Strachan and the Bay (Guise?) would be an excellent bike route to consider for future development.</p> <p>3. Even though I made several fairly lengthy comments, congratulations on this extensive plan.</p>
<b>P-20</b>	The position of Alternative Transportation Co-ordinator should be made permanent rather than contract as the need to implement the Plan. The connectivity of the network needs to be maintained. The Red Hill Trails (north of Barton) where the trail goes north under the tracks the grade needs to be eased as it is currently too steep.
<b>P-21</b>	Hamilton is headed in the right direction with this master plan. The April 16 <sup>th</sup> info session was presented very well and I thought seeing it for the first time is well thought out taking many variables and the future in mind. I am pro cycling and approve fully of the proposed plans including the initial prioritization list. I wish they could happen yesterday but Rome wasn't built in a day but the planners believed they could. I applaud Daryl and his team for moving Hamilton forward toward an increase in cycling activity. As a city we seem to move slow but I am convinced that if the infrastructure is well thought out and planned, then the community will respond. Hamilton needs more cycling and I am impressed and excited with the plans so far. *a priority in my mind is a dedicated E-W biking only corridor. Well done. Keep up the great work.
<b>P-22</b>	I am pleased to see all the developments taking place. Great work is being done. Keep up the good work.
<b>P-23</b>	Very well thought out. More signs showing the trails, waterfalls, etc. Looking forward to the Red Hill Trail linking to the Beach. Would like to see the mountain brow from Henderson Hospital to the east mountain with more paved sidewalks for bike paths to be widened. An area to lock their valuables when you want to shop or eat downtown. Thank you so much for the information and the hard work in providing a safe environment and bike paths to cycle around the city.
<b>P-24</b>	I applaud the efforts to make biking more doable in the city. Two things that need attention which improve safety greatly. Maintain the curb lanes so they are free of debris. On the Claremont as an example, I have had to call numerous times about the obstacles on the side of this road. Also, many of the curb lanes are so marked with pot holes or raise catch basins a rider is forced to move into vehicular traffic lanes to avoid these obstacles.
<b>P-25</b>	Concern 1 – Over years of construction and reconstruction the accesses continue to have poor or no consideration for bikes. A: The Sherman Cut is potentially deadly at the top, with narrow surface and deep ditches. B: The Jolley Cut has only a beat up sidewalk. C: The Claremont is plenty wide but has no markings. D & E: West 5 <sup>th</sup> and Queen Street have no cycling provisions. Cyclists need to be able to ride up and down the hill safely.

**Public and Stakeholder Comments  
Hamilton Cycling Master Plan  
Public Information Centre #2**

	<p>Concern 2 – We have nice recreational trails in places but people trying to commute or cross the city are not interested in following side streets with many stop signs and a lack of continuity. We need cycling routes that get us places. * Another shame is that the path from John St S up to the top of the Clarendon is derelict, yet has big potential.</p>
<b>P-26</b>	<p>1. Thank you for all you do to make cycling easier and more fun in and around Hamilton. 2. Am very pleased with mountain east-west connection on Queensdale Ave! But sad not to see it on priority list. 3. Please prioritize Jolley Cut (or other) downtown/mountain access. Stairs without troughs are difficult to navigate and merging with traffic at high speeds feels extremely unsafe.</p> <p>*The mountain is in need of east-west route! Stone Church is far away, other option is not particularly direct.</p>
<b>P-27</b>	<p>Hello, Both my husband and I are unable to attend the cycling master plan session this evening. But I would still like to request (if not already present in the plan) that bike lanes be planned for Rymal Road. For people living south of Rymal, the existence of St. Elizabeth Village and other gated communities between Garth and West 5th means that it is not possible to bike on back roads instead of Rymal. We live south of Rymal, and my husband bikes to work along Rymal (his workplace is right on Rymal). Bike lanes would make his commute much safer. I am aware that Stonechurch Rd has bike lanes, but to bike out to Stonechurch and then back to Rymal again would almost double his daily commute. That is unrealistic. Please let me know if you have questions. I would also like to be kept informed about the status of planned bike lanes in Hamilton, and especially on the West Mountain. Respectfully.</p>
<b>P-28</b>	<p>Hi Darryl, I was unable to attend the meetings about the cycling master plan but I have studied the Shifting Gears website. Looks great! Just a question/request: is there anything being done to add bike lanes through the downtown core along Main and King? Most cyclists opt to use the sidewalk illegally because they feel unsafe on the road. As an avid cyclist who commutes on my bike twice a week (hope to increase the frequency soon!) I'd like to see a safe route for cyclists through the high density downtown. Thanks for all the great work you are doing.</p>
<b>P-29</b>	<p>Hi Daryl, I was unable to attend the open house regarding the shifting gears plan, but I've looked at the online panels. I have a question about the 70 priority projects listed on one of the panels. Are those projects all slated to go ahead, or will the list be whittled down? It's a great list and would be amazing if all 70 were to get the go-ahead. Cheers.</p> <p>Is there a timeline for construction of the priority projects? I saw the map after reading Ryans blog on RTH. This city will function a whole lot better once we develop this new plan. Great work!</p>
<b>P-30</b>	<p>Thanks for sending the request for advice on cycling master plan 2<sup>nd</sup> round of sessions. I attended the first round in Ancaster, was unable to attend second round. Feedback #1 - I am delighted to see that a cycling plan is moving ahead at all! This is great. Feedback #2 – I'm sure that we cyclists all have our favoured routes and hotspots for suggested improvements. I cannot interpret your chart called proposed initial prioritization, to know what is going to happen first. My own suggestion would be: a) develop the rail lands path to join Aberdeen Rd area with Westdale and West Hamilton, including over the 403 access, b) develop a bike lane going through the downtown both east and west. At the moment once you get to Dundurn coming east, you are on your own and need to get over to side streets which are safer than Main St, but mean a lot of stopping, crossing traffic and zigzagging between streets and c) develop a more direct cross-city bike lane across the mountain – for example upgrade Stonechurch Rd so that the potholes in sections do not knock you off your bike and make the Limeridge rd route more direct – I've lost the route numerous times when it changes streets...Regards.</p>
<b>P-32</b>	<p>Hello Hamiltonians, Very excited for directions around our transportation networks. Concerned by the statement below (from Cycling Master Plan, Public Information Centre No.#2 - April, 2009): "The City considers the design where a bike lane(s) is positioned above the curb (beside the sidewalk) as the least preferred option .This design may cause conflicts at intersections and driveways due to poor visibility." I'm not sure exactly what this means, but I am sure what I would like to see, as a year-round cycling commuter. In my experience, anything less than a physical barrier (on busy routes) will only bring us to a state our more progressive international counterparts have already experienced, struggled with, and moved beyond. Why not learn from their experiences, and leap-frog the learning curve? It will be a change, but Hamilton is quickly becoming the kind of city people love to live in, and getting the cycling plan right would only further that progress.</p> <p>Great resources, and my thoughts summarized much more eloquently: <a href="http://www.streetfilms.org/archives/physically-separated-bike-lanes/">http://www.streetfilms.org/archives/physically-separated-bike-lanes/</a>; and</p>



	<a href="http://www.livablestreets.com/streetswiki/physically-separated-bike-lanes">http://www.livablestreets.com/streetswiki/physically-separated-bike-lanes</a> . Thanks for listening, and for your time and efforts shaping our Hamilton.
<b>P-33</b>	Hi, I still urge the city to reinstall the curb on the east side of the street opposite East 24th on Upper Wentworth as it is extremely dangerous to not have one for bikers, wheelchairs, strollers and skateboarders, especially since it is part of the bike path and there is a clearly marked bike path sign on the other side. The rationale I was given was that the city wants to discourage people from crossing there and prefers people cross at the lights, which is completely illogical and counter to human nature as it is obvious people will not walk several hundred metres in the wrong direction just to get across the street (especially since there is also a bus stop there). I think this was a gross oversight following the refurbishing of Upper Wentworth not to consider the safety of non-car traffic on that section of the road given that there are a lot of young families and also elderly (Sackville Hill is just up the street) and I have yet to see a single accident as a result (due to the timing of the lights at Mohawk and Franklin Rd.). Also, just ahead of the summer, plenty of people head there to play soccer, go to the pool and play tennis. Again, it is extremely dangerous to bike westbound along East 24th precisely because there is no curb on the other side. Thanks for your attention to this matter (and it really should not have taken months to address this). Sincerely yours.
<b>P-34</b>	Hi Daryl, Your report looks very thorough and exciting. My only feedback is that I wish all of these improvements could happen immediately. I look forward to riding my bike more often on safer routes.
<b>P-35</b>	Attention Daryl and Sandy, As an avid cyclist, I find this extremely important, however I'm unable to attend the public info meetings. I have lived in Hamilton (Waterdown) for 9 years and find it extremely difficult to get around on a bicycle. Coming from the City of Ottawa, which in my opinion has the best bike path system in Canada, I find myself driving more often. Everyone agrees that if we had a better bike path system, people would be more active(healthier), less vehicles would congest our streets and pollute our air and Hamiltonians would then start respecting their community better, as they would be living in it instead of driving past it. I'm unaware of the Cycling Master Plan, but I would hope that it includes a separate Bike Path system linking communities together, including Waterdown and Burlington, or Waterdown and Downtown Hamilton. I'm a firefighter in Burlington and I see that the designated bike lanes are not safe and motorists, especially the young and elderly, don't respect cyclist in them. Having a complete separate paved bike path will allow for a larger diversity to use their bikes. As it is now only the brave, slightly experienced cyclist that use the bike lanes. I would recommend that the committee take a trip to Ottawa, tour their bike paths and see how the independent bike system is used by thousands of people everyday, all year around. I could bike from the suburbs of Ottawa to downtown without ever being on a dangerous road. Hamilton reminds me a lot like Ottawa, the age of the houses, buildings, the history of the 2 towns and that they are both so equally nestled in an active environment.  Keep up the good work. This is an extremely important subject that has great rewards. The impact on the lifestyles of all Hamiltonians can be changed for ever. Thank you.
<b>P-36</b>	Hey Daryl--I had to run on Tues night so I didn't get a chance to fill out the comments form. So here are a couple of emailed comments: * it makes sense to keep bicycle traffic off King and Main St., but there are many destinations on these two streets (and more will come with the LRT if it's built). People coming from north of downtown and particularly south of downtown (the Durand neighbourhood) seem to lack a good north-south route to connect with these destinations between Bay and Wellington. * I have had a scary family cycling experience on Book Rd and would love to see paved shoulders on it  Thanks. It was great to see you at the PIC! Excellent work.
<b>P-37</b>	Dear Mr. Bender, Although the concept of a community bike share program for the city of Hamilton has been in my mind since I first moved to Hamilton two years ago, I only became aware of a venue to share my ideas for the program with the city a few days ago upon reading about it in 'Raise the Hammer'. Although I made an appointment to speak with the mayor two years ago, I have never received a phone call. So, I placed the idea on the back shelf and engaged in other pursuits.  I have recently been caught up to date with the developments which have been happening with Hamilton's 'Switching gears' program. I was somewhat dismayed to learn that there was a meeting on the topic a few weeks ago in the Sackville Hill community centre, about a three minute walk away from my house. It seems that I have fallen far behind on the developments of what has been happening in the cycling community in Hamilton. It also seems that this is the last chance I will have for this year to comment on the 'Switching gears' plan which the city has. I admit that I am unclear as to whether April 30 <sup>th</sup> is the cut off date and submissions should be made before today's date, or by today's date. I feel that community bicycles are a

	<p>concept whose time has come. I have recently been made aware of a bike share program introduced in our neighboring city of Waterloo, which received a great deal of municipal and corporate funding. The Waterloo program is similar to those in Europe which is essentially a card-slot bicycle rental station with hourly rates. The proposal for a Bike share program I have been working on is different in that it would be funded, owned and maintained by the municipality and supported partially through advertising revenues as well as user fees. I do not see this as being a venue for profit as much as a utility for public use such as street lamps or bus shelters.</p> <p>I understand that I am too late to present this idea to Hamilton city council. Also, the proposal is incomplete. I still have a lot of work and a lot of research to do before the proposal will be ready for presentation. However, I would like to ask if you could look at it and make any recommendations before I present it to Metrolinx. I would greatly appreciate and value your input. Thank you.</p>
<b>P-38</b>	<p>Good afternoon Daryl, I have just become aware of the new updates to the cycling plan on the city website. For your consideration may I submit the following feedback if it is not too late! I am delighted to see the cycling plan moving forward and it was encouraging to review the proposed initiatives. Seeing the progress instills a fresh breath of optimism that city planners will indeed work to improve Hamilton to be pedestrian friendly and navigable by non-motorized traffic. It is very good that the mountain access routes are finally being addressed. Increasing safety on the mountain access routes by providing bike lanes, specifically upbound, is necessary in my opinion. I was delighted to see the Jolley Cut upbound lane placed fairly high on the priority list. It will do a lot to improve safety on that segment for the many cyclists I see using it in addition to myself. Uphill cyclists cause challenges for vehicles on that roadway, particularly when busy, so this will improve comfort for motorized traffic as well. Everybody will win if mountain access facilities are improved.</p> <p>Overall the number of dedicated bike lanes on the proposed project list is impressive. While a progressive style of road design with cycling facilities on every major artery remains a best case scenario, at least there is a serious intention to complete a logical and connected network. I would feel a truly renewed pride in Hamilton once increased pedestrian/cycling planning is factored into roadwork from the beginning. Nevertheless I agree with the reasoning that a select network will allow rapid implementations to proceed along key routes, and will quickly begin to correct the discontinuous smattering of facilities. A bike route detour is useless if it veers away from your intended destination and is part of an incomplete network. For these reasons I have not once had a reason to use the green bike route signage. Please continue your efforts to relieve the cycling dead-zone on the east mountain. Thank you for your recommendations there, such as Upper Ottawa. This of course leaves many arteries, such as Upper Gage and Main Street, where defensive cycling will remain necessary - using a whole lane to mitigate motor vehicles that pass unsafely, and to avoid badly deteriorated pavement. I am still hopeful that once the LRT designs are finalized, either Main or King will have a cycle lane proposed. There is a lot of shopping on those streets and it will provide benefits even with the Wilson/Cannon implementation. As evidenced by many cities, including Vancouver, Portland, and even New York, cycling will continue to increase into this century. I recently saw a slideshow of Portland's cycling network and it is a beautifully done. Hamilton would do well to emulate some of the more successful cities where the effort was invested. Although it is purely subjective observation, I do see more and more cyclists out and about each year. I want to thank the Shifting Gears staff for these incredible efforts and please keep up the good work! I look forward to watching these initiatives develop! Sincerely yours.</p>
<b>P-39</b>	<p>Hello, I am writing to comment on the Hamilton Cycling Master Plan, which I came across at <a href="http://raisethehammer.org">raisethehammer.org</a>. My partner and I are currently living in Toronto, but have bought a house in Hamilton (downtown) and are very excited to move there this summer. Although we can afford to have car's, we chose to buy a house without a driveway, and we will be trying to get around with alternative forms of transportation, chiefly the bicycle. I am a little nervous about this, as it seems that Hamilton is not a very bike-friendly place, but I am desperately hoping that it won't be a place where 'we just have to get a car' Although I cannot really comment on specific recommendations in the Plan, as I am not super familiar with the streets of Hamilton yet, I would like to give all support to any initiatives that bring in more bike lanes, and allow biking to feel and actually be more safe in Hamilton. Of a more specific nature, all I would say that it is important to get a complete east-west lane in place, and it would be great if that could happen on either King or Main streets. I have been biking in Toronto for years, but I have never felt as nervous there as I did the day that bicycled Main St in Hamilton! That highway needs to be slowed down! A bike lane would go a long way into helping that. Thanks for your time,</p>
<b>P-40</b>	<p>Hi Daryl, You may remember me from your McMaster ACT days. I was just reviewing the new plans for the cycling routes in Hamilton. While it is terrific to see so many changes I must admit that I am deeply disappointed. It is clear to me that as long as cyclists are forced to take major detours to avoid Main and King Hamilton is not taking a sustainable, healthy commuting lifestyle seriously. We have the opportunity to take a leadership role in Ontario but it seems this will not happen. We need cycling paths along Main and King so that people</p>

	<p>commuting east to west can do so via the shortest route. I really hope that this will be possible. I am fully aware that you are pushing for the best that you can get for cyclists. But it is sad that cycling safely along main and king will still not be possible. Thanks.</p>
<b>P-41</b>	<p>Hi Daryl, I was checking out a new route to cycle to work today from Dundas to the office at 1447 Upper Ottawa and have a few suggestions that I hope are included on the masterplan. I came up the Wilson St hill from Dundas (the bikelanes on the bottom half are great!). I then turned left onto Rousseau and right on McNiven to connect to the bike lane on Golf Links. There is no bike lane on McNiven and it is a little steep and could really use a bike lane to connect the existing route. Is this in the master plan?</p> <p>Also, the "shared lane" sign along the middle of golf links needs to be refreshed and revised. The current marking on the pavement is really worn out and positioned only to the right where the cyclist would be. The sign should extend horizontally (like the HCC magnets) across the entire lane so cars and cyclists are aware and say something like "reduced speed shared lane". And finally the missing link on Stonechurch between Garth and Upper James is quite dangerous since the bike lane ends and the shoulder is not paved and the paved road is narrow and only two lanes. Until the bike lane is complete in this section (I assume that this is on the master plan!) it should be a shared lane with the above recommended sign on the pavement. What do you think?</p>
<b>P-42</b>	<p>Hi Daryl, I'm writing to commend you on the excellent work done on updating Shifting Gears. It's wonderful to see cycling infrastructure back on the city's radar. My only comments are:</p> <ol style="list-style-type: none"> <li>1. Cycling infrastructure really does work. When cities that have low cycling rates build good, continuous facilities, the rate of cycling increases significantly - and growing ridership itself becomes a positive feedback as the increased number of cyclists a) increases the visibility of cycling and b) increases the relative safety for cyclists. It's easy to assume that those bike-friendly European cities were always that way, but they weren't. They just started earlier. We're already seeing tangible, significant increases in cycling in North American cities that have started to follow their lead - Portland, Seattle, even New York.</li> <li>2. Toward that end, the city should make building this infrastructure a high priority and get it built as quickly as possible. The best plan in the world is no use if it sits on the drawing board forever (as we saw with the original Shifting Gears). Also, if progress is too slow, the rate of uptake will be much slower as well, and Councillors may be tempted in a self-fulfilling prophecy to conclude that cycling infrastructure *doesn't* actually draw riders. The emphasis should be on creating a *continuous* network as quickly as possible - one major discontinuity breaks the whole network.</li> </ol> <p>Again, thanks for all the excellent work. I'm encouraged just knowing that you're involved with this. Kind Regards.</p>
<b>P-43</b>	<p>Hi Daryl, I submitted a bunch of comments regarding the cycling master plan after the first PIC, so I won't repeat them here. Overall I think the direction being taken makes sense, and will go a long way to improving the cycling infrastructure of the city. I would just like to make one request...Make sure the paint that is used for bike lanes is applied properly so that it lasts longer than 1 winter! I ride to Burlington along York Blvd almost every day, and through the winter I watched as the beautiful new bike lane markings slowly faded away to nothing. At this point, there is almost no paint left in many areas so it is not really clear anymore that there is a designated bike lane. I understand that some new low VOC paint was being used for lane markings last year, and the problem is not exclusive to bike lanes, but it would be a colossal waste of money to see the same mistakes made again. Regards.</p>
<b>P-44</b>	<p>Hi, Re: the cycling master plan, I have a few areas of feedback:</p> <p>As commuters, my husband and I used to own two cars. We have sold them both and now get around entirely by foot, bike and public transport by choice. One is that on major arteries it's still very unsafe to bike without a barrier by the bike lane or speed reduction. I vastly prefer bike lanes separated by some sort of barrier, especially on major streets. It's very frustrating not being able to use the major arteries by bike because of fear of getting run over. Given the speed of the major arteries, being hit by a car on one of them is much more dangerous than on a two-way street with slower traffic flow. Two, will there ever be a program in place in Hamilton where the city will install bike racks upon request for both residential and commercial neighbourhoods? When I lived in Toronto they would install them where requested free of charge. That would certainly be helpful at my workplace sidewalk as well as residential areas. Overall I appreciate the work done in this, but I still find Hamilton impossible to bike in much of the time because of the speed and safety issues on the main roads. It's no problem along routes like Hunter Street to the GO station, but for any significant distance it really needs to be far friendlier, safer, and more obvious and accessible. Thanks.</p>
<b>P-45</b>	<p>Dear Daryl: I have not been able to participate in the recent consultations about planning for cycling in Hamilton, but I have reviewed the material now available on the web. I would like to</p>

	<p>add one very important point that may have been mentioned at the meetings but which did not find its way into print. I might add that the following observation is based on my experience of exactly 40 years of commuting by bike, in eight different cities (Cambridge; Columbus, Ohio; Kingston, Ont.; Vancouver; Toronto; London, England; Canberra, Australia; Hamilton). Some of those cities (notably Canberra) had a good network of bike lanes. And, yes, I commute by bike in winter.</p> <p>There are many things that can make cycling more attractive and safer. The most basic is that the surface of the road, close to the curb, be free of potholes. These are dangerous in any weather, and especially when rainy, since pools and puddles may hide them. I might add that it is almost as dangerous to have cracks that run parallel to the curb, as is the case on Aberdeen, travelling west, just before the resurfaced stretch under the railroad bridge. Cyclists are much more vulnerable to potholes than motorists are, for obvious reasons. Moreover, they cannot safely swerve to avoid them. These are obvious points, but enormously important. The implication is that, if the City wishes to make cycling safer the first thing that they should try to do is monitor and fix near-curb potholes, especially on major routes and/or those that cyclists use. Thank you for hearing me out!</p>
<p><b>P-46</b></p>	<p>Dear Daryl, I hope all is well in Hamilton and that your new job is rewarding. We have had fun in Sydney, exploring a lot, but NOT BIKING FOR 8 MONTHS!!! Because Sydney isn't bike friendly... The beaches are great tho. Thank you for e-mailing me about the new bike plan. It's a bit hard to get all the details from here, but below are a few points I wished to raise.</p> <ol style="list-style-type: none"> <li>1. Overall, the plan looks very good. I like the prioritizing and the linked budgeting. I worry though about the lack of schedule. Obviously, this way one is never off schedule and I do see the logic of a plan separate from one with dates, but it still worries me.</li> <li>2. A somewhat related issue is looking at the plan from a cyclist angle. To some degree the plan already does it by looking at the current volume of cycling in the city. I would like to see two other planning angles. First, what safe routes, if created, or made 100% safe, would generate the highest increase in cycling? Second, I think it's important that we microinspect routes. When I arrived in Sydney and saw the bike map, I thought there were some good routes. The trouble is some horrible missing links. That is, one can boast 30 km of a new bike route, but a single suicide intersection would make me decide not to use it. I suggest that we rate current and planned routes and ensure they are 100% safe. Doing bits and mileage will not achieve what we really need.</li> <li>3. Can we get a few key bike routes getting the highest priority for snow clearing? There are two obvious routes to start with, the Cootes and waterfront, both busy also in the winter with all kind of commuters (also runners, rollerbladers and walkers). Many people do not take seriously alternative transportation because it is not currently available in the winter in Hamilton though it is in other towns such as Madison, Wisconsin, which gets as much snow as Hamilton. A commitment from the city that key routes receive equal priority as main roads can go a long way to increasing year around alternative commuting.</li> <li>4. Can we add bike parking in a more rigid way: I had talked to Brian McHattie about copying Vancouver in requiring bike parking as part of new building permits and renovation. The same can go for public places and schools.</li> </ol> <p>These are my points for now. I'll be happy to discuss them further. Good luck with implementing the plan (before retirement). Best wishes.</p>
<p><b>P-47</b></p>	<p>Hello Daryl, It was great to see you at the recent PIC @ City hall in Hamilton. I have a few observations to share as I mentioned to you at the PIC. The figures were a little difficult to read, I suggest that you use "Existing and Proposed" rather than "Primary". As far as legibility, normally, new/future initiatives are dashed lines and existing solid. For each trail type, you should use the same colour of solid/ dashed lines. This makes it far simpler to read, i.e., you can classify each type and use a range of colours rather than rely on width of lines. Although I did not specifically check, I assume you worked with the data sheets from the "Hamilton Recreational Trails Master Plan" we did. We identified numerous on street links on data sheets with "red font". Hopefully you have been able to fully assess the merits of these recommended links. I think you will find that they were well thought out. Hart reviewed them on a preliminary basis, most were thought to have merit and were subject to more detailed study during the course of your now current work.</p> <p>Overall, the work looks good and I am pleased to see this advance. I presume you know that [REDACTED] are doing a study for Burlington currently. I suggest you look at the links we had for north Burlington/ Flamborough. I saw some on the panels but did not take the time to look at all of these. Please keep me on your circulation list. Thanks again for making this a good Community to ride and commute in!!!</p>
<p><b>P-48</b></p>	<p>Hi Daryl, I finally found the time to review the document. I appreciate greatly your work in this area. One area of concern is cycling from Waterdown to Burlington. From the east part of</p>

	<p>Waterdown, the only way to get to Kerns Road is a 60km/h stretch of road that finds people often driving 80km/h or over. Once you pass Evans Road approaching Kerns Road, the speed increases to 80 km/h AND the paved shoulder disappears. As a result, I want to suggest re-prioritizing to include at least the 200m between Evans Road and Kerns Road. I have been run off the road on more than one occasion attempting to commute to and from work. Here are some options I had in mind:</p> <ul style="list-style-type: none"> <li>· Have the city decrease the speed limit to 60km/h in this section until they have passed Kerns Road.</li> <li>· Add 1m or more on the south side of the road</li> <li>· Post Share the road signs on both sides of the road from Kerns Road into Waterdown</li> </ul> <p>Thanks again for your work.</p>
<b>P-49</b>	<p>Personally, I find that signed bike routes are useless (or worse than useless since they are ignored by cars &amp; might lull cyclists into a false sense of security). At the minimum, you need reserved bike lanes &amp; on busy streets there need to be physical barriers bet cars &amp; cyclists.</p>
<b>P-50</b>	<p>Was there any mention to providing a down bound bike lane for Dewitt Hill? Was there any mention to improving Pritchard Rd between Mud &amp; Stone Church Rd? Thank you.</p>
<b>P-51</b>	<p>Darryl, Couple of questions regarding your priority list. I have reviewed it quickly and have noticed a couple of projects that are not on this plan: What about Locke St., between King and Main - contraflow lane, road diet? Also, what about King St. from Longwood to Macklin (contraflow lane?). I also have a question, as how you propose to place bike lanes on Charlton between Queen and Dundurn when the on street parking alternates sides, as well as using both sides of the street on Sundays (from Locke to Dundurn). These are just a few of the questions I may have, if I get a chance I may review it in further detail. Or if you would want to discuss further, please feel free to contact me. Thank you.</p>
<b>P-52</b>	<p>I am interested in seeing the Cycling Master Plan. Can I be forwarded a copy of the draft or whatever form it is in? I believe it is on the City website, is that right Daryl? Thanks.</p>
<b>P-53</b>	<p>Hi Daryl, I am wondering if you can tell me how the bridge from westdale over the 403 to the bottom of chedoke golf course fits in? I cannot seem to find it on the chart.</p> <p>I also have feedback: I feel strongly from experience of commuting and recreational riding for 13 years in Hamilton: Signs on bike routes make no difference to safety of bikers, in order to be considered a bike route something must have at minimum a line separating it from traffic. I suggest that it be strongly recommended to cyclists that if there is more than one lane moving in their direction that they use the whole lane. This is much safer and requires no repainting, moving lanes, or widening roads for those locations where it is appropriate. All of the one-way streets can be travelled this way with much greater safety to the cyclist because their movements are similar and therefore more predictable to the traffic around them. Also, bike lanes that end suddenly where traffic merges or exits causes serious confusion and therefore decreases safety. Please let's remove or at least not implement any more opposite one ways for bikes like on Markland St. I think this is an accident waiting to happen. Traffic does not look the other way because there are no cars coming that way. It is contrary to all of the things we have been taught in driver safety. Where is King St W from Longwood to Macklin? To me this is a much higher priority than all of the rest of King St W because I see bikers all the time trying to zip across, against traffic from the grocery store to ride wrong way down King St W for the couple blocks from Longwood to Macklin. Anyway, there is a little of my feedback from my experience.</p>
<b>P-54</b>	<p>Hello, I write to suggest a concrete block divider between the roadway and sidewalk going down/up the Jolley Cut. Pedestrian access between the Mountain Brow and downtown are few and far between. The most direct is the Jolley Cut sidewalk but it has few serious shortcomings, namely a feeling of security Prom vehicular traffic moving at fast speeds. Walking that stretch where your only inches away from cars and trucks is totally hair raising and oppressive. In winter you are constantly getting hit with slush and thinking, wow, if any of these cars or buses start to slide my way I'm toast. The top portion is cut off from traffic and is a pleasant experience but then all of a sudden you're OUT THERE all exposed and vulnerable, harassed really. The stairs at James and Wentworth, while safe for women during the day, do not provide the perception of security during the evening, The Jolley Cut sidewalk provides security in this respect but the traffic is off putting. Thanks for your consideration.</p>
<b>P-55</b>	<ol style="list-style-type: none"> <li>1. As a lifelong cyclist and taxpayer, I strongly support improving and adding to the existing bicycle network.</li> <li>2. I recommend more multiuse pathways (paved where appropriate or possible) for year-round use (and snow cleared...)</li> <li>3. More designated bicycle lanes on the roadway (designated space helps with safety by separating cars from bicycles more then a shared space)</li> <li>4. I strongly support paved shoulders designated for bicycles (wheel chairs), walking, etc. where there aren't designated bicycle lanes on the roadway. (shoulders should be snow cleared)</li> </ol>

	<p>5. I strongly support 'traffic calming' measures including slowing speed limits. (the difference in speeds between motor vehicle traffic and bicycles is primarily a safety hazard)</p> <p>6. Much more should be done to encourage children and teens to bicycle and especially to school and recreation centers. The area/roadways around schools, recreation centres, etc. should be controlled and adjusted for bicycle safety. If children and teens continue to bicycle, they will be inclined to cycle as adults and be more safety conscious of others when they drive!</p> <p>7. Education – police should pullover/educate car drivers who pass too closely. Also, some bus drivers are dangerous!!</p>										
<p><b>P-56</b></p>	<p>Hi Daryl, I was in checking the cycling masterplan stuff on the city website today and noticed a section I had not seen before. It's an initial listing of 70 "prioritized" cycling projects. I have not been to any of the open houses, so this may not be news to some of you. The information can be found at the following link:  <a href="http://www.myhamilton.ca/myhamilton/CityandGovernment/CityDepartments/PublicWorks/TrafficEngineeringAndOperations/Cycling/shiftinggears.htm">http://www.myhamilton.ca/myhamilton/CityandGovernment/CityDepartments/PublicWorks/TrafficEngineeringAndOperations/Cycling/shiftinggears.htm</a></p> <p>Scroll down to "panel 12" and the list of projects will pop up. I was surprised and disappointed at some of the projects on the list and offer the following comments. Note that these comments are my own and are not intended to represent the committee. The <u>number 1</u> priority is a 150m stretch of King, between Stirling and Longwood. Actually, despite the project's name, it's only Longwood to Cline, and an orphan stretch at that (no bike lane connecting to either end). Why is a 150m stretch our top priority?? It's not very inspiring to me, and kind of embarrassing. Perhaps this relates to ease of implementation(?) Also, another short section of King, 725m from Forsyth to Stirling is identified as the number 66 priority – why not combine these projects for a more meaningful impact. The <u>number 2</u> priority is a 1900m stretch from Wilson, from Ferguson to Sherman. This is great, but where do cyclists go from there? Again what message are we sending in terms of cycling as a respected and valued (as opposed to marginalized) means of transportation? The next two projects are ranked so high, I assume, because they appear relatively easy to implement. <u>Number 3</u> is Highland Road from Pritchard to First Road East. I definitely agree that Highland from Pritchard to Winterberry needs remediation with the inclusion of bike lanes. This is a very dangerous stretch of road. However, the section from Winterberry to First Road East is very wide (veeery wide). Though there is a moderate amount of traffic on that road, there is not usually competition for road space since the roadway is so wide and there are four-way stop signs at virtually every intersection to mitigate speed. Installing a bike lane on most of Highland (except for the aforementioned Pritchard to 1<sup>st</sup> Road East section) looks like it would take a crew a few hours to implement. Also, Pritchard must be one of the most dangerous roads in the city, yet it does not appear on the top 70 list. I understand that extension of Trinity Church Road is in the works, so using Upper Mount Albion Road might be an option – we need to flag the necessity of keeping through bike access on this road. Here's another flag: if Upper Mount Albion Road is no longer through, the traffic light at Rymal must remain. Similarly, once the bridge over the Linc at Arbour/Anchor Roads is complete, we may need a signal on Stone Church to allow cyclist crossing. <u>Number 4</u>, Filman Road from Rousseaux to the 403 overpass is another curious inclusion in terms of it being a priority project, and the project is not even a bike lane. It's a "shared on-street – signed" facility. There is virtually no traffic on this very wide road. What exactly does this project - the fourth highest cycling implementation project in the -city entail? Signage? It is not till you get down to <u>number 15</u> that we finally get to an escarpment crossing: the Jolley Cut from St. Joseph's to Concession Street. In my opinion, this should be a top priority. That the escarpment crossings are so dangerous and inadequate for cyclists should concern the city from a liability perspective too. It was only a short time ago that a cyclist died on the Jolley Cut. Cyclists are wholly without a safe way up the escarpment in the entire central city. Shameful. Similarly, bike lanes on the Claremont Access are identified as a <u>number 24</u> priority. Given the multiple up-bound and down-bound lanes on this "inner-city highway", this should also be an easily implementable project, and one that should be given the highest priority.</p> <p><u>Other General comments:</u>  <b>Connectivity</b> has been identified as a key gap in the Hamilton cycling network, yet the average length of the bike facilities being proposed is only 1316m. The median length is an even more pathetic 940m. In looking at the proposed projects, the length of the projects on the priority list breaks down as follows:</p> <table border="1" data-bbox="352 1214 978 1359"> <thead> <tr> <th>Length of bike facility</th> <th>Number of segments</th> </tr> </thead> <tbody> <tr> <td>&lt;500m</td> <td>14</td> </tr> <tr> <td>501m-999m</td> <td>22</td> </tr> <tr> <td>1000m-1999m</td> <td>22</td> </tr> <tr> <td>2000m-2999m</td> <td>7</td> </tr> </tbody> </table>	Length of bike facility	Number of segments	<500m	14	501m-999m	22	1000m-1999m	22	2000m-2999m	7
Length of bike facility	Number of segments										
<500m	14										
501m-999m	22										
1000m-1999m	22										
2000m-2999m	7										





	<p>3- I believe there is (or was at one time) a road allowance heading northward, from just a smidgin east of the currently active Alberton-cum-Jerseyville Road intersection. Ideally, if this could be opened up to the Trail, a multiple of benefits would accrue, such as: i) access to the Trail from ASAC would fall within 3 km; ii) aging members of ASAC, timid of riding their bikes on #2 Hwy, reluctant to ride the Jerseyville Road roller-coaster, could the more likely be encouraged to get to the Trail to savour its unique attractiveness; iii) the newly-formed hikers' group, I'm pretty sure, would also relish the Trail's becoming accessible within a morning's hike from the Centre; iv) as a one-time casualty of a Bruce Trail hike, in dire need of para-medical rescue, I'm concerned that, to my knowledge, the 6 km stretch of Trail between #52 Hwy and Field Road has no mid-point access for emergency vehicles, despite there being some rather hazardous, unfenced and precipitous drops from either side of the Trail; v) members from the Dundas, Copetown and even Lynden areas may well find they could cycle to ASAC for the Centre's various activities, and leave their 4-wheel vehicles at home; vi) my next proposal, now that HSR has equipped all its buses with bike-racks, may be to ask that ASAC be served by Bus; already, we've had cyclists coming up from Stoney Creek, by bus, to Duff's Corners, then biking the remaining 3 km to ASAC.</p> <p>4- What is my interest? 12 years ago, I founded the <i>ThursdayBikers</i>, to ride exclusively from ASAC within a 12½ km radius of the Centre. Our rides cover an average of 25km, which has proved to be a fair and acceptable distance for our coterie, mainly, of seniors. At last count attendance averaged 9, but would range up to 15, and beyond that on occasions. To date, a significant number of healthy bike-riding seniors, seen to be in pretty good shape, is indeed rewarding to all who participate.</p>
<p><b>P-59</b></p>	<p>Hi Daryl, I live on Herkimer and work at King and Bay and I do ride my bike to work. I have always felt there needed to be more bike lanes that go south to north (and vice versa) into the core and bike lanes that connected to each other. Kudos for a job well on the Master Plan. It is too bad that there is not a bike lane on Main street, surely the city could take away 1 of the 5 lanes. If there is anything I can do to help let me know. Have a great day!</p>

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**APPENDIX XIV:**

AGENCY COMMENTS

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-----Original Message-----

**From:** Bender, Daryl  
**Sent:** April 23, 2009 9:15 AM  
**To:** [REDACTED]  
**Subject:** RE: HAMILTON CYCLING COMMITTEE

[REDACTED]  
Now is the time for more details. We are on the home stretch with an updated Cycling Master Plan. Anything you want to flag? I assume you are referring to some details of trail amenities?  
[www.hamilton.ca/ShiftingGears](http://www.hamilton.ca/ShiftingGears)

Regards,  
Daryl

-----Original Message-----

**From:** [REDACTED]@HHSC.CA]  
**Sent:** Thursday, April 23, 2009 8:47 AM  
**To:** Bender, Daryl  
**Subject:** RE: HAMILTON CYCLING COMMITTEE

thank you so much! s

By the way, I spoke with Dale Wood this week, good chat about trails, paths and bikeways and the needs of persons with disabilities. The study currently being undertaken piqued my interest in what was not being looked at. Dale was helpful and advised of other options to let their consultants know about deficits and limitations for those with disabilities wishing to use trails and paths etc. Thought I'd share this with you.

[REDACTED]  
Hamilton Health Sciences  
[REDACTED]

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**From:** Bender, Daryl [mailto:Daryl.Bender@hamilton.ca]  
**Sent:** Wed 4/22/2009 5:04 PM  
**To:** Mugford Sandi  
**Subject:** RE: HAMILTON CYCLING COMMITTEE

On there way.

Daryl Bender B.E.S.  
Project Manager, Alternative Transportation  
Traffic Engineering Section  
Public Works  
City of Hamilton  
905-546-2424 x 2066

-----Original Message-----

**From:** [REDACTED]@HHSC.CA]  
**Sent:** Wednesday, April 22, 2009 1:20 PM

**To:** Bender, Daryl  
**Subject:** HAMILTON CYCLING COMMITTEE

Hi Daryl, are you the chap who provided me with copies of the Hamilton Bike Routes, Trails and Parks map for handout?

If you are, might I request an additional 50 copies? I can pick up from your office or you might send through the city interoffice mail system to my other office at the Hamilton Public Library, Central, 3rd floor (Disability Information Service Helpline). Thanks in advance for your kind assistance.

regards, [REDACTED]

**"An inclusive and accessible community in which to live is not a privilege, it is a right we should all enjoy."**

[REDACTED]

[Hamilton Health Sciences](#)

[REDACTED]

This information is directed in confidence solely to the person named above and may not otherwise be distributed, copied or disclosed. Therefore, this information should be considered strictly confidential. If you have received this email in error, please notify the sender immediately via a return email for further direction. Thank you for your assistance.

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**From:** Fazio, Margaret [mailto:Margaret.Fazio@hamilton.ca]  
**Sent:** April 29, 2009 9:46 AM  
**To:** Smith, Katherine  
**Cc:** Nairn, Sandy; Riley, Donnett; TOE, Assistant Environmental Planner  
**Subject:** RE: Hamilton cycling master plan inquiry

Thank you very much, Kathy.

-----Original Message-----

**From:** Smith, Katherine [mailto:ksmith@npca.ca]  
**Sent:** April 29, 2009 8:36 AM  
**To:** Fazio, Margaret  
**Cc:** Nairn, Sandy; Riley, Donnett; TOE, Assistant Environmental Planner  
**Subject:** RE: Hamilton cycling master plan inquiry

Hi Margaret,  
My interest is in this particular project. It is not necessary to add me to your mailing list for all of your EA projects.  
Thanks, Kathy

**Kathy Smith OALA CSLA**

**Conservation Planner**

Niagara Peninsula Conservation Authority  
250 Thorold Rd.W, Welland, ON L3C 3W2  
Tel: (905) 788-3135 ext 258 Fax: (905) 788-1121

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email [ksmith@npca.ca](mailto:ksmith@npca.ca) website [www.npca.ca](http://www.npca.ca)

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**From:** Fazio, Margaret [mailto:Margaret.Fazio@hamilton.ca]  
**Sent:** Tuesday, April 28, 2009 10:34 AM  
**To:** Smith, Katherine  
**Cc:** Nairn, Sandy; Riley, Donnett; TOE, Assistant Environmental Planner  
**Subject:** FW: Hamilton cycling master plan inquiry

Hi Kathy,

I am co-lead in the above project. I have been forwarded correspondence, below, and have a question for you.

Is your involvement related only to this project or should your name be added to our standard mailing list, i.e. to be contacted for all our Environmental Assessment projects? We have two other contacts for your organization.

Thank you,  
Margaret

**Margaret Fazio, B.Sc., C.C.E.P.**

*Project Manager, Environmental Planning  
Capital Planning and Implementation Division  
Public Works Department  
City of Hamilton  
320 - 77 James Street North  
Hamilton, ON, Canada L8R 2K3  
Phone: 905-546-2424 ext. 5103  
Fax: 905-546-4435  
E-mail: Margaret.Fazio@hamilton.ca*

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-----Original Message-----

**From:** Nairn, Sandy [mailto:SNairn@ecoplans.com]  
**Sent:** April 13, 2009 9:10 AM  
**To:** Smith, Katherine  
**Cc:** Bender, Daryl  
**Subject:** RE: Hamilton cycling master plan inquiry

Kathy,

Thank you for your interest in this study. The information to be presented at the Open House sessions this week will be posted on the City of Hamilton website shortly so please check back later this week. The site is located at [www.hamilton.ca/ShiftingGears](http://www.hamilton.ca/ShiftingGears).

Please feel free to call me at the number below or provide further written comments once you have had a chance to review the PIC information.

Best Regards,

Sandy

-----  
J.A. (Sandy) Nairn, MCIP, RPP | Ecoplans Limited  
2655 North Sheridan Way, Suite 280 | Mississauga, ON L5K 2P8  
Tel (905) 829-6264 | Fax (905) 823-2669 | Cel (647) 203-9975 | [www.ecoplans.com](http://www.ecoplans.com)

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**From:** Smith, Katherine [mailto:ksmith@npca.ca]  
**Sent:** April 6, 2009 10:18 AM  
**To:** cycling@hamilton.ca; Nairn, Sandy  
**Subject:** Hamilton cycling master plan inquiry

Re: Stakeholder consultation for the 2nd Public Information Centre

We are interested in your Class EA process but unable to attend your April 14 and 16 sessions. Do you have information you could circulate to us via email of what will be presented at these sessions?

Our Binbrook Conservation Area supports cycling activities and cyclists would benefit knowing they could access our day-use park. How can we connect to this cycling masterplan ?

For further information in regards to this enquiry, and to send information to our office feel free to contact me at your convenience.

Best regards for your study,

**Kathy Smith OALA CSLA**

**Conservation Planner**

Niagara Peninsula Conservation Authority

250 Thorold Rd.W, Welland, ON L3C 3W2

Tel: (905) 788-3135 ext 258 Fax: (905) 788-1121

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email [ksmith@npca.ca](mailto:ksmith@npca.ca) website [www.npca.ca](http://www.npca.ca)



-----Original Message-----

**From:** Smith, Shawn (MTO) [mailto:Shawn.Smith@ontario.ca]

**Sent:** Wednesday, May 20, 2009 2:40 PM

**To:** Bender, Daryl

**Subject:** RE: City of Hamilton Cycling Master Plan Update

Hi Daryl,

A few comments:

No cycling is permitted on Highway 6 as it is a special controlled access highway (Class 3). The section to the north (south of Freelon) that is shown must be removed from the city's map. Ontario has the safest roads in Canada. To maintain our excellent safety record, the Highway Traffic Act, RSO 1990, Regulation 630 prohibits bicycles to ride on all the controlled access highways listed in the Act.

Any new bicycle facilities which cross lands designated as controlled access highways or special controlled access highways will require approval from the ministry in the form of an encroachment permit.

Regarding Highway's 5 & 8, the City should not show them as bike routes since they are MTO's facilities and not Hamilton's. This is also dangerous as it may lead cyclist to believe these high speed highways are considered safe for cycling and give a false sense of security. However, the Ministry is willing to work with the City to determine the best options for encouraging active transportation in these areas.

Where designated bicycle facilities are justified on a provincial highway or crossing a provincial highway, MTO's Ontario Bikeways Planning and Design Guidelines should be used (available from MTO's online library). Please note that MTO is currently undergoing a review and update of the 1996 Guidelines, as well as MTO's active transportation policy. Details can be provided by Robert Dolezel at 416-585-7286.

MTO currently has a RFP under call for the detail design to rehabilitate 6 QEW structures in Stoney Creek. You can contact John Lam, Senior Structural Engineer, at 416-235-5509, who can provide you with more information.

MTO is also currently doing a study on integration of cyclists and pedestrians at interchanges. The results of the study are expected this Fall. The City of Hamilton is encouraged to contact Amy Ibrahim at 905-704-3111 to provide input (see attached) if you have not already done so.

Shawn

---

**From:** Bender, Daryl [mailto:Daryl.Bender@hamilton.ca]

**Sent:** May 5, 2009 4:08 PM

**To:** Smith, Shawn (MTO)

**Subject:** FW: City of Hamilton Cycling Master Plan Update

Shawn,

I am glad you sent an email. We were in the process of drafting specific information details to the MTO when you sent the email below. The following is a list of projects in the Cycling Master Plan that have a "relation" with MTO facilities. Note that the list states whether the facility is existing or proposed. This list was also submitted to the MTO Active Transportation Inventory Study that is being conducted by MMM. Most are crossings, but not all. A few critical connections have been flagged in **bold**.

NOMO path means "no motorized traffic" path.

For a map to envision this network more clearly, please check out the PIC#2 info panels on the website [www.hamilton.ca/Shiftinggears](http://www.hamilton.ca/Shiftinggears) (which I think you have already reviewed).

Eastport	QEW	NOMO path or bike lanes (under QEW) by canal	Proposed
Beach Blvd	QEW	NOMO path or bike lanes (under QEW) south end of Skyway	Proposed
<b>Red Hill Valley Trail</b>	<b>QEW</b>	<b>NOMO path over QEW by RHVP</b>	<b>In Budget</b>
<b>Centennial Parkway</b>	<b>QEW</b>	<b>NOMO path over QEW through interchange</b>	<b>Proposed</b>
Grays Rd	QEW	bike lanes over QEW	Proposed
Millen Rd	QEW	bike lanes over QEW	Proposed
<b>Fruitland Rd</b>	<b>QEW</b>	<b>bike lanes through interchange</b>	<b>Proposed</b>
Glover Rd	QEW	bike lanes over QEW	Proposed
Winona Rd	QEW	bike lanes over QEW	Proposed
<b>Fifty Rd</b>	<b>QEW</b>	<b>bike lanes through interchange</b>	<b>Proposed</b>
Old Guelph Rd	Hwy 403/Hwy 6	paved shoulders under Hwy 403	Proposed
York Blvd	Hwy 403/Hwy 6	bike lanes through interchange	Existing
Waterfront Trail by Cootes	Hwy 403/Hwy 6	NOMO path under Hwy 403 by Desjardin canal	Existing
Kay Drage Park Trail	Hwy 403/Hwy 6	NOMO path under Hwy 403 by Kay Drage/Macklin St	Existing
King St	Hwy 403/Hwy 6	bike lanes over Hwy 403 crossing on ramp	Existing
Main St	Hwy 403/Hwy 6	bike lanes over Hwy 403 crossing off ramp	Existing
Longwood Rd	Hwy 403/Hwy 6	bike lanes over Hwy 403	In Budget
CP rail trail	Hwy 403/Hwy 6	NOMO path over Hwy 403	In Budget
Chedoke Rail Trail	Hwy 403/Hwy 6	NOMO path over Hwy 403; confirmed that the Bruce Trail uses this same crossing	Existing
Golf Links Rd	Hwy 403/Hwy 6	bike lanes over Hwy 403	Existing
Southcote Rd	Hwy 403/Hwy 6	bike lanes over Hwy 403	Proposed
Fiddler's Green Rd	Hwy 403	bike lanes over Hwy 403	Proposed
Hamilton Dr	Hwy 403	bike lanes over Hwy 403	Proposed
Wilson St	Hwy 403	bike lanes over Hwy 403 through interchange	Proposed
Shaver Rd	Hwy 403	bike lanes over Hwy 403	Proposed
Hydro Corridor NOMO	Hwy 403	NOMO path over Hwy 403	Proposed
LaFarge Trail	Hwy 6	confirming that it continues north of Gore Rd & cross Hwy 6 using Maddaugh Rd	
Freelton Rd/Conc 11E	Hwy 6	paved shoulders crossing #6 - are signals proposed?	Proposed
<b>Carlisle Rd/Edgewood Rd</b>	<b>Hwy 6</b>	<b>paved shoulders crossing #6 through existing signals - note short parallel NOMO path along west side of #6</b>	<b>Proposed</b>
Millgrove Rd/Conc 6E	Hwy 6	paved shoulders crossing #6 through existing signals	Proposed
Parkside Dr/Conc 4W/proposed Waterdown bypass	Hwy 6	paved shoulders crossing #6 through existing signals & NOMO path along the proposed bypass	Existing
Waterdown NOMO	Hwy 6	NOMO path under #6 along creek	Existing
Hwy 5	Hwy 6	paved shoulders crossing #6 through proposed interchange	Proposed
Bruce Trail	Hwy 6	hiking trail in tunnel under #6 - new tunnel as part of current construction	Existing - to officially open this year
<b>York Rd</b>	<b>Hwy 6</b>	<b>paved shoulders crossing #6 through proposed interchange (almost completed)</b>	<b>Existing</b>
Garner Rd	Hwy 6	bike lanes under Hwy 6	Proposed
Hydro Corridor NOMO	Hwy 6	NOMO path crossing Hwy 6 just south of Garner Rd	Proposed
Airport Rd	Hwy 6/Airport Access Rd	NOMO path at intersection - assume Airport Access Rd is a City roadway, but please confirm	Proposed
White Church Rd	Hwy 6	paved shoulders over #6	Existing?
<b>Hwy 6 corridor</b>	<b>Hwy 6</b>	<b>NOMO path or paved shoulders on #6 - connecting Mount Hope to Caledonia</b>	<b>Proposed</b>
<b>Hwy 6</b>	<b>Hwy 5</b>	<b>paved shoulders crossing #6 through proposed interchange</b>	<b>Proposed</b>
<b>Hwy 5 corridor</b>	<b>Hwy 5</b>	<b>paved shoulders along Hwy 5 from Sydenham Rd to Hwy 6 - continue as bike lanes on Dundas St (City road) east of #6</b>	<b>Proposed</b>
<b>Sydenham Rd/Millgrove Rd</b>	<b>Hwy 5</b>	<b>paved shoulders crossing #5 (possible future signals?)</b>	<b>Proposed</b>
Brock Rd	Hwy 5	paved shoulders crossing #5 through existing signals	Proposed
<b>Hwy 5 corridor</b>	<b>Hwy 5</b>	<b>NOMO path along the south side of #5 - Old Brock</b>	<b>Proposed</b>

		Rd to Cramer Rd	
Hwy 8 corridor	Hwy 8	NOMO path or paved shoulders along Hwy 8 from Waterloo Region border to Hwy 5 - & continue on Old Hwy 8 (City road) southeast of #5	Proposed
Safari Rd/Conc 7W	Hwy 8	paved shoulders crossing #8 at west end of Sheffield	Proposed

Please provide us with your comments on this list of existing and proposed cycling facilities.

Thanks in advance,

Daryl Bender B.E.S.  
 Project Manager, Alternative Transportation  
 Traffic Engineering Section  
 Public Works  
 City of Hamilton  
 905-546-2424 x 2066

-----Original Message-----

**From:** Smith, Shawn (MTO) [mailto:Shawn.Smith@ontario.ca]  
**Sent:** Monday, April 20, 2009 3:02 PM  
**To:** TOE, Assistant Environmental Planner; cycling  
**Subject:** RE: City of Hamilton Cycling Master Plan Update

Hi Daryl,

Can you please provide more information about this note:

*"Note that corridors being considered for Rapid Transit and Ministry of Transportation (MTO) roads were identified but excluded from analysis given potential conflicts, timing or jurisdiction."*

Is there any request for bicycle infrastructure on MTO roads?

Thanks,  
 Shawn

---

**Shawn Smith, P.Eng. - Project Engineer**  
 Highway Engineering | Planning & Design, Hamilton-Niagara  
 Provincial Highways Management Division | Ministry of Transportation  
 4th Floor, Building D, 1201 Wilson Ave. | Downsview ON, M3M 1J8  
 Tel: 416.235.3598 | Fax: 416.235.3576

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**From:** TOE, Assistant Environmental Planner [mailto:spostud@hamilton.ca]  
**Sent:** April 20, 2009 9:24 AM  
**To:** Bender, Daryl  
**Subject:** City of Hamilton Cycling Master Plan Update

To whom it may concern,

You have received this email because you had some communication with the City of Hamilton regarding the Cycling Master Plan study that is currently underway. There were two Public Information Centres held last week where we received some comment. Please note that the information that was presented at these meetings has been posted on the City website at [www.hamilton.ca/Shiftinggears](http://www.hamilton.ca/Shiftinggears) under the title "Public Information Centre #2".

If you have any comment on this information - or even questions - please send an email as described on the webpage.

We look forward to any feedback you may have,

**Daryl Bender B.E.S.**  
 Project Manager, Alternative Transportation

Traffic Engineering Section  
Public Works  
City of Hamilton  
905-546-2424 x 2066  
[cycling@hamilton.ca](mailto:cycling@hamilton.ca)

**From:** Bender, Daryl [Daryl.Bender@hamilton.ca] on behalf of cycling [cycling@hamilton.ca]

**Sent:** May 5, 2009 6:26 PM

**To:** Pravitz, Frank (MTO)

**Subject:** RE: Hamilton Bicycle Master Plan proposal

**Attachments:** Pravitz comments SC resident.doc

Frank,

Thanks for reviewing the information. I will give you a call to discuss.

Regards,

Daryl Bender B.E.S.  
Project Manager, Alternative Transportation  
Traffic Engineering Section  
Public Works  
City of Hamilton  
905-546-2424 x 2066

-----Original Message-----

**From:** Pravitz, Frank (MTO) [mailto:Frank.Pravitz@ontario.ca]

**Sent:** Tuesday, April 21, 2009 1:57 PM

**To:** cycling

**Subject:** Hamilton Bicycle Master Plan proposal

Hello Daryl:

I am e-mailing you some comments on the proposed Hamilton bicycle plan.

Comments are based largely as a resident in Stoney Creek, but in part as a member of the Regional Niagara Cycling Committee.

I would invite you to contact me so we can spend a little time going over the comments, as some might be a little unclear.

You can contact me at  
work (905) 704-2712  
home (905) 662-6984

I appreciate the opportunity to comment on this important initiative.

Frank Pravitz

**Comments on the Proposed Hamilton Cycling Network Plan**  
Frank Pravitz, April 21, 2009

Overall

Approach / Criteria to Review of the Bike Network

- o Connections, mobility, access
- o East to West
- o East vs West
- o Escarpment
- o Utilitarian and recreational
- o Effective use of trails and potential trails
- o Signage
- o Inter-modal connections
- o Connections to Niagara + Rural Road Suitability

<b>Comments on the Proposed Hamilton Cycling Network Map</b>		
<b>Location</b>	<b>Condition</b>	<b>Proposal</b>
A Grays/Centennial Park access to Service Rd. & Frances Ave (G)(K)	Heavily used by cyclists, no shoulders, listed on map as bike route, easily overlooked, dangerous, Waterfront route is not a real alternative	Primary Priority Pave shoulders & sign
B Nash assess across Red Hill to Centennial Park Ped/Cycling Bridge Trail (H)	No effective crossing from east to Centennial Park bridge	Red Hill Bridge at the end of Nash that could be used as a trail connection
C Stoney Creek Lake St unclear ?? / Green	Loose End	Perhaps a new connection to Centennial Park over the QEW on Lake, Green etc
D RNBC Mud Rd connection (I)	No effective Mud Road connection north	Pave shoulders to Eleventh from Niagara on Mud
E Red Hill crossing	Major disconnect from east to west side of brow of the Niagara Escarpment Red Hill Expressway	Need a Ped/Cycling Bridge / would be spectacular / thought there was a PIC on this
F Trails by Rails	Where is it feasible	Climb up escarpment?
G Grays Road Diet	Secondary Plan	Primary Plan
H Kenora bike lanes	Kenora is not a bike route & is a quieter alternative to Nash	Retrofit bike lanes, add bike lanes through park area
J Green Mountain / Fifth shared use	Quiet Rd, good connections, close to urban areas for rec. cyclists	Bike Route / Share the Road signs min. / Long-term pave shoulders
J Cootes Paradise / RBG	Possible extension of	Partner to design a round

project proposal	Princess Point trail	trip multi-purpose path around Cootes Paradise
K Service Roads	At QEW should be paved for utilitarian cyclists, particularly in connection to Grays	Pave shoulders along unpaved portions of the North Service Road, consider paving South Service Road as they make effective bicycle highways
L Connections to Brantford near Rail Trail	Wider issues of identifying suitable cycling roads even though they are unsigned	Clarify bike routes vs signage vs public mapping products
M Trail Standards & Classification	Existing and proposed, Appears to be secondary plan trail routes that are not well defined	Paved vs unpaved, utilitarian uses vs recreational uses, many potential trails identified and purpose and objectives need to be clarified
Q1 Loose Ends	Lots of them, intent not clear wrt connections	
Q2 Climbs up escarpment	Important and unclear	
Q3 Millen	Under construction, map does not effectively indicate that it is an existing bike lane	Clarify if new bike lanes will be added
Q4 Ridge Rd	Plan not clear	Shoulder should be paved
Q5 Hwy 8 Corridor	Road Diet / ?? / a mess	How will Hwy 8 be addressed east of Queenston?
Q6 Queenston corridor	Esp over Red Hill – what is the status? / proposal	

#### General Comments

- Great Plan, improves bicycle mobility, connections and accessibility
- As a resident of Stoney Creek, comments are biased towards the east.
- As a member of the Regional Niagara Cycling Committee, comments make reference to linkages.
- East to West connection particularly relies on Barton Street. To make this effective, Barton will need bicycle lanes – is this in the proposal? How will this occur?
- West end is more developed than the east end.
- Escarpment climbs are a challenge. There are a number of proposals in the east where options are limited to very steep climbs. However, the proposals are not very clear, particularly wrt where there are not existing roads, and for the secondary plan. Perhaps a trails by rails option might be feasible.



- Some instances where recreational trail systems supplant possible improvements to utilitarian connections, particularly along the service road
- Trail systems are not clear in denoting the suitability of trails for various forms of cycling. Some of the proposed routes, particularly in the secondary plan, do not make this clear. I am surprised that the proposed crossing of the QEW is marked in Green, rather than as a trail. I thought it was funded and ready for construction.
- It is not clear what the signage policy will be relative to the proposed, or even existing network. I would assume that a designated route should be signed – however, while shared use bike routes are signed in Hamilton, they are not signed in Stoney Creek. Hamilton does not appear to provide mapping information on other suitable routes for cycling in the city or – in particular – rural routes, where there are larger numbers of recreational cyclists.
- I am glad to see that there are proposals for bicycle parking. However, the slides are not clear on where this might occur. For example, do you propose to work with Go Transit to provide bicycle parking at the Train Station(s), at the Nash bus station, or inter-modal facilities under discussion along the QEW?
- Connections with Niagara are generally good. However, I would suggest paving the shoulders along Mud from Niagara to eleventh. Hwy 8 is somewhat problematic since considerable resurfacing has been occurring without fully paved shoulders,



April 27, 2009

Daryl Bender  
Project Manager, Alternative Transportation  
Public Works  
City of Hamilton  
77 James Street North, Ste 320  
Hamilton, ON  
L8R 2K3

Dear Mr. Bender,

**Re: City Wide Cycling Master Plan**

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The Grand River Conservation Authority (GRCA) has reviewed the information provided via the City of Hamilton website from the 2<sup>nd</sup> Public Information Centre pertaining to the City of Hamilton City Wide Cycling Plan. GRCA staff support this initiative to reduce traffic congestion and encourage cycling as an alternative mode of transportation.

Based on our review of the current implementation strategy lands regulated by the GRCA are not affected by this project within the first phase of implementation (i.e. first \$2.5 million dollars of spending). Once the project expands into our area of jurisdiction it is understood that all upgrades are planned along existing roadways.

Please be aware that if upgrades or improvements to these roadways occur in areas regulated by the GRCA including but not limited to water crossings, a permit may be required from our office as per our Policies for the Administration of the Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulation (Ontario Regulation 150/06).

We trust these comments are of assistance. Should you have any further questions please do not hesitate to contact Lisa-Beth Bulford at 519-622-2763 x2292.

Yours truly,

---

Fred Natolochny  
Supervisor of Resource Planning  
Grand River Conservation Authority

**Niagara Escarpment Commission**

232 Guelph St.  
Georgetown, ON L7G 4B1  
Tel: 905-877-5191  
Fax: 905-873-7452  
www.escarpment.org

**Commission de l'escarpment du Niagara**

232, rue Guelph  
Georgetown ON L7G 4B1  
No de tel. 905-877-5191  
Télécopieur 905-873-7452  
www.escarpment.org



April 30, 2009

Margaret Fazio  
Project Manager  
Environmental Planning  
City of Hamilton  
320-77 James Street North  
Hamilton, ON L8R 2K3

Dear Ms. Fazio:

**RE: City Wide Cycling Master Plan - Shifting Gears – Phase 2**  
**File: ER HW 30; and**  
**Hamilton Trails Draft Master Plan File: CPM 04**  
**King Road Burlington File: ER HW 1307**

Thank you for notifying the Niagara Escarpment Commission (NEC) regarding the above noted initiative.

In principle, the proposed project would appear to support the objectives of the Niagara Escarpment Plan: “To provide for adequate public access to the Niagara Escarpment...” and to provide adequate opportunities for outdoor recreation” provided that there would be no negative or cumulative negative effects on the Escarpment environment.

**Comments:**

The Cycling Master Plan for Hamilton proposes facilities within the Niagara Escarpment Plan. The majority of the cycling alternatives appear to be proposed in concert with the road system including reserved bike lanes, signed bike routes and paved shoulders. The master plan also proposes the use of multiuse paths (off street, rural and urban) and as such we have included a copy of the comments made by the NEC in a letter of December 20, 2006 regarding the Hamilton Trails Draft Master Plan.

The information provided at the Cycling Master Plan Public (CMP) Information Centre of April 2009 included a Map as well as other documentation. This included a chart called ‘Review of Alternatives’ identifying the initial prioritization of proposed projects. The chart lists only projects associated with some of the roads and does not identify any multi use path development or changes to existing paths.

Regarding the proposed CMP we offer the following general comments:

1. Cycling alternatives in conjunction with the road system; As there appear to be a number of roads within the NEP which might be impacted by the introduction of widenings of the pavement or right of way to accommodate cycling lanes or routes; the NEC requests the City provide a separate map identifying the parts of the proposed network, within the NEP, where physical changes to roads are proposed. We would note works on Mineral Springs Road, King Road in Burlington and all roads crossing the Escarpment are of concern. There is no concern for matters such as the addition of signs or alterations to lane paint lines on existing roads.
2. Regarding multi use paths; the attached NEC letter of December 20, 2006 on the Draft Trails Master Plan (TMP), sets out our comments and concerns regarding the construction of multi use paths within areas of the Escarpment. The trail types in the TMP present widths up to 6 metres and hard surfaces that may not be compatible with areas of the Plan. As the Cycling Master Plan does not identify whether the multiuse trails, identified on the Shifting Gears April 2009 Map, would require widening and /or a change in surfacing to 'fit' into the cycling system we would direct the City to our December 20<sup>th</sup> 2006 letter for comments on this part of the CMP. The NEC has not received any response to our December 2006 letter on the TMP and as such the status of the TMP is unknown.

Our review of the CMP Map indicates two areas where road related facilities are proposed, within the NEP, but no road exists to our knowledge; please clarify. We do note however in these same areas Bruce Trail and Rail Trail routes exist; see green Primary Network demarcation at Lake Avenue Drive and on a section west of Centennial Parkway.

We would therefore ask that the City, within the context of the CMP, identify the multiuse trail types (width and surface) and locations where changes are proposed within the NEP and forward this information to the undersigned for review and comment. As with the road network alternatives the information we seek is with regard to development of trails such as widening of existing trails or new development to determine the impact if any on the NEP lands.

3. Is it the intention that any of the projects identified within the CMP will require a separate Class EA process? If so, could you please identify those for us, so that if we have concerns regarding those projects that those concerns could be dealt with later in the process.
4. Development permits may be required for works within the NEP.
5. We would also note specific concern for the proposed Primary Network (lane, route etc..) connections identified for King Road, within the NEP, in the City of

Burlington. The NEC has provided ongoing comments regarding our serious concern with the impact of proposed widening or realignment of King Road. As such we cannot, at this time, support the inclusion of cycling infrastructure on that section of King Road within the NEP lands in the CMP.

**Conclusion:**

To ensure that any infrastructure improvements associated with the Ultimate Bicycle Network Master Plan proposed within the Niagara Escarpment Plan Area are consistent with the NEP, NEC staff requests that the City of Hamilton provide the information requested herein. Once we have received that information we will provide detailed comments on the Master Plan. Further we request to remain on the mailing list and that the City of Hamilton continue to provide the NEC with information regarding this project, including a draft of the Municipal Class Environmental Assessment (EA) Master Plan.

Should you have any further questions, please contact the undersigned at (905) 877-3794, or by email at [kathryn.pounder@ontario.ca](mailto:kathryn.pounder@ontario.ca) or Linda Laflamme at (905) 877-6312, or by email at [linda.laflamme@ontario.ca](mailto:linda.laflamme@ontario.ca)

Sincerely,

Kathryn Pounder  
Senior Strategic Advisor

Copy: Lloyd Ferguson, NEC Commissioner (Hamilton)  
Ken Whitbread, Manager NEC  
Nancy Mott-Allen, Senior Strategic Advisor  
Linda Laflamme, Landscape Architect  
David Johnston, Planner  
Martin Kilian, Planner

Attachment: December 20, 2006 letter to Mr. Steve Barnhart City of Hamilton

December 20, 2006

Mr. Steve Barnhart  
Open Space Development and Park Planning  
City of Hamilton  
77 James Street North  
Suite 320  
Hamilton, Ontario  
L8R 2K3

Dear Mr. Barnhart:

**RE: PROPOSED HAMILTON TRAILS MASTER PLAN  
DRAFT DOCUMENT  
FINAL DRAFT  
NEC File: CPM 04**

---

The Niagara Escarpment Commission is in receipt of the Hamilton Trails Master Plan Draft Document and we are pleased to provide the following comments for your consideration.

The Hamilton Trails Master Plan herein referred to as Hamilton TMP has identified proposed trails and features within the boundaries of lands regulated under the *Niagara Escarpment Planning and Development Act* (NEPDA) and are therefore, subject to the Act and the Niagara Escarpment Plan (NEP). Where the NEP applies, the principle purpose of the Plan would guide any development proposed, that is:

**“The purpose of the Plan is to provide for the maintenance of the Niagara Escarpment and the land in its vicinity substantially as a continuous natural environment, and to ensure only such development occurs as is compatible with that natural environment.”**

Section 2.2.4 of the TMP quotes and discusses sections of the NEP regarding the following land use designations:

- Escarpment Natural Area
- Escarpment Protection Area

- Escarpment Rural Area
- Escarpment Urban Area

Each of these designations is defined in more detail under the NEP and includes area specific Objectives, Criteria and Permitted Uses for each designation; these are quoted in part only within the TMP. The objectives for all of the land uses include the maintenance of natural features, open landscape character and cultural heritage features.

Based on our review of the Hamilton Trails Master Plan we understand the City proposes:

- To present a comprehensive plan for a multi use off road recreational trail system throughout the City;
- A system that is linked to both current and proposed off-street as well as on street systems;
- To connect significant environmental, cultural features and parks while preserving their natural heritage values and ecological functions;
- Intends to create a multi-purpose system that, to the extent practical, caters to the broadest range of users; in essence universally accessible as much as possible;
- The TMP guide trail system development and management throughout the City from the present to the future;
- To provide clear direction and decision making capabilities to guide the trail development;
- Some elements that are conceptual such as the provision of an incline rail and gondola facilities to provide access along steep areas of the Escarpment corridor; and
- That the TMP does not address equestrian and mechanized trail uses such as snowmobiling and all terrain vehicles.

Further that the Master Plan:

- Involved public as well as agency consultation;
- Included a review of Provincial Planning documents such as the Greenbelt Plan, the Growth Plan, the Niagara Escarpment Plan, the Provincial Policy Statement, the Ontario Trails Strategy and other documents concerning planning considerations.
- Is not necessarily the concluding step as;
  1. Parts of the Master Plan would require Environmental Assessments and/or agency approval such as the NEC regarding compliance with the NEPDA and NEP.
  2. The City intends to incorporate Trails Policies into the City's New Official Plan, Secondary Plans and the Transportation Master Plan.

The TMP provides the following synopsis at the end of Section 2.2.4 Niagara Escarpment Plan:

Page 33

*“ If the Trails Master Plan uses Parts 1 and 2 of the Niagara Escarpment Plan as a guide in its development, trail development should conform to the land use*



*policy designations and development criteria of the Niagara Escarpment Plan. Subject to review with the Niagara Escarpment Commission, some trail projects may require development permits.”*

And on Page 34

*“The municipality commits to plan and manage the lands in conformity with the policies of the Niagara Escarpment Parks and Open Space System.”*

The goal of developing and managing the system in accordance with the NEP is in keeping with the Plan and Act and we would be pleased to continue liaison with City staff to resolve any Master Plan Study matters relating to the NEPDA and NEP. The comments and recommendations that follow represent a phased approach as some matters of Policy must be resolved and site visits undertaken by staff before finalizing our comments. We would note that the first draft of the TMP did not include any of the trail maps or the gondola/Incline rail proposal.

### **Comments and Recommendations:**

The Master Plan presents new or widened trails and proposed structures within the lands designated under the NEP; this will be the focus of the comments herein. The NEC is cognizant of the value in the City developing a Master Plan to guide trail development and of the importance of accessibility for trail systems particularly those within the urban context. The Master Plan however proposes elements that may not meet the permitted uses under the Plan or are of concern to the NEC due to potential impact to the Escarpment natural environment.

Endorsement of the Master Plan by the Commission would require the Trails Master Plan be in accordance with the NEP and NEPDA. For some specific matters this will require further review by staff, field visits and a report to the Commission. In order to respond within the requested timeframe we have identified the following matters of concern, requested revisions and areas where additional investigation or review is required before final comment/position by the NEC can be provided.

1. Section 2.2.2 Niagara Escarpment Plan; the statement at the bottom of page 31 is essentially correct regarding amendments and Permit requirements however the interpretation of when an amendment or Permit is required is determined by the NEC; the agency responsible for implementing the Provincial Plan. As such site visits are necessary at this time in order that we might clarify where an amendment or Permit would be necessary.

Further within the section on the Niagara Escarpment UNESCO Biosphere Reserve 2.3.1 reference is made to the Escarpment Natural Area representing the *landscape and ecosystem set aside for conservation*; this is followed by the statement *“The Trails Master Plan makes provision for sustainable recreation development while trail management provisions provide logistical support”*. We concur these areas are set aside and as such one of the more significant concerns for the NEC is the proposal for multi use recreational trails in Natural Areas and whether the ecosystem

can sustain the impact of construction and the increased use accorded to a trail type. The impact of the trails, particularly those 4 metres and wider, may not meet the policies and criteria of the NEP. Site investigation at this early stage will hopefully provide some guidance to the City on where the trail type may be restricted and require changes to the TMP.

2. With regard to the Niagara Escarpment Parks and Open Space System please see the attached comments provided by Neil Hester, Senior Strategic Advisor/NEC; attachment #1.  
Trail types and facilities must meet the intent of any existing NEP approved Parks and Open Space Master Plan and where no Master Plan exists one may be required prior to approval of the trail location and type.
3. Section 2.4.7 Waterfalls and Cascades of Hamilton; there is no reference to the NEC being included in the process to review proposed trails, upgraded trails or facilities to provide better access to serve the tourism and recreation component of the TMP. It appears most of the waterfalls and cascades are within the NEP Natural Area Designation and as such environmental issues or impact relating to access on the Escarpment must be reviewed at a detailed level. Further the NEC would need to be included in the review process to ensure proposed facilities meet the requirements of the NEP. At this time, based on the information at hand, the NEC is unable to endorse this section of the TMP. \*\*\* see discussion item at the conclusion of these comments.
4. Section 2.5.1 the Hamilton Cycling Master Plan survey indicates the central portion of the Niagara Escarpment and major highways are considered significant barriers to cyclists and it is further noted cyclists seek access to the Niagara Escarpment. Where possible the NEC may consider the creation of new or widened trails for cyclists but only where there will be no negative or cumulative negative effects on the Escarpment natural environment.
5. Section 2.5.4 Hamilton Street Railway; the proposed trail expansion noted in this section will require field review. The incline rail line, proposed from the toe of the Escarpment at James Street falls under the purview of a Policy matter. Kathryn Pounder, Senior Planner for the NEC has provided some information on this as per the attached memorandum; attachment # 2. As noted further information on the proposal is required. Subsequently a report to our Commission will likely be needed and potentially an amendment to the Plan. It should be noted that the submission of an amendment does not necessarily result in its approval. \*\*\* see discussion item at the conclusion of these comments.
6. Section 2.5.6 Beckett Drive Gondola; see item 5. herein and the attached memorandum from Kathryn Pounder. The proposed gondola falls under the same review process as the incline rail line.

7. We understand from your email, of November 22<sup>nd</sup>, that the gondola and incline rail line have not yet been assessed in a detailed manner. However under the NEP and NEPDA should the Trails Master Plan be endorsed by the NEC and it included the incline rail line and/or the gondola we would effectively be approving these matters in principle and we are unable to do so based on the current level of information and the requirement for further evaluation and consideration by the NEC. \*\*\* see discussion item at the conclusion of these comments.
  
8. Section 2.5.5 Chedoke Mountain Bike Park; the location and details on the types of facilities proposed will need further review by staff of the NEC before commenting. If the use meets those allowed within the NEP a Development Permit would be required.
  
9. 2.5.7 Environmental Assessment Studies; EA's associated with lands within the NEP are required to be circulated to the NEC for comment. The last line in this section of the TMP is of concern:  
*“The Master Plan will serve to document the need and justification for these projects which require further Environmental Assessment Act approval.”*  
 Should the NEC approve the Trails Master Plan in principle we would not necessarily be prepared to accept the TMP study as the complete documentation necessary on the need and justification for the project. This is particularly the case for the incline rail line/gondola proposals and for the trails where alternative routes have not been discussed.
  
10. Section 3.3 Design Issues; the Niagara Escarpment is noted as one of three barriers which limit the ability to develop trail opportunities across the natural features. We concur with this statement but perhaps not in the same tenor as the City. The physical barrier of the natural areas within the Escarpment does require passage of pedestrians be carefully planned so as to ensure the Escarpment natural environment is not compromised. As part of the trail planning the City Hamilton has selected many routes that utilize old rail corridors or road beds where the natural condition has already been changed; generally this approach is in keeping with the NEP. There are specific areas in the Design Standards proposed that do not either meet the NEP or would require further information; an overview of these items is as follows:
  - Gondola and Incline rail line; see comments above.
  - Hubs at trail intersection; impacts to the natural environment are of concern.
  - Respecting the Natural Environment; the report notes consultation had occurred with the NEC where natural areas would be impacted by facilities and the comments reflected in the Master Plan. To clarify, the location of the trails/trail types on the maps as well as

parts of the Master Plan were not circulated to the NEC in the previous submission. The majority of the comments herein are based on the NEC's first review of this new information and we have many concerns.

- Site specific design issues regarding the Red Hill Creek; further clarification is required as to the design issues relating to the NEP.
11. Section 4.0 Trail Standards – the NEC cannot support the use of 6 metre wide hard surface trails such as asphalt or concrete in areas designated Escarpment Natural Area. Where trails are proposed in designated Escarpment Natural Areas 4 metre granular surface trails would be considered if the impact to natural terrain and habitat was considered by the NEC to be in keeping with the NEP, was minimal, and appropriately mitigated.
  12. Widening of existing trails will be considered by the NEC only where there is minimal impact to the natural environment. As an example widening of rail trails within the remnant rail bed where the natural condition has not been reinstated. Prior to detailed design consultation with the NEC is recommended and, subject to the extent of the impact, a Permit from the NEC may be required.
  13. Where new trails, trail hubs, accessible outlooks are proposed, and permitted under the NEP a Permit shall be required.
  14. Section 5 Master Plan; this section of the report contains maps of the individual trails with trail types within the individual wards, a description of the individual Ward trails (existing & proposed) and attributes within a chart format. The maps do not include the NEP boundary or designations and this has posed some difficulty in cross referencing TMP trail routes to the NEP. A review of each Ward map (22+) and the trail routes contained within the NEP corridor are currently being reviewed by Planning staff. The comments, details and requirements for site visits will be forwarded under separate cover.

**Discussion Item \*\*\*:**

The request had been made by the City that the NEC consider some matters within the TMP as conceptual only acknowledging that further study, EA, NEP Amendments and Permits are among the matters to be addressed in the future should the City of Hamilton determine they wish to pursue the design and implementation of these conceptual facilities. The NEC is prepared to work with the City to provide wording, to be included within specific sections of the TMP, where a clause clearly stating the concept/facility has not been endorsed by the NEC in the approval in principle of the Trails Master Plan. Should you wish to pursue this matter we would be pleased to meet with you to review suitable text.

Without this level of comfort concerning certain issues the NEC will not sign off on the document.

We trust that these comments will be of assistance. Should you wish to contact NEC staff to discuss the comments, please contact the undersigned at 905-877-4026 or Linda Laflamme at 905-877-6312.

Sincerely,

Ken Whitbread  
Manager  
Niagara Escarpment Commission

c: Brian McHattie, NEC Commissisoner  
Linda Laflamme, Landscape Architect  
Kathyrn Pounder, Senior Planner  
Neil Hester, Senior Strategic Advisor  
Martin Kilian, Planner

# Memorandum

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**To:** Linda Laflamme

**From:** Neil Hester,  
Senior Strategic Advisor  
Niagara Escarpment Commission

**Date:** November 27, 2006

**Re: Hamilton Trails Master Plan (TMP)**

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## **POLICY MATTERS**

The following provides an overview of trail related uses that are permitted in various NEP (Niagara Escarpment Plan) designations. This list should be checked against the actual policies in the NEP, as it may be incomplete.

### **1. Permitted uses:**

#### **Escarpment Natural Area:**

- non-intensive recreation uses such as trail activities,
- the Bruce Trail Corridor, BT (Bruce Trail) trail related constructions, BT ORAs (Overnight Rest Areas) and BT Access Points for Bruce Trail users,
- uses permitted in Park or Open Space Master/Management Plans.

#### **Escarpment Protection Area:**

- non-intensive recreation uses such as trail activities,
- the Bruce Trail Corridor, BT trail related constructions, BT ORAs and BT Access Points for Bruce Trail users,
- uses permitted in Park or Open Space Master/Management Plans,
- in non-agricultural areas, trail uses.

#### **Escarpment Rural Area:**

- non-intensive recreation uses such as trail activities,
- the Bruce Trail Corridor, BT trail related constructions, BT ORAs and BT Access Points for Bruce Trail users,
- uses permitted in Park or Open Space Master/Management Plans
- in non-agricultural areas , trail uses

#### **Mineral Resource Extraction Area**

- recreational uses (such as trail activities)

In principle, the above uses are permitted, but the key question is what type of new trails (single track, pedestrian, multi-use- paved etc.) are we prepared to “endorse” at this time? The answer may be that we cannot, at this time, provide a blanket approval or endorsement of the proposed “Multi-use Recreational Trail”, without knowing the specifics of the trail use, its width, and the negative effects that the widening, surfacing or other improvements ( of existing trails) or the construction of new multi-use trails would have on the Escarpment environment. There simply isn’t enough detailed information presented in the TMP for us to endorse all of the proposed multi-use trail routes.

### **NEPOSS (Niagara Escarpment Parks and Open Space System) MATTERS**

- The TMP can not be considered as a Master/Management Plan in the context of NEP Policy 3.1.6.
- The TMP could be stronger in respect to the Bruce Trail policies in the NEP (Policy 3.2)
- The TMP should identify the existing (secured) Bruce Trail, and the “Optimum Route” of the Bruce Trail (as delineated by the BTA) This mapping can be obtained from the BTA.
- Are side trails (Bruce Trail side trails) mapped? If not, some consideration should be given to mapping them.
- How does the Trails Plan differentiate between Bruce Trail Access Points, and Trail Hubs, or Bike Route hubs?
- It seems that the “hubs” have a strong bicycle focus instead of a pedestrian or hiker focus.
- Why are parking areas for trailheads not shown (e.g. for waterfall access)?
- Are the parking areas identified on the maps existing, proposed or a combination of the two?
- Is there a land acquisition plan or strategy associated with the TMP? It would be good to know where the City proposes to buy land to expand the Trail system or to provide parking. Is there an acquisition budget? Does the City intend to map out its proposed acquisition areas?
- What priority does the city place on securing a permanent route for the Bruce Trail as compared to its own multi-use trails? This is a key objective of the NEP.
- The City is assuming it can run 4.m wide multi-use trails through all NEPOSS parks. This may not be allowed in current approved park master plans. There hasn’t been time to check all of the approved park plans (but this is an exercise that I would recommend that the City do).
- Any proposed trails within NEPOSS parks, must be in conformity with approved plans for those parks. If the trails are not currently “approved” in the existing plans, than the Park Master Plan will have to be amended. This amendment will have to be “approved” by the NEC and MNR. It cannot simply be agreed to by the City and the park agency.



- It is important to know that the OHT (**Ontario Heritage Trust**) is a partner by virtue of its ownership of all Bruce Trail lands, (Fee simple) and the conservation easements that it holds for trail purposes. These are trail lands that are not held by CAs or the City or RBG.
- It is also important to know that the MNR (Ministry of Natural Resources), and not the NEC has the primary responsibility for NEPOSS implementation. The City may wish to contact MNR (Peterborough) staff responsible for NEPOSS.
- Interpretation and signage. This should follow visual identity guidelines in the NEPOSS Parks Manual. Essentially;
  - The city should be interpreting provincial ANSIs wherever trails pass through these areas
  - The city should be identifying all of its NEPOSS parks as part of the NEPOSS system with common NEPOSS signage.
- Any proposals to add or change trail uses in NEPOSS parks (such as the mountain bike trails proposed for Iroquoia Heights, shown on Figure20a) cannot simply be done “Subject to discussion with H.C.A. If this represents a change in trail uses that the approved Park Master Plan does not address, then an amendment to the Park Master Plan is required, including review by the NEC and MNR and approval by MNR).
- The City’s TMP is not considered to be a NEPOSS master/management plan under Part 3 of the NEP.

### **Other issues /Questions**

1. Where are the proposed “hubs” located?
2. What priority is the City giving to the Bruce Trail?
3. Are there route alternatives? Could the multi-use trail be routed elsewhere to avoid the most sensitive natural environments in the NEP area?

Without more detailed investigation and more specific site information it would be very difficult for me to recommend that the Commission endorse all of the proposed trails in this TMP at this point. We should work further with City staff to obtain better and more detailed information regarding environmental impacts, trail routes and widths wherever the TMP proposes to “improve” an existing trail or to develop a new multi-use recreational trail.(within the NEP on lands designated as Escarpment Natural, Protection, and Rural designations, and on public lands in NEPOSS).

Prepared by:  
Neil Hester, November 27, 2006

## MEMO

**TO:** Linda Laflamme  
**FROM:** Kathy Pounder  
**C:** Ken Whitbread  
**RE:** **Escarpment Natural Areas permit  
“Non intensive recreational uses”**  
**DATE:** November 23, 2006

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If the motorized tracks or rail gondola is interpreted as a recreational use: The NEP permits only Non-intensive recreational uses -“Non intensive” is not defined, but the description also states ...such as nature viewing and trail activities except motorized vehicle trails or the use of motorized trail vehicles. I would say that a motorized track or rail gondola and inclined rail service would require an amendment to the NEP. It may be acceptable to amend the Plan for such a use if there are no or acceptable environmental effects and given the objectives of the NEP – “ To provide for adequate public access to the Niagara Escarpment and “To provide adequate public opportunities for public recreation;”

It might be argued that a motorized track or rail gondola is a transportation use. There is no definition of transportation in the plan but “ a simple dictionary definition is “being conveyed from place to place”. There is a definition of utility and it is defined to include ....a public transportation system ...or any other similar works necessary to the public interest...If this use is interpreted as a transportation and utility work the NEP permits “essential transportation and utility uses.” Essential is defined as that which is deemed necessary in the public interest after all alternatives have been considered.” This is generally left up to the NEC to determine. The applicant would be asked to provide alternative routes and options for the use and the NEC would decide.

I believe that the interpretation of the use as a recreational use rather than a transportation or utility is preferred. The use that I believe is most comparable to these types of uses is a ski tow. Ski tows have only been permitted in Escarpment Recreation Areas not in Escarpment Natural Areas.

Given these competing interpretations of how we would categorize the use, once we have a better description of the use we may have to prepare a report for the Commission on this question alone.

If it was agreed that the gondola or rail trail needed an amendment – then we would advise Hamilton that the Master Plan could not be approved until that had occurred.

With regard to trails, “Non-intensive” – trails are permitted by the NEP in Escarpment Natural Areas. There is no definition of “intensive” . If the scale of the trails is interpreted to be too large then it could be described as intensive and then we would advise them that they would need a NEP amendment for that use as well. But generally I would say that applying the Development criteria to the trail would be the most appropriate approach and this would involve evaluating all sections of the proposed trail – some might have to be relocated, others trail connections not used. The Development Criteria that appear to be most relevant are:

See section 2.2 1(a) (b) (c) (d), 4., 8., Sec. 2.5, 2.6, 2.7, 2.8, 2.13 and 2.14

-If there is little or no impact, all of the above criteria will be satisfied and the development is acceptable.

-If there is impact – identify the impact and balance it against the designation objectives which also encourages recreation , and make a recommendation to Commission on the balance.

-A trail through Lowndes Quarry might be possible a) when the quarry is rehabilitated or b) through an area which is not proposed for extraction if it was adequately fenced etc., and acceptable to the owners. It is outside the NEP Area and therefore not a matter that I would comment on.

I hope this helps...

## **APPENDIX D**

### Stakeholder and Agency Consultation Appendix



Hamilton

City Hall, 71 Main Street West  
Hamilton, Ontario,  
Canada L8P 4Y5  
www.hamilton.ca

Capital Planning and Implementation, Public Works Department  
Physical Address: 77 James Street North, Suite 320  
Phone: 905.546.2424 Ext. 5103 Fax: 905.546.4435

October 30, 2008

Dear Sir/Madam:

**Re: Cycling Master Plan – “Shifting Gears”.**

We are pleased to advise that the City of Hamilton and their consultants Ecoplans Limited and McCormick Rankin Corporation are initiating a City-wide Cycling Master Plan, according to the Municipal Engineers Association's Municipal Class Environmental Assessment Process (2002, as amended in 2007).

The Class EA process requires the proponent, in this case the City of Hamilton, to review older master plans, and to implement cycling infrastructure as directed by the Growth Related Infrastructure Development Strategy (GRIDS) and the City-wide Transportation Master Plan (TMP, 2007). At a minimum, this study will address Phases 1 and 2 of the Municipal Class EA – Master Plan process. For this project, four Public Information Centres will be held in November 2008, please see attached sheet for specific dates and locations, throughout the City, to solicit input from the public on existing plans, conditions and objectives. The second set of Public Information Centres will be held at a later date to present alternatives, an evaluation of the alternatives and the preferred network.

We will be developing conceptual plans in order to address any relevant issues which are encountered during the Class EA. This information will ultimately be presented to the public.

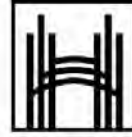
Our purpose in contacting your agency is two fold. First, we wish to advise you of the initiation of this project and second, to ask your co-operation in providing any input you feel is relevant to the project. To that end, we request you provide us with any information and/or identify any issues you and your organization has relating to this study. Please send your comments (if any) directly to the undersigned. These issues will be considered as part of this Master Plan, as per the Municipal Class EA process.

We appreciate your input on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Fazio'.

Margaret Fazio, B.Sc, C.C.E.P.  
Project Manager - Environmental Planning



Hamilton

Public Works

**CYCLING MASTER PLAN  
NOTICE OF STUDY COMMENCEMENT / PUBLIC INFORMATION CENTRE #1  
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

**THE STUDY**

The City of Hamilton has initiated the Municipal Class Environmental Assessment (EA) – Master Planning process for the review of the previous Cycling Master Plan (“Shifting Gears”). A comprehensive City-wide study of the Cycling Network must be undertaken in order to implement and expand upon the recommendations made in the Growth Related Infrastructure Development Strategy (GRIDS) and the City-wide Transportation Master Plan (2007). This study will investigate how to better connect cycling systems together in a regional-scale network, improve connections to transit nodes and encourage increased cycling use within the City of Hamilton.

**THE PROCESS**

This study is following the approved environmental planning process for Master Plans under the *Municipal Engineers Association’s Municipal Class Environmental Assessment (June 2000, as amended in 2007)* with the opportunity for public input throughout the study. The Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified. Upon completion of the study, a Master Plan report will be completed and filed for public review.

Following the 1<sup>st</sup> Public Information Centre (PIC) a 2<sup>nd</sup> PIC will be held to present the findings of the study and the preferred alternatives. Additional advertisements will be published notifying the public of the 2<sup>nd</sup> PIC and indicating where and how the public can have access to the final report.

**PUBLIC INFORMATION CENTRE**

Stakeholder consultation is an important part of the Class EA process. Therefore the following Public Information Centre will be held to present the existing conditions and to gather input from the public.

**DATE:** Tuesday, November 11, 2008  
**TIME:** 6:00 p.m. to 8:00 p.m.  
**LOCATION:** Hamilton Board of Education  
100 Main St. E, Hamilton

**DATE:** Tuesday, November 18, 2008  
**TIME:** 6:00 p.m. to 8:00 p.m.  
**LOCATION:** Stoney Creek Municipal Service Centre  
777 Jones Road, Stoney Creek

**DATE:** Tuesday, November 25, 2008  
**TIME:** 6:00 p.m. to 8:00 p.m.  
**LOCATION:** Ancaster Rotary Centre  
385 Jerseyville Road West, Ancaster

**DATE:** Thursday, November 27, 2008  
**TIME:** 6:00 p.m. to 8:00 p.m.  
**LOCATION:** Sackville Hill Seniors Recreation Centre  
780 Upper Wentworth Street, Hamilton

### **PUBLIC COMMENTS INVITED**

There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Managers. If you have any questions or comments or wish to be added to the study mailing list, please contact:

Daryl Bender  
Project Manager, Alternative Transportation  
Public Works  
City of Hamilton  
77 James Street North  
Ste 320, Hamilton, Ontario, L8R 2K3  
Ph 905-546-2424 ext 2066  
Email [cycling@hamilton.ca](mailto:cycling@hamilton.ca)

J.A. (Sandy) Nairn, MCIP, RPP  
Consultant Project Manager  
Ecoplans Limited  
2655 North Sheridan Way  
Mississauga, Ontario, L5K 2P8  
Ph 905-823-4988  
Fax (905) 823-2669  
Email [snairn@ecoplans.com](mailto:snairn@ecoplans.com)

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice issued on October 31, 2008 and November 7, 2008.





Hamilton

320 - 77 James Street North  
Hamilton ON Canada L8R 2K3  
www.city.hamilton.ca

Public Works Department  
Capital Planning & Implementation Division  
905-546 – 2424 ext. 5103~ 905-546-4435 (Facsimile)

July 27, 2009

**RE: Cycling Master Plan Stakeholder Meeting Invitation**

The purpose of this letter is to invite you to join the Stakeholder Advisory Committee (SAC) for the City of Hamilton Cycling Master Plan. The purpose of the project is to conduct a comprehensive formal review of the cycling network, to implement and expand upon the recommendations made in the Growth Related Infrastructure Development Strategy (GRIDS) and the City-wide Transportation Master Plan (TMP, 2007). This study will also investigate how to better connect cycling systems together in a regional – scale network, improve connections to transit nodes and encourage increased cycling use within the City of Hamilton.

An important component of the study is the creation of SAC, composed of professional and technical staff representing key government agencies, key businesses involved in or affected by cycling, citizens' organizations and associations of cyclists and those promoting cycling for a variety of reasons.

We recognize that your time is valuable, and therefore participation will not require a great time commitment. We propose to have the TAC serve as a "sounding board" at key points in the project.

- The first point of contact is the meeting to which you are being invited now, to dialogue with others present and provide comments as we start the project.
- At the second point of contact we will offer an opportunity for you to comment on the evaluation process and the preferred alternative for the network and related issues, prior to going to the second set of Public Information Centres (PICs).
- Third, prior to project's findings going to council we would offer another point of contact.

The Master Plan approach to examining and eventually defining and building cycling lane network relies on a combination of technical analysis, public and stakeholder input and detailed route-by-route assessments. Ultimately, the definition of a cycling network for Hamilton must be equitable to all users of the road or trails. Your input is vital in developing the ultimate cycling network, and promotion of its use as well as public education.

The Stakeholder meeting will take place as follows:

**DATE: November 20, 2008**

**TIME: 9 a.m. to 12 p.m.,**

**PLACE: 77 James St. N, Room 400 A in an open house format.**

**DIRECTIONS: The City Centre is the former Eaton Centre at the intersection of York Blvd & James St.**

To find the room it is easiest to access the Centre via York Blvd - right where the pedestrian bridge spans York Blvd. At street level take the elevator up to the 4th floor (ground floor is floor 2) and the reception staff there will direct you to Room 400A. If you come across the pedestrian bridge from the parking garage, turn right as you enter the building - and there take the elevators to the 4th floor.

Please respond whether you will be coming or not to Donnett Riley via e-mail at [Donnett.Riley@hamilton.ca](mailto:Donnett.Riley@hamilton.ca) or via phone at 905-546-2424 ext. 2383 no later than **Thursday, November 13, 2008**. If you are unable to attend please send someone in your place.

We hope that you will be able to contribute to the creation of the cycling network for City of Hamilton.

If you have any questions or require any additional information please contact me at [Margaret.Fazio@hamilton.ca](mailto:Margaret.Fazio@hamilton.ca) or via phone at 905-546-2424 ext. 5103. For current information on the project I invite you to look at the City website under [www.hamilton.ca/cycling](http://www.hamilton.ca/cycling) and clicking on "Cycling Master Plan".

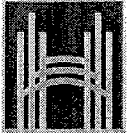
I look forward to working with you on this project.

Yours truly,

***Margaret Fazio, B.Sc., C.C.E.P.***

*Project Manager, Environmental Planning  
Capital Planning and Implementation Division  
Public Works Department  
City of Hamilton  
320 - 77 James Street North  
Hamilton, ON, Canada L8R 2K3  
Phone: 905-546-2424 ext. 5103  
Fax: 905-546-4435  
E-mail: [Margaret.Fazio@hamilton.ca](mailto:Margaret.Fazio@hamilton.ca)*

***Hamilton Public Works ~ Providing services that bring our City to life!***



320 - 77 James Street North  
Hamilton ON Canada L8R 2K3  
www.city.hamilton.ca

Public Works Department  
Capital Planning & Implementation  
905-546-2424 ext. 5103 (Telephone) - 905-546-4435 (Facsimile)

Hamilton

March 27, 2009

To whom it may concern:

**Subject: City Wide Cycling Master Plan – Phase 2,  
Public Information Centre #2 Invitation**

This letter is to inform your agency that the City of Hamilton has held a set of four Public Information Centres (PIC) during Phase 1 – Information Gathering Phase of the **City-Wide Cycling Municipal Class Environmental Assessment (EA) Master Plan**. We will be holding a second set of PICs for Phase 2 of the above project on April 14<sup>th</sup> and 16<sup>th</sup>, 2009. More detailed information concerning these PICs has been enclosed.

The City of Hamilton staff and their consultants will provide information on the evaluation methodology and the expanded, proposed, prioritized network implementation schedule at the above April PICs. The new network will consist of a variety of alternative designs of cycling facilities, as follows:

- Multi-use paths (off-street, rural & urban),
- Reserved Bike Lanes (on-street, urban)
- Signed Bike Routes (on-street, urban), and
- Paved Shoulders (on-road, rural)

In order to accommodate Reserved Bike Lanes this project has considered removal of parking, reduction of traffic lanes, and traffic lane re-designation as well as other alternatives.

The information that will be presented at the April 14<sup>th</sup> and 16<sup>th</sup> PICs will be posted on the webpage ([www.hamilton.ca/ShiftingGears](http://www.hamilton.ca/ShiftingGears)) just prior to these dates. Please feel free to provide your comments regarding the project to me at **905-546-2424 ext 5103**, by email at [Margaret.Fazio@hamilton.ca](mailto:Margaret.Fazio@hamilton.ca), or alternatively by contacting Daryl Bender as per the attached notice.

Yours truly,

A handwritten signature in black ink, appearing to be 'M. Fazio', with a long horizontal flourish extending to the right.

Margaret Fazio, B.Sc.  
Project Manager  
Environmental Planning

Encl.



Hamilton  
Public Works

# CITY-WIDE CYCLING MASTER PLAN

## NOTICE OF PUBLIC INFORMATION CENTRE #2

### MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

#### THE STUDY

The City of Hamilton has initiated the Municipal Class Environmental Assessment (EA) – Master Planning process for the review of the previous Cycling Master Plan (“Shifting Gears”). This Master Plan study has been investigating how to better connect cycling systems together in a city-wide network, improve connections to transit nodes and encourage cycling use within the City of Hamilton.

The Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified.

#### THE PROCESS

This study is following the approved environmental planning process for Master Plans under the Municipal Engineers Association’s Municipal Class Environmental Assessment (June 2000, as amended in 2007). Upon completion of the study, a Master Plan report will be completed and filed for public review and comment.

#### PUBLIC INFORMATION CENTRE

Stakeholder consultation is an important part of the Class EA process. Therefore the 2nd Public Information Centre will be held to present the findings of the study and the preferred alternatives.

**Tuesday, April 14, 2009**

6:00 p.m. to 8:00 p.m.

Hamilton – Wentworth District School Board  
100 Main St. W, Hamilton,  
Lower Auditorium

**Thursday, April 16, 2009**

6:00 p.m. to 8:00 p.m.

Sackville Hill Seniors Recreation Centre  
780 Upper Wentworth Street,  
Hamilton

#### PUBLIC COMMENTS INVITED

There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Managers. If you have any questions or comments or wish to be added to the study mailing list, please contact:

Daryl Bender  
Project Manager, Alternative Transportation  
Public Works  
City of Hamilton  
77 James Street North  
Ste 320, Hamilton, Ontario, L8R 2K3  
Phone (905) 546-2424 ext 2066  
Email [cycling@hamilton.ca](mailto:cycling@hamilton.ca)

J.A. (Sandy) Nairn, MCIP, RPP  
Consultant Project Manager  
Ecoplans Limited  
2655 North Sheridan Way  
Mississauga, Ontario, L5K 2P8  
Phone (905) 823-4988  
Fax (905) 823-2669  
Email [snairn@ecoplans.com](mailto:snairn@ecoplans.com)

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice issued on April 3, 2009 and April 10, 2009

## TOE, Assistant Environmental Planner

---

**From:** TOE, Assistant Environmental Planner

**Sent:** Tuesday, March 31, 2009 10:07 AM

**To:** Fazio, Margaret

**Subject:** City of Hamilton Cycling Master Plan-Public Information Centre (PIC) #2 Notice

Please see attached Agency Letter and Notice for the City of Hamilton's Cycling Master Plan PIC #2.

Regards,

**Matt Robson**

Assistant Environmental Planner

Environmental Planning

Capital Planning and Implementation Division

Public Works Department, City of Hamilton

Tel: 905-546-2424 ext. 2433

Fax: 905-546-4435

Email: [spostud@hamilton.ca](mailto:spostud@hamilton.ca)

# Cycling Master Plan- Screenshot of e-mail sent to Agencies- March 31/09

The screenshot shows an email client window titled "City of Hamilton Cycling Master Plan-Public Information Centre (PIC) #2 Notice - Message (HTML)". The email content is as follows:

This message has not been sent.

To: Paolo, Margaret

CC:

Bcc: info@ullsonpark.org; sps127@msn.com; info@hamiltoncatch.org; matthew.lee@metrolinx.com; sspeakman@cogeco.ca; mattinson@cogeco.ca; dawn\_a\_graham@hotmail.com; crick@cogeco.ca; mcdeandl@cogeco.ca; bavlos@mcmaster.ca; glen@chiptmeresults.com; MEA.NOTICES.EAAB@ontario.ca; Brown, Suzanne

Subject: City of Hamilton Cycling Master Plan-Public Information Centre (PIC) #2 Notice

Attach: Cycling Master Plan Agency Letter.pdf (52 KB); Cycling Master Plan PIC #2 Notice.pdf (31 KB)

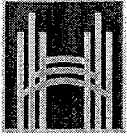
Please see attached Agency Letter and Notice for the City of Hamilton's Cycling Master Plan PIC #2.

Regards,

**Matt Robison**  
Assistant Environmental Planner  
Environmental Planning

Capital Planning and Implementation Division  
Public Works Department, City of Hamilton  
Tel: 905-546-2424 ext. 2433  
Fax: 905-546-4435  
Email: [spostud@hamilton.ca](mailto:spostud@hamilton.ca)

The screenshot also shows the Windows taskbar at the bottom with the start button and several open applications including Outlook, Internet Explorer, and Adobe Acrobat.



320 - 77 James Street North  
Hamilton ON Canada L8R 2K3  
www.city.hamilton.ca

Public Works Department  
Capital Planning & Implementation  
905-546-2424 ext. 5103 (Telephone) - 905-546-4435 (Facsimile)

Hamilton

March 27, 2009

To whom it may concern:

**Subject: City Wide Cycling Master Plan – Phase 2,  
Public Information Centre #2 Invitation**

This letter is to inform your agency that the City of Hamilton has held a set of four Public Information Centres (PIC) during Phase 1 – Information Gathering Phase of the **City-Wide Cycling Municipal Class Environmental Assessment (EA) Master Plan**. We will be holding a second set of PICs for Phase 2 of the above project on April 14<sup>th</sup> and 16<sup>th</sup>, 2009. More detailed information concerning these PICs has been enclosed.

The City of Hamilton staff and their consultants will provide information on the evaluation methodology and the expanded, proposed, prioritized network implementation schedule at the above April PICs. The new network will consist of a variety of alternative designs of cycling facilities, as follows:

- Multi-use paths (off-street, rural & urban),
- Reserved Bike Lanes (on-street, urban)
- Signed Bike Routes (on-street, urban), and
- Paved Shoulders (on-road, rural)

In order to accommodate Reserved Bike Lanes this project has considered removal of parking, reduction of traffic lanes, and traffic lane re-designation as well as other alternatives.

The information that will be presented at the April 14<sup>th</sup> and 16<sup>th</sup> PICs will be posted on the webpage ([www.hamilton.ca/ShiftingGears](http://www.hamilton.ca/ShiftingGears)) just prior to these dates. Please feel free to provide your comments regarding the project to me at **905-546-2424 ext 5103**, by email at [Margaret.Fazio@hamilton.ca](mailto:Margaret.Fazio@hamilton.ca), or alternatively by contacting Daryl Bender as per the attached notice.

Yours truly,

A handwritten signature in black ink, appearing to be 'M. Fazio', with a long horizontal flourish extending to the right.

Margaret Fazio, B.Sc.  
Project Manager  
Environmental Planning

Encl.





Hamilton  
Public Works

# CITY-WIDE CYCLING MASTER PLAN

## NOTICE OF PUBLIC INFORMATION CENTRE #2

### MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

#### THE STUDY

The City of Hamilton has initiated the Municipal Class Environmental Assessment (EA) – Master Planning process for the review of the previous Cycling Master Plan (“Shifting Gears”). This Master Plan study has been investigating how to better connect cycling systems together in a city-wide network, improve connections to transit nodes and encourage cycling use within the City of Hamilton.

The Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified.

#### THE PROCESS

This study is following the approved environmental planning process for Master Plans under the Municipal Engineers Association’s Municipal Class Environmental Assessment (June 2000, as amended in 2007). Upon completion of the study, a Master Plan report will be completed and filed for public review and comment.

#### PUBLIC INFORMATION CENTRE

Stakeholder consultation is an important part of the Class EA process. Therefore the 2nd Public Information Centre will be held to present the findings of the study and the preferred alternatives.

**Tuesday, April 14, 2009**

6:00 p.m. to 8:00 p.m.

Hamilton – Wentworth District School Board  
100 Main St. W, Hamilton,  
Lower Auditorium

**Thursday, April 16, 2009**

6:00 p.m. to 8:00 p.m.

Sackville Hill Seniors Recreation Centre  
780 Upper Wentworth Street,  
Hamilton

#### PUBLIC COMMENTS INVITED

There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Managers. If you have any questions or comments or wish to be added to the study mailing list, please contact:

Daryl Bender  
Project Manager, Alternative Transportation  
Public Works  
City of Hamilton  
77 James Street North  
Ste 320, Hamilton, Ontario, L8R 2K3  
Phone (905) 546-2424 ext 2066  
Email [cycling@hamilton.ca](mailto:cycling@hamilton.ca)

J.A. (Sandy) Nairn, MCIP, RPP  
Consultant Project Manager  
Ecoplans Limited  
2655 North Sheridan Way  
Mississauga, Ontario, L5K 2P8  
Phone (905) 823-4988  
Fax (905) 823-2669  
Email [snairn@ecoplans.com](mailto:snairn@ecoplans.com)

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice issued on April 3, 2009 and April 10, 2009



Hamilton

Public Works

# MINUTES OF MEETING

## Cycling Master Plan Class EA

### Niagara Escarpment Commission Comments

**Location:** 77 James Street North, Hamilton, Suite 350 B

**Date and Time:** Wednesday June 10, 2009, 1:00 PM to 4:00 PM

**Attendees:**

Name	Position
<b>City of Hamilton Staff</b>	
Christine Lee-Morrison	Public Works (PW), Capital Planning & Implementation (CPI), Environmental Planning, Manager
Steve Barnhart	PW, CPI, Open Space Development, Supervisor
Daryl Bender	PW, Operations & Management, Traffic Engineering, Project Manager for Alternative Transportation
Margaret Fazio	PW, CPI, Environmental Planning, Project Manager
Dominic Ho	PW, CPI, Environmental Planning, Co-op Student
<b>Niagara Escarpment Commission</b>	
Kathryn Pounder	Senior Strategic Advisor
Linda Laflamme	Landscape Architect , proposed revisions June 29th

Speaker	Minutes	Action By:
<b>1. Purpose of Meeting and Introductions</b>		
MF	To discuss the Niagara Escarpment Commission's (NEC) comments on Cycling Master Plan (CMP) and Recreational Trails Master Plan (RTMP)	
<b>2. Presentation of CMP map including NEC Lands</b>		
All	CMP map was analyzed and compared with NEC map	
LL	proposed projects are located in NEP within lands designated as Urban, Protection and Natural. Largely projects in urban areas are not of concern.	
<b>3. CMP – Project Schedule and Overview and use of information from RTMP</b>		
MF	The main review period has just expired, and CMP is going to council on June 15, 2009 Intention is to inform NEC about CMP before council to see if there are any comments on the premise of project CMP is a city-wide plan; city-wide analysis of traffic feasibility for bike lanes According to the Municipal Engineers Association's Municipal Class Environmental Assessment document	City

	<p>(Oct 2000, as amended in 2007), general construction of bike lanes does not trigger Schedule B/C EA, only A/A+ EA process – ex: painting onto existing roadways. There are some projects within the CMP, however, that, because of the works involved with implementation of the bike lanes, such as widening of roads, or any other breaking of new ground, a Schedule B/C may be triggered. The CMP did not drill down to this level of detail, as of this stage.</p> <p>Consultation with Hamilton Conservation Authority (HCA), NEC, and Ministry of Environment (MOE) will be addressed at the design phase of each project, prior to construction.</p> <p>Recreational trails within NEC lands were and are intended to be consulted with NEC, appropriate to the NEC’s consultation process</p>	
<b>4. RTMP – Description of Process and Project Status/Trail Sizing and Future Process</b>		
SB	<p>Regional amalgamation combined the trail systems from former cities</p> <p>Trails were categorized in terms of priority after amalgamating</p> <p>TMP goes through a separate EA process with NEC</p> <p>The method of evaluation was approved, each trail has its own separate process</p>	
LL	<p>- The correspondence indicated an EA process was underway – it is understood now that while the EA process is being followed no EA is intended</p>	
CLM	<p>- EA process was only a guideline for the RTMP</p> <p>- Trails generally do not trigger an MEA EA, as they are not part of the MEA EA document (Oct 2000, as amended in 2007), and under the EA. Act’s Regulation #334, most are exempt from EA.</p> <p>- Consultations still occurs, but there is no official process that must be followed, from EA perspective</p>	
KP	<p>NEC wants to look at impacts of trails, but it is unnecessary yet because design prior to construction hasn’t occurred</p> <p>City wishes NEC will provide a comment to bring to council, but there is too little time to provide a detailed comment</p>	
DB	<p>- A detailed comment may not be necessary yet; only requires that NEC is informed on the plan</p>	
KP	<p>HCA lands in NEC area do not require a development permit from NEC, but City lands in NEC area require permit</p>	

	It would be appropriate if City informs NEC of their projects on NEC lands – but less interest in minor ones	
CLM	City will keep an eye on the projects to see what specific improvements the CMP implements, and to judge if they require NEC concern	
KP	NEC is not concerned if bike lanes require EA process, only if projects require permits	
DB	NEC will not be able to look at all Escarpment crossings by June 15 for council - Details are not precise enough to provide specific improvements yet	
LL	- If the road diet isn't changed (ex. repainting), it would not be a concern	
SB	There will be no 6m improvements on trails on NEC lands - There will only be upgrades to materials, no width alterations	
LL	- Grading of trails is very sensitive, improvements should be limited; understanding the City is not proposing any 6 metre wide trails in the NEP or 6m improvements is good	
SB	Notes Gage Park may include 6 metre trail but the park is not in a sensitive area. - City will try to stay away from obstacles (trees, etc) but try to maintain width consistency	LL Concurred
KP	A lot of City lands are in "Escarpment Protection Area" (EPA) designation - "Escarpment Natural Area" (ENA) allows trail usage without motor vehicles	
LL	-The restriction to Motorized vehicles, for most municipalities does not restrict electric scooters; is this the case in Hamilton?	SB to advise
CLM	Review period is after council meeting (June 15 2009), NEC can review CMP project file then City will focus on ENA projects that need permits	
LL	1.NEC will require copy of RTMP to stay included in process 2. Please clarify in writing the intent of the RTMP – not an EA - NEC will see if any projects trigger development permits as projects come forward	! & 2 provided subsequent to meeting
SB	There may be appeal to permits, that's why permit process is first, and then construction after any appeals	
KP	- Permit process always includes consultation with	

	residents in vicinity	
LL	- Line painting/minor maintenance is exempt from permit consultation process; creation of new trail requires consultation process	
KP	City can write a letter with argument for permit exemption	
MF	At what point and how much info should be given to NEC to know if EA process is triggered?	
KP	- If the footprint isn't changed, then there is no concern. However, if obstacles need to be removed, then a permit is required. The overall plan is not treated as an EA; it is only to provide info. for councillors.	

**5. Cycling Network Options and Discussion**

***Waterdown RTMP and CMP projects General:***

DB	The new road was part of Secondary Plan to be a primary bike route Multi-use path is currently under Waterdown EA	
LL	NEC is not concerned with these projects as they will be addressed under the Secondary Plan and Waterdown Road EA process. For Mountain Brow Road if widening is of consequence to the Natural area there may be concerns with the provision of MUPs or cycling. There is not enough known about this proposal at this time. Hamilton projects shown on King Rd in Burlington; the NEC requests any projects on King Road in Burlington be noted as subject to the Feasibility Study underway or deleted from the CMP.	
KP	<b>General Comments CMP:</b> NEC will make comments where there are EAs for projects - More specific concerns will be provided - Unnecessary to do site visits for master plan level of study	NEC
LL	- Based on past correspondence, it was assumed an EA was underway for this Cycling Master Plan project, and this is confirmed to be the case as we understand it now. - Of the 93 projects listed those that are not contained within an existing road diet will be commented on in detail (permit requirement determination) at the appropriate time when COH has details available on the project works. Those in an existing road diet are not of	Further clarified in subsequent discussions.

	concern.	
<b>a. CMP – Specific links concerns</b>		
DB	Staff and NEC went over proposed CMP routes	
<i>Ridge Rd (4):</i>		
DB	- Build up multi-use path (MUP) - CMP states intent - If north route doesn't work (preferred), it would go south of Ridge OR shift road south - Proposal is near Escarpment at 6 <sup>th</sup> Rd	
LL	- Assume that permit is needed, as widening may trigger it	
KP	- Need to see if it coincides with development control areas - NEC has no say on urban design, no development control	
<i>Mtn Ave MUP (13):</i>		
DB	- Area not covered by Red Hill policies, located east of creek - There are no plans to scale the escarpment	
MF	- City will try to create MUP at Lower Davis Creek during erosion control measures	
LL	- NEC wants an application in these areas to know of impacts	City
SB	- The trail line in Lower Davis is still in the works due to uncertainty of feasibility	
MF	- PICs will be in Fall 09	
DB	- There are inconsistencies in CMP and TMP because of financial constraints	
MF	- There will be no scaling of Escarpment	
KP	- Check if Lower Davis is in development control lands	
MF	- Any footprint/change of land will require a development permit	
SB	- Already some disturbance: old roadbed on Glover near Escarpment	
<i>First Rd W MUP (16):</i>		
DB	- Currently there is an old roadbed, jersey barriers required to prevent drivers entering it	
<i>MUP Ottawa St to Escarpment Rail Trail (28):</i>		
DB, LL	- Put some signs, at grade crossing, no structure needed as grade crossing is costly over tracks	
DB	- Worn out walking path, may need to make/pave trail	
<i>MUP in Gage Park (29):</i>		
LL	- No concern, located in an already disturbed area/urban core	
<i>Henderson Lift (31):</i>		

DB	- Plans for this area are only scenarios of connectivity; not solid see previous comments from NEC on RTMP and CMP. There are a number of concerns.	
<i>Wentworth Stairs (32):</i>		
DB	<ul style="list-style-type: none"> <li>- Retrofit for trough, but may need to be replaced due to age</li> <li>- Extent of work TBD ; requirement for permit subject to extent of work – consult NEP</li> </ul>	
<i>John St MUP (39):</i>		
LL	- Concern for alignment as the existing trail is right at the brow. Removal of vegetation and bank stability of concern. Overhanging branches may be a danger to cyclists.	
DB	- Proposed 2 MUPs on James Mountain. Rd	
MF	- Possibility of two troughs on John, and at end of James Mtn. Rd.)?	
<i>Claremont to W 5<sup>th</sup> (37):</i>		
DB	<ul style="list-style-type: none"> <li>- accommodate MUP by narrowing street and shift concrete barrier</li> <li>- all works potentially in road diet, as it is cheapest method</li> </ul>	
<i>Dundurn Stairs (46):</i>		
DB	- NEC to evaluate the stair proposal (retrofit) to determine if a permit is required.	
<i>Chedoke MUP (54):</i>		
DB	<ul style="list-style-type: none"> <li>- The MUP is proposed on an undeveloped part of the Chedoke Rail Trail at the toe of the Escarpment.</li> <li>- No scaling or crossing identified at the meeting.</li> <li>- Flagged in Shifting Gears to be paved</li> </ul>	
<i>MUP Iroquoia Heights to Old Mohawk (52):</i>		
DB	-Currently a mucky foot path, to be paved	
<i>Hwy 8 (69):</i>		
DB	- Hwy 8 is an MTO road, would require consultation	
<i>Hwy 8 (70):</i>		
DB	<ul style="list-style-type: none"> <li>- Bruce Trail is a safety issue, more investigation needed for this trail</li> <li>- LL Please clarify – safety issue</li> </ul>	
<i>Waterdown Bypass (92):</i>		
DB	- This path is an East-West Corridor	
DB	Covered (53), (80), (89) – no concerns	
SB	<b>To do:</b> Send NEC a TMP CD	SB
KP, LL	MUPs vertically crossing Escarpment pose the most environmental impacts MUPs on rail beds are of the least concern to NEC	



DB	Covered the remainder of the projects - Solutions are not solid yet, still subject to studies and change	
<b>6. CMP – Next Steps</b>		
LL	NEC wishes to be involved in any process that looks at bike paths/trails that link to Escarpment	
LL, KP	Bike lanes on Winona to stop just south of Hwy 8 to discourage development - Notify planners on this decision	DB, MF
LL	Goal is to figure out how to allow for bikes, but decrease impacts	
	<b>To do:</b> Flag all cautionary items for council members	NEC
	<b>To do:</b> Tell council that consultation with NEC has occurred	MF
	<b>To do:</b> List projects that would need consultation with NEC and/or MTO	MF
	<b>To do:</b> Contact NEC when any projects of concern begin	DB
	<b>To do:</b> Check a list sent by NEC in letter: <b>April 30, 2009</b> <b>To: Margaret Fazio</b> <b>Re: City Wide Cycling Master Plan – Shifting Gears – Phase 2</b>	MF
KP	When in doubt of whether or not project requires permit, contact NEC first to see	
<b>7. Mailing List</b>		
	<b>To do:</b> Put Martin Kilian onto CMP Mailing List	DH



Votre référence - Your file

19 NOV. 2008

Notre référence - Our file

Ms. Margaret Fazio  
Project Manager – Environmental Planning  
City of Hamilton  
Public Works Department  
77 James Street North, Suite 320  
HAMILTON, ON L8R 2K3

Dear Ms. Fazio:

**Re: Cycling Master Plan – “Shifting Gears”**

I am writing in response to your letter of October 30, 2008 inquiring about any claims that may affect the subject property.

We can advise that our inventory does not include active litigation in the vicinity of this property. Please note that we are unable to make any representations regarding potential or future claims.

We cannot make any comments regarding claims filed under other departmental policies. For information on any claims you should also contact Don Boswell of the Specific Claims Branch at (819) 953-1940 to inquire about any Specific Claims, and Guy Morin of the Comprehensive Claims Branch at (819) 956-0325 to inquire about any current Comprehensive Claims.

.../2

If you have any further questions please do not hesitate to contact me at (819) 994-1947.

Sincerely,

A handwritten signature in black ink, appearing to read 'MA' followed by a stylized flourish.

Marc-André Millaire  
Litigation Team Leader  
Litigation Portfolio Operations East  
Litigation Management and Resolution Branch

DISCLAIMER: In this Disclaimer, "Canada" means Her Majesty the Queen in right of Canada and the Minister of Indian Affairs and Northern Development and their servants and agents. Canada does not warrant or assume any legal liability or responsibility for the accuracy, completeness, or usefulness of any data or information disclosed with this correspondence or for any actions in reliance upon such data or information or on any statement contained in this correspondence. Data and information is based on information in departmental records and is disclosed for convenience of reference only. Canada does not act as a representative for any Aboriginal group for the purpose of any claim. Information from other government sources and private sources (including Aboriginal groups) should be sought, to ensure that the information you have is accurate and complete.

RECEIVED DEC 22 2008

Ministry of the Environment  
West Central Region

Ministère de l'Environnement



119 King Street West  
12<sup>th</sup> Floor  
Hamilton, Ontario L8P 4Y7  
Tel.: 905 521-7640  
Fax: 905 521-7820

119 rue King ouest  
12e étage  
Hamilton (Ontario) L8P 4Y7  
Tél. : 905 521-7640  
Télééc. : 905 521-7820

December 16, 2008

Ms. M. Fazio  
Capital Planning and Implementation  
Public Works Department, City of Hamilton  
77 James Street North, Suite 320  
L8R 2K3

Dear Ms. Fazio:

**Re: Cycling Master Plan**

Thank you for your recent letter advising of the initiation of a City-wide cycling master plan, which is to be undertaken in accordance with the requirements of the MEA Class EA. The general public's "environmental awareness" has increased dramatically in recent years and in therefore, we cannot stress enough the need for the master planning process to ensure that the public is kept well-informed as to the progress that is being made, and that particular effort be made to ensure that information is readily available in as user-friendly language as possible, given the technical nature of the project. You should also be aware that it is becoming Ministry practice to require detailed documentation regarding the public consultation process that has been undertaken and the efforts made to address the public or agencies' concerns, especially where Part II Orders may be received for the individual projects that will arise out of the master planning exercise.

With respect to agency consultation, please keep in mind the range of other approvals and/or permits that may be required in order to implement the specific projects that are identified through the master planning exercise. It is crucial that these agencies are circulated so that their input is obtained and their issues are addressed.

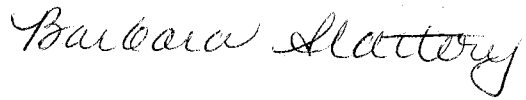
In summary, it is our expectation that the master planning exercise will:

- Address the key principles of successful environmental;
- Address at least the first two phases of the MEA;
- Allow for an integrated process with other planning initiatives;
- Provide a strategic level assessment of various options to better address overall system needs and potential impacts and mitigation;
- Take a system-wide approach to planning which relates infrastructure either geographically or by a particular function;
- Recommend an infrastructure master plan which can be implemented through the implementation of separate projects; and
- Include a description of the specific projects including any other approvals that will be required.

Please note that as part of the required stakeholder and agency consultation, proponents are advised to contact the following agencies to determine potentially affected Aboriginal communities in the project area. You are encouraged to visit the ministry's website at [http://www.ene.gov.on.ca/envision/env\\_reg/ea/english/General\\_info/GRTLlist.htm](http://www.ene.gov.on.ca/envision/env_reg/ea/english/General_info/GRTLlist.htm) for the most up to date contact list in this regard.

Should you have any questions regarding the Class EA process, please feel free to contact me at (905) 521-7864 or at [Barbara.slattery@ontario.ca](mailto:Barbara.slattery@ontario.ca).

Sincerely,

A handwritten signature in cursive script that reads "Barbara Slattery".

Barbara Slattery  
Environmental Assessment and Planning Coordinator  
Air, Pesticides & Environmental Planning

cc. J.A. Nairn, Ecoplans Limited, 2655 North Sheridan Way, Mississauga, Ontario, L5K 2P8

## **APPENDIX E**

Public Works Staff Report PW09-068

**CITY OF HAMILTON**

***PUBLIC WORKS DEPARTMENT  
Operations & Maintenance Division***

<b>Report to:</b> Chair and Members Public Works Committee	<b>Submitted by:</b> Gerry Davis, CMA General Manager Public Works Department
<b>Date:</b> June 3, 2009	<b>Prepared by:</b> Hart Solomon Extension 4584

**SUBJECT: Cycling Master Plan (PW09068) - (City Wide)  
*Public Works Committee Outstanding Business List***

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**RECOMMENDATION:**

- (a) That the City of Hamilton Cycling Master Plan be endorsed;
- (b) That the General Manager of Public Works be authorized and directed to file the Cycling Master Plan with the Municipal Clerk for a minimum thirty 30 day public review period;
- (c) That, upon completion of the thirty day public review period, the General Manager, Public Works, be authorized and directed to program and include the recommended projects in the Capital Budget for future years;
- (d) That the position of Project Manager, Alternative Transportation be made permanent;
- (e) That the Outstanding Business Item referring to the On Street Cycling Program be identified as completed and removed from the Public Works Committee Outstanding Business List.

---

Gerry Davis, CMA  
General Manager  
Public Works Department

**EXECUTIVE SUMMARY:**

The purpose of this report is to present and recommend a new Cycling Master Plan for the City of Hamilton to guide the development and operation of its Cycling Infrastructure for the next twenty years. The report will highlight the content of the new Master Plan



## **SUBJECT: Cycling Master Plan (PW09068) - (City Wide) - Page 2 of 7**

and place its recommendations in context to the groundwork laid by the works performed under the guidance of the two previous Master Plans, Shifting Gears (1999) and Hamilton-Wentworth Regional Bicycle Network Study (1992). The report provides recommendations to endorse the new Master Plan and provide implementation funding referrals to the 2010 Capital Budget and Forecast for consideration by Council.

Cycling is an integral component of the City's transportation philosophy. The Transportation Master Plan recommends a wide range of actions required to maintain a viable transportation system in Hamilton in the future. Transportation demand management (TDM), moving users away from dependence on the single motor vehicle, is one of the core initiatives. One of the ways to achieve TDM is to encourage walking and cycling as alternatives to motorized transport. The Plan recommended three policies in regard to cycling and walking:

- "Provide user-oriented information for all pedestrians, cyclists and other road users to increase awareness of non-motorized networks, user guidelines and safety requirements."
- "Build awareness and promote the benefits of walking and cycling."
- "Continue to improve and expand on the existing network of pedestrian and cycling infrastructure."

The Plan suggests a basic recommended cycling network, with a fourteen year time frame for implementation.

The City's Strategic Plan contains two Focus Areas that directly support the direction toward increased cycling. Focus Area 6 is Environmental Stewardship, and particularly Desired End Results 6.3 and 6.4 point to air quality improvements. Cycling, of course, is totally pollution-free and can contribute toward this goal. Focus Area 7 is Healthy Community. Desired End Result 7.7 speaks directly to increasing alternative transportation usage in areas such as transit ridership, walking and cycling, while DER 7.3 and 7.4 address increasing our citizens' physical activity and reducing obesity. Cycling supports these end results.

In 1999, the former Region published the area's second cycling master plan, entitled "Shifting Gears". The plan was primarily oriented toward infrastructure improvements. The projects suggested were primarily those which could be implemented most easily, and about 75% of the recommended projects are now completed or in progress. However, Shifting Gears did not provide a comprehensive network of cycling facilities across the City.

Given this framework, there was a clear need to build on the work of the Transportation Master Plan and Shifting Gears, to develop an updated formal cycling master plan for Hamilton. The new Cycling Master Plan is primarily focused on developing new on-road facilities, connecting wherever possible to existing or planned off-road facilities, as identified in the City's Trail Master Plan. The focus is on both commuter/utilitarian cycling and recreational cycling, since it is recognized that recreational cycling is often the first step toward commuting or utilitarian use. The plan proposes a range of facility types, including signed routes, painted lanes, paved shoulders and off-road connectors. The core facility type will be the designated, painted lane. The plan is based on the philosophy that a cyclist should be able to access the network in the urban area by travelling no more than 1km, so a grid based on a 2km spacing has been developed and is proposed.

## **SUBJECT: Cycling Master Plan (PW09068) - (City Wide) - Page 3 of 7**

The Master Plan was undertaken as a Municipal Class Environmental Assessment (Municipal Engineers Association, October 2000, amended in 2007), in order that the projects recommended would be pre-approved and not require separate Schedule B or C Class Environmental Assessment (EA) planning processes. The project was undertaken with the typical public consultation in the form of four public meetings to gain input and two public meetings to present the proposed cycling network.

The City's current cycling network has many gaps. On some routes, the type of facility and protection provided changes frequently, making the routes less desirable. While it is recognized that Canadian winters create constraints, it is expected that the provision of well-spaced, continuous cycling routes with consistent design, will be successful in attracting a significantly larger cycling ridership overall, in keeping with the goals of the Transportation Master Plan and City Strategic Plan.

The Master Plan is now complete and it is appropriate to file it for the minimum thirty day public review period.

An implementation strategy has been suggested, based on completing the urban parts of the plan within twenty years. To do so, the funding for cycling would have to be substantially increased over current levels. Also, integral to delivering the plan is the requirement for a full-time staff member dedicated to delivering the program. The development of the new Cycling Master Plan and the implementation of projects such as York Boulevard, North Service Road and the CP Rail Trail would not have been possible without the position of Project Manager, Alternative Transportation, in the Public Works Department. At present, this position is temporary only. In order that the cycling infrastructure in the Master Plan is implemented, it is recommended that this position be made permanent. There would be no change to staff complement and no budget implications associated with this change.

### **BACKGROUND:**

In 1998-1989, the Region of Hamilton Wentworth completed the City's second Cycling Master Plan, entitled "Shifting Gears". Subsequent to the development of Shifting Gears, the City has changed form and attitudes towards alternative modes of transportation versus the single motor vehicle have changed as well. The City's Transportation Master Plan depends heavily on transportation demand management, which means alternative forms to the single motor vehicle, to achieve its goal of avoiding major roadway expansion in the future.

It was clear that Shifting Gears needed to be updated. To create a new master plan, the core technical work was done in-house using the City's cycling coordinator, the Project Manager of Alternative Transportation, with the Environmental Planning Section component being undertaken by the Environmental Assessment group of Capital Planning and Implementation. The advantage of in-house staff, along with the cost savings, was the ability to introduce additional detailed work in the investigations and to retain the value of the learning from the Master Plan. The Master Plan was conducted as a Municipal Class Environmental Assessment under the Municipal Engineers Association document. All projects identified under this Master Plan were deemed to be pre-approved (A+), and this document is valid for ten years. This will result in much streamlining of the process. It should be noted, however, that individual projects will need to be reviewed when brought forward for implementation, to confirm the Schedule classification and determine whether further Class EA study (e.g. Schedule B or C

**SUBJECT: Cycling Master Plan (PW09068) - (City Wide) - Page 4 of 7**

process) or community consultation is required. In keeping with the letter and spirit of an Environmental Assessment, significant public consultation was undertaken. To obtain public input, four separate open houses were held across the City and following development of the master plan, two additional open houses were held to present the recommended plan for additional comment. The Project Manager of Alternative Transportation was supported by a broad based staff group representing Planning, Open Space Development and other relevant internal groups.

**ANALYSIS/RATIONALE:**

The Transportation Master Plan suggested a basic, but not comprehensive, cycling network for Hamilton, and suggested an implementation time frame of fourteen years. It was understood at the time of preparation of the Transportation Master Plan, that a cycling master plan would be prepared shortly afterward and would build on and modify the recommendations of the Transportation Master Plan.

The first major decision to be considered was the density of the Cycling network. There were three choices; no cycling network at all, a primary grid network or defining most or all City roads to be upgraded as cycling routes. While the later is the ultimate goal, it is recognized as not fiscally possible in the near term. Standards indicate that if a cyclist can travel less than one kilometre to access a formal cycling route, this is satisfactory, so a two-kilometre spacing for the cycling grid in the urban area was chosen. In rural areas the spacing between primary cycling facilities was larger. On this basis major cycling routes were defined and examined.

The second step was to prioritize the road segments in the network. Depending on traffic volumes and available right of way width and pavement width, segments were either designated as painted on-street lanes, shared lanes, off-road trails or bike routes only in mixed traffic. The decisions on these types of facility were based on traffic volumes, road widths and other factors. Once the facility type had been determined, the individual segments were prioritized. Priorities were set based on the demand for the route, connectivity of the route to other bike network facilities in the immediate area and the collision history of the route involving cyclists. Capital and property acquisition costs were assigned and the routes were prioritized including a cost factor. The total cost estimated to upgrade the approximately 270 links to complete the recommended network is \$51.5 million; of this, approximately \$22.6 million is in urban areas and \$28.9 million in rural areas (all figures 2009 dollars). A prioritized complete list of streets and roads in the recommended cycling network is included as Appendix A and a map showing these routes will be distributed at the Public Works Committee meeting as Appendix B.

The necessity to encourage cycling and promote safe cycling is also recognized in the Cycling Master Plan. Recommendations include expanding the network of enclosed bike parking facilities, increasing the number of standard bike parking racks, developing more education programs for youth and adults, supporting special events organized to celebrate cycling and increasing the availability of information that promotes cycling - both printed and on the City website.

**ALTERNATIVES FOR CONSIDERATION:**

**Alternative 1** - Do not approve the Cycling Master Plan. This alternative would impede progress towards Vision 2020 and the goals of the Transportation Master Plan, and would not support the City's Strategic Plan. This alternative is not recommended.

**Alternative 2** - Approval of some but not all of the links in the Transportation Master Plan network. It is recognized that some of the links will be more difficult to implement than others. Implementation will only take place in the case of lane reductions and/or parking removal with the consultation with the Ward Councillor and, if deemed necessary, with the public. However, it is recommended that a complete network contained in the Master Plan document be approved in order to have the necessary approvals in place when required to proceed. Cycling will become much more effective when there are continuous road segments as part of the network. Missing links can greatly reduce the attractiveness of a cycling route. Therefore it is not recommended that only part of the primary network be approved.

**Alternative 3** - Consider a more aggressive implementation schedule. At the recommended funded level of \$1.25 million annually, the expenditure is about \$2.50 per capita per year. The current cycling master plans in both Burlington and Toronto have planned expenditures of about \$5.25 per person per year. This is the equivalent to finishing the urban component of the proposed Hamilton network in ten years and the entire network urban and rural Hamilton network, in twenty years. The required funding for a more aggressive schedule would be about \$2.5 million annually.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Financial Implications:

As noted, the total cost to implement the basic cycling network is \$51.5 million. A reasonable time frame to complete the Hamilton Cycling network in its basic form would be twenty years or less. The funding level suggested in this report is about one-half that level and reflects the realities of our limited capital budget for road improvements. The focus will be primarily on urban cycling.

Currently the Cycling Infrastructure allocated is \$300,000 (Project ID 4030917124) for direct investment annually. As well, some additional funding comes from road construction projects and in some cases that the cost of a cycling infrastructure improvement is contained within the construction budget rather than the cycling budget.

It is proposed in the future to have all cycling improvements, whether they are stand-alone or part of a construction project, paid from the cycling budget. It is suggested for this reason and to complete the cycling network in a timely fashion, that the annual budget for cycling infrastructure be increased, subject to budget deliberations. The starting point for the budget process will be an annual request for \$1,250,000. While \$1,250,000 annually is less than the amount required to complete the entire network in twenty years, it will allow for good success on the urban portion and is compatible with staff's ability to undertake these projects.

The operating cost impacts of proposed cycling infrastructure are primarily related to pavement markings and roadway sweeping. If developed over a twenty year period, the full network of cycling facilities would require an annual increase in pavement marking budget of about \$8,000 for lines and stencils each year. These costs would show up as

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annual increases in the pavement marking current budget. Sweeping is currently accommodated by adjusting schedules of existing staff/equipment to allow for increased frequency of cleaning of roads with cycling lanes. In the future, direct additional financial support may be required if this model cannot be sustained. One additional cleaning of the complete final urban bike lane system is estimated at about \$40,000.

The long-term rehabilitation of the cycling network is generally outside the twenty year time frame proposed to develop the network, but where road widenings through construction have been required to develop bike lanes, the repaving/reconstruction costs will be higher in the future.

**Staffing implications:**

The implementation of cycling infrastructure and the leadership for this Master Plan have been under the responsibility of the Project Manager, Alternative Transportation in the Public Works Department. This position was created approximately eighteen months ago as a temporary two-year position. Public Works Committee wished to ensure that the position would be effective in delivering cycling services to the City. It is clear that, through projects such as North Service Road, York Blvd, CP Rail Trail and this Master Plan, that there is great value in having a cycling coordinator for the City. If the City is to have any success in implementing the Master Plan recommendations, it will be necessary to have a stable and consistent support for cycling through the Project Manager, Alternative Transportation. As well as facility development, the position is also responsible for cycling promotion and community liaison through efforts such as supporting the Hamilton Cycling Committee, coordinating the installation of on-street bike racks and working with groups that present cycling education. This position also has a component of pedestrian and walking promotion as part of its mandate. It is therefore recommended the position be transferred from temporary status to permanent status. This position is already in the Section's staff complement, so there would be no complement change. The position is already funded, so there will be no financial impact associated with this change.

**POLICIES AFFECTING PROPOSAL:**

The Cycling Master Plan is consistent with Vision 2020, the Corporate Strategic Plan and the priorities established within Innovate Now. It is consistent with the Transportation Master Plan and its vision for revised transportation in the City of Hamilton. It is consistent with the City's position on transportation demand management which is key to the revised future of transportation in Hamilton.

**RELEVANT CONSULTATION:**

The general public, stakeholders and affected public agencies were consulted as per standard Environmental Assessment practices, including applicable municipal, provincial, federal and first nation agencies. Internal consultation also took place including a formal staff technical team including Public Health, Planning and Economic Development, Public Works (Open Space, Asset Management, Strategic Planning, Design), and Tourism Hamilton. The Environmental Assessment component of the study was lead by the Capital Planning and Implementation Environmental Planning Section.

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Stakeholders were also identified and these organizations were contacted directly for comments, including an Information Centre on November 20, 2008. This group included Hamilton area bike shops, educational institutions, cycling organizations – both local and provincial, the Canadian Automobile Association, the HSR, Hamilton Police and local environmental organizations.

Public Information Centres (PICs): Notices were advertised twice in the Hamilton Spectator (At Your Service section) and the Brabant papers on October 31, 2008 and November 7, 2008, View Magazine on October 30, 2008 and November 6, 2008, and on the website [www.actlocally.info](http://www.actlocally.info). A project website was also maintained.

The first round of Public Information Centres, to obtain public information were held on November 11, 2008, in downtown Hamilton, November 18 in Stoney Creek, November 25 in Ancaster and November 27 on the central Mountain. Approximately 75 people attended the first round of PICs and additional people submitted comments electronically. All interested parties were added to the Study mailing/emailing contact list. Seventeen panels were displayed and comment sheets were distributed; as well, visitors were encouraged to mark up maps to indicate their preferred routes and areas of concern.

The second round of PICs was held on April 14 and April 16, 2009 in downtown Hamilton and on the central Mountain and this same information was posted on the project website. People that had participated in the first round of consultation, for which the City had email addresses, were sent an electronic link to this PIC information. Many people submitted comments electronically.

A Cycling Master Plan report has been prepared documenting the study process followed to determine the recommended strategy.

**CITY STRATEGIC COMMITMENT:**

By evaluating the “**Triple Bottom Line**”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

**Community Well-Being is enhanced.**  Yes  No

Cycling provides an alternative to motorized transport. This results in cleaner air, calmer roads and healthier citizens.

**Environmental Well-Being is enhanced.**  Yes  No

Reduced dependency on motorized transport, means better air quality due to reduced emissions of GHG and pollutants.

**Economic Well-Being is enhanced.**  Yes  No

Cycling attracts tourism.

**Does the option you are recommending create value across all three bottom lines?**

Yes  No

**Do the options you are recommending make Hamilton a City of choice for high performance public servants?**  Yes  No

A cycling-friendly City provides another reason for a prospective employee to choose Hamilton.

Proposed Cycling Network Projects  
Urban Streets

	Street	from	to	Length (m)	Design Concept	2007/08 Cost Estimate	Cumulative Cost
1	<b>Multi-Use Path (MUP) from RHV over QEW</b>						
2	Arbour	Mud	LINC	300	Multi-Use Path (MUP) 4.0m paved and bridge	funds allocated	
3	<b>MUP CP over 403</b>						
4	King in Westdale	Rifle Range	Glenside	2400	MUP 4.0m paved	funds allocated	
5	Wilson in Downtown	Stirling	Longwood	150	Bike Lanes (BL) w road diet, Paisley to Marion & Bl	\$ 938	\$ 938
6	Woodward	Ferguson	Sherman	1900	BL w road diet - BL EB on Ss, 3 auto, osp Ns off pk	\$ 14,250	\$ 15,188
7	Filman	Beach Blvd	Melvin	2525	BL w road diet - TWLTL	\$ 18,938	\$ 34,125
8	Ferguson	Rousseaux	403 overpass	700	shared on-street - signed	\$ 5,250	\$ 39,375
9	Ferguson	Burlington	Simcoe	600	shared on-street - signed	\$ 4,500	\$ 43,875
10	Ferguson	Young	Charlton	200	shared on-street - signed	\$ 1,500	\$ 45,375
11	Wilson in Ancaster	Fidler's Green	Hwy 52	5400	BL w reconstruction	\$ 81,000	\$ 126,375
12	Highland	Winterberry	First Rd E	3600	BL on existing - eliminate osp to 1 side only	\$ 54,000	\$ 180,375
13	Locke	Main	Aberdeen only to Hur	1025	BL w road diet (only to Hunter)	\$ 5,125	\$ 185,500
14	Barton	RHVP	Lake	1610	BL w reconstruction	\$ 24,150	\$ 209,650
15	Mohawk	Scenic	Up Paradise	1450	BL w reconstruction	\$ 21,750	\$ 231,400
16	Wilson in Downtown	James	Ferguson	650	BL w 2-way conversion	\$ 9,750	\$ 241,150
17	Jolley Cut	St Josephs	Concession	1410	BL on existing (upbound priority)	\$ 21,150	\$ 262,300
18	Wilson in Ancaster	Rousseaux	Halsen	850	BL w reconstruction	\$ 12,750	\$ 275,050
19	Stone Church	Garth	Up James	1645	BL w reconstruction	\$ 24,675	\$ 299,725
20	Barton	Brockley	Fruitland	3950	BL on existing	\$ 79,000	\$ 378,725
21	Cannon	Ferguson	Sherman	1900	BL w road diet - BL WB on Ss, 3 auto, osp off pk N	\$ 47,500	\$ 426,225
22	Gage	Industrial	Lawrence	2960	BL w road diet - LTL - parking 1 side	\$ 74,000	\$ 500,225
23	Caroline	York	Markland	1350	BL SB on existing - road diet - maintain 24hr parkin	\$ 27,000	\$ 527,225
24	Rifle Range/Westbourne	Sanders	Main and NB approa	120	shared on-street - signed	\$ 900	\$ 528,125
25	Claremont Access	Inverness	Main	1600	BL on existing	\$ 32,000	\$ 560,125
26	First Rd W	Glover Mtn Rd/Rid	Rymal/Bellagio	4075	BL & existing MUP at Highbury	\$ 30,563	\$ 590,688
27	Scenic	Mohawk	Chateau	1500	BL on existing asphalt?	\$ 22,500	\$ 613,188
28	King in Stoney Creek	Nash	Battlefield	1140	BL w reconstruction	\$ 17,100	\$ 630,288
29	Dundas	Main	Cootes	680	BL on existing	\$ 10,200	\$ 640,488
30	Mohawk	Old Mohawk	Scenic	380	BL on existing - narrow curb lanes	\$ 5,700	\$ 646,188
31	Cannon	Queen	Ferguson	1475	BL w road diet - BL WB on Ss, 3 auto, mtr off pk Ns	\$ 36,875	\$ 683,063
32	Hatt	Market	Main	930	BL on existing, reduce osp to 1 side	\$ 18,600	\$ 701,663
33	Arbour	LINC	Stone Church	130	shared on-street - signed	\$ 975	\$ 702,638
34	Bay	Main	Markland	865	BL w road diet and reduce osp	\$ 17,300	\$ 719,938
35	Studholme	west end	Aberdeen	600	BL on existing E of Beddoe	\$ 9,000	\$ 728,938
36	Beach Blvd	under QEW		240	BL w road diet	\$ 4,800	\$ 733,738
37	Maple Ave/Ottawa/Graham			630	shared on-street - signed	\$ 4,725	\$ 738,463
38	Melvin	Strathearne/Shell	RHV MUP	1900	BL w road diet - parking 1 side Parkdale to Woodw	\$ 38,000	\$ 776,463
39	Osler	Spencer Creek	Main	1500	BL on existing - narrow curb lanes	\$ 37,500	\$ 813,963
40	Cannon/Britania	Kenilworth	Walter	840	BL w road diet Cannon, BL on existing on Brit	\$ 14,280	\$ 828,243
41	Creighton	Market	Governor's	660	BL on existing	\$ 9,900	\$ 838,143
42	York Blvd EB	Bay	James	420	BL w road diet & planned 2-way conversion	\$ 6,300	\$ 844,443
43	Ogilvie	(King) Hatt	South St	580	BL on existing	\$ 8,700	\$ 853,143
44	Longwood	Franklin	King	725	BL on existing - eliminate osp	\$ 10,875	\$ 864,018
45	Mountain Brow in Waterdown	Mill	Arterial A	1200	MUP w dev	\$ 9,000	\$ 873,018
46	Cannon	Gage	Kenilworth	1700	BL w road diet - osp 1s, bits of TWLTL if needed	\$ 42,500	\$ 915,518
47	Golf Links	Halsen	Southcote	1190	BL on existing - narrow curb lanes	\$ 17,850	\$ 933,368
48	Winterberry	Old Mud	Highland	1130	BL w reconstruction	\$ 16,950	\$ 950,318
49	Herkimer	Dundurn	MacNab	1520	BL EB on existing (road diet to 11 W of Locke), red	\$ 38,000	\$ 988,318
50	Charlton	Dundurn	Queen	820	BL on existing, Ns 1way	\$ 12,300	\$ 1,000,618
51	Memorial Sq	King	Hatt	120	BL on existing	\$ 1,800	\$ 1,002,418
52	Jerseyville	Shaver	Wilson	2850	BL w reconstruction	\$ 42,750	\$ 1,045,168
53	W 5th	Stone Church	Rymal	1000	BL w reconstruction	\$ 15,000	\$ 1,060,168
54	Fruitland	North Service	Hwy 8	2425	BL w development	\$ 36,375	\$ 1,096,543
55	Scenic	Chateau	Up Paradise	2270	BL on existing - construct sidewalk along brow	\$ 17,025	\$ 1,113,568
56	Cannon	Sherman	Gage	880	BL w road diet - osp Ns OR changeable direction ct	\$ 22,000	\$ 1,135,568



56	Market in Dundas	King	Creighton	290	BL on existing, reduce osp to 1 side for 1 block	\$ 4,350	\$ 1,139,918
57	Main in Dundas	York/Hatt	Spencer Creek	250	BL on existing - narrow curb lanes	\$ 6,250	\$ 1,146,168
58	Ferguson	Dock Service Rd	Burlington	270	BL on existing - narrow curb lanes	\$ 4,050	\$ 1,150,218
59	Longwood	King	Main	450	BL w road diet - see report	\$ 11,250	\$ 1,161,468
60	York Blvd EB	Dundurn	Bay	1340	BL on existing - narrow curb lanes	\$ 33,500	\$ 1,194,968
61	W 5th	Gateview	Fennell	530	BL w road diet to 4 lanes	\$ 13,250	\$ 1,208,218
62	Scenic	Up Paradise	Garth	950	BL on existing - construct sidewalk along brow	\$ 7,125	\$ 1,215,343
63	Sanders	West Park	Cootes	650	BL on existing	\$ 9,750	\$ 1,225,093
64	Bay	Strachan	Cannon	790	BL w road diet - Barton to Cannon	\$ 15,800	\$ 1,240,893
65	York Blvd WB	Queen	Dundurn	875	BL on existing - narrow curb lanes	\$ 21,875	\$ 1,262,768
66	Frid/Chatham	Longwood	Dundurn	250	BL w development	\$ 3,750	\$ 1,266,518
67	Fiddler's Green	Jerseyville	Wilson	250	BL on existing	\$ 3,750	\$ 1,270,268
68	Up Wentworth	Fennell	Mohawk	1030	BL on existing	\$ 25,750	\$ 1,296,018
69	Barton	Fruitland	Fifty	5110	BL w development	\$ 143,080	\$ 1,439,098
70	Queensdale	Up Sherman	Up Ottawa	1560	BL & 1 side parking	\$ 23,400	\$ 1,462,498
71	Old Mud	RHV MUP	Winterberry	400	BL w development	\$ 6,000	\$ 1,468,498
72	Charlton	Queen	Ferguson	1450	BL w road diet - 1 auto WB, osp Ss & BL Ns W of	\$ 56,250	\$ 1,524,748
73	Up Wentworth	Concession	Fennell	1030	BL on existing	\$ 25,750	\$ 1,550,498
74	Wellington	Jackson	Young	360	BL w road diet - parking one side	\$ 9,000	\$ 1,559,498
75	Millen	Frances	Seaman	620	BL on existing	\$ 15,500	\$ 1,574,998
76	Nash	Bancroft	King	2580	BL w road diet - parking 1 side or TWLTL when nec	\$ 64,500	\$ 1,639,498
77	Rice/Sanatorium	dev to Scenic	Mohawk	1000	BL w road diet - osp 1s S of Chedmac - see EA for	\$ 25,000	\$ 1,664,498
78	Stinson	Wellington	Wentworth	850	BL on existing	\$ 12,750	\$ 1,677,248
79	Kitty Murray		all	2260	BL on existing	\$ 33,900	\$ 1,711,148
80	Stonehenge		all	2460	BL on existing	\$ 36,900	\$ 1,748,048
81	Dundurn	Main	Aberdeen	1020	BL on existing	\$ 25,500	\$ 1,773,548
82	Sydenham	Livingstone	King	680	BL on existing, eliminate osp	\$ 10,200	\$ 1,783,748
83	Queensdale	Up Wellington	Up Sherman	1680	BL & 1 side parking	\$ 25,200	\$ 1,808,948
84	Meadowlands		all	1050	BL on existing	\$ 15,750	\$ 1,824,698
85	Delawana	Grandville	Lake	380	BL on existing	\$ 5,700	\$ 1,830,398
86	Sydenham bridge	Crowley	Romar	1000	BL on existing - narrow dnbound	\$ 25,000	\$ 1,855,398
87	Up Paradise	Stone Church	Rymal	1070	BL on existing - narrow TWLTL	\$ 26,750	\$ 1,882,148
88	Dundurn	York	King	670	BL w road diet	\$ 16,750	\$ 1,898,898
89	Hunter	Queen	Liberty (not Wellington)	1700	BL w road diet - 2way BL	\$ 95,500	\$ 1,994,398
90	Main in Dundas	King	York/Hatt	230	BL on existing	\$ 5,750	\$ 2,000,148
91	Bimbrook Rd	Fletcher	Southbrook	2360	BL w development	\$ 35,400	\$ 2,035,548
92	Lovers Lane	Sulpher Springs	Jerseyville	900	BL on existing, review ped need	\$ 13,500	\$ 2,049,048
93	Governor's	Binkley	Tally Ho	5100	BL w widening	\$ 433,500	\$ 2,482,548
94	Gray	Frances	King	3000	BL w road diet & TWLTL	\$ 75,000	\$ 2,557,548
95	King in Dundas	Bond	Market	800	BL on existing, reduce osp to 1 side	\$ 20,000	\$ 2,577,548
96	Lake	Barton	Delawana	450	BL w road diet & TWLTL & bits of parking	\$ 11,250	\$ 2,588,798
97	Young	Ferguson	Wellington	230	BL on existing	\$ 3,450	\$ 2,592,248
98	Delawana	Fairington	Grandville	490	BL w shortened aux lanes	\$ 12,250	\$ 2,604,498
99	Victoria	Barton	Main	1035	BL w road diet - BL NB on Es, 3 auto, osp Ws - off	\$ 25,875	\$ 2,630,373
100	Victoria	Burlington	Barton	1025	BL w road diet - BL NB on Es, 3 auto, mtr Ws - off	\$ 25,625	\$ 2,655,998
101	Delawana/Kentley	Nash	Fairington	160	shared on-street - signed	\$ 2,400	\$ 2,658,398
102	Whitney	Main	Emerson	1500	BL on existing, remove osp w attn to commercial ar	\$ 30,000	\$ 2,688,398
103	W 5th	Fennell	Mohawk Acc	325	BL on existing	\$ 18,125	\$ 2,706,523
104	Locke	Barton	York	800	BL on existing - eliminate osp to 1 side only	\$ 20,000	\$ 2,726,523
105	King in Stoney Creek	Battlefield	Gray	1485	BL w widening - New Mtn to Grays	\$ 96,525	\$ 2,823,048
106	Limeridge	Up Ottawa	Mtn Brow	1430	BL on existing	\$ 35,750	\$ 2,858,798
107	Dewitt	Dundee	Ridge	500	BL on existing - narrow lane - 2-way for bikes	\$ 7,500	\$ 2,866,298
108	Claremont Access	Hunter	James stairs	1600	BL w spot widening	\$ 160,000	\$ 3,026,298
109	Fifty	South Service	Cokers	1600	BL w development	\$ 24,000	\$ 3,050,298
110	Garth	Rymal	Twenty	1400	BL on existing	\$ 21,000	\$ 3,071,298
111	Burlington	Ferguson	Sherman	1880	BL w road diet F to Well, excess asphalt to Birch	\$ 67,000	\$ 3,138,298
112	Hwy 5/Dundas St	Hwy 6	Hamilton St	2750	BL on existing	\$ 82,500	\$ 3,220,798
113	Pinehill	Trinity Church	Fletcher	1180	BL w development	\$ 17,700	\$ 3,238,498
114	Greenhill	Summercrest	King	1200	BL w road diet - parking 1 side, no TWLTL	\$ 30,000	\$ 3,268,498
115	Rice/Sanatorium	Mohawk	Wendover	130	BL on existing - eliminate osp to 1 side only	\$ 3,250	\$ 3,271,748
116	Fifty	Watercliff	North Service	770	BL on existing	\$ 11,550	\$ 3,283,298
117	W 5th	LINC	Stone Church	740	BL w reconstruction	\$ 55,500	\$ 3,338,798
118	Governor's	Tally Ho	Ogilvie	860	BL w widening	\$ 98,900	\$ 3,437,698
119	Governor's	Ogilvie	Main	240	BL w widening	\$ 27,600	\$ 3,465,298
120	Queenston/Hwy 8	Dewitt	Niagara border	2700	BL w widening	\$ 310,500	\$ 3,775,798
121	Burlington/Industrial	Ottawa	Parkdale	2300	BL w road diet in sections	\$ 134,500	\$ 3,910,298
122	Queenston/Hwy 8	King	Dewitt	1370	BL w widening	\$ 157,550	\$ 4,067,848
123	Greenhill	Harrisford	Summercrest	1940	BL w road diet - parking 1 side, no TWLTL	\$ 48,500	\$ 4,116,348

124	Mill in Waterdown	Parkside	Hwy 5	950	BL on existing	\$ 14,250	\$ 4,130,598
125	King in Westdale	Longwood	Macklin	340	BL w road diet - see report	\$ 43,500	\$ 4,174,098
126	King in Stoney Creek	Gray	Queenston	1510	BL w widening	\$ 173,650	\$ 4,347,748
127	Rousseaux/Mohawk	Wilson	Filman	1600	BL some widening needed	\$ 144,000	\$ 4,491,748
128	Up Wellington	Limeridge	Rymal	2030	BL w reconstruction	\$ 233,450	\$ 4,725,198
129	Wilson in Ancaster	Hwy 52	Brant border	5300	BL w road diet - BL & TWLTL	\$ 92,750	\$ 4,817,948
130	Winona	Lido/shore	Peachtree	1965	BL w development	\$ 29,475	\$ 4,847,423
131	Mud	Arbour	Pritchard	460	BL w widening	\$ 64,400	\$ 4,911,823
132	Up Sherman	Limeridge	Rymal	2020	BL w reconstruction	\$ 232,300	\$ 5,144,123
133	Burlington/Industrial	Sherman	Ottawa	1700	BL w road diet in sections	\$ 125,500	\$ 5,269,623
134	Dewitt	Hwy 8	Dundee	900	BL on existing	\$ 13,500	\$ 5,283,123
135	Locke	King	Main	250	BL w road diet - 1l NB and 2-wy BL	\$ 26,250	\$ 5,309,373
136	W 5th	Mohawk Col Acc	Tyrone	1130	BL w widening on Ws	\$ 231,650	\$ 5,541,023
137	Nebo	Rymal	Twenty	1300	BL w widening	\$ 97,500	\$ 5,638,523
138	Kilbride	Up Ottawa	Nebo	380	BL w development	\$ 5,700	\$ 5,644,223
139	Hamilton in Waterdown	Centre/Main	Hwy 5/Dundas	1000	BL reduce TWLTL	\$ 25,000	\$ 5,669,223
140	Old Ancaster	South St	Hamilton-Brantford rd	220	BL on existing	\$ 7,700	\$ 5,676,923
141	Airport	airport access	Upper James	1400	BL w reconstruction	\$ 161,000	\$ 5,837,923
142	Pritchard	Stone Church	Rymal	1030	BL w development	\$ 118,450	\$ 5,956,373
143	Bay	Cannon	Main	625	BL w widening	\$ 121,875	\$ 6,078,248
144	Garner	Wilson	Glancaster	700	BL w reconstruction	\$ 897,000	\$ 6,975,248
145	Fiddler's Green	Amberly	Garner	680	BL on existing	\$ 13,600	\$ 6,988,848
146	Shaver	Wilson	Garner	520	BL on existing	\$ 7,800	\$ 6,996,648
147	Up James	Twenty	airport/Mt Hope	4050	MUP on Ws	\$ 739,125	\$ 7,735,773
148	Lake	Delawana	King	1625	BL w reconstruction	\$ 186,875	\$ 7,922,648
149	Twenty	Glancaster	Glover/Trinity Church	8700	BL w widening	\$ 1,218,000	\$ 9,140,648
150	Up Ottawa	Mohawk	Kilbride	3285	BL w widening	\$ 703,425	\$ 9,844,073
151	Up Wellington	(Fennell) South Be	Limeridge	2060	BL w widening	\$ 422,300	\$ 10,266,373
152	Reg Rd 56	Cemetery	Southbrook	1760	BL w development	\$ 202,400	\$ 10,468,773
153	Fennell	Garth	W 5th	1200	BL w widening	\$ 246,000	\$ 10,714,773
154	Parkside	Hwy 6	Robson/bypass	6010	BL w widening	\$ 991,650	\$ 11,706,423
155	Golf Links	Kitty Murray	Stone Church	1290	BL w widening	\$ 490,200	\$ 12,196,623
156	Hwy 5/Dundas St	Hamilton St	Burlington border	3290	BL w reconstruction	\$ 378,350	\$ 12,574,973
157	Garth	Stone Church	Rymal	1025	BL w reconstruction	\$ 117,875	\$ 12,692,848
158	Aberdeen	Longwood	Studholme	260	MUP on Ss	\$ 53,950	\$ 12,746,798
159	Southcote	Golf Links	Garner	2100	BL w widening	\$ 241,500	\$ 12,988,298
160	Main in Waterdown	Hwy 5	Thomson/Burlington	1030	BL w widening	\$ 131,325	\$ 13,119,623
161	Sulphur Springs	Mineral Springs	Lovers Lane	1450	PS widen asphalt	\$ 203,000	\$ 13,322,623
162	Hwy 8	Brock	Hillcrest	600	BL w reconstruction	\$ 69,000	\$ 13,391,623
163	Limeridge	Garth	W5th	1370	BL on existing	\$ 34,250	\$ 13,425,873
164	Freelton Rd	Hwy 6	Brock to Hwy 6	1600	BL w widening	\$ 184,000	\$ 13,609,873
165	Mountain Brow on Mountain	Up Ottawa	Broker	2075	MUP 4.0m pave along brow	\$ 274,938	\$ 13,884,810
166	Up Sherman	Fennell (Macassa)	Limeridge	2050	BL w reconstruction	\$ 399,750	\$ 14,284,560
167	Mountain Brow on Mountain	Broker	Arbour	2450	MUP 4.0m pave along brow	\$ 324,625	\$ 14,609,185
168	Up Ottawa	Mtn Brow	Mohawk	1875	BL w reconstruction	\$ 365,625	\$ 14,974,810
169	Upper James/Christie	Rymal	Twenty	800	MUP on Ws	\$ 126,000	\$ 15,100,810
170	Dundurn	King	Main	270	BL w reconstruction	\$ 101,250	\$ 15,202,060
171	Arterial A in Waterdown	Hwy 5	Mtn Brow Rd	850	BL w development	\$ 12,750	\$ 15,214,810
172	MUP Strathearne/Cochrane	Barton	Lawrence	1900	MUP 4.0m pave	\$ 456,000	\$ 15,670,810
173	John	Charlton	St Josephs	145	BL w widening	\$ 29,725	\$ 15,700,535
174	MUP Strathearne/Cochrane	Lawrence	Greenhill	1150	MUP 4.0m pave	\$ 276,000	\$ 15,976,535
175	York Rd	King	Olympic	2150	BL w widening	\$ 806,250	\$ 16,782,785
176	Hwy 8	Bond	Hillcrest	1100	MUP on S side	\$ 654,000	\$ 17,436,785
177	Mill St/ Waterdown Rd	Hwy 5	Burlington border	875	BL w widening	\$ 83,125	\$ 17,519,910
178	MUP CN	James	Ferguson	660	MUP 4.0m pave	\$ 216,000	\$ 17,735,910
179	Hwy 8	Middletown	Brock	3800	BL w widening	\$ 484,500	\$ 18,220,410
180	Mount Albion	all		2000	BL on existing - narrow curb lanes	\$ 40,000	\$ 18,260,410
181	Sanders MUP	Osler/Main condo	West Park	200	MUP 4.0m pave	\$ 66,500	\$ 18,326,910
182	Claremont to W5th	James stairs	Gateview	620	MUP w road diet - shift concrete & widen MUP	\$ 515,500	\$ 18,842,410



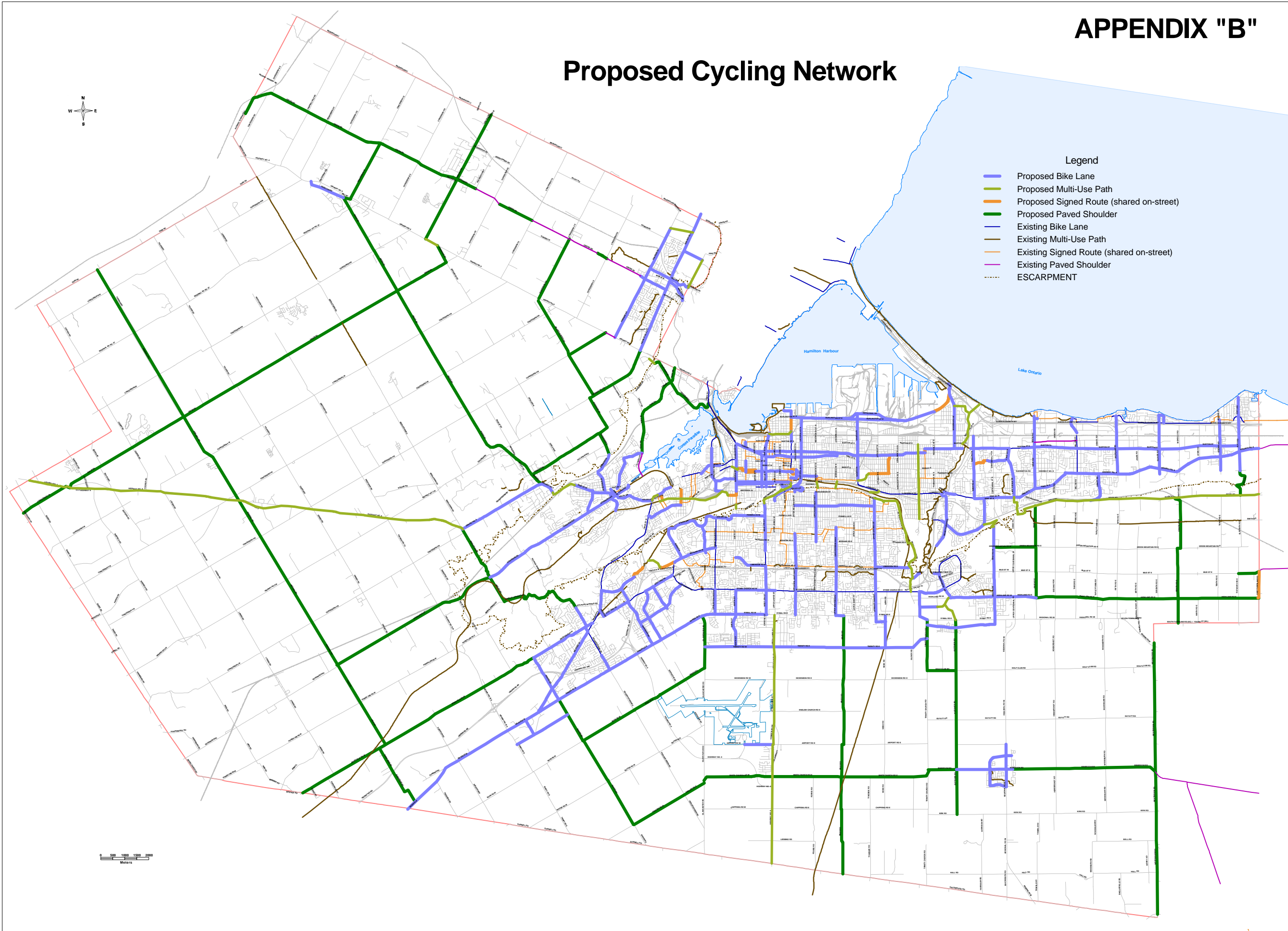
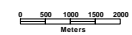
22	Westbrook	Rymal/Reg Rd 20	York St (Niagara)	11150	PS widen asphalt	\$ 696,875	\$ 14,375,038
23	Glancaster	Rymal	Book	1300	PS widen asphalt	\$ 198,000	\$ 14,573,038
24	Book	Shaver	Glancaster	6000	PS widen asphalt	\$ 750,000	\$ 15,323,038
25	Jerseyville	Brant border	Paddy Green	10175	PS widen asphalt	\$ 1,271,875	\$ 16,594,913
26	Concession 4 W	Milgrove Sdrd	Hwy 6	1775	PS widen asphalt	\$ 221,875	\$ 16,816,788
27	White Church	Glancaster	Trinity Church	10500	PS widen asphalt	\$ 1,312,500	\$ 18,129,288
28	Middletown/ Binkley	Hwy 8	Mineral Springs	3500	PS & pave road in section	\$ 385,000	\$ 18,514,288
29	Mineral Springs	Binkley	Sulphur Springs	2250	PS widen asphalt	\$ 303,750	\$ 18,818,038
30	Puslinch Townline	(Maddaugh) Victor	Centre	400	PS widen asphalt	\$ 50,000	\$ 18,868,038
31	Highland	First Rd E	Niagara border	9200	PS w recon	\$ 1,150,000	\$ 20,018,038
32	Carluk	Shaver	Glancaster	3500	PS widen asphalt	\$ 437,500	\$ 20,455,538
33	Mud	Eleventh	Niagara border	850	PS widen asphalt	\$ 106,250	\$ 20,561,788
34	Concession 6 E	Hwy 6	Centre Rd	2750	PS widen asphalt	\$ 343,750	\$ 20,905,538
35	Fifty	Cokers	Ridge	1750	PS widen asphalt	\$ 388,750	\$ 21,294,288
36	Concession 11 E	Hwy 6	Centre Rd	2600	PS widen asphalt	\$ 260,000	\$ 21,554,288
37	Foreman/Kirkwall/Woodhill/Field	all		23000	PS widen asphalt	\$ 2,875,000	\$ 24,429,288
38	Golf Club	Trinity Church	Fletcher	1200	PS widen asphalt	\$ 150,000	\$ 24,579,288
39	Governor's	Woodhill	Binkley	7100	PS widen asphalt	\$ 710,000	\$ 25,289,288
40	Green Mtn	First Rd W	First Rd E	1500	PS widen asphalt	\$ 187,500	\$ 25,476,788
41	Miles	Rymal	Haldibrook	10700	PS widen asphalt	\$ 1,337,500	\$ 26,814,288
42	Shaver	Garner	Carluk	6000	PS w dev or recon	\$ 750,000	\$ 27,564,288
43	Sunny Ridge	Hwy 403	Wilson	1300	PS widen asphalt	\$ 162,500	\$ 27,726,788
44	Sunny Ridge	Jerseyville	Hwy 403	1200	PS widen asphalt	\$ 150,000	\$ 27,876,788
45	Trinity Church	Rymal	Golf Club	2100	PS widen asphalt	\$ 236,250	\$ 28,113,038
46	Up James	Airport/Mt Hope	Haldibrook	4900	MUP 4.0m pave	\$ 771,750	\$ 28,884,788
47	Hwy 6	Edgewood	Carlisle Rd	600	MUP 4.0m pave		MTO jurisdiction
48	Hwy 8	Cambridge	Middletown	18000	MUP 4.0m pave		MTO jurisdiction
49	Hwy 5/Dundas St	Sydenham	Hwy 6	3010	PS widen asphalt		MTO jurisdiction

# Proposed Cycling Network



### Legend

- Proposed Bike Lane
- Proposed Multi-Use Path
- Proposed Signed Route (shared on-street)
- Proposed Paved Shoulder
- Existing Bike Lane
- Existing Multi-Use Path
- Existing Signed Route (shared on-street)
- Existing Paved Shoulder
- ESCARPMENT



## **APPENDIX F**

Public Works Committee Report 09-010



**Public Works Committee**  
**REPORT 09-010**  
**(as approved by City Council on June 24, 2009)**  
**9:30 a.m.**  
**Monday, June 15, 2009**  
**Hamilton Convention Centre**  
**One Summer's Lane**  
**Albion Rooms A and B**  
**Hamilton, Ontario**

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**Present:** Chair B. Bratina  
Vice Chair C. Collins  
Councillors L. Ferguson, T. Jackson, M. McCarthy,  
D. Mitchell, S. Merulla, R. Powers

**Also Present:** Councillor M. Pearson  
C. Murray – City Manager  
D. Hull – A/General Manager, Public Works  
J. Stephen – Temp. Director, Strategic and Environmental  
Planning  
B. Shynal – Director, Operations and Maintenance  
J. Mater – Director, Energy Fleet and Facilities  
G. Moore – Director, Engineering Services  
B. Goodger – Director, Waste Management  
C. Biggs – Legislative Assistant, City Clerk's

**THE PUBLIC WORKS COMMITTEE PRESENTS REPORT 09-010 AND  
RESPECTFULLY RECOMMENDS:**

**1. Intersection Control List (PW09001(c)) (Wards 3, 7, 11 and 14) (Item 5.3)**

That the appropriate By-law to provide traffic control as follows, be passed and enacted:

Intersection		Stop Direction		Class	Location / Comments / Petition	Ward	
Street 1	Street 2	Existing	Requested				
(a)	Shrewsbury St.	Joshua Ave.	EB	NB/SB	C	S. of Golf Links Rd., E. of Meadowlands Blvd.	12
(b)	Ewen Rd.	Whitney Ave.	All Way	NB/SB	B	S. of Main St, W. of Rifle Range Rd.	1
(c)	First Road West	Glover Mountain Road	N/C	NB	B	N. of Green Mountain. E. of Glover Mountain Road	9

**Council – June 24, 2009**

	Intersection		Stop Direction		Class	Location / Comments / Petition	Ward
	Street 1	Street 2	Existing	Requested			
(d)	Cornerstone Drive	Upper Mount Albion	EB	NB	A	S. Old Mud St., W of Winterburry Dr	9
(e)	Glenfern Ave.	Undermount Ave.	SB	EB/WB	B	S. of Aberdeen Ave., E. of Dundurn St.	1
(f)	Bolzano Drive	Erika Crescent (east leg)	SB	All-way Stop	A	N. of Rymal, W. of Upper Gage	7

**2. Governor's Road Intersection Improvements (PW09061) (Ward 13) (Item 5.4)**

- (a) That the General Manager of Public Works, be authorized and directed to file the Governor's Road Intersection Improvements Environmental Report with the Municipal Clerk for a minimum thirty (30) day public review period;
- (b) That upon completion of the minimum thirty (30) day public review period, the General Manager of Public Works, be authorized and directed to proceed with implementation of a Roundabout at Governor's Road and Davidson Boulevard, subject to funding approval through the 2010 Capital Budget Process.

**3. Drive-Thru (Tim Horton's at Spartan Mall) and Synchronization of Traffic Signals (PW09067) (City Wide) (Item 5.5)**

- (a) That Report PW09067 respecting the Drive Thru at the Tim Horton's at Spartan Mall and the Synchronization of Traffic Signals, be received;
- (b) That the item referring to this matter on the Public Works Outstanding Business List be removed.

**4. Motion by the Solid Waste Management Master Plan (SWMMP) Steering Committee – Approval of Amendments to the Waste Reduction Task Force (WRTF) Terms of Reference (PW09062) (City Wide) (Item 5.6)**

That Report PW09062 respecting a motion by the Solid Waste Management Master Plan (SWMMP) Steering Committee to approve amendments to the Waste Reduction Task Force (WRTF) Terms of Reference, be received.



**5. Proposed Permanent Closure and Sale of a Portion of Hamilton Drive Road Allowance at the Rear of 27 and 31 Stowbridge Crescent, Ancaster (PW09065) (Ward 12) (Item 6.2)**

- (a) That the City Solicitor be authorized and directed to prepare a by-law to permanently close a portion of the road allowance of Hamilton Drive, at the rear of 27 and 31 Stowbridge Crescent, Ancaster;
- (b) That the appropriate by-law be introduced and enacted by Council;
- (c) That the Real Estate Section, Planning and Economic Development Department, be authorized to negotiate the sale of the lands, in accordance with the Procedural By-law for the Sale of Land, By-law No. 04-299;
- (d) That the City Solicitor be authorized and directed to register a certified copy of the by-law permanently closing the highway in the proper Land Registry Office;
- (e) That the by-law permanently closing the highway does not take effect until a certified copy of the by-law is registered in the proper Land Registry Office;
- (f) That the Public Works Department publish a notice pursuant to Section 34 of the Municipal Act 2001, S.O. 2001, c. 25, as amended, of the City's intention to pass the by-law.

**6. Proposed Permanent Closure and Sale of a Portion of Kelly Street and Proposed Permanent Closure of a Portion of Elgin Street, Hamilton (PW09066) (Ward 2) (Item 6.3)**

That the application of the Hamilton Wentworth District School Board to permanently close a portion of Kelly Street and Elgin Street in Hamilton and to purchase said portion of Kelly Street, be approved, subject to the following:

- (a) That the City Solicitor be authorized and directed to prepare a by-law to permanently close a portion of Elgin Street and Kelly Street in Hamilton;
- (b) That the appropriate by-law be introduced and enacted by Council;
- (c) That the Real Estate Section, Planning and Economic Development Department, be authorized to negotiate the sale of the lands, in accordance with the Procedural By-law for the Sale of Land, By-law No. 04-299;

- (d) That the City Solicitor be authorized and directed to register a certified copy of the by-law permanently closing the highway in the proper Land Registry Office;
- (e) That the by-law permanently closing the highway does not take effect until a certified copy of the by-law is registered in the proper Land Registry Office;
- (f) That the Public Works Department publish a notice pursuant to Section 34 of the Municipal Act 2001, S.O. 2001, c. 25, as amended, of the City's intention to pass the by-law.

**7. Hamilton Independent Community Panel Review Report on Storm Event Response Group (SERG) Progress (PW06029(a)) (City Wide) (Item 7.1)**

That an updated *Hamilton Independent Community Panel on Flooding Issues report* dated March 2009, be received and considered in preparing future work plans and budgets in regard to Stormwater Management and Drainage Programs.

**8. Cycling Master Plan (PW09068) (City Wide) (Item 7.2)**

- (a) That the City of Hamilton Cycling Master Plan be endorsed, conditional upon individual links being subject to community feedback and consultation with the Ward Councillor and affected neighbourhoods;
- (b) That the General Manager of Public Works be authorized and directed to file the Cycling Master Plan with the Municipal Clerk for a minimum thirty 30 day public review period;
- (c) That, upon completion of the thirty day public review period, the General Manager, Public Works, be authorized and directed to schedule the recommended projects for consideration in the 2010 and future years Capital Budget deliberations;
- (d) That the Outstanding Business Item referring to the On Street Cycling Program be identified as completed and removed from the Public Works Committee Outstanding Business List.

**9. 1579 Burlington Street East (Former Firestone Plant) (PW09063) (City Wide) (Item 8.1)**

- (a) That the balance of funds available from the 241 Stuart Street demolition project (#3540841739) be transferred to the 1579 Burlington Street East demolition (account to be established);

- (b) That the transferred funds be used to develop a demolition strategy for the building located at 1579 Burlington Road East (formerly known as the Firestone Plant), as well as an interim risk management strategy (i.e. proper signage, security fencing in vulnerable locations, and security patrols) that will address the immediate concerns and minimize the liability that currently exists.

**10. City of Hamilton – Employee Emergency Ride Home Program (PW09059) (City Wide) (Item 8.2)**

- (a) That the General Manager of Public Works be authorized to implement a one-year trial of an Employee Emergency Ride Home Program and Policy for City of Hamilton staff and that staff report back to Committee following the trial on the results and participation;
- (b) That funds be made available from the Transportation Demand Management Programs Capital Projects account #4030855820 for this trial program.

**11. Procurement of 2010 Replacement Conventional Transit (HSR) Buses (PW09058) (City Wide) (Item 8.3)**

That the 2010 Capital expenditure for the purchase of 17 replacement Conventional (HSR) Transit Buses at an estimated cost of \$8,838,290 be pre-approved and funded from the following fleet replacement sources:

(a) Ontario Bus Replacement Program	\$2,741,450
(b) Transit Provincial Gas Tax Reserve 112204	\$3,000,000
(c) HSR Vehicle Replacement Reserve 110030	\$3,096,840

**12. Standardization of Bus Parts (PW09064) (City Wide) (Item 8.4)**

That all current previously approved Policy 11 – Single Source approvals expiring in June (attached hereto as Appendix “A”) be extended until such time as staff report back to the Committee respecting an alternative bus parts purchasing policy.

**13. Bus Bench Furniture Program Review and Street Furniture RFP (PW09033) (City Wide) (Item 8.5)**

That Report PW09033 respecting Bus Bench Furniture Program Review and Street Furniture RFP, be received.

**14. Bus Bench Furniture Program Review and Street Furniture RFP (Item 9.1)**

- (a) That the existing contracts of:
- (i) Hamilton Bench Advertising Limited (also known as Creative Outdoor Advertising) respecting bus bench furniture, expiring October 31, 2009; and
  - (ii) Pattison Outdoor Advertising, a division of Jim Pattison Industries Ltd., respecting billboards, expiring August 31, 2011,

both be extended to December 31, 2015 to coincide with the termination of the CBS Outdoor Canada (transit shelter) contract;

- (b) That the extensions be updated to provide improved terms, including an enhanced maintenance program and an annual revenue inflation factor, and shall be to the satisfaction of the General Manager of Public Works (bus bench furniture), the General Manager of Planning and Economic Development (billboards) and the City Solicitor;
- (c) That Terms of Reference and development of site selection criteria for a co-ordinated street furniture program as outlined in staff report "Bus Bench Furniture Program Review and Street Furniture RFP (PW09033) – (City Wide)" be updated and submitted to Public Works Committee for consideration in Q4 2014 or earlier.

**15. Purchase of Property at 120 Province Street North, Hamilton (PW09060) (Ward 4) (Item 12.1)**

- (a) That staff from Public Works, and Planning and Economic Development be directed to proceed with negotiations for the purchase of the property at 120 Province Street North described as PLAN 497 LOT 452 (PIN# 172420094);
- (b) That the budget for the purchase of the properties listed in Recommendation (a) be subject to the conditions as contained in the Financial Implication Section of PW09060 and remain confidential at this time, until final disposition of Council;
- (c) That the Mayor, City Clerk and Legal Services be authorized and directed to execute all documents related to the purchase of the property identified in Recommendation (a);

- (d) That upon the vacant possession of 120 Province Street North, the Director of Fleet and Facilities be authorized and directed to take all the necessary steps, for the demolition of the subject dwelling and that the cost for the demolition and any ancillary expenses be charged to account number 100035, (Property Purchase Reserve), as per Recommendation (b);
- (e) That the related maintenance costs for the 120 Province Street North property be expensed within the existing 2009 Operations and Maintenance Budget and noted as an unfunded expenditure for 2009, and further that the full year operating expense of \$1,200 be included as an operating pressure to the 2010 Operations and Maintenance budget submission;
- (f) That the contents of Report PW09060 remain confidential.

**16. Request from the Winona Peach Festival for Low Floor Buses (New Business) (No Copy)**

That at the request from the Winona Peach Festival for the provision of low floor buses to be used during the 2009 Winona Peach Festival to shuttle seniors and people with disabilities, be approved, with the understanding that the cost will be in the order of \$1,000.

**17. Complimentary Bus Service for Kiwanis Kids on June 28 and July 12, 2009**

That the HSR be authorized and directed to provide complimentary free transit to Kiwanis Kids to allow children to attend Hamilton Thunderbirds baseball games at Bernie Arbour Stadium, Hamilton, on June 28 and July 12, 2009 with the understanding that the cost will be in the order of \$1,000.

**FOR THE INFORMATION OF COUNCIL:**

**(a) CHANGES TO THE AGENDA (Item 1)**

The Clerk advised of the following change to the agenda:

- (i) Request from Cameron Caton for HSR transportation on Thursday, September 30, 2009 to transport residents in long-term care facilities to the Ukrainian Hall, 821 Upper Wentworth Street, Hamilton for a concert

On a motion, the agenda was approved, as amended.

**(b) DECLARATIONS OF INTEREST (Item 2)**

None declared.

**(c) APPROVAL OF MINUTES (Item 3)**

On a motion, the Minutes of the May 25, 2009 meeting of the Public Works Committee were approved, as presented.

**(d) MINUTES OF VARIOUS SUB-COMMITTEES (Item 5.1)**

On a motion, the following Minutes were received, as presented:

**(i) Waste Reduction Task Force**

(aa) April 15, 2009

(bb) May 20, 2009

**(b) Solid Waste Management Master Plan Steering Committee – May 13, 2009****(c) Clean City Liaison Committee**

(aa) March 19, 2009

(bb) April 16, 2009

**(d) City Hall Renovations Steering Committee – May 4, 2009****(e) MINUTES OF THE LAKE ERIE SOURCE PROTECTION COMMITTEE (Item 5.2)**

On a motion, the May 7, 2009 minutes of the Lake Erie Source Protection Committee meeting were received, as presented.

**(f) INTERSECTION CONTROL LIST (PW09001(c)) (Ward 7)**

On a motion, the following was added to the intersection control list:

Intersection		Stop Direction		Class	Location / Comments / Petition	Ward
Street 1	Street 2	Existing	Requested			
Bolzano Drive	Erika Crescent (east leg)	SB Stop	All-way Stop	A	N. of Rymal, W. of Upper Gage	7

**(g) DELEGATIONS/PUBLIC HEARINGS (Item 6)****(i) Cal DiFalco respecting Truck Traffic on Fruitland Road, Impact of Excessive Speeding and Traffic Volumes, Request for Remedies and Fruitland Road By-Pass**

Cal DiFalco appeared before the Committee and introduced a delegation of residents who reside on Fruitland Road. He explained that the purpose of his presentation is to describe the dire conditions existing on Fruitland Road and the impacts of those conditions and request the Committee to come up with solutions to the problems.

Mr. DiFalco read an e-mail from one of the residents on Fruitland Road who was unable to attend the meeting with respect to the truck traffic situation, and cited a number of incidents of near-fatal accidents involving trucks, pedestrians and vehicles. Members of the delegation also spoke to the Committee of the noise generated by the truck traffic at all hours of the day and night, which creates an unpleasant environment in which they are unable to enjoy the pleasures of being outdoors and having a decent night's sleep.

In conclusion, Mr. DiFalco stated that he and the delegation have dealt in good faith with the former Region and the City; however, they have waited 20 years for a resolution to their issues, and they want to take back their street before someone gets killed.

Chair Bratina thanked the delegation for their presentation.

On a motion, the presentation was received.

In response to questions of the Committee, Jill Stephen advised that there are currently three studies underway, including the Fruitland Road Environmental Assessment (EA), the Stoney Creek Official Plan and the Stoney Creek urban Boundary Expansion (SCUBE), all of which are inter-dependent on the Truck Route Master Plan. The proposed schedule for the EA is late fall or early 2010, at which time staff will bring a report back to the Committee.

**Staff Direction #1**

On a motion, staff was directed to bring a report back to the Committee in September, 2009 that outlines the status of the three studies and including an update on Fruitland Road, based on the comments received from the delegation and potential solutions moving forward. Mr. DiFalco is to be advised when the above-referenced report will be presented to the Public Works Committee.

**(ii) Proposed Permanent Closure and Sale of a Portion of Hamilton Drive Road Allowance at the Rear of 27 and 31 Stowbridge Crescent, Ancaster (PW09065) (Ward 12) (Item 6.2)**

Chair Bratina requested if there was anyone in attendance wishing to address the Committee on this item.

There was no one wishing to speak to this issue.

**(iii) Proposed Permanent Closure and Sale of a Portion of Kelly Street and Proposed Permanent Closure of a Portion of Elgin Street, Hamilton (PW09066) (Ward 2) (Item 6.3)**

Chair Bratina requested if there was anyone in attendance wishing to address the Committee on this item.

There was no one wishing to speak to this issue.

**(h) PRESENTATIONS**

**(i) Hamilton Independent Community Panel Review Report on Storm Event Response Group (SERG) Progress (PW06029(a)) (City Wide) (Item 7.1)**

Jill Stephen provided a power point presentation to the Committee respecting the Independent Community Panel (ICP) Review Report on Storm Event Response Group, which included the following:

- Background
- Scope and review approach
- ICP Observations, recommendations and conclusions
- Next steps

The presentation was distributed to the Committee and a copy has been retained in the Office of the City Clerk for the public record.

**Staff Direction #2**

On a motion, staff, in conjunction with Risk Management, was directed to provide an update on all outstanding flood claims from 2004 to present that have not been signed off, based on the compensation package provided by the City. Staff was also directed to provide a list of capital expenditures to date in the City's 5-year plan and future capital requirements determined in the 5-year plan in 2006



The Main Motion CARRIED on the following vote:

Yeas: Bratina, Powers, McCarthy, Mitchell, Collins, Merulla,  
Jackson  
Total Yeas: 7  
Nays: Ferguson  
Total Nays: 1

**(ii) Cycling Master Plan (PW09068) (City Wide) (Item 7.2)**

Hart Solomon introduced Daryl Bender, Project Manager, Alternative Transportation, and Margaret Fazio, Project Manager, Environmental Planning, and thanked them for their work on the Cycling Master Plan report.

The Committee was provided with a power point presentation on the Master Plan which included:

- Introduction
- Cycling as a transportation mode
- Cycling initiatives elsewhere
- Status of “Shifting Gears”
- Delivery and strategy of new Cycling Master Plan
- Environmental Assessment
- Prioritization of implementation
- Cycling program update
- Photos of the CP Rail Trail, QEW Pedestrian/Bike Bridge; Arbour Road Trail Crossing
- Financial plan
- Long-term vision of cycling in Hamilton – video of citizens cycling in Copenhagen (ordinary people, ordinary clothing, inclement weather – new mode of transportation)
- Photos of Councillors and staff at the opening of the North Service Road bike facility and ride to work

The presentation was distributed to the Committee and a copy has been retained in the Office of the City Clerk for the public record.

**Staff Direction #3**

On a motion, staff was directed to report back to the Committee on what financial investments have been expended over the past decade toward cycling infrastructure in the City e.g., Beach Trail, extensions in the West Harbour Trail, QEW Bridge, add-ons to construction projects (King Street), etc.

(aa) On a motion, sub-section (c) was deleted in its entirety and replaced with the following in lieu thereof:

(c) That upon completion of the thirty day public review period, the General Manager, Public Works, be authorized and directed to schedule the recommended projects for consideration in the 2010 and future years Capital Budgets deliberations.

The amendment CARRIED.

(bb) On a motion, sub-section (a) was amended by adding the following after the word, "endorsed":

"...conditional upon individual links being subject to community feedback and consultation with the Ward Councillor and affected neighbourhoods."

The amendment CARRIED and the Motion, as amended, CARRIED.

(cc) On a motion, sub-section (d), which reads as follows, was deferred for further discussion:

"(d) That the position of Project Manager, Alternative Transportation, be made permanent."

The motion CARRIED and the Main Motion, as amended, CARRIED.

**(i) 1579 Burlington Street East (Former Firestone Plant) (PW09063) (City Wide) (Item 8.1)**

**Staff Direction #4**

On a motion, staff was requested to provide an update to the Committee on the savings which were anticipated from the City's acquisition of the property in 2001.

**(j) CITY OF HAMILTON – EMPLOYEE EMERGENCY RIDE HOME PROGRAM (PW09059) (City Wide) (Item 8.2)**

The Motion CARRIED on the following vote:

Yeas: Bratina, Powers, Ferguson, Mitchell, Collins, Merulla, Jackson  
Total Yeas: 7  
Nays: McCarthy  
Total Nays: 1

**(k) STANDARDIZATION OF BUS PARTS (PW09064) (City Wide) (Item 8.4)**

On a motion, sub-sections (a) and (b), which read as follows, were deferred to the first quarter of 2010:

- “(a) That all bus parts for New Flyer Industries Canada ULC, Daimler Buses North America (Orion) and NOVA Bus be standardized to the three (3) Original Equipment Manufacturers (OEM) of transit fleet, in accordance with Purchasing Policy #14 - Policy for Standardization;
- (b) That staff be authorized to negotiate house accounts with the three OEM’s; New Flyer Industries Canada ULC, Daimler Buses North America (Orion) and NOVA Bus.”

The deferral motion CARRIED.

**(l) BUS BENCH FURNITURE PROGRAM REVIEW AND STREET FURNITURE RFP (Item 9.1)**

The Motion CARRIED on the following vote:

Yeas: Bratina, Powers, McCarthy, Ferguson, Mitchell, Collins, Jackson  
Total Yeas: 7  
Nays: Merulla  
Total Nays: 1

**(m) GENERAL INFORMATION/OTHER BUSINESS**

**(i) Outstanding Business List (Item 11.1)**

- (a) Traffic Calming Study - Scenic Road between Goulding Avenue and Lavender Drive  
Due Date: June 15, 2009  
Revised Due Date: November 30, 2009

On a motion, the Outstanding Business list was amended accordingly.

- (ii) **Request from the Ancaster Agricultural Society for Bus Service during the Ancaster Fair – September 25 to 27, 2009 (No Copy) (Item 11.2)**

**Staff Direction #5**

On a motion, the request of the Ancaster Agricultural Society for the provision of bus service during the Ancaster Fair, September 25 to 27, 2009 was referred to staff for a report back to the Committee.

- (iii) **Request from Cameron Caton for HSR Transportation on Thursday, September 30, 2009 from long-term care facilities to the Ukranian Hall, 821 Upper Wentworth Street, Hamilton, for a Concert (New Business) (Added Item 11.3)**

**Staff Direction #6**

On a motion, the request from Cameron Caton for HSR transportation on Thursday, September 30, 2009 from long-term care facilities to the Ukranian Hall, 821 Upper Wentworth Street, Hamilton, for a Concert, was referred to staff for a report back to the Committee.

- (iv) **Customer Service – E-Mails (New Business) (No Copy)**

Councillor Collins expressed frustration on behalf his constituents, Council members and their staff, with respect to the way e-mails are handled through the general line to the City, stating that the current system is not customer friendly, nor is there any accountability for someone to respond. He stated that although he is bringing this concern forward to the Public Works Committee, it is an issue which exists corporate wide.

**Staff Direction #7**

On a motion, staff was directed to bring a report back to the appropriate Committee addressing the issue of how Departments can deal with e-mails from members of the public, Council members and their staff, on a more personal level rather than responses from unidentified sources.

- (v) **GO/Liuna Station Project (New Business) (NoCopy)**

Councillor Bratina provided the Committee with an update from GO/Metro-linx with respect to the GO/Liuna Station project.

**(vi) Osprey Drive, Ancaster****Staff Direction #8**

Councillor Ferguson requested staff to investigate how the extension of Osprey Drive to Shaver Road in Ancaster can be deleted from maps so that it will not show on GPS maps for truck drivers to use Osprey Drive as a truck route. Staff responded that they will follow this up with GIS staff and communicate their findings to the Committee.

**(n) PRIVATE AND CONFIDENTIAL (Item 12)**

On a motion, the Committee moved In Camera at 12:30 p.m. pursuant to Section 8.1, sub-section (c) of the City's Procedural By-law and Section 239 of the Ontario Municipal Act as the subject matter pertains to a proposed or pending acquisition of land for municipal or local board purposes.

On a motion, the Committee reconvened in Open Session at 12:30 p.m.

As the Committee did not have any questions with respect to the subject matter, Closed Session Minutes were not recorded.

On a motion, the following was added as sub-section (f):

“(f) That the contents of Report PW09060 remain confidential.”

The amendment CARRIED.

There being no further business, the Committee adjourned at 12:30 p.m.

Respectfully submitted

Councillor B. Bratina, Chair  
Public Works Committee

Carolyn Biggs  
Legislative Assistant  
June 15, 2009

## **APPENDIX G**

Summary of 30-Day Review Period Comments

Appendix G - Summary of 30-Day Review Period Comments

ir - indicates a "roundabout submission to the comment process"

	Name	address	email	phone	affiliation	date received	comment	response	date responded	format
	Frank Pravitz		Frank.Pravitz@ontario.ca	(905) 704-2712	SC resident	Jan 25 2010	MTO is currently inspecting the bridges along the QEW, clarification of facility along Hwy 8, please add connection to RHV Trail from Nash north of Barton, and a grand path design around Cootes by the RBG	provided details to questions	Mar 29 2010	email
	Joe Gallagher			905 791-7800 x7763	Kirkendall resident	Jan 28 2010	don't remove parking from Herkimer west of Locke	I confirmed that removing parking in this block is not advised at this time. The infrastructure in this block is likely to be only sharrows at the most and signage to define the cycling route. Bike lanes will likely be pursued east of Locke, where volumes increase	Jan 28 2010	phone
ir	Christopher L'Estra	106 Hillcrest Ave	<a href="mailto:christopher.lestrange@gmail.com">christopher.lestrange@gmail.com</a>		Hamilton West resident	Feb 2 2010	HSR pass for crossing escarpment only (~\$20/yr)	reviewed in the CMP, but the HSR said it was not possible	Feb 10 2010	email to Clr McHattie only
	Mike Martin				Hamilton Police	Feb 12 2010	asked for clarity of which sections most relevant for Police	I flagged Chapter 7	Feb 12 2010	phone
ir	Clr McHattie				Hamilton Clr	Feb 16 2010	please consider ways to fast-track cycling route implementation as synchronicity with Pan Am Games and brand Hamilton as Cycle City	acknowledged	Feb 16 2010	email
ir	John Attridge		<a href="mailto:jga@nas.net">jga@nas.net</a>			Feb 13 2010	more about how the LRT plans fit in with the long term plans for cyclists	The Cycling Master Plan does note that potential rapid transit streets will be reviewed further after more decisions are made regarding rapid transit. I have cc'd to rapid transit staff for any additional information	Feb 17 2010	email PLUS additional email from Rapid Transit Office
ir	Peter Summers	Dept. of Biology, McMaster LSB 538	<a href="mailto:summers@mcmaster.ca">summers@mcmaster.ca</a>	Mac x.23267		Jan 26 2010	remove an auto lane on King west of Sterling and replace with bike lanes to calm traffic	The Cycling Master Plan includes bike lanes on King St only on the north side of Westdale to Sterling. There was certainly a request for bike lanes continuing through to Haddon and McMaster Hospital, but due to the financial constraint of creating a reasonable density of cycling infrastructure throughout the city, we had to exclude some linkages that were requested. It would have been great to include this section of King, but with bike lanes on Sterling so close it could not be justified financially. The request for bike lanes has been received by a resident on King (not Peter) during our current 30-day review period as well, which concludes March 5. So we will discuss it one last time as we review all of the comments received	Feb 17 2010	email to Clr McHattie only
	Randy Kay		<a href="mailto:dundastard@gmail.com">dundastard@gmail.com</a>		Dundurn area resident	Feb 17 2010	please provide a list of scheduled street construction and pedestrian and cyclist collision sites	Construction schedules are not static - think of them as a dance with lots of competing interests - so whatever data you find - do not etch it in stone. For any current year, the "year of construction" becomes more certain during budget discussions. But here is a bit of info: <a href="http://www.hamilton.ca/CityDepartments/PublicWorks/CapitalPlanning/Construction/">http://www.hamilton.ca/CityDepartments/PublicWorks/CapitalPlanning/Construction/</a> For collision data see: <a href="http://www.hamilton.ca/CityDepartments/PublicWorks/TrafficEngineeringAndOperations/">http://www.hamilton.ca/CityDepartments/PublicWorks/TrafficEngineeringAndOperations/</a> and check out the "Collision Statistics" section	Feb 17 2010	email

ir	Brian Hamilton		905-521-1744		Feb 25 2010	the "quieter" downtown streets that are one-way, Park, McNab, Hughson, Hess, etc. should remain one way because it is easier for cyclists to get around the downtown. James and John are terrible cycling streets.	noted	Feb 25 2010	phone conversation with Al Kirkpatrick
	Reuven Dukas & T	20 Witherspoon St, Dundas L9H 2C6	dukas@mcmaster.ca	Dundas resident	Feb 25 2010	good document, may we negotiate a reasonable snow clearing status for a small set of heavily used bike routes. Two routes that come to mind are the Waterfront trail and the Cootes trail, both receiving relatively heavy foot and bike traffic also in the winter. Currently, many commuters know that they cannot rely on these routes for winter commuting as there is no certainty that they will be cleared by commuting time.	meeting arranged with a member of the Transportation for Liveable Communities organization. Staff will be directed to prepare a separate report to address this matter. This task will be identified in the CMP as a "to do"	meeting held Mar 11 2	meeting
	Richard Dominick		artistonhpvs@gmail.com		Feb 25 2010	snow clearing is an issue on some streets and trails. Also road conditions such as potholes where there are no defined cycling facilities	thanks, comment forwarded to HCA & stressed Osler plans	Mar 29 2010	email
	Randy Kay		dundastard@gmail.com	Dundurn area resident	Feb 26 2010	an electronic version of Appendix E please	Appendix E is the Council Report. Here is the link...	Feb 26 2010	email
	Brian Lane	178 Hatt St, Dundas		Dundas resident	Mar 3 2010	Great document. Great use of my tax money. I really like on-street facilities as I do lots of utilitarian cycling. I support the plan to pave the CP trail in West Hamilton. Please consider expanding the "share the road" campaign - perhaps get provincial legislation to define a min width (perhaps 1m) and advertize - so drivers better understand. Cyclists may need to dodge a grate or debris. Also include police enforcement of this width. All of this will make cycling more attractive to more people - including parents letting their children cycle. Please ensure snow removal is ASAP for cycling facilities.	Thanks for these comments.	Mar 3 2010	phone
	Grant Ranalli	7 Orchard Hill, Hamilton L8P 2V6	positive1@cogeco.ca	Aberdeen area resident	Mar 3 2010	please raise bike lanes to be slightly higher than adjacent auto lanes, or rumble strip or pylons. Lots of reasons why auto drivers should appreciate cyclists.	reiterated text to him from the CMP p25	Mar 17 2010	email
ir	Grant Ranalli	7 Orchard Hill, Hamilton L8P 2V6	positive1@cogeco.ca	Aberdeen area resident	Jan 24 2010	way to provide winter snow clearing OR deicing of trails crossing the escarpment	promised we would include as part of follow-up report regarding winter maintenance	Mar 17 2010	email
	Kathy Pounder	232 Guelph St, Georgetown L7G 4B1		Niagara Escarpment Commission	Mar 4 2010	We appreciate the references to the NEC in the Implementation section. Please ensure the NEC is advised of relevant projects early in their planning.	noted	Mar 4 2010	phone
	Transportation for L	PO Box 19, 1280 Main Street West, Hamilton ON L8S 1C0	tlchamilton@gmail.com	Transportation for Liveable Communities	Mar 5 2010	TLC would like to see the policy strengthened by ensuring that important city-wide links are not subject to political interference. The changes to the original recommendations create uncertainty where we need firm direction...	Thank you, a meeting is being scheduled to discuss snow clearing. Second email to explain staff subject to Council decisions sent Mar 29	Mar 8 2010 and Mar	emails
ir	Barron Thompson		cynbar@gmail.com		Mar 10 2010	How about bike parking being available at the bottom of the James or Dundurn stairs?	Thanks for this email - much appreciated. I have heard the idea suggested, but good to have specific locations flagged.	Mar 10 2010	email
	GO Transit - Jennifer Neice		jennifer.niece@gotransit.com	GO Transit	Mar 10 2010	please indicate GO facilities, upgrade more signed routes to "full bike lanes", update status of enclosed bike parking locations, integrate GO services with references to VIA, and the merits of a pedestrian master plan.	noted - edits made to reflect comments in the final revision	Mar 10 2010	phone



	Paul Skinner	1 Dromore Crescent, Hamilton L8S 4A8	happy.go.lucky@sympatico.ca	Westdale resident	Sept 28 2009	I would like to see bicycle lanes installed on King St. W. between Cline and Forsythe on the existing asphalt. My observation on Sept. 18th 09 at 7:00 a.m.I counted 16 cyclists in a span of 15 minutes - many use the sidewalk.	Thanks for this input, we will review this feedback as part of our final community feedback.	Oct, Nov...	phone
ir	Patrick J. Sheahan		psheahan3@cogeco.ca		Jan 1 2010	How practical are they from Dec. to the end of March in this climate? Although many people would say maybe winter is changing if we consider the lack of winter weather we just saw in Nov. and Dec. of 2009. I think it's also a legitimate argument that the city has never been able to tell Hamiltonians how many cyclists are on the roads now or what the potential is if we do continue to invest in cycling lanes.	In addition to the Councillor's comment, the City has data that "indicates" existing cycling usage - albeit not precise data, but part of the issue with this data is that we provide cycling facilities to encourage an increase in cycling traffic instead of only using existing ridership data to justify infrastructure. As for potential growth - we can look to other cities and their success - Montreal, Portland, etc in North America, and other cities elsewhere...	Jan 7 2010	email
	Frank Bergen					Please remove me from the contact list	Will do.		phone
ir	Adam Shea	458 Herkimer St	a_shea_2003@yahoo.ca	resident	Nov 30 2009	east-west route north of Aberdeen and a north-south route along railway west of Dundurn	will discuss further the EW route, but the NS route has too many obstacles	Mar 17 2010	email